Highway Planning Ltd

Highways & Transportation Consultants

177 STATION ROAD,
WEST DRAYTON,
UB7 7NQ

UPTON PARK HOUSING LTD

TRANSPORT STATEMENT

APRIL 2024

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1.0 INTRODUCTION

1.1 Highway Planning Ltd has been appointed by Upton Park Housing Ltd to provide highway advice in respect of the conversion of the existing dwelling to provide an 8 person/8 room HMO at 177 Station Road, West Drayton.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 The site is located on the north side of Station Road and approximately 40m east of the junction of Station Road and Church Road. The site comprises a 4 bedroomed semi-detached dwelling. The forecourt of the property is laid to hardstanding and is used for parking but there is no formal vehicle crossover to Station Road. To the west of the site is the Kings Paget Hotel which has a vehicle crossover that leads to car parking facilities for guests. To the east of the site is 179 Station Road which is a single dwelling with forecourt parking and a vehicle crossover to Station Road.

2.2 Station Road is a local distributor road that passes through the settlement of West Drayton and links to West Drayton train station. In the vicinity of the site it has a wide single carriageway with on-road cycle lanes in both directions. Direct frontage access is prevalent to the east of the site.

2.3 The site has a PTAL rating of 3 as demonstrated by the PTAL report in **Appendix 1**. The bus stop for eastbound services is located to the front of 181 Station Road and approximately 20m from the site frontage. The cycle lanes form part of Cycle Route 89 on the London Cycle Network and extend along Station Road as far as West Drayton

train station. West Drayton town centre, as defined on the Local Plan Policies Map, begins approximately 150m to the north west of the site frontage. As such, the site has a "good" PTAL rating which indicates convenient access to public transport and it is within a short walk and cycle distance of a designated town centre. The site's location is therefore very accessible.

2.4 The proposed development comprises the conversion of the existing 4 bedroomed house into an 8 person/8 room HMO with the creation of a vehicle crossover to Station Road to serve 2 car parking spaces. The development will also provide secure cycle parking.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

3.1 The highway considerations for the proposed development relate to the following:

- Access arrangements
- Car parking provision

3.2 These issues will be considered in detail below.

Access arrangements

3.3 The existing dwelling does not have a formal vehicle crossover to Station Road. At present, residents park vehicles on the forecourt by illegally driving over the footway. As such, it can be argued that the existing 4 bedroomed house does not have off-road car parking facilities which is a shortfall of 1 parking space.

3.4 The proposed development includes the construction of a vehicle crossover that will comply with the Council's "Domestic Vehicle Crossover Policy" document (5th April 2019). Section 4.2 of the

document allows the creation of a crossover with a maximum width of 4.2m. This will serve 2 car parking spaces that will have dimensions of 2.4m x 4.8m and there is space for an unhindered pedestrian route to the front door of the property.

3.5 Section 4.7 of the policy document advises on the need to provide pedestrian visibility splays. The proposed access will be located towards the western boundary of the site frontage to enable the pedestrian route and also to provide a separation from the crossover for No179 (as required by section 4.3 of the policy document). As such, it is possible to provide the 2m x 2m pedestrian splay on the east side of the parking spaces but not on the western side. Section 4.7 allows a relaxation in these circumstances, and as advised in paragraph 10.6.1 of *Manual for Streets 2*. The footway across the site frontage is exceptionally wide (circa 4m) and the pedestrian traffic is not excessive given the fact that the town centre is located to the north west of the site and that is where the majority of pedestrian traffic is concentrated.

3.6 In summary, the creation of a vehicle crossover will address the existing unsatisfactory situation with the absence of a crossover for the existing house. The design and location of the crossover will comply with the Council's standards and this is a matter that can be covered by a suitably worded planning condition.

Car parking provision

3.7 The proposed site layout shows the provision of 2 parking spaces for the proposed 8 room HMO.

3.8 The *Local Plan Development Management Policies and Site Allocations and Designations* was adopted on 16th January 2020. It therefore pre-dates the London Plan 2021 and therefore the London Plan policies take precedence in determining planning applications.

