

Eastcote Homes Ltd

**Malt House,
281 Field End Road,
Eastcote**

**Rooftop Extension (9 units)
Transport Statement**

August 2019

REPORT CONTROL

Document: Transport Statement

Project: Malt House (Rooftop Extension), 281 Field End Road, Eastcote

Client: Eastcote Homes Ltd

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1 INTRODUCTION

- 1.1 Eastcote Homes Ltd has commissioned Pulsar to prepare a Transport Statement in support of a planning application at Malt House (281 Field End Road, Eastcote) for a rooftop extension.
- 1.2 The Local Planning Authority and Local Highway Authority are the London Borough of Hillingdon (LBH).

Background

- 1.3 In July 2019, LBH approved a prior approval scheme for 47 residential units for Malt House (ref: 23156/APP/2019/339).
- 1.4 In July 2018, the Local Planning Authority approved a planning application on the site for the demolition of the existing building and erection of 27 residential units (Class C3) comprising 24 flats and 3 houses including car parking, landscaping, access and associated works (ref: 23156/APP/2017/4464).
- 1.5 The above scheme followed a 26 residential unit scheme that went to Appeal (ref: 23156/APP/2016/3429). Whilst this scheme was dismissed at Appeal, the Inspector accepted the applicant's highways and parking arguments, including evidence showing that the surrounding streets did not suffer from significant parking stress.
- 1.6 In June 2016, LB Hillingdon confirmed that prior approval was given to a scheme on the Malt House site for a change of use from office to 30 residential units (ref: 23156/APP/2016/1284).

Proposed Development

- 1.7 The Applicant seeks to submit a planning application with an additional nine residential units above the recently approved prior approval scheme for 47 units. The proposed development will come with seven additional car parking spaces and 9 additional cycle parking spaces. The proposed layout is shown on the architect's plans in **Appendix A**.
- 1.8 The Transport Statement is structured as follows:
- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
 - **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
 - **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.

- **Section 5: Trip Generation** – A review of the likely number of trips to be generated by the proposed development.
- **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

2 EXISTING CONDITIONS

2.1 This section describes existing conditions at the site in relation to transport.

Site Location

2.2 The site is located at 281 Field End Road, Eastcote, HA4 9XQ, on the corner with Sunningdale Avenue in the London Borough of Hillingdon.

2.3 The existing building on the site is a vacant 3-storey office building with a total floor area of 2,748 sqm (GIA). A private car park is located to the rear of the building, which is owned by the Applicant.

2.4 The site is located in an area with a mix of uses including retail, office and residential buildings.

2.5 **Figure 1** shows the site location plan.

Accessibility

2.6 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

2.7 The topography in the area is generally flat which is good for walking and cycling activity.

2.8 Field End Road has footways on both sides of the main carriageway and slip roads which run parallel. Dropped kerbs are located outside the site to support accessible pedestrian movement by pushchair users and the mobility and sight impaired.

2.9 There is a zebra crossing approximately 30m south of the site and a signal controlled crossing approximately 200m north of the site; both on Field End Road. The signal controlled crossing is located opposite Eastcote Underground Station.

2.10 There is also an informal crossing with a pedestrian refuge island and tactile paving located 50 metres north of the site on Field End Road.

2.11 According to the TfL Local Cycling Guide 3, there are quiet roads in the vicinity of the site that have been recommended by cyclists. This includes Meadow Way (approximately 750m north) and Linden Avenue (approximately 650m west).

Public Transport

2.12 There are two locally accessible bus services: route 282 and route 398, both of which are accessible from Field End Road. Bus services are accessible from stops wither

180m to the north or 350m to the south of the site. Further information on the accessible bus services is provided in **Table 2.1**.

Table 2.1 Accessible Bus Services: Typical Frequencies (Mins)

No.	Route	Week	Sat	Sun
282	Ealing Hospital – Eastcote – Northwood – Mount Vernon Hospital	10 – 14	12 – 13	15
398	Ruislip – Eastcote – Rayners Lane – South Harrow – Hemery Road	30	30	30

- 2.13 The PTAL rating is also supported by services from Eastcote Underground Station located 200m north of the site. Eastcote Station is served by the Metropolitan and Piccadilly lines. In combination, these lines provide access to destinations such as Uxbridge, Acton Town, King's Cross, Liverpool Street and Finsbury Park.
- 2.14 From Eastcote Station, the Metropolitan line runs approximately eight services in each direction per hour on weekdays. The Piccadilly line runs approximately three services per hour in each direction from Eastcote Station on weekdays.

PTAL

- 2.15 According to TfL, the site has a public transport accessibility level (PTAL) rating of 3 (moderate) on a scale of 1 (very poor) to 6 (excellent) – refer to **Appendix B**. This accessibility rating is supported by local bus and Underground services.
- 2.16 PTAL is only one measure of accessibility, and given that the site is only 200m from Eastcote Underground Station (which serves two Underground lines) and the site is adjacent to Eastcote Town Centre, the overall accessibility of the site is considered to be very good.

Local Highway Network

- 2.17 Field End Road is a single carriageway road accommodating traffic in both directions. The road operates a 30mph speed limit. Outside the site, in both directions, there are parallel slip roads which act as local access to the adjacent commercial and retail units. The slip roads in either direction accommodates single lane traffic only. It is noted that the eastern slip road also has parking bays.
- 2.18 Field End Road provides access between the Northolt area to the south and the Eastcote area to the north.
- 2.19 Sunningdale Avenue is a single carriageway residential road generally serving semi-detached houses. It allows two-way operation and has a speed limit of 30mph, although vehicle speeds are likely to be typically significantly lower than this given the presence of on-street parking bays. Sunningdale Avenue is part of the local

Controlled Parking Zone, which restricts parking Monday – Saturday (9am – 5pm) to permit holders only.

Local Car Ownership

2.20 Census data (for the Hillingdon 008 middle super output area) was referenced to understand local car ownership levels with the results given below:

- Zero cars – 15.4%
- 1 car – 44.6%
- 2 cars – 31.6%
- 3 cars – 6.1%
- 4 or more cars – 2.3%

2.21 According to Census data, 60% of all household types in the area have one or fewer cars.

2.22 There is a difference between levels of ownership of flatted units and houses. This is demonstrated in **Table 2.2**.

Table 2.2 Car Ownership by Household Type

Number of Cars per Household	House	Flat
Zero	12%	40%
One	45%	45%
Two or More	43%	15%
Total	100%	100%

2.23 The data demonstrates that flatted households in the area are less likely to own a vehicle or have more than one vehicle for the household. Only 60% of flatted units will own one or more vehicles compared to 88% of houses. The existing car ownership equates to an average of 0.75 cars per flatted unit.

