

Transport Statement Dice Block – St Andrew's Park

December 2016

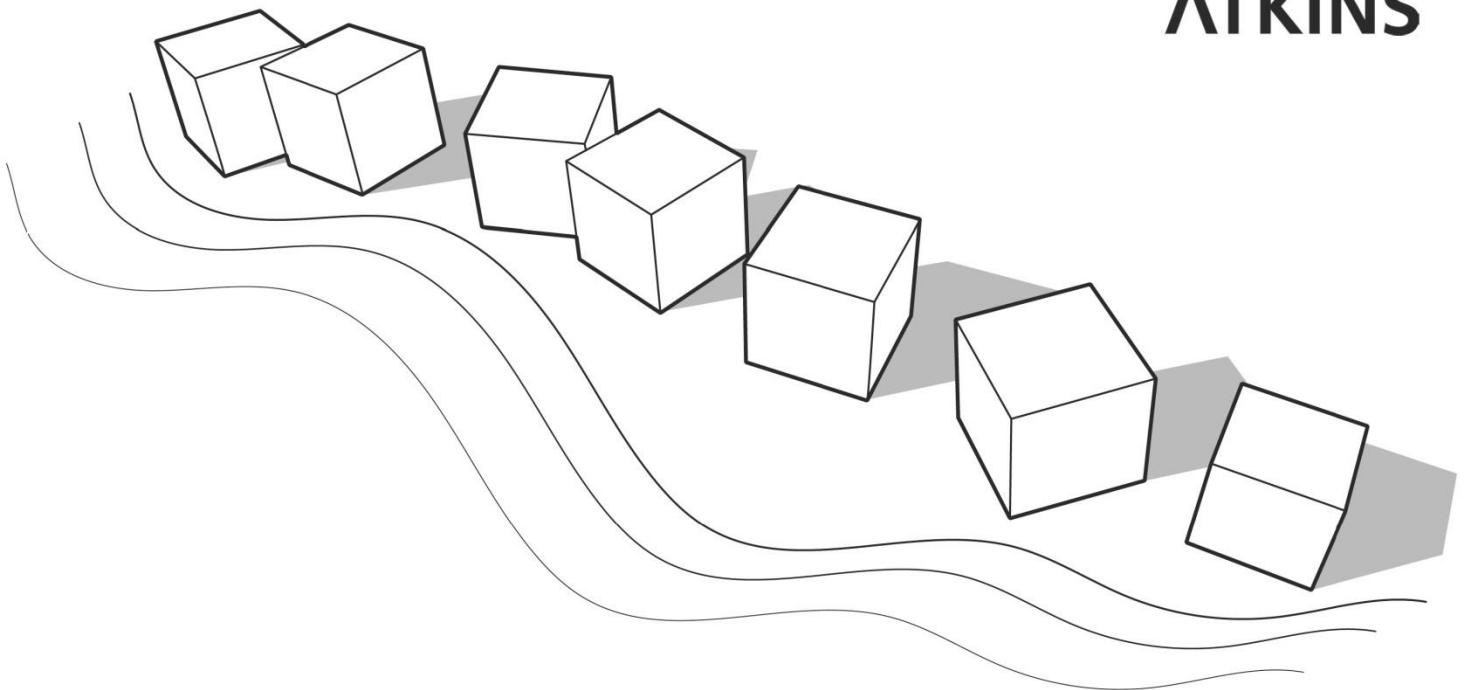


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Table of contents

Chapter	Pages	
1. Introduction	4	
1.1. Background	4	
1.2. Reserved Matters Application	4	
1.3. Report Structure	4	
2. Reserved Matter Proposal	5	
2.1. Dice Block Location	5	
2.2. Access	5	
3. Access Assessment	8	
3.1. Walking and Cycling	8	
3.2. PTAL Assessment	9	
3.3. Swept Path Analysis	9	
4. Conclusion	10	
Appendices	11	
Appendix A. Swept-Path Analysis	12	
Tables		
Table 2-1	Car Parking Requirements	8
Table 2-2	Cycle Parking Provision	8
Figures		
Figure 2-1	Site Layout (PRP)	5
Figure 2-2	Access Routes through the Site	5
Figure 2-3	Access Servicing	7

1. Introduction

This Transport Statement (TS) has been prepared on behalf of VSM Estates' to support a Reserved Matters application for the Dice Block area of the wider development at St Andrews Park.

