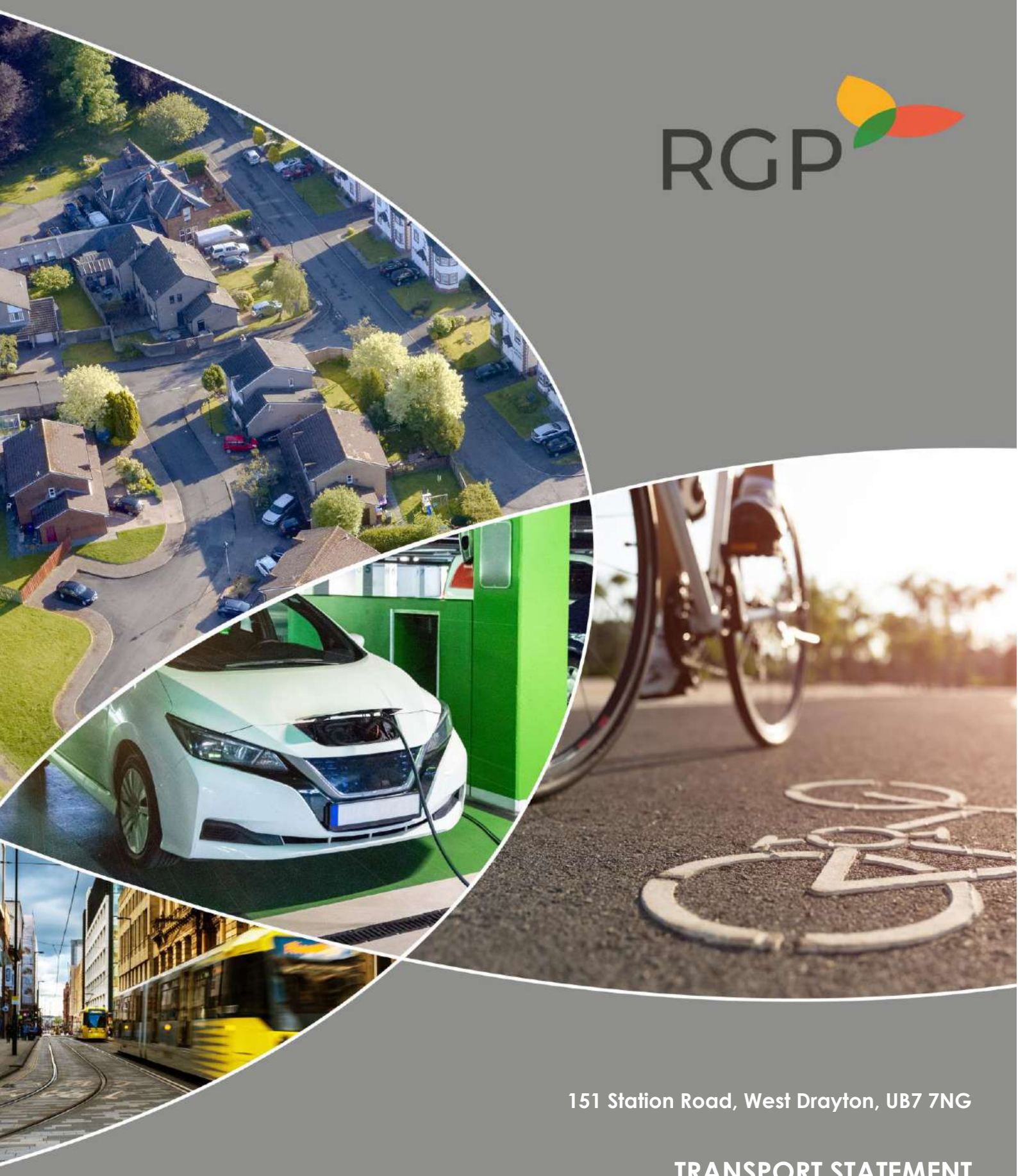


151 Station Road, West Drayton, UB7 7NG

TRANSPORT STATEMENT

for Residential Redevelopment

on behalf of Kearns Development Ltd

2025/8827/TS02

October 2026

www.rgp.co.uk

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1 INTRODUCTION

1.1 Background

1.1.1 RGP is commissioned by Kearns Development Ltd to provide highway and transport planning advice in support of the proposed redevelopment of 151 Station Road, West Drayton, UB7 7NG ("the site").

1.1.2 The site is located approximately 600 metres to the south of the District Centre of West Drayton, with good access to local amenities and public transport connections. **Figure 1** illustrates the location of the site in the context of the local highway network.

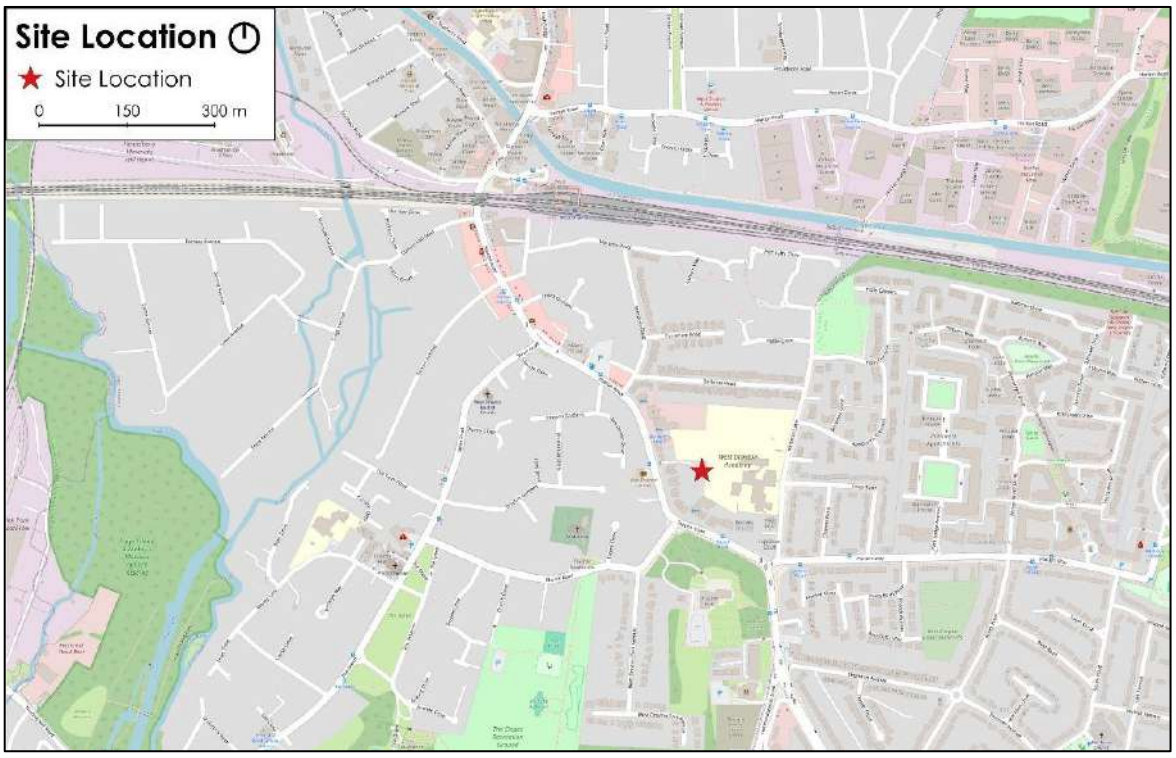


Figure 1 Site Location Plan

1.1.3 The site currently contains a single detached house and associated structures/outbuildings. The site is accessed from Station Road via a private drive between the adjacent properties of 149 and 153 Station Road. The proposals comprise the demolition of the existing house and associated structures to facilitate the construction of 6 residential dwellings (1 x 2-bed and 5 x 3-bed houses). A copy of the Proposed Site Plan is attached at **Appendix A**.

1.1.4 The existing site access from Station Road would be retained for the shared use of future site occupants. The proposed dwellings would have private access to car parking, and sufficient on-site space would be provided for the manoeuvring of cars, delivery vans and refuse collection vehicles. All dwellings would be provided with secure cycle storage within the private amenity space allocated to each household.

1.2 Planning application 4776/APP/2026/970

1.2.1 The site is subject to an extant planning consent for the construction of 5 residential dwellings on the site, with planning application 4776/APP/2026/970 approved by the London Borough of Hillingdon (LBH) in June 2026. A copy of the Decision Notice and approved Site Plan is attached at **Appendix B**. The approved scheme included the retained use of the private drive from Station Road.

1.2.2 A copy of the Officers Report is also attached at **Appendix B**. It is noted that the Highways Officer raised concerns with respect to the use of the access and the potential impacts on the operations of Station Road, requesting further information. Further information was provided by the Applicant to confirm that the issues raised would not cause an unacceptable impact on highway safety. A copy of the response is attached at **Appendix C**. The following comments were published by LBH:

…"The Local Highway Authority (LHA) are a consultee therefore while there comments will be taken into consideration the Local Planning Authority (LPA) must determine whether any concerns raised are robust, resolvable by condition and in the case where the Council cannot demonstrate a 5 year housing land supply, evidence demonstrable harm to warrant the refusal of the application and defendable in the event of an appeal.

A more detailed response to the LHA comments is set out in section 7.3 and 7.4 of this report however in summary the Applicant submitted a revised response, amended access information and a revised site layout the concerns are capable of mitigation through appropriate management measures, including signage, priority arrangements, lighting, traffic calming and revisions to the internal layout. In this regard, a condition has been imposed requiring the submission and approval of an Access, Parking and Refuse Management Plan to secure the detailed operation of the shared access, manoeuvring arrangements and refuse collection.

A landscaping condition will also secure the detailed treatment of the access and surrounding areas. In relation to the recommended permit-free legal agreement, Officers note that the site has a PTAL rating of 3 and is located within a 8-minute walk of West Drayton station. Given the site's accessibility, the modest scale of development and the fact that parking is proposed at the London Plan compliant rate of one space per dwelling, Officers consider that the likelihood of future occupiers requiring parking beyond that level is low. On that basis, it is not considered necessary or reasonable in this case to secure a legal agreement restricting eligibility for on-street parking permits.

Accordingly, subject to the imposed conditions, Officers are satisfied that the revised submission has responded".

1.2.3 As confirmed, the proposed access and park arrangements for the 5 unit scheme were considered to be acceptable in highway terms, subject to the fulfilment of planning conditions. The current proposal seeks to increase the scheme by 1 additional unit, which would not give rise to a material increase in pedestrian and vehicle movements. Therefore, it is expected that the proposed scheme would also be acceptable in highway safety terms.

1.2.4 Condition 5 of the Decision Notice includes the preparation of a 'Parking, Access and Refuse Management Plan' to be submitted and approved prior to the commencement of the development. The wording of the condition is as follows:

…"Notwithstanding the approved plans, no development shall commence until an Access, Parking and Refuse Management Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The Plan shall demonstrate:

- *Allocation of proposed parking spaces;*
- *How vehicular movements along the shared access shall be managed so as to minimise conflict and reversing manoeuvres;*
- *Details of any signage, priority arrangements and/or traffic calming measures to be provided within the access;*
- *That satisfactory pedestrian inter-visibility will be achieved at the site access, together with any measures necessary to ensure the safe emergence of vehicles onto the public highway;*
- *How the access and turning areas shall be used and managed to ensure that vehicles can enter, manoeuvre and leave the site in a safe manner; and - The arrangements for refuse collection and servicing.*

The approved access, parking and refuse management measures shall be fully implemented prior to first occupation of the development and thereafter permanently retained.

REASON To ensure satisfactory vehicular access arrangements, appropriate pedestrian safety, adequate refuse collection arrangements and the safe operation of the site in the interests of highway safety and residential amenity, in accordance with London Plan Policies T4 and T6, Policy DMT6 of the Hillingdon Local Plan Part 2 (2020), and the Council's Domestic Vehicle Footway Crossover Policy"…

1.2.5 To satisfy the planning condition and provide the necessary information to support the revised proposal for 6 houses, a Parking, Access and Refuse Management Plan has been prepared as a separate document (*Ref: 2025/8827/TN03*) to be read in conjunction with this Transport Statement.

2 BASELINE CONDITIONS

2.1 Site Location & Local Highway Network

2.1.1 **Figure 1** illustrates the location of the site in the context of the highway network. The site is situated on Station Road, on the south-eastern periphery of West Drayton District Centre. Station Road (A408) is a district distributor road and an important north-south route providing excellent access to the wider strategic highway network.

2.1.2 To the north, Station Road continues through West Drayton and Uxbridge before connecting to the M40 Motorway. To the south, the A408 connects to the M4 Motorway before continuing to the Heathrow Airport perimeter, a short distance from the site.

2.1.3 Station Road is a two-way single-carriageway road across the frontage of the site. The carriageway is subject to a posted 30mph speed limit and single yellow line restrictions on each side of the carriageway (no waiting Mon-Sat 8 am-6.30 pm). Station Road benefits from a wide carriageway geometry with marked cycle lanes in both directions.

2.2 Existing Site Access Arrangements

2.2.1 The site comprises 151 Station Road, located to the rear of 153-163 Station Road. **Figure 2** illustrates the location and extent of the site. The site includes a detached house with several associated outbuildings.



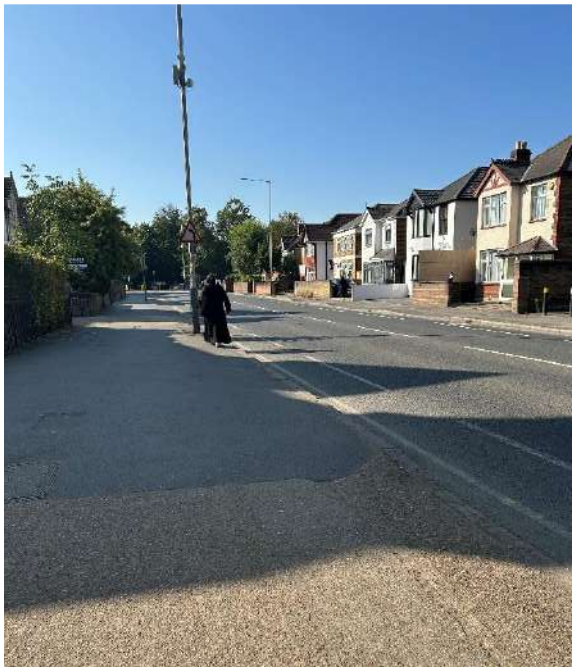
Figure 2 Site Location & Extents

2.2.2 The site is currently accessed via a gated private drive served from the eastern side of Station Road, accessed via a dropped kerb. The driveway is contained by a boundary wall and hedge, whilst benefiting from a wide opening at its junction with Station Road. The photographs below illustrate the current arrangement.




Existing Access Arrangements

2.2.3 The existing site access benefits from good levels of visibility for emerging vehicles/drivers onto Station Road, with a wide section of footway provided across the site frontage. The further photographs below illustrate the levels of visibility available along Station Road in both directions.




Visibility Splays along Station Road

2.2.4 Station Road benefits from wide and well-lit footways along its length, with regular crossing points over the mainline carriageway.

2.3 Highway Safety Appraisal

2.3.1 To assess the local highway safety record, collision data has been taken into consideration in line with current Department for Transport (DfT) guidance. The data has been obtained from CrashMap (www.crashmap.co.uk) for the most recent available 5-year period (2021-2025 inclusive).

2.3.2 **Figure 3** summarises the location of any recorded Personal Injury Accidents (PIA) during the study period.



Figure 3 Recorded Personal Injury Accidents – extract from www.crashmap.co.uk

2.3.3 **Figure 3** illustrates that three 'slight' collisions and one 'serious' collision occurred within the assessment area. Details of the 'slight' collision recorded approximately 30 metres from the site access are summarised below.

Date	Severity	Casualties	Description
29/09/2022	Slight	1	Pedestrian in carriageway (not at a designated crossing facility) impacted by vehicle in the process of slowing down or stopping

Figure 4 Summary of Personal Injury Accidents

2.3.4 As detailed above, the cause of the collision involved a pedestrian crossing the road in this location, rather than utilising the dedicated crossing facility approximately 80 metres to the north. Overall, the collision data does not indicate a cluster of accidents of pattern of causes that would indicate a road safety issue. The frequency of collisions over 5 years in the context of the volumes of traffic on Station Road would not constitute an accident problem.

2.4 Local Amenities & Facilities

2.4.1 The site is considered to be in a highly accessible location and conducive to sustainable travel with excellent access to nearby amenities and public transport infrastructure, including bus and rail services that would likely cater for the commuting needs of future residents at the site.

2.4.2 The site is surrounded by schools and other educational, recreation and leisure facilities, and employment opportunities that would cater for the day-to-day needs of local residents, reducing the need to travel further afield. This includes convenient access to West Drayton District Centre, with amenities commencing immediately north of the site and extending along Station Road for approximately 1 kilometre, offering a range of services locally.

2.5 Walking & Cycling Accessibility

2.5.1 There is a good standard of pedestrian infrastructure provided throughout the local area and in particular towards the District Centre. Wide, well-lit footways are provided along both sides of Station Road, providing a safe and convenient route.

2.5.2 A pedestrian crossing point with dropped kerbs and tactile paving is provided across Station Road approximately to the north, facilitating safe and convenient access to the bus stops located on both sides of the carriageway.

2.5.3 The local area also provides separate public rights of way and traffic-free routes towards the town centre. **Figure 5** provides an extract from the LBH Definitive Mapping, showing the routes available.



Figure 5 Local Public Rights of Way (extract from LBH Definitive Mapping)

2.5.4 Cycling is an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity have increased demand for cycling.

2.5.5 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys, a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.

2.5.6 **Figure 6** illustrates an indicative 5km cycling catchment around the site, with reference to the national and local cycle network.

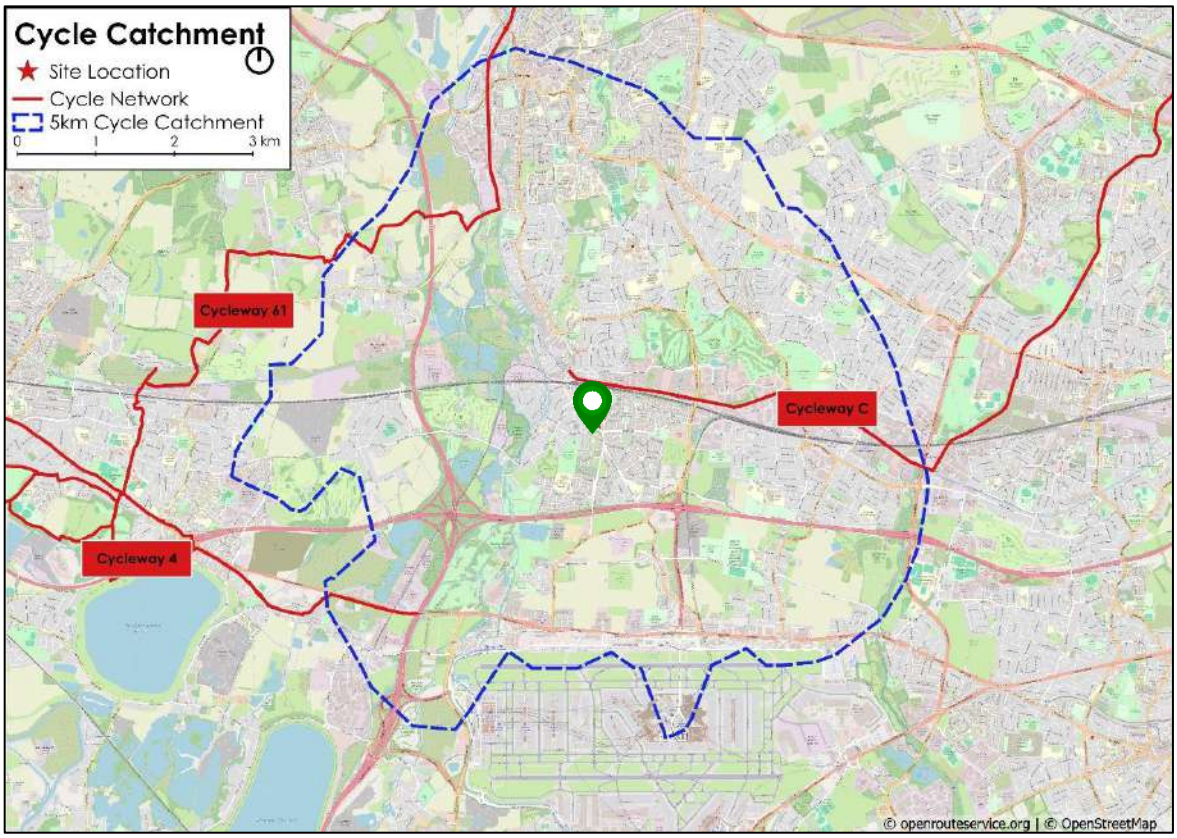


Figure 6 Cycle Catchment

2.5.7 As illustrated, the 5km cycling catchment extends towards Heathrow Airport to the south and Uxbridge to the north.

2.6 Public Transport Accessibility

2.6.1 Transport for London (TfL) publishes a city-wide Public Transport Accessibility Level (PTAL) mapping tool for reference by local planning authorities and developers to aid strategic planning. The TfL PTAL model utilises an accessibility range between 1a (low) and 6b (high), which is calculated from a formula based upon the number of bus stops and railway stations (points of interest) located within a pre-defined walking threshold of the subject site. These include being up to 640m (8-minute walk) to bus services and 960m (12-minute walk) to rail stations respectively. The methodology incorporates the walk time to public transport access (bus stops, railway and underground stations), service frequency and reliability.

2.6.2 The PTAL rating for a site is publicly available via TfL's web-based Connectivity Assessment Toolkit (WebCAT) tool, which provides information on London's transport system, including travel time reports and statistics. The WebCAT tool allows for viewing a PTAL for the whole of London or for individual locations, in both the current (base) and future transport scenarios.

2.6.3 The site is classified with a PTAL 3 rating, which represents a good level of accessibility to public transport.

2.6.4 The site benefits from excellent access to public transport. The nearest bus stops to the site are located immediately outside the site on Station Road. These bus stops provide access to a number of services to key destinations. **Figure 7** provides a summary of the local bus services available.

Bus Service & Key Destinations		Typical Frequency	Hours of Operation
222	Uxbridge, Cowley, West Drayton, Heathrow Airport, Cranford, Hounslow	Mon-Sat: 9-12 mins Sun: 11-14 mins	Mon-Sat: 24 hours Sun: 24 hours
350	Hayes & Harlington, Hayes, Stockley Park, West Drayton, Heathrow Airport	Mon-Fri: 20 mins Sat-Sun: 20 mins	Mon-Fri: 03:44-00:24 Sat-Sun: 03:43-00:19
698	Hillingdon, Hayes End, Hayes & Harlington, West Drayton	School Service	School Service
U1	Ruislip, Ickenham, Uxbridge, Brunel University, West Drayton	Mon-Fri: 15 mins Sat: 15 mins Sun: 30 mins	Mon-Fri: 06:16-01:41 Sat: 06:14-01:41 Sun: 07:11-01:41
U3	Uxbridge, Brunel University, Heathrow	Mon-Fri: 10-14 mins Sat: 11-13 mins Sun: 20 mins	Mon-Fri: 03:39-00:11 Sat: 03:39-00:11 Sun: 03:40-00:11
U5	Uxbridge, Cowley, Hillingdon, West Drayton, Stockley Park, Hayes	Mon-Fri: 10-14 mins Sat: 15 mins Sun: 20 mins	Mon-Fri: 05:21-00:24 Sat: 05:21-00:24 Sun: 06:21-00:21

Figure 7 Summary of Local Bus Services

2.6.5 As summarised above, there is a range of bus routes available in proximity to the site, catering for travel to key destinations. These bus services would meet the everyday travel needs of prospective residents, thereby reducing reliance on private vehicles for most essential journeys. These services also provide connections to a range of rail stations, as well as the London Underground network.

2.6.6 West Drayton Station is located approximately 600 metres to the north of the site. The station is served by the Elizabeth line, providing regular services towards Central London and Abbey Wood to the east, and towards Heathrow Airport, Maidenhead and Reading to the west.

