TRANSPORT STATEMENT

LAND TO THE REAR OF 83 – 89 MANOR WAY, RUISLIP, HA4 8HW

AUGUST 2022

PREPARED BY:FOTOM CONSULTING LTD
711 WHITTON AVENUE WEST
NORTHOLT, UB5 4LE

On behalf of "Progress Planning"

Prepared for Progress Planning
Land to the rear of 83 – 89 Manor Way, Ruislip, HA4 8HW
Transport Statement
Report No. P000084 – (R02)

GENERAL NOTES

Report No.: P000084 – (R02)

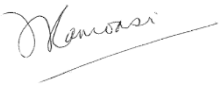
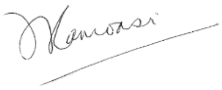
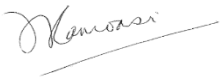
Title: The erection of a semi-detached houses with associated landscaping following the demolition of the existing private garages on land to the rear of 83 – 89 Manor Way, Ruislip, HA4 8HW

Client: Progress Planning Ltd

Date: August 2022

Office: 711 Whitton Avenue West, Northolt, Middlesex UB5 4LE

Status: First Draft

Author	Fred Amoasi	**Technical reviewer**	Fred Amoasi
Signature		Signature	
Date:	August 2022	Date:	August 2022
Project manager	Fred Amoasi	**Quality reviewer**	
Signature		Signature	
Date:	August 2022	Date:	

CONTENTS

TABLES

APPENDICES

1 EXECUTIVE SUMMARY

Fotom Consulting was commissioned by Progress Planning in June 2021 to produce a Transport Statement (TS) in support of a planning application for the proposed erection of two-family dwellings with associated landscaping following the demolition of the existing six private garages on land to the rear of 83 – 89 Manor Way, Ruislip, HA4 8HW.

The original scheme was refused by Hillingdon Council by 11th February 2022 and this report has been prepared to support a new planning application for a revised scheme comprising one-family dwelling. The report also addresses the statement of reasons which lead to the refusal of original planning application (Application Ref: 6280/APP/2021/2919) and sets out suitable mitigation measures.

From the analysis and assessments carried out in the TS report, it is considered that the proposed development which is a single dwelling is predicted to generate minimal vehicular trips. Detailed swept path analysis has been undertaken and it demonstrates that a family car can enter and exit the site in forward gear. Also, the layout of the proposed development includes a safe internal roadway which provides an adequate turning area for a family car at the end of the site.

Therefore, the proposed development of the land to the rear of 83 – 89 Manor Way, Ruislip, HA4 8HW is acceptable in highways and traffic terms and that this type of development in this location is consistent with London Borough of Hillingdon (LBH)'s local plan policy aims and objectives.

In accordance with the National Planning Policy Framework (NPPF) Paragraph 109, the proposed development will not result in a severe impact on the local highway network and therefore planning permission should not be withheld on highway grounds.

2 INTRODUCTION

It is proposed to build a three-bedroom single dwelling with associated landscaping following the demolition of the existing six private garages on the land to the rear of 83 – 89 Manor Way, Ruislip, HA4 8HW.

This is a revised application which supersede the initial application (Application Ref: 6280/APP/2021/2919) submitted in July 2021. The report addresses items 1 and 3 of the Schedule of Reasons in the Decision Notice issued on 11th February 2022.

Figure 1 below shows the location of the site on the local highway network.

Figure 1: Site Location

This TS considers the potential impact of the proposed development on the surrounding highway network in terms of the trip generation that will result from the development. The TS is written in accordance with the Department for Communities and Local Government's guidance contained within the Planning Practice Guidance (PPG) and with due regard to relevant planning policies at national, regional and local levels.

The TS report concludes that the impact of the development on the local highways network will be minimal.

In accordance with the National Planning Policy Framework (NPPF) Paragraph 109, the proposed development will not result in a severe impact on the highways network and therefore planning permission should not be withheld on highways grounds.

In addition to the above **Section 1** that provides an executive summary and **Section 2** that provides overview of the report, the remaining sections of the TS report that has been prepared to support the planning application is structured as follows:

- **Section 3 – Policy review**

  Provides the review of national, regional and local transport policies which are relevant to the proposed development

- **Section 4 – Existing conditions**

  Briefly describes the existing site, surrounding local highway network, sustainable transport available and the local amenities

- **Section 5 - Proposed development**

  Outlines the development proposal

- **Section 6 – Impact assessment**

  Presents the trip generation and the impact on the local highway network

- **Section 7 – Summary and conclusion**

  Summarises the key points of the Transport Statement and a conclusion on the acceptability of the proposed residential development in transport terms

3 POLICY REVIEW

3.1 Introduction

This section of the report provides an analysis of current planning policy at national, regional and local levels.