1.1. Background

Outline planning permission was granted in January 2012 for a mixed use development on the former RAF Uxbridge base (Ref: 585/APP/2009/2752) which is now named St. Andrew's Park. The outline approval for the site includes:

- 1,340 dwellings (use class C3);
- 77 one-bedroom assisted living retirement accommodation;
- 1,200 seat theatre with ancillary café (use class sui generis);
- 13,860 sq. m office development (use class B1a);
- 2,850 sq. m retail development (use class A1, A2, A3, A4, A5);
- 90 bed hotel (use class C1);
- Three form entry primary school;
- Local centre to provide 150 sq. m of retail (use class A1 and A2) and 225 sq. m GP surgery (use class D1); and
- Improvements to pedestrian linkages to town centre; associated car parking; open space including District Park and landscape; and servicing.

A Transport Assessment undertaken by Halcrow was submitted to support the outline Planning Application¹ for the proposed development in 2012. This Transport Assessment will be referred to as the 'approved TA' for the purpose of this Transport Statement (TS).

A Section 73 application (March 2015) was subsequently submitted to amend the approved parameter plans to enable the reconfiguration of land uses within the Town Centre Extension. This Section 73 application included a reduction in retail space (Use class A1/2/3/4/5) to the approved land uses identified above.

1.2. Reserved Matters Application

This TS accompanies a Reserved Matters application for the area of the St Andrews Park site known as the 'Dice Block' (DB). The Dice Block will comprise of 101 apartments on the site.

The approved TA assessed the transport impact of the entire St Andrews Park development on the local highway network (See approved TA) and as a result, this TS focuses upon the immediate access arrangements for the DB development only. This TS provides details of the proposed access arrangements for the development for vehicles, cycles and pedestrians. It also reviews the impact of these access arrangements on the transport networks in the immediate vicinity of the DB.

1.3. Report Structure

The remainder of this TS is structured as follows:

- Section 2 provides details on the Reserved Matters proposals including access by all modes of travel;
- Section 3 provides an assessment of the impact of the proposed access arrangements for the DB on all modes of travel; and
- Section 4 provides the summary and conclusions.

¹ 'VSM Estates RAF Uxbridge Redevelopment, Halcrow, September 2010 (Ref. VSM/UXB/HBA/12.1)

2. Reserved Matter Proposal

This section of the TS outlines the proposals for the Dice Block (DB) within the Town Centre Extension area of the St Andrews Park development.

2.1. Dice Block Location

The DB development site is located approximately 500m southeast of Uxbridge Town Centre and is located on the eastern side of the Town Centre West Development. The approved District Park east of the DB is proposed to remain as a recreational area.

Figure 2-1 highlights the DB development in relation to the wider Town Centre Extension.

Figure 2-1 Site Layout (PRP)



