

**PROPOSED RESIDENTIAL DEVELOPMENT
BERKELEY CLOSE, RUISLIP**

Total Property Solutions Ltd
Transport Statement

August 2019

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1.0 INTRODUCTION

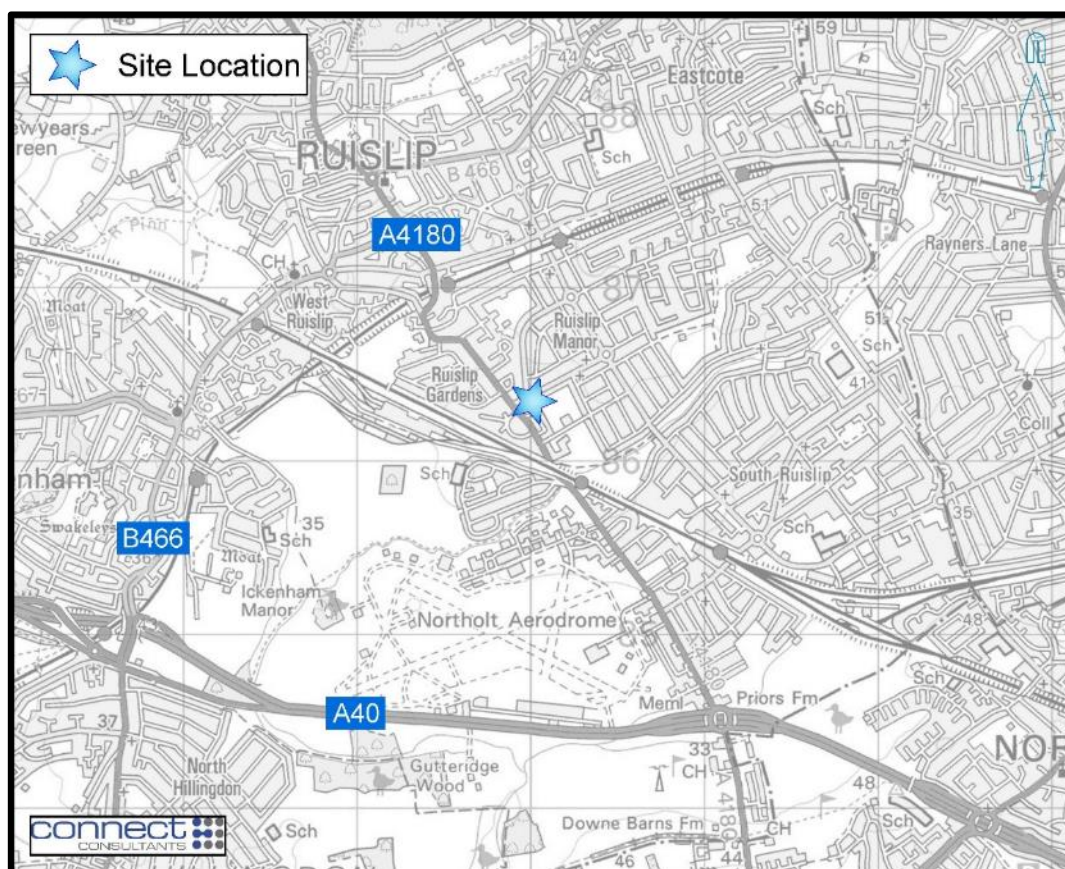
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Total Property Solutions Ltd in relation to proposals to construct two residential apartments on land currently occupied by 17 residential garages at Berkeley Close, Ruislip.

1.2 Site Location

- 1.2.1 The proposal site is located at the north-eastern corner of Berkeley Close, c500m northwest of Ruislip Gardens Underground Station.
- 1.2.2 Berkeley Close is a one-way (northbound) residential close, with ingress provided at its southern end from the A4180 West End Road, c30m north of the junction with Sidmouth Drive. Egress from Berkeley Close is provided back onto the A4180 West End Road, c125m north of the access junction.
- 1.2.3 The site is bound to the north by residential dwellings, to the east by New Pond Playing Fields and to the south and west by Berkeley Close and further residential dwellings.
- 1.2.4 The location of the proposal site, in the context of the urban area, is presented at Figure 1.1 below.

Figure 1.1 – Site Location Plan



Source: Promap

- 1.2.5 The site is located in a largely built up urban area with a number of local retail outlets, takeaways and a public house located along the A4180 West End Road, to the south of Berkeley Close.
- 1.2.6 Ruislip High School is located between the local retail outlets and Ruislip Gardens Underground Station.
- 1.2.7 Figure 1.2 below identifies the context of the site in relation to the local area.

Figure 1.2 – Site in its Local Context



Source: Google Earth

1.3 Former Site Usage

- 1.3.1 The proposal site is currently occupied by 17 residential garages, located to the rear of 43/44 and 45/46 Berkeley Close. Due to the size of the garages being unsuitable for most modern vehicles, they are currently under-utilised.
- 1.3.2 Vehicle parking associated with the existing properties on Berkeley Close is generally on-street or on site.
- 1.3.3 An image of Berkeley Close is shown at Figure 1.3 below.

Figure 1.3 – Berkeley Close Parking



Source: Google Earth

- 1.3.4 The garages are accessed via a driveway between numbers 43/44 and 45/46, Berkeley Close.
- 1.3.5 The immediate surrounding buildings located along Berkeley Close are semi-detached houses or maisonettes.

1.4 Planning History

- 1.4.1 A planning application (local planning authority reference: 69863/APP/2014/3297) was submitted in 2014 for a similar residential development on the garage site. The application was refused on design grounds, but not in terms of highway or transport considerations.
- 1.4.2 The above application has therefore established that the principle of removing the underused garages is acceptable in highway terms.
- 1.4.3 A request for pre-application planning advice was submitted to the London Borough of Hillingdon Council (LBH) on 4th March 2019. The formal advice from LBH included comments from the Highway Authority. The Highway Authority's comments are reproduced at Appendix 1.
- 1.4.4 The pre-application comments are considered as part of this Transport Statement (TS).

