

PROPOSED REDEVELOPMENT

11 OCT 2017

Transport Statement prepared on
behalf of Heathrow 1 LTD.

February 2016



MILESTONE
TRANSPORT PLANNING

PROPOSED REDEVELOPMENT

**MANOR COURT,
HARMONDSWORTH VILLAGE**

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

February 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.....	7
	Access by Non-Car Modes of Transport.....	7
	Rail Services	10
	Road Safety Analysis	11
4.	PROPOSED RESIDENTIAL USE AND ACCESS STRATEGY	13
	Proposed Development	13
	Movement and Access.....	14
	Parking	14
	Servicing and Refuse Collection	15
5.	PERSON TRIP GENERATION	17
	Existing Use - Office (903m ²)	17
	Proposed Use - Residential (15 Units)	18
	Net Change in Vehicular Trips.....	21
6.	SUMMARY & CONCLUSIONS.....	22

TABLES

Table 2.1	Summary of Local Amenities.....	9
Table 3.2	Bus Frequencies to key Destinations	10
Table 3.3	Rail Times to Key Destinations	11
Table 4.1	Summary of Residential Units as per Proposals.....	13
Table 4.2	Distribution of Parking	14
Table 4.3	Hillingdon Borough Cycle Parking Standards	15
Table 5.1	Daily Profile of Trip Generation 1700-1900 (existing 903m ² Office).....	17

Table 5.2	AM and PM Peak Hour Profile of Trip Generation (Existing 903m ² Office)	18
Table 5.3	Total Person Trip Rates	19
Table 5.4	Modal Share (2011 Census – Super Output Area Lower Layer).....	19
Table 5.5	Person Trip Rates by Mode of Travel - Daily (0700-1900) Traffic Generation	20
Table 5.6	Person Trip Rates by Mode of Travel - AM & PM Trip Generation	20

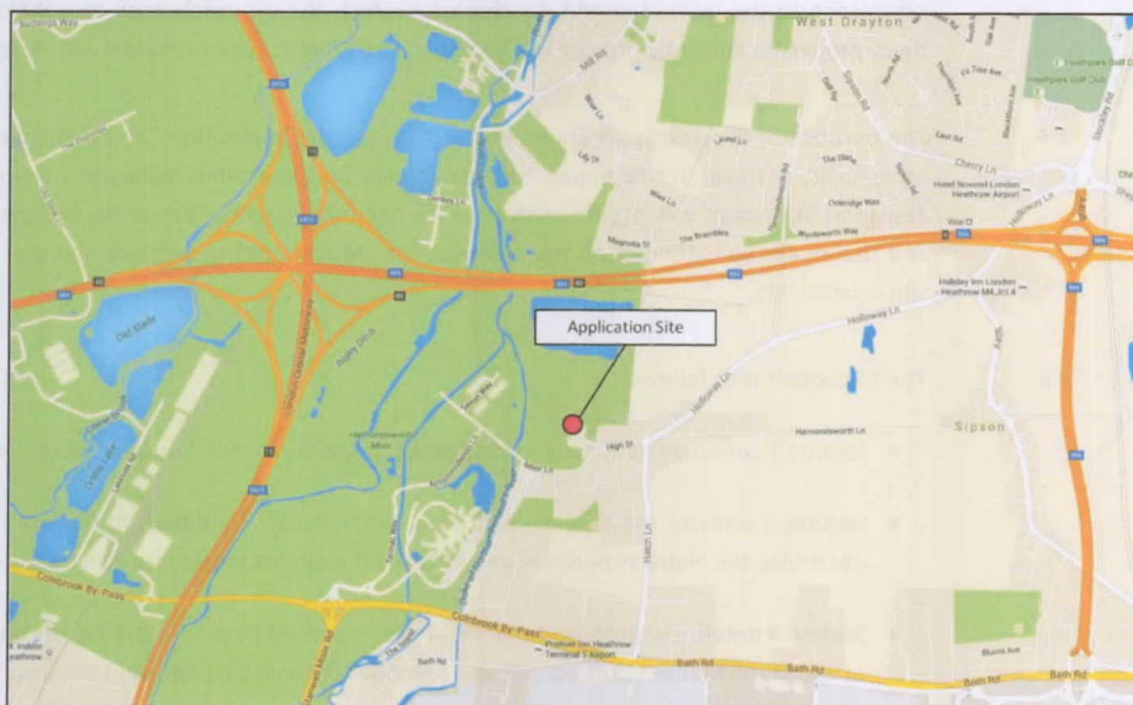
APPENDICES

Appendix 1	Proposed Site Layout
Appendix 2	TK01 - Swept Path Analysis of Parking
Appendix 3	TK02 - Swept Path Analysis of Refuse Vehicle
Appendix 4	TRICS Output - Office
Appendix 5	TRICS Output - Residential
Appendix 6	2011 Census Method of Travel to Work

1. INTRODUCTION

- 1.1 This Transport Statement has been prepared on behalf of Heathrow 1 Ltd. to consider the highways and transport implications related to the proposed redevelopment of three properties, 2 offices (Use Class B1) and a care home (Use Class C2), at Manor Court, Harmondsworth, into 15 residential dwellings (Use Class C3). 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 application 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 application 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 supporting HVCA appraisal document identified Listed Buildings within and surrounding the site. Within the Manor Court application area there is one Listed Building, the Manor Court Farm House, a Grade II mid-19th Century property. Historically, the Farm House has been permitted for use as a residential care home (existing), offices and a residence. The proposals seek to return the property to a residential use.