3 TRIP GENERATION & IMPACT

3.1.1 The development proposals seek to demolish the existing residential dwelling to provide a residential scheme of 6 dwellings, comprising 1 x 2-bedroom, 5 x 3-bedroom houses. This section outlines the expected change in trip generation and associated use of the shared access road by all modes.

3.1.2 To determine the likely levels of trips that would be generated by the proposed development, the Trip Rate Information Computer System (TRICS) database has been used. The TRICS database is the industry standard tool for determining trip rates for a development proposal, utilising a comprehensive database of surveys of similarly located land uses.

3.1.3 In this instance, the TRICS database has been interrogated for private housing in similar locations with respect to proximity to local services and public transport (PTAL 2-4 rating). A copy of the TRICS data is attached at **Appendix D.**

3.1.4 As detailed in Section 1, the site is subject to extant planning consent 4776/APP/2026/970 for the erection of 5 houses on the site. The same approved trip rates and methodology have been used to determine the impacts of the current scheme. **Figure 8** summarises the anticipated change in trips by all modes as a result of the one additional proposed dwelling, with reference to the traditional morning (08:00-09:00) and evening (17:00-18:00) peak hours on the highway network, alongside a daily trip attraction.

Mode	Approved			Proposed			Net Change		
	AM	PM	DAY	AM	PM	DAY	AM	PM	DAY
Cars	*2*	*1*	*16*	*2*	*2*	*18*	*0*	*+1*	*+2*
Taxi	*0*	*0*	*1*	*0*	*0*	*1*	*0*	*0*	*0*
LGV	*0*	*0*	*3*	*0*	*0*	*3*	*0*	*0*	*0*
OGV	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Motorcycle	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Vehicles	**2**	**2**	**20**	**3**	**2**	**22**	**0**	**0**	**+2**
Vehicle Passenger	3	2	27	4	2	32	+1	0	+5
Pedestrian	3	2	21	4	2	25	+1	0	+4
Cyclist	0	0	1	0	0	1	0	0	0
Bus Passenger	1	0	6	1	0	8	0	0	+2
Rail/Underground Passenger	1	0	4	1	0	5	0	0	+1
Total People	**8**	**4**	**59**	**10**	**4**	**71**	**+2**	**0**	**+12**

Figure 8 Approved & Proposed Trip Generation

3.1.5 As confirmed by the TRICS assessment, the proposal for an additional dwelling would not generate a material increase in traffic movements. The additional dwelling would generate up to one additional vehicle movement during the peak hours, with an additional pedestrian movement also likely using the access road.

3.1.6 The addition of one dwelling would not require an increase to daily delivery and service vehicle movements, with the majority of weekly deliveries coinciding with the permitted dwellings (postal/courier services).

3.1.7 This negligible increase in activity during the peak hours would not result in an unacceptable impact on the operation of the access road.

3.1.8 Notwithstanding the minimal increase in trips from the consented scheme, the TRICS assessment confirms that a development of 6 units site would continue to generate a modest level of vehicle trips during a typical weekday.

3.1.9 Given the location of the site relative to sustainable travel, the proposal would generate some increased activity by pedestrians, including those accessing public transport modes.

3.1.10 In light of the above assessments, it is concluded that the proposed scheme would not lead to a 'severe' impact on the local highway network, or a discernible impact on highway safety, in line with the thresholds of the NPPF.

4 PROPOSED DEVELOPMENT

4.1 Vehicular Access Arrangements

4.1.1 The proposed residential dwellings would be accessed via the existing private drive and shared surface off Station Road. Drawing **STA-RGP-XX-XX-DR-T-001** attached hereto illustrates the proposed access arrangements. The existing access road provides a carriageway width of 4 metres, accommodating single car movements, but allowing a car to pass a pedestrian if needed.

4.1.2 As detailed in Section 1, uses of the access have been approved by LBH through extant planning consent 4776/APP/2026/970 for 5 houses. As detailed in Section 4, the proposed six unit scheme would not result in a material change to the use of the shared access road by vehicles and pedestrians, particularly during the peak hours.

4.1.3 The scale of development proposed remains consistent with the threshold typically considered appropriate for access via a shared private drive, which is generally accepted as serving up to six residential units. As demonstrated within the Transport Statement, the anticipated traffic generation associated with the development would be minimal, resulting in a very low frequency of vehicular movements throughout the day. Consequently, the likelihood of opposing vehicle movements occurring simultaneously within the access corridor is limited, with such occurrences expected to be particularly infrequent during peak periods when trip patterns are generally directional in nature, with residents predominantly travelling either to or from the site.

4.1.4 Furthermore, the operational characteristics of the proposed access arrangement are not uncommon within the local highway context. Along Station Road there are numerous private accesses where vehicles routinely wait within the carriageway to allow exiting vehicles to clear the access or for entrance gates to open, without giving rise to any identified highway safety or operational concerns. It is also notable that the relevant vehicle crossover guidance permits vehicles to reverse between private property and the public highway as part of normal day-to-day operation. Such manoeuvres are a common feature along Station Road and are generally accepted as an inherent characteristic of the local highway environment.

4.1.5 Generally, residential traffic would all be leaving in the morning period (travelling to work/school) and arriving home during the evening, with traffic and pedestrians travelling in the same direction. Therefore, there would not be an increased likelihood of conflicting vehicle movements along the access road.

4.1.6 Notwithstanding, as illustrated on the Proposed Site Plan at **Appendix A**, the internal layout provided space for vehicles to pass one another, with inter-visibility to ensure that vehicles can wait within the site for those to enter.

4.1.7 As illustrated on drawing **STA-RGP-XX-XX-DR-T-001,** the access arrangements would continue to provide suitable levels of visibility along Station Road, allowing vehicles exiting the site to do so safely. The drawing illustrates visibility splays to be in excess of the 2.4 x 43 metres required based on the posted 30mph speed limit.

4.1.8 As also indicated, suitable pedestrian to vehicle inter-visibility is also provided between the entrance to the site and the internal car parking, allowing drivers to observe a vehicle travelling along the access road and wait safely.

4.1.9 As shown on drawing **STA-RGP-XX-XX-DR-T-001**, enclosed herewith, a driver could stop clear of the main carriageway to wait for a vehicle to exit, without needing to reverse.

4.1.10 As above, this occurrence would be incredibly infrequent and, if it were to occur, for a matter of seconds. Notwithstanding, the southbound lane on Station Road is 4.1m wide, which would allow vehicles to pass whilst another waits. This is shown on drawing **STA-RGP-XX-XX-DR-T-001**. As above, in addition, a vehicle could also stop within the existing vehicle crossover extents for another vehicle to exit. Therefore, in practice, vehicles would not have to wait and would not need to use the opposing lane. This practice is used by many access points along Station Road.

4.2 Pedestrian Access Arrangements

4.2.1 As detailed above, the proposal would retain the use of the shared surface from Station Road, considered suitable to serve all pedestrian and vehicle movements.

4.2.2 The access is wide enough for a pedestrian and a car to pass one another. Drawing **STA-RGP-XX-XX-DR-T-001** shows clear inter-visibility along the access, allowing a vehicle to observe a pedestrian/cyclists along the carriageway. Signage or a change of surfacing can be provided to indicate the presence of a shared surface, details of which are provided in the separate *Parking, Access and Refuse Management Plan*.

4.2.3 Furthermore, pedestrian inter-visibility zones are shown on drawing **STA-RGP-XX-XX-DR-T-001**. These splays are as existing, with drivers exiting able to observe pedestrians correctly. As confirmed in Hillingdon's vehicle crossover guidance:

…*"Where all or part of the splay lies across land outside of the applicant's control, a relaxation to this requirement may be considered, taking into account the amount of pedestrian activity along the footway and the width of the footway"*…

4.2.4 In this instance, a driver would observe pedestrians across the adjoining land on either side, both of which are points of access that would be retained as open and available for visibility (in the same way that the adjoining properties look across the site access to observe pedestrians).

4.3 Deliveries & Servicing Arrangements

4.3.1 Prospective residents would generate demand for household goods to be delivered to the site, comprising postal services, supermarket deliveries and general retail goods, for example. Ad-hoc deliveries of this nature are typically undertaken using light goods vehicles (LGVs), such as 4.6t light vans. A proportion of deliveries would comprise hot food takeaways and small volumes of convenience store goods, which would be carried out using cars, bicycles and motorcycles.

4.3.2 As confirmed by the assessments in Section 3, the majority of these services are already visiting the site. Therefore, it is not expected that there would be a material increase in service vehicle activity, likely to be equivalent to the daily fluctuations in vehicle trips that already occur.

4.3.3 The proposed site layout would provide sufficient space on site for smaller deliveries such as supermarket deliveries, to turn on site. Drawing **STA-RGP-XX-XX-DR-T-005** attached hereto illustrates a larger delivery vehicle turning on site. As illustrated on drawing **STA-RGP-XX-XX-DR-T-003,** the proposed arrangement would also allow a fire appliance to enter, exit and turn around on the site.

4.3.4 The proposed development would also provide sufficient space for refuse collection to take place on site. Drawing **STA-RGP-XX-XX-DR-T-004** demonstrates that a refuse vehicle adhering to LBH specifications is able to access and egress each part of the site as necessary.

4.4 Car Parking Provision

4.4.1 The extant planning consent includes a scheme of five residential dwellings with five car parking spaces. The Officer Report at **Appendix B** confirms that:

…"In parking terms, the proposal would provide one off-street parking space per dwelling, which the Highway Authority accepted as compliant with the maximum residential parking standards in the London Plan. Secure cycle storage is also shown for each dwelling"…

4.4.2 As illustrated on the Site Plan at **Appendix A**, the current proposals include six houses with six allocated car parking spaces at the same approved ratio of one space per dwelling. A further unallocated space would be provided for visitors.

4.4.3 As shown in drawing **STA-RGP-XX-XX-DR-T-002,** a standard car can manoeuvre within the car parking area and access and egress all car parking spaces in a forward motion.

4.4.4 In accordance with the requirements of the London Plan, all residential dwellings would be provided with an electric vehicle charging point. It is assumed that the full details of the location and specification of the charging points would be secured by planning condition.

4.5 Cycle Parking Provision

4.5.1 The proposed residential dwellings would each be provided with secure and sheltered bicycle storage within each curtilage.

5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement has been prepared in support of the proposed development of 151 Station Road, West Drayton, UB7 7NG. The proposals comprise the demolition of the existing property to construct a total of six residential dwellings on the site. The proposal would include the retained use of the access from Station Road to serve all anticipated activity.

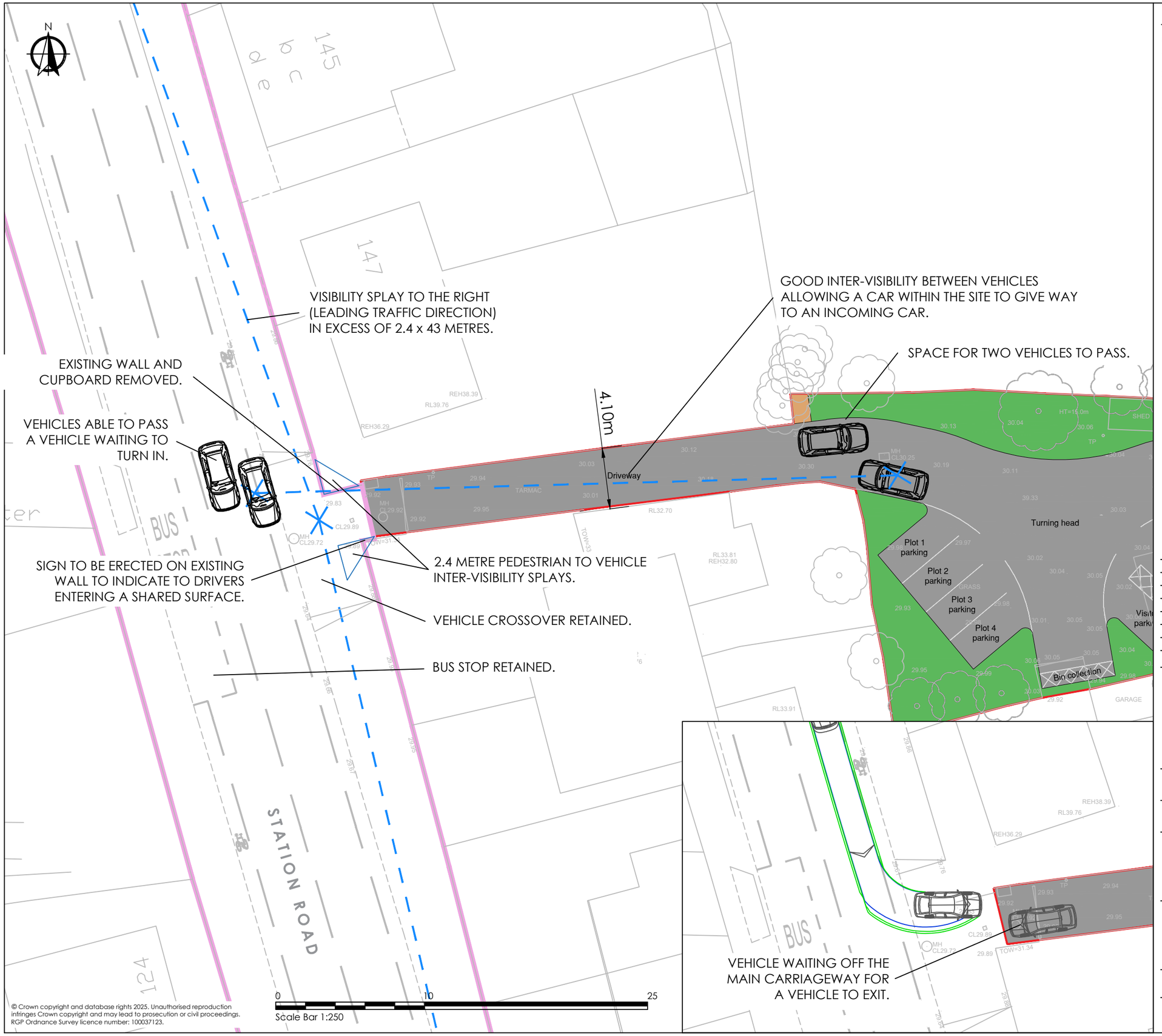
5.1.2 The proposed development would replace the recent extant planning consent for five residential dwellings. This minor increase would not result in any material change to the highway considerations of the site that have already been approved.

5.1.3 This report has examined the key highways and transport considerations of the proposed development and can draw the following conclusions:

- The site is located within a well-established residential area within which local amenities and services are accessible on foot;
- Local public transport opportunities would be available to prospective residents at the development;
- The proposed vehicle trip attraction of the development should not be considered significant or severe in respect of the operation of the local highway network;
- Sufficient visibility splays can be achieved for egressing drivers from the existing access in accordance with MfS standards for speed limit speeds;
- Delivery and servicing activities would be accommodated within the site curtilage, with all vehicles able to enter and egress in forward gear; and
- Sufficient car and cycle parking would be provided at the development in accordance with LBH standards.

5.1.4 In light of the assessments and information presented within the report, the London Borough of Hillingdon is respectfully invited to confirm that the proposed development would be acceptable in highways and transport terms.

DRAWINGS



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SITE BOUNDARY

HIGHWAY BOUNDARY

VISIBILITY SPLAYS

Rev	Details	Date	By	Chkd	Appd
P07	UPDATED SITE LAYOUT	26.10.26	GE	AB	SJ
P06	UPDATED SITE LAYOUT	13.10.26	GE	AB	SJ
P05	UPDATED VISIBILITY SPLAYS	02.06.26	GE	AB	AB
P04	UPDATED SITE LAYOUT	01.04.26	GE	AB	AB
P03	UPDATED SITE LAYOUT	27.03.26	DH	JF	JF
P02	UPDATED SITE LAYOUT	16.01.26	DH	JF	JF
P01	FIRST ISSUE	29.07.25	DH	JF	SJ

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Status: PLANNING

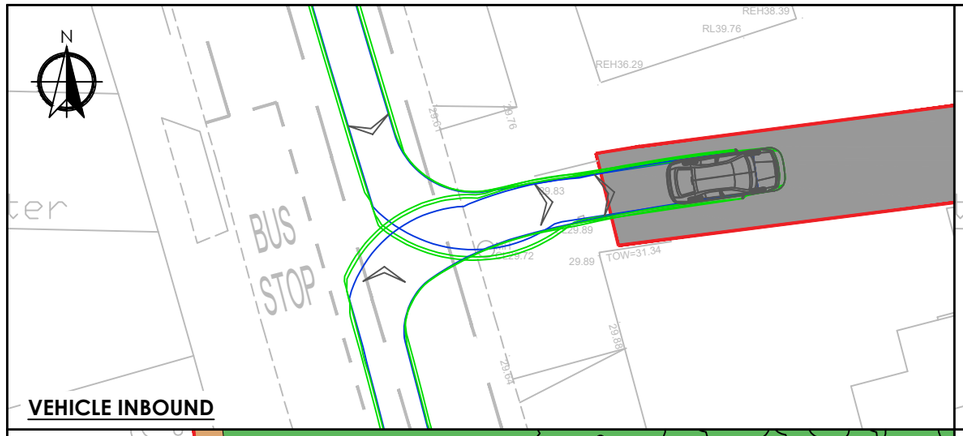
Client: Kearns Development Limited

Project: 151 Station Road, West Drayton

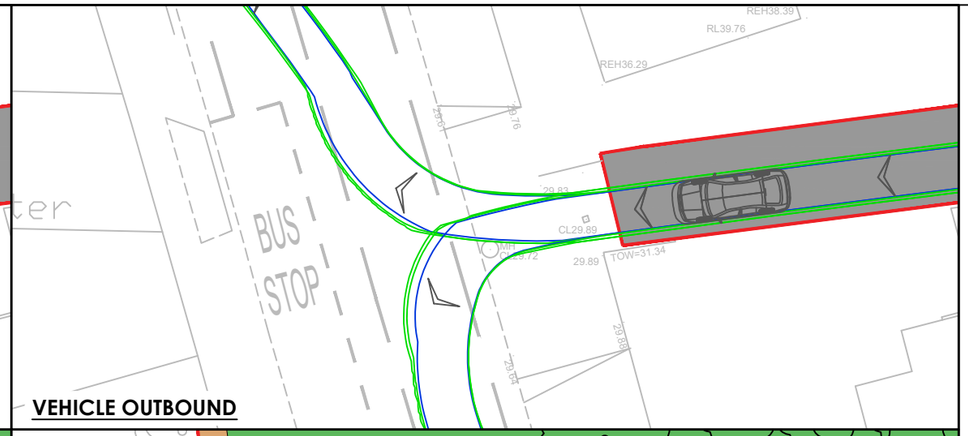
Drawing Title: Proposed Access & Visibility Splays

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:500	29.07.25	DH	DH	JF	SJ

Project No: 8827 | Drawing No: STA-RGP-XX-XX-DR-T-001 | Revision: P07



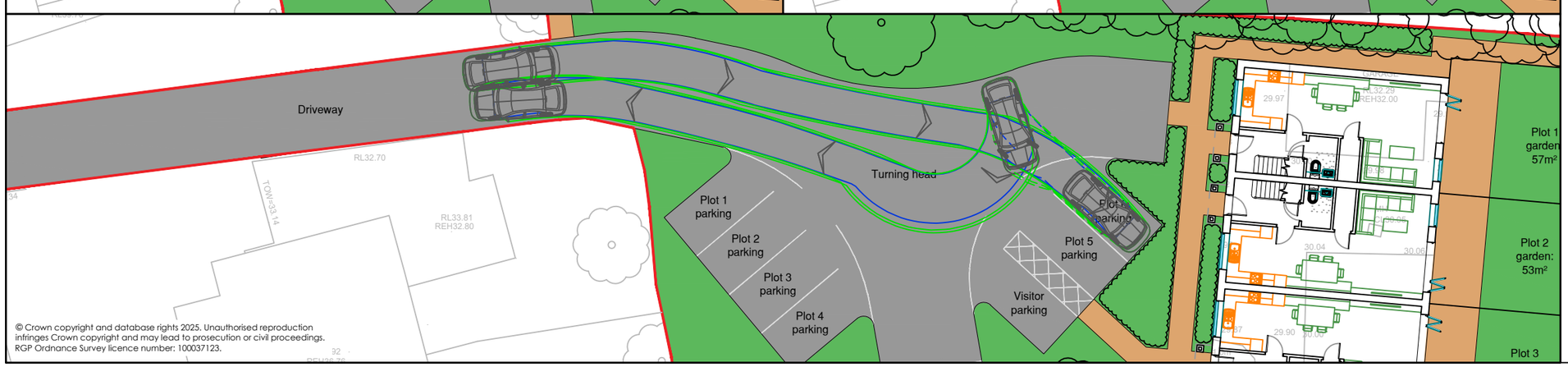
VEHICLE INBOUND



VEHICLE OUTBOUND





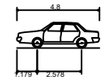


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SITE BOUNDARY



Standard Car (4.8m)

Overall Length	4.800m
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

Rev	Details	Date	By	Chkd	Appd
P09	UPDATED SITE LAYOUT & SWEPT PATHS	26.10.26	GE	AB	SJ
P08	UPDATED SITE LAYOUT & SWEPT PATHS	13.10.26	GE	AB	SJ
P07	UPDATED SITE LAYOUT	05.06.26	GE	SJ	SJ
P06	UPDATED SITE LAYOUT & SWEPT PATHS	05.06.26	GE	SJ	SJ
P05	UPDATED SITE LAYOUT & SWEPT PATHS	01.04.26	GE	AB	AB
P04	UPDATED SITE LAYOUT & SWEPT PATHS	01.04.26	GE	AB	AB
P03	UPDATED SITE LAYOUT	27.03.26	DH	JF	JF
P02	UPDATED SITE LAYOUT	16.01.26	DH	JF	JF
P01	FIRST ISSUE	29.07.25	DH	JF	JF

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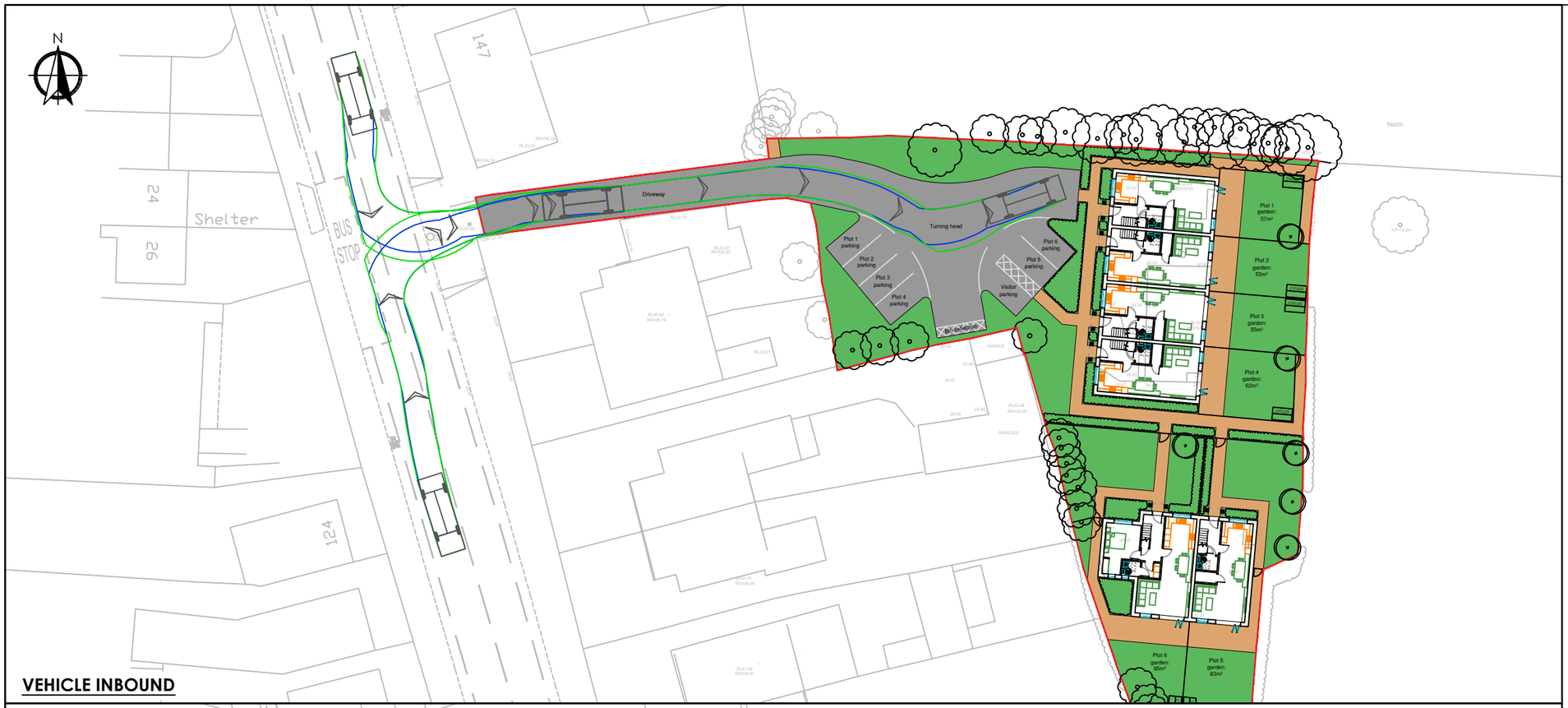
Client: Kearns Development Limited

