

# Transport Statement

## 36 Station Approach South Ruislip



**BLUE PRINT**

— DESIGN & PLANNING —

## 1.0 Introduction

This Transport Statement has been prepared in support of a planning application at 36 Station Approach for the extended use of an existing hydro pool facility for hydrotherapy purposes outside of the owner of the site's use.

The statement assesses the likely transport and parking impacts of the proposed use and demonstrates that the development would not result in any material harm to the local highway network or parking conditions.

## 2.0 Site Location and Accessibility

The site is located within an established residential area of Ruislip and benefits from good accessibility to local services and public transport.

The surrounding area is served by:

- Local bus routes within walking distance
- Nearby rail connections via South Ruislip Train Station
- Established pedestrian and cycle networks

In accordance with the National Planning Policy Framework, the site represents a sustainable location where opportunities for non-car travel are available.

## 3.0 Existing Situation

The hydro pool is already constructed and forms part of the lawful residential use of the site.

The current lawful use (incidental residential) generates negligible vehicle movements, typically limited to the occupiers of the dwelling.

On-street parking is available in the vicinity, including pay-and-display bays, and the site also benefits from:

- On-site driveway parking
- Additional informal parking opportunities within the access road

The Applicant owns all 3 properties shown in this image. There is adequate parking to the front of No.36 should this need to be utilised to serve the hydro pool.

## 4.0 Proposed Use

The proposal seeks to extend the use of the hydro pool to allow small-scale hydrotherapy sessions.

The use would be highly controlled, with the following operational characteristics:

- Maximum of 2–3 users per weekday
- One user at a time within the hydro pool
- Appointment-only basis
- Operating hours restricted to 09:00–17:00 (weekdays only)

- No evening or weekend use

These parameters are critical in ensuring that transport impacts remain minimal.

## 5.0 Trip Generation

Given the nature of the use, trip generation is extremely low.

### Daily Trips

- Maximum users: 3 per day
- Each user generates:
  - 1 arrival trip
  - 1 departure trip

Total maximum vehicle movements:

- 6 two-way movements per day (3 arrivals + 3 departures)

### Hourly Impact

- Visits are staggered throughout the day
- Only one user present at any given time

As a result:

- No peak hour impact
- No clustering of arrivals/departures
- No material increase in traffic flows

This level of trip generation is significantly lower than many typical residential or commercial uses and would not have any discernible impact on the local highway network.

## 6.0 Parking Assessment

### On-Street Parking

The surrounding area benefits from pay-and-display parking bays, which provide a formal and managed parking resource for visitors. These can be found on both Northolt Avenue which is adjacent to the site and provides convenient parking towards the rear access road and this will be where users can gain access to the Hydropool. There is also pay and display parking on Station Approach. As you can see from the images there is adequate space to absorb an additional parking demand of 1 vehicle. This is in addition to the onsite parking which can be accommodated without obstruction.

Given the limited number of daily users, demand for parking would be extremely low:

- Maximum of 1 vehicle at any given time
- Parking demand spread throughout the day



### On-Site Parking

In addition to on-street provision, the site benefits from:

- Driveway parking within the curtilage
- Potential for additional parking within the access road





The fact that only one person can use the hydropool at any one time is a critical factor and ensures that parking demand will not exceed a single space at any point.

Accordingly, there is no realistic potential for parking overspill or stress on local parking provision.

## **7.0 Highway Safety**

The proposed use would not give rise to any highway safety concerns.

- Vehicle movements are minimal
- Trips are spread across the day
- No peak-time congestion is generated

The level of activity associated with the development is well within the capacity of the local highway network.

The proposal is therefore consistent with:

- DMT 2, which requires development to be acceptable in terms of traffic generation and safety

- The National Planning Policy Framework, which states that development should only be refused on highways grounds where impacts are severe

## **8.0 Sustainable Transport**

The site's accessible location provides opportunities for:

- Walking
- Public transport use

In addition, the limited and specialist nature of the use means that many users may be:

- Accompanied
- Dropped off and collected
- Attending infrequent appointments

This further reduces reliance on parking and supports sustainable transport objectives.

## **9.0 Conclusion**

The proposed hydrotherapy use at 36 Station Approach, Ruislip will generate very low levels of traffic and parking demand, characterised by:

- A maximum of 3 visits per day
- Only one user present at any one time
- No peak hour impacts
- Adequate on-street and on-site parking provision

The proposal will not result in any material harm to the local highway network, parking conditions or highway safety

Accordingly, the development is fully compliant with relevant transport policies and is considered acceptable in highways terms.