- 1.5 The application site does not encompass the whole of Manor Court; the northwest corner is outside the scope of this application and hosts a Grade I Listed, aisled barn which will remain as existing. Outside of Manor Court there is a Grade II Listed Church, St. Mary's Church of England, that sits along the eastern boundary of the site. East of St. Mary's Church is the Sun House, a Grade II Listed, timber-framed house. Finally, to the southeast of the application site is The Five Bells Public House, a Grade II early 17th-Century house with an 18th Century extension.
- 1.6 These listed buildings are currently occupied and have previously been permitted for a variety of land uses. Although these Listed Buildings are separate to the proposed development, they are noted for their prevalence to the local area and it's character which the proposals seek to uphold. The services that these properties currently provide will be easily accessible to future residents of the application site.
- 1.7 The purpose of this Transport Statement is to assess the implications of the change of use in terms of accessibility, parking, traffic impact and movement by sustainable modes of transport. Principally, the Transport Statement will include analysis of the person trip generation of the existing and proposed uses and the implications thereof on the operation of the surrounding highway and transport networks and site accessibility.
- 1.8 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 proposed change of use, examines its access strategy through the continuation of use of the Manor Court access, and describes proposed parking and servicing matters;
 - Section 5 addresses existing and proposed trip generation as well its implications in respect of the operation of the surrounding network;
 - Finally, Section 7 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 As existing, the application site is composed of 3 main properties (Manor Lodge, The Stables and the Office Barn), associated parking, landscaping and the Granary. The application site along with the Grade I listed Barn to the northwest, collectively form Manor Court. All properties on site have a historic permitted use for B1a Office Space, however, Manor Lodge has an unimplemented permission for conversion to a C2 Care Home.
- 3.2 The proposals would see the retention of the existing buildings, general layout and relationship with the surrounding environment with the buildings converted for residential use.
- 3.3 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.
- 3.4 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

- 3.5 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.
- 3.6 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.
- 3.7 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.
- 3.8 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.

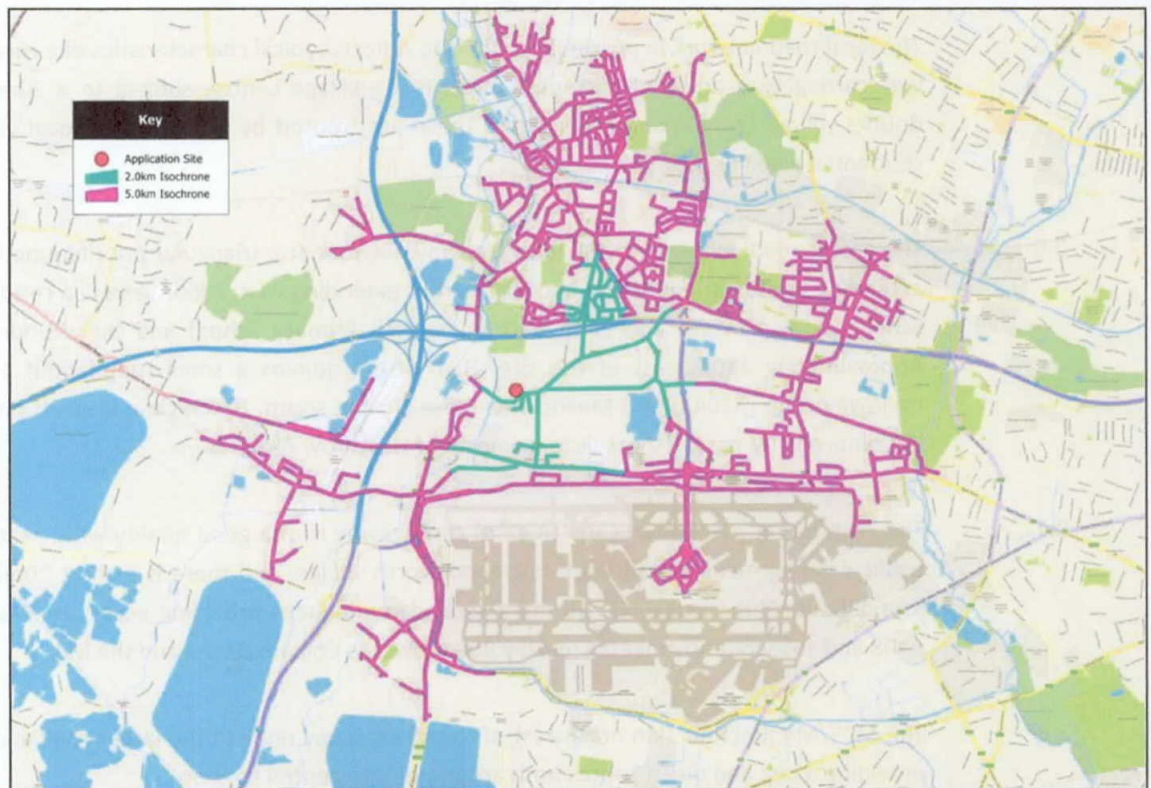
Access by Non-Car Modes of Transport

- 3.9 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

- 3.10 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.
- 3.11 Figure 3 indicates the potential walk and cycle catchment areas of the application site illustrating areas of Harmondsworth that are within walking distance of the site and therefore have access to local amenities.