Project: 151 Station Road, West Drayton

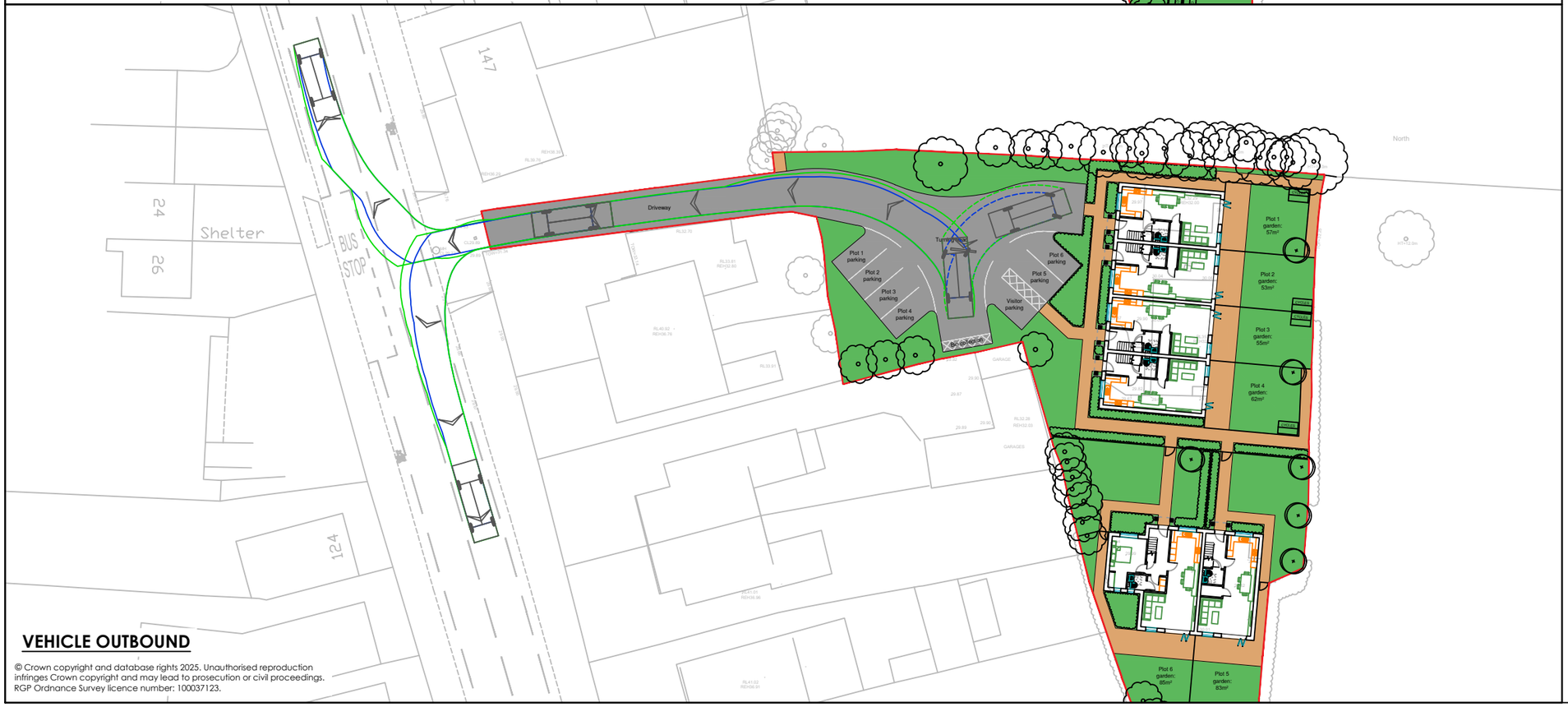
Drawing Title: Vehicle Swept Path Assessment - Standard Car

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:250	29.07.25	DH	DH	JF	JF

Project No: 8827 | Drawing No: STA-RGP-XX-XX-DR-T-002 | Revision: P09



VEHICLE INBOUND



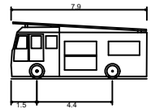
VEHICLE OUTBOUND

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SITE BOUNDARY



Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Rev	Details	Date	By	Chkd	Appd
P09	UPDATED SITE LAYOUT & SWEPT PATHS	26.10.26	GE	AB	SJ
P08	UPDATED SITE LAYOUT & SWEPT PATHS	13.10.26	GE	AB	SJ
P07	UPDATED SITE LAYOUT	05.06.26	GE	SJ	SJ
P06	UPDATED SITE LAYOUT & SWEPT PATHS	05.06.26	GE	SJ	SJ
P05	UPDATED SITE LAYOUT & SWEPT PATHS	01.04.26	GE	AB	AB
P04	UPDATED SITE LAYOUT & SWEPT PATHS	01.04.26	GE	AB	AB
P03	UPDATED SITE LAYOUT	27.03.26	DH	JF	JF
P02	UPDATED SITE LAYOUT	16.01.26	DH	JF	JF
P01	FIRST ISSUE	29.07.25	DH	JF	JF

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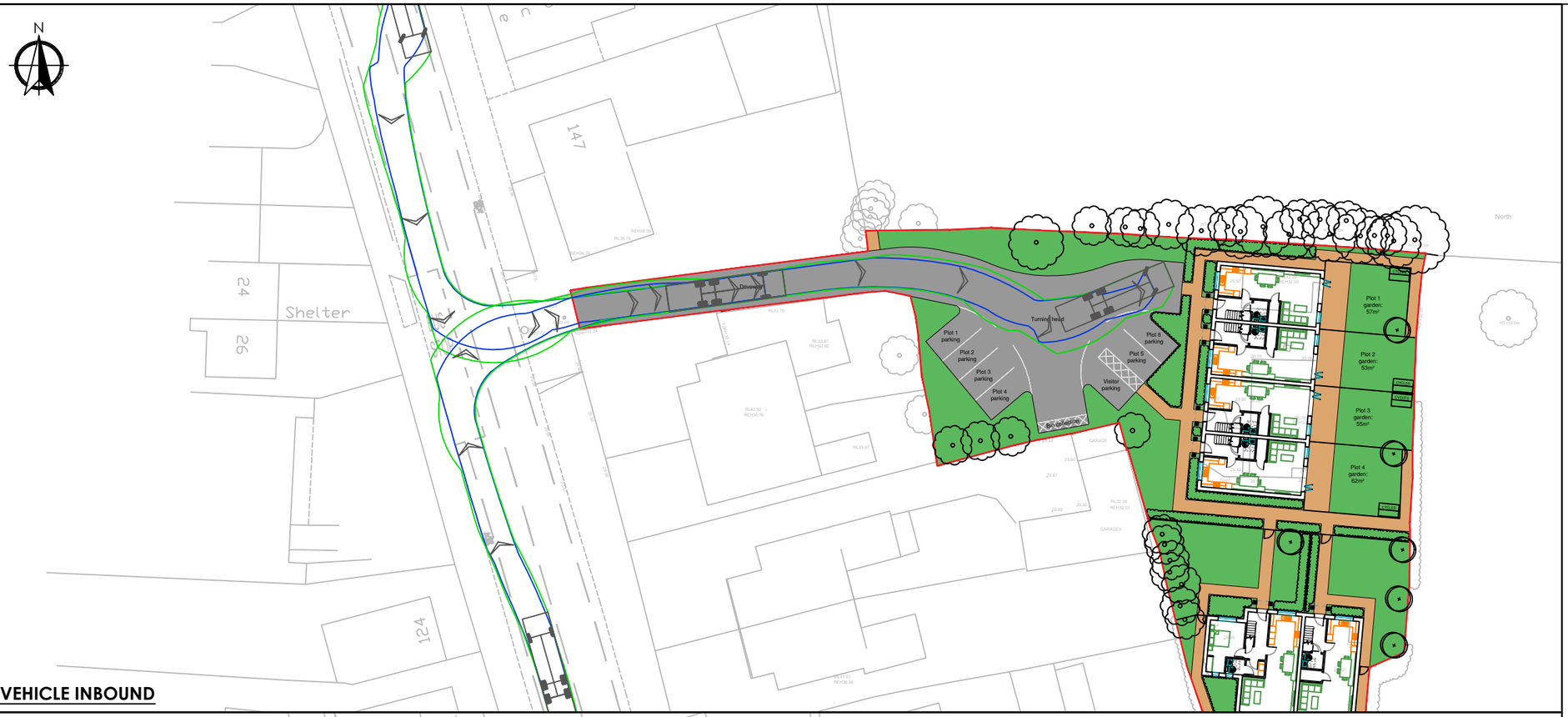
Client: Kearns Development Limited

Project: 151 Station Road, West Drayton

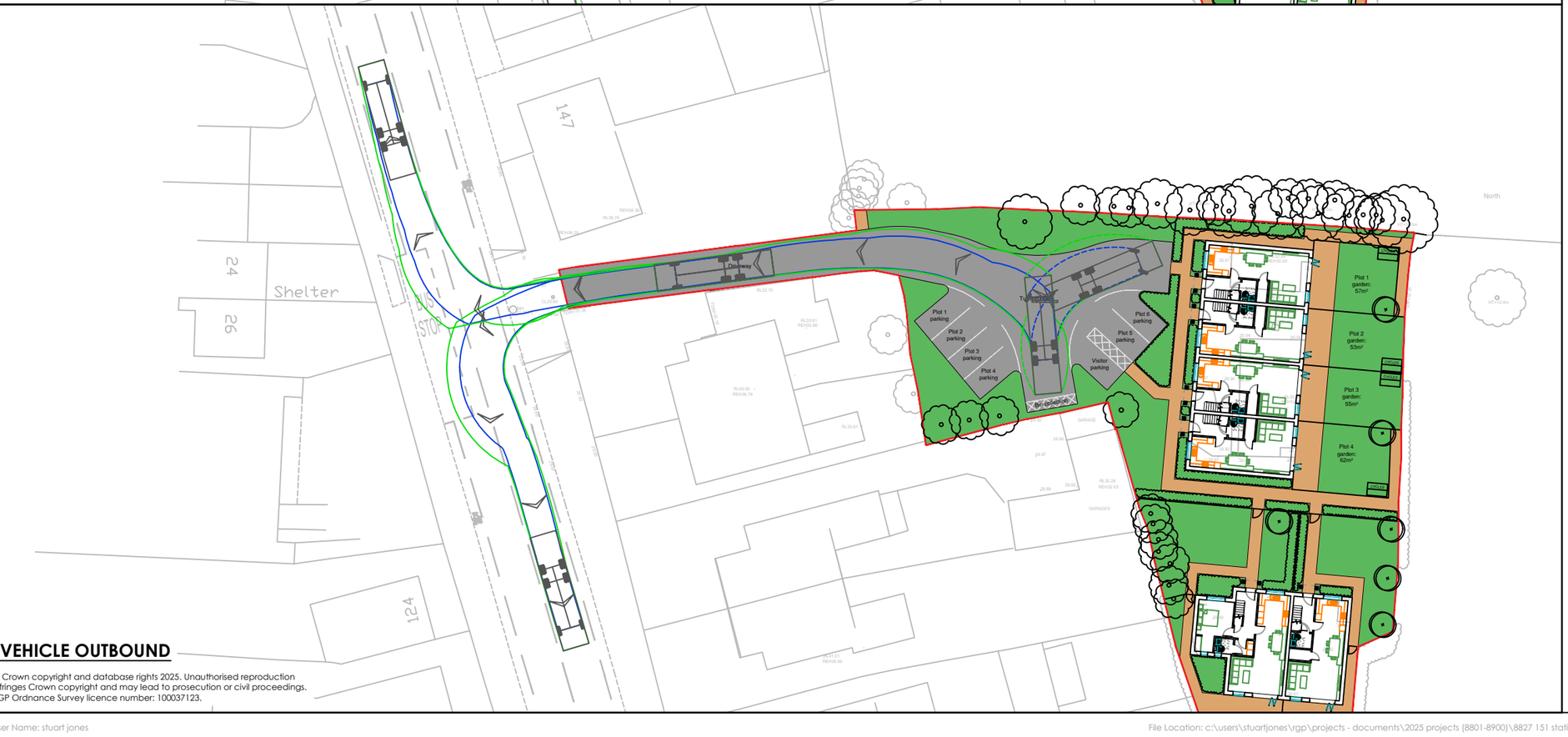
Drawing Title: Vehicle Swept Path Assessment - Fire Tender

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:500	29.07.25	DH	DH	JF	JF

Project No: 8827 | Drawing No: STA-RGP-XX-XX-DR-T-003 | Revision: P09



VEHICLE INBOUND



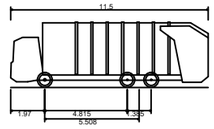
VEHICLE OUTBOUND

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SITE BOUNDARY



LB Hillingdon Refuse Vehicle	
Overall Length	11.500m
Overall Width	2.600m
Overall Body Height	3.810m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev	Details	Date	By	Chkd	Appd
P09	UPDATED SITE LAYOUT & SWEPT PATHS	26.10.26	GE	AB	SJ
P08	UPDATED SITE LAYOUT & SWEPT PATHS	13.10.26	GE	AB	SJ
P07	UPDATED SITE LAYOUT	05.06.26	GE	SJ	SJ
P06	UPDATED SITE LAYOUT & SWEPT PATHS	05.06.26	GE	SJ	SJ
P05	UPDATED SITE LAYOUT & SWEPT PATHS	01.04.26	GE	AB	AB
P04	UPDATED SITE LAYOUT & SWEPT PATHS	01.04.26	GE	AB	AB
P03	UPDATED SITE LAYOUT	27.03.26	DH	JF	JF
P02	UPDATED SITE LAYOUT	16.01.26	DH	JF	JF
P01	FIRST ISSUE	29.07.25	DH	JF	JF

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Status: PLANNING

Client: Kearns Development Limited

Project: 151 Station Road, West Drayton

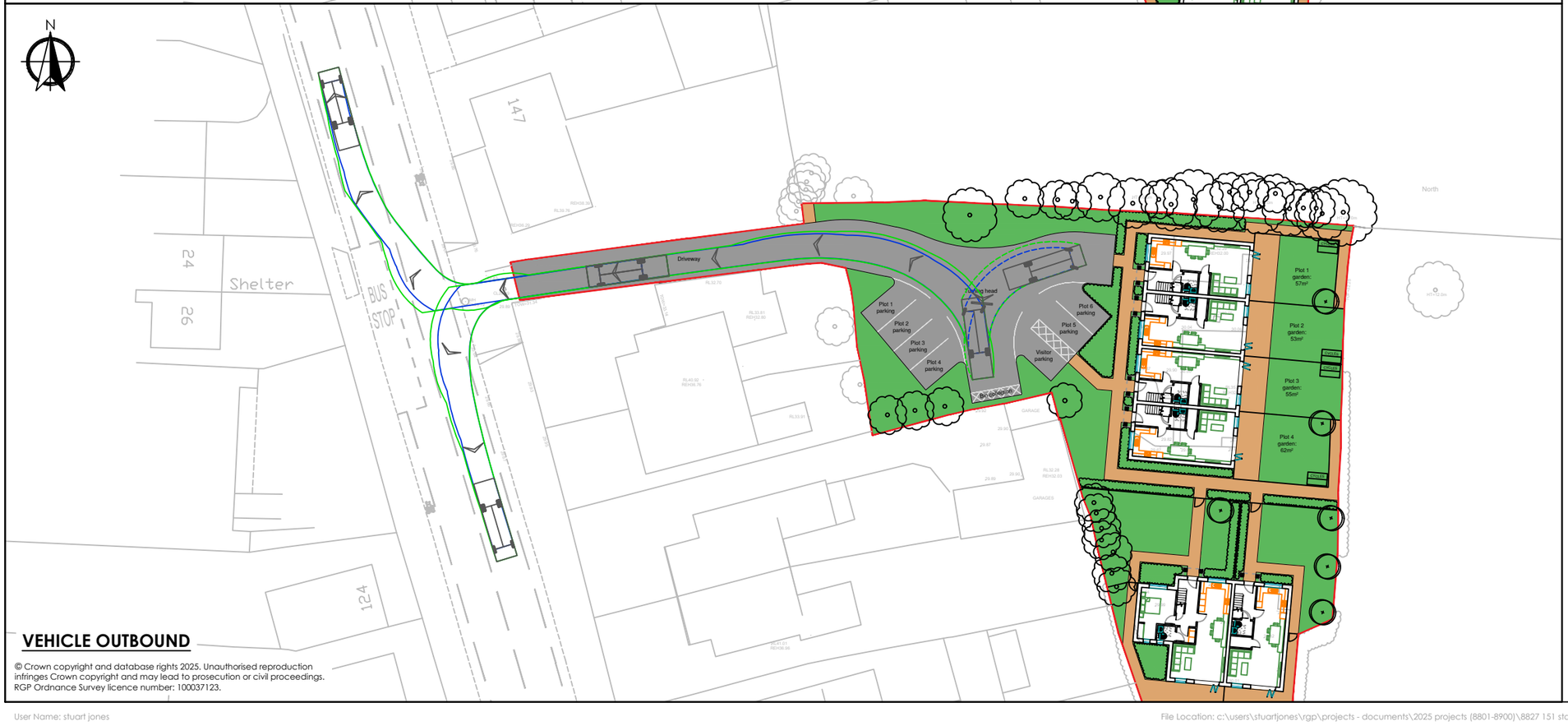
Drawing Title: Vehicle Swept Path Assessment - Refuse Vehicle

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:500	29.07.25	DH	DH	JF	JF

Project No:	Drawing No:	Revision:
8827	STA-RGP-XX-XX-DR-T-004	P09



VEHICLE INBOUND



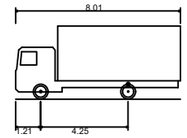
VEHICLE OUTBOUND

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SITE BOUNDARY



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Rev	Details	Date	By	Chkd	Appd
P09	UPDATED SITE LAYOUT	26.10.26	GE	AB	SJ
P08	UPDATED SITE LAYOUT	13.10.26	GE	AB	SJ
P07	UPDATED SITE LAYOUT	05.06.26	GE	SJ	SJ
P06	UPDATED SITE LAYOUT & SWEPT PATHS	05.06.26	GE	SJ	SJ
P05	UPDATED SITE LAYOUT & SWEPT PATHS	01.04.26	GE	AB	AB
P04	UPDATED SITE LAYOUT & SWEPT PATHS	01.04.26	GE	AB	AB
P03	UPDATED SITE LAYOUT	27.03.26	DH	JF	JF
P02	UPDATED SITE LAYOUT	16.01.26	DH	JF	JF
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Transport Planning and Infrastructure Design Consultants

Status:
PLANNING

Client:
Kearns Development Limited

Project:
151 Station Road, West Drayton

Drawing Title:
Vehicle Swept Path Assessment
7.5t Delivery Vehicle

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:500	29.07.25	DH	DH	JF	JF

Project No:	Drawing No:	Revision:
8827	STA-RGP-XX-XX-DR-T-004	P09

APPENDIX A



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REV.	DESCRIPTION	DRAWN	DATE

REVISIONS

Issued for

PROPOSALS

SITE ADDRESS

151 STATION ROAD
WEST DRAYTON
UB7 7NG

CLIENT

KEARNS

SCALE	SHEET SIZE	DRAWN	DATE
1-200	A2	JK	OCT 2026

DRAWING TITLE

PROPOSED SITE LAYOUT

DRAWING NUMBER

AAL-26-198-P03

REVISION

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VAT Reg. No. 946 3191 10

APPENDIX B

HILLINGDON
LONDON

Joseph Kent
Amasia Architects Ltd
Lower Barn
Weston Farm
The Street
Albury
GU5 9BZ

Application Ref: 4776/APP/2026/970

TOWN AND COUNTRY PLANNINGACT 1990 (AS AMENDED)

GRANT OF PLANNING PERMISSION

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **GRANTS** permission for the following:

Description of development:
Demolition of the existing bungalow and ancillary buildings, and redevelopment of the site to provide 5 x three-bedroom dwellings, together with associated landscaping, car parking and cycle storage.

Location of development:	151 Station Road West Drayton
Date of application:	17th April 2026
Plan Numbers:	See attached Schedule of plans

Permission is subject to the condition(s) listed on the attached schedule:-

R Johnson

Head of Development Management and Building Control
Date: 19th June 2026

NOTES: (i) Please also see the informatives included in the Schedule of Conditions.

(ii) Should you wish to appeal against any of the conditions please read the attached sheet which explains the procedure.

(iii) This decision does not convey any approval or consent which may be required under any by-laws, building regulations or under any Act other than the Town and Country Planning Act 1990 (as amended).

TOWN AND COUNTRY PLANNINGACT 1990 (AS AMENDED)

GRANT OF PLANNING PERMISSION

Application Ref: 4776/APP/2026/970

SCHEDULE OF CONDITIONS

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON
To comply with Section 91 of the Town and Country Planning Act 1990.

2 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

AAL-26-138-P01; AAL-26-138-P02; AAL-26-138-P03A; AAL-26-138-P04A; AAL-26-138-P05; AAL-26-138-P06; AAL-26-138-P07; AAL-26-138-P08; AAL-26-138-P09; AAL-26-138-P10A; AAL-26-138-P11; AAL-26-138-P12; 8827-STA-RGP-XX-XX-DR-T-001 P05; 8827-STA-RGP-XX-XX-DR-T-002 P07; 8827-STA-RGP-XX-XX-DR-T-003 P07; 8827-STA-RGP-XX-XX-DR-T-004 P07; 8827-STA-RGP-XX-XX-DR-T-005 P07

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON
To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3 The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Planning Statement;
HERITAGE ASSESSMENT;
R3157_PEA_a Preliminary Ecological Appraisal;
Falcon/14042026 Energy Statement;
Sunlight & Daylight Assessment;
2025/8827/TS01 TRANSPORT STATEMENT;
25/8814/L01 RESPONSE TO COMMENTS ON HIGHWAYS

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON
To ensure that the development complies with the objectives of Policy G6 of The London Plan (2021), Policy EM7 of Hillingdon Council's Local Plan Part One Strategic Policies (2012) and Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part Two Development Management Policies (2020).

4 The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those indicated on the approved plans and shall thereafter be retained as such.

REASON
To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the the character and appearance of the area in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020)

5 Notwithstanding the approved plans, no development shall commence until an Access, Parking and Refuse Management Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

The Plan shall demonstrate:

- Allocation of proposed parking spaces;

- How vehicular movements along the shared access shall be managed so as to minimise conflict and reversing manoeuvres;

- Details of any signage, priority arrangements and/or traffic calming measures to be provided within the access;

- That satisfactory pedestrian inter-visibility will be achieved at the site access, together with any measures necessary to ensure the safe emergence of vehicles onto the public highway;

- How the access and turning areas shall be used and managed to ensure that vehicles can enter, manoeuvre and leave the site in a safe manner; and

- The arrangements for refuse collection and servicing.