2.24 **Table 2.2** above demonstrates that approximately 60% of the units will own a car and that the average car ownership would be 0.75 spaces per unit (although it is unlikely that many occupiers would own two cars). Therefore, the proposed provision of 43 car parking spaces for 56 flatted units (0.77 spaces per unit) is considered sufficient and in line with policy.

On-Street Parking Demand

2.25 In order to assess the current parking demand in the local area, an on-street parking survey was undertaken on 22nd and 23rd January 2019, applying the accepted Lambeth parking methodology. Both surveys covered an area of c. 200m walk distance from the site and were undertaken overnight on weekdays, when parking demand would be at its highest.

- 2.26 The results of the parking survey are contained in **Appendix C** and a summary of the results are included in **Table 2.3** below.

Table 2.3 Summary of Parking Survey Results

Survey Day	Available spaces	Observed Spaces	Parking Stress
Tuesday 22 nd January 2019	199	101	49.2%
Wednesday 23 rd January 2019	199	106	46.7%

- 2.27 The survey results show that for both surveys the parking stress was below 50%, and that there were approximately 100 observed parking spaces in the area. This is consistent with a parking survey undertaken to support previous applications at the site and accepted at Appeal.
- 2.28 It should be noted that there is a Section 106 Agreement relating to the recent Prior Approval scheme which prohibits the residents of the approved development from obtaining parking permits.

3 POLICY REVIEW

Introduction

- 3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The revised NPPF was published in July 2018 (and subsequently updated in February 2019) and sets out the Government's planning policies for England and how these are expected to be applied. It replaces the previous document published in March 2012.
- 3.3 The NPPF reiterates that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a **presumption in favour of sustainable development***".
- 3.4 Section 9 deals with promoting sustainable transport. Paragraph 102 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*
- 3.5 Paragraph 103 states that the planning system should actively manage patterns of growth in support of the above objectives.
- 3.6 Paragraph 108 states that in assessing specific applications for development, the following should be ensured:

"appropriate opportunities to promote sustainable transport modes can be – or have been - taken up given the type of development and its location;

Safe and suitable access to the site can be achieved for all users; and

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.

3.7 Paragraph 109 goes on to state:

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."

3.8 NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment.

National Planning Practice Guidance (NPPG), 2014

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

Regional Policy

London Plan (March 2016)

- 3.12 The London Plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 3.13 One of the Mayor's six objectives for London is:
- "A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."*
- 3.14 Policy 6.1 establishes the Mayor's strategic approach to transport. Of relevance it states that the Mayor will encourage the closer integration of transport and development by:
- "a. encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- b. seeking to improve the capacity and accessibility of public transport, walking and cycling;*
- g. supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
- i. promoting walking by ensuring an improved urban realm".*
- 3.15 In March 2016, the Minor Alterations to the London Plan (MALP) document was published which provides updated guidance on parking standards. It states that "The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."

The Draft London Plan

- 3.16 The new London Plan is a broad plan to shape the way London develops over the next 20-25 years. A draft consultation version was published by the Mayor in December 2017 and was subsequently updated in August 2018 with minor changes to reflect consultation responses.
- 3.17 Following an Examination in Public (EIP), a "consolidated" version draft London Plan was published in July 2019 incorporating all of the Mayor's suggested changes.

- 3.18 A key objective of the new London Plan is to enable “Good Growth”, i.e. delivering a more socially integrated and sustainable city.
- 3.19 Policy GG2 “Making Best Use of Land” supports high-density, mixed-use places *where local amenities are within walking and cycling distance, and public transport options are available for longer distance trips, supporting good health, allowing strong communities to develop, and boosting the success of local businesses.*
- Making the best use of land means directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling networks.*
- 3.20 Specific transport related policies are dealt with in Chapter 10 of the draft new London Plan. There is a focus on reducing car dependency and promoting a significant shift towards active modes of travel and public transport use.
- 3.21 Policy T1 “Strategic approach to transport” states:
- A. Development Plans should support and development proposals should facilitate:*
- 1. The delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
 - 2. The proposed transport schemes set out in Table 4.1*
- B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.*
- 3.22 Policy T2 “Healthy Streets” is seeking a pattern of land use that facilitate shorter, regular trips by walking or cycling. This is in line with the Mayor’s Transport Strategy to deliver infrastructure and public realm to increase levels of walking, cycling and public transport use.
- 3.23 Policy T4 “Assessing and mitigating transport impacts” notes that Transport Assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network are fully assessed.
- 3.24 Policy T6 “Car Parking” notes that car parking “*should be restricted in line with existing and future public transport accessibility and connectivity*”.

Local Policy

Hillingdon Local Plan 2012

- 3.25 This document is the key strategic planning document for Hillingdon and sets out the long-term vision and objectives for the Borough. Part of the vision for Hillingdon is that:

"Improved accessibility to local jobs, housing and facilities is improving the quality of life of residents: More residents are enjoying the benefits of an improved quality of life. There is a wider choice of housing, and workplaces are located where they are accessible by a range of transport options and neighbourhoods that lack adequate facilities and services have been addressed".

- 3.26 Policy SO12 is to 'reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans'.

- 3.27 Strategic Policy S018 is to:

"Improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport."

- 3.28 Policy T1 notes that the council will 'steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision'.

Unitary Development Plan Saved Policies, September 2007

- 3.29 Saved policy AM2 states that development will be assessed against their i) contribution to traffic generation and ii) the present and potential availability of transport and its capacity to meet increased demand.
- 3.30 Saved policy AM6 notes that the 'the Council will take appropriate measures to discourage the use of local distributor and access roads by through traffic having no need for local access'.
- 3.31 Saved policy AM9.iii states that the Council will 'promote secure, attractive and adequate cycling parking facilities in the Borough's town centres, public transport interchanges and at other major attractions and will require development proposals to include clearly visible, well-designed, covered, secure and accessible bicycle parking for the users of the development and, where appropriate, for the general public'.
- 3.32 Saved policy AM14 notes that 'new development will only be permitted where it is in accordance with the Council's adopted car parking standards'. For C3 residential units

with communal parking, the Council standards are a maximum of 1.5 spaces per dwelling (for flatted units with communal parking).