1.5 Development Proposals

- 1.5.1 The development proposals are shown on the plan provided at Appendix 2.
- 1.5.2 The proposed residential development will consist of the demolition of the existing 17 garages and construction of the following:-
- One no. two-bedroom and one no. three-bedroom residential flats (one at ground and one at first floor level).
 - The provision of two off-street car parking spaces; one per flat.
 - The provision of four cycle spaces; two per flat.
- 1.5.3 The proposed residential development will be accessed via the existing access on Berkeley Close.
- 1.5.4 As the 17 garages are currently underutilised and the majority of residents of Berkeley Close already park on street or on their own plots, the removal of the garages is not expected to increase parking demand on Berkeley Close.

1.6 Relevant Transport Planning Policy

- 1.6.1 This section of the report provides an overview of strategic planning policy at National and London level.

National Planning Policy Framework (NPPF)

- 1.6.2 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 19th February 2019. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.
- 1.6.3 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.
- 1.6.4 At its heart, the NPPF maintains its presumption in favour of sustainable development.
- 1.6.5 Chapter 9 *Promoting sustainable transport* sets out at paragraph 106 that,
- “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network...”*
- 1.6.6 Paragraph 108 addresses how development proposals are to be considered. It sets out that,
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users; and*
 - c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

1.6.7 Paragraph 109 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 London Plan (March 2016)

1.6.8 The London Plan published in March 2016 sets out the London Mayor’s spatial strategy for the boroughs of London, and provides detailed guidance for the structure of local borough plans.

1.6.9 Chapter 6 of the London Plan provides transportation context for London providing 15 transport specific policies at paragraphs 6.1 through to 6.15, some of which have been provided below.

1.6.10 Policy 6.1 of the London Plan provides the strategic context for the plan, as set out below:-

“POLICY 6.1 STRATEGIC APPROACH

Strategic

A 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:

a encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs

...

g supporting measures that encourage shifts to more sustainable modes and appropriate demand management...”

1.6.11 Policy 6.3 of the London Plan provides the context for assessing the traffic impact of developments, as set out below:-

“POLICY 6.3 ASSESSING EFFECTS OF DEVELOPMENT ON TRANSPORT CAPACITY

Planning decisions

A 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.

B 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.

C 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 Plan and should be co-ordinated with travel plans.... “

1.6.12 Policy 6.9 of the London Plan provides the cycling context for the plan, as set out below:-

“POLICY 6.9 CYCLING

Strategic

A The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026. He will:

- a identify, promote and implement a network of cycle routes across London which will include Cycle Superhighways and Quietways*
- b continue to operate and improve the cycle hire scheme*
- c fund the transformation of up to four outer London borough town centres into cycle friendly ‘mini- Hollands’.*

Planning decisions

B Developments should:

- a 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)*

1.6.13 Policy 6.10 of the London Plan provides the walking context for the plan, as set out below:-

“POLICY 6.10 WALKING

Strategic

A The Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasizing the quality of the pedestrian and street environment, including the use of shared space principles – promoting simplified streetscape, decluttering and access for all.

Planning decisions

B Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space....”

1.6.14 Policy 6.12 of the London Plan provides the road network capacity context for the plan, as set out below:-

“POLICY 6.12 ROAD NETWORK CAPACITY

Strategic

A The Mayor supports the need for limited improvements to London's road network, whether in improving or extending existing capacity, or providing new links, to address clearly identified significant strategic or local needs.

Planning decisions

B In assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:

a the contribution to London's sustainable development and regeneration including improved connectivity

b the extent of any additional traffic and any effects it may have on the locality, and the extent to which congestion is reduced

c how net benefit to London's environment can be provided

d how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved

e how safety for all is improved.

C Proposals should show, overall, a net benefit across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated."

Draft London Plan (December 2017)

- 1.6.15 A draft of the new London Plan was published in December 2017. It is expected to be formally published in autumn 2019.
- 1.6.16 Policy T1 of the Draft London Plan sets the target of "...80 per cent of all trips in London to be made by foot, cycle or public transport by 2041".
- 1.6.17 Policy 10.1.1 of the Draft London Plan sets the "... ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use."
- 1.6.18 Policy 10.1.4 of the Draft London Plan sets the aim of "Rebalancing the transport system towards walking, cycling and public transport..."

1.7 Report Overview

- 1.7.1 The remainder of this report is divided into three further sections, which are as follows:-

Section 2.0 Site Transport Context

- 1.7.2 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.

Section 3.0 Proposed Development

- 1.7.3 The development proposal, including the site access arrangements and parking provision, are described within this section of the report.
- 1.7.4 A review of local census data is also provided in relation to the proposed parking provision.

Section 4.0 Summary & Conclusions

- 1.7.5 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes.

2.2 Pedestrian Access

2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

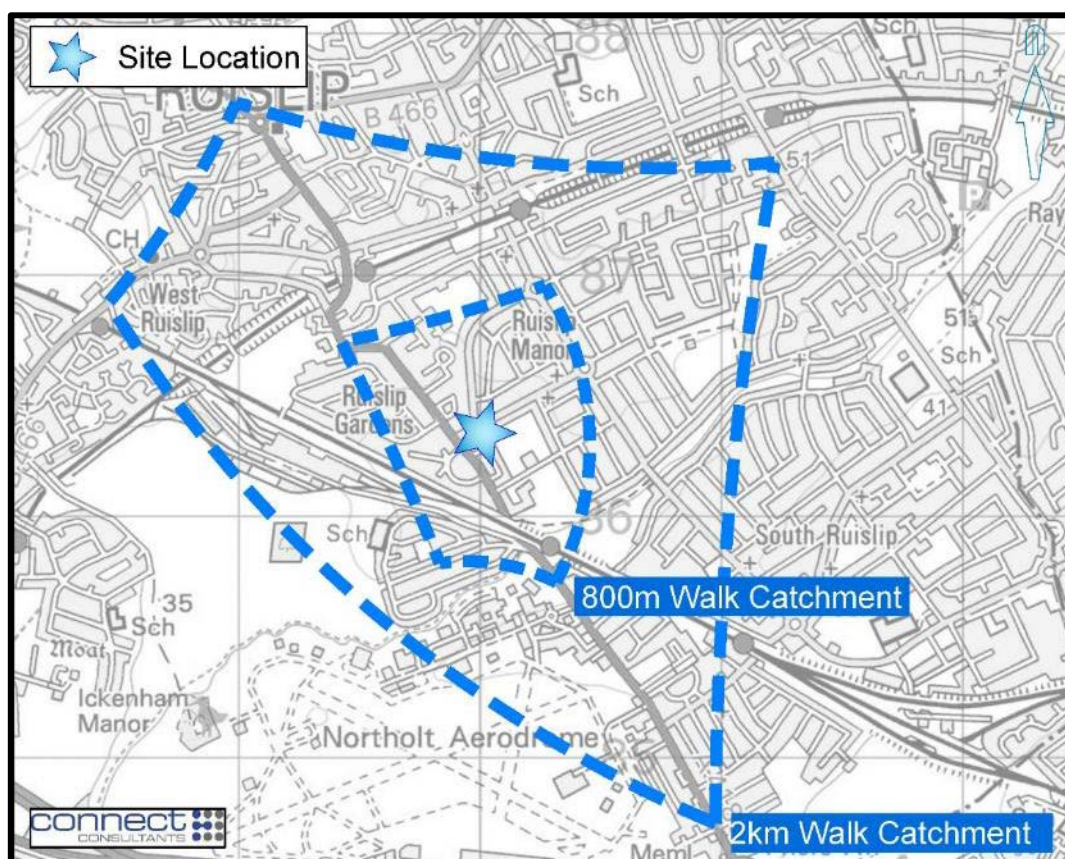
"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