3.9 London Plan Policy T6 provides the general policy approach to be taken in considering the car parking requirements for development proposals. The following criteria are particularly relevant to the current proposals:

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other

3.10 Policy T6.1 provides details on the car parking requirements for residential developments. The following criteria are particularly relevant to the current proposals:

A New residential development should not exceed the maximum parking standards set out in Table 10.3.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

3.11 Criterion E states that sui generis residential uses should be car free. As part of the changes to the Use Classes Order in September 2020 Houses in Multiple Occupation now fall under the heading of sui generis. As such, a case can be made that the proposed 8 room HMO should be a car free development.

3.12 The proposals include the provision of 2 spaces and this is considered to represent a fair level of parking for the proposed use, notwithstanding the potential for it to be car free. The 2 parking spaces will both be provided with electric vehicle charging points in line with London Plan policy T6.1 (C).

3.13 Table 10.2 of the London Plan sets out the minimum cycle parking requirements for developments. The required standard is 1 space per studio and this is similar to the proposed HMO use. As such, the development is required to provide cycle parking for 8 bicycles and this will be included within the rear amenity space.

4.0 CONCLUSIONS

4.1 The site has a PTAL rating of 3 and is well located to provide convenient pedestrian and cycle access to a wide range of facilities within West Drayton town centre. The site is therefore highly accessible and this should be reflected in the level of car parking required.

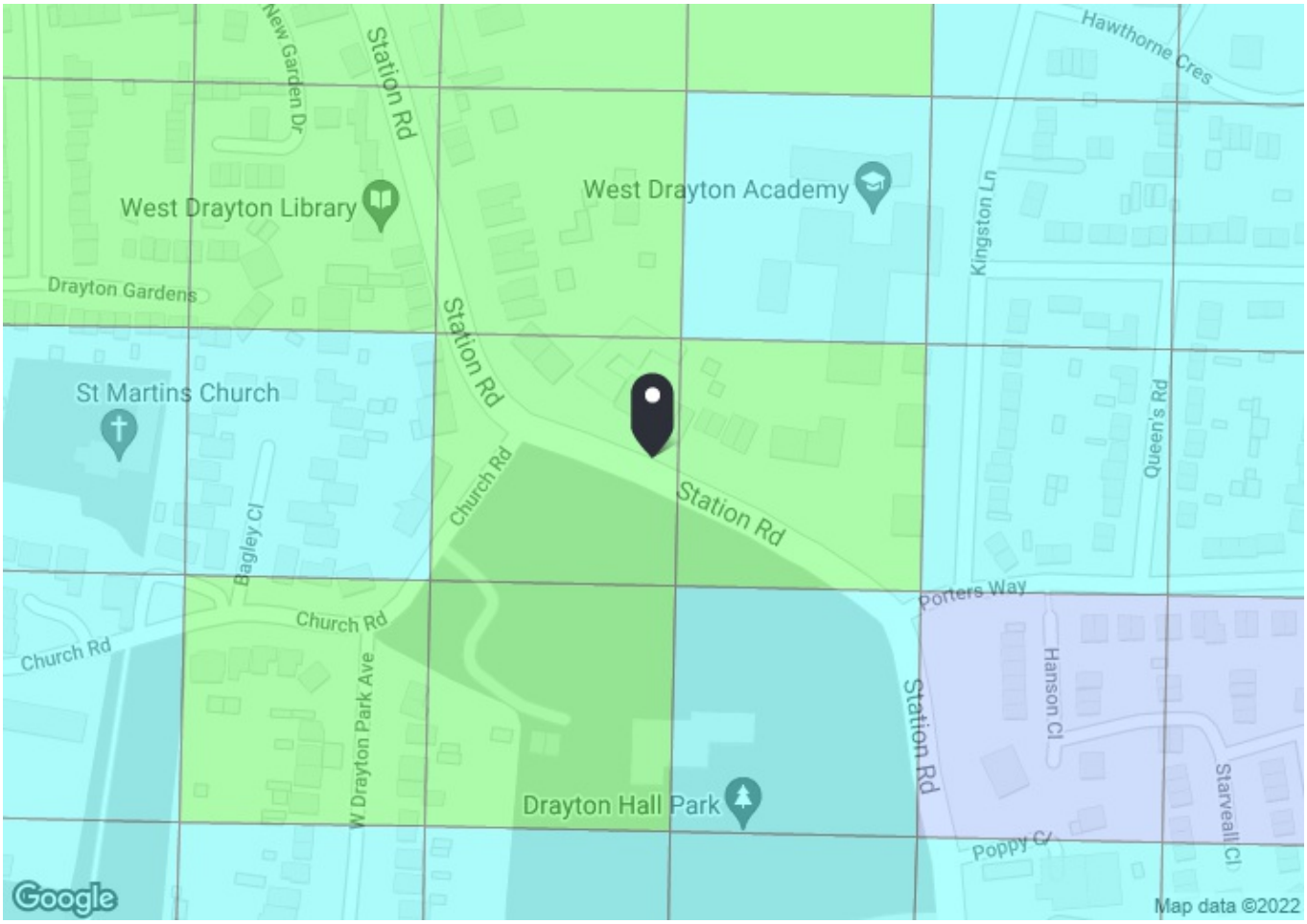
4.2 The existing dwelling does not have a formal/legal crossover access to Station Road. As such, it must be considered to have zero parking facilities. In order to rectify this unsatisfactory situation, the proposed development includes the creation of a crossover access in compliance with the Council's standards.