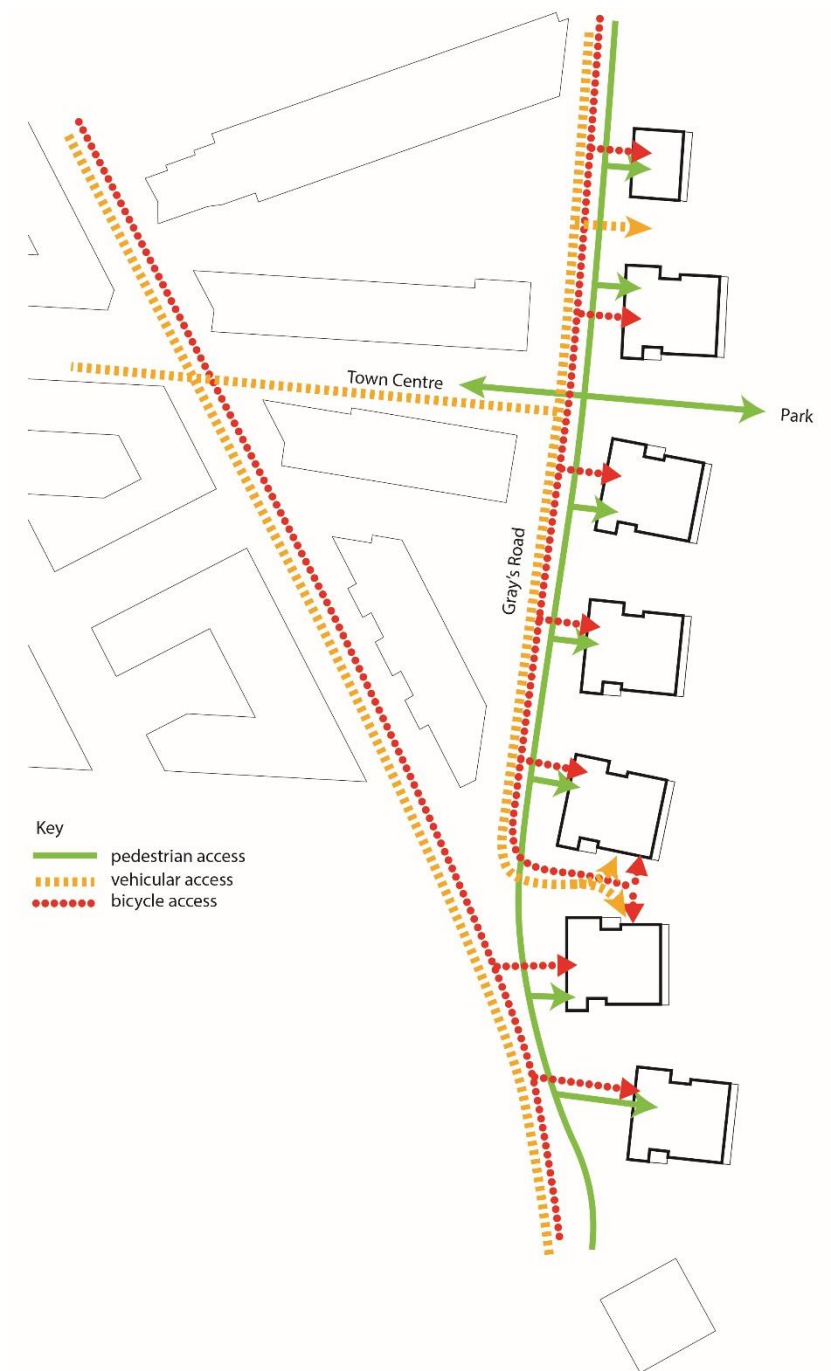
2.2. Access

This section provides commentary on access to and from the site with respect to the wider site master plan and the existing pedestrian and highway network.

Pedestrian Access

The DB is connected to the wider master plan area via proposed vehicular and pedestrian links through the site. The main route is referred to as the 'Green Link' through the middle of the site connecting the Town Centre West to the Dice Block development via the triangle site. Pedestrian access to the proposed site is from various points, from the north and south via the main access road (Grays Road) for the DB, from the west via the Green Link and from the east via the approved District Park. The plan in Figure 2-2 shows the pedestrian movement through the site:

Figure 2-2 Access Routes through the Site



The existing pedestrian network within the vicinity of the site includes footways on St Andrews Road which connect to an informal crossing in the form of a traffic island located on the eastern arm of the Chippendale roundabout to the northwest of the site.

The proposed DB site will be accessed from Grays Road which runs adjacent to the site. Grays Road provides both vehicular and pedestrian access to the site. Access to the blocks is then provided via pedestrian routes and shared street space between the proposed blocks.

Cycle Access

There are two recognised local cycle networks that run within the vicinity of the proposed site, these include a route along Cricket Field Road and an on-road cycle route along Hillingdon Road. At present, cyclists accessing the proposed site will travel on-road to access the site and can use the underpass running from

the High Street in the West, under St Andrews Roundabout and to Hillingdon Road in the east which is a recognised cycle route.