Summary

- 3.33 The focus of transport and land use planning policy is on the development of sustainable travel measures and the encouragement of development proposals which widen the accessibility of sustainable travel to site attendees and the wider community. The site is situated in an accessible location and further information is provided later in this report which details the transport infrastructure proposed for the site.

4 THE PROPOSED DEVELOPMENT

- 4.1 This section of the report provides a description of the proposed development with a focus on transport infrastructure. **Appendix A** contains the architect's layout.
- 4.2 The proposed development will comprise 9 additional residential units and 7 additional off-street car parking spaces. This would result in a total of 56 residential units and 43 parking spaces at Malt House.

Pedestrian Access

- 4.3 Pedestrian access will take place from Field End Road via the existing access towards the southern corner of the site. A further pedestrian access is also proposed from the car parking area.
- 4.4 Both pedestrian accesses will be at grade to enable all users including those using pushchairs and the mobility impaired to enter the building comfortably.

Vehicular Access

- 4.5 Vehicular access to the existing car park will be from the existing entrance from Sunningdale Avenue.

Servicing

- 4.6 It is expected that the proposed development will be typically serviced by refuse vehicles, home food and non-food deliveries and infrequent maintenance. A bin store is proposed close to the vehicle entrance on Sunningdale Avenue. Waste / refuse collection will be undertaken on-street as per the existing situation for properties on Sunningdale Avenue.

Vehicle Parking

- 4.7 The proposed development will result in a total of 43 parking spaces to the rear of the building, i.e. an additional 7 parking spaces over above the 36 spaces approved for the recent prior approval scheme. The parking provision will be marked clearly and allocated to the relevant residential units. A plan showing the proposed parking layout is included in **Appendix D**.
- 4.8 The overall quantum of parking provision equates to a parking ratio of 0.77 spaces per unit, which is consistent with current car ownership figures in the area and is higher than the parking ratio for the flatted units on a recently approved residential scheme on the site (planning ref: 23156/APP/2017/4464).
- 4.9 The proposed development is not expected to generate overspill parking. In the unlikely event this should occur, parking survey data from a survey undertaken in

January 2019 has confirmed that there is sufficient spare capacity in the local area to accommodate it.

- 4.10 It should be noted that there is a Section 106 Agreement relating to the recent Prior Approval scheme which prohibits the residents of the approved development from obtaining parking permits. A similar agreement is proposed to cover the future residents of the additional nine units.

Cycles

- 4.11 The proposed development of 9 units will result in an additional 9 cycle parking spaces in line with LBH standards. The overall site would accommodate a total of 57 cycle parking spaces for 56 residential units. Cycle parking will be located within the car park area (refer to Architect's drawing in **Appendix A**). All cycle parking for the development will be covered, secure and safely accessible.

5 TRIP ASSESSMENT

- 5.1 This section considers the likely number of trips that the development is forecast to generate.

Residential Trip Rates & Trip Generation

- 5.2 Reference has been made to the agreed residential trip rates used for the extant approval scheme at Malt House (ref: 23156/APP/2017/4464), which are set out in **Table 5.1** below.

Table 5.1 Residential Vehicular Trip Rates & Trip Generation

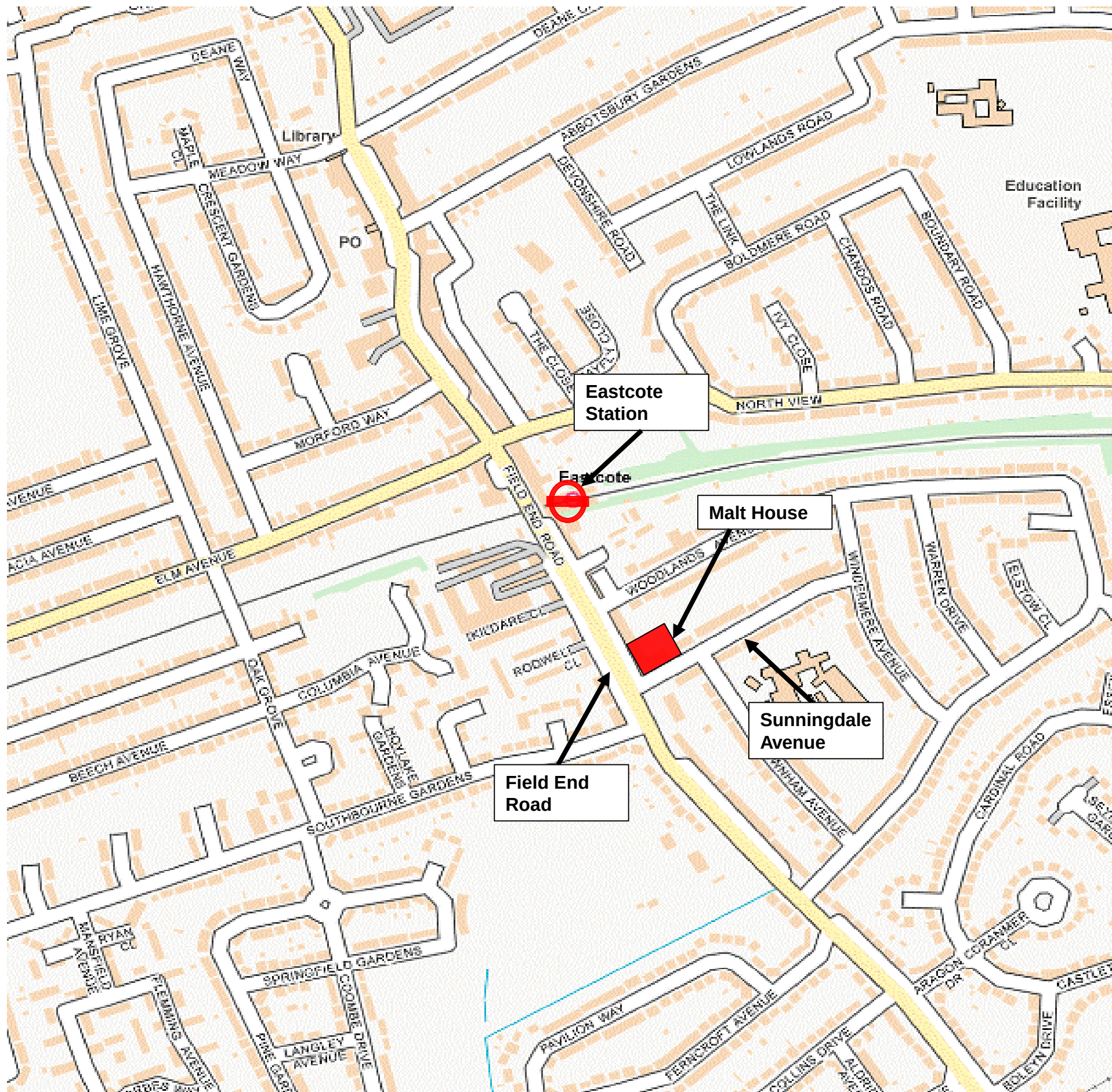
Period	Trip Rates (per unit)			Proposed Trip Generation (Net: 9 Units)		
	In	Out	Total	In	Out	Total
08:00 – 09:00	0.041	0.216	0.258	0	2	2
17:00 – 18:00	0.133	0.076	0.214	1	1	2
07:00 – 19:00	0.913	1.058	1.974	8	10	18