Figure 3 Walk and Cycle Catchments

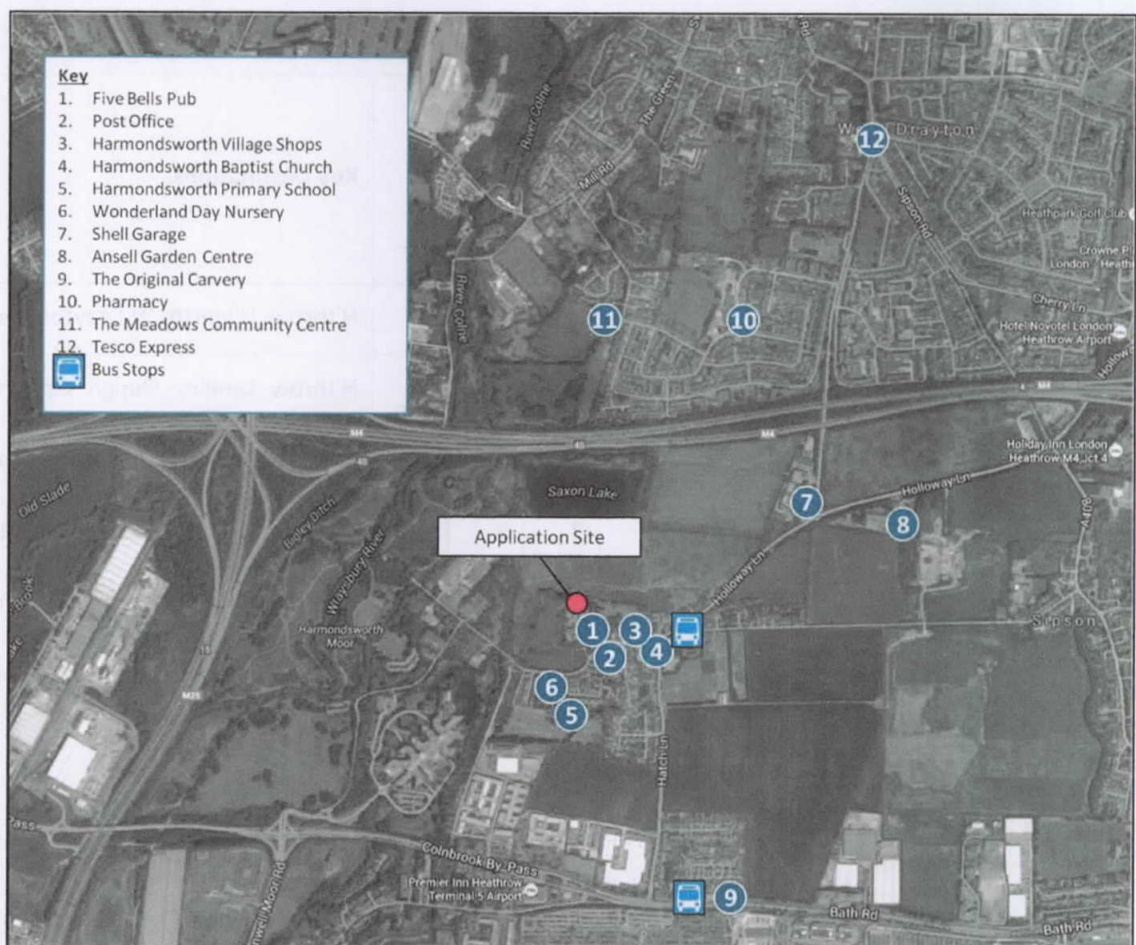


- 3.12 The location of the site is such that future residents will benefit from a well established pedestrian network connecting them to local amenities and facilities. Along the local road network pedestrians are provided with wide and lit footways that facilitate access to surrounding neighbourhoods 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.
- 3.13 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.
- 3.14 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.
- 3.15 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.
- 3.16 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

- 3.17 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.
- 3.18 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.
- 3.19 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.
- 3.20 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

- 3.21 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

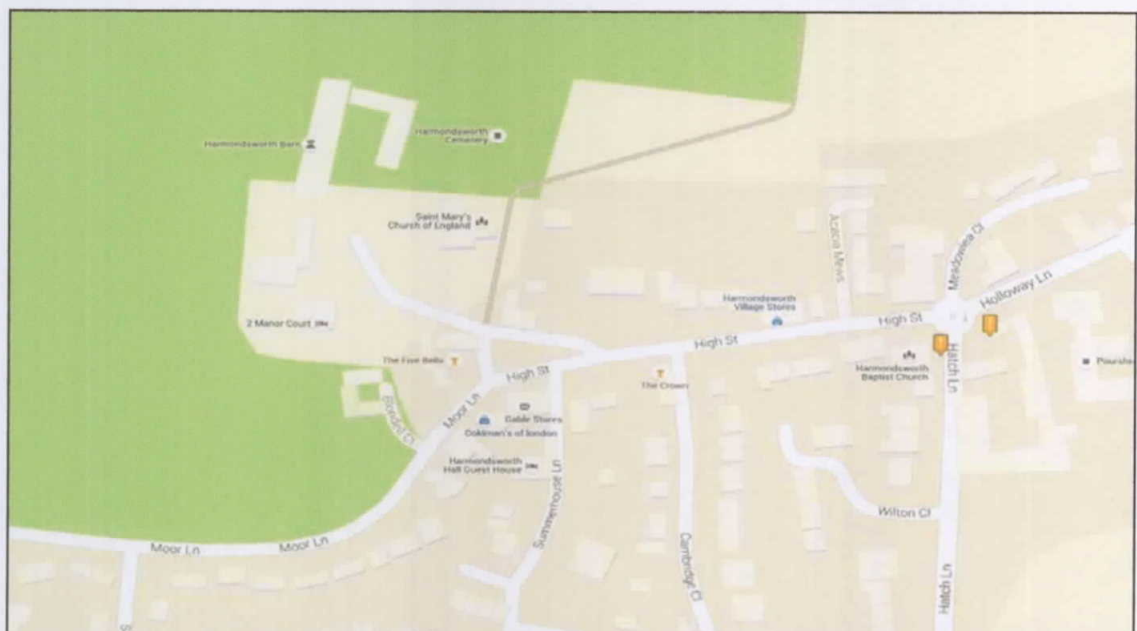
3.22 The site is also accessible to the rail services associated with the nearby Heathrow Airport which include rail and underground services providing fast and frequent links to central London and the wider area.

