

**HMO APPLICATION
MANOR LODGE,
HARMONDSWORTH VILLAGE**

Parking Statement prepared on
behalf of Heathrow 1 LTD.

March 2016



MILESTONE
TRANSPORT PLANNING

**HMO APPLICATION
MANOR LODGE,
HARMONDSWORTH VILLAGE**

**Parking Statement
prepared on behalf of
Heathrow 1 LTD.**

March 2016

MTP Ref: 16/007

Produced by

Milestone Transport Planning
Heritage House
7 Wey Court
Mary Road
Guildford
Surrey
GU1 4QU

Tel: 01483 397888

Email: mail@milestonetp.co.uk

CONTENTS

1.	INTRODUCTION.....	1
2.	POLICY CONTEXT.....	3
	National Planning Policy Framework	3
	London Plan (March 2015).....	4
	London Borough of Hillingdon Unitary Development Plan Saved Policies.....	4
	Hillingdon Local Plan - Part 1 (November 2012).....	5
3.	SITE ACCESSIBILITY AND BASELINE HIGHWAY CONDITIONS	6
	Application Site	6
	Surrounding Highway Network.....	6
	Access by Non-Car Modes of Transport.....	7
	Rail Services	9
4.	HMO USE AND ACCESS STRATEGY	11
	Movement and Access.....	11
	Parking	11
	Servicing and Refuse Collection	11
5.	SUMMARY & CONCLUSIONS.....	12

TABLES

Table 2.1	Summary of Local Amenities.....	8
Table 3.2	Bus Frequencies to key Destinations	9
Table 3.3	Rail Times to Key Destinations	10

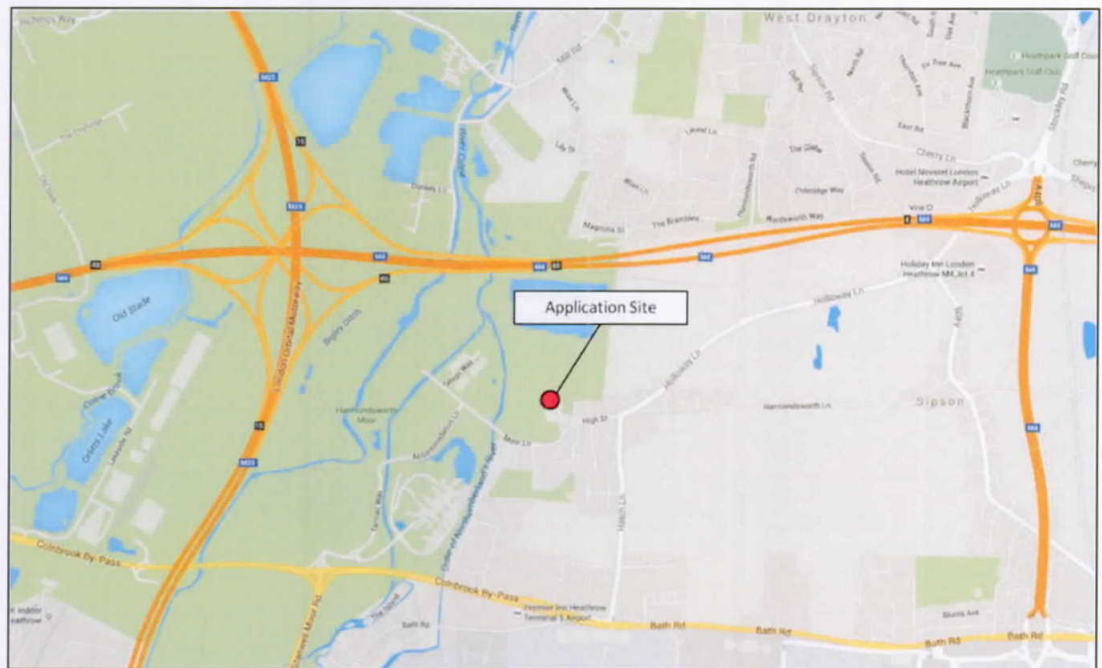
APPENDICES

Appendix 1	Site Layout
------------	-------------

1. INTRODUCTION

- 1.1 This Parking Statement has been prepared on behalf of Heathrow 1 Ltd. to consider the highways and transport implications related to the use of the current Manor Lodge as a House in Multiple Occupation (HMO), at Manor Court, Harmondsworth. The location of the application site in relation to local highways and road network is illustrated at Figure 1.