The approved access, parking and refuse management measures shall be fully implemented prior to first occupation of the development and thereafter permanently retained.

REASON
To ensure satisfactory vehicular access arrangements, appropriate pedestrian safety, adequate refuse collection arrangements and the safe operation of the site in the interests of highway safety and residential amenity, in accordance with London Plan Policies T4 and T6, Policy DMT6 of the Hillingdon Local Plan Part 2 (2020), and the Council's Domestic Vehicle Footway Crossover Policy.

6 No development shall take place on any part of the site until a Biodiversity Gain Plan for the site, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, has been submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include:

i. Baseline Biodiversity Assessment: Using the latest Defra Biodiversity Metric, a report of the site's pre-development biodiversity value; and

ii.On-Site Enhancement and 30-year Habitat Management Plan (HMP) detailing measures to achieve BNG on-site, including species protection, habitat creation, and ongoing management strategies to maintain gains for a minimum of 30 years. The HMP should, as a minimum, include:

a) Description and evaluation of the features to be managed.
b) Aims, objectives and targets for management.
c) Description of the management operations necessary to achieving aims and objectives.
d) Prescriptions for management actions.
e) Preparation of a works schedule, including an annual works schedule.
f) Details of the monitoring needed to measure the effectiveness of management.
g) Details of the timetable for each element of the monitoring programme.
h) Details of the persons responsible for the implementation and monitoring.
i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage.

Where a biodiversity net gain of 10% is not achievable on site, in addition to the Baseline Biodiversity Assessment (i), the following shall be included in the BGP:

iii. Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve the 10% net gain, confirmation of the purchase of off-site biodiversity credits or statutory credits must be provided, including a receipt or proof of transaction as part of the Plan

The approved Biodiversity Gain Plan shall be strictly adhered to, and development shall commence and operate in accordance with it.

REASON
To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with Policy 15 of the National Planning Policy Framework, Policy G6 of The London Plan, and Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part 2 Development Management Policies.

7 No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
1.a Planting plans (at not less than a scale of 1:100),
1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Cycle Storage
2.c Means of enclosure/boundary treatments
2.d Car Parking Layouts
2.e Hard Surfacing Materials
2.f External Lighting

3. Details of Landscape Maintenance
3a Landscape Maintenance Schedule for a minimum period of 5 years.
3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

8 Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. The measures implemented as approved shall be retained thereafter.

REASON
To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

9 Prior to development commencing, the applicant shall submit a demolition and construction

management plan to the Local Planning Authority for its approval. The plan shall detail:

(i) The phasing of development works
(ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
(iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
(iv)Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
(v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
(vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
(vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON
To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

10 (i) The development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall not commence until a scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site:

(b) A site investigation, including where relevant soil, soil gas, surface water, and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations, and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

11 Prior to commencement of the hereby approved development, (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how the approved development will incorporate sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.13 of the London Plan and will:

i. provide information on all SuDs features including the method employed to delay and control the surface water discharged from the site and:

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iii. provide details of water collection facilities to capture excess rainwater; and how water usage will be reduced in the development.
Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON
To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding and is to be handled as close to its source as possible and Conserve water supplies in compliance with: Hillingdon Local Plan: Part 1- Strategic Policies Policy EM6 Flood Risk Management in (2012), Hillingdon Local Plan Part 2 Development Management Policies Policy DMEI 10 Water Management, Efficiency and Quality (2020), as well as relevant SuDs guidance contained within the London Plan (2021) and NPPF (2024).

12 No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details.
The fencing shall be retained in position until development is completed.
The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:
2.a There shall be no changes in ground levels;
2.b No materials or plant shall be stored;
2.c No buildings or temporary buildings shall be erected or stationed.
2.d No materials or waste shall be burnt; and.
2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON
To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020)

13 The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON:
To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

14 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

REASON
To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

1 The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:
(a) a Biodiversity Gain Plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be the London Borough of Hillingdon.
There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory

exemptions or transitional arrangements listed below are considered to apply.

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.
1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
(i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
(ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.
4. The permission which has been granted is for development which is exempt being:
4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
i) the application for planning permission was made before 2 April 2024;
ii) planning permission is granted which has effect before 2 April 2024; or
iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).
4.2 Development below the de minimis threshold, meaning development which:
i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).
4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.
4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).
4.5 Self and Custom Build Development, meaning development which:
i) consists of no more than 9 dwellings;
ii) is carried out on a site which has an area no larger than 0.5 hectares; and
iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).
4.5 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.
* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

Irreplaceable habitat
If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to

minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73D of the Town and Country Planning Act 1990
If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:
i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

2 The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3 On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then the validity of this planning permission may be challengeable by third parties.

5 Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you

anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6 The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

Part 1 Policies

PT1.BE1	(2012) Built Environment
PT1.H1	(2012) Housing Growth
PT1.HE1	(2012) Heritage
PT1.EM7	(2012) Biodiversity and Geological Conservation

Part 2 Policies

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMH 2	Housing Mix
DMH 6	Garden and Backland Development
DMHB 4	Conservation Areas
DMT 2	Highways Impacts

DMT 6	Vehicle Parking
DMEI 10	Water Management, Efficiency and Quality
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D14	(2021) Noise
LPP G6	(2021) Biodiversity and access to nature
LPP HC1	(2021) Heritage conservation and growth
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 - 24	NPPF11 2024 - Making effective use of land
NPPF12 - 24	NPPF12 2024 - Achieving well-designed places
NPPF16 - 24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes

END OF SCHEDULE

Address:
Development Management
Directorate of Place

Hillingdon Council
3 North, Civic Centre, High Street, Uxbridge UB8 1UW
www.hillingdon.gov.uk

GRANT OF PLANNING PERMISSION

Application Ref: 4776/APP/2026/970

SCHEDULE OF PLANS

AAL-26-138-P01 - received 17 Apr 2026

AAL-26-138-P02 - received 17 Apr 2026

AAL-26-138-P03A - received 05 Jun 2026

AAL-26-138-P04A - received 05 Jun 2026

AAL-26-138-P05 - received 17 Apr 2026

AAL-26-138-P06 - received 17 Apr 2026

AAL-26-138-P07 - received 17 Apr 2026

AAL-26-138-P08 - received 17 Apr 2026

AAL-26-138-P09 - received 17 Apr 2026

AAL-26-138-P10A - received 05 Jun 2026

TH 5341 B Arboricultural Impact Assessment Method Statement & Tree Protection Plan - received 17 Apr 2026

R3157_BNG_a Biodiversity Net Gain Assessment - received 17 Apr 2026

Falcon/14042026 Energy Statement - received 17 Apr 2026

C3753-R1-REV-B FLOOD RISK ASSESSMENT & SUDS REPORT - received 17 Apr 2026

Planning Statement - received 17 Apr 2026

HERITAGE ASSESSMENT - received 17 Apr 2026

R3157_PEA_a Preliminary Ecological Appraisal - received 17 Apr 2026

Sunlight & Daylight Assessment - received 17 Apr 2026

2025/8827/TS01 TRANSPORT STATEMENT - received 17 Apr 2026

25/8814/L01 RESPONSE TO COMMENTS ON HIGHWAYS - received 05 Jun 2026

AAL-26-138-P11 - received 17 Apr 2026

AAL-26-138-P12 - received 17 Apr 2026

8827-STA-RGP-XX-XX-DR-T-001 P05 - received 05 Jun 2026

8827-STA-RGP-XX-XX-DR-T-002 P07 - received 05 Jun 2026

8827-STA-RGP-XX-XX-DR-T-003 P07 - received 05 Jun 2026

8827-STA-RGP-XX-XX-DR-T-004 P07 - received 05 Jun 2026

8827-STA-RGP-XX-XX-DR-T-005 P07 - received 05 Jun 2026

RIGHTS OF APPLICANTS AGGRIEVED BY DECISION OF LOCAL PLANNING AUTHORITY

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspecorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424) Appeal forms can be downloaded from the Planning Inspectorate website at https://www.gov.uk/appeal-planning-decision

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.
Further details are available at www.gov.uk/government/collections/casework-dealt-with-by-inquiries

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power inless there are special circumstances, which excuse the deploy in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices.

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Development Management

APP REF No. 4776/APP/2026/970

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
- Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL		Select an Option
1.	No valid planning application objection in the form of a petition of 20 or more signatures, has been received	☐
2.	Application complies with all relevant planning policies and is acceptable on planning grounds	☐
3.	There is no Committee resolution for the enforcement action	☐
4.	There is no effect on listed buildings or their settings	☐
5.	The site is not in the Green Belt (but see 11 below)	☐
REFUSAL RECOMMENDED: GENERAL		
6.	Application is contrary to relevant planning policies/standards	☐
7.	No petition of 20 or more signatures has been received	☐
8.	Application has not been supported independently by a person/s	☐
9.	The site is not in Green Belt (but see 11 below)	☐
RESIDENTIAL DEVELOPMENT		
10.	Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha	☐
11.	Householder application in the Green Belt	☐
COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT		
12.	Change of use of retail units on site less than 1 ha or with less than 1000 sq. m other than a change involving a loss of A1 uses	☐
13.	Refusal of change of use from retail class A1 to any other use	☐
14.	Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use.	☐
CERTIFICATE OF LAWFULNESS		
15.	Certificate of Lawfulness (for proposed use or Development)	☐
16.	Certificate of Lawfulness (for existing use or Development)	☐
17.	Certificate of Appropriate Alternative Development	☐
CERTIFICATE OF LAWFULNESS		
18.	ADVERTISMENT CONSENT (excluding Hoardings)	☐
19.	PRIOR APPROVAL APPLICATION	☐
20.	OUT-OF-BOROUGH OBSERVATIONS	☐
21.	CIRCULAR 18/84 APPLICATION	☐
22.	CORPSEWOOD COVENANT APPLICATION	☐
23.	APPROVAL OF DETAILS	☐
24.	ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where the Heads of Terms have already received Committee approval	☐
25.	WORKS TO TREES	☐
26.	OTHER (please specify)	☐

The delegation powers schedule has been changed. Interim Director of Planning, Regeneration & Public Realm can determine this application

Case Officer:

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informative's are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DETAILS SHOULD BE USED IN THE PS2 RETURNS ODPM

A

Item No.	**Report of the Head of Development Management and Building Control**
Address:	151 STATION ROAD WEST DRAYTON
Development:	Demolition of the existing bungalow and ancillary buildings, and redevelopment of the site to provide 5 x three-bedroom dwellings, together with associated landscaping, car parking and cycle storage.
LBH Ref Nos:	**4776/APP/2026/970**
Drawing Nos:	AAL-26-138-P01 AAL-26-138-P02 AAL-26-138-P03A AAL-26-138-P04A AAL-26-138-P05 AAL-26-138-P06 AAL-26-138-P07 AAL-26-138-P08 AAL-26-138-P09 AAL-26-138-P10A TH 5341 B Arboricultural Impact Assessment Method Statement & Tree Protection Plan R3157_BNG_a Biodiversity Net Gain Assessment Falcon/14042026 Energy Statement C3753-R1-REV-B FLOOD RISK ASSESSMENT & SUDS REPORT Planning Statement HERITAGE ASSESSMENT R3157_PEA_a Preliminary Ecological Appraisal Sunlight & Daylight Assessment 2025/8827/TS01 TRANSPORT STATEMENT 25/8814/L01 RESPONSE TO COMMENTS ON HIGHWAYS AAL-26-138-P11 AAL-26-138-P12 8827-STA-RGP-XX-XX-DR-T-001 P05 8827-STA-RGP-XX-XX-DR-T-002 P07 8827-STA-RGP-XX-XX-DR-T-003 P07 8827-STA-RGP-XX-XX-DR-T-004 P07 8827-STA-RGP-XX-XX-DR-T-005 P07

Date Plans received:	17-04-26	**Date(s) of Amendments(s):**	05-06-26
			05-06-26
Date Application valid	17-04-26		05-06-26
			05-06-26
			05-06-26
			05-06-26

1. SUMMARY

The application seeks full planning permission for the demolition of the existing bungalow and ancillary buildings at 151 Station Road, West Drayton and the redevelopment of the site to provide 5 x 3-bedroom dwellinghouses with associated landscaping, car parking and cycle storage. The site constitutes previously developed residential backland land, accessed from Station Road, with a small part of the site falling within the West Drayton Green Conservation Area.

The proposal has been carefully assessed against the relevant provisions of the National Planning Policy Framework, the London Plan and the Hillingdon Local Plan. Officers consider that, subject to the conditions recommended, the revised scheme would represent an acceptable form of backland redevelopment. In particular, the proposal is considered acceptable in principle; would preserve the character and appearance of the area and the setting of the West Drayton Green Conservation Area; would not cause unacceptable harm to neighbouring residential amenity; and would not result in an unacceptable impact on highway safety or parking.

The site is in a sustainable location with a PTAL rating of 3 and good access to bus services and West Drayton Station. The submitted transport evidence demonstrates negligible wider traffic impact, and the remaining access concerns can be addressed through a condition requiring an Access, Parking and Refuse Management Plan. The submitted drainage and biodiversity information indicates that acceptable solutions are capable of being achieved in principle, but both were prepared against an earlier layout; updated submissions are therefore secured by condition.

It should be noted that the Council cannot currently demonstrate a five-year housing land supply, as such developments proposing a contribution towards new housing will be supported providing the development would not result in demonstrable harm. Due to the scale of the development moderate weight is afforded to the proposal's contribution towards housing delivery. In addition the Councils updated Strategic Housing Marketing Assessment (SHMA) indicates there to be an identified need for family sized dwellings, this is also referenced in the London Plan (2021) therefore the provision of 5 family sized units would be a public benefit adding further weight to a positive recommendation when assessing the planning balance. Taking all matters into account, officers conclude that the application complies with the development plan when read as a whole and that planning permission should be granted, subject to the conditions set out below.

2. RECOMMENDATION

APPROVAL subject to the following:

1. COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON
To comply with Section 91 of the Town and Country Planning Act 1990.

2. COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

AAL-26-138-P01; AAL-26-138-P02; AAL-26-138-P03A; AAL-26-138-P04A; AAL-26-138-P05; AAL-26-138-P06; AAL-26-138-P07; AAL-26-138-P08; AAL-26-138-P09; AAL-26-138-P10A; AAL-26-138-P11; AAL-26-138-P12; 8827-STA-RGP-XX-XX-DR-T-001 P05; 8827-STA-RGP-XX-XX-DR-T-002 P07; 8827-STA-RGP-XX-XX-DR-T-003 P07; 8827-STA-RGP-XX-XX-DR-T-004 P07; 8827-STA-RGP-XX-XX-DR-T-005 P07

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON
To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

3. COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Planning Statement;
HERITAGE ASSESSMENT;
R3157_PEA_a Preliminary Ecological Appraisal;
Falcon/14042026 Energy Statement;
Sunlight & Daylight Assessment;
2025/8827/TS01 TRANSPORT STATEMENT;
25/8814/L01 RESPONSE TO COMMENTS ON HIGHWAYS

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON
To ensure that the development complies with the objectives of Policy G6 of The London Plan (2021), Policy EM7 of Hillingdon Council's Local Plan Part One Strategic Policies (2012) and Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part Two Development Management Policies (2020).

4. HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those indicated on the approved plans and shall thereafter be retained as such.

REASON
To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the the character and appearance of the area in accordance with

Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020)

5. H6 Parking, Access and Refuse Management Plan

Notwithstanding the approved plans, no development shall commence until an Access, Parking and Refuse Management Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

The Plan shall demonstrate:

- Allocation of proposed parking spaces;

- How vehicular movements along the shared access shall be managed so as to minimise conflict and reversing manoeuvres;

- Details of any signage, priority arrangements and/or traffic calming measures to be provided within the access;

- That satisfactory pedestrian inter-visibility will be achieved at the site access, together with any measures necessary to ensure the safe emergence of vehicles onto the public highway;

- How the access and turning areas shall be used and managed to ensure that vehicles can enter, manoeuvre and leave the site in a safe manner; and

- The arrangements for refuse collection and servicing.

The approved access, parking and refuse management measures shall be fully implemented prior to first occupation of the development and thereafter permanently retained.

REASON
To ensure satisfactory vehicular access arrangements, appropriate pedestrian safety, adequate refuse collection arrangements and the safe operation of the site in the interests of highway safety and residential amenity, in accordance with London Plan Policies T4 and T6, Policy DMT6 of the Hillingdon Local Plan Part 2 (2020), and the Council's Domestic Vehicle Footway Crossover Policy.

6. NONSC BNG

No development shall take place on any part of the site until a Biodiversity Gain Plan for the site, demonstrating compliance with the 10% biodiversity net gain requirement in accordance with the Environment Act 2021, has been submitted to and approved in writing by the Local Planning Authority. The Biodiversity Gain Plan should include:

i. Baseline Biodiversity Assessment: Using the latest Defra Biodiversity Metric, a report of the site's pre-development biodiversity value; and

ii.On-Site Enhancement and 30-year Habitat Management Plan (HMP) detailing measures to achieve BNG on-site, including species protection, habitat creation, and ongoing management strategies to maintain gains for a minimum of 30 years. The HMP should, as a minimum, include:

a) Description and evaluation of the features to be managed.
b) Aims, objectives and targets for management.
c) Description of the management operations necessary to achieving aims and objectives.

d) Prescriptions for management actions.
e) Preparation of a works schedule, including an annual works schedule.
f) Details of the monitoring needed to measure the effectiveness of management.
g) Details of the timetable for each element of the monitoring programme.
h) Details of the persons responsible for the implementation and monitoring.
i) Report to the Council routinely regarding the state of the Biodiversity Net Gain requirements for development in years 1 (post-completion), 3, 5, 10, 20, and 30, with biodiversity reconciliation calculations at each stage.

Where a biodiversity net gain of 10% is not achievable on site, in addition to the Baseline Biodiversity Assessment (i), the following shall be included in the BGP:

iii. Off-Site Biodiversity Credits or Statutory Credits: Where on-site measures do not achieve the 10% net gain, confirmation of the purchase of off-site biodiversity credits or statutory credits must be provided, including a receipt or proof of transaction as part of the Plan

The approved Biodiversity Gain Plan shall be strictly adhered to, and development shall commence and operate in accordance with it.

REASON
To ensure the development delivers a Biodiversity Net Gain and secures the protection and effective management of the remaining habitat on site in accordance with Policy 15 of the National Planning Policy Framework, Policy G6 of The London Plan, and Policy DMEI 7 (Biodiversity Protection and Enhancement) of Hillingdon Council's Local Plan Part 2 Development Management Policies.

7. COM9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
1.a Planting plans (at not less than a scale of 1:100),
1.b Written specification of planting and cultivation works to be undertaken,
1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
2.a Refuse Storage
2.b Cycle Storage
2.c Means of enclosure/boundary treatments
2.d Car Parking Layouts
2.e Hard Surfacing Materials
2.f External Lighting

3. Details of Landscape Maintenance
3a Landscape Maintenance Schedule for a minimum period of 5 years.
3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON
To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

8. NONSC Step Free Access

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. The measures implemented as approved shall be retained thereafter.

REASON
To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

9. OM19 Construction Management Plan

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

(i) The phasing of development works
(ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
(iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
(iv)Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
(v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
(vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
(vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON
To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

10. NONSC Contamination

(i) The development hereby permitted (excluding demolition, site clearance and initial ground investigation works) shall not commence until a scheme to deal with unacceptable contamination, (including asbestos materials detected within the soil), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall

be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site:

(b) A site investigation, including where relevant soil, soil gas, surface water, and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations, and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or engineering purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the factual results and interpretive reports of this testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

11. RES15 Sustainable Water Management (changed from SUDS)

Prior to commencement of the hereby approved development, (excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how the approved development will incorporate sustainable urban drainage (SuDs) in accordance with the

hierarchy set out in Policy 5.13 of the London Plan and will:

i. provide information on all SuDs features including the method employed to delay and control the surface water discharged from the site and:

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iii. provide details of water collection facilities to capture excess rainwater; and how water usage will be reduced in the development.
Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON
To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding and is to be handled as close to its source as possible and Conserve water supplies in compliance with: Hillingdon Local Plan: Part 1- Strategic Policies Policy EM6 Flood Risk Management in (2012), Hillingdon Local Plan Part 2 Development Management Policies Policy DMEI 10 Water Management, Efficiency and Quality (2020), as well as relevant SuDs guidance contained within the London Plan (2021) and NPPF (2024).

12. RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority. Such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details.
The fencing shall be retained in position until development is completed.
The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:
2.a There shall be no changes in ground levels;
2.b No materials or plant shall be stored;
2.c No buildings or temporary buildings shall be erected or stationed.
2.d No materials or waste shall be burnt; and.
2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON
To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020)

13. NONSC M4(2) Compliance

The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON:
To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

14. RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

REASON
To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

1. I99 Biodiversity Informative

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:
(a) a Biodiversity Gain Plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be the London Borough of Hillingdon. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed below.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Statutory exemptions and transitional arrangements in respect of the biodiversity gain condition.
1. The application for planning permission was made before 12 February 2024.
2. The planning permission relates to development to which section 73A of the Town and Country Planning Act 1990 (planning permission for development already carried out) applies.
3. The planning permission was granted on an application made under section 73 of the Town and Country Planning Act 1990 and
(i) the original planning permission to which the section 73 planning permission relates* was granted before 12 February 2024; or
(ii) the application for the original planning permission* to which the section 73 planning permission relates was made before 12 February 2024.
4. The permission which has been granted is for development which is exempt being:
4.1 Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
i) the application for planning permission was made before 2 April 2024;
ii) planning permission is granted which has effect before 2 April 2024; or
iii) planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 where the original permission to which the section 73 permission relates* was exempt by virtue of (i) or (ii).
4.2 Development below the de minimis threshold, meaning development which:
i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).
4.3 Development which is subject of a householder application within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. A "householder application" means an application for planning permission for development for an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse which is not an application for change of use or an application to change the number of dwellings in a building.
4.4 Development of a biodiversity gain site, meaning development which is undertaken solely or mainly for the purpose of fulfilling, in whole or in part, the Biodiversity Gain Planning condition which applies in relation to another development, (no account is to be taken of any facility for the public to access or to use the site for educational or recreational purposes, if that access or use is permitted without the payment of a fee).
4.5 Self and Custom Build Development, meaning development which:
i) consists of no more than 9 dwellings;
ii) is carried out on a site which has an area no larger than 0.5 hectares; and
iii) consists exclusively of dwellings which are self-build or custom housebuilding (as defined in section 1(A1) of the Self-build and Custom Housebuilding Act 2015).
4.5 Development forming part of, or ancillary to, the high speed railway transport network (High Speed 2) comprising connections between all or any of the places or parts of the transport network specified in section 1(2) of the High Speed Rail (Preparation) Act 2013.
* "original planning permission means the permission to which the section 73 planning permission relates" means a planning permission which is the first in a sequence of two or more planning permissions, where the second and any subsequent planning permissions are section 73 planning permissions.

Irreplaceable habitat
If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73D of the Town and Country Planning Act 1990
If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:
i) do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
ii) in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

2. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

3. I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2021). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

4. I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then the validity of this planning permission may be challengeable by third parties.

5. I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6. I47 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMH 2	Housing Mix
DMH 6	Garden and Backland Development
DMHB 4	Conservation Areas
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMEI 10	Water Management, Efficiency and Quality
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D14	(2021) Noise
LPP G6	(2021) Biodiversity and access to nature
LPP HC1	(2021) Heritage conservation and growth
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land

NPPF12 -24 NPPF12 2024 - Achieving well-designed places

NPPF16 -24 NPPF16 2024 - Conserving and enhancing the historic environment

NPPF2 -24 NPPF2 2024 - Achieving sustainable development

NPPF5 -24 NPPF5 2024 - Delivering a sufficient supply of homes

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the eastern side Station Road, comprising a single storey bungalow with an outbuilding and a vegetated garden. The site would site behind the plots of Nos. 153 to 163 Station Road with an existing access connecting to Station Road between Nos. 149 and 153 Station Road. To it immediate north is the playing field of West Drayton Academy.