3.23 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.

Road Safety Analysis

3.24 For the purpose of this report, the Personal Injury Accident (PIA) data has been assessed using freely available data from the 'crashmap' website (www.crashmap.co.uk). A review of the highway in the vicinity of the site revealed a total of 2 recorded PIA's during 2010-2014 inclusive as indicated on Figure 5 below.

Figure 5 PIA Locations from 2010-2015



- 3.25 Both of the incidents were recorded as 'slight' and located near to the Hatch Lane/High Street roundabout, illustrated at Figure 5. Given the low number of recorded PIAs, there would appear to be no discernible patterns or specific clusters suggesting there are no issues attributable to defective road conditions, poor visibility or other physical characteristics with the road layout.

4. PROPOSED RESIDENTIAL USE AND ACCESS STRATEGY

Proposed Development

- 4.1 The proposed development will comprise the redevelopment of three buildings at Manor Court into 15 residential dwellings under Use Class C3. The proposals involve no demolition of any existing properties and the Granary will remain entirely in its current form. The proposals seek to reorganise the area whilst retaining the character of the site with particular attention to the listed development.
- 4.2 The proposed layout of the site and indicative division of residential plots are illustrated in the Wakelin Associates Architect Plan at Appendix 1.
- 4.3 The application site has been divided into three areas summarised at Table 4.1 and briefly as follows:
- Area 1 - Manor Lodge, is made up of the Manor Court Farm House (Grade II Listed) and the surrounding land at the south of the site. The Farm House will be modernised and divided into two residential dwellings, without affecting the status of the building.
 - Area 2 - Stables, is the mid-section of the site comprising The Stables that are currently unoccupied but available to let as office units. These will be divided into 8 residential units as a mix of flats and houses.
 - Area 3 - Office Barn, is the at the north of the development and will involve the conversion of the vacant office space into 5 residential units. The Granary will be retained as existing.

Table 4.1 Summary of Dwelling Provision

Area	Proposed Property	Number of Properties
1 - Manor Lodge	4-bed House	2
2 - Stables	2-bed House	2
	2-bed Flat	2
	1-bed Flat	4
3 - Office Barn	3- bed House	1
	2-bed House	2
	1-bed Flat	2
	Total	15

Movement and Access

- 4.4 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.
- 4.5 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 future residents and The English Heritage Barn. The sites recent permitted use has been as B1a office for the three buildings however, the Manor Lodge has a recently permitted consent for use as a C2 Care Home, but this consent has not been implemented.
- 4.6 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

- 4.7 The London Plan Parking Standards outline a maximum car parking allowance based on cartilage parking. The Hillingdon Borough Council however, have determined Parking Standards specifically for communal parking outlined in the Hillingdon Unitary Development Plan Saved Policies (2007). These dictate a maximum of 1.5 spaces per unit within the development. Based on this, the suggested level of parking to accord with local policy would be 23 spaces, however the layout provides for a total of 28 spaces.
- 4.8 The ratios for parking provision have been based on dwelling size. With regard to visitor parking, allocations for this are included within the standards previously mentioned and as such, the proposals have allowed for 2 visitor spaces within the provisions. A breakdown of parking allocations is provided at Table 4.2.

Table 4.2 Distribution of Parking Spaces

UNIT SIZE	NO. OF UNITS	ALLOCATION	TOTAL
1 bed	6	1	6
2 bed	6	2	12
3 and 4 bed	3	3	9
Visitor	-	1	1
Total	-	-	28

- 4.9 To ensure the site is able to accommodate its likely parking demand and would not impact on the adjacent Heritage Barn or on-street parking, a total of 28 spaces are provided. This provision reflects the current layout and ensures the demand, including visitor parking is provided for within the site.
- 4.10 All parking within the application site is to be provided as communal parking over three parking areas. Two will be located along the eastern boundary of the site, south of The Office Barn and the third to the west of the site adjacent to The Stables. The accessibility of parking at these locations has been demonstrated by an Autotrack exercise, shown in Drawing TK01 at Appendix 2.
- 4.11 Of the proposed parking, three spaces are to be disabled parking spaces to meet criteria outlined in the London Plan that states that 10% of total parking must be allocated for Blue Badge holders. In addition, 10% of the spaces will be provided with Electric Charging Points with the plan to provide another 10% within future years, to accord with the London Plan.
- 4.12 The Hillingdon Borough Council Parking Standards have outlined minimum cycle parking standards, shown at Table 4.3.

Table 4.3 Hillingdon Borough Cycle Parking Standards

Dwelling Size	Parking Spaces (per unit)
1-2 bedrooms	1
2+ bedrooms	2

- 4.13 The application site will be provided with secured and sheltered cycle storage units that will collectively provide 17-19 cycle spaces. As such, cycle storage on site will be more than sufficient to accord the Borough's minimum requirement of 18 spaces.

Servicing and Refuse Collection

- 4.14 Given the size of the proposed development, 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.
- 4.15 Refuse collection will continue to take place within the Manor Court site. On collection days, residents of the Manor Lodge houses will be responsible for moving their waste bins to the kerbside where refuse operatives will collect them. All other properties will drop waste at the Bin Storage units located on the eastern perimeter of the site for collection by operatives. Bin stores will be secured and sheltered.
- 4.16 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.