Figure 1 Site in Relation to Local highways



- 1.2 The site is situated in the rural village of Harmondsworth, in the London Borough of Hillingdon with West Drayton, Hayes and Harlington located 1.7km north, 3.6km northeast and 2.5km east, respectively. The site is surrounded by key highways and transport infrastructure with the M25/M4 motorway intersection 1km northwest and Heathrow Airport 800m south.
- 1.3 The site sits inside the northern boundary of the Harmondsworth Village Conservation Area (HVCA), designated in 1970 under Section 277 of the Town and Country Planning Act. The Granary located to the centre of the application site is highlighted as an important contributor within the HVCA.
- 1.4 The purpose of this Parking Statement is to assess the HMO use in terms of accessibility, and parking provision. Principally, the Parking Statement demonstrates the accessibility of the site by non-car modes and demonstrates the site would accommodate the parking demand of the HMO use of Manor Lodge in relation to the Hillingdon Borough Council Core Strategy Parking Standards.

1.5 The TS content is as follows:

- Section 2 considers national and local policy in relation to the future developments and transport;
- Section 3 assesses the baseline highways and transport conditions in the site's vicinity in terms of describing the highway network and assesses the opportunities to travel by sustainable modes;
- Section 4 details the HMO use, examines its access strategy through the continuation of use of the Manor Court access, and describes proposed parking and servicing matters;
- Finally, Section 5 summarises and concludes the report's findings.

2. POLICY CONTEXT

- 2.1 An important consideration of the promotion of the site for residential development is to highlight the guidance given with respect to transport policies at both National and Local Government level.

National Planning Policy Framework

- 2.2 The government published the National Planning Policy Framework (NPPF) in March 2012. In terms of transport content the NPPF states that the transport system *"needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."*
- 2.3 In para. 29 it highlights the role that transport policies have in contributing to wider sustainability and health objectives, citing smarter use of technologies and giving people real choice about how they travel as playing a key role in this regard. Paragraph 30 states that Local Planning Authorities *"should support a pattern of development, which, where reasonable to do so facilitates the use of sustainable modes of transport."*
- 2.4 Para. 32 of the NPPF requires developments that generate significant amounts of movement to be supported by a Transport Statement or a Transport Assessment. Within such documentation there is a requirement to ensure that:
- opportunities for sustainable transport modes have been taken up;
 - safe and suitable access to the site can be achieved for all people; and
 - cost effective improvements can be made, if required, to limit the significant impacts of development.
- 2.5 Para. 32 goes on to state that *"...development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*
- 2.6 Paragraph 35 of the NPPF details 5 bullet points stating how development should be located and designed where practical to:
- *"Accommodate the efficient delivery of goods and supplies;*
 - *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians...;*
 - *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - *Consider the needs of disabled people by all modes of transport."*

London Plan (March 2015)

- 2.7 The London Plan has been consolidated with alterations since 2011. Chapter 6 of the London Plan, entitled '*London's Transport*', recognises that transport plays a fundamental role in addressing the whole range of the Mayor's spatial, environmental, economic and social policy priorities. The Mayor will work with all relevant partners to encourage the closer integration of transport and development and by:
- *"..encouraging the patterns and nodes of development that reduce the needs to travel, especially by car;*
 - *..seeking to improve capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand*
 - *...supporting development that generates high levels of trips at locations with high public transport accessibility and / or capacity, either currently or via committed funded improvements*
 - *...promoting walking by ensuring an improved public realm...."*