- 5.3 The proposed development is expected to generate 2 additional two-way vehicle trips during 08:00 to 09:00 and 17:00 to 18:00. This will have an insignificant impact on the transport network.

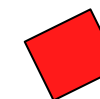
6 SUMMARY & CONCLUSIONS

- 6.1 Eastcote Homes Ltd has commissioned Pulsar to prepare a Transport Statement to support a planning application for development at Malt House, 281 Field End Road, Eastcote, HA4 9UW.
- 6.2 The proposals involve nine additional residential units at roof level to the recently accepted prior approval scheme, which involved the conversion of an existing office building to 47 residential units. As well as 7 car parking spaces, 9 cycle parking spaces are proposed for residents to encourage active travel patterns; and in line with LB Hillingdon's adopted cycle parking standards. Vehicular access to the site is proposed via the existing access on Sunningdale Avenue.
- 6.3 The level of car parking is compliant with both London Plan and LB Hillingdon policy. The proposed parking ratio of 0.77 spaces per unit is higher than the parking ratio for the proposed flatted units on a recently approved residential scheme on the site (ref.: 23156/APP/2017/4464).
- 6.4 An on-street parking survey undertaken in January 2019 has shown that there is ample spare parking capacity in the area, in the unlikely event that there will be any overspill parking associated with the development.
- 6.5 The site seeks to maximise the sustainable characteristics of the site by encouraging active travel. Residents and visitors will be able to maximise the benefits of close proximity to bus and Underground services which, in combination, provides access to destinations such as Uxbridge, Acton Town, King's Cross, Baker Street and the City.
- 6.6 A trip generation assessment was undertaken, which shows that the net impact of the proposed development is expected to be very low, i.e. the proposed uses would generate an insignificant number of additional vehicular trips.
- 6.7 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:
- opportunities for sustainable transport modes have been taken up;
 - safe and suitable access to the site can be achieved by all people;
 - that where necessary, improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
- The impact of the development is not severe.
- 6.8 In conclusion, and on the basis of the above, the proposed development should not be refused on transport grounds. The cumulative residual transport impacts of the proposal would not be severe. The proposal would comply with the NPPF and Local Plan policies SO12, SO18 and T1 and UDP saved policies AM2, AM9 and AM14.

FIGURES



Key



Site Location

Eastcote Homes Ltd

**Malt House - 281 Field
End Road, Eastcote**

Site Location Plan

SCALES: NTS

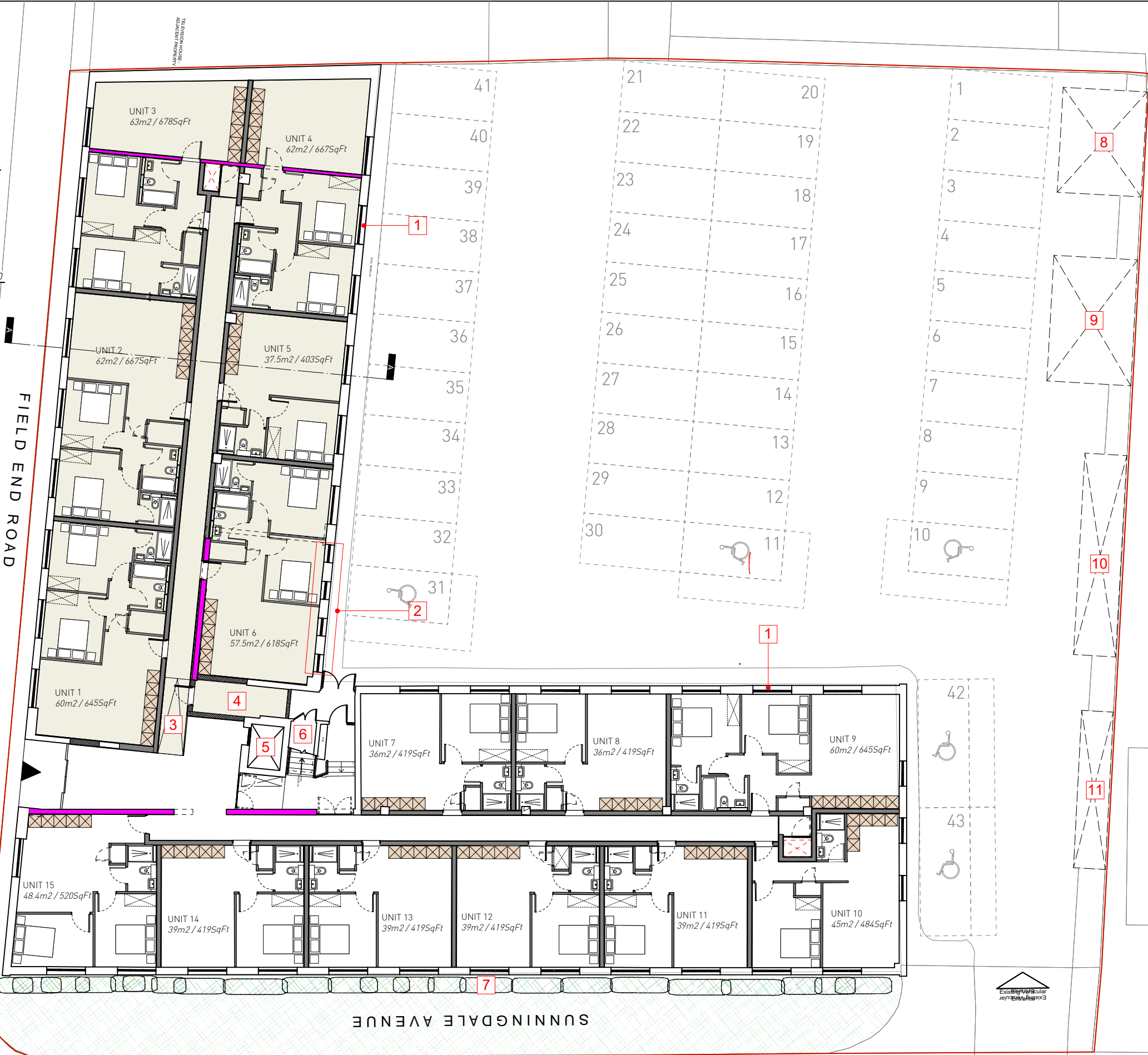
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pulsar
TRANSPORT PLANNING
4 Underwood Row, London N1 7LQ
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www.pulsartransport.co.uk