2.2.2 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.

2.2.3 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings and terrain.

2.2.4 Based on maximum walk distances of 800m and 2km, the approximate walk catchments are shown at Figure 2.1 below.

Figure 2.1 – 800m and 2km Walk Catchment



Source: Promap

2.2.5 The walk catchments above indicate that there are a number of retail and leisure facilities within the 800m walk catchment, and employment opportunities within the 2km walk catchments.

2.2.6 **Table 1** below, provides a list of facilities within the 800m and 2km walk catchments.

Table 1 – Local Destinations

Destination	Approximate Walk Distance from Proposal site	Type
Local Retail Outlets	250m	Retail
Local Takeaways	250m	Food / Drink
The Bell Public House	260m	Food / Drink
Ruislip High School	280m	Education
Eilmar Montessori School and Day Nursery	280m	Education
New Pond Playing Fields	350m	Leisure / Sports
The Tardis Gym	350m	Leisure / Sports
Ruislip Gardens Underground Station	500m	Transport
Northolt Airport	750m	Transport / Employment
Wealdstone Football Club	850m	Leisure / Sports
Ruislip Social Club	850m	Leisure
Ruislip Gardens	1km	Leisure / Sports
Trevor Crescent Play Area	1km	Leisure / Sports
Ruislip Gardens Primary School	1.1km	Education
Wood Lane Medical Centre	1.1km	Medical
Braintree Road Industrial Estate	1.2km	Employment
Waitrose	1.2km	Retail
Ruislip Manor Library	1.2km	Education
Ruislip Methodist Church	1.6km	Religion
B and M	1.7km	Retail
Odyssey Business Park	1.7km	Employment
Cineworld	1.7km	Leisure
Aldi	1.7km	Retail
Asda	1.7km	Retail
Sainsbury's	2.0km	Retail
The Medical Centre	2.1km	Medical

2.2.7 The local facilities within the IHT recommended walk catchment are therefore extensive.

2.2.8 Berkeley Close and the A4180 West End Road are both flanked by footways connecting the proposal site to the local pedestrian network.

2.2.9 A signalised pedestrian crossing is present on the A4180 West End Road, c30m south of the Berkeley Close egress junction. The crossing benefits from dropped kerbs and tactile paving.

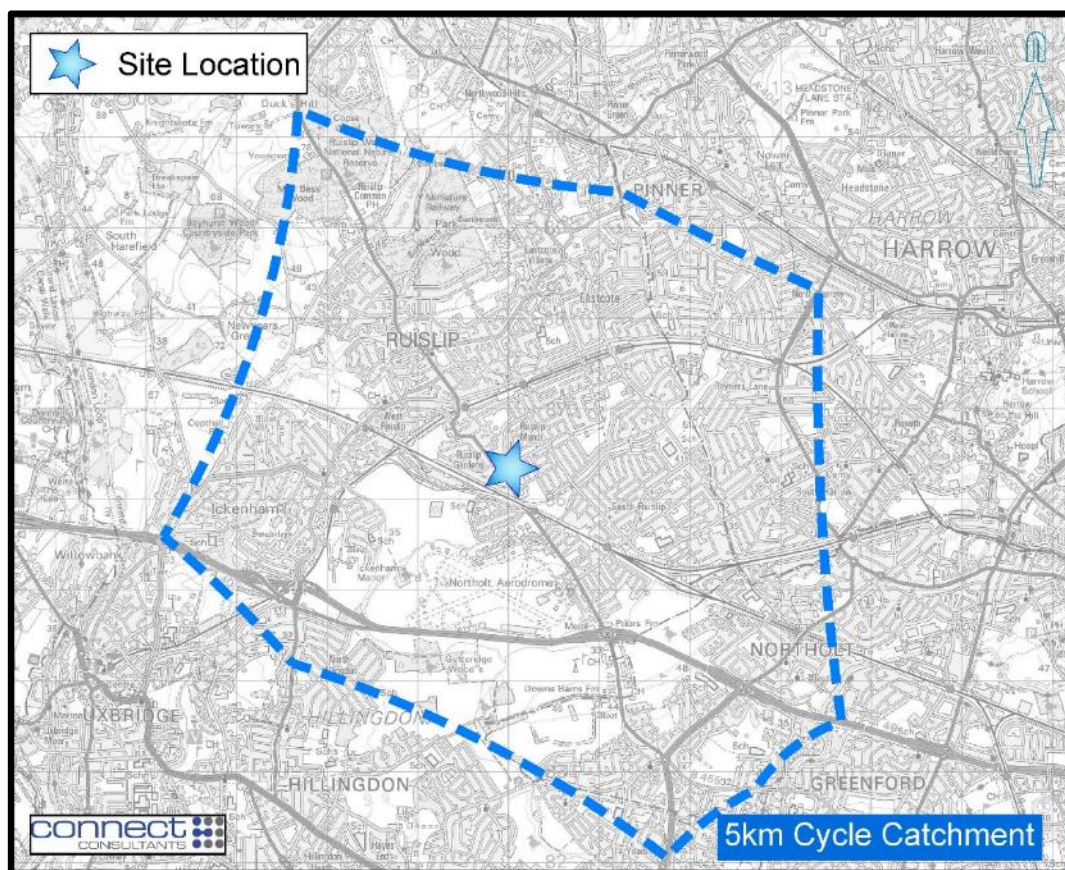
2.2.10 Further signalised crossings are present on the A4180 West End Road, adjacent to the local retail outlets and in close proximity to Ruislip Gardens Underground Station. These two also benefit from dropped kerbs and tactile paving.