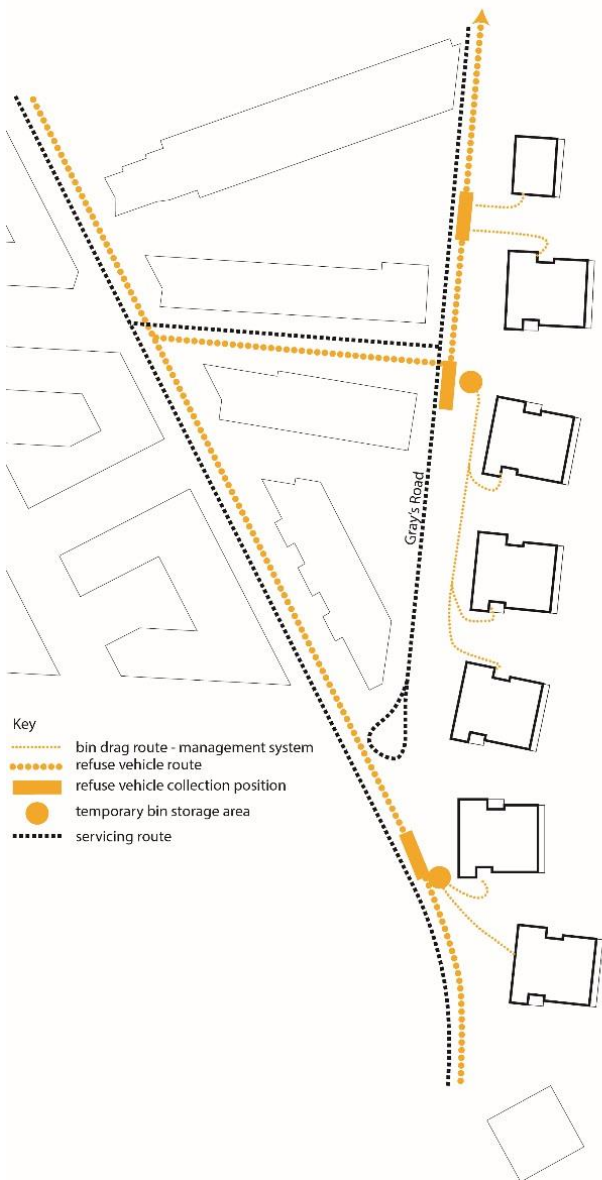
Cycle access within the site is provided along the Green Link which runs through the centre of the Town Centre West site from St Andrews Gate in the west to the DB in the east. Access for cyclists is also provided along the primary and the secondary routes into the site.

Vehicular Access

Vehicular access to DB is via Grays Road which connects with St Andrews Road to the north in the form of a priority junction and is a cul-de-sac to the south. Swept path drawings are included in Appendix A which show the accesses to the underground parking areas.

Access for refuse vehicles is via the Grays Road/St Andrews Road access and all refuse vehicles including service vehicles can access and egress the site in forward gear. Figure 2-3 shows the access for service vehicles for the DB development.

Figure 2-3 Access Servicing



Cycle and Car Parking

Car Parking

The car parking standards for residential developments are shown in Table 2.1 below:

Table 2-1 Car Parking Requirements

London Borough of Hillingdon Unitary Development Plan (adopted 1998) saved policies 27 Sept 2007	
Dwelling type	Maximum Car Parking Standard
Flats and houses without individual curtilages with communal parking in garages or open car parking areas	1.5 spaces per dwelling
London Plan March 2015	
1-2 Bed	1 spaces per dwelling
3+ bed	1.5 spaces per dwelling

In accordance with the guidance, it is considered that the DB can provide a total of 109 car park spaces of which 86 spaces will be provided in underground car parking with the remaining 23 spaces provided at street level adjacent to the blocks. Disabled parking will be provided within the total 109 spaces.