DRAWING REFERENCE: **Figure 1**

APPENDIX A – ARCHITECT’S PLANS

1. EXISTING DOOR OPENINGS TO BE REPLACED WITH TALL WINDOW SYSTEMS - FIXED BOTTOM / OPENABLE TOP HALF.
TO BE CONFIRMED
2. ALL EXISTING WINDOW TO UNIT 6/ 22/ 38 TO BE FIRE RATED GLASS.
REFER TO FIRE CONSULTANTS REPORT.
3. RAMP ACCESS AND ASSOCIATED BALUSTRADE.
[RISE TO BE FINALISED ONCE RAISED FLOOR BUILDUP HAS BEEN ESTABLISHED].
4. PLANTROOM
REFER TO M&E CONSULTANTS REPORT FOR PROPOSED LAYOUT DETAILS.
5. EXISTING LIFT SHAFT TO BE REUSED WITH NEW LIFT CART PROPOSED.
FINAL DESIGN AND DETAILS TO BE CONFIRMED BY CONTRACTORS APPOINTED LIFT SUPPLIER.
6. CLEANERS CUPBOARD UNDERNEATH STAIRCASE.
7. PLANTING
Cortaderia pumila - Pampas Grass
[SPECIFICATION FOR PLANTS AND PLANTERS TO BE CONFIRMED BY CLIENT]
8. WATER TANK ROOM
REFER TO M&E CONSULTANTS REPORT FOR DETAILS.
9. ELECTRICAL SUBSTATION
REFER TO M&E CONSULTANTS REPORT FOR DETAILS.
10. BICYCLE ENCLOSURE
[SPECIFICATION TO BE CONFIRMED BY CLIENT]
11. BIN STORE ENCLOSURE
[SPECIFICATION TO BE CONFIRMED BY CLIENT]



GENERAL NOTES:
ALL DRAWINGS TO BE READ IN CONJUNCTION WITH STRUCTURAL ENGINEER'S DRAWINGS AND INFORMATION.

ALL M&E INFORMATION SHOWN ON DRAWINGS ARE INDICATIVE AND SHOULD BE READ IN CONJUNCTION WITH M&E ENGINEERS DRAWINGS AND INFORMATION OR PRE-APPROVED AS PER CLIENTS SUB-CONSULTANTS / SUB-CONTRACTOR.

REFER TO WALL KEY FOR INFORMATION ON WALL TYPES.
[FINAL CONSTRUCTION BUILD UPS IF DIFFERENT RE TO BE CONFIRMED BY APPOINTED CONTRACTOR AND SIGNED OFF BY BUILDING CONTROL]

Wall build-up
External Wall
Achieves U-Value of: 0.37 W/m²K

Note:
32.5mm achieves 0.47W/m²K
35.5mm achieves 0.42W/m²K

100mm Existing External brickwork
Cavity
100mm Existing Internal brickwork
42.5mm Kingspan K118 Insulated Plasterboard with scrim taped joints and 3mm Thistle MultiFinish (or equivalent) skim finish plaster

Wall build-up
Adjoining Internal wall (where required)
Achieves U-Value of: 0.37 W/m²K

Note:
32.5mm achieves 0.47W/m²K
35.5mm achieves 0.42W/m²K

215mm Proposed blockwork
42.5mm Kingspan K118 Insulated Plasterboard with scrim taped joints and 3mm Thistle MultiFinish (or equivalent) skim finish plaster

Wall build-up
Existing Structural walls

Note:
Refer to Structural Engineers drawings.

Two Gyframe 48 S 50 'C' Stud
Isover Acoustic Slab in the cavity (cavity width 190mm).
2X 15mm GyprocSoundblock Plasterboard with skim finish plaster