The immediate surroundings of the application site is largely characterised by 2-storey residential dwellinghouses, with some mixed-use properties and commercial properties to the north along Station Road.

In terms of planning constraints, a small portion of application site along the western side boundary is within West Drayton Green Conservation Area. It is within Flood Zone 1, Hillingdon Air Quality Management Area, West Drayton/Yiewsley Air Quality Focus Area and potentially contaminated land.

3.2 Proposed Scheme

Demolition of the existing bungalow and ancillary buildings, and redevelopment of the site to provide 5 x three-bedroom dwellings, together with associated landscaping, car parking and cycle storage.

The proposed unit mix would be:
- Plots 1 & 2: 3B6P (158sqm GIA each)
- Plot 3: 3B5P (121.8 sqm GIA)
- Plots 4 & 5: 3B5P (110.6 sqm GIA each)

The proposed dwellings at Plots 1 to 3 would be 2-storey terrace dwellinghouse with gable roof design providing habitable space on loft level whilst Plots 4 and 5 would accommodate a pair of 2-storey semi-detached dwellinghouse with hipped roof design and rear gable ends. Each proposed dwelling would be equipped with rear garden space ranging from 64sqm to 102sqm large. Five off-street car parking space would be provided in the western portion of the site. Bike locker would be provided in each of the proposed rear garden.

A revised site layout was submitted to adjust the location of the proposed dwellinghouses and design of the access road and parking spaces to address the Urban Design Officer. Under the revised proposal, a gate opening onto the adjoining playing field of West Drayton Academy has been proposed to maintain the right of way to the playing field.

3.3 Relevant Planning History

Comment on Planning History

nil.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date: **11th June 2026**

4.2 Site Notice Expiry Date: Not applicable

5. Comments on Public Consult

PUBLIC

55 neighbouring properties (including West Drayton Academy) were consulted on the application by letter dated 27-04-26.

A public representation made on behalf of West Drayton Conservation Area Advisory Panel was received:

Our only concerns are the additional vehicles using the entrance onto Station Road which is a through route and always busy, and the lack of on-site parking for visitors. If LBH are minded to approve this application, the latter might best be addressed by amending the plans to insert areas of 'grasscrete' for occasional parking into appropriate places in the communal landscaped area.

Officers' Responses:
Highways and parking impacts are discussed in the following section. Conditions for submission and approval of a parking, access and refuse management plan and a full landscaping scheme have been imposed to this application.

In addition a query regarding land ownership and rights of access were raised in relation to the school which bounds the site having access rights across the internal road which serves the existing dwelling on the site, into the fields which bound the site to the north and further east. Officers have reviewed the information available which includes Land Registry which states:

"Excepting and Reserving unto the Transferor and its successors and assigns with or without workmen a right of way with or without vehicles over and along the access road shown coloured brown on the said plan for the purpose of gaining access to and egress from the remainder of the land comprised in the title above mentioned and the adjoining playing fields forming part of St. Martins Church of England Secondary School for the purpose of maintaining the said parcels of land as a playing field."

Noting the above Officers have sought clarification from the Applicant regarding the use of the access and have undertaken a site visit to ascertain whether there is a form of access into the school field currently. The boundary of the site which borders the school field and the access road is lined with a low level fence and overgrown vegetation making access to the fields for maintenance machinery difficult at best. The Applicant has committed to constructing a gate should access be required therefore access rights would be maintained even if not used currently.

Notwithstanding the above resolution it should be noted that access rights are not a material consideration for a planning application and in the event that planning permission is granted it would not override access rights or land/property ownership. The school have been consulted twice during the course of this assessment and no response to either consultation has been received.

INTERNAL CONSULTEES:

Contaminated Land Officer: No objection subject to condition

Urban Design and Conservation Officer:

The architectural style of the buildings are well detailed, high quality and contribute to the character of the area. The buildings heights are accepted. The site layout should be revised to lessen the land take of the highway and create a shared surface. The grass areas should be edged with a wooden knee railing to prevent ad hoc parking and destruction of the landscape. It is suggested that the two houses with the smallest gardens should be moved forward to increase the garden sizes provided they don't impact on views through from the conservation area. The tree protection information is accepted. It will be for highways to determine if the access is appropriate with no dedicated footway.

Officers' Responses:

A revised site layout was submitted to address the above comments. Under the revised scheme, the proposed car parking spaces would all be located in the western portion of the site instead of locating in front of the proposed dwellings. This would reduce the land take of the access road and parking spaces. While the initial site layout provided adequate garden space in terms of quantum for each of the units it is recognised that the awkward shape of the site narrows towards the bottom of the gardens resulting in the impression that this area of the garden would be less attractive or useable. As such the location of the proposed dwellings of Plots 4 and 5 have been revised such that the useable rear garden space would increase. The separation distance between the proposed dwellings and the existing neighbouring properties would remain sufficient under the revision. Therefore, it is considered that the revised proposal has addressed the above comments, subject to a condition for submission and approval of full landscaping scheme.

Highways Officer:

The applicant has submitted a Transport Statement (TS) in support of the proposed demolition of the existing bungalow and ancillary structures, and redevelopment to provide 5 x 3-bedroom dwellings, together with associated car parking and cycle storage.
The Highway Authority (HA) has reviewed the submitted Transport Statement and supporting drawings and provides the following comments:

1. Site Context and Existing Conditions
The TS states that:
·Station Road is a two-way single carriageway subject to a 30mph speed limit, with single yellow line restrictions (Mon-Sat 08:00-18:30) and marked cycle lanes in both directions.
·The site is accessed via a gated private drive with a dropped kerb and wide bellmouth, providing good visibility onto Station Road, with a wide footway across the site frontage.
·Personal Injury Accident (PIA) data for the period 2018-2023 records two slight collisions in proximity to the site (excluding off-highway incidents), indicating no existing highway safety concern.

·The site has a PTAL rating of 3, representing a moderate level of accessibility to public transport.

The HA further notes that surrounding streets are subject to Resident Parking Management Schemes (WD1 and WD5), the applicant will be required to secure a legal agreement to prohibit future occupiers from obtaining on-street parking permits.

2. Trip Generation
The HA accepts that the traffic impact on the wider highway network would be negligible.

3. Access and Internal Layout
The proposals utilise the existing private access road, approximately 4.0m wide, operating as a shared surface.
Submitted details indicate:
·Visibility splays at the junction with Station Road in excess of required standards
·Internal layout offering some opportunity for vehicle passing
·Provision for refuse vehicles to enter and exit in forward gear

The HA acknowledges these elements are acceptable in principle.

4. Key Highway Concerns
Notwithstanding the above, the proposal raises significant concerns in respect of the access arrangement and internal layout, particularly in relation to highway safety and the suitability of the existing infrastructure to accommodate the intensified residential use.

4.1 Access Constraints and Geometry
The site is served by a private access which is over 30m in length and of limited width, operating below the standard required to safely accommodate the level of activity associated with the proposed development. The access does not benefit from sufficient carriageway width or appropriate alignment to allow vehicles to pass comfortably in opposing directions. Furthermore, no formal passing bays or refuges are provided along its length.

As a result, the access relies on informal driver behaviour and inter-visibility to function. This is not considered robust or acceptable in design terms, particularly given the increased residential intensification. The constrained geometry fails to provide a safe and predictable environment for all users and does not accord with good highway design principles, which seek to minimise conflict and provide adequate space for manoeuvring.

4.2 Vehicle Conflict and Reversing Movements
Due to the substandard width and absence of passing places, vehicles will inevitably be required to reverse along the access to allow opposing movements. This concern is not simply related to overall trip generation, but to the inherent operation of the access itself. In particular, where a vehicle turns into the access from Station Road without awareness of a vehicle already committed within it, that vehicle would be forced to stop and reverse, potentially over a considerable distance. These reversing manoeuvres are likely to exceed 20 metres, which is contrary to established highway design principles that seek to minimise reversing distances, particularly within constrained and shared environments, due to the increased risk of collision and reduced predictability of movements.

Even where drivers are aware of an oncoming vehicle prior to entering, this would result in vehicles waiting at or close to the site entrance. Such waiting would obstruct the free flow of traffic on Station Road and create additional pressure on the highway network. This is particularly problematic given

the presence of a cycle lane and a bus stop directly opposite the access. Stationary buses already constrain available carriageway space, and in such circumstances, following vehicles may attempt to overtake into the opposing lane, while another vehicle is stationary or manoeuvring at the access. This effectively reduces the usable carriageway on both sides and creates a highly constrained environment with multiple competing movements.

The interface with Station Road therefore represents a critical point of conflict. There is a realistic likelihood of vehicles reversing toward, or potentially onto, the public highway, introducing an unpredictable hazard within a busy traffic environment. The presence of the bus stop further exacerbates this situation, as stationary buses can obscure visibility and influence driver behaviour, including overtaking manoeuvres. At the same time, cyclists travelling within the marked cycle lanes and pedestrians along the footway would be particularly vulnerable, as a reversing vehicle emerging from a constrained access may not be readily visible or anticipated.

Overall, the combination of excessive reversing distances, constrained geometry, interaction with buses, overtaking traffic movements, and the presence of cyclists and pedestrians results in a concentration of conflict points. This significantly increases the likelihood of driver confusion and misjudgement and is not considered to represent a safe or acceptable highway arrangement.

The above represents a poor and unsafe design solution. The HA emphasises that highway design should seek to eliminate or design out such conflicts wherever possible, rather than rely on the low level of trip generation to justify an otherwise substandard and potentially hazardous arrangement.

4.3 Pedestrian Safety and Visibility
The proposal fails to provide adequate pedestrian safety measures at the site access. In particular, no pedestrian visibility splays of 2.4m x 2.4m are provided at the back edge of the footway. These splays, with no obstruction above 0.6m in height, are a fundamental requirement to ensure that drivers exiting the site and pedestrians using the footway can see one another clearly. Given the intensification of use of the access road the absence of these splays results in a constrained and obscured interface between the private access and the public highway, significantly increasing the risk of conflict between vehicles and pedestrians.

Furthermore, the access operates as a shared surface with no delineation or segregation between pedestrians and vehicles. In low-speed, well-designed environments this may be acceptable; however, in this instance the combination of restricted width, lack of inter-visibility, and the need for reversing movements creates an environment where vulnerable users are exposed to increased risk. The intensification of the site use will result in a greater number of pedestrian and vehicular movements using this constrained access, exacerbating these safety concerns.

In addition, the access is unlit, with no provision of street lighting. This further reduces visibility during hours of darkness and in poor weather conditions, increasing the likelihood of collisions and making the environment unsafe and unattractive for pedestrian use. The lack of lighting is particularly concerning given the shared nature of the access and the reliance on driver awareness and visibility to manage conflicts.

Collectively, these deficiencies result in an access arrangement that fails to provide a safe, inclusive and legible route for all users, contrary to the requirements of Policy DMT6 of the Hillingdon Local Plan (2020), which seeks to ensure that development provides safe and convenient access for all highway users. The proposal also conflicts with the overarching principles of the NPPF (2024), which requires developments to achieve safe and suitable access for all users, and the London Plan (2021), which promotes the delivery of high-quality, safe, and inclusive streets environments.

The Councils domestic vehicle footway crossover policy, it sets out the framework in relation to pedestrian visibility splays:
https://www.hillingdon.gov.uk/media/10036/Domestic-Vehicle-Footway-Crossover-Policy/pdf/p3New_Vehicle_Crossover_Policy_Aug_2022.pdf?m=1666970906077 and https://www.hillingdon.gov.uk/building-dropped-kerb.

5. Mitigation and deliverability
The red line boundary significantly restricts the ability to deliver meaningful physical improvements to the access. In particular, it prevents widening of the carriageway to an acceptable standard or the introduction of formal passing bays. As such, it is acknowledged that the fundamental geometric constraints of the access cannot be fully addressed through conventional design solutions.

Notwithstanding these constraints, a number of mitigation measures have been identified which, if appropriately secured and implemented, could provide a material improvement to the operation and safety of the access. These include the introduction of a signal-controlled shuttle working system to better manage vehicle movements and reduce the likelihood of conflict, the provision of street lighting to improve visibility and user awareness, the incorporation of traffic calming measures to control vehicle speeds, and revisions to the internal layout to improve manoeuvrability within the site.

Whilst such measures would not fully overcome the inherent limitations of the access arrangement, they would nevertheless significantly reduce the level of risk by improving visibility, controlling vehicle movements, and reducing the need for prolonged or unsafe reversing manoeuvres. Importantly, in the context of the relatively low level of trip generation associated with the development and the physical constraints of the site, these interventions are considered capable of delivering an acceptable level of mitigation.

Accordingly, subject to the above measures being robustly demonstrated, secured, and implemented, it is considered that the residual impacts on highway safety could be reduced to an acceptable level, despite the suboptimal nature of the access arrangement.

6. Parking and Policy Position
The proposed development must accord with the London Plan (2021), which sets the strategic parking standards across Greater London. For residential development, this establishes a maximum provision of 1 car parking space per 3-bedroom dwelling, subject to site-specific considerations such as PTAL and local context. In this instance, whilst the TS incorrectly relies on Policy DMT6 of the Hillingdon Local Plan to justify the level of car parking provision, it is noted that the applicant is proposing 1 space per dwelling, which aligns with the London Plan maximum standard. Therefore, notwithstanding the incorrect policy approach within the TS, the level of parking proposed is considered to be compliant with the London Plan.

In addition to vehicle parking, adequate provision for cycle parking must be made in accordance with the London Plan, which requires a minimum of 2 long-stay cycle parking spaces per dwelling to support sustainable travel objectives and reduce reliance on private vehicles.

Furthermore, the site lies within the catchment of Resident Parking Management Schemes (WD1 and WD5) on surrounding streets. To prevent overspill parking and protect the integrity of these schemes, the development will be required to secure a permit-free agreement through a legal mechanism, ensuring that future occupiers are not eligible to apply for on-street parking permits.

7. Conclusion
Whilst the HA acknowledges that the proposed development would result in a negligible impact on the wider highway network in traffic terms, that the junction with Station Road benefits from acceptable visibility, and that the internal layout demonstrates the ability to accommodate servicing within the site (including refuse vehicles entering and leaving in forward gear), these benefits do not outweigh the fundamental concerns identified.

There remain significant and overriding highway safety issues associated with the proposal. In particular, the access is of a substandard geometric form, being narrow, constrained, and of excessive length without appropriate passing provision. This results in an increased likelihood of vehicle conflict and the need for reversing over extended distances, which is contrary to safe design principles. The situation is further compounded by a poor pedestrian environment, where the shared surface arrangement lacks segregation and is not supported by safe visibility conditions.

In addition, the absence of adequate pedestrian visibility splays at the back of the footway, together with the lack of street lighting, creates an environment where both pedestrian and driver awareness is significantly reduced, particularly during periods of low light. These deficiencies collectively give rise to an access arrangement that fails to provide a safe and suitable means of access for all users.

These concerns are materially exacerbated by the intensification of the site, with the increase in residential units resulting in a higher frequency of vehicular and pedestrian movements along an already constrained and substandard access. As such, the proposal would introduce additional pressure on an arrangement that is not fit for purpose, leading to an unacceptable impact on highway safety.

Officers' Responses:

The Local Highway Authority (LHA) are a consultee therefore while there comments will be taken into consideration the Local Planning Authority (LPA) must determine whether any concerns raised are robust, resolvable by condition and in the case where the Council cannot demonstrate a 5 year housing land supply, evidence demonstrable harm to warrant the refusal of the application and defendable in the event of an appeal. A more detailed response to the LHA comments is set out in section 7.3 and 7.4 of this report however in summary the Applicant submitted a revised response, amended access information and a revised site layout the concerns are capable of mitigation through appropriate management measures, including signage, priority arrangements, lighting, traffic calming and revisions to the internal layout. In this regard, a condition has been imposed requiring the submission and approval of an Access, Parking and Refuse Management Plan to secure the detailed operation of the shared access, manoeuvring arrangements and refuse collection. A landscaping condition will also secure the detailed treatment of the access and surrounding areas.

In relation to the recommended permit-free legal agreement, Officers note that the site has a PTAL rating of 3 and is located within a 8-minute walk of West Drayton station. Given the site's accessibility, the modest scale of development and the fact that parking is proposed at the London Plan compliant rate of one space per dwelling, Officers consider that the likelihood of future occupiers requiring parking beyond that level is low. On that basis, it is not considered necessary or reasonable in this case to secure a legal agreement restricting eligibility for on-street parking permits.

Accordingly, subject to the imposed conditions, Officers are satisfied that the revised submission

has responded The detailed impacts on highway safety and parking are assessed further below.

6. **Local Plan Designation and London Plan**

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.H1	(2012) Housing Growth
PT1.HE1	(2012) Heritage
PT1.EM7	(2012) Biodiversity and Geological Conservation

Part 2 Polices:

DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMH 2	Housing Mix
DMH 6	Garden and Backland Development
DMHB 4	Conservation Areas
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMEI 10	Water Management, Efficiency and Quality
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
LPP GG2	(2021) Making the best use of land
LPP GG4	(2021) Delivering the homes Londoners needs
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D14	(2021) Noise
LPP G6	(2021) Biodiversity and access to nature
LPP HC1	(2021) Heritage conservation and growth
LPP T4	(2021) Assessing and mitigating transport impacts

LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11 -24	NPPF11 2024 - Making effective use of land
NPPF12 -24	NPPF12 2024 - Achieving well-designed places
NPPF16 -24	NPPF16 2024 - Conserving and enhancing the historic environment
NPPF2 -24	NPPF2 2024 - Achieving sustainable development
NPPF5 -24	NPPF5 2024 - Delivering a sufficient supply of homes

In addition:

Development Plan
Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2024) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

Policy D3 of the London Plan (2021) states that development proposals should deliver appropriate outlook, privacy and amenity.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all development will be required to be designed to the highest standards and incorporate principles of good design. Development should not have an adverse impact on the amenity, daylight and sunlight of adjacent properties and open space. The Council will seek to ensure that sufficient privacy is maintained for residents and will resist proposals where there would be an unreasonable level of overlooking between habitable rooms of adjacent residential properties or onto private open spaces.

The nearest neighbouring properties potentially affected by the proposal are Nos. 153 to 163 Station Road (odd numbers).

As shown on the submitted Site Dimension Plan, the proposed dwellings would be located at least

26m from the rear elevations of the nearest neighbouring properties identified above. The applicant has also submitted a daylight and sunlight assessment which demonstrates that these neighbouring properties would retain BRE-compliant levels of Vertical Sky Component. The submitted assessment further concludes that the existing outdoor amenity areas would not experience a noticeable reduction in sunlight (Annual Probable Sunlight Hours were not required to be tested for the relevant windows as these are due north-facing). Having regard to the separation distances achieved and the findings of the daylight and sunlight assessment, the proposal is not considered to result in unacceptable harm in terms of overshadowing, loss of outlook, increased sense of enclosure or loss of privacy.

The proposal would result in the redevelopment of the site from a single bungalow to five dwellinghouses. It is acknowledged that this would intensify the residential use of the site and would increase pedestrian and vehicular movements via the existing access between Nos. 149 and 153 Station Road.

In relation to No. 149 Station Road, the flank elevation of the dwelling is set back by approximately 3m from the access. Whilst a small openable window is present at each level in this side elevation, the strip of land between the flank wall and the shared boundary is already used as a vehicular access to the rear parking area of No. 149. In this context, whilst the proposal would increase activity associated with the access, it is not considered that the level of additional comings and goings would be such as to cause material harm to the occupiers of No. 149 by way of noise and disturbance.

In relation to No. 153 Station Road, the shared side boundary with the access is largely defined by an existing side garage, which does not contain any ground floor side-facing window, and the flank wall of the main dwelling is set approximately 4.5m from the access. Given this relationship, the increased use of the access associated with the proposed development is not considered to give rise to unacceptable noise and disturbance to the occupiers of No. 153.

Overall, having regard to the separation distances achieved, the submitted daylight and sunlight assessment, and the existing relationship between the site access and neighbouring properties, the proposed development is considered to have an acceptable impact on the amenities of surrounding occupiers. The proposal therefore complies with Policy D3 of the London Plan (2021) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.2 Impact on Street Scene

CHARACTER AND DESIGN

Paragraph 75 of the NPPF (2024) states inter alia:
"Plans should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area."

Paragraph 129 of the NPPF (2024) states:
"Planning policies and decisions should support development that makes efficient use of land, taking into account:
a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
b) local market conditions and viability;
c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
d) the desirability of maintaining an area's prevailing character and setting (including residential

gardens), or of promoting regeneration and change; and
e) the importance of securing well-designed, attractive and healthy places."

Paragraph 135 of the National Planning Policy Framework (NPPF) 2024 states 'Planning policies and decisions should ensure that developments:
a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of a high quality and to enhance the local context, delivering buildings and spaces that positively respond to local distinctiveness

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy DMH 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases, a limited scale of backland development may be acceptable, subject to the following criteria:
i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding: · scale of development, considering the height, mass and bulk of adjacent structures; · building plot sizes and widths, plot coverage and established street patterns; · building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment. ii) ensuring the use of high quality building materials and finishes; iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities; iv) protecting features

of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The proposed dwellings would be set approximately 60m behind the Station Road frontage and would sit to the rear of Nos. 153 to 163 Station Road. As such, the proposal would not form part of the primary street frontage and would not be readily visible in public views along Station Road. However, the limited visibility of the site from the public highway does not mean the proposal would have no impact on local character. In this case, the character of the area is derived not only from the public street scene, but also from the established rear garden environment, the spatial grain of plots, the openness behind the frontage row, the relationship between houses and rear gardens, and the contribution made by landscaping and boundary treatment.

The proposal constitutes backland/garden development. Whilst the site already contains a bungalow to the rear, the current proposal would intensify the residential use of the plot and therefore must be assessed against the criteria of Policy DMH 6, including whether the development would appear more intimate in mass and scale, and lower than the frontage properties.

The proposed terrace dwellings at Plots 1 to 3 would measure approximately 6.745m / 6.525m in width and 10.565m / 8.99m in depth, with a maximum ridge height of 9.439m. The proposed semi-detached dwellings at Plots 4 and 5 would measure approximately 6.745m in width and 10.565m in depth, with a maximum ridge height of 8.439m. Having regard to the dimensions of the neighbouring frontage dwellings along Station Road, the proposed buildings would be comparable in width and generally less extensive in depth, whilst occupying a set-back position behind the established frontage row. The scheme would have a density of approximately 26.5 units per hectare, which is not excessive for the site and below the suggested density for West Drayton Town Centre (55 - 200 u/ha) under Policy DMHB 17 and Table 5.2 of the Hillingdon Local Plan: Part Two. The proposed site coverage would be approx. 17.3% which is substantially below those of Nos. 153 to 163 Station Road, i.e. approx. 30% to 40%. Taken together, these factors indicate that the proposal would not appear overly dominant in relation to the surrounding pattern of development.

The proposed overall height would remain compatible with the surrounding two- and lower than the three-storey domestic built form, and the roof articulation would assist in breaking up the visual mass of the buildings. The submitted architectural treatment, including the variation between the terrace row and the semi-detached pair, has been reviewed by the Council's Urban Design and Conservation Officer, who considered the buildings to be well detailed, of good quality, and acceptable in design terms.

The assessment of backland and or gardenland development needs to be weighed against the optimisation of sites to deliver new housing. Noting that there is a proportion of the land which would constitute gardenland this would not be considered brownfield. However there is large proportion of land which is not gardenland and this would be consideration browfield.

Accordingly, the proposal is considered to represent an acceptable form of limited backland development that would not unacceptably erode the prevailing character of the area or the established relationship between frontage properties and rear gardens. The proposal is therefore considered to comply with Policy BE1 of the Hillingdon Local Plan Part 1 (2012), Policies DMH 6 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020), Policies D1, D3 and D4 of the London Plan (2021), and the design objectives of the NPPF (2024).