4.3 The level of car parking proposed reflects the requirements of the London Plan standards for a highly accessible location. Charging points for electric vehicles will be provided. The development will also provide secure cycle parking.

4.4 Overall, there are no highway related reasons why the development should not receive planning permission.

APPENDIX 1

TRANSPORT FOR LONDON



PTAL output for Base Year
3

177 Station Rd, West Drayton UB7 7NQ, UK
Easting: 506386, Northing: 179546

Grid Cell: 75654

Report generated: 20/01/2022

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

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

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Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WEST DRAYTON STATION RD	U3	495.33	5	6.19	8	14.19	2.11	0.5	1.06
Bus	WEST DRAYTON LIBRARY	U5	37.94	5	0.47	8	8.47	3.54	0.5	1.77
Bus	WEST DRAYTON LIBRARY	350	37.94	5	0.47	8	8.47	3.54	0.5	1.77
Bus	WEST DRAYTON LIBRARY	222	37.94	7.5	0.47	6	6.47	4.63	1	4.63
Rail	West Drayton	'PADTON-OXFD 2N14'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
Rail	West Drayton	'PADTON-OXFD 2N16'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
Rail	West Drayton	'PADTON-OXFD 2N18'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
Rail	West Drayton	'PADTON-OXFD 2N22'	760.51	0.67	9.51	45.53	55.03	0.55	0.5	0.27
Rail	West Drayton	'PADTON-OXFD 2N24'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
Rail	West Drayton	'RDNGSTN-PADTON 2P09'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
Rail	West Drayton	'OXFD-PADTON 2P11'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
Rail	West Drayton	'RDNGSTN-PADTON 2P12'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
Rail	West Drayton	'RDNGSTN-PADTON 2P14'	760.51	1.33	9.51	23.31	32.81	0.91	0.5	0.46
Rail	West Drayton	'RDNGSTN-PADTON 2P17'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
Rail	West Drayton	'OXFD-PADTON 2P18'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
Rail	West Drayton	'BNBR-PADTON 2P20'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
Rail	West Drayton	'SLOUGH-PADTON 2P25'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
Rail	West Drayton	'SLOUGH-PADTON 2P32'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
Rail	West Drayton	'PADTON-RDNGSTN 2R13'	760.51	1.67	9.51	18.71	28.22	1.06	1	1.06
Rail	West Drayton	'PADTON-TWYFORD 2R21'	760.51	0.33	9.51	91.66	101.17	0.3	0.5	0.15
									Total Grid Cell AI:	**12.97**

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