



St. Andrew's Park  
Uxbridge

## TRANSPORT STATEMENT

On behalf of  
Anchor

MT/6104/TS.2

*Experience and expertise working together*

## Document Control Sheet

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## 1 INTRODUCTION

- 1.1** Bellamy Roberts has been instructed by Anchor to prepare a Transport Statement in support of proposals to occupy the site as use class C3 accommodation for older people (55+) instead of the C2 use for which planning permission was granted by the London Borough of Hillingdon (ref: 585/APP/2019/829).
- 1.2** Planning permission was granted in February 2020 for 72 assisted living apartments (use class C2), comprising 16 x 1-bedroom and 56 x 2-bedroom units. Construction of this scheme is complete but the site has not been occupied.
- 1.3** As a result of Anchor's recent shift towards delivery of affordable housing and following discussions with housing officers at the Local Planning Authority (London Borough of Hillingdon), Anchor now seeks to secure planning approval to occupy the site as use class C3 accommodation for older people (aged 55+).
- 1.4** This Transport Statement has therefore been prepared to consider the impact of the proposal in highway and transportation terms. In this regard, this Report has considered the level of traffic generated by the proposal and how this compares to the consented use and also considers the level of car and cycle parking proposed.
- 1.5** No changes are proposed to the layout of the site. The proposed means of vehicular and pedestrian access will remain as per the consented scheme. Furthermore there is no alteration to the level of car and cycle parking provided.

## 2 TRAFFIC GENERATION

**2.1** The level of traffic generated by the approved scheme was set out at Table 2 of the approved Transport Statement. The agreed figures for the consented C2 use are provided in Table 1 for ease of reference.

**Table 1: Summary of Consented Traffic Generation**

Peak Hours	Vehicle Trip Rate			Traffic Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
<b>Morning Peak</b> 0800-0900	0.125	0.077	0.202	9	6	15
<b>Evening Peak</b> 1700-1800	0.065	0.113	0.178	5	8	13
<b>Daily</b> (0700-1900)	<b>1.574</b>	<b>1.572</b>	<b>3.146</b>	<b>113</b>	<b>113</b>	<b>226</b>

**2.2** To determine the level of traffic generated by the proposal, the TRICS (7.11.1) database has been consulted and trip rates have been calculated for retirement flats, which is within planning use class C3.

**2.3** The TRICS database defines this use as, “*housing developments built specifically for the retired, where at least 75% of units are privately owned. Of the total number of units, 75% must also be flats (sum of flats in blocks and ‘split’ houses), with no more than 25% of the total units being ‘non-split’ houses. There should be no care home present.*”

**2.4** Only sites in England and Wales, in edge of town and suburban have been considered. The full TRICS output is provided at [Appendix 1](#) and a summary is provided in Table 2.

**Table 2: Summary of Proposed Traffic Generation**

Peak Hours	Vehicle Trip Rate			Traffic Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
<b>Morning Peak</b> 0800-0900	0.044	0.068	0.112	3	5	8
<b>Evening Peak</b> 1700-1800	0.053	0.030	0.083	4	2	6
<b>Daily</b> (0700-1900)	<b>0.740</b>	<b>0.761</b>	<b>1.501</b>	<b>53</b>	<b>55</b>	<b>108</b>

**2.5** The data in Table 2 demonstrates that the proposed change in use class will reduce the level of traffic generated by the scheme during the network peak hours and across the 12 hour day.

**2.6** This reduction will be in the order of 7 two-way trips during the peak hour periods and 118 two-way trips across the day.

## 3 CAR AND CYCLE PARKING

**3.1** The scheme will be served by 53 parking spaces to serve the 72 proposed units. This represents a parking ratio of 0.74 spaces per unit.

**3.2** The LPA car parking standards are provided at Appendix C of the London Borough of Hillingdon Local Plan Part 2, adopted in January 2020 and require 1 – 1.5 spaces for 1-2 bedroom flats.