HERITAGE

Paragraphs 202, 203 and 207 of the NPPF (2024) confirm that heritage assets are an irreplaceable resource, that planning decisions should have regard to the desirability of sustaining and enhancing their significance and making a positive contribution to local character and distinctiveness, and that applicants should describe the significance of any heritage assets affected, including the contribution made by their setting. Policy HC1 of the London Plan (2021) requires development proposals affecting heritage assets and their settings to conserve their significance and to avoid harm whilst identifying enhancement opportunities. Policy DMHB 4 of the Hillingdon Local Plan Part 2 (2020) relates to Conservation Areas, and Policy DMHB 11 requires development to safeguard designated and non-designated heritage assets and their settings.

The western boundary of the application site adjoins the north-eastern edge of the West Drayton Green Conservation Area, and a small portion of the application site falls within that designation. This part of the Conservation Area is characterised principally by two-storey residential development of varying architectural styles fronting Station Road. The proposed development would be located to the rear of the frontage row and would not be readily visible in public views from the street. In addition, the frontage pattern and appearance of Station Road would remain unchanged.

Given the limited public visibility of the proposal from within the Conservation Area, the retention of the established frontage row, and the acceptable scale and appearance of the proposed dwellings, the development would preserve the character and appearance of the West Drayton Green Conservation Area and would not harm its setting or significance. The proposal therefore complies with paragraphs 202, 203 and 207 of the NPPF (2024), Policy HC1 of the London Plan (2021), and Policies DMHB 4 and DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

7.3 Traffic Impact/Pedestrian Safety

Paragraph 116 of the NPPF (2024) states - Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 117c) of the NPPF (2024) continues by stating -. Within this context, applications for development should: create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

Policy T2 Part A of the London Plan (2021) states - Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

Policy T4 Parts E and F of the London Plan (2021) states - E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated; and, F) Development proposals should not increase road danger.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in Table 10.3.

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy DMT 5 Part A of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states - Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network.

Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) seeks to ensure that all development is in accordance with the car parking standards set out in Appendix C, Table 1 unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The site is in a sustainable location in transport terms. The submitted transport statement confirms that it is served by frequent bus routes on Station Road, that West Drayton Station is approximately 600m to the north (around a 8-minute walk), and that the site has a PTAL rating of 3. Wide footways and nearby crossing facilities are also available.

The proposal would utilise the existing private access from Station Road. The submitted Transport Statement and supporting drawings demonstrate that the junction with Station Road benefits from acceptable visibility, that the internal layout provides some opportunity for vehicles to pass and wait, and that cars, delivery vehicles, refuse vehicles and a fire appliance can enter and leave the site in forward gear. The Highway Authority also accepted that the traffic impact on the wider highway network would be negligible.

The Highway Authority nevertheless raised concerns regarding the constrained access geometry, potential vehicle conflict and reversing movements, pedestrian safety and the absence of lighting. Those concerns are acknowledged. However, the proposed development is of a modest scale and the submitted TRICS assessment indicates only a limited increase in traffic generation, amounting to an additional 16 two-way vehicle movements over a typical weekday, with negligible peak hour effects. On balance, Officers consider that the access constraints can be appropriately managed through condition rather than warranting refusal. A condition has therefore been imposed requiring the submission and approval of an Access, Parking and Refuse Management Plan to secure details of access operation, pedestrian inter-visibility, signage / priority arrangements, any lighting or traffic calming measures, manoeuvring and refuse collection.

In parking terms, the proposal would provide one off-street parking space per dwelling, which the Highway Authority accepted as compliant with the maximum residential parking standards in the London Plan. Secure cycle storage is also shown for each dwelling.

The Highway Authority advised that a permit-free legal agreement should be secured because surrounding streets fall within parking management zones WD1 and WD5. In considering the imposition of planning conditions and the use of planning obligations to mitigate identified harm, regard has been had to the tests set out in the National Planning Policy Framework (NPPF, paragraph 56). These require that conditions and obligations must be necessary, relevant to planning, and relevant to the development to be permitted, as well as enforceable, precise, and reasonable in all other respects. Where mitigation is proposed, it has been carefully assessed against these tests to ensure that it directly addresses the impacts arising from the development and does not place unjustified or disproportionate burdens on the applicant. Planning obligations have only been sought where it has not been possible to adequately mitigate impacts through condition, and where they are fairly and reasonably related in scale and kind to the development.

The site has a PTAL rating of 3 and is in a reasonably accessible location, with bus stops immediately outside the site on Station Road and West Drayton Station approximately 600m away, equating to around a 8-minute walk. The proposal would provide one off-street parking space per dwelling, which the Highway Authority accepted as compliant with the maximum residential parking

standards in the London Plan for 3-bedroom dwellings. In these circumstances, future occupiers would be provided with a policy-compliant level of parking on site, while also benefiting from realistic opportunities to travel by public transport, walking and cycling.

Furthermore opportunities for parking in permit bays on street are limited and are not realistically attractive to future occupants given there distance and location. The section of Station Road which is used to access the site is subject to yellow line markings meaning parking is not permitted for the vast majority of the week. This means that future occupants would need to use Porters Way, Kingston Lane and Brandville Road. Occupants would need to drive to these roads and then walk back to and along Station Road to access the site from the single access point off of Station Road meaning a walking distance of at least 250 metres taken from the nearest part of the street.

Officers therefore consider that the likelihood of a parking demand materially exceeding one car per dwelling would be low, and there is insufficient evidence in this case to demonstrate that the development would give rise to overspill parking of such a degree as to justify a permit restriction by legal agreement. On that basis, such an obligation is not considered necessary to make the development acceptable in planning terms and would not meet the NPPF tests.

Overall, subject to the recommended condition, the proposal is considered acceptable in highways and parking terms and would not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the road network. The development is therefore considered to comply with paragraphs 116 and 117 of the NPPF (2024), Policies T2, T4 and T6.1 of the London Plan (2021), and Policies DMT1, DMT2, DMT5 and DMT6 of the Hillingdon Local Plan Part 2 (2020).

7.4 Carparking & Layout

See above.

7.5 Urban Design, Access and Security Considerations

URBAN DESIGN

See' Impact on Street Scene' section.

ACCESS:

Policy D5 of the London Plan (2021) seeks to ensure development proposals achieve the highest standards of accessible and inclusive design.

Policy D7 of the London Plan (2021) requires for at least 10% of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings', with all other dwellings meeting Category M4(2) 'accessible and adaptable dwellings'.

Conditions requiring step free access and compliance with the technical specifications for an M4(2) dwelling are recommended to ensure policy-compliance accessible design.

LIVING CONDITIONS FOR FUTURE OCCUPIERS:

Policy D3 of the London Plan (2021) states that developments deliver appropriate outlook, privacy and amenity and achieve indoor and outdoor environments that are comfortable and inviting for people to use.

Policy D6 of the London Plan (2021) states that housing development should be of high quality design and provide adequately sized rooms. Housing development should be of high quality design

and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.

Policy DMHB 16 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment

The proposed unit mix would be:
- Plots 1 & 2: 3B6P (158sqm GIA each)
- Plot 3: 3B5P (121.8 sqm GIA)
- Plots 4 & 5: 3B5P (110.6 sqm GIA each)

In accordance with Table 3.1 of the London Plan, a 3B6P three storey dwelling is required to have a GIA of at least 108sqm; a 3B5P three storey dwelling is required to have a GIA of at least 99sqm; and a 3B6P three storey dwelling is required to have a GIA of at least 93sqm. The GIA of the proposed dwellings would meet the minimum unit size under the London Plan.

The London Plan (2021) and Nationally Described Space Standards (2015) requires that double bedrooms have a floor area of 11.5sqm and at least one double bedroom has a width of 2.75m and every other bedroom is at least 2.55m wide. A one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide.

The proposed bedrooms would meet the minimum size and width for double bedroom.

The Housing Design Standards LPG (2023) requires minimum combined floor area of living, dining, and kitchen (LDK) spaces. 29sqm / 31sqm of combined LDK area would be required for a 3B5P / 3B6P dwelling. The proposed LDK area would be 43.9sqm (Plots 1 & 2) / 39sqm (Plots 3 to 5) large in total, meeting the minimum requirement.

The London Plan (2021) requires a headroom height of 2.5m for at least 75% of the GIA. According to the submitted proposed section, all the proposed levels would have a ceiling height of 2.5m. As such, the proposal would provide the required floor-to-ceiling height under the London Plan requirement.

The London Plan (2021) and Housing Design Standards LPG (2023) require that developments should minimise the number of single aspect dwellings. Dual aspect dwellings benefit from better ventilation, daylight and the orientation enhance amenity, including views. The proposed dwellings would be dual aspect. All habitable rooms would benefit from openable windows and would benefit from adequate levels of light, outlook and ventilation.

Overall, occupiers of the new dwellings would have a good level of living accommodation, meeting the housing quality and standards of Policy D6 of London Plan (2021) and Policy DMHB 16 of Hillingdon Local Plan: Part Two - Development Management Policies (2020).

PRIVATE AMENITY SPACE

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development and conversions will be required to provide good quality useable private outdoor amenity space. Table 5.3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that 2 and 3 bedroom properties should have a

minimum of 60sqm of private external amenity space. The amenity space should be well located and useable.

The proposed dwellings would have a useable garden space of 64sqm to 102sqm, meeting the minimum private external amenity space under Policy DMHB 18.

LANDSCAPING:

Policy DMHB 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires:
A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.
C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.
D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

Some landscaping details have been provided on the submitted drawings, however a full landscaping scheme has been secured via condition to ensure the development integrates with the surrounding area.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

Policy GG2 of the London Plan (2021) seeks to make the best use of land by, among other things, utilising small sites, proactively exploring the potential to intensify land to support additional homes, and applying a design-led approach to determine the optimum development capacity of sites.

Policy GG4 of the London Plan (2021) supports the delivery of more homes, while Policy H1 seeks to increase housing supply across London. Policy H2 of the London Plan states that boroughs should proactively support well-designed new homes on small sites below 0.25 hectares in size in order to increase the contribution of small sites to meeting London's housing needs.

Policy D1 of the London Plan requires development proposals to respond to London's form, character and capacity for growth. Policy D3 requires development to follow a design-led approach that optimises the capacity of sites, while Policy D4 requires development to deliver good design.

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012) seeks high quality design in all new development, requiring development to enhance and contribute to the area in terms of form, scale and materials, be appropriate to the identity and context of the townscape, improve the quality of the public realm and respect local character.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires new development to be well designed and to harmonise with the local context by reason of its scale, layout, siting, appearance and relationship with surrounding development.

Policy DMH 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states - There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:
i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.

In this case, the proposal would involve the redevelopment of residential garden / backland land to the rear of the Station Road frontage. The site is already in residential use and currently contains a detached bungalow and associated outbuildings accessed from Station Road via an existing private drive. The proposal would therefore not introduce a wholly new form of residential use to the rear of the frontage plots, but would intensify an existing residential backland site through the replacement of the bungalow with five dwellinghouses. It should also be noted that a large proportion of the site is not gardenland so whilst the site itself is not wholly brownfield a large proportion of it would be.

It is acknowledged that backland development is not supported as a matter of course and must be carefully assessed against Policy DMH 6. However, for the reasons set out in the sections below, the proposal is considered to constitute a limited and policy-compliant form of development in this particular instance. The revised layout, scale and siting of the dwellings are considered to represent an acceptable form of development that would not result in unacceptable harm to the character and appearance of the area, including the West Drayton Green Conservation Area, nor to the amenities of neighbouring occupiers. In addition, subject to the recommended conditions, including those relating to landscaping and the operation of the access, the proposal is considered acceptable in highways, parking, drainage, tree protection and biodiversity terms.

Whilst the development would result in the loss of part of the existing garden land, the site is previously developed in residential terms and the proposal would make a contribution towards local housing delivery on a small site in a sustainable location, consistent with the objectives of Policies GG2, GG4, H1 and H2 of the London Plan. The proposed dwellings would also be equipped with policy compliant level of garden space. Having regard to the existing residential use of the site, the modest scale of the proposal, and the findings of the detailed assessment above, Officers consider that this is one of the exceptional cases in which limited backland development can be accepted under Policy DMH 6.

Accordingly, the proposal is considered acceptable in principle as a form of residential redevelopment and limited backland development, subject to compliance with all other relevant development plan policies and material considerations. The proposal therefore accords, in principle, with Policies GG2, GG4, H1, H2, D1, D3 and D4 of the London Plan (2021), Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (2012), and Policies DMH 6 and DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

HOUSING SUPPLY

It is acknowledged that the Council cannot currently demonstrate a five-year supply of deliverable housing sites (the most recent position statement published on 01/04/26 confirmed a 2.5 year supply). In accordance with Footnote 8 of the NPPF, the policies which are most important for

determining the application are therefore considered out-of-date. Consequently, Paragraph 11(d) of the Framework is engaged, and the 'tilted balance' applies. This requires that planning permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

The application is considered to comply with the Development Plan in this case. In addition, when considered against the policies of the Framework (read as a whole), any adverse impacts of granting consent (as identified within this report) would not significantly and demonstrably outweigh the benefits. In reaching this decision, positive weight is afforded to the modest contribution that the proposal makes towards the Borough's housing supply.

Accordingly, it is recommended that planning permission is granted, subject to the proposed conditions.

FLOODING & SUSTAINABLE WATER MANAGEMENT

A Flood Risk Assessment and SuDS Strategy has been submitted. The site is located within Flood Zone 1, where there is a low probability of fluvial flooding. The submitted FRA also concludes that there is no significant risk from reservoirs or other artificial sources and no recorded history of sewer flooding in the immediate vicinity. However, the report identifies that parts of the site are affected by surface water / pluvial flood risk and notes a degree of groundwater susceptibility in the wider area.

The FRA proposes mitigation measures including raising finished floor levels above adjacent ground levels, local regrading, and flood resilience measures within the buildings. In drainage terms, the submitted strategy proposes SuDS measures including rainwater harvesting, permeable paving, attenuating sub-base and below-ground attenuation, with discharge restricted to the nearby surface water sewer at a controlled rate. The submitted information therefore demonstrates that an acceptable drainage strategy is capable of being achieved in principle.

However, the submitted FRA and SuDS strategy were prepared against an earlier site layout and the drainage drawings are indicative in nature. As such, whilst the principle of the drainage approach is accepted, the final detailed strategy needs to be reassessed against the revised layout now proposed. A condition has therefore been imposed requiring the submission of an updated FRA / drainage strategy based on the final approved layout, together with details of implementation and long-term maintenance.

Subject to that condition, the proposal is considered acceptable in respect of flood risk and sustainable water management and is capable of complying with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part Two (2020).

BIODIVERSITY NET GAIN

Biodiversity Net Gain is a way of creating and improving biodiversity by requiring development to have a positive impact on biodiversity. In England, BNG is mandatory under Schedule 7A of the Town and Country Planning Act 1990, as inserted by the Environment Act 2021. Developers are required to deliver a biodiversity net gain of at least 10%, with habitats secured and managed for at least 30 years.
Paragraph 180(d) of the National Planning Policy Framework (2024) states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on, and providing net gains for, biodiversity.

Policy G6 of the London Plan (2021) seeks to protect and enhance biodiversity and recognises that biodiversity net gain should leave biodiversity in a better state than before, with biodiversity offsetting only used as a last resort.

Policy EM7 of the Hillingdon Local Plan: Part One - Strategic Policies (2012) states that Hillingdon's biodiversity and geological conservation will be preserved and enhanced, with particular attention given to improving biodiversity from all development.

Policy DMEI 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) requires development to retain and enhance existing features of biodiversity value. It also requires planning decisions to be informed by the appropriate level of ecological survey information and, where appropriate, the use of the approved DEFRA biodiversity metric to inform decisions on no net loss and net gain.

A Preliminary Ecological Appraisal and Biodiversity Net Gain Assessment have been submitted in support of the application. The submitted ecology information identifies the site as comprising a mix of urban habitats, including buildings, other developed land, modified grassland, vegetated garden, unvegetated garden and a line of trees. The PEA also records boundary tree cover and concludes that the tree line along the southern and western boundaries forms part of a local habitat network and offers commuting habitat for bats.

The submitted arboricultural report is also relevant in this respect, as it records a number of existing trees and groups within or adjoining the site, including sycamore, ash, field maple, hawthorn, cherry laurel and mixed boundary vegetation. The arboricultural report concludes that no significant vegetation will need to be removed to facilitate the development and that retained trees will be protected during construction.

The submitted BNG Assessment concludes that the proposal could achieve a biodiversity net gain of 13.82% in habitat units and 43.86% in hedgerow units. However, this conclusion is not considered sufficiently robust at this stage. The BNG assessment was prepared against an earlier layout and does not fully reconcile the baseline tree resource recorded in the arboricultural report with the habitat parcels used in the submitted metric. In particular, the existing trees and boundary vegetation are a material component of the site's ecological baseline and need to be properly reflected in the final BNG position.

Accordingly, whilst the submitted information suggests that the site may be capable of delivering the required 10% biodiversity net gain, this has not been conclusively demonstrated on the basis of the current submission. A condition has therefore been imposed requiring the submission of an updated Biodiversity Gain Plan / metric assessment based on the final approved layout and a corrected baseline that properly accounts for the existing trees, boundary vegetation and other ecological features on site, together with details of habitat creation, enhancement and long-term management.

Subject to that condition, the proposal is considered capable of complying with paragraph 187 of the NPPF (2024), Policy G6 of the London Plan (2021), Policy EM7 of the Hillingdon Local Plan: Part One - Strategic Policies (2012) and Policy DMEI 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

8. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (2012)
Hillingdon Local Plan: Part 2 - Development Management Policies (2020)
London Plan (2021)

National Planning Policy Framework (2024)

Contact Officer: Wai Hing Tse **Telephone No:**



NOTE

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NORTH

REV.	DESCRIPTION	DRAWN	DATE
A	Reduction in hard surfacing, adjustments to turning head and car parking, plots 4 and 5 repositioned	JK	05/06/2025

REVISIONS

Issued for
PROPOSALS

SITE ADDRESS

151 STATION ROAD
WEST DRAYTON
UB7 7NG

CLIENT

KEARNS

SCALE	SHEET SIZE	DRAWN	DATE
1-200	A2	JK	APR 2026

DRAWING TITLE

PROPOSED SITE LAYOUT

DRAWING NUMBER	REVISION
AAL-26-138-P03	A

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APPENDIX C

London Borough of Hillingdon
Planning and Sustainable Growth
Residents Services
Civic Centre (3N/02)
High Street, Uxbridge

02 June 2026
Our Ref: 25/8814/L01

Dear Sirs,

RE: PLANNING APPLICATION: 4776/APP/2026/970 - LAND AT 151 STATION ROAD WEST DRAYTON

RGP is commissioned by Kearns Development Limited (the Applicant) to provide highway and transport planning advice with respect to the proposed redevelopment of land at 151 Station Road, West Drayton, UB7 7NG ('the site').

Planning application 4776/APP/2026/970 is currently being considered by Hillingdon Council (HC) for the "*Demolition of the existing bungalow and ancillary buildings, and redevelopment of the site to provide 5 x three-bedroom dwellings, together with associated landscaping, car parking and cycle storage*". The proposals include the retention of the existing private drive off Station Road.

The planning application submission is supported by a Transport Statement (ref: 2025/8827/TS01) setting out the key transport-related aspects of the scheme.

Through the statutory consultation process, the Planning Officer has provided comments on highway-relate matters, raising a number of concerns. A copy of the email dated 19th May 2026 is enclosed herewith for reference. These comments have been considered in the remainder of this letter.

RESPONSE TO COMMENTS ON HIGHWAYS

The following key points are confirmed as acceptable to the highways department:

- Station Road is a two-way single carriageway subject to a 30mph speed limit, with single yellow line restrictions (Mon–Sat 08:00–18:30) and marked cycle lanes in both directions;
- The site is accessed via a gated private drive with a dropped kerb and wide bellmouth, providing good visibility onto Station Road, with a wide footway across the site frontage. Visibility splays at the junction with Station Road are in excess of required standards;

- Personal Injury Accident (PIA) data for the period 2018–2023 records two slight collisions in proximity to the site (excluding off-highway incidents), indicating no existing highway safety concern;

- The site has a PTAL rating of 3, representing a moderate level of accessibility to public transport;

- The surrounding streets are subject to Resident Parking Management Schemes (WD1 and WD5), the applicant will be required to secure a legal agreement to prohibit future occupiers from obtaining on-street parking permits.

- The HA accepts that the traffic impact on the wider highway network would be negligible.

- The site layout offers some opportunity for vehicle passing, and provides for a refuse vehicle to enter and exit in forward gear.

- The proposed levels of car parking provision are acceptable.

Notwithstanding the above, the Council raises concerns in respect of the access arrangement and internal layout. These are highlighted in green, with RGP's response below.

Access Constraints and Geometry

The site is served by a private access which is over 30m in length and of limited width, operating below the standard required to safely accommodate the level of activity associated with the proposed development. The access does not benefit from sufficient carriageway width or appropriate alignment to allow vehicles to pass comfortably in opposing directions. Furthermore, no formal passing bays or refuges are provided along its length.

As a result, the access relies on informal driver behaviour and inter-visibility to function. This is not considered robust or acceptable in design terms, particularly given the increased residential intensification. The constrained geometry fails to provide a safe and predictable environment for all users and does not accord with good highway design principles, which seek to minimise conflict and provide adequate space for manoeuvring.

The scale of development proposed is consistent with the threshold typically considered appropriate for access via a shared private drive, which is generally accepted as serving up to six residential units. As demonstrated within the Transport Statement, the anticipated traffic generation associated with the development would be minimal, resulting in a very low frequency of vehicular movements throughout the day. Consequently, the likelihood of opposing vehicle movements occurring simultaneously within the access corridor is limited, with such occurrences expected to be particularly infrequent during peak periods when trip patterns are generally directional in nature, with residents predominantly travelling either to or from the site.

Accordingly, the frequency of vehicle passing manoeuvres required within the access is unlikely to be materially greater than that associated with the existing lawful use of the site as a large single dwelling.

Furthermore, the operational characteristics of the proposed access arrangement are not uncommon within the local highway context. Along Station Road there are numerous private accesses where vehicles routinely wait within the carriageway to allow exiting vehicles to clear the access or for entrance gates to open, without giving rise to any identified highway safety or operational concerns. It is also notable that the relevant vehicle crossover guidance permits vehicles to reverse between private property and the public highway as part of normal day-to-day operation. Such manoeuvres are a common feature along Station Road and are generally accepted as an inherent characteristic of the local highway environment.

Vehicle Conflict and Reversing Movements

Due to the substandard width and absence of passing places, vehicles will inevitably be required to reverse along the access to allow opposing movements. This concern is not simply related to overall trip generation, but to the inherent operation of the access itself. In particular, where a vehicle turns into the access from Station Road without awareness of a vehicle already committed within it, that vehicle would be forced to stop and reverse, potentially over a considerable distance. These reversing manoeuvres are likely to exceed 20 metres, which is contrary to established highway design principles that seek to minimise reversing distances, particularly within constrained and shared environments, due to the increased risk of collision and reduced predictability of movements.

The access road is 30 metres long, and so it is very unlikely that any vehicle would reverse more than 20 metres. Normally, the vehicle reversing the least distance would reverse, as shown in the submissions, good inter-visibility is provided between both passing points, so a vehicle entering the site would be able to see another vehicle at the furthest point and wait. As state above, as a worst case a driver would turn in and observe a vehicle or pedestrian exiting. As shown on drawing **STA-RGP-XX-XX-DR-T-001**, enclosed herewith, a driver could stop clear of the main carriageway to wait for a vehicle to exit, without needing to reverse.

Even where drivers are aware of an oncoming vehicle prior to entering, this would result in vehicles waiting at or close to the site entrance. Such waiting would obstruct the free flow of traffic on Station Road and create additional pressure on the highway network. This is particularly problematic given the presence of a cycle lane and a bus stop directly opposite the access. Stationary buses already constrain available carriageway space, and in such circumstances, following vehicles may attempt to overtake into the opposing lane, while another vehicle is stationary or manoeuvring at the access. This effectively reduces the usable carriageway on both sides and creates a highly constrained environment with multiple competing movements.