2.2.11 In light of the local pedestrian facilities, the site is well connected to the local pedestrian network with existing opportunities for residents to readily make trips by foot.

2.3 Cycling

- 2.3.1 The 2017 National Travel Survey specified average journey lengths, by cycle in England of c5.5km. This suggests that cycling can offer an alternative to car travel particularly for trips of less than 5 kilometres.
- 2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 5km in length.
- 2.3.3 Based on a maximum cycle distance of 5km, the approximate cycle catchment is shown at Figure 2.2 below.

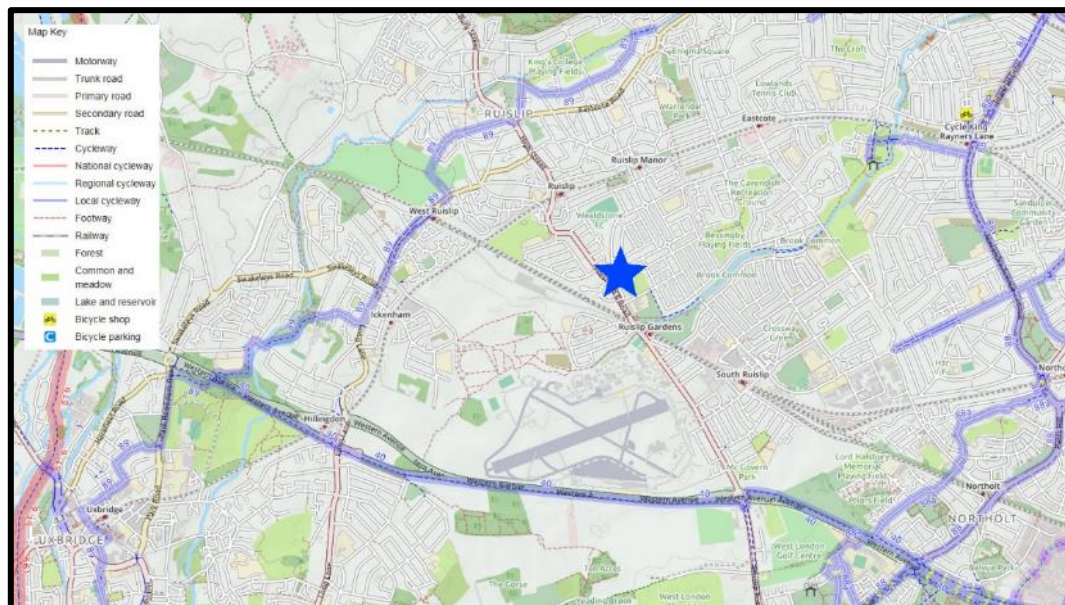
Figure 2.2 – Cycle Catchment Area



Source: Promap

- 2.3.4 The 5km cycle catchment includes all of Ruislip as well as parts of Ickenham, Northolt and Harrow. This provides a range of facilities and employment opportunities within cycle distance of the site.
- 2.3.5 Figure 2.3 below, shows a cycle map for Ruislip and the surrounding areas taken from OpenStreetMap, showing local and national cycle ways in the area.

Figure 2.3 – Local Cycle Map



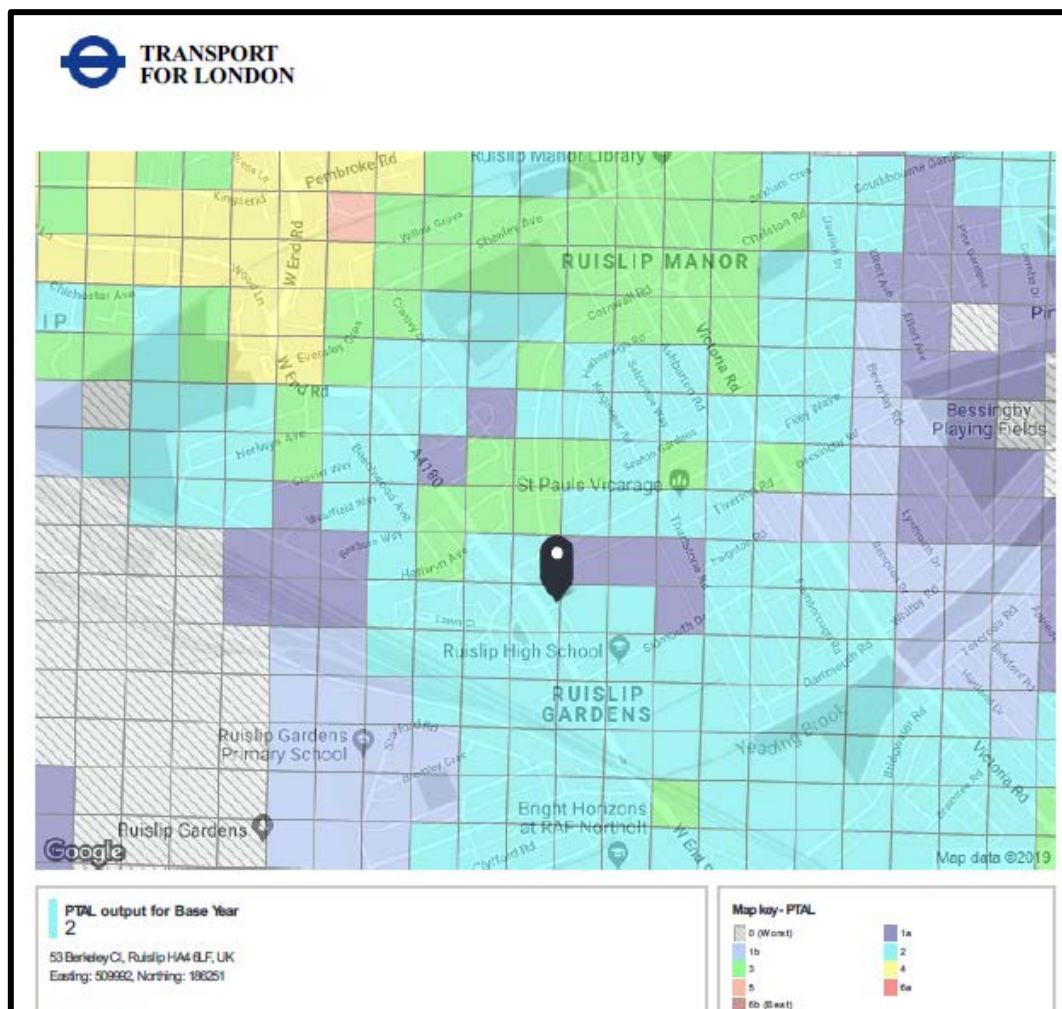
Source: OpenStreetMap. N.B. The proposal site is indicated by a blue star.