The preparation of the TS for the proposed development is supported by National, Regional and Local Planning Policies and has been written in accordance with the current good practice guidance. The relevant policies identified include:

National Policy

- National Planning Policy Framework (Department for Housing, Communities and Local Government, 2018)
- Manual for Streets (DfT, 2007)

Regional Policy

- The London Plan (2016
- Mayor's Transport Strategy (2018)

Local Policy

- Hillingdon Local Plan (2012)

3.2 National policy

3.2.1 National Planning Policy Framework (NPPF) (2018)

The NPPF sets out the Government's expectations and requirements from the planning system. It is meant as high level guidance for Local Councils to use when defining their local and neighbourhood plans. This approach allows the planning system to be tailored to reflect the needs and priorities of individual communities.

The NPPF defines the delivery of sustainable development through three roles:

i. Planning for prosperity (an economic role);
ii. Planning for people (a social role); and
iii. Planning for places (an environmental role).

It notes that to achieve sustainable development, these roles should be sought jointly and simultaneously through the planning system.

At the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 11).

Paragraph 11 states that

For plan-making this means:

a) *Plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;*

b) *Strategic policies should, as a minimum, provide for basic needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*

   i. *The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area, or*

   ii. *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

*For decision-taking this means**:***

c) *Approving development proposals that accord with an up-to-date development plan without delay; or*

d) *Where there are no relevant development plan policies or the policies which are most important for determining the application are out-of-date, granting permission unless:*

   i. *The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or*

   ii. *Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

NPPF recognises that transport policies have an important role to play in wider sustainability and health objectives as well as their direct influence on development. It seeks to ensure that '*the transport system is balanced in favour of sustainable transport modes giving people a real choice about how they travel*'.

Paragraph 102 states that

Transport issues should be considered from the earliest stages of the plan-making and development proposals, so that:

a) *The potential impacts of development on transport networks can be addressed*

b) *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

c) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*

d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places*.

Paragraph 103 states that

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

Paragraph 109 states that

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 110 states that developments should:

- *Give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.*

- *Create places that are safe, secure and attractive – which minimises the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local characters and design standards;*
- *Allow for the efficient delivery of goods and access by services and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*

Paragraph 111 states that

All developments that generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

3.3 Regional policy

3.3.1 London Plan (2021)

The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.

The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.

Chapter Six of the London Plan covers transport including parking standards for car and cycling to support the wider policies that encourage the use of sustainable transport.

Policy 6.1 relates to strategic approach, and it states that

"The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by encouraging patterns and nodes of development that reduce the need to travel, especially by car as well as seeking to improve the capacity and accessibility of public transport, waking and cycling particularly in areas of greatest demand".

Policy 6.3 on assessing the effects of development on transport capacity states that:

"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan1 and should be co-ordinated with travel plans".

Policy 6.9 relates to cycling, and it states that development should:

"Provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions)

Provide on-site changing facilities and showers for cyclists"

Policy 6.13 relates to parking, and it states that:

"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use...In addition, developments in all parts of London must ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles, provide parking for disabled people in line with Table 6.2 and meet the minimum cycle parking standards set out in Table 6.3"

"Furthermore, 20% of the total number of allocated spaces for any given development must be provided with active electric-charging facilities and an additional 10% of the total allocated spaces must be provided with passive provision".

3.3.2 Mayor's Transport Strategy (2018)

The new *Mayor's Transport Strategy (MTS)* was published by the GLA in March 2018. The policies set out in the new *MTS* aim to support mode shift across London. The target presented in the MTS is 80% of all trips to be made on foot, cycle or public transport by 2041.

The key objectives with regards to new development is to provide new mixed-use development in areas of good access to public transport, walking and cycling provisions,

to minimise car parking in new developments in central areas, with developments in locations with good public transport connectivity expected to be car-free, and to provide appropriate cycle parking within the sites.

The *MTS* also identifies that developers will need to deliver transport solutions to promote a mode shift to active, efficient and sustainable modes, reduce road congestion, improve air quality and assist in the development of attractive, healthy and active places.

3.4 Local policy

3.4.1 Hillingdon Local Plan (2012)

The Hillingdon Local Plan is the key strategic planning document for Hillingdon and supports the delivery of the spatial elements of the Sustainable Community Strategy. It sets out how the long-term vision and objectives for the Borough, what is going to happen and where and how this will be achieved.

The plan has the following overarching priority themes:

- Putting residents first at the heart of everything we do and promoting civic pride;
- Protecting and enhancing the borough's natural environment;
- Improving buildings, roads and footways and ensuring that new buildings fit in with the natural environment; and
- Maintaining the solid approach to financial management that has delivered our success to date and which is vital for going forward.

Policy DMT 1 – Managing Transport Impacts states that

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) *Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments (i.e., residential development of 10 dwellings or more, any building with a floor space of 1,000m^2 or more; development of a site of 1 hectare or more) that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.*

Policy DMT 2 – Highways Impacts states that

Development proposals must ensure that:

i. safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii. they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii. safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv. impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v. there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6: Vehicle Parking states that

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

i. the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii. a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

Paragraph 8.30 states that:

Hillingdon's parking standards are based on those contained in the London Plan with some variance to address local circumstances in terms of employment sites and residential uses. The standards contained within Appendix 1 Table C are expressed as maximum levels and do not imply any minimum level. Uxbridge is a key centre for the office market in West London and more generous levels of parking are necessary in order to compete with neighbouring local authorities outside London.