London Borough of Hillingdon Unitary Development Plan Saved Policies

- 2.8 The Unitary Development Plan was originally adopted in 1998 and since the 2004 Planning and Compulsory Purchase Act, some of the policies were saved in 2007. There are five guiding principles on which the policies and proposals are based:
- "Maintain and improve the environment;
 - Meet community needs;
 - Maintain a strong local economy;
 - Provide access to opportunities;
 - Reduce travel demand."
- 2.9 Policy OE1 states that applications will not normally be approved "which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally" with particular regard to traffic generation and congestion.
- 2.10 Policy AM2 states that all proposals will be assessed for:
- "Their contribution to traffic generation and their impact on congestion, particularly on the principle road network..;
 - The present and potential availability of public transport and its capacity to meet increased demand."

Hillingdon Local Plan - Part 1 (November 2012)

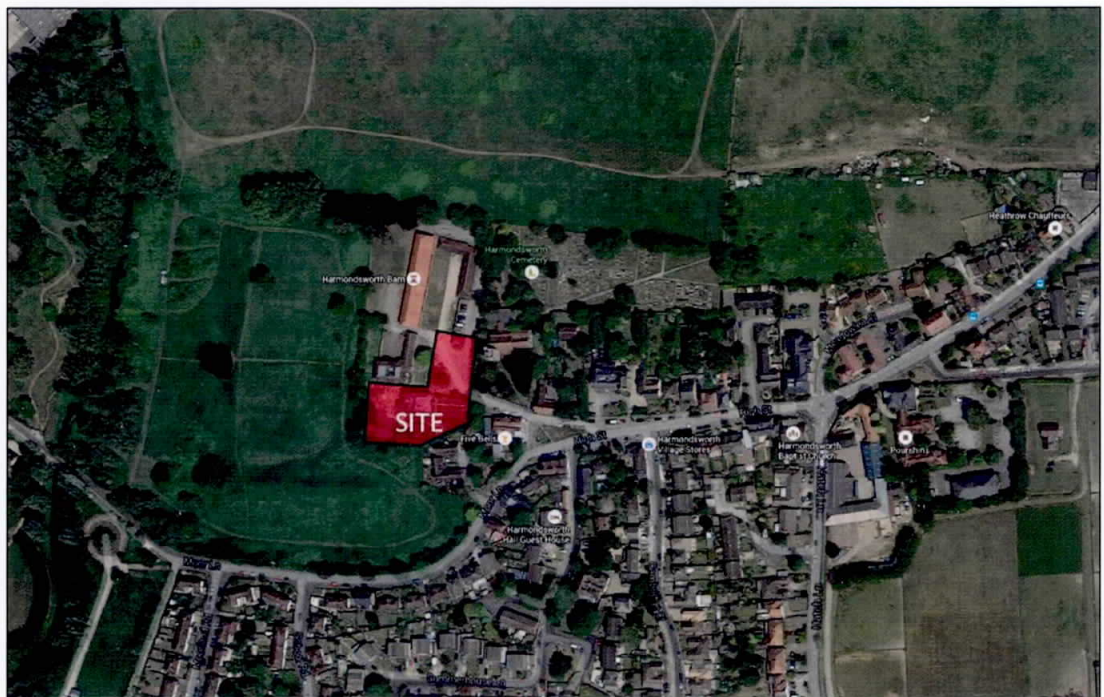
- 2.11 The Hillingdon Local Plan - Part 1- Strategic Policies was adopted on 8th November 2012 and sets out the key framework for planning policy in the Borough until 2026. With regards to transport, the Local Plan reflects the aims of the Mayors Transport Strategy.
- 2.12 Section 9.3 refers to the placement of new developments in relation to transport infrastructure, stating that "new developments will be steered towards locations with minimal impact on the transport system and all developments will have good cycling and pedestrian infrastructure." This also forms part of Policy T1.
- 2.13 Policy T1 will be met through strategies such as the delivery of a Local Implementation Plan, the Rights of Way and Permissive Routes Improvement Plan, working with partners such as Transport for London and providing demand-responsive transport.