**3.3** Applying this standard to the proposal gives a requirement for between 72 and 108 car parking spaces.

**3.4** However, this is the standard required for a typical open market residential dwelling. The scheme proposes accommodation for older people therefore some pliancy with the parking standards should be afforded by the Local Planning Authority.

**3.5** In Anchor's extensive experience, residents of scheme such as this tend to realise early on, usually over a period of 12-18 months, that they no longer need their car. It is therefore not appropriate for the proposed scheme to provide a level of parking which accords with a typical residential development.

**3.6** Bellamy Roberts has been involved with a number of Anchor retirement housing schemes and summarised at Table 3 are the parking ratios provided at similar (consented) Anchor sites.

**Table 3: Summary of Parking Ratio at Consented Anchor Sites**

Site Location	No. of Units	Parking Spaces	Parking Ratio (spaces/unit)
Ashbank, York	54	38	0.70
Exning Road, Newmarket	69	51	0.74
Silver Hill, Peterborough	80	46	0.58
Copford, Colchester	72	50	0.69
Gresley Way, Stevenage	64	40	0.63
<b>Average Parking Ratio</b>			<b>0.67</b>

**3.7** The scheme proposes a carparking ratio of 0.75 spaces per unit which is a marginally higher provision than Anchor would typically provide, with reference to their other sites.

**3.8** It is therefore evident that the scheme will provide a sufficient level of on-site parking and would not lead to overspill parking on the local highway network.

**3.9** With regard to cycle parking, the scheme will provide an area for the storage of 8 bicycles within the basement car park.

## 4 SUMMARY AND CONCLUSION

- 4.1** Bellamy Roberts has been instructed by Anchor to prepare a Transport Statement in support of proposals to occupy the site as use class C3 accommodation for older people (55+) instead of the C2 use for which planning permission was granted by the London Borough of Hillingdon (ref: 585/APP/2019/829).
- 4.2** The level of traffic generated by the revised scheme has been assessed and this will not have an adverse impact on the local highway network.
- 4.3** A suitable level of parking is proposed ensuring there will be no overspill parking on the local highway network.
- 4.4** The scheme should therefore be considered acceptable in highway and transportation terms.

## APPENDICES

## APPENDIX 1

### TRICS Output

Calculation Reference: AUDIT-200601-240508-0553

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : N - RETIREMENT FLATS  
**TOTAL VEHICLES**

Selected regions and areas:

01	GREATER LONDON		
	WF	WALTHAM FOREST	1 days
02	SOUTH EAST		
	IW	ISLE OF WIGHT	1 days
	KC	KENT	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	NS	NORTH SOMERSET	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
10	WALES		
	BG	BRIDGEND	1 days

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

**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: No of Dwellings  
 Actual Range: 28 to 88 (units: )  
 Range Selected by User: 17 to 88 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

**Public Transport Provision:**

Selection by: Include all surveys

Date Range: 01/01/16 to 20/06/23

*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:**

Monday	3 days
Tuesday	4 days
Wednesday	2 days
Thursday	2 days
Friday	2 days

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

**Selected survey types:**

Manual count	13 days
Directional ATC Count	0 days

*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	6
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3

*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:**

Residential Zone	12
Built-Up Zone	1

*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 Vehicles Counts:**

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	7 days - Selected

**Secondary Filtering selection:**

**Use Class:**  
 C3 13 days

*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:**

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	7 days

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.