4 EXISTING CONDITIONS

This section of the report describes the existing transport information and the conditions in the around the site.

4.1 Site description

The site is in the London Borough of Hillingdon on the northern side of Manor Way and to the rear of the properties at Nos. 83 - 89 Manor Way, Ruislip. It has a 2.55m wide vehicular access as shown in Figures 4.3 and 4.4 and a separate 1.5m wide pedestrian access onto the public highway. It is roughly 50m west of Manor Way/Windmill Hill/Westholme Garden junction. The site comprises of a group of six private garages as shown in Figures 4.1 and 4.2 below. Aside from the garages, the rest of the site is concreted.

Figure 4.1: ***View of the site***

Figure 4.2: View of the site

Figure 4.3: ***View of the access from the site***

Figure 4.4: View of the access from Manor Way

4.2 Highway network

The proposed development is accessed from Manor Way, which has a 9.3m wide carriageway, a 2.5m wide footway on the northern side and 2.4m footway on the southern side as shown in Figures 4.5 and 4.6 below. The footways have dropped kerbs and tactile paving. There are streetlights along Manor Way. There are double yellow lines along the southern kerb line and single yellow lines along the northern kerb line with parking restrictions on (Monday – Saturday 8:00am – 6:30pm). There is a Controlled Parking Zone (Monday – Saturday 8:00am – 6:30pm) along Manor Way near the access to the site up to its junction with Windmill Hill as shown in Figures 4.7 and 4.8 below. The existing vehicular access is shown in Figures 4.3 and 4.4 above.

Figure 4.5: ***View of Manor Way***

Figure 4.6: View of Manor Way/Windmill Hill junction

Figures 4.7 and 4.8: ***Views of Manor Way parking restriction towards Windmill Hill junction***

Manor Way runs in east-west direction that links Windmill Hill with Eastcote Road (B466). Windmill Hill continues as Victoria Road in the southerly direction and leads to Ruislip Manor Underground Station. Eastcote Road (B466) also leads to West End Road (A4180) and Western Avenue (A40). The A40 also leads to the M40 and M25.

4.3 Pedestrian and cyclist access

Walking and cycling contribute to a healthy and active lifestyle. Therefore safe, direct and convenient pedestrian and cycle facilities will encourage new residents to walk and cycle. This will contribute to the reduction in the number of vehicles on the local highway network.

There is 2.5m wide and 2.4m footway on the northern and southern side of Manor Way respectively in the vicinity of the proposed development as shown in Figures 4.5, 4.6 and 4.8 above. The footways are illuminated. There are no cycle lanes along Windmill Hill and Victoria Road, but their carriageways are wide to accommodate cyclists with vehicular traffic.

4.4 Public transport provision

4.4.1 Bus

There are bus stops C and D along Windmill Hill as shown in Figure 4.9 below, which are located approximately 80m from the site. These bus stops have seated shelters and are very close to Ruislip Manor Underground Station. Bus stop C serves route H13 towards Northwood Hills Station and 696 for school days. Bus stop D also serves route H13 towards Ruislip Lido and 696 for school days.

Fig 4.9 – Views of bus stops C and D along Windmill Hill

A summary of the bus which serves the stops along Windmill Hill is shown in ***Table 4.1***, below.

Table 4.1: Bus services along Windmill Hill near the Manor Way site In Ruislip

Route no.	Destinations served	Frequency
H13	Bus Stop C Ruislip Lido, Breakspear Road, Ladygate Lane, The Oaks, Ruislip Station, **Ruislip Manor Station (Bus Stop C)**, High Road Eastcote, Pinner Station, Tudor Road, Hillside School, Stanley Road, Northwood Hills Station, Cranbourne Road, St Vincent's Nursing Home	Every 20 minutes between 7am – 8pm Monday – Friday Every 30 minutes between 7am – 9am and 20 minutes between 9am – 7pm Saturday Every 30 minutes on Sunday and public holiday. No services on Christmas Day
696	Bus Stop C Conway Drive, Pinkwell Infant School, Pinkell Junior School, Hayes and Harlington Station, Hayes Town, Avondale Drive, Uxbridge County Court, The Brook House, Townson Avenue, Barnhill Community High School, Pendula Drive, Yeading Lane, Polish War Memorial, RAF Northolt, Ruislip Gardens Station, Ruislip Rugby Football Club, **Ruislip Manor Station (Bus Stop C)**, West Hatch Manor, Hume Way (Bishop Ramsey School)	Monday – Friday schooldays First bus – 08:07 Last bus – 08:17
H13	Bus Stop D St Vincent's Nursing Home, Cranbourne Road, Northwood Hills Station, Stanley Road, Hillside School, Tudor Road, Pinner Station, High Road Eastcote, **Ruislip Manor Station (Bus Stop D)**, Ruislip Station, The Oaks, Ladygate Lane, Breakspear Road, Ruislip Lido	Every 20 minutes between 7am – 8pm Monday – Friday Every 30 minutes between 7am – 9am and 20 minutes between 9am – 7pm Saturday Every 30 minutes on Sunday and public holiday. No services on Christmas Day
696	Bus Stop D Hume Way (Bishop Ramsey School), West Hatch Manor, **Ruislip Manor Station (Bus Stop D),** Ruislip Rugby Football Club, Ruislip Gardens Station, RAF Northolt, Polish War Memorial, Yeading Lane, Pendula Drive, Barnhill Community High School, Townson Avenue, The Brook House, Uxbridge County Court, Avondale	Monday – Friday schooldays First bus – 14:58 Last bus – 15:13

