

## **PROPOSED FLATS**

***Change of Use from Office to Residential -  
Existing Building at Salamander Quay, Harefield,  
UB9 6NZ***

### Transport Statement

Prepared for H Schneck

U2511604L (Version 1.1A)

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**1. INTRODUCTION**

ML Traffic Engineers was commissioned by the H Schneck c/o JDW Architects to undertake a transport statement to accompany a planning application to convert an existing office block (Quay West) to 34 apartments at Salamander Quay, Harefield, HA8 7EZ.

In the course of preparing this report, the subject property and its surroundings have been inspected, plans of the development examined, relevant TRICS data perused and analysed.

**2. BACKGROUND AND EXISTING CONDITIONS**

**2.1 Location and Land Use**

The subject building is located within a gated site on the south-west side of Park Lane, and abuts Grand Union Canal. A 53-space car park is located in front of the building and to the east of the building. Bankside House located to the south-east of the subject building is not parking of this planning application. The site is located approximately ¾ mile (1.2 km) from Harefield town centre.



**Figure 1: Location of the Subject Site**



**Figure 2: Aerial View – Site and Surroundings**

**2.2 Road Network**

Park Lane is a collector road with 1 traffic lane in each direction. Just past the entrance to the site in the north-west direction, Park Lane continues as Copper Mill Lane, with a single-track configuration. Priority is controlled by signals.

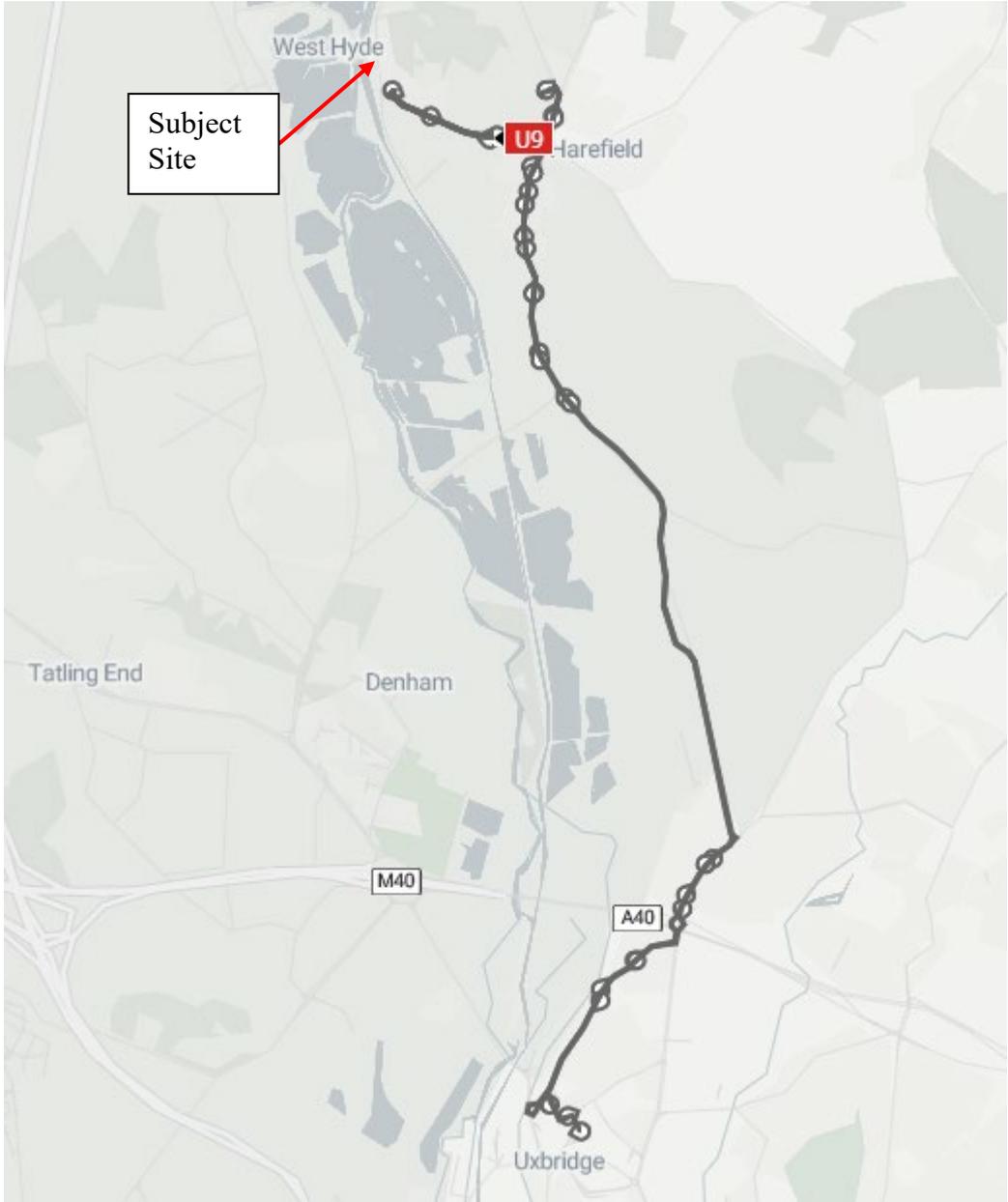
There are median right turn bays for access into Summerhouse Lane and Barrington Drive Park Lane.