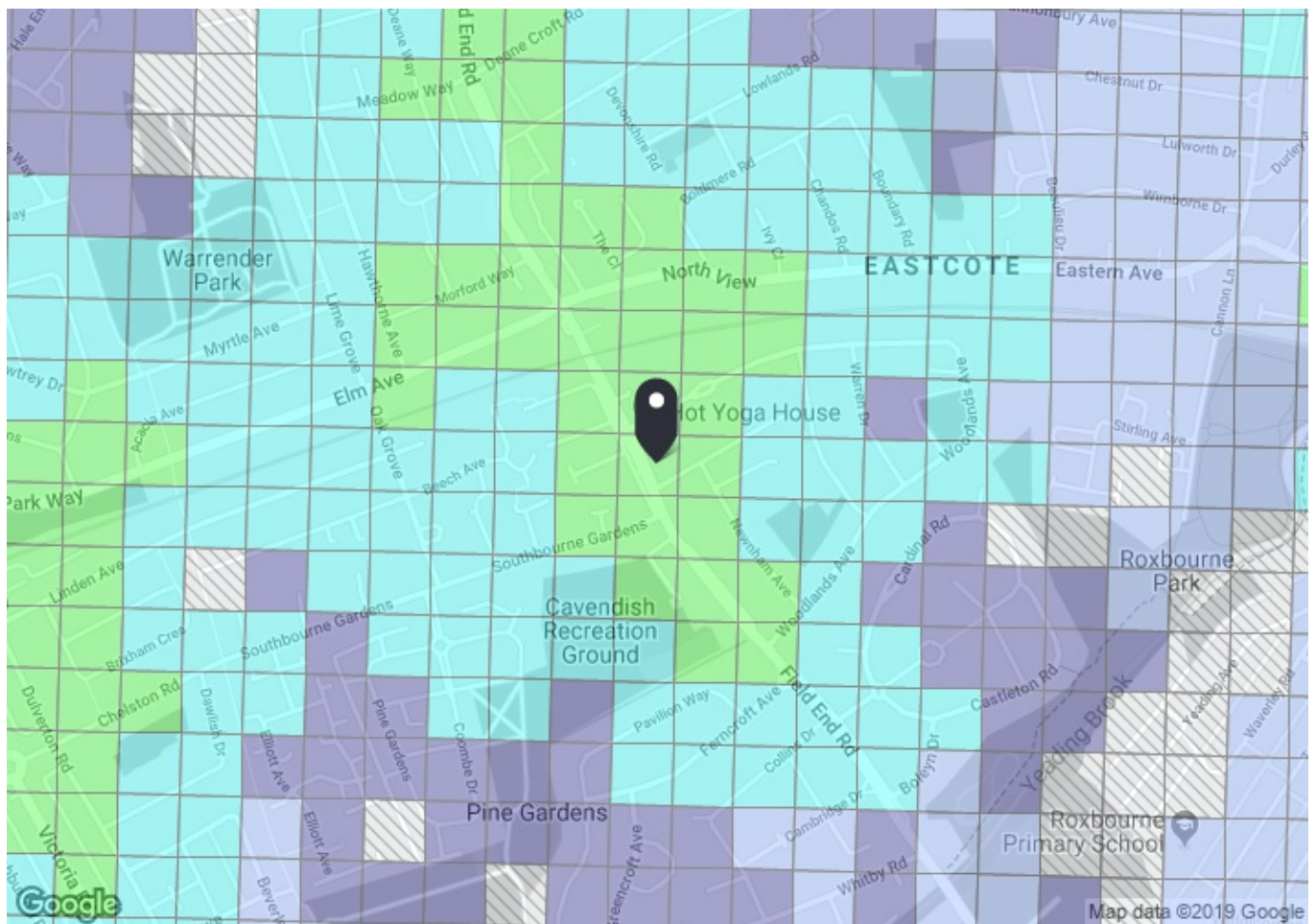
Wall build-up
Existing Structural walls

Note:
Refer to Structural Engineers drawings.

1 **Wall Build Ups**
Scale: 1:20

I&i		e. farouk.agoro@gmail.com www.faroukagoro.com t. 07734957835		Issue	Date	Info	2019.06.12	Info	2019.07.11	Unless indicated below in the "Status" bar this drawing has been issued for INFORMATION purposes only.				Do not scale from this drawing. Use figured dimensions only. <u>ALL</u> dimensions are to be checked on site.			
				Info	2019.05.06	Info	2019.06.21	Info	2019.08.06								
				Info	2019.05.21	Info	2019.07.02										
Client	<u>Eastcote Homes</u>	Project	<u>Malt House Hillingdon</u>	Drawing Title	<u>Ground Level</u>	SCALE	<u>1:200@ A3</u>	BY	<u>F.A</u>	REV	<u>E</u>	SIZE	<u>A3</u>	STATUS	<u>POST PLANNING GENERAL ARGMT</u>	DRG NO:	<u>821.GA1.00</u>

APPENDIX B – PTAL OUTPUT



PTAL output for Base Year 3

281 Field End Rd
281 Field End Rd, Ruislip HA4 9XQ, UK
Easting: 511260, Northing: 187443

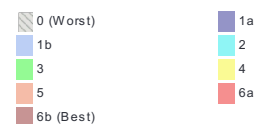
Grid Cell: 117445