As above, this occurrence would be incredibly infrequent and, if it were to occur, for a matter of seconds. Notwithstanding, the southbound lane on Station Road is 4.1m width which would allow vehicles to pass whilst another waits. This is shown on drawing **STA-RGP-XX-XX-DR-T-001**. As above, in addition, a vehicle could also stop within the existing vehicle crossover extents for another vehicle to exit. Therefore, in practice vehicles would not have to wait and would not need to use the opposing lane. As stated, this practice is used by many accesses along Station Road.

The above represents a poor and unsafe design solution. The HA emphasises that highway design should seek to eliminate or design out such conflicts wherever possible, rather than rely on the low level of trip generation to justify an otherwise substandard and potentially hazardous arrangement.

The development is not reliant on a low level of trip generation to justify the proposed access arrangement. In all cases, there is a recognised hierarchy of access types considered appropriate relative to the scale of development proposed. In this instance, the quantum of development has been carefully limited to reflect the nature and layout of the access geometry available.

Furthermore, development should not be refused solely on the basis of a perceived 'risk' occurring; the relevant test is whether any resulting impact would be severe. In this case, the likelihood of a vehicle needing to reverse is considered to be extremely low, and the occurrence of a reversing manoeuvre would not automatically result in a highway safety issue. As demonstrated, the risk of conflict arising is minimal, and the Station Road currently operates satisfactorily with no identified pattern of recorded accidents or highway safety concerns.

Pedestrian Safety and Visibility

The proposal fails to provide adequate pedestrian safety measures at the site access. In particular, no pedestrian visibility splays of 2.4m x 2.4m are provided at the back edge of the footway. These splays, with no obstruction above 0.6m in height, are a fundamental requirement to ensure that drivers exiting the site and pedestrians using the footway can see one another clearly. Given the intensification of use of the access road the absence of these splays results in a constrained and obscured interface between the private access and the public highway, significantly increasing the risk of conflict between vehicles and pedestrians.

The pedestrian inter-visibility zones are shown on drawing **STA-RGP-XX-XX-DR-T-001**. These splays are as existing, with drivers exiting able to observe pedestrians in the correct way. As confirmed in Hillingdon's vehicle crossover guidance:

…*"Where all or part of the splay lies across land outside of the applicant's control, a relaxation to this requirement may be considered, taking into account the amount of pedestrian activity along the footway and the width of the footway"…*

In this instance, a driver would observe pedestrians across the adjoining land on either side, both of which are points of access that would be retained as open an available for visibility (in the same way that the adjoining properties look across the site access to observe pedestrians).

Furthermore, the access operates as a shared surface with no delineation or segregation between pedestrians and vehicles. In low-speed, well-designed environments this may be acceptable; however, in this instance the combination of restricted width, lack of inter-visibility, and the need for reversing movements creates an environment where vulnerable users are exposed to increased risk. The intensification of the site use will result in a greater number of pedestrian and vehicular movements using this constrained access, exacerbating these safety concerns.

The access is wide enough for a pedestrian and a car to pass one another. Drawing **STA-RGP-XX-XX-DR-T-001** shows clear inter-visibility along the access, allowing a vehicle to observe a pedestrian/cyclists along the carriageway. Signage can be provided to indicate the presence of a shared surfaced, details of which can be secured by planning condition.

In addition, the access is unlit, with no provision of street lighting. This further reduces visibility during hours of darkness and in poor weather conditions, increasing the likelihood of collisions and making the environment unsafe and unattractive for pedestrian use. The lack of lighting is particularly concerning given the shared nature of the access and the reliance on driver awareness and visibility to manage conflicts.

Lighting and signage would be provided, details of which can be secured by planning condition.

Mitigation and deliverability

The red line boundary significantly restricts the ability to deliver meaningful physical improvements to the access. In particular, it prevents widening of the carriageway to an acceptable standard or the introduction of formal passing bays. As such, it is acknowledged that the fundamental geometric constraints of the access cannot be fully addressed through conventional design solutions.

Notwithstanding these constraints, a number of mitigation measures have been identified which, if appropriately secured and implemented, could provide a material improvement to the operation and safety of the access. These include the introduction of a signal-controlled shuttle working system to better manage vehicle movements and reduce the likelihood of conflict, the provision of street lighting to improve visibility and user awareness, the incorporation of traffic calming measures to control vehicle speeds, and revisions to the internal layout to improve manoeuvrability within the site.

Whilst such measures would not fully overcome the inherent limitations of the access arrangement, they would nevertheless significantly reduce the level of risk by improving visibility, controlling vehicle movements, and reducing the need for prolonged or unsafe reversing manoeuvres. Importantly, in the context of the relatively low level of trip generation associated with the development and the physical constraints of the site, these interventions are considered capable of delivering an acceptable level of mitigation.

Accordingly, subject to the above measures being robustly demonstrated, secured, and implemented, it is considered that the residual impacts on highway safety could be reduced to an acceptable level, despite the suboptimal nature of the access arrangement.

The Highway Authority's suggestion that the access deficiencies could be mitigated through the introduction of a signal-controlled shuttle working system, street lighting, traffic calming measures and amendments to the internal layout is considered disproportionate to both the scale of the development and the nature of the highway environment.

As confirmed, the proposed development would generate a very low level of vehicular traffic, with only a limited number of additional vehicle movements throughout the day and correspondingly few occasions where opposing vehicles would be required to pass one another. The Transport Statement demonstrates that traffic flows associated with the development would be minimal and would not materially alter the existing operation of the access. In this context, the introduction of a signal-controlled shuttle working arrangement would represent an excessive engineering intervention, more commonly associated with significantly higher traffic flows, temporary traffic management arrangements, or locations with a demonstrable history of vehicle conflict.

CONCLUSION

Notwithstanding the concerns raised by the Highway Authority, it is considered that the proposed access arrangement represents a safe and suitable means of access for the scale and nature of development proposed.

The Highway Authority has acknowledged that the development would result in a negligible impact on the wider highway network, that appropriate visibility can be achieved at the junction with Station Road, and that the internal layout satisfactorily accommodates servicing requirements, including refuse vehicles entering and leaving the site in a forward gear. These findings are important, as they confirm that the proposal would not give rise to material capacity or operational issues on the surrounding highway network.

In relation to the geometry of the access, the access serves a very limited number of dwellings and consequently experiences a correspondingly low level of vehicular activity. The forecast increases in vehicle movements associated with the proposed development is modest, resulting in only a small number of additional two-way movements during the peak hours. Given these low traffic flows, the probability of opposing vehicles meeting along the access at any one time is extremely limited.

Where such encounters do occur, vehicle speeds would be inherently low due to the constrained nature of the route and the requirement for drivers to proceed with caution. The access therefore operates as a low-speed environment where occasional vehicle interaction can be managed safely and without material impact on highway safety. The limited traffic demand associated with the development means that the provision of formal passing places is not necessary to ensure the safe operation of the access.

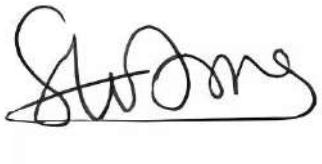
Similarly, while the access incorporates a shared surface arrangement, this is entirely appropriate in the context of the very low levels of vehicular traffic anticipated. Shared surface environments are commonly utilised in low-speed, low-flow situations where the frequency of interaction between vehicles and pedestrians is limited. The increase in pedestrian activity associated with the development would also be modest, and the resultant level of conflict between users would be negligible. The low traffic volumes and vehicle speeds naturally promote driver awareness and caution, reducing any potential safety concerns.

With regard to pedestrian visibility and the absence of street lighting, suitable levels of pedestrian visibility are retained. The proposed access would be provided with street lighting and advance warning signs, details of which could be secured by condition.

Ultimately, the suitability of an access should be considered in the context of the scale of development it serves. In this instance, the proposed development would generate only a modest increase in vehicular and pedestrian movements, and these additional movements would be accommodated comfortably within the operational capacity of the access. The resulting level of interaction between users would remain low, with any potential conflicts occurring infrequently and at very low speeds. Consequently, it is considered that the access is entirely appropriate for the level

of development proposed and would continue to provide a safe and suitable means of access for all users, in accordance with national and local transport policy objectives.

Yours sincerely,



Stuart Jones
RGP

Encl. Correspondence from Hounslow Council
Drawing STA-RGP-XX-XX-DR-T-001 Proposed Access Arrangements

Stuart Jones

Subject: FW: Planning Application No. 4776/APP/2026/970 - 151 Station Road West Drayton

From: Wai Hing Tse <Whingtse@hillingdon.gov.uk>
Sent: Tuesday, May 19, 2026 11:16 AM
To: Planning <planning@amasiaarchitects.com>
Subject: Planning Application No. 4776/APP/2026/970 - 151 Station Road West Drayton

Dear Joseph,

Hope all is well. This is Chris from the Hillingdon Council, and I am the case officer of the captioned planning application.

We have received the following comments from our internal consultees:

Urban Design:

The site layout should be revised to lessen the land take of the highway and create a shared surface. The grass areas should be edged with a wooden knee railing to prevent ad hoc parking and destruction of the landscape. It is suggested that the two houses with the smallest gardens should be moved forward to increase the garden sizes provided they don't impact on views through from the conservation area.

Highways:

The applicant has submitted a Transport Statement (TS) in support of the proposed demolition of the existing bungalow and ancillary structures, and redevelopment to provide 5 x 3-bedroom dwellings, together with associated car parking and cycle storage.
The Highway Authority (HA) has reviewed the submitted Transport Statement and supporting drawings and provides the following comments:

1. Site Context and Existing Conditions
The TS states that:

- *Station Road is a two-way single carriageway subject to a 30mph speed limit, with single yellow line restrictions (Mon–Sat 08:00–18:30) and marked cycle lanes in both directions.*
- *The site is accessed via a gated private drive with a dropped kerb and wide bellmouth, providing good visibility onto Station Road, with a wide footway across the site frontage.*
- *Personal Injury Accident (PIA) data for the period 2018–2023 records two slight collisions in proximity to the site (excluding off-highway incidents), indicating no existing highway safety concern.*
- *The site has a PTAL rating of 3, representing a moderate level of accessibility to public transport.*

The HA further notes that surrounding streets are subject to Resident Parking Management Schemes (WD1 and WD5), the applicant will be required to secure a legal agreement to prohibit future occupiers from obtaining on-street parking permits.

2. Trip Generation
The HA accepts that the traffic impact on the wider highway network would be negligible.

3. Access and Internal Layout
The proposals utilise the existing private access road, approximately 4.0m wide, operating as a shared surface.
Submitted details indicate:

- *Visibility splays at the junction with Station Road in excess of required standards*
- *Internal layout offering some opportunity for vehicle passing*
- *Provision for refuse vehicles to enter and exit in forward gear*

The HA acknowledges these elements are acceptable in principle.

4. Key Highway Concerns
Notwithstanding the above, the proposal raises significant concerns in respect of the access arrangement and internal layout, particularly in relation to highway safety and the suitability of the existing infrastructure to accommodate the intensified residential use.

4.1 Access Constraints and Geometry
The site is served by a private access which is over 30m in length and of limited width, operating below the standard required to safely accommodate the level of activity associated with the proposed development. The access does not benefit from sufficient carriageway width or appropriate alignment to allow vehicles to pass comfortably in opposing directions. Furthermore, no formal passing bays or refuges are provided along its length.

As a result, the access relies on informal driver behaviour and inter-visibility to function. This is not considered robust or acceptable in design terms, particularly given the increased residential intensification. The constrained geometry fails to provide a safe and predictable environment for all users and does not accord with good highway design principles, which seek to minimise conflict and provide adequate space for manoeuvring.

4.2 Vehicle Conflict and Reversing Movements
Due to the substandard width and absence of passing places, vehicles will inevitably be required to reverse along the access to allow opposing movements. This concern is not simply related to overall trip generation, but to the inherent operation of the access itself. In particular, where a vehicle turns into the access from Station Road without awareness of a vehicle already committed within it, that vehicle would be forced to stop and reverse, potentially over a considerable distance. These reversing manoeuvres are likely to exceed 20 metres, which is contrary to established highway design principles that seek to minimise reversing distances, particularly within constrained and shared environments, due to the increased risk of collision and reduced predictability of movements.

Even where drivers are aware of an oncoming vehicle prior to entering, this would result in vehicles waiting at or close to the site entrance. Such waiting would obstruct the free flow of traffic on

Station Road and create additional pressure on the highway network. This is particularly problematic given the presence of a cycle lane and a bus stop directly opposite the access. Stationary buses already constrain available carriageway space, and in such circumstances, following vehicles may attempt to overtake into the opposing lane, while another vehicle is stationary or manoeuvring at the access. This effectively reduces the usable carriageway on both sides and creates a highly constrained environment with multiple competing movements.

The interface with Station Road therefore represents a critical point of conflict. There is a realistic likelihood of vehicles reversing toward, or potentially onto, the public highway, introducing an unpredictable hazard within a busy traffic environment. The presence of the bus stop further exacerbates this situation, as stationary buses can obscure visibility and influence driver behaviour, including overtaking manoeuvres. At the same time, cyclists travelling within the marked cycle lanes and pedestrians along the footway would be particularly vulnerable, as a reversing vehicle emerging from a constrained access may not be readily visible or anticipated.

Overall, the combination of excessive reversing distances, constrained geometry, interaction with buses, overtaking traffic movements, and the presence of cyclists and pedestrians results in a concentration of conflict points. This significantly increases the likelihood of driver confusion and misjudgement and is not considered to represent a safe or acceptable highway arrangement.

The above represents a poor and unsafe design solution. The HA emphasises that highway design should seek to eliminate or design out such conflicts wherever possible, rather than rely on the low level of trip generation to justify an otherwise substandard and potentially hazardous arrangement.

<u>4.3 Pedestrian Safety and Visibility</u>
The proposal fails to provide adequate pedestrian safety measures at the site access. In particular, no pedestrian visibility splays of 2.4m x 2.4m are provided at the back edge of the footway. These splays, with no obstruction above 0.6m in height, are a fundamental requirement to ensure that drivers exiting the site and pedestrians using the footway can see one another clearly. Given the intensification of use of the access road the absence of these splays results in a constrained and obscured interface between the private access and the public highway, significantly increasing the risk of conflict between vehicles and pedestrians.

Furthermore, the access operates as a shared surface with no delineation or segregation between pedestrians and vehicles. In low-speed, well-designed environments this may be acceptable; however, in this instance the combination of restricted width, lack of inter-visibility, and the need for reversing movements creates an environment where vulnerable users are exposed to increased risk. The intensification of the site use will result in a greater number of pedestrian and vehicular movements using this constrained access, exacerbating these safety concerns.

In addition, the access is unlit, with no provision of street lighting. This further reduces visibility during hours of darkness and in poor weather conditions, increasing the likelihood of collisions and making the environment unsafe and unattractive for pedestrian use. The lack of lighting is particularly concerning given the shared nature of the access and the reliance on driver awareness and visibility to manage conflicts.

Collectively, these deficiencies result in an access arrangement that fails to provide a safe, inclusive and legible route for all users, contrary to the requirements of Policy DMT6 of the

Hillingdon Local Plan (2020), which seeks to ensure that development provides safe and convenient access for all highway users. The proposal also conflicts with the overarching principles of the NPPF (2024), which requires developments to achieve safe and suitable access for all users, and the London Plan (2021), which promotes the delivery of high-quality, safe, and inclusive streets environments.

The Councils domestic vehicle footway crossover policy, it sets out the framework in relation to pedestrian visibility splays:
https://www.hillingdon.gov.uk/media/10036/Domestic-Vehicle-Footway-Crossover-Policy/pdf/p3New_Vehicle_Crossover_Policy_Aug_2022.pdf?m=1666970906077 and https://www.hillingdon.gov.uk/building-dropped-kerb.

5. Mitigation and deliverability
The red line boundary significantly restricts the ability to deliver meaningful physical improvements to the access. In particular, it prevents widening of the carriageway to an acceptable standard or the introduction of formal passing bays. As such, it is acknowledged that the fundamental geometric constraints of the access cannot be fully addressed through conventional design solutions.

Notwithstanding these constraints, a number of mitigation measures have been identified which, if appropriately secured and implemented, could provide a material improvement to the operation and safety of the access. These include the introduction of a signal-controlled shuttle working system to better manage vehicle movements and reduce the likelihood of conflict, the provision of street lighting to improve visibility and user awareness, the incorporation of traffic calming measures to control vehicle speeds, and revisions to the internal layout to improve manoeuvrability within the site.

Whilst such measures would not fully overcome the inherent limitations of the access arrangement, they would nevertheless significantly reduce the level of risk by improving visibility, controlling vehicle movements, and reducing the need for prolonged or unsafe reversing manoeuvres. Importantly, in the context of the relatively low level of trip generation associated with the development and the physical constraints of the site, these interventions are considered capable of delivering an acceptable level of mitigation.

Accordingly, subject to the above measures being robustly demonstrated, secured, and implemented, it is considered that the residual impacts on highway safety could be reduced to an acceptable level, despite the suboptimal nature of the access arrangement.

6. Parking and Policy Position
The proposed development must accord with the London Plan (2021), which sets the strategic parking standards across Greater London. For residential development, this establishes a maximum provision of 1 car parking space per 3-bedroom dwelling, subject to site-specific considerations such as PTAL and local context. In this instance, whilst the TS incorrectly relies on Policy DMT6 of the Hillingdon Local Plan to justify the level of car parking provision, it is noted that the applicant is proposing 1 space per dwelling, which aligns with the London Plan maximum standard. Therefore, notwithstanding the incorrect policy approach within the TS, the level of parking proposed is considered to be compliant with the London Plan.

In addition to vehicle parking, adequate provision for cycle parking must be made in accordance with the London Plan, which requires a minimum of 2 long-stay cycle parking spaces per dwelling to support sustainable travel objectives and reduce reliance on private vehicles.

Furthermore, the site lies within the catchment of Resident Parking Management Schemes (WD1 and WD5) on surrounding streets. To prevent overspill parking and protect the integrity of these schemes, the development will be required to secure a permit-free agreement through a legal mechanism, ensuring that future occupiers are not eligible to apply for on-street parking permits.

7. Conclusion

Whilst the HA acknowledges that the proposed development would result in a negligible impact on the wider highway network in traffic terms, that the junction with Station Road benefits from acceptable visibility, and that the internal layout demonstrates the ability to accommodate servicing within the site (including refuse vehicles entering and leaving in forward gear), these benefits do not outweigh the fundamental concerns identified.

There remain significant and overriding highway safety issues associated with the proposal. In particular, the access is of a substandard geometric form, being narrow, constrained, and of excessive length without appropriate passing provision. This results in an increased likelihood of vehicle conflict and the need for reversing over extended distances, which is contrary to safe design principles. The situation is further compounded by a poor pedestrian environment, where the shared surface arrangement lacks segregation and is not supported by safe visibility conditions.

In addition, the absence of adequate pedestrian visibility splays at the back of the footway, together with the lack of street lighting, creates an environment where both pedestrian and driver awareness is significantly reduced, particularly during periods of low light. These deficiencies collectively give rise to an access arrangement that fails to provide a safe and suitable means of access for all users.

These concerns are materially exacerbated by the intensification of the site, with the increase in residential units resulting in a higher frequency of vehicular and pedestrian movements along an already constrained and substandard access. As such, the proposal would introduce additional pressure on an arrangement that is not fit for purpose, leading to an unacceptable impact on highway safety.

Due to the above comments, in particular the objection towards the access arrangement, I would recommend you to discuss with your team to explore possible amendments to overcome the above concerns.

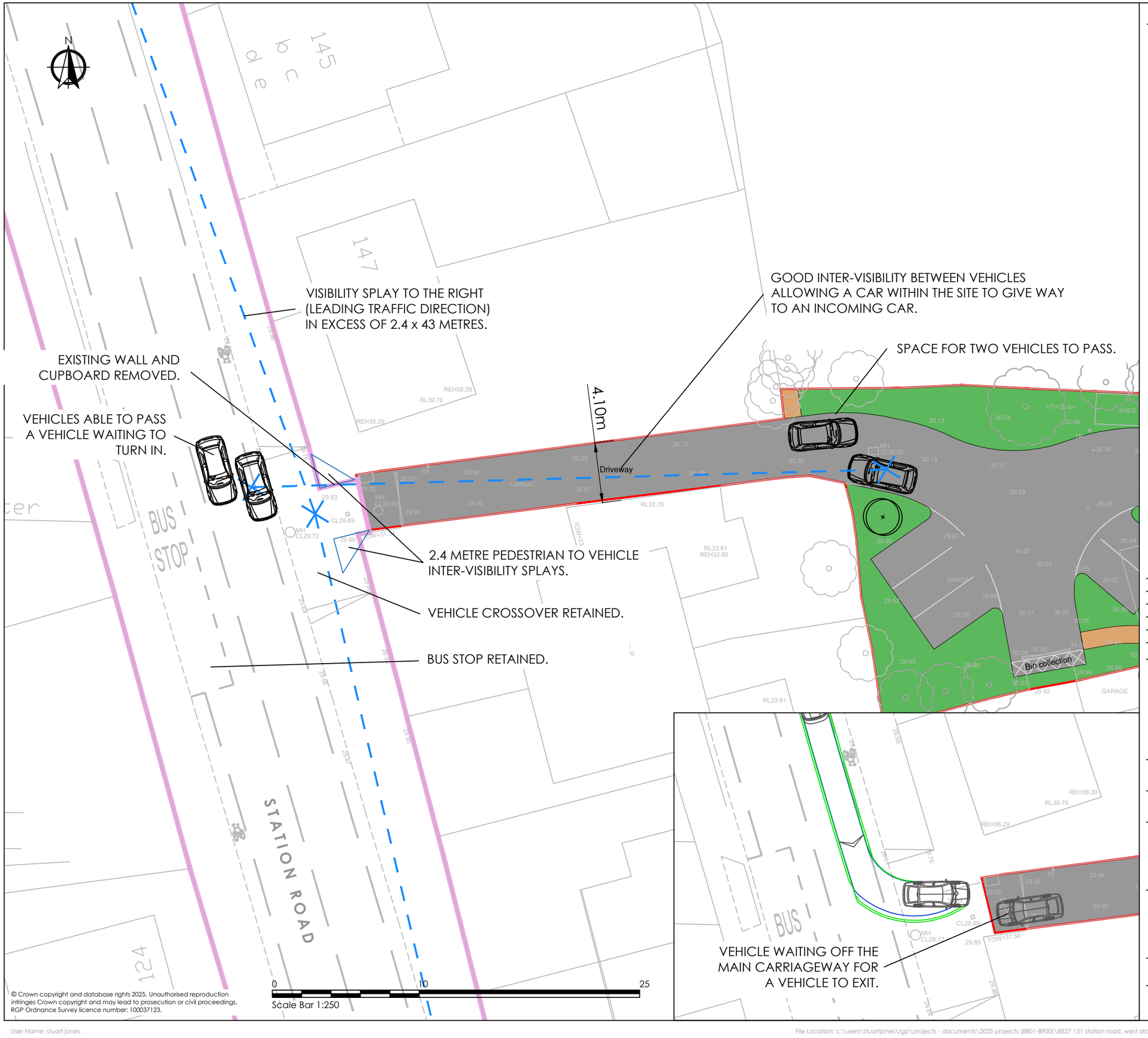
Please let me know how you would like to proceed and we could agree a reasonable extension of time to allow the amendments and subsequent re-consultation.

Kind regards

Chris Wai-Hing Tse MRTPI
Senior Planning Officer - Central and South

Planning and Sustainable Growth
Residents Services
Civic Centre (3N/02)
Hillingdon Council

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Notes:

1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.