3. SITE ACCESSIBILITY AND BASELINE HIGHWAY CONDITIONS

Application Site

- 3.1 The application site is immediately bound by St Mary's Church to the east, the Five Bells Pub to the south and agricultural land to the north and west. Locally, Harmondsworth village amenities and residential neighbourhoods sit east and south of the site. Agricultural land to the north and west extends towards the M4 and M25 carriageways creating a buffer between the rural village and major sections of the surrounding highway network.
- 3.2 The application site takes access from the publically-owned highway along High Street which extends north adjacent to the Five Bells Pub. From here, users of Manor Court are served by a private, internal road that distributes traffic through the site in a simple format. The location of the site in a local context is shown at Figure 2.

Figure 2 Local Context of Proposed Site



Surrounding Highway Network

- 3.3 The local road network in proximity to the site reflects typical characteristics of a rural village with a two-way carriageway oriented east-west through the village centre, subject to a 30mph speed limit and double yellow line parking restrictions. These are fronted by a number of local village amenities and residential dwellings.

- 3.4 The access road connects to the local highway network at a triangular priority junction, with Moor Lane extending west of the junction and High Street extending east. Moor Lane is a residential road that, via School Lane, provides access to Harmondsworth Primary School and the Wonderland Day Nursery. Approximately 180m east of the site, High Street adjoins a small roundabout connecting with the Holloway Lane (A3044) and Meadowlea Close. To the south, Hatch Lane (A3044) provides direct access to Colnbrook By-pass, a short distance north of Heathrow Airport.
- 3.5 The High Street / Holloway Lane (A3044) carriageway is of a good quality with clear road markings and traffic calming measures through Harmondsworth village, and there is a short 20mph zone east of the roundabout. This carriageway forms a second roundabout providing access to West Drayton and the A408 and subsequently meets Stockley Road towards Colham Green and the M4.
- 3.6 The M25/M4 junction 1km northwest of the site is a key node in the larger road and highways network providing a fast and direct routes both around or into central London.

Access by Non-Car Modes of Transport

- 3.7 The planning process at national and local level seeks to ensure that sites are accessible by a range of sustainable transport modes. As such, this section of the Transport Statement examines site accessibility with respect to walking, cycling and public transport.

Walking and Cycling

- 3.8 In respect of walking both national and local planning policy advocate that this mode of travel is the key and primary mode of travel for all local trips with a general acceptance of walking catchments of up to 2km. In relation to cycling, both national and local planning policy also supports the view that this mode of travel also has the potential to substitute short car trips, particularly those less than 5.0km.
- 3.9 The location of the site is such that future residents will benefit from a well established pedestrian network connecting them to local amenities and facilities. Along the local road network pedestrians are provided with wide and lit footways that facilitate access to surrounding neighbourhoods and amenities. In addition to dropped kerbs and tactile paving at key junctions, there is a marked Zebra crossing east of the site, on Holloway Lane that benefits from on-carriageway markings, warning lights and tactile paving.
- 3.10 With regards to the Public Right of Way (PROW) network, there is a Public Footpath directly east of St Mary's Church, oriented north through Harmondsworth, over the M4 and into the centre of West Drayton. There are two further local Footpaths that can be joined from Hatch Lane which travels southeast to Bath Road and from Harmondsworth Primary School towards the Colnbrook By-Pass.
- 3.11 In terms of cycling, local road users benefit from low traffic volumes, continuous lighting and a good-quality road surface. There is a local cycle route that can be joined from Colnbrook By-Pass approximately 1.5km southwest of the site providing links to the wider cycle network.

In addition, Holloway Lane and Harmondsworth Road provide marked on-street cycle infrastructure between the site and West Drayton to the north providing for good cycle links to the wider area. Table 2.1 summarises the range of facilities and amenities in the area and their distance from the application site, illustrated in Figure 4.