Cycle Parking

Safe and secure cycle parking facilities will be provided for each dwelling and will be located in close proximity to each dwelling. Cycle parking will be provided at 166 spaces on the site which will be provided in cycle storage rooms on the ground level of each block as per the guidance set out in table 2.2 below:

Table 2-2 Cycle Parking Provision

No. of bedrooms	Cycle Parking Provision
1 bed	1 space
2/3 bed	1.5 spaces

3. Access Assessment

This section of the TS considers the impact of the proposed DB development on all modes of transport including walking, cycling, public transport and private car use. Swept-path analysis of vehicles that require access to the site and an assessment of the operation of parking and servicing areas has also been considered.

As there are no changes to the DB under the Reserved Matters application in comparison to the Outline Planning Permission, the trip generation for the site remains the same as that presented in the approved TA. As a result data taken from the approved TA has been used to inform this section of the TS.

3.1. Walking and Cycling

The proposed site aims to provide accessibility to all modes of transport and to facilitate pedestrian and cycling movements through the site. The main access road to the development, Grays Road, has footways either side of the carriageway. The footways link through the site to existing footways on St Andrews Road. Pedestrian access is also provided along the Green Link through the site connecting with the Spine road, the Town Centre West development and adjacent areas of residential development and commercial development.

Walking and cycling trips to and from the site can be accommodated on the local pedestrian network and within the cycle infrastructure being proposed as part of the overall design. Furthermore, the mix of uses within the site will support walking and cycling as a mode of transport.

3.2. PTAL Assessment

A PTAL assessment was carried out within the approved TA for the site. The PTAL assessment provided an indication of the accessibility of the site and was calculated to be 4 – which is considered 'good'. It is considered that the PTAL rating is likely to increase as the developments and infrastructure on site are built out.

3.3. Swept Path Analysis

Swept-path analysis has been conducted for the accesses to the basement parking areas within the DB site, the following drawing is included in Appendix A:

- 5105977_ATK_UXB_TCE_DR_0110_P3 Underground Car Park Swept Path Analysis.

4. Conclusion

This TS has been prepared to support the Reserved Matters application for 101 apartments at the Dice Block development, which forms part of the Town Centre Extension within the St Andrews Park Development.

This TS focuses on the immediate vicinity of DB as the wider transport impact of development of the full site has already been considered within the approved TA for the St Andrews development. The TS provides a commentary on:

- Pedestrian and cycle access and movement through the site;
- Cycle access from on-road amongst recognised cycle paths; and
- Vehicular access from St Andrews Road.

Swept-path analysis of the access arrangements indicates that it is suitable for large cars requiring access.

It is considered that access arrangements presented within the Reserved Matters application indicates that the site provides good access to residential units within DB for all modes of travel.