- 2.3.6 Local Cycle Route 89 runs from central Ruislip (north of the proposal site) to Uxbridge (to the southwest of the proposal site), whilst Local Cycle Route 40 runs along Western Avenue linking Uxbridge to Northolt.
- 2.3.7 National Cycle Route 616, accessed within Uxbridge, connects Watford to the north with Slough to the south.
- 2.3.8 Considering that the roads local to the site are urban in character, and are conducive to cycling, there are existing opportunities for residents to travel by cycle.

2.4 PTAL

- 2.4.1 PTAL is an adopted method used to determine a location's accessibility by public transport in London. The method calculates the distance to public transport nodes and the frequency by which they are served to determine a total score ranging from 0 (the lowest) to 6b (the highest).
- 2.4.2 The proposal site has a PTAL rating of 2, as shown at Figure 2.4 below.

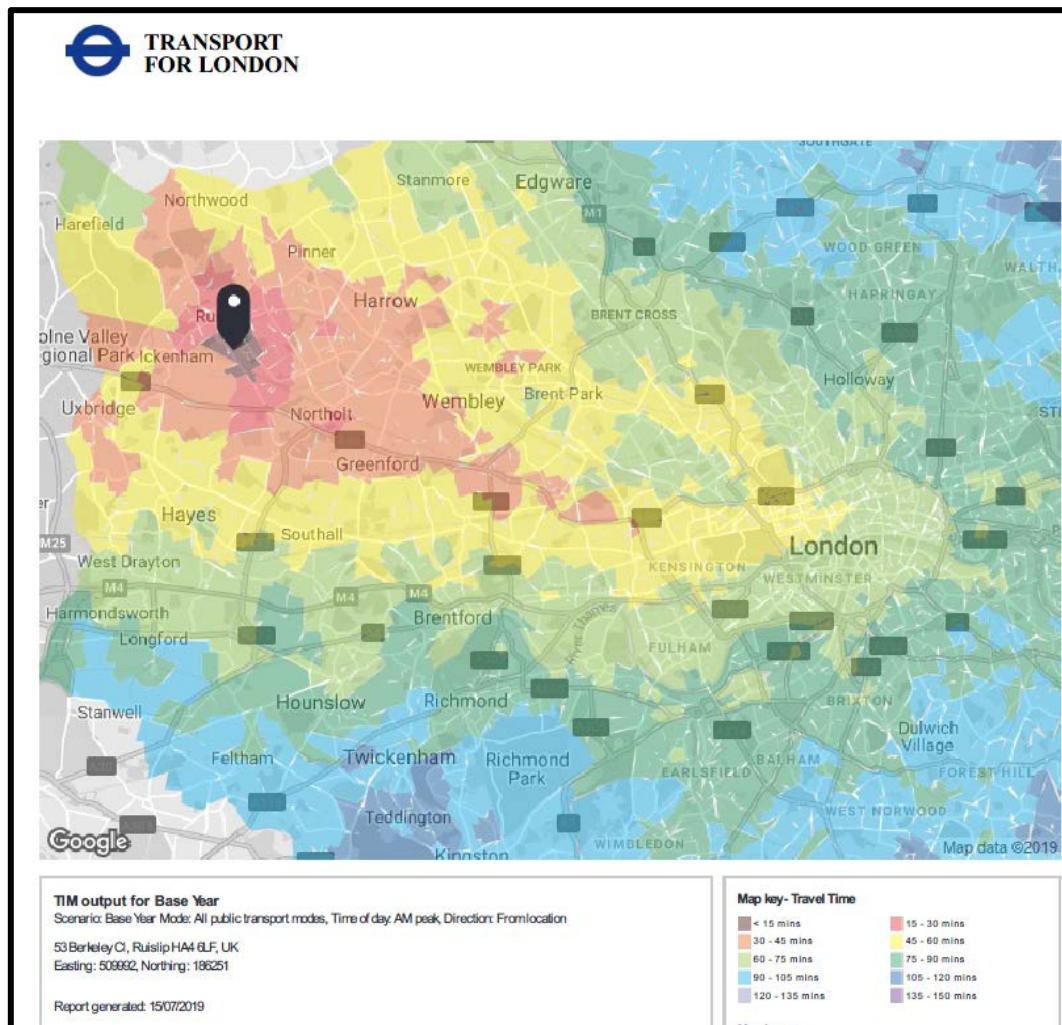
Figure 2.4 – PTAL Rating



Source: WebCAT

- 2.4.3 Using the WebCAT service the PTAL forecast for years 2021 and 2031 for the site provide a PTAL rating of 2. PTAL summary reports are provided at Appendix 3.
- 2.4.4 The WebCAT Time Mapping (TIM) Service, a measure looking at how far someone can travel in a given journey time, shows that central Ruislip is under 15 minutes travel time from the site, whilst Uxbridge and Harrow are between 30 and 45 minutes. Central London is between 45 and 60 minutes according to the service as shown at Figure 2.5, below. These times are predicted to improve by 2031, with more of central London accessible in 45-60 minutes. TIM summary reports are provided at Appendix 3.