SITE BOUNDARY

HIGHWAY BOUNDARY

VISIBILITY SPLAYS

Rev	Details	Date	By	Chkd	Appd
P04	UPDATED VISIBILITY SPLAYS	02.06.26	GE	AB	AB
P04	UPDATED SITE LAYOUT	01.04.26	GE	AB	AB
P03	UPDATED SITE LAYOUT	27.03.26	DH	JF	JF
P02	UPDATED SITE LAYOUT	16.01.26	DH	JF	JF
P01	FIRST ISSUE	29.07.25	DH	JF	SJ

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www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status: PLANNING

Client: Kearns Development Limited

Project: 151 Station Road, West Drayton

Drawing Title: Proposed Access & Visibility Splays

Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:500	29.07.25	DH	DH	JF	SJ

Project No: 8827

Drawing No: STA-RGP-XX-XX-DR-T-001

Revision: P05

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BN	BARNET	1 day
	HG	HARINGEY	1 day
	SU	SUTTON	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	0.3 to 4.65 (units:DWELLS)
Range Selected by User:	4 to 1817 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday	1 days
Tuesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Edge of Town Centre	1 days
Neighbourhood Centre (PPS6 Local Centre)	2 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

High Street	1 days
Residential Zone	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	2 days
Servicing vehicles Included	1 days

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Secondary Filtering Selection:

Use Class:

C3	3 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

2771 - 9806

Population within 1 mile:

25,001 to 50,000	2 surveys
50,001 to 100,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys
Yes	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

2 - Poor	1 surveys
4 - Good	2 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

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1 **BN-03-A-04** **MIXED HOUSES & FLATS** **BARNET**
SWEETS WAY
WHETSTONE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Site area: 4.65 hect
Survey date: Tuesday 21/09/2021 Survey Type: Manual

2 **HG-03-A-01** **DETACHED & SEMI-DETACHED** **HARINGEY**
LAWRENCE ROAD
TOTTENHAM
WEST GREEN
Neighbourhood Centre (PPS6 Local Centre)
High Street
Site area: 0.3 hect
Survey date: Tuesday 05/11/2019 Survey Type: Manual

3 **SU-03-A-01** **MIXED HOUSES & FLATS** **SUTTON**
COLLINGWOOD ROAD
SUTTON
Edge of Town Centre
Residential Zone
Site area: 1.58 hect
Survey date: Thursday 13/06/2024 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BN-03-A-02	03-07-2018	Removed: Site re-surveyed by BN-03-A-03
BN-03-A-03	10-09-2019	Removed: Site re-surveyed by BN-03-A-04

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**3**	**104**	**0.067**	**0.179**	**0.246**
08:00-09:00	**3**	**104**	**0.205**	**0.256**	**0.461**
09:00-10:00	**3**	**104**	**0.135**	**0.112**	**0.247**
10:00-11:00	**3**	**104**	**0.131**	**0.147**	**0.278**
11:00-12:00	**3**	**104**	**0.112**	**0.109**	**0.221**
12:00-13:00	**3**	**104**	**0.157**	**0.147**	**0.304**
13:00-14:00	**3**	**104**	**0.141**	**0.128**	**0.269**
14:00-15:00	**3**	**104**	**0.115**	**0.099**	**0.214**
15:00-16:00	**3**	**104**	**0.202**	**0.186**	**0.388**
16:00-17:00	**3**	**104**	**0.135**	**0.122**	**0.257**
17:00-18:00	**3**	**104**	**0.167**	**0.167**	**0.334**
18:00-19:00	**3**	**104**	**0.179**	**0.176**	**0.355**
19:00-20:00	**3**	**104**	**0.119**	**0.115**	**0.234**
20:00-21:00	**3**	**104**	**0.122**	**0.090**	**0.212**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.987**	**2.033**	**4.020**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**3**	**104**	**0.170**	**0.676**	**0.846**
08:00-09:00	**3**	**104**	**0.603**	**1.029**	**1.632**
09:00-10:00	**3**	**104**	**0.429**	**0.356**	**0.785**
10:00-11:00	**3**	**104**	**0.279**	**0.317**	**0.596**
11:00-12:00	**3**	**104**	**0.337**	**0.295**	**0.632**
12:00-13:00	**3**	**104**	**0.381**	**0.314**	**0.695**
13:00-14:00	**3**	**104**	**0.385**	**0.346**	**0.731**
14:00-15:00	**3**	**104**	**0.365**	**0.321**	**0.686**
15:00-16:00	**3**	**104**	**0.776**	**0.638**	**1.414**
16:00-17:00	**3**	**104**	**0.522**	**0.372**	**0.894**
17:00-18:00	**3**	**104**	**0.458**	**0.397**	**0.855**
18:00-19:00	**3**	**104**	**0.612**	**0.417**	**1.029**
19:00-20:00	**3**	**104**	**0.333**	**0.256**	**0.589**
20:00-21:00	**3**	**104**	**0.285**	**0.151**	**0.436**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**5.935**	**5.885**	**11.820**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	104	0.003	0.032	0.035
08:00-09:00	3	104	0.013	0.026	0.039
09:00-10:00	3	104	0.006	0.000	0.006
10:00-11:00	3	104	0.000	0.000	0.000
11:00-12:00	3	104	0.000	0.003	0.003
12:00-13:00	3	104	0.000	0.003	0.003
13:00-14:00	3	104	0.013	0.000	0.013
14:00-15:00	3	104	0.000	0.000	0.000
15:00-16:00	3	104	0.006	0.003	0.009
16:00-17:00	3	104	0.013	0.003	0.016
17:00-18:00	3	104	0.006	0.000	0.006
18:00-19:00	3	104	0.022	0.010	0.032
19:00-20:00	3	104	0.000	0.000	0.000
20:00-21:00	3	104	0.003	0.000	0.003
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.085	0.080	0.165

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	104	0.003	0.003	0.006
08:00-09:00	3	104	0.000	0.000	0.000
09:00-10:00	3	104	0.000	0.000	0.000
10:00-11:00	3	104	0.000	0.000	0.000
11:00-12:00	3	104	0.000	0.000	0.000
12:00-13:00	3	104	0.000	0.000	0.000
13:00-14:00	3	104	0.000	0.000	0.000
14:00-15:00	3	104	0.000	0.000	0.000
15:00-16:00	3	104	0.000	0.000	0.000
16:00-17:00	3	104	0.000	0.000	0.000
17:00-18:00	3	104	0.000	0.000	0.000
18:00-19:00	3	104	0.000	0.000	0.000
19:00-20:00	3	104	0.000	0.000	0.000
20:00-21:00	3	104	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.003	0.003	0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	13/06/2024 - 13/06/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**3**	**104**	**0.003**	**0.003**	**0.006**
08:00-09:00	**3**	**104**	**0.000**	**0.000**	**0.000**
09:00-10:00	**3**	**104**	**0.010**	**0.010**	**0.020**
10:00-11:00	**3**	**104**	**0.006**	**0.003**	**0.009**
11:00-12:00	**3**	**104**	**0.000**	**0.000**	**0.000**
12:00-13:00	**3**	**104**	**0.003**	**0.003**	**0.006**
13:00-14:00	**3**	**104**	**0.000**	**0.000**	**0.000**
14:00-15:00	**3**	**104**	**0.003**	**0.003**	**0.006**
15:00-16:00	**3**	**104**	**0.003**	**0.003**	**0.006**
16:00-17:00	**3**	**104**	**0.000**	**0.000**	**0.000**
17:00-18:00	**3**	**104**	**0.000**	**0.000**	**0.000**
18:00-19:00	**3**	**104**	**0.003**	**0.003**	**0.006**
19:00-20:00	**3**	**104**	**0.010**	**0.006**	**0.016**
20:00-21:00	**3**	**104**	**0.000**	**0.003**	**0.003**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.041**	**0.037**	**0.078**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	104	0.003	0.003	0.006
08:00-09:00	3	104	0.010	0.010	0.020
09:00-10:00	3	104	0.010	0.010	0.020
10:00-11:00	3	104	0.006	0.006	0.012
11:00-12:00	3	104	0.006	0.006	0.012
12:00-13:00	3	104	0.010	0.010	0.020
13:00-14:00	3	104	0.010	0.010	0.020
14:00-15:00	3	104	0.003	0.003	0.006
15:00-16:00	3	104	0.003	0.003	0.006
16:00-17:00	3	104	0.010	0.010	0.020
17:00-18:00	3	104	0.006	0.006	0.012
18:00-19:00	3	104	0.003	0.003	0.006
19:00-20:00	3	104	0.000	0.000	0.000
20:00-21:00	3	104	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.080	0.080	0.160

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	21/09/2021 - 13/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	104	0.045	0.163	0.208
08:00-09:00	3	104	0.163	0.221	0.384
09:00-10:00	3	104	0.093	0.074	0.167
10:00-11:00	3	104	0.093	0.106	0.199
11:00-12:00	3	104	0.074	0.071	0.145
12:00-13:00	3	104	0.103	0.093	0.196
13:00-14:00	3	104	0.090	0.083	0.173
14:00-15:00	3	104	0.077	0.067	0.144
15:00-16:00	3	104	0.157	0.138	0.295
16:00-17:00	3	104	0.109	0.093	0.202
17:00-18:00	3	104	0.131	0.128	0.259
18:00-19:00	3	104	0.147	0.135	0.282
19:00-20:00	3	104	0.103	0.096	0.199
20:00-21:00	3	104	0.103	0.064	0.167
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.488	1.532	3.020

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	104	0.010	0.006	0.016
08:00-09:00	3	104	0.029	0.026	0.055
09:00-10:00	3	104	0.019	0.019	0.038
10:00-11:00	3	104	0.026	0.032	0.058
11:00-12:00	3	104	0.029	0.029	0.058
12:00-13:00	3	104	0.038	0.038	0.076
13:00-14:00	3	104	0.038	0.032	0.070
14:00-15:00	3	104	0.026	0.022	0.048
15:00-16:00	3	104	0.035	0.038	0.073
16:00-17:00	3	104	0.016	0.016	0.032
17:00-18:00	3	104	0.026	0.029	0.055
18:00-19:00	3	104	0.022	0.029	0.051
19:00-20:00	3	104	0.000	0.006	0.006
20:00-21:00	3	104	0.016	0.019	0.035
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.330	0.341	0.671

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	104	0.003	0.000	0.003
08:00-09:00	3	104	0.003	0.000	0.003
09:00-10:00	3	104	0.003	0.000	0.003
10:00-11:00	3	104	0.000	0.000	0.000
11:00-12:00	3	104	0.003	0.003	0.006
12:00-13:00	3	104	0.003	0.003	0.006
13:00-14:00	3	104	0.003	0.003	0.006
14:00-15:00	3	104	0.006	0.003	0.009
15:00-16:00	3	104	0.003	0.003	0.006
16:00-17:00	3	104	0.000	0.003	0.003
17:00-18:00	3	104	0.003	0.003	0.006
18:00-19:00	3	104	0.003	0.006	0.009
19:00-20:00	3	104	0.006	0.006	0.012
20:00-21:00	3	104	0.003	0.003	0.006
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.042	0.036	0.078

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**3**	**104**	**0.080**	**0.263**	**0.343**
08:00-09:00	**3**	**104**	**0.298**	**0.378**	**0.676**
09:00-10:00	**3**	**104**	**0.196**	**0.135**	**0.331**
10:00-11:00	**3**	**104**	**0.173**	**0.186**	**0.359**
11:00-12:00	**3**	**104**	**0.141**	**0.135**	**0.276**
12:00-13:00	**3**	**104**	**0.205**	**0.186**	**0.391**
13:00-14:00	**3**	**104**	**0.170**	**0.157**	**0.327**
14:00-15:00	**3**	**104**	**0.138**	**0.119**	**0.257**
15:00-16:00	**3**	**104**	**0.311**	**0.256**	**0.567**
16:00-17:00	**3**	**104**	**0.176**	**0.167**	**0.343**
17:00-18:00	**3**	**104**	**0.189**	**0.208**	**0.397**
18:00-19:00	**3**	**104**	**0.247**	**0.247**	**0.494**
19:00-20:00	**3**	**104**	**0.144**	**0.173**	**0.317**
20:00-21:00	**3**	**104**	**0.167**	**0.099**	**0.266**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.635**	**2.709**	**5.344**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**3**	**104**	**0.071**	**0.183**	**0.254**
08:00-09:00	**3**	**104**	**0.224**	**0.394**	**0.618**
09:00-10:00	**3**	**104**	**0.186**	**0.167**	**0.353**
10:00-11:00	**3**	**104**	**0.077**	**0.080**	**0.157**
11:00-12:00	**3**	**104**	**0.131**	**0.106**	**0.237**
12:00-13:00	**3**	**104**	**0.138**	**0.083**	**0.221**
13:00-14:00	**3**	**104**	**0.125**	**0.119**	**0.244**
14:00-15:00	**3**	**104**	**0.147**	**0.141**	**0.288**
15:00-16:00	**3**	**104**	**0.295**	**0.314**	**0.609**
16:00-17:00	**3**	**104**	**0.192**	**0.151**	**0.343**
17:00-18:00	**3**	**104**	**0.160**	**0.151**	**0.311**
18:00-19:00	**3**	**104**	**0.199**	**0.125**	**0.324**
19:00-20:00	**3**	**104**	**0.103**	**0.054**	**0.157**
20:00-21:00	**3**	**104**	**0.064**	**0.035**	**0.099**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.112**	**2.103**	**4.215**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**3**	**104**	**0.016**	**0.199**	**0.215**
08:00-09:00	**3**	**104**	**0.067**	**0.231**	**0.298**
09:00-10:00	**3**	**104**	**0.042**	**0.054**	**0.096**
10:00-11:00	**3**	**104**	**0.029**	**0.051**	**0.080**
11:00-12:00	**3**	**104**	**0.064**	**0.051**	**0.115**
12:00-13:00	**3**	**104**	**0.038**	**0.042**	**0.080**
13:00-14:00	**3**	**104**	**0.077**	**0.071**	**0.148**
14:00-15:00	**3**	**104**	**0.080**	**0.061**	**0.141**
15:00-16:00	**3**	**104**	**0.163**	**0.064**	**0.227**
16:00-17:00	**3**	**104**	**0.141**	**0.051**	**0.192**
17:00-18:00	**3**	**104**	**0.103**	**0.038**	**0.141**
18:00-19:00	**3**	**104**	**0.144**	**0.035**	**0.179**
19:00-20:00	**3**	**104**	**0.087**	**0.029**	**0.116**
20:00-21:00	**3**	**104**	**0.051**	**0.016**	**0.067**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.102**	**0.993**	**2.095**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**3**	**104**	**0.010**	**0.099**	**0.109**
08:00-09:00	**3**	**104**	**0.058**	**0.106**	**0.164**
09:00-10:00	**3**	**104**	**0.032**	**0.026**	**0.058**
10:00-11:00	**3**	**104**	**0.016**	**0.029**	**0.045**
11:00-12:00	**3**	**104**	**0.038**	**0.032**	**0.070**
12:00-13:00	**3**	**104**	**0.019**	**0.026**	**0.045**
13:00-14:00	**3**	**104**	**0.048**	**0.045**	**0.093**
14:00-15:00	**3**	**104**	**0.051**	**0.045**	**0.096**
15:00-16:00	**3**	**104**	**0.135**	**0.042**	**0.177**
16:00-17:00	**3**	**104**	**0.090**	**0.032**	**0.122**
17:00-18:00	**3**	**104**	**0.064**	**0.029**	**0.093**
18:00-19:00	**3**	**104**	**0.071**	**0.029**	**0.100**
19:00-20:00	**3**	**104**	**0.045**	**0.022**	**0.067**
20:00-21:00	**3**	**104**	**0.032**	**0.010**	**0.042**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.709**	**0.572**	**1.281**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	104	0.000	0.003	0.003
08:00-09:00	3	104	0.000	0.000	0.000
09:00-10:00	3	104	0.000	0.000	0.000
10:00-11:00	3	104	0.000	0.000	0.000
11:00-12:00	3	104	0.000	0.000	0.000
12:00-13:00	3	104	0.000	0.000	0.000
13:00-14:00	3	104	0.000	0.000	0.000
14:00-15:00	3	104	0.000	0.000	0.000
15:00-16:00	3	104	0.000	0.000	0.000
16:00-17:00	3	104	0.000	0.000	0.000
17:00-18:00	3	104	0.000	0.000	0.000
18:00-19:00	3	104	0.000	0.000	0.000
19:00-20:00	3	104	0.000	0.000	0.000
20:00-21:00	3	104	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.003	0.003

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	13/06/2024 - 13/06/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**3**	**104**	**0.006**	**0.096**	**0.102**
08:00-09:00	**3**	**104**	**0.010**	**0.125**	**0.135**
09:00-10:00	**3**	**104**	**0.010**	**0.029**	**0.039**
10:00-11:00	**3**	**104**	**0.013**	**0.022**	**0.035**
11:00-12:00	**3**	**104**	**0.026**	**0.019**	**0.045**
12:00-13:00	**3**	**104**	**0.019**	**0.016**	**0.035**
13:00-14:00	**3**	**104**	**0.029**	**0.026**	**0.055**
14:00-15:00	**3**	**104**	**0.029**	**0.016**	**0.045**
15:00-16:00	**3**	**104**	**0.029**	**0.022**	**0.051**
16:00-17:00	**3**	**104**	**0.051**	**0.019**	**0.070**
17:00-18:00	**3**	**104**	**0.038**	**0.010**	**0.048**
18:00-19:00	**3**	**104**	**0.074**	**0.006**	**0.080**
19:00-20:00	**3**	**104**	**0.042**	**0.006**	**0.048**
20:00-21:00	**3**	**104**	**0.019**	**0.006**	**0.025**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.395**	**0.418**	**0.813**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Underground Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**3**	**104**	**0.003**	**0.058**	**0.061**
08:00-09:00	**3**	**104**	**0.006**	**0.058**	**0.064**
09:00-10:00	**3**	**104**	**0.003**	**0.016**	**0.019**
10:00-11:00	**3**	**104**	**0.000**	**0.013**	**0.013**
11:00-12:00	**3**	**104**	**0.016**	**0.013**	**0.029**
12:00-13:00	**3**	**104**	**0.006**	**0.006**	**0.012**
13:00-14:00	**3**	**104**	**0.010**	**0.019**	**0.029**
14:00-15:00	**3**	**104**	**0.013**	**0.013**	**0.026**
15:00-16:00	**3**	**104**	**0.006**	**0.013**	**0.019**
16:00-17:00	**3**	**104**	**0.019**	**0.013**	**0.032**
17:00-18:00	**3**	**104**	**0.022**	**0.006**	**0.028**
18:00-19:00	**3**	**104**	**0.048**	**0.000**	**0.048**
19:00-20:00	**3**	**104**	**0.032**	**0.003**	**0.035**
20:00-21:00	**3**	**104**	**0.013**	**0.006**	**0.019**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.197**	**0.237**	**0.434**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 21/09/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

DLR Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	104	0.000	0.000	0.000
08:00-09:00	3	104	0.000	0.000	0.000
09:00-10:00	3	104	0.000	0.000	0.000
10:00-11:00	3	104	0.000	0.000	0.000
11:00-12:00	3	104	0.000	0.000	0.000
12:00-13:00	3	104	0.000	0.000	0.000
13:00-14:00	3	104	0.000	0.000	0.000
14:00-15:00	3	104	0.000	0.000	0.000
15:00-16:00	3	104	0.000	0.000	0.000
16:00-17:00	3	104	0.000	0.000	0.000
17:00-18:00	3	104	0.000	0.000	0.000
18:00-19:00	3	104	0.000	0.000	0.000
19:00-20:00	3	104	0.000	0.000	0.000
20:00-21:00	3	104	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Overground Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	104	0.003	0.000	0.003
08:00-09:00	3	104	0.003	0.013	0.016
09:00-10:00	3	104	0.000	0.003	0.003
10:00-11:00	3	104	0.003	0.000	0.003
11:00-12:00	3	104	0.000	0.003	0.003
12:00-13:00	3	104	0.000	0.003	0.003
13:00-14:00	3	104	0.003	0.000	0.003
14:00-15:00	3	104	0.000	0.003	0.003
15:00-16:00	3	104	0.000	0.000	0.000
16:00-17:00	3	104	0.006	0.000	0.006
17:00-18:00	3	104	0.000	0.000	0.000
18:00-19:00	3	104	0.006	0.006	0.012
19:00-20:00	3	104	0.003	0.003	0.006
20:00-21:00	3	104	0.003	0.000	0.003
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.030	0.034	0.064

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 21/09/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

National Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**3**	**104**	**0.000**	**0.038**	**0.038**
08:00-09:00	**3**	**104**	**0.000**	**0.054**	**0.054**
09:00-10:00	**3**	**104**	**0.006**	**0.010**	**0.016**
10:00-11:00	**3**	**104**	**0.010**	**0.010**	**0.020**
11:00-12:00	**3**	**104**	**0.010**	**0.003**	**0.013**
12:00-13:00	**3**	**104**	**0.013**	**0.006**	**0.019**
13:00-14:00	**3**	**104**	**0.016**	**0.006**	**0.022**
14:00-15:00	**3**	**104**	**0.016**	**0.000**	**0.016**
15:00-16:00	**3**	**104**	**0.022**	**0.010**	**0.032**
16:00-17:00	**3**	**104**	**0.026**	**0.006**	**0.032**
17:00-18:00	**3**	**104**	**0.016**	**0.003**	**0.019**
18:00-19:00	**3**	**104**	**0.019**	**0.000**	**0.019**
19:00-20:00	**3**	**104**	**0.006**	**0.000**	**0.006**
20:00-21:00	**3**	**104**	**0.003**	**0.000**	**0.003**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.163**	**0.146**	**0.309**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	21/09/2021 - 13/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	104	0.000	0.000	0.000
08:00-09:00	3	104	0.000	0.000	0.000
09:00-10:00	3	104	0.000	0.000	0.000
10:00-11:00	3	104	0.000	0.000	0.000
11:00-12:00	3	104	0.000	0.000	0.000
12:00-13:00	3	104	0.000	0.000	0.000
13:00-14:00	3	104	0.000	0.000	0.000
14:00-15:00	3	104	0.000	0.000	0.000
15:00-16:00	3	104	0.000	0.000	0.000
16:00-17:00	3	104	0.000	0.000	0.000
17:00-18:00	3	104	0.000	0.000	0.000
18:00-19:00	3	104	0.000	0.000	0.000
19:00-20:00	3	104	0.000	0.000	0.000
20:00-21:00	3	104	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Water Service Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	3	104	0.000	0.000	0.000
08:00-09:00	3	104	0.000	0.000	0.000
09:00-10:00	3	104	0.000	0.000	0.000
10:00-11:00	3	104	0.000	0.000	0.000
11:00-12:00	3	104	0.000	0.000	0.000
12:00-13:00	3	104	0.000	0.000	0.000
13:00-14:00	3	104	0.000	0.000	0.000
14:00-15:00	3	104	0.000	0.000	0.000
15:00-16:00	3	104	0.000	0.000	0.000
16:00-17:00	3	104	0.000	0.000	0.000
17:00-18:00	3	104	0.000	0.000	0.000
18:00-19:00	3	104	0.000	0.000	0.000
19:00-20:00	3	104	0.000	0.000	0.000
20:00-21:00	3	104	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**3**	**104**	**0.010**	**0.099**	**0.109**
08:00-09:00	**3**	**104**	**0.058**	**0.106**	**0.164**
09:00-10:00	**3**	**104**	**0.032**	**0.026**	**0.058**
10:00-11:00	**3**	**104**	**0.016**	**0.029**	**0.045**
11:00-12:00	**3**	**104**	**0.038**	**0.032**	**0.070**
12:00-13:00	**3**	**104**	**0.019**	**0.026**	**0.045**
13:00-14:00	**3**	**104**	**0.048**	**0.045**	**0.093**
14:00-15:00	**3**	**104**	**0.051**	**0.045**	**0.096**
15:00-16:00	**3**	**104**	**0.135**	**0.042**	**0.177**
16:00-17:00	**3**	**104**	**0.090**	**0.032**	**0.122**
17:00-18:00	**3**	**104**	**0.064**	**0.029**	**0.093**
18:00-19:00	**3**	**104**	**0.071**	**0.029**	**0.100**
19:00-20:00	**3**	**104**	**0.045**	**0.022**	**0.067**
20:00-21:00	**3**	**104**	**0.032**	**0.010**	**0.042**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.709**	**0.572**	**1.281**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	4 - 1817 (units: DWELLS)
Survey date date range:	05/11/2019 - 13/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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