Appendices



Appendix A. Swept-Path Analysis

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Millimetres

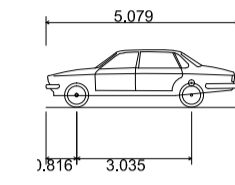
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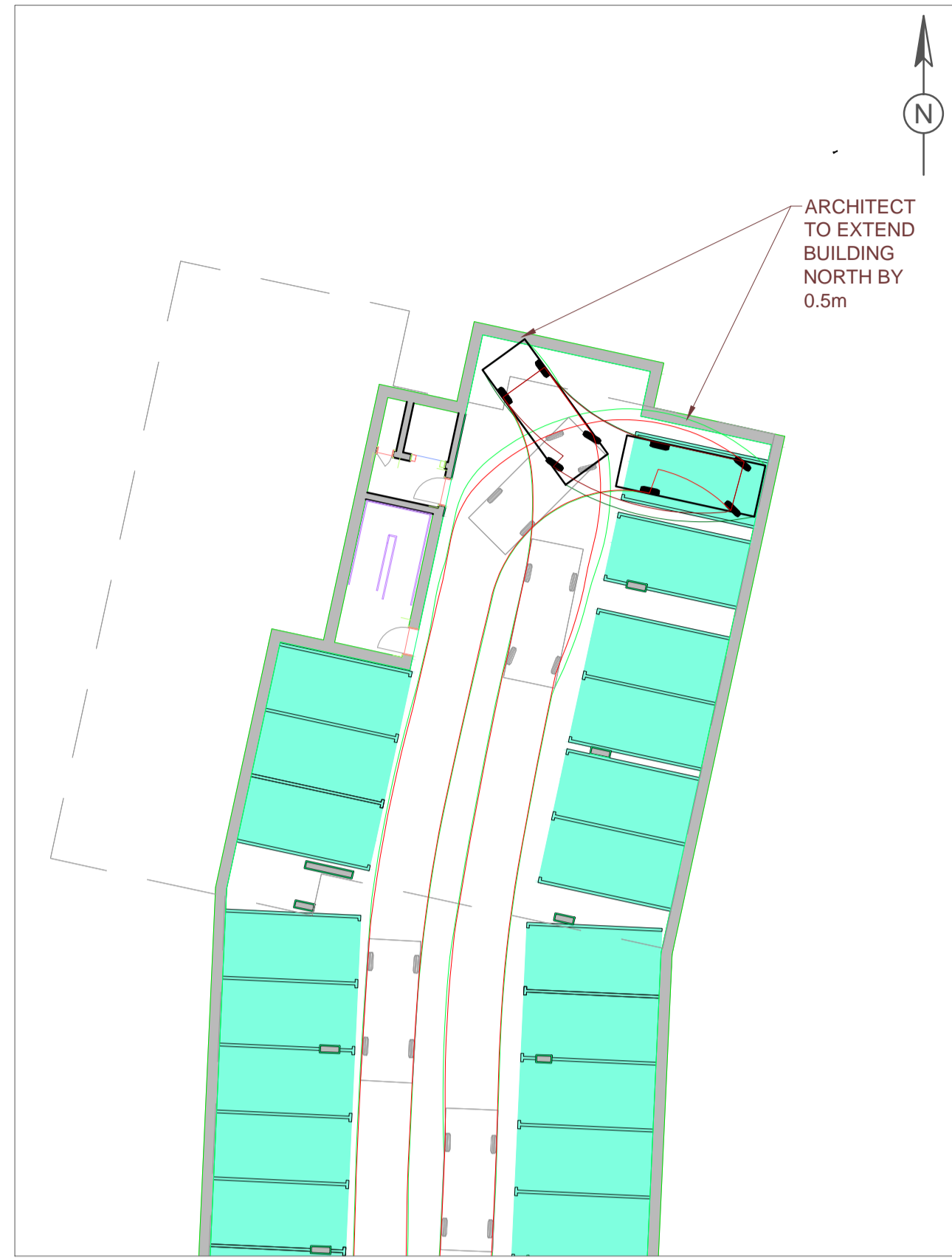
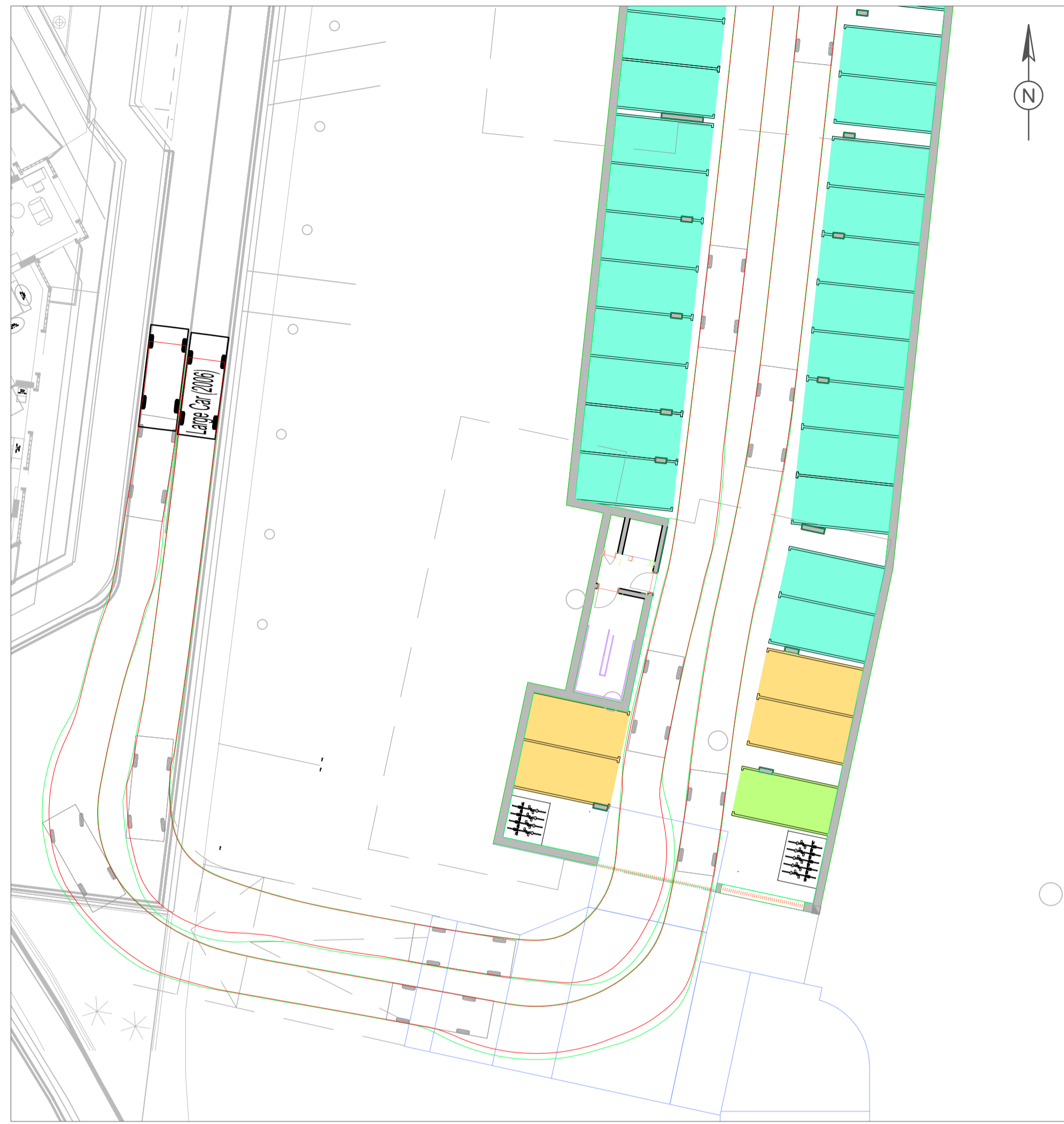
- VEHICLE OVERHANG
- VEHICLE TYRE TRACK