Table 2.1 Summary of Local Amenities

Amenity	Distance	Amenity	Distance
Five Bells Pub	40m	Shell Garage	500m
Post Office	60m	Ansell Garden Centre	1.1km
Harmondsworth Village Store	100m	The Original Carvery	1.2km
Harmondsworth Baptist Church	220m	Pharmacy	1.3km
Harmondsworth Primary School	300m	The Meadows Community Centre	1.4km
Wonderland Day Nursery	350m	Tesco Express	2.0km

Figure 4 Location of Local Amenities and Facilities



Bus Services

- 3.12 The bus services available from Harmondsworth provide a range of routes that connect to key local transport hubs inclusive of West Drayton Rail Station and Heathrow Airport and Rail services.
- 3.13 From the application site the nearest bus services can be accessed within a 300m walking distance east along High Street at the Harmondsworth Lane Bus Stops. These stops are served by Route 350 between Heathrow Terminal 5 and Hayes & Harlington with services up to 6 times an hour, daily. Route U3 operates between Heathrow Central Station and Uxbridge, offering up to 5 services an hour.
- 3.14 An additional 4 services can be joined 1.2km south of the site along Bath Road with services connecting to Slough, Englefield Green and Hounslow. Collectively these bus routes provide residents with services from early morning until late evening.
- 3.15 The services from these two locations are summarised at Table 3.2.

Table 3.2 Bus Frequencies to key Destinations

Route No.	Frequency (Buses per hour)						Key Destinations
	Mon-Fri		Sat		Sun		
	Day	Eve	Day	Eve	Day	Eve	
U3	5	3-4	5	3	3	3	H'throw- H'worth- W.Drayton- Uxbridge
75/76	4	2	4	1	2	1	H'throw- Langley- Slough- Cippenham/Maidenhead
81	6	3-4	5	3-4	4	3	Slough- Colnbrook- Longford- Cranford- Hounslow
350	6	3-4	3	3	3	3	H'throw- H'worth- W. Drayton- Hayes & Harl'ton
441	2	1	2	1	2	1	H'throw- Stanwell- Staines- Egham- Englefield Green
423	3	2-3	3	2-3	2	2	Hounslow- Hatton Cross UG- Longford- Stanwell
Total	26	14	22	13	16	13	

Rail Services

- 3.16 West Drayton Rail Station, operated by Great Western Railway is 3km north of the application site and offers fast connections to London Paddington (23minutes) and Reading (40minutes). The station is within cycling distance with good cycle infrastructure between the site and West Drayton and is also easily accessible by buses close to the site as discussed in the previous section. Travel times to some of the key destinations are summarised in Table 3.3.

Table 3.3 Rail Times to Key Destinations

Destination	Distance	Destination	Distance
Hayes and Harlington	4 mins	London Paddington	26 mins
Slough	7 mins	Reading	34-36 mins
Ealing Broadway	14 mins	Cholsey	54 mins
Maidenhead	18 mins	Oxford	1 hr 17 mins

3.17 The site is also accessible to the rail services associated with the nearby Heathrow Airport which include rail and underground services providing fast and frequent links to central London and the wider area.

3.18 It is concluded that the site is readily and safely accessible by foot and cycle to local services and amenities, as well as being accessible to fast and frequent public transport services linking with wider destinations that provide excellent access to employment, education, healthcare and retail.

4. HMO USE AND ACCESS STRATEGY

- 4.1 Manor Lodge, within the wider Manor Court site is occupied under the principle of a House in Multiple Occupation and provides for a total of 10 bedsits within the existing building. The layout of the site and is illustrated in the Wakelin Associates Architect Plan at Appendix 1.