Report generated: 25/01/2019

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

Map key - PTAL



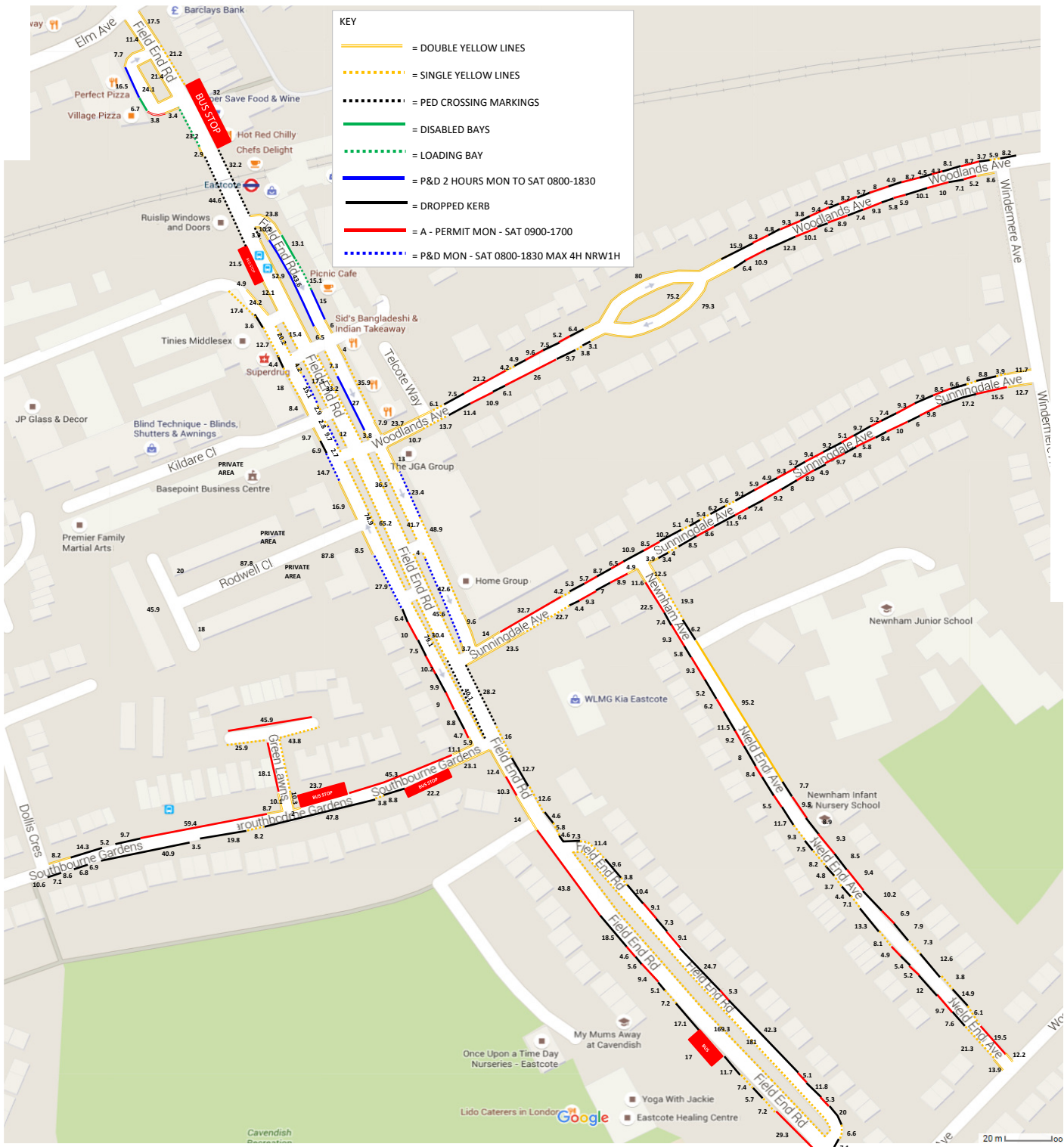
Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	EASTCOTE STATION	398	128.62	2	1.61	17	18.61	1.61	0.5	0.81
Bus	EASTCOTE STATION	282	128.62	5	1.61	8	9.61	3.12	1	3.12
LUL	Eastcote	'Uxbridge-AldSlow'	202.52	5.33	2.53	6.38	8.91	3.37	1	3.37
LUL	Eastcote	'BkStr-UxbridgeSFast'	202.52	2.33	2.53	13.63	16.16	1.86	0.5	0.93
LUL	Eastcote	'Uxbridge-BStreetSl'	202.52	3.67	2.53	8.92	11.46	2.62	0.5	1.31
LUL	Eastcote	'HarrowHill-Uxbridge'	202.52	0.67	2.53	45.53	48.06	0.62	0.5	0.31
LUL	Eastcote	'Uxbridge-Cockfosters'	202.52	3.67	2.53	8.92	11.46	2.62	0.5	1.31
LUL	Eastcote	'Ruislip-Cockfosters'	202.52	2.33	2.53	13.63	16.16	1.86	0.5	0.93
LUL	Eastcote	'ArnosGrove-Uxbridge'	202.52	1	2.53	30.75	33.28	0.9	0.5	0.45
LUL	Eastcote	'Oakwood-Uxbridge'	202.52	0.33	2.53	91.66	94.19	0.32	0.5	0.16
LUL	Eastcote	'Oakwood-Ruislip'	202.52	0.33	2.53	91.66	94.19	0.32	0.5	0.16
Total Grid Cell AI:										12.86