Figure 2.5 – TIM Rating

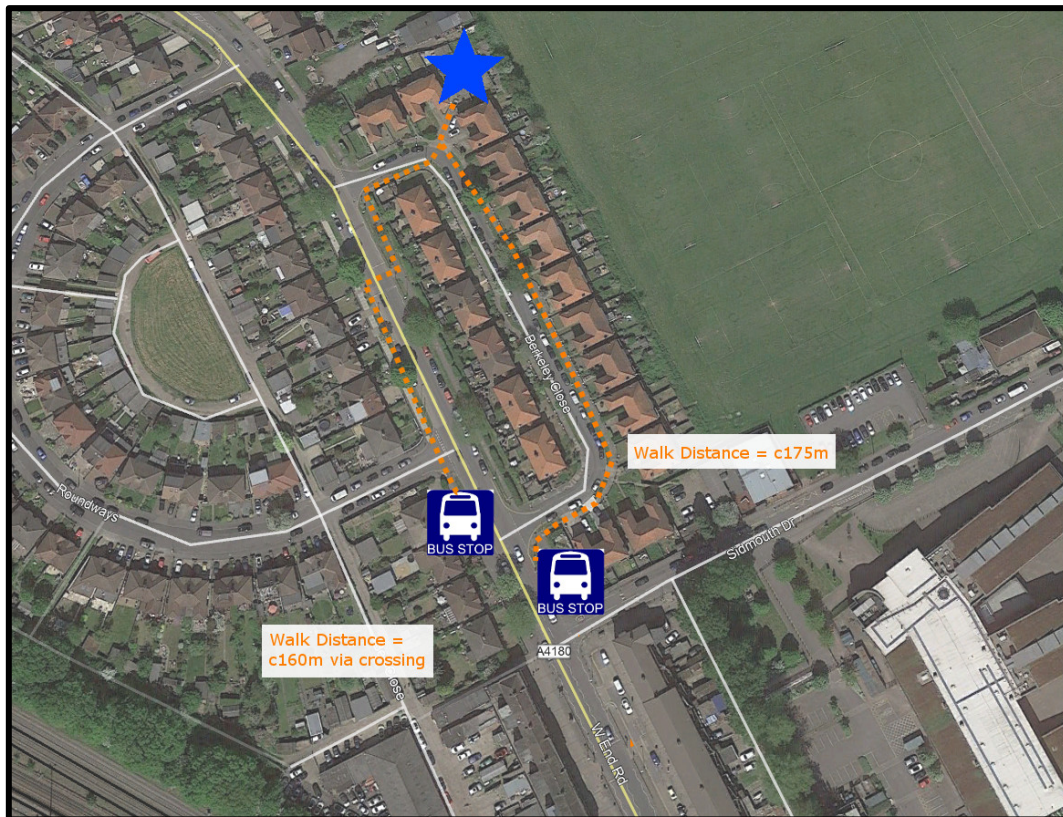


Source: WebCAT

2.5 Bus Access

- 2.5.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.5.2 The nearest bus stops to the site are located on the A4180 West End Road, opposite and adjacent to the access junction with Berkeley Close, c160 and c175m southwest of the proposal site.
- 2.5.3 Both of the stops benefit from shelters with seating and timetable information.
- 2.5.4 The northbound bus stop can be accessed via the signalised pedestrian crossing located on the A4180 West End Road.
- 2.5.5 The above bus stops and the walk routes to / from the proposal site are shown at Figure 2.6 below.

Figure 2.6 – Bus Stop Locations



Source: Google Earth. N.B All Distances, Locations and Areas approximate. The proposal site is indicated by a blue star.

2.5.6 Table 2.1 below summarises the routes that serve the above bus stops.

Table 2.1 – Bus Service Details

Service	Route	Approximate Peak Frequency / Period		
		Monday - Friday	Saturday	Sunday
E7	Ruislip Station to Ealing Broadway Stn / Haven Green	10-12 Minutes	10-12 Minutes	20 Mins
696	Conway Drive to Hume Way	School Service	No Service	No Service

2.5.7 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site is accessible by bus.

2.6 Railway / Underground Access

2.6.1 The advice in the IHT publication titled 'Planning for Public Transport in Developments' suggests that railway / underground stations have a walk catchment of 800m, albeit longer walk distances are common.

2.6.2 The closest underground station to the site is Ruislip Gardens, which is located approximately 500m walk distance from the proposal site, within the IHT recommended walk catchment.

- 2.6.3 The station which forms part of the Central Line, is located in Zone 5 of the London Underground.
- 2.6.4 The closest mainline rail station to the site is South Ruislip, located c1.8km southeast of the proposal site. The station falls outside of the IHT recommended walk catchment, but would be considered accessible on foot by most people (only a 20 minute walk), or by cycle or bus.
- 2.6.5 Services run to and from destinations such as London Marylebone, High Wycombe and West Ealing as often as every 20 minutes.
- 2.6.6 The site is therefore accessible to the London Underground and national rail network, facilitating trips by rail.

2.7 Highways Access

- 2.7.1 The proposal site is located at the north-eastern corner of Berkeley Close, to the south of central Ruislip.
- 2.7.2 Berkeley Close is a one-way (northbound) residential close, with access provided at its southern end from the A4180 West End Road, c30m north of the junction with Sidmouth Drive. Egress from Berkeley Close is provided back onto the A4180 West End Road, c125m north of the access junction.
- 2.7.3 The A4180 West End Road provides a route to the A40 Western Avenue, c2km southeast of the proposal site. The A40 Western Avenue provides a route to the M25 (Denham Interchange) c8km west of the site, and central London (Paddington) c20km to the east.
- 2.7.4 Figure 2.7 below shows the site in its local highway context.