	Drive, Hayes Town, Hayes and Harlington Station, Pinkell Junior School, Pinkwell Infant School, Conway Drive	

There are additional sheltered and seated bus stops A and B in Victoria Road near the Ruislip Manor Underground Station and about 300m walk from the site. The bus stops A and B serve route 114 towards Ruislip Station and Mill Hill Broadway Station and route 398 towards Ruislip Station and Northolt.

4.4.2 Rail

The nearest railway station to the site is Ruislip Manor Underground Station, which is around 300m walk away. Ruislip Manor Underground Station lies on the Piccadilly Line from Uxbridge to Cockfosters and the Metropolitan Line from Uxbridge to Aldgate.

A summary of the direct services to/from Ruislip Manor Underground Station is shown in ***Table 4.2*** below.

Table 4.2: Services to/from Ruislip Manor Underground Station

Destination	Peak hour frequency	Typical journey time
Uxbridge	11 per hour	8 minutes
Cockfosters	5 per hour	72 minutes
Aldgate	6 per hour	48 minutes

The Underground station has a ticket machine which is open 7 days a week, with passenger information system on the platform. Access between the station platforms is provided by a stairway and lifts.

The Underground station has 8 covered cycle racks in front of the station and a sheltered and seated bus stops A and B that serve route 114 towards Ruislip Station and Mill Hill Broadway Station and route 398 towards Ruislip Station and Northolt.

4.4.3 Public Transport Accessibility Level

The Public Transport Accessibility Level (PTAL) rating indicates the level of public transport accessibility of a location. The level ranges 1 and 6 with subdivisions 1a, 1b, 6a and 6b, where 6 indicates excellent access to public transport and 1 indicates poor access.

The site of the proposed development in Silvertown is in an area with a PTAL rating of 3 as shown in Figure 4.13 below.