**Figure 3: View of Subject Building**

### **2.3 Public Transport**

Bus service U9 operates hourly services between Uxbridge and Harefield Hospital. The western end of the route loughs around the junction of Shelley Lane and Park Lane, approximately 1/5 mile (250m) from the subject site. The route passes through Harefield town centre.



**Figure 4: Bus Route**

## 2.4 Cycle Network

Path on the west side of the canal, Jacks Lane and Summerhouse Lane are bicycle routes.



**Figure 5: Bicycle Routes**

## 3. PROPOSAL

The proposal is to convert an existing office building into 34 flats, with 53 on-site car parking spaces. Development mix comprises:

- 21 x 1-bedroom 2-persons flat
- 9 x 2-bedroom 3-persons flat
- 4 x 2-bedroom 4-persons flat

## **4. STATUTORY PARKING REQUIREMENTS**

### **4.1 Car Parking**

London Borough of Hillingdon's Development Management Policies refers to the Unitary Development Plan (UDP) 2006 in determining car parking requirements for residential developments. The requirements are:

- 2 to 1.5 spaces per unit for detaches and semi-detached houses and flats (4 or more bedrooms);
- 1.5 to 1 spaces per unit for terraces houses and flats (2 or 3 bedrooms); and
- 1 to less than 1 spaces per unit for development consisting mainly of flats (1 bedroom).

The proposal with 13 x 2-bedroom dwellings and 21 x 1-bedroom dwellings require 34 spaces (13 x 1 + 21 x 1 calculation based on minimum provision) to 41 (13 x 1.5 + 21 x 1 calculation based on maximum provision) parking spaces. With 53 parking spaces provided on site, the proposal is self-sufficient if the maximum car parking requirement were applied.

### **4.2 Bicycle Parking**

London Borough of Hillingdon refers to the London Plan for bicycle parking requirements. As per Policy 6.9 Cycling and presented in Table 6.3 Cycle Parking Standards of the London Plan, the bicycle space requirements are 1 space per 1 or 2-bedroom unit and 2 spaces per 3 or more bedroom units.

Based on these considerations, the bicycle parking requirement is 34 spaces for the proposed development comprising 13 x 2-bedroom dwellings and 21 x 1-bedroom dwelling. 40 bicycle spaces are provided.

## 5. TRAFFIC GENERATION

The TRICS (TRAVL – as the data predates the TRICS/TRAVL merger) traffic generation database was interrogated for C3 flats located in suburban area (PPS6 Out of Centre). A relevant, but not identical in site is quoted for Council’s information:

- A 30-dwelling block of flats on High Road, Woodside Park, Wood Green, that was surveyed on Wednesday, 1<sup>st</sup> October 2014. This site has a PTAL rating of 4.
- A 530-dwelling blocks of flats on Waterloo Road, Romford, that were surveyed on Wednesday, 25<sup>th</sup> June 2014. This site has a PTAL rating of 2.