Movement and Access

- 4.2 As existing, the site takes access from High Street, extending from the publically maintained highway, north of the Five Bells Public House to the site entrance. Manor Court is provided with a gated entrance to a width of 4.5m. Within the site there is a simple road network connecting users to car parking areas. The existing English Heritage Barn has historically and will continue to share this access.
- 4.3 The access has historically served numerous land uses at the site and as such, is well established and well used. The existing access arrangements will therefore be maintained to serve the HMO site.
- 4.4 The access road is subject to parking restrictions at the north of the Public House, preventing parking in front of the site access and allowing sufficient and maintained space for two-way vehicle movements.

Parking

- 4.5 The London Plan Parking Standards outline a maximum car parking allowance based on curtilage parking. The Hillingdon Borough Council however, have determined Parking Standards specifically for communal parking outlined in the Hillingdon Unitary Development Plan Saved Policies (2007). For HMO development the Standards require 1 space per 2 habitable rooms within the development. Based on this, the suggested level of parking to accord with local policy would be 5 spaces, however the layout provides for a total of 7 spaces including 2 disabled spaces. All parking within the application site is to be provided as communal parking with space able to accommodate visitor parking demand.
- 4.6 The site is provided with secured and sheltered cycle storage units that will collectively provide 6 cycle spaces.

Servicing and Refuse Collection

- 4.7 The number of service deliveries would be low and generally limited to a weekly collection of refuse plus the occasional home delivery service. There is sufficient vehicle space within the site to allow easy manoeuvre of these vehicles in and out of the site.
- 4.8 Refuse collection will continue to take place within the Manor Court site. Residents of Manor Lodge will be responsible placing their waste bins to the bin stores where refuse operatives will collect them. Bin stores will be secured and sheltered. Refuse vehicles will enter the site via the site access, reverse a short distance towards the bin storage units reflective of Manual for Streets operative carry distances, and pull out of the site in a forward gear which is a manoeuvre that currently takes place.

5. SUMMARY & CONCLUSIONS

5.1 This Parking Statement (TS) has been prepared on behalf of Heathrow 1 Ltd. to consider the accessibility and parking requirements related to the use of Manor Lodge as a House in Multiple Occupation.

5.2 A summary of the findings within the Parking Statement are provided below:

- The site is in walking and cycling distance of a wide range of amenities and facilities in the local area as well as bus and rail services that are well connected to key local destinations;
- The nearest bus stops are a short walking distance from the site providing regular services to key destinations inclusive of the West Drayton Rail Station and Heathrow Airport;
- The existing access is deemed suitable to continue serving the site and is to be retained in its current form and location;
- Car parking will be provided within the site to meet the Hillingdon Borough Council Parking Standards for HMO with a minimum of one space per two habitable rooms. With the site providing a total of 10 bedsits, a total of 7 parking spaces are provided including two disabled spaces;
- Secure and covered cycle parking is also provided for a total of 6 cycles in the vicinity of the parking bays and refuse stores.
- Refuse collection will take place within the application site on the privately owned road network, where residents will be responsible for the removal of waste to the kerb-side for operatives to carry to the refuse vehicle;

5.3 Therefore, in the context of the guidelines within para. 32 of the NPPF and supporting local policy it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore consent for the HMO use of Manor Lodge should not be withheld on transport grounds.

APPENDIX 1

Change of Use to HMO

Total - 10 Bedsits



BEDSIT SCHEDULE	
BEDSIT	GIA
1	17.8m ²
2	17.4m ²
3	17.7m ²
4	19.1m ²
5	17.7m ²
6	17.7m ²
7	17.7m ²
8	17.7m ²
9	17.4m ²
10	22.1m ²

For details of landscaping
please refer to Landscaping
Plan by DCCLA

For details on highways please
refer to Highways Technical Note
by Milestone Transport Planning

