

TECHNICAL TRANSPORT NOTE

Prepared on behalf of Consult Construct Ltd



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Project : 67 Horton Road, Yiewsley
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DOCUMENT CONTROL

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1.0 INTRODUCTION

Ardent Consulting Engineers Limited (ACE) has been commissioned by Aynstone Limited ('the Applicant') to prepare a Technical Transport Note (TTN) to support the proposed residential use at 67 Horton Road, Yiewsley ('the site').

ACE previously provided a Transport Statement, dated May 2020 ('TS') in support of the scheme for 7 flats. The proposals now seek to provide 6 residential flats, a reduction of 1 flat.

The Hillingdon Borough of Hillingdon (LBH) has agreed that an update to the previous Transport Statement (TS) was not required and that a note covering the changes would suffice, hence the production of this TTN

2.0 PROPOSED SITUATION

The proposals to provide 6 flats, a reduction of 1 flat when compared to the TS and does not significantly alter the conclusions of the TS. Indeed, the proposals for 6 flats result in a slight reduction in trips.

The TS detailed trip rate data extracted from the TRICS database, as follows.

Proposed Weekday peak hour trip rates – 7 Flats (source: ACE's TS)

Mode	Trip Rate (Per Dwelling)			Trips (7 Flats)		
	In	Out	Two-way	In	Out	Two-way
Weekday AM peak hour (08:00 – 09:00)						
<i>Total people (per dwelling)</i>	0.113	0.516	0.629	1	4	5
Weekday AM peak hour (17:00 – 18:00)						
<i>Total people (per dwelling)</i>	0.419	0.226	0.645	3	2	5

Based on the above trip rates the proposal for 6 flats would likely generate the trips as follows.

Proposed Weekday peak hour trip rates – 6 Flats

Mode	Trip Rate (Per Dwelling)			Trips (6 Flats)		
	In	Out	Two-way	In	Out	Two-way
Weekday AM peak hour (08:00 – 09:00)						
<i>Total people (per dwelling)</i>	0.113	0.516	0.629	1	3	4
Weekday AM peak hour (17:00 – 18:00)						
<i>Total people (per dwelling)</i>	0.419	0.226	0.645	3	1	4

The above table indicates that the proposals for 6 flats is likely to generate 4 two-way total people trips during the AM/PM peak hour.

Comparing the trips between the scheme for 7 flats and the new proposals for 6 flats it is likely to result in an overall reduction of 1 two-way total people trip during the AM/PM peak hours.

Car Parking

Parking is to be provided in accordance with the Hillingdon Local Plan (adopted January 2020) which sets out LBH's current car parking standards for residential dwellings.

Paragraph 8.30 of the adopted Local Plan Part 2 states that "The standards contained within Appendix 1 Table C are expressed as maximum levels and do not imply any minimum level".

Policy DMT6: Vehicle Parking states:

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.

With regard to the above, it is proposed to retain the 4 no. existing car parking spaces for the site.

The parking standards indicate that the **maximum** standard for flats (C3) are 1.5 – 1 space per dwelling (1-2 bedroom). Provision of visitor parking should also be considered.

It is proposed to provide 4 no. parking spaces internally of the site for the 6 no. residential units. This level of parking is below the maximum standards, however it is considered suitable given the following: -

- The site is located within a PTAL 3 (borderline PTAL 4), showing moderate accessibility to public transport with high frequency bus and rail services easily accessible from the site for both leisure and commuting purposes;
- The site is to soon benefit from the Crossrail network, further enhancing its connectivity;
- For residents who choose not to own a car, residing within Yiewsley, very close to the High Street with local shops and amenities, will be an attractive proposition for residents. This notion is supported by 2011 Census car ownership data, which shows that the average car ownership level for flats is 0.56 cars per household, and that 51% of these flats do not own a car.
- The site resides in an area that forms a controlled parking zone. As part of the proposals, Aynstone Limited is willing to offer a Unilateral Undertaking to restrict future occupiers from obtaining parking permits in the immediate parking area to prevent overspill parking from occurring; and
- Potential purchasers (or tenants) will be made fully aware of the limited parking. Only those residents that plan to live car-free will buy (or rent) a property with no allocated parking; and
- The reduction of 1 flat reduces the overall car parking demand.

Clearly the proposed development site achieves these aspirations of sustainable location and proximity to key services to support day-to-day living. It is therefore considered that the development and its location adhere to Section A (points (i) and (ii)) of Policy DMT6.

It is proposed to provide a single disabled parking space, accessed from Colham Avenue, to meet disabled parking space requirements.

Importantly, the reduction of 1 flat reduces the overall car parking demand of the site.

It is also proposed to provide a single parking space with an electric charge point from the outset. The remainder of the car parking spaces will have passive provision i.e. ducts and cables in readiness for future charge points.

Cycle Parking

Cycle parking will be provided in accordance with the LBH adopted Local Plan cycle parking standards. Cycle parking is proposed to be provided within a secure area which is undercover

3.0 Conclusions

A TS (ACE's report May 2020) was previously submitted to support the proposals for 7 flats.

The new proposals are for 6 flats result in a reduction of 1 flat. A total of 4 car parking spaces are proposed on site as per the scheme for 7 flats.

The reduction of 1 flat presents a slight betterment in terms of trip generation and reduced overall car parking demand for the site.

On this basis it is considered that the scheme, from a highways perspective, can be recommended for approval.