Figure 2.7 – Highway Network

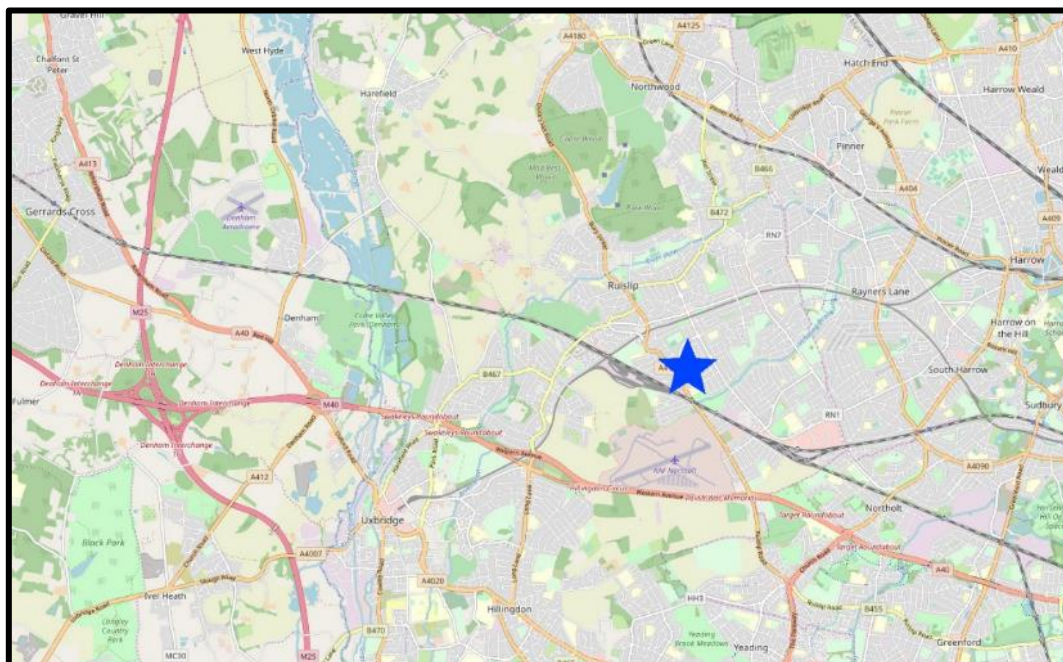


Image Source: OpenStreetMap.org N.B. Proposal site is denoted by a blue star.

- 2.7.5 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible.

2.8 Access to Facilities

- 2.8.1 The DfT publishes annual estimates of travel times from where people live to key local services including primary schools, secondary schools, GPs, hospitals, food stores, town centres and employment centres. These are known as the Journey Time Statistics (JTS) series, the latest set were recorded in 2016 (published in May 2018).
- 2.8.2 The statistics are published at national, regional, local authority and small area (Lower Super Output Area) level, for the eight key local services presented above, and for the following three modes of transport; public transport / walking, cycle and car.
- 2.8.3 The 2016 JTS "cycle time" has been converted to distance using the assumption that the average cycle speed is 16 km/h. This is the most common cycle speed input to the program used when calculating the JTS.
- 2.8.4 The accessibility distance has been calculated by multiplying the average minimum cycle time (in minutes) presented at Table JTS0101 by 16 (km) and dividing by 60 (1 hour) to give the average distance.

Access to Employment

- 2.8.5 The 2016 JTS average distance to the nearest employment centre (providing 100-499 jobs) is 2.5km, based on Table JTS0101.
- 2.8.6 The key employment destinations close to the site include the following:-
- Northolt Airport (750m from the site boundary).
 - Braintree Road Industrial Estate (1.2km from the site boundary).
 - Odyssey Business Park (1.7km from the site boundary).
- 2.8.7 All of the above employment destinations are located within the average 2016 JTS distance; therefore residents of the proposed development will benefit from being closer to their nearest employment centre than the average resident of England.
- 2.8.8 Note: It is unknown how many staff the above employment destinations employ.

Access to Education

- 2.8.9 The statutory maximum walking distance for primary school pupils is two miles (3.2km), for secondary school pupils, the distance is 3 miles (4.8km). Data from the National Travel Survey¹ shows that the proportion of primary pupils walking to school decreases sharply for trip lengths in excess of 1 mile (1.6km).
- 2.8.10 Table 2.2 below contains a summary of National Travel Survey (NTS) Table 0614, "trips to school by main mode, trip length and age".

¹ Table 0614 'trips to school by main mode, trip length and age', National Travel Survey, 2015. The 2015 dataset is the latest release with Table 0614 included.

Table 2.2 – NTS 0614 Summary

Age Group	Mode \ Distance	<1 mile (%)	1-2 miles (%)	2-5 miles (%)	5+ miles (%)
5-10 years	Walk	78	26	-	0
	Bicycle	2	1	-	0
	Car/van	20	65	80	84
	Bus	0	6	18	13
	Other	0	1	1	3
11-16 years	Walk	87	57	8	-
	Bicycle	3	5	2	0
	Car/van	8	26	42	22
	Bus	2	11	44	62
	Other	-	1	5	16

2.8.11 The JTS average distance to the nearest primary school is 2.3 km, and for the nearest secondary school, the JTS average distance is 3.7 km.

2.8.12 The closest primary school to the proposal site is Ruislip Gardens Primary School Primary School which is located c1.1km from the proposal site boundary. The closest primary school is therefore within the JTS average distance and the maximum walking distance for children of primary school age. It is noteworthy that 80% of trips to schools of less than one mile walk distance by 5-10 year olds are made by non-car modes.

2.8.13 The closest secondary school is Ruislip High School. It is approximately 280m from the site, which is therefore within the statutory walking distance for children over the age of 8 and the average JTS distance. Using the data from NTS Table 0614 for school journeys of less than one mile being undertaken by 11-16 year olds, 92% of trips are undertaken using non-car modes.

Access to Other Facilities

2.8.14 The 2016 JTS average distance to the nearest Town Centre is 4.6km. The proposal site is located c1.3km from Ruislip Town Centre, within the JTS average distance.

2.8.15 The 2016 JTS average distance to the nearest foodstore is 2.3km. A number of local retail outlets are located on the A4180 West End Road, c250m from the proposal site, whilst Waitrose Ruislip is located c1.2km north of the site and Aldi and Asda supermarkets c1.7km southeast of the site. There is a large range of retail outlets within the 2016 JTS average distance.