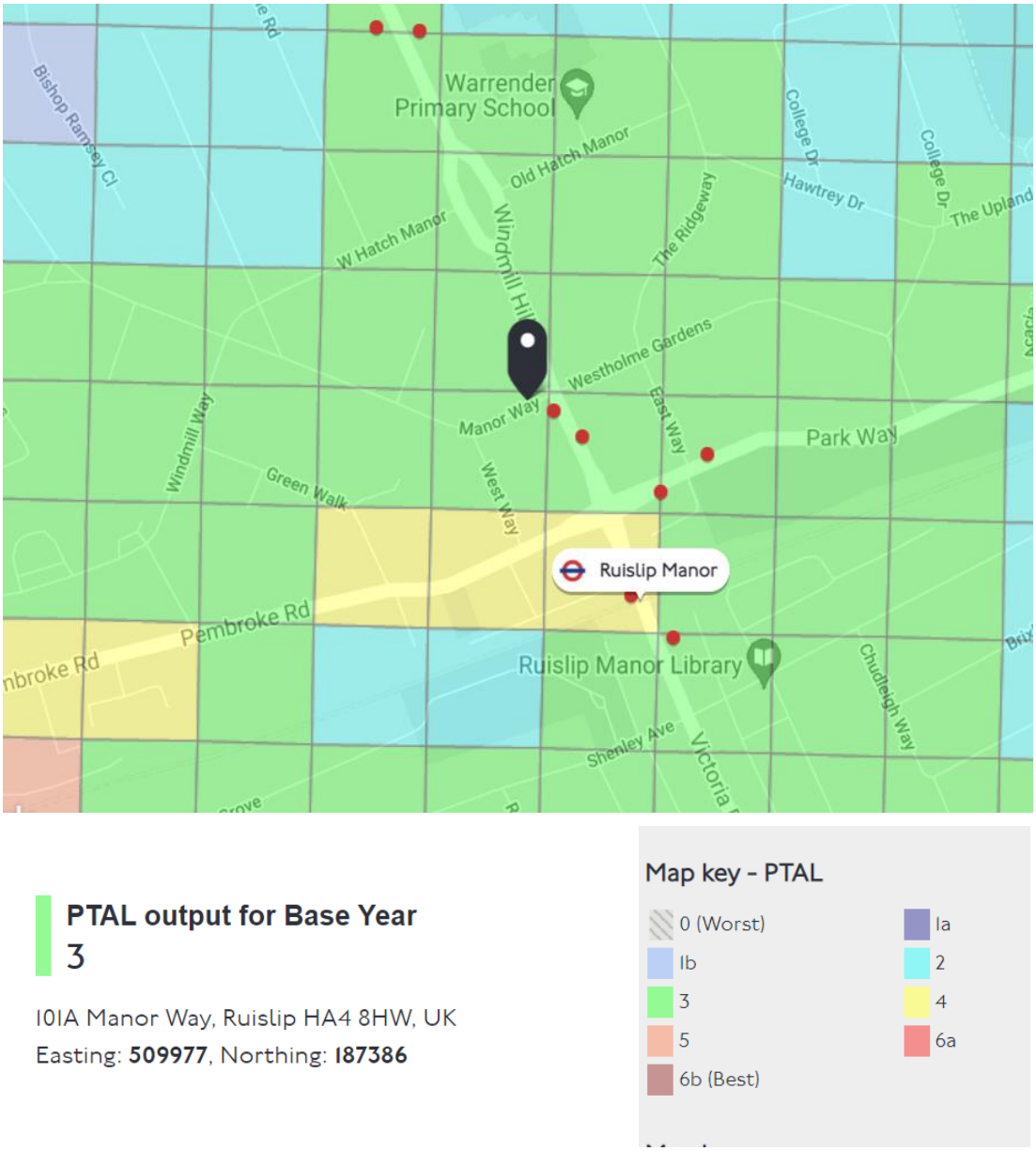


Figure 4.13: Public Transport Accessibility Level (PTAL) map of site in Ruislip

4.5 Accessibility to local services and facilities

The nearest Primary School to the site is Warrender Primary School, Old Hatch Manor, Ruislip which is a 0.4km walk from the proposed development. Ruislip High School, Sidmouth Drive, Ruislip, which is 1.7km away from the site, is the nearest secondary school.

Other nearby facilities include:

- Tesco Express - 0.3km

- Budgens – 0.4km
- Ruislip Manor Post Office – 0.5km
- MedicSpot Clinic, Ruislip Manor – 0.4km
- Warrender Park – 0.8km

In Uxbridge and Ruislip, which are easily accessible by the Underground and buses near the site of the proposed development, there are numerous major retail outlets, other shops, bars and restaurants to serve the needs of the residents.

5 PROPOSED DEVELOPMENT

It is proposed to build a three-bedroom single dwelling with associated landscaping following the demolition of the existing six private garages on the land to the rear of 83 – 89 Manor Way, Ruislip, HA4 8HW.

There is provision to park a single-family car adjacent to the dwelling.

The existing vehicular and pedestrian access points to the site from Manor Way will be retained. Refuse will be collected on street in line with Hillingdon Council's refuse collection schedule for the area. A copy of the Site Layout Plan is contained in ***Appendix A***.

5.1 Parking provision

The proposed development will be provided with one parking space for the dwelling in accordance with the maximum parking standards outlined in Appendix C Table 1 the London of Borough of Hillingdon's Local Plan (2012). This provision of one off-street parking space has been accepted by Hillingdon Council as set out in the officer report for the original application. This is intended to facilitate sustainable development. An extract of the Council's parking standards is shown in ***Table 5.1*** below.

Table 5.1: Parking Standards

Car and other vehicle parking Maximum requirement	**Bicycle parking Maximum requirement (1 space per sqm of gross floorspace unless otherwise stated)**
Dwellings with curtilage	
2 spaces per dwelling	(a) 1 or 2 bed unit (b) 2 per 3 or more bed unit

The parking standards require a maximum of 2 car parking spaces per dwelling and 1 cycle space per 1 or 2 bed unit.

The provision of one car parking space per dwelling represents 50 percent of the maximum required.

The Council's parking standards are maximum requirements, and the proposed development site is in PTAL 3 and within 300m walk from the Ruislip Manor Underground Station and Victoria Road bus stops and 80m walk from the Windmill Hill bus stops. Therefore, it is reasonable to accept the lower car parking provision of one space per dwelling (two spaces in total for the two dwellings) on site in accordance with Policy DMT 6 and paragraph 8.30 of the Local Plan.

The proposed development is therefore considered to comply with the parking requirements of London Borough of Hillingdon's Policy DMT 6 of the Local Plan.

Swept Path Analysis has been carried out for the site using a family car and a simulation of the manoeuvrability of a car to/from the parking area of the site to Manor Way in forward gear is attached in ***Appendix C*****.**

5.2 Pedestrian and cyclist access

Both pedestrians and cyclists will use the existing access from the site onto Manor Way. Each dwelling will be provided with a secure cycle storage within the curtilage.

5.3 Emergency Vehicle access

Although Manual for Streets stipulate that 3.7m width must be provided for emergency vehicle access to the premises, it also states that for short distances a minimum of 2.75 m would be acceptable. The width of the internal roadway ranges between 2.5m - 2.7m which does not meet the minimum requirements. However, ambulances will be able to access the site as they have a width of 2.08m. Sprinklers will be installed on site which negate the need for a Fire Tender to access the site.