Hourly traffic generation rates for arrivals and departures are presented in Table 1. Based on these figures, the “raw” (unadjusted) hourly traffic generation for the proposed 34-dwellings are in the order of 5 trips per hour as per Table 2.

TRICS 7.3.1 280316 B17.33 (C) 2016 TRICS Consortium Ltd	Wednesday 13/07/16
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

### MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	280	0.023	2	280	0.030	2	280	0.053
08:00 - 09:00	2	280	0.020	2	280	0.041	2	280	0.061
09:00 - 10:00	2	280	0.014	2	280	0.036	2	280	0.050
10:00 - 11:00	2	280	0.041	2	280	0.041	2	280	0.082
11:00 - 12:00	2	280	0.025	2	280	0.034	2	280	0.059
12:00 - 13:00	2	280	0.039	2	280	0.032	2	280	0.071
13:00 - 14:00	2	280	0.045	2	280	0.048	2	280	0.093
14:00 - 15:00	2	280	0.032	2	280	0.054	2	280	0.086
15:00 - 16:00	2	280	0.070	2	280	0.032	2	280	0.102
16:00 - 17:00	2	280	0.066	2	280	0.057	2	280	0.123
17:00 - 18:00	2	<b>280</b>	<b>0.079</b>	2	<b>280</b>	<b>0.064</b>	2	<b>280</b>	<b>0.143</b>
18:00 - 19:00	2	280	0.036	2	280	0.032	2	280	0.068
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.490			0.501			0.991

**Table 2: TRICS Vehicle Traffic Generation Rates per Dwelling**

Time of Day	Number of Dwellings	Car Hourly Traffic Generation Rate per Dwelling		Projected Car Hourly Traffic Volumes	
		In	Out	In	Out
7am to 8am	34	0.023	0.03	0.78	1.02
8am to 9am	34	0.02	0.041	0.68	1.39
4pm to 5pm	34	0.066	0.057	2.24	1.94
5pm to 6pm	34	0.079	0.064	2.69	2.18

**Table 3: Projected Additional (i.e. for 34 Flats) Hourly Car Traffic Generation**

However, taking into consideration that the C3 sites have PTALs of 4 and 2, and the subject site's PTAL is equivalent of 1, as well as having a higher proportion of smaller (1-bedroom) dwellings, it would be reasonable to factor up the hourly traffic generation by 300%. An adjusted trip generation of 15 car trips per hour is considered to be reasonable.

The low level of car traffic generation (in the order of 15 car trips per hour) for the proposed flats in the peak periods, will not adversely affect the operation of the site access junction with Park Lane.

The existing office use would have generated higher level of traffic given 9am to 5pm business hours, with majority of staff arrivals and departures occurring within 30 minutes to 45 minutes, centred around office starting and closing times. For a 53-space car park, highly directional (90 percent inbound, 10 percent outbound in the morning peak period and 90 percent outbound, 10 percent inbound in the afternoon peak period) traffic generation of 25 to 35 car trips per hour would have occurred with the existing office.

## 6. CONCLUSIONS

Based on the assessment presented in this report, the following conclusions can be drawn:

- The proposed 13 x 2-bedroom dwellings and 21 x 1-bedroom dwellings requires a maximum of 41 car parking spaces and 34 bicycle parking spaces. The proposal's car parking provision of 53 spaces is compliant. 40 bicycle parking spaces will be provided.
- The low level of car traffic generation (in the order of 15 car trips per hour) for the proposed flats in the peak periods, will not adversely affect the operation of the site access junction with Park Lane.
- The existing office use would have generated higher level of traffic given 9am to 5pm business hours, with majority of staff arrivals and departures occurring within 30 minutes to 45 minutes, centred around office starting and closing times. For a 53-space car park, highly directional (90 percent inbound, 10 percent outbound in the morning peak period and 90 percent outbound, 10 percent inbound in the afternoon peak period) traffic generation of 25 to 35 car trips per hour would have occurred with the existing office.
- There are no adverse transport impacts associated with the proposed residential development.