APPENDIX C –PARKING SURVEY RESULTS



KEY

- = DOUBLE YELLOW LINES
- = SINGLE YELLOW LINES
- = PED CROSSING MARKINGS
- = DISABLED BAYS
- = LOADING BAY
- = P&D 2 HOURS MON TO SAT 0800-1830
- = DROPPED KERB
- = A - PERMIT MON - SAT 0900-1700
- = P&D MON - SAT 0800-1830 MAX 4H NRW1H

20 m 100



K&M TRAFFIC SURVEYS

DATE : 22nd AND 23rd JANUARY 2019

DAY : TUESDAY & WEDNESDAY

LOCATION : KILDARE CLOSE, EASTCOTE.

LOCATION : KILDARE CLOSE, EASTCOTE.					TUESDAY 22nd JANUARY 2019				
					TIME : 0430				
ROAD NAME	ZONE	RESTRICTIONS	METRES	5 METRES = 1 SPACE (includes bays of less than 5 metres)	PARKED	OBSERVED SPACE	%STREET STRESS		
FIELD END RD	1	A - PERMIT HOLDERS MON TO SAT 0900-1700	97.4	17	12	6	66.7%		
		SINGLE YELLOW LINES	21.8						
		DROPPED KERB	63.7						
		BUS STOP	17						
		DOUBLE YELLOW LINES	26.4						
SOUTHBOURNE GARDENS	2	DOUBLE YELLOW LINES	23.1						
		BUS STOP	22.2						
		DROPPED KERB	131.2		1				
		SINGLE YELLOW LINES	3.8						
		UNRESTRICTED PARKING	37.8	5	6	0	100.0%		
	3	DOUBLE YELLOW LINES	16.9						
		DROPPED KERB	24						
		UNRESTRICTED PARKING	5.2	1	0	1	0.0%		
		A - PERMIT HOLDERS MON TO SAT 0900-1700	59.4	11	11	0	100.0%		
GREEN LANES	3A	DOUBLE YELLOW LINES	20.4		1				
		A - PERMIT HOLDERS MON TO SAT 0900-1700	64	12	11	0	100.0%		
		SINGLE YELLOW LINES	69.7		1				
SOUTHBOURNE GARDENS	4	DOUBLE YELLOW LINES	13.1						
		BUS STOP	23.7		1				
		A - PERMIT HOLDERS MON TO SAT 0900-1700	45.3	9	7	1	87.5%		
FIELD END RD - SERVICE RD WEST - WESTSIDE	5	DOUBLE YELLOW LINES	14.4						
		A - PERMIT HOLDERS MON TO SAT 0900-1700	33.9	6	6	1	85.7%		
		DROPPED KERB	32.6						
		C - PAY&DISPLAY MON-SAT 0800-1830 4 hrs	27.9	5	4	1	80.0%		
		DOUBLE YELLOW LINES	26.6						
	6	C - PAY&DISPLAY MON-SAT 0800-1830 4 hrs	14.7	2	1	1	50.0%		
		DROPPED KERB	6.9						
		DOUBLE YELLOW LINES	25.8						
	7	SINGLE YELLOW LINES	30.7						
		DROPPED KERB	8						
FIELD END RD - SERVICE RD WEST - EASTSIDE	8	UNRESTRICTED PARKING	4.9						
		DOUBLE YELLOW LINES	24.2						
	9	SINGLE YELLOW LINES	20.2						
		SINGLE YELLOW LINES	7.1		1				
	10	C - PAY&DISPLAY MON-SAT 0800-1830 4 hrs	15.1	3	1	2	33.3%		
		SINGLE YELLOW LINES	5.5						
	FIELD END RD	11	C - PAY&DISPLAY MON-SAT 0800-1830 4 hrs	9.7	1	0	1	0.0%	
SINGLE YELLOW LINES			74.9						
SINGLE YELLOW LINES			79.1						
19			PED CROSSING MARKINGS	40.1					
			SINGLE YELLOW LINES	30.4					
		SINGLE YELLOW LINES	65.2						
		SINGLE YELLOW LINES	12						
		SINGLE YELLOW LINES	17.5						
		SINGLE YELLOW LINES	15.4						
		DOUBLE YELLOW LINES	26.1						
		BUS STOP	21.5						
PED CROSSING MARKINGS		44.6							
LOADING BAY 20 MINS		23.2	4	2	1	66.7%			
SOLO MCYCLES		3.8							
DISABLED BAYS		6.7	1	0	1	0.0%			
B - PAY&DISPLAY MON-SAT 0800-1830 2 hrs		16.5	3	0	3	0.0%			
20		DOUBLE YELLOW LINES	24.1						
		DOUBLE YELLOW LINES	21.4						
22		DOUBLE YELLOW LINES	17.5						
		SINGLE YELLOW LINES	21.2						
	BUS STOP	32							
	PED CROSSING MARKINGS	32.2							
23	PED CROSSING MARKINGS	3.9							
	DOUBLE YELLOW LINES	52.9							
	SINGLE YELLOW LINES	33.2							
	SINGLE YELLOW LINES	36.5							
FIELD END RD - SERVICE RD EAST - WESTSIDE	27	DOUBLE YELLOW LINES	3.7						
		B - PAY&DISPLAY MON-SAT 0800-1830 2 hrs	42.6	8	0	8	0.0%		
		SINGLE YELLOW LINES	4						
	28	SINGLE YELLOW LINES	41.7						
		B - PAY&DISPLAY MON-SAT 0800-1830 2 hrs	27	5	1	4	20.0%		
		SINGLE YELLOW LINES	11.1						
	30	DOUBLE YELLOW LINES	16.7						
B - PAY&DISPLAY MON-SAT 0800-1830 2 hrs		43.6	8	1	7	12.5%			
FIELD END RD - SERVICE RD EAST - EASTSIDE	31	DOUBLE YELLOW LINES	29.8						
		DISABLED BAYS	13.1	2	0	2	0.0%		
		LOADING BAY 20 MINS	15.1	3	0	3	0.0%		
		B - PAY&DISPLAY MON-SAT 0800-1830 2 hrs	15	3	0	3	0.0%		
	32	DOUBLE YELLOW LINES	11.9						
SINGLE YELLOW LINES		35.9							
WOODLANDS AVE	33	DOUBLE YELLOW LINES	103.7						
		SINGLE YELLOW LINES	16.2						
		DROPPED KERB	90.1						
		A - PERMIT HOLDERS MON TO SAT 0900-1700	100.9	14	9	11	45.0%		
	34	DOUBLE YELLOW LINES	98.6						
		A - PERMIT HOLDERS MON TO SAT 0900-1700	97.2	17	9	10	47.4%		
		DROPPED KERB	85.6						
FIELD END RD - SERVICE RD EAST - EASTSIDE	35	SINGLE YELLOW LINES	17.5						
		DOUBLE YELLOW LINES	22.6						
		C - PAY&DISPLAY MON-SAT 0800-1830 4 hrs	23.4	4	1	3	25.0%		
SUNNINGDALE AVE	36	SINGLE YELLOW LINES	48.9						
		DOUBLE YELLOW LINES	25.7						
		A - PERMIT HOLDERS MON TO SAT 0900-1700	106.1	16	11	8	57.9%		
		SINGLE YELLOW LINES	30.2						
	37	DROPPED KERB	114.7						
		DOUBLE YELLOW LINES	16.2						
		A - PERMIT HOLDERS MON TO SAT 0900-1700	83.9	12	12	4	75.0%		
		DROPPED KERB	80.1						
FIELD END AVE	38	SINGLE YELLOW LINES	4						
		DOUBLE YELLOW LINES	24.7						
		SINGLE YELLOW LINES	36.5						
		DROPPED KERB	76.9						
		SCHOOL KEEP CLEAR	95.2						
	A - PERMIT HOLDERS MON TO SAT 0900-1700	54.6	7	3	6	33.3%			
	39	DOUBLE YELLOW LINES	25.5						
SINGLE YELLOW LINES		57.7							
SUNNINGDALE AVE	40	DROPPED KERB	114.6						
		A - PERMIT HOLDERS MON TO SAT 0900-1700	90.2	13	5	11	31.3%		
		DOUBLE YELLOW LINES	28.4						
		A - PERMIT HOLDERS MON TO SAT 0900-1700	18.2	2	3	1	75.0%		
FIELD END AVE	41	DROPPED KERB	11.4						
		SINGLE YELLOW LINES	22.7						
		PED CROSSING MARKINGS	28.2						
		SINGLE YELLOW LINES	34.4						
	42	DROPPED KERB	21.9						
		DROPPED KERB	140.5						
		SINGLE YELLOW LINES	21.8						
RODWELL CLOSE	45	A - PERMIT HOLDERS MON TO SAT 0900-1700	33.9	5	5	1	83.3%		
		SINGLE YELLOW LINES	181						
		SINGLE YELLOW LINES	169.3						
RODWELL CLOSE	45	PRIVATE PARKING	133.7	26	24	2	92.3%		

WEDNESDAY 23rd JANUARY 2019		
TIME : 0400		
PARKED	OBSERVED SPACE	%STREET STRESS
12	6	66.7%
3		
6	1	85.7%
0	1	0.0%
11	0	100.0%
1		
11	0	100.0%
1		
1		
8	0	100.0%
5	2	71.4%
2	3	40.0%
1	1	50.0%
1	2	33.3%
2	0	100.0%
0	4	0.0%
0	1	0.0%
1	2	33.3%
0	8	0.0%
0	5	0.0%
4	3	57.1%
0	2	0.0%
0	3	0.0%
0	3	0.0%
8	12	40.0%
8	11	42.1%
0	4	0.0%
8	10	44.4%
10	6	62.5%
3	7	30.0%
6	8	42.9%
3	0	100.0%
5	1	83.3%
25	0	100.0%

APPENDIX D – PROPOSED CAR PARKING LAYOUT



NOTES:

...	...	...	...	...
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT

Eastcote Homes Ltd

PROJECT

Malt House, Rooftop Extension, Eastcote

DRAWING TITLE

Car Park Dimensions

SCALE

1:250

SIZE

A3

DRAWN BY

DW

CHECKED BY

KH

DATE

16.08.2019

pulsar

TRANSPORT PLANNING

4 Underwood Row, London, N1 7LQ
Tel: 020 7324 2677
www.pulsartransport.co.uk

PROJECT REF	DWG NO	REV
19007A	001	



www.pulsartransport.co.uk

4 Underwood Row, London N1 7LQ. Tel: 020 7324 2677

REGISTERED OFFICE: Pulsar Transport Limited, Kemp House, 160 City Road, London EC1V 2NX