An Autotrack exercise has been carried out in order to illustrate the movements of a refuse vehicle within the site and is shown in drawing TK02 at Appendix 3.

5. PERSON TRIP GENERATION

- 5.1 The sites recent permitted use has been as B1a office for the three buildings however, the Manor Lodge has a recently permitted consent for use as a C2 Care Home, but this consent has not been implemented.
- 5.2 To assess the person trip generational characteristics of the existing and proposed uses, the TRICS database has been examined and trip rates extracted for the site's that exhibit similar characteristics. Multi-modal trip rates have been derived for both existing and proposed uses.
- 5.3 As existing, The Stables and The Office Barn in Areas 2 and 3 of the proposed development respectively, are currently permitted Use Class B1 office units, with a combined floor area of 903m². Given the Use Class C2 for the Manor Lodge has not been implements, only the trip generation of the existing office uses at the application site (The Stables and Office Barn) have been used to illustrate the comparison between existing and proposed uses of the application site. This ensures the following comparative trip rate assessment is robust

Existing Use - Office (903m²)

- 5.4 The TRICS database has been interrogated to derive person trip rates from comparable office sites. Table 5.1 summarises the predicted weekday daily profile of person trip rates by mode of travel associated with the existing office use based on a floor area of 903m². Full details of the TRICS output are included within Appendix 4.

Table 5.1 Daily Profile of Trip Generation 1700-1900 (Existing 903m² Office)

Mode	Arrivals		Departures		Total Movements	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Car Driver	5.341	48	5.101	46	10.442	94
Car Passenger	0.608	5	0.459	4	1.067	9
Public Transport	0.632	6	0.587	5	1.219	11
Pedestrians	0.869	8	0.858	8	1.727	16
Cyclists	0.078	1	0.078	1	0.156	2
Total	7.528	68	7.803	64	14.611	132

- 5.5 From Table 5.1 it can be seen that the existing use of the Stables and Office Barn could generate a total of around 132 total person movements over a typical weekday and approximately 94 of these trips would be undertaken by private vehicle with the remaining trips undertaken by sustainable transport

modes, primarily on foot. Table 5.2 below provides a summary of predicted weekday AM and PM peak hourly person trip rates and resultant movements associated with the existing use.

Table 5.2 AM and PM Peak Hour Trip Generation (Existing 903m² Office)

Mode	AM Peak Hour				PM Peak Hour			
	Arrivals		Departures		Arrivals		Departures	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Car Driver	1.879	17	0.165	1	0.078	1	1.620	14
Car Passenger	0.229	2	-0.034	0	-0.013	0	0.184	2
Public Transport	0.244	2	0	0	0.003	0	0.216	2
Pedestrians	0.119	1	0.001	0	0.003	0	0.073	1
Cyclists	0.044	0	0	0	0	0	0.052	0
Total	2.515	22	0.132	1	0.071	1	2.145	19

5.6 From Table 5.2 it can be seen that during the AM peak hourly period, the existing office use of The Stables and Office Barn has the ability to generate in the order of 23 person movements of which 18 would be car driver movements. During the PM peak hour the existing office use has the ability to generate a total of 20 total person movements of which 15 would be car driver trips. 2 movements in each peak period will be undertaken by sustainable modes of travel.

5.7 It is noteworthy that this assessment has not included the historic B1a Office use of Manor Lodge or the recently consented C2 Care Home use. Therefore the comparison the above exiting use trip rates would be considered robust when compared with the proposed residential use traffic generation.

Proposed Use - Residential (15 Units)

5.8 The TRICS database has also been interrogated to derive total person trip rates per unit from comparable residential sites. In order to provide a robust assessment of the likely trip generation the TRICS sub-category 'Houses Privately Owned' has been adopted. The full TRICS output is at Appendix 5.

5.9 Table 5.3 provides a summary of the predicted person trip rates to be generated by the proposed development of 15 dwellings. This report focuses on the AM peak (0800-0900), the PM peak (1700-1800) and the daily total person trip rate.

Table 5.3 Total Person Trip Generation

Time Period	Trip Rates			Total Person Movements (15 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	0.240	0.909	1.149	3	14	17
PM Peak	0.525	0.288	0.813	8	3	11
Daily	3.965	4.147	8.112	59	62	121

- 5.10 The 2011 Census Method of Travel to Work data for Hillingdon 031A Lower Layer Super Output Area has been used to determine a reflective breakdown of the total person trips for the proposed development into travel modes. The summary of this is shown in Table 5.4 and included in full at Appendix 6 of this report.

Table 5.4 Modal Share (2011 Census – Super Output Area Lower Layer)

Mode	Modal Share	Mode	Modal Share
Car Driver	48%	Pedestrians	11%
Car Passenger	3%	Cyclists	2%
Public Transport	34%	Other	2%

- 5.11 Table 5.5 summarises the predicted level of multi-model trip generation associated with the proposed development over a typical weekly daily profile.