B 24-2-16 Cycle, Refuse & Parking amendments
A 1-2-16 Site boundary amendments

Rev. | Date | Details

Project:
Manor Court HMO
High Street
Harmondsworth

Content:
MANOR LODGE
Proposed Site Plan

North:
Drawn By:
TH
Date:
APR15
Scale:
1:500@A3
Rev:
-

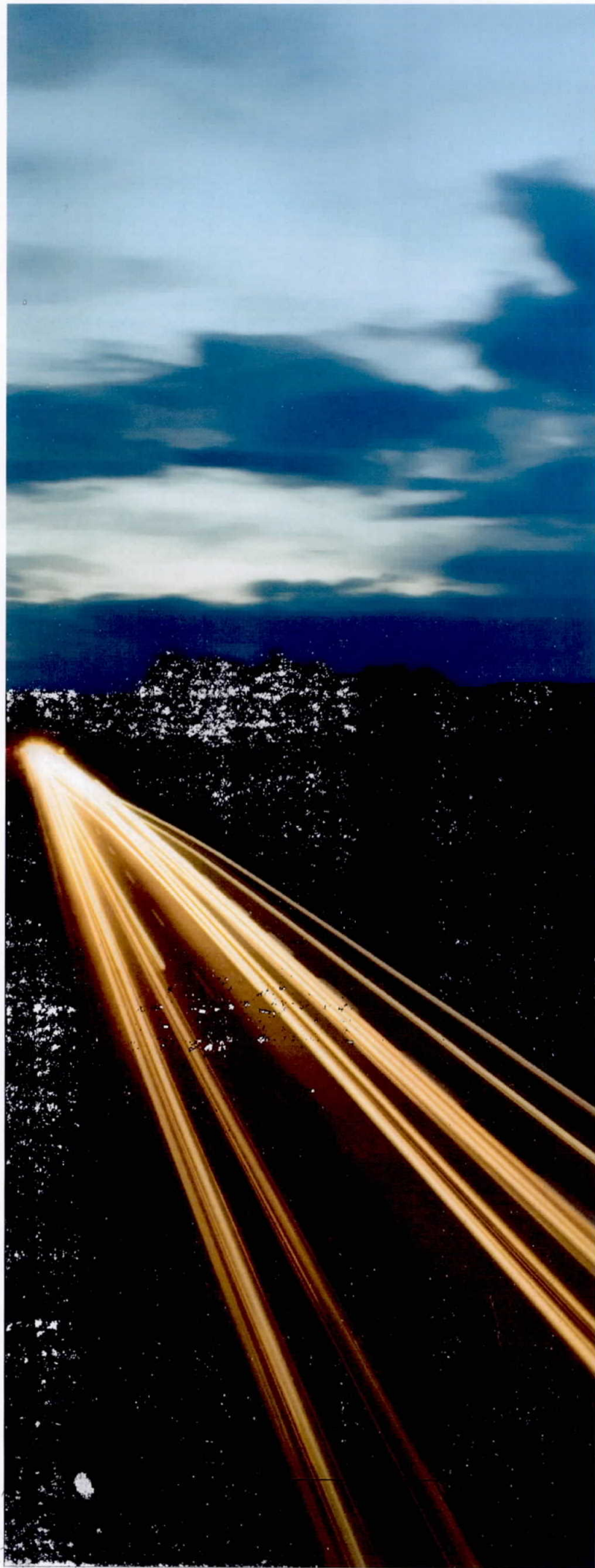
Notes:
Figured dimensions to be used in preference to scaled.
The Contractor is to check all site dimensions and setting-out and obtain the
Architect's instructions in respect of any discrepancy revealed before work is put in
hand.
Description or illustration of proprietary systems or products is not to be taken as
license in respect of patents or copyright involved or expiration due.
All rights in drawing and design are reserved to the Architect.
Copyright, not to be reproduced without the Architect's permission.
Subject to survey

The Old School House Bridge Road Hunton Bridge
Kings Langley Hertfordshire WD4 8RQ
T 01923 267488
wakelin-admin@wakelin.co.uk
www.wakelin.co.uk
© Wakelin Associates 2014



Wakelin Associates
Architects

MC/16/HMO/L01B



MILESTONE
TRANSPORT PLANNING