5.4 Traffic Circulation

The width of the internal access road is between 2.5m and 2.7m. This only allows room for one vehicle to pass at a time. As the development consists of one-family dwelling, vehicles movements are expected to be low and infrequent. In addition, drivers will be expected to give priority to incoming traffic and so the probability of vehicle arriving and leaving at the same time is low.

6 IMPACT ASSESSMENT

6.1 Trip generation

The trip generation for the proposed development of the site in Manor Way, Ruislip Manor has been estimated using the TRICS database to assess the impact on the local highway network. Multi-modal trip rates for the existing and proposed land uses have been based on similar sites throughout the UK. The site is vacant with vegetation so there is no trip generation of the land-use on site.

6.1.1 Existing

The site is currently occupied by 6 garages according to the client. However, for a robust assessment all the 6 garages are assumed to have been used. As TRICS contains no surveys for garages, it has been assumed for the purpose of trip estimation that each garage corresponds to one dwelling. The 'Houses privately-owned' category of the TRICS database has been used. The full TRICS outputs are contained in ***Appendix B*** and the trip rates and resultant trip generations are shown in ***Tables 6.1 & 6.2****,* below.

Table 6.1: Existing trip rates

Time period	Trips (per dwelling)		
	Arrival	Departure	Total
AM Peak (0800-0900hrs)	0.131	0.379	0.510
PM Peak (1700-1800hrs)	0.329	0.158	0.487

Table 6.2: Existing trip generation

Time period	Trips		
	Arrival	Departure	Total
AM Peak (0800-0900hrs)	1	2	3
PM Peak (1700-1800hrs)	2	1	3

6.1.2 Proposed

The 'Residential - Houses privately-owned' category of the TRICS database has been used, this is a robust assessment as the houses are due to be rented. The full TRICS outputs are contained in ***Appendix D*** and the trip rates and resultant trip generations are shown in ***Tables 6.3 & 6.4***, below.

Table 6.3: Proposed trip rates

Time period	Trips (per dwelling)		
	Arrival	Departure	Total
AM Peak (0800-0900hrs)	0.131	0.379	0.510
PM Peak (1700-1800hrs)	0.329	0.158	0.487

Table 6.4: Proposed trip generation

Time period	Trips		
	Arrival	Departure	Total
AM Peak (0800-0900hrs)	0	1	1
PM Peak (1700-1800hrs)	1	0	1

As can be seen from the above figures, the proposed development is predicted to generate a maximum of one two-way trip during the AM and PM peak hours. This assumes two family-dwellings and so the proposal for one-family dwelling is expected to generate less vehicle movements.

6.1.3 Net Vehicular Movement

The changes in vehicular movements resulting from replacing the existing garages with residential development are shown in ***Table 6.5***, below.

Table 6.5: Net vehicular movements for the existing garages and the proposed dwellings

Time period	Trips		
	Arrival	Departure	Total
AM Peak (0800-0900hrs)	-1	-1	-2
PM Peak (1700-1800hrs)	-1	-1	-2

As can be seen from the above table, the proposed development is predicted to result in a reduction in two two-way vehicular movements in the AM peak and PM peak hours. Therefore, it is considered that these reductions will have a negligible impact upon the surrounding highway network.

7 SUMMARY AND CONCLUSION

The TS has been prepared by Fotom Consulting on behalf of Progress Planning in support of the full planning application for the proposed erection of a three-bedroom single family dwelling with associated landscaping following the demolition of the existing six private garages on land to the rear of 83 – 89 Manor Way, Ruislip, HA4 8HW.

An assessment of the trip generation of the site has been carried out using trip rates extracted from the TRICS database. This assessment demonstrates that the proposed development is predicted to generate a maximum of one vehicular trip during the AM peak hour and an overall reduction of two trips during both peaks.

Therefore, the assessment concludes that the proposed development will not adversely affect the local transport network.

The proposed development is located approximately 300m from Ruislip Manor Underground Station and bus stops along Windmill Hill and Victoria Road and it is within walking distance of various facilities, including schools, local shops and a medical centre. It is therefore considered that the site lies in a sustainable location and that the proposal should therefore be fully supported in transport terms through the planning process.

From the above and in accordance with regional and local policies as well as

NPPF Paragraph 109 that 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***

The results of the swept path analysis indicate that there is sufficient room to manoeuvre a family car in forward gear on site and thus the proposal to build a three-bedroom single family dwelling with associated landscaping following the demolition of the existing six private garages on the land to the rear of 83 – 89 Manor Way, Ruislip, HA4 8HW will not result in a severe impact on the local highway network and therefore planning permission should not be withheld on highway grounds.