Table 5.5 Daily Profile of Trip Generation 0700-1900 (Proposed 15 Dwellings)

Mode	Arrivals		Departures		Total	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Car Driver	1.897	28	1.984	30	3.881	58
Car Passenger	0.101	2	0.105	2	0.206	4
Public Transport	1.345	20	1.407	21	2.752	41
Pedestrians	0.456	7	0.477	7	0.932	14
Cyclists	0.088	1	0.092	1	0.179	2
Other	0.079	1	0.082	1	0.161	2
TOTALS	3.965	59	4.147	62	8.112	121

5.12 From Table 5.5 it can be seen that the proposals may generate in the order of 121 daily person trips of which around 58 movements are likely to be by private car which equates to approximately 48% of the total trips. The remaining person trips are expected to be taken on foot, by cycle or public transport. This data is assessed in order to provide an indication of the anticipated AM and PM peak hour movements associated with the development proposals. Table 5.6 below illustrates the peak hour trips associated with the proposed 15 dwellings and the likely modal split.

Table 5.6 AM and PM Peak Hour Trip Generation (Proposed 15 Dwellings)

Mode	AM Peak				PM Peak			
	Arrivals		Departures		Arrivals		Departures	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Car Driver	0.115	2	0.435	7	0.251	4	0.138	2
Car Passenger	0.006	0	0.023	0	0.013	0	0.007	0
Public Transport	0.081	1	0.308	5	0.178	3	0.098	1
Pedestrians	0.028	0	0.104	2	0.060	1	0.033	0
Cyclists	0.005	0	0.020	0	0.012	0	0.006	0
Other	0.005	0	0.018	0	0.010	0	0.006	0
TOTALS	0.240	3	0.909	14	0.525	8	0.288	3

- 5.13 Table 5.6 shows that the proposed residential developments have the potential to generate in the order of 17 person trips in the AM peak and 11 person trips in the PM peak. In terms of car driver movements 9 are likely to occur during the AM peak and 6 during the PM peak.

Net Change in Vehicular Trips

- 5.14 From the trip generation assessments above the following is noted:

- The existing permitted office use associated with the Stable and Office Barn could generate in the order of 94 vehicular trips during a typical weekday period, 18 vehicle trips during the AM peak period and 15 trips during the PM peak period – this excludes the historic B1a Office use of the Manor Lodge, which would have contributed to the overall traffic profile of the existing site;
- The proposed residential use has the potential to generate in the order of 58 vehicle movements during a typical weekday period, including in the region of 9 vehicle trips during the AM peak period and 6 trips during the PM peak period;
- The proposed residential use will generate significantly fewer vehicular trips compared with the permitted existing office use. Over a typical weekday period there will be a net reduction of 36 vehicular movements, equivalent to 38% reduction when compared with the recent B1a use on the site.
- During the AM peak period there will be a net reduction of 9 vehicular movements and during the PM peak period there will be a net reduction of 6 vehicular movements, equivalent to a 40-50% reduction.

- 5.15 The proposed residential use would generate significantly fewer person trips, and vehicle trips, as compared with the existing office use at the site, over the weekday daily profile and peak hourly periods. The existing site uses consist of the office space as well as the residential lodge, for which the existing trips have not been calculated, and hence the proposed residential use would result in further net reductions than estimated here. Therefore, there will be no adverse impact on the operation of the surrounding highway and transport networks.

6. SUMMARY & CONCLUSIONS

6.1 This Transport Statement (TS) has been prepared on behalf of Heathrow 1 Ltd. to consider the highways and transport implications related to the proposed redevelopment of three buildings at Manor Court, Harmondsworth to provide 15 residential dwellings.

6.2 A summary of the findings within the Transport 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 with a total of 28 spaces to be allocated amongst the development including visitor, disabled and EVCP spaces;
- 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;
- During the AM peak hourly period, the existing office use has the ability to generate in the order of 24 total person movements of which 18 would be car driver movements. During the PM peak hour the existing office use has the ability to generate a total of 20 person movements of which 15 would be car driver trips;
- The proposed development would generate approximately 17 person trips in the AM peak and 11 person trips in the PM peak period with approximately 9 and 6 trips by private car in the AM and PM peak respectively – this is not considered material compared with the existing level of movements on-site. It is concluded that the proposals would provide safe and convenient access; secure, sustainable travel patterns by being accessible by non-car means; and demonstrate that related traffic movements and the cumulative impact of development would not materially impact on the operational capacity and safety of the transport network.

6.3 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 planning permission should not be withheld on transport grounds.

APPENDIX 1

PROPOSED SCHEDULE		
BLOCK	UNITS	TYPE
MANOR LODGE	2	2 X 4 BED HOUSE,
STABLES	8	4 X 1 BED FLAT, 2 X 2 BED FLAT, 2 X 2BED HOUSE,
OFFICE	5	2 X 1 BED FLAT, 2 X 2BED HOUSE, 1 X 3 BED HOUSE
TOTAL	15	6 X 1 BED FLAT, 2 X 2 BED FLAT, 4 X 2BED HOUSE, 1 X 3BED HOUSE, 2 X 4BED HOUSE.

PARKING - 28 SPACES
(1 space per 1 bed, 2 space per 2 bed & 3 bed, 3 spaces per 4 bed + 2 visitors spaces)

BOUNDARY TREATMENT
North & West boundary - Existing 1.2- 1.3m post and rail fence retained with existing landscaping retained and reinforced where required.