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2. ALL DIMENSIONS STATED ARE IN METRES UNLESS OTHERWISE STATED.
3. PROPOSED BASEMENT CAR PARK LAYOUT TAKEN FROM PRP DRAWING REFERENCE AA6352-1010 REV I DATED 02/12/16.
4. BRAY ROAD LAYOUT TAKEN FROM ATKINS DRAWING REFERENCE 5105977-ATK-UXB-TCE-DR-0107 REV P17



Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to Lock Time	5.900m
Kerb to Kerb Turning Radius	



Rev.	Date	Description	By	Chk'd	App'd
P03	07/12/16	UPDATED SWEEP PATH ANALYSIS FOLLOWING REVISED ARCHITECT LAYOUT	WD	CN	CB
P02	23/11/16	REVISED SWEEP PATH DUE TO THE REVISED ARCHITECT	ZB	CN	CB
P01	04/10/16	DRAFT FOR DISCUSSION	ZB	CN	CB

Drawing Status: **FOR INFORMATION** Suitability: **S2**

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Client: **VSM ESTATES LTD**

Project Title: **ST ANDREW'S PARK THE DICE RESIDENTIAL PHASE**

Drawing Title: **PROPOSED BASEMENT CAR PARK SWEEP PATH ANALYSIS**

Scale	Designed	Drawn	Checked	Authorised
1:200	ZB	ZB	CN	MR
Original Size	Date	Date	Date	Date
A1	04/10/16	04/10/16	04/10/16	05/10/16
Drawing Number	Revision			
5105977-ATK-UXB-TCE-DR-0110	P03			

5105977-ATK-UXB-TCE-DR-0110-01-10-Underground Car Park Swept Path Analysis.dwg
 07/12/16 16:58:28
 User: greg@atkins.com

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