APPENDIX A - SITE LAYOUT PLAN

Location Plan Scale 1:1250

Existing Site Layout Scale 1:500

Proposed Site Layout Scale 1:500

Rev	Date	Description

Fluent
ARCHITECTURAL DESIGN SERVICES
FLUENT
ARCHITECTURAL DESIGN SERVICES
69-71 Windmill Road, Sunbury,
Middlesex, TW16 7DT
Tel: 0800 0439838
E-mail: info@fluent-ads.co.uk
Web: fluent-ads.co.uk

Rear of 87 Manor Way, Ruislip

Proposed & Existing
Site Layouts & Location Plan

1 : 500 @ A3 0 10

Scale 1:500 @ A3	Dwg No. FLU.1278.01
Date 24.08.20	Rev E
Drawn N.Millin	

APPENDIX B – TRIP GENERATION CALCULATIONS

Calculation Reference: AUDIT-453202-190116-0140

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	1 days
	KC	KENT	4 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	5 days
03	**SOUTH WEST**		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	3 days
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	2 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	2 days
	WK	WARWICKSHIRE	2 days
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NE	NORTH EAST LINCOLNSHIRE	2 days
	NY	NORTH YORKSHIRE	7 days
	SY	SOUTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days

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

Secondary 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: Number of dwellings
Actual Range: 6 to 805 (units:)
Range Selected by User: 6 to 805 (units:)

Parking Spaces Range: Selected: 12 to 1726 Actual: 12 to 1726

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 20/11/18

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	12 days
Tuesday	11 days
Wednesday	11 days
Thursday	11 days
Friday	9 days

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

Selected survey types:

Manual count	54 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	7
Suburban Area (PPS6 Out of Centre)	24
Edge of Town	23

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	51
No Sub Category	3

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.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	52 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	11 days
10,001 to 15,000	16 days
15,001 to 20,000	6 days
20,001 to 25,000	6 days
25,001 to 50,000	8 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	8 days
25,001 to 50,000	3 days
50,001 to 75,000	7 days
75,001 to 100,000	12 days
100,001 to 125,000	2 days
125,001 to 250,000	13 days
250,001 to 500,000	8 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	17 days
1.1 to 1.5	36 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	7 days
No	47 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	54 days

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

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

MULTI-MODAL 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	54	91	0.077	54	91	0.281	54	91	0.358
08:00 - 09:00	54	91	0.131	**54**	**91**	**0.379**	**54**	**91**	**0.510**
09:00 - 10:00	54	91	0.149	54	91	0.164	54	91	0.313
10:00 - 11:00	54	91	0.127	54	91	0.154	54	91	0.281
11:00 - 12:00	54	91	0.139	54	91	0.149	54	91	0.288
12:00 - 13:00	54	91	0.159	54	91	0.152	54	91	0.311
13:00 - 14:00	54	91	0.165	54	91	0.158	54	91	0.323
14:00 - 15:00	54	91	0.158	54	91	0.188	54	91	0.346
15:00 - 16:00	54	91	0.252	54	91	0.174	54	91	0.426
16:00 - 17:00	54	91	0.271	54	91	0.169	54	91	0.440
17:00 - 18:00	**54**	**91**	**0.329**	54	91	0.158	54	91	0.487
18:00 - 19:00	54	91	0.273	54	91	0.176	54	91	0.449
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.230			2.302			4.532

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.*

Parameter summary

Trip rate parameter range selected:	6 - 805 (units:)
Survey date date range:	01/01/10 - 20/11/18
Number of weekdays (Monday-Friday):	54
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

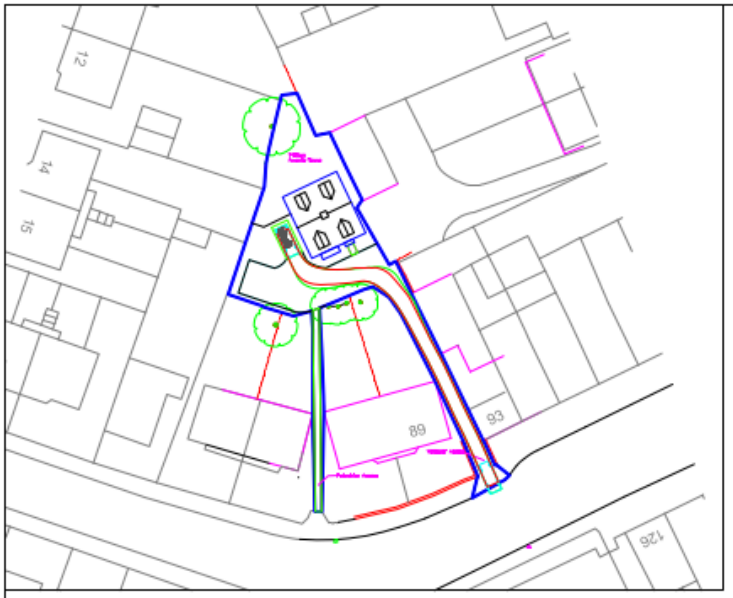
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	54	91	0.117	54	91	0.469	54	91	0.586
08:00 - 09:00	54	91	0.204	**54**	**91**	**0.794**	**54**	**91**	**0.998**
09:00 - 10:00	54	91	0.230	54	91	0.293	54	91	0.523
10:00 - 11:00	54	91	0.212	54	91	0.268	54	91	0.480
11:00 - 12:00	54	91	0.222	54	91	0.253	54	91	0.475
12:00 - 13:00	54	91	0.263	54	91	0.256	54	91	0.519
13:00 - 14:00	54	91	0.271	54	91	0.263	54	91	0.534
14:00 - 15:00	54	91	0.267	54	91	0.311	54	91	0.578
15:00 - 16:00	54	91	0.569	54	91	0.312	54	91	0.881
16:00 - 17:00	54	91	0.541	54	91	0.305	54	91	0.846
17:00 - 18:00	**54**	**91**	**0.598**	54	91	0.279	54	91	0.877
18:00 - 19:00	54	91	0.466	54	91	0.314	54	91	0.780
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.960			4.117			8.077

