

Development Transport Planning

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Sally Kitchen
Phenson Homes Limited
196 Victoria Drive
Eastbourne
BN20 8QH

AKJ/Harlington Road/67029
24th October 2017

Dear Sally,

Land at 389 Harlington Road, Uxbridge – Transport Matters

I refer to our letter dated 13th June regarding the above site and our response, dated 15th September to comments made by the highways officer to the planning application reference 2017/2608/OUT.

I am pleased to provide updates to both our initial letter and subsequent comments, attached as an appendix, in light of changes made to the proposed development in response to further comments made by the Council. Much of the previous content has not changed but our assessment now considers the revised development proposals comprising five 2 bedroom flats with 6 parking spaces one of which is suitable for use by disabled drivers.

Site Location and Existing Development

The site is located in the London Borough of Hillingdon, on the northern side of the A436 Harlington Road and on the west side of Corwell Lane to which it takes access. Corwell Lane is a residential street which runs north from Harlington Road, although the junction of these two roads is now stopped-up and Corwell Road now connects with Corwell Gardens which joins Harlington Road a short distance to the east.

Corwell Lane is also closed to vehicular traffic around 250m to the north of the site, between the junctions with Lansdowne Road and Titmus Close. Vehicular access to Corwell Lane is therefore via Lansdowne Road and Corwell Gardens only.

The carriageway width is around 6.5m to the frontage of the site, and there are footways on both sides of the road around 2.4m in width. The carriageway is lit, and there are no parking restrictions. Some footway parking is permitted in designated bays only.

Corwell Road is subject to a 30mph speed limit although given the position of the site, close to the southern end, vehicle speeds will be much lower than the speed limit.



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The site is currently occupied by a detached dormer bungalow and there is an existing dropped-kerb footway crossover onto Corwell Lane which is around 3.5m wide at the northern end of the site frontage and which is around 9.5m in length. This crossover provides access to an extensive area of hardstanding which provides parking for the existing house.

To the right of the access, Corwell Lane is stopped up where it would otherwise intersect with Harlington Road, at a distance of roughly 25m south from the existing access. The junction with Corwell Gardens lies opposite the site frontage roughly 5m south of the access.

The site is around 400m walk from a small parade of shops on Harlington Road that includes a convenience store and newsagents. A larger local centre is located on Uxbridge Road around a 1.1km walk north of the site. The nearest Primary School is Wood End Park Academy about 450m from the site and the nearest Secondary School is Rosedale College about 1500m away.

There are bus stops on Harlington Road served by buses in both directions within 70m walk of the site and there is a signalised pedestrian crossing to assist in walking to the westbound stops. Bus routes A10 and U4 operate along Harlington Road and provide services to Uxbridge, Hayes and Heathrow Airport. Hayes and Harlington Rail station is around 2.6km to the south and is served by bus route U4. There are regular services from this station to London Paddington, Heathrow, Oxford and Reading.

The site must be considered a sustainable location for development because of the array of facilities within easy walking distance and the ready access to public transport.

Proposed Development

It is proposed to demolish the existing dwelling and erect a single building comprising 5 two-bedroom residential flats. Landscaping will be provided with parking for 6 cars including one for disabled users. Secure cycle storage is proposed for at least 5 cycles. A bin store will be located at the front of the property for convenient collection from Corwell Lane.

Parking and Access

The local planning authority is the London Borough of Hillingdon and its parking standards are set out at Annex 1 to the 2007 Unitary Development Plan and continue to be applied under UDP saved Policy AM14.

The Annex sets out maximum car parking standards which for flats with communal parking is up to 1.5 spaces per dwelling. Note 3 to the Annex state that the precise level of provision may be dependent on the housing type and location and that provision above the maximum level will only be considered in exceptional circumstances.

The clear inference of this Note is that provision below the maximum is expected to be the norm and this is apparent from other recently approved developments in the locality.



Typically, provision at similar sized developments for 5 or 6 flats have been approved with 1 space per dwelling plus 1 additional space. That is now the level proposed for your development and which we consider appropriate for the development. This matter is considered in more detail in the note attached to this letter.

Minimum standards are defined for cycle parking and storage and this is at least 1 cycle space for one and two-bedroom dwellings. Secure storage will be provided for at least 5 cycles and this level accords with the minimum cycle parking standards.

As you know we have considered in some detail how best to arrange the parking on site and have reached the conclusion that it would provide a better layout if the existing footway crossover were to be relocated to the southern end of the site frontage.

The proposed footway crossover location will have visibility to the left of 2.4m x 43m to the kerb line. To the right of the access, the full extent of the southern spur of Corwell Lane is visible, and visibility of 2.4m x 43m is available along Corwell Gardens to the far kerb line.

These sightlines are in accordance with the guidance for a 30mph speed limit as set out in Manual for Streets (MfS).

This proposed new access would be around 4.7m in width and would allow improved access for vehicles compared with what exists now. This width accords with the guidance regarding footway crossovers as provided on the L B Hillingdon website. The operation of this access and the proposed parking layout has been tested using vehicle tracking software within AutoCAD and this confirms that the proposed access will accommodate turning into and out of the site and that each of the parking spaces can be independently accessed.

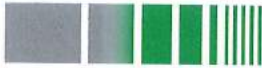
Servicing

Refuse collection and deliveries will continue to take place from Corwell Lane and a bin store is proposed to be provided at the front of the site. Deliveries to the residents will also be able to take place from Corwell Lane without the need for larger vehicles to enter the site.

Travel Assessment

The provision of 4 additional dwellings has the potential to increase vehicle trips to the site and as is industry standard practice we have assessed the potential traffic generation with reference to the TRICS database. For simplicity the potential increase has been assessed using trip rates derived for private flats applied to the net additional dwellings.

Although the site is within Greater London, and is well served by the adjacent bus routes, it is not in a high PTAL area.



To ensure a robust assessment of the vehicle trip generation we have selected TRICS data based on surveys of privately owned flats in smaller developments of between 6 and 15 dwellings in Great Britain, excluding Greater London. I can provide a copy of the TRICS data if required.

The peak hour and 12 hour trip rates and the vehicle movements for the net additional four dwellings are shown below in Table 1.

Table 1	Trip Rates			Additional Trips		
Period	In	Out	Total	In	Out	Total
08:00 to 09:00	0.167	0.361	0.528	1	1	2
17:00 to 18:00	0.361	0.083	0.444	1	0	1
07:00 to 19:00	1.944	2.569	4.513	8	10	18

The net increases of 2 and 1 additional movements in the morning and evening peak hours respectively are negligible and would have no noticeable impact on the operation of the local roads. Similarly the daily net increase of 18 movements, including the two peak periods, is minimal and would be easily accommodated on the local road network.

Summary & Conclusions

The site is located in an established residential area with good footway provision, conveniently accessible by non-car modes and with good access to local amenities and public transport. It is a sustainable location for development.

The proposed new footway crossover would offer improved access for vehicles with visibility splays which conform to Manual for Streets guidance. Refuse collection would continue from Corwell Lane, as existing.

Appropriate car and cycle parking provision are proposed to local standards and the parking layout on site would operate effectively. Vehicle trip generation would be negligible and would have no material impact on the local highway network.

It is considered that the proposed development is sustainable and in accordance with the exhortation in the National Planning Policy Framework, the presumption in favour of approval should apply.

I trust that the above is helpful, and if you have any queries please call me.

Yours sincerely



Andy Jenkinson
Director