Travel Plan:

Yes	2 days
No	11 days

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:

No PTAL Present	12 days
0 None	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BG-03-N-01 PICTON AVENUE PORTHCAWL	RETI REMENT FLATS	BRI DGEND
	Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: TUESDAY	57 18/05/21	<i>Survey Type: MANUAL</i>
2	DY-03-N-02 LEAPER STREET DERBY	RETI REMENT FLATS	DERBY
	Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	35 20/10/21	<i>Survey Type: MANUAL</i>
3	EC-03-N-01 HOBSON STREET MACCLESFIELD	RETI REMENT FLATS	CHESHIRE EAST
	Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: FRIDAY	33 16/09/16	<i>Survey Type: MANUAL</i>
4	IW-03-N-01 CHURCH ROAD BEMBRIDGE	RETI REMENT FLATS	ISLE OF WIGHT
	Edge of Town Residential Zone Total No of Dwellings: Survey date: THURSDAY	40 27/06/19	<i>Survey Type: MANUAL</i>
5	KC-03-N-08 CANTERBURY ROAD HERNE BAY EDDINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	88 26/09/17	KENT
6	LN-03-N-01 NEWPORT ROAD LINCOLN ERMINE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: FRIDAY	39 28/06/19	<i>Survey Type: MANUAL</i>
7	NS-03-N-01 CHRIST CHURCH CLOSE NEAR BRISTOL NAILSEA Edge of Town Centre Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	28 03/05/23	NORTH SOMERSET
8	NY-03-N-01 EASTGATE PICKERING	RETI REMENT FLATS	NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	30 26/09/16	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	PB-03-N-02 DOGSTHORPE ROAD PETERBOROUGH	RETI REMENT FLATS	PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: MONDAY</i>	32	
10	SH-03-N-02 ABBEY FOREGATE SHREWSBURY	RETI REMENT FLATS	<i>Survey Type: MANUAL</i> SHROPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings: <i>Survey date: TUESDAY</i>	76	
11	WF-03-N-01 SEWARDSTONE ROAD WALTHAMSTOW	RETI REMENT FLATS	<i>Survey Type: MANUAL</i> WALTHAM FOREST
	Edge of Town Residential Zone		
	Total No of Dwellings: <i>Survey date: TUESDAY</i>	40	
12	WK-03-N-01 REGENT STREET ROYAL LEAMINGTON SPA	RETI REMENT FLATS	<i>Survey Type: MANUAL</i> WARWICKSHIRE
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings: <i>Survey date: MONDAY</i>	34	
13	WS-03-N-03 FITZALAN ROAD LITTLEHAMPTON	RETI REMENT FLATS	<i>Survey Type: MANUAL</i> WEST SUSSEX
	Edge of Town Centre Residential Zone		
	Total No of Dwellings: <i>Survey date: THURSDAY</i>	38	
		23/09/21	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AL-03-N-01	Bungalows.
WM-03-N-01	Bungalows.

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.044	0.068	0.112
1700-1800	0.053	0.030	0.083
0700-1900	0.740	0.761	1.501

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	44	0.016	13	44	0.026	13	44	0.042
08:00 - 09:00	13	44	0.044	13	44	0.068	13	44	0.112
09:00 - 10:00	13	44	0.075	13	44	0.096	13	44	0.171
10:00 - 11:00	13	44	0.084	13	44	0.111	13	44	0.195
11:00 - 12:00	13	44	0.088	13	44	0.067	13	44	0.155
12:00 - 13:00	13	44	0.096	13	44	0.072	13	44	0.168
13:00 - 14:00	13	44	0.046	13	44	0.074	13	44	0.120
14:00 - 15:00	13	44	0.072	13	44	0.079	13	44	0.151
15:00 - 16:00	13	44	0.068	13	44	0.060	13	44	0.128
16:00 - 17:00	13	44	0.070	13	44	0.053	13	44	0.123
17:00 - 18:00	13	44	0.053	13	44	0.030	13	44	0.083
18:00 - 19:00	13	44	0.028	13	44	0.025	13	44	0.053
19:00 - 20:00	1	40	0.000	1	40	0.000	1	40	0.000
20:00 - 21:00	1	40	0.000	1	40	0.000	1	40	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.740			0.761				1.501

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:	28 - 88 (units: )
Survey date date range:	01/01/16 - 20/06/23
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

*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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