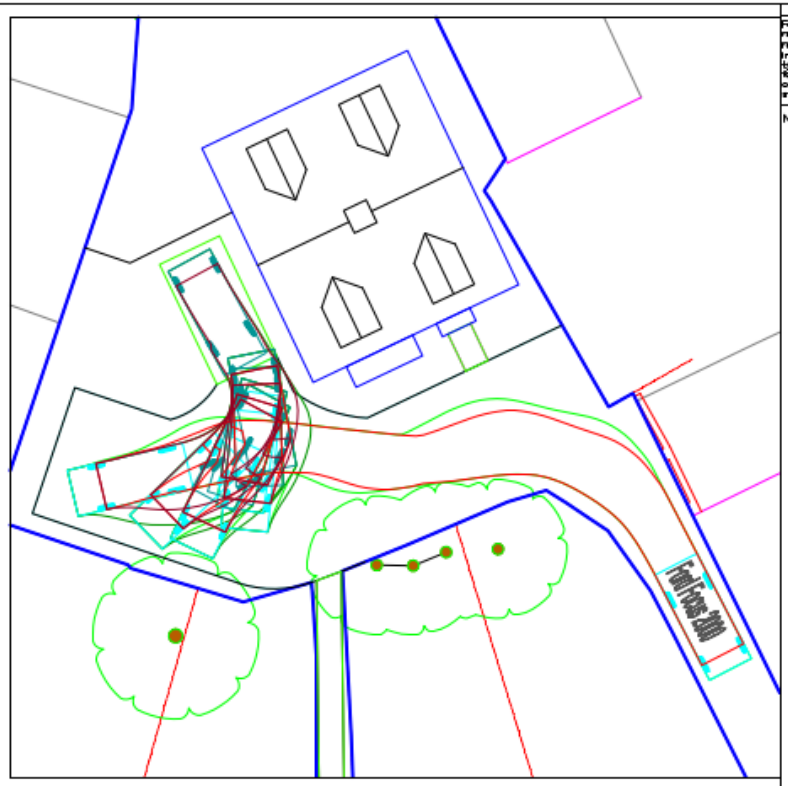
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

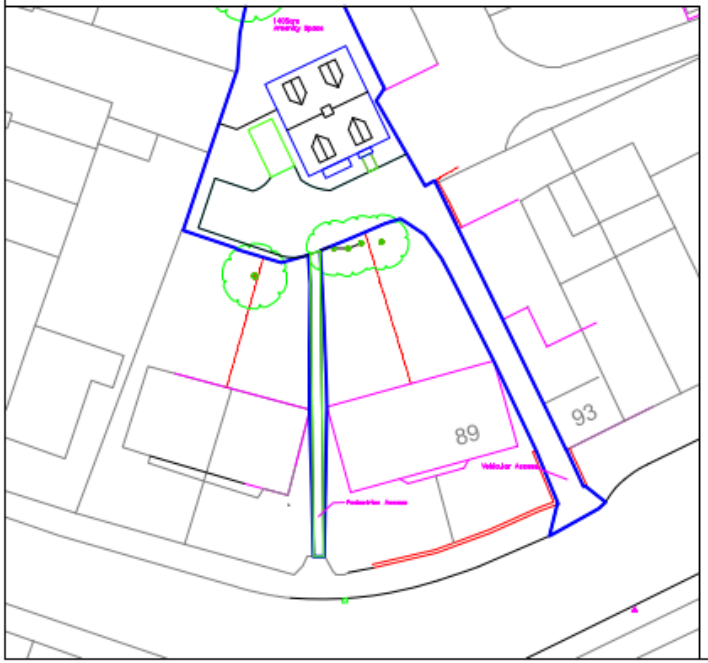
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*

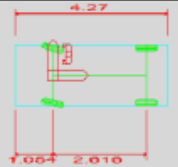
.

APPENDIX C – SWEPT PATH ANALYSIS









Ford Focus 2000	
Overall Length	4.270m
Overall Width	1.699m
Overall Body Height	1.430m
Min Body Ground Clearance	0.247m
Track Width	1.699m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.456m

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. SC/00xxx_yy.
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

REVISION

Revision Details	Design/Check	Date	Rev.
Initial Issue			

Purpose of Issue

FOR INFORMATION

Client

XXX

Scheme title

XXX

Drawing title

XXX

Scale @ A3:

Design	Drawn	Checked	Approved
xx	xx	xx	xx
Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx

Development and Transport Planning
Fotom Consulting Limited,
711 Whitton Avenue West,
Northolt, UB5 4LE

Rev.

0