East Boundary - 1.9m high Grade II Listed Wall to boundary with St Mary's Church

Listed Wall protection zone 1.5m offset from site boundary - Ground to be banked up to Engineers specification

Boundaries between units - 1.2m timber post and rail fence with native hedging on one side

HARDSTANDING

Access roads and Parking areas- Permeable Resin Bonded Gravel (Smoothed natural aggregate)

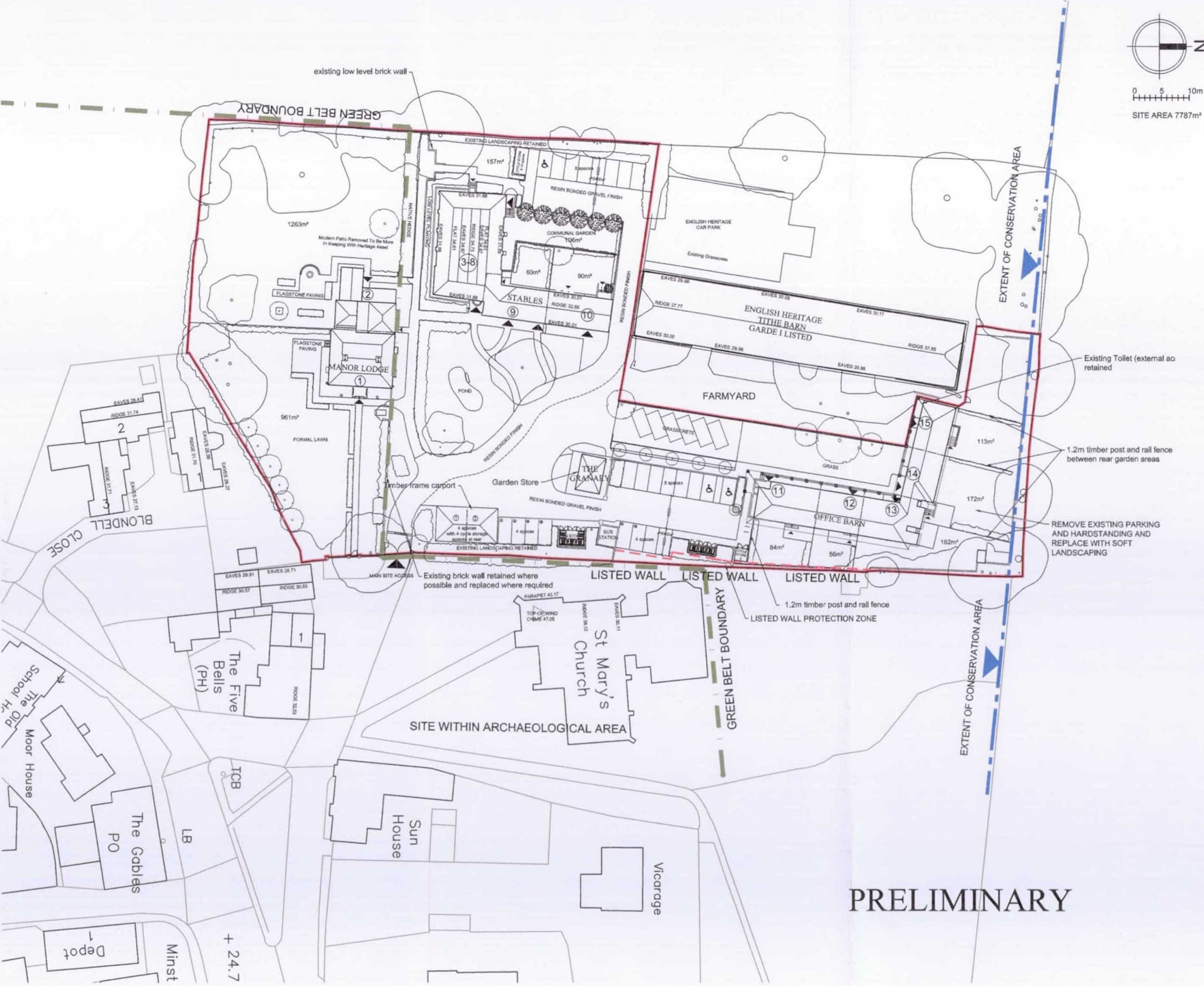
Pathways - Permeable Paving

Paving around Manor Court (Grade II Listed) - Flagstone Paving (as existing)

Mixture of Grass and Grasscrete in Farmyard area in front of Office Barn and Listed Barn

LANDSCAPING

For full details of landscaping refer to Landscaping Scheme prepared by DCCLA



Rev.	Date	Details	Content:	North:	Notes:
Project:			P R O P O S E D		
Manor Court			Site Plan		
High Street					
Hammonsworth					
Drawn By:	Date:				
TH	APR15				
Scale:	Rev:				
1:500@A3	-				

The Old School House Bridge Road Hunton Bridge
Kings Langley Hertfordshire WD4 8RQ
T 0 1 9 2 3 2 6 7 4 8 8
wakelin-admin@wakelin.co.uk
www.wakelin.co.uk

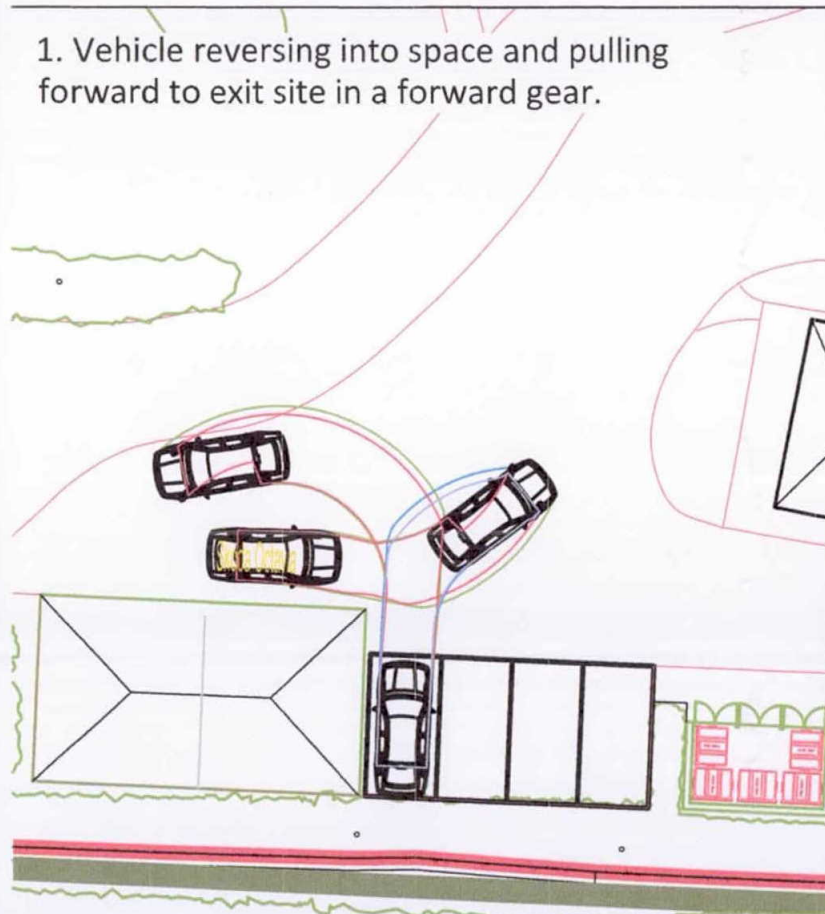


Wakelin Associates
Architects

MC/16/L01

APPENDIX 2

1. Vehicle reversing into space and pulling forward to exit site in a forward gear.



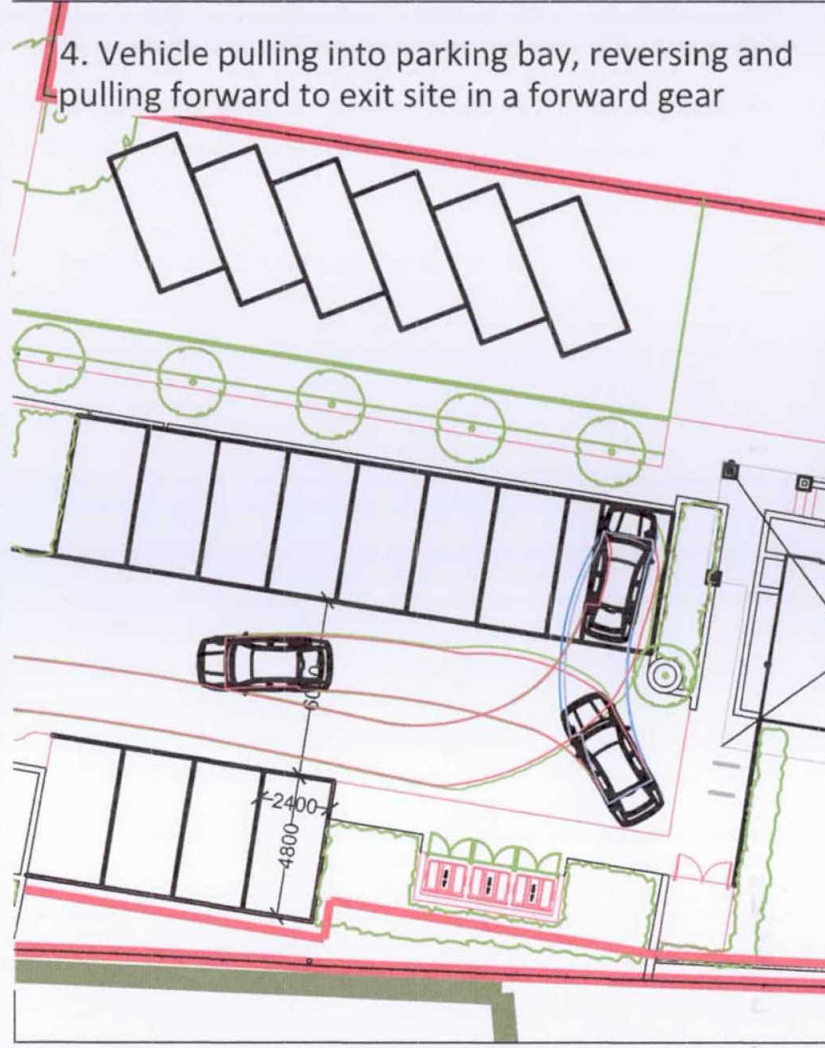
2. Vehicle reversing into space and pulling forward to exit site in a forward gear.



3. Vehicle reversing into space and pulling forward to exit site in a forward gear.



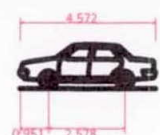
4. Vehicle pulling into parking bay, reversing and pulling forward to exit site in a forward gear



5. Vehicle reversing into space and pulling forward to exit site in a forward gear.



6. Vehicle pulling into the parking bay, reversing and pulling forward to exit site in a forward gear



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.100m

Ordinance Survey Licence number: 100057360
Drawing Revisions

Rev:	Date:	Details:

Client
HEATHROW 1 LTD

Project
MANOR COURT,
HARMONDSWORTH

Title
PARKING SWEEP PATH
ANALYSIS

MILESTONE
TRANSPORT PLANNING

Heritage House, 7 Wey Court, Mary Road
Guildford, Surrey, GU1 4QU
Tel: 01483 397888
web: www.milestonetp.co.uk

Status:	DRAFT	Scale:	1:250 @ A3
Drawn:	DM	Checked:	PJC
Drawing Number:	TK01	Date:	19/01/2016
		Revision:	-

APPENDIX 3