2.8.16 The 2016 JTS average distance to the nearest GP Surgery is 2.6km; Wood Lane Medical Centre is c1.1km from the proposal site, within the 2016 JTS average distance.

2.8.17 The 2016 JTS average distance to the nearest hospital is 9.3km; Hillingdon Hospital is approximately 8.2km from the site, within the JTS average distance.

2.8.18 There are a number of leisure facilities within 2km of the proposal site as detailed at Table 2.2 above. Although JTS does not include leisure, NTS Table 405 indicates that the average distance travelled for the purpose "sport: participate" was 9.8km in 2016.

2.9 Section Conclusion

- 2.9.1 The proposal site is surrounded by a pedestrian network that includes a number of crossing facilities, and a number of facilities within walking distance of the site.
- 2.9.2 Ruislip Gardens and the surrounding area is conducive to cycling, and the bus stops local to the site are served by frequent bus services, which provide access to / from a variety of destinations.
- 2.9.3 The site is also accessible to the underground and national rail network, facilitating trips by train.
- 2.9.4 The site is therefore readily accessible by non-car travel modes, and it the future residents of the proposed dwellings could realistically lead car-free lifestyles.
- 2.9.5 The proposal site also has a prominent location relative to the local highway network.
- 2.9.6 Overall, the site has a good level of accessibility by all relevant transport modes.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 The proposed residential development will consist of the demolition of the existing 17 garages and construction of the following:-

- One no. two-bedroom and one no. three-bedroom residential flats (one at ground and one at first floor level).

3.1.2 The proposed site layout is identified on the plan provided at Appendix 2.

3.2 Proposed Site Access Arrangements

3.2.1 The proposed residential development will be accessed via the existing driveway between numbers 43/44 and 45/46, Berkeley Close.

3.2.2 The site access arrangements are also shown at Appendix 2.

3.3 Servicing

3.3.1 The site will be serviced from the public highway, in the same way as the existing dwellings on Berkeley Close.

Refuse Collection

3.3.2 As mentioned above, it is proposed to service the residential dwellings from Berkeley Close, as part of the existing refuse pickups, currently undertaken each Tuesday.

3.3.3 A dedicated bin storage area, located adjacent to the proposed parking, is shown on the site layout plan at Appendix 2.

3.3.4 The bin store is located within 10m of the public highway, conforming to LBH's waste collection maximum distance.

3.3.5 Manual for Streets (MfS) guidance states the following in relation to refuse collection:-

"Schedule 1, Part H of the Building Regulations (2000)17 define locations for the storage and collection of waste. The collection point can be on-street (but see Section 6.8.11), or may be at another location defined by the waste authority. Key points in the Approved Document to Part H are:

- *residents should not be required to carry waste more than 30 m (excluding any vertical distance) to the storage point;*
- *waste collection vehicles should be able to get to within 25 m of the storage point (note, BS 5906: 200518 recommends shorter distances) and the gradient between the two should not exceed 1:12."*

3.3.6 The development proposals conform to the above MfS standards.

Delivery Vehicles

3.3.7 Delivery vehicles will service the proposed dwellings from the public highway of Berkeley Close.

3.3.8 LBH have accepted this arrangement through the pre-application advice included at Appendix 1.

Emergency Vehicles

3.3.9 Emergency fire service access will be via the existing access from Berkeley Close. MfS guidance states the following in relation to emergency access for large fire appliances:-

"The Building Regulation requirement B5 (2000)10 concerns 'Access and Facilities for the Fire Service'. Section 17, 'Vehicle Access', includes the following advice on access from the highway:

- there should be a minimum carriageway width of 3.7 m between kerbs;*
- there should be vehicle access for a pump appliance within 45 m of single family houses;*
- there should be vehicle access for a pump appliance within 45 m of every dwelling entrance for flats/maisonettes;*
- a vehicle access route may be a road or other route; and*
- fire service vehicles should not have to reverse more than 20 m."*

3.3.10 The development proposals will conform to the above MfS standards.

3.3.11 LBH have also accepted this arrangement via the pre-application advice included at Appendix 1.

3.4 Car and Cycle Parking Provision

3.4.1 Two off-street car parking spaces, one per flat, are provided as part of the development proposals, as shown on the site layout plan at Appendix 2.

3.4.2 Secure, covered storage for four cycles, two per flat, is also provided, as shown at Appendix 2.

3.5 National Car Parking Policy

3.5.1 Paragraph 105 of the National Planning Policy Framework NPPF, February 2019 states:-

"If setting local parking standards for residential and non-residential development, policies should take into account:-

- The accessibility of the development;*
- The type, mix and use of the development;*
- The availability of and opportunities for public transport;*
- Local car ownership levels; and*
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

3.5.2 Paragraph 106 of the NPPF 2019 states:-

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

3.6 Local Car Parking Standards

Local Plan Part 1

- 3.6.1 'The Local Plan Part 1: Strategic Policies (2012)', sets out that parking should be provided in accordance with the saved Unitary Development Plan (UDP) policy. The car parking standards that are currently applicable to the proposed development are therefore set out at Annex 1 of the 'London Borough of Hillingdon, Unitary Development Plan, Saved Policies,' document adopted on 27th September 2007.
- 3.6.2 The standards state that a maximum of two spaces per dwelling should be provided for 'all dwellings with curtilage parking' and a maximum of 1.5 spaces per dwelling for 'flats and houses without individual curtilages with communal parking in garages or open car parking areas.'
- 3.6.3 Based on the above maximum standards, the proposed two off-street parking spaces accords with local standards.

Local Plan Part 2

- 3.6.4 'The Local Plan Part 2', once adopted, will deliver the detail of the strategic policies set out in the *Local Plan Part 1: Strategic Policies (2012)*. Together they will form a comprehensive development strategy for the borough up to 2026.
- 3.6.5 The LBH document, 'Hillingdon Parking Standards Justification' provides the draft parking standards to be used in 'The Local Plan Part 2'.
- 3.6.6 The standards state that one to 1.5 spaces per two-bed units should be provided.
- 3.6.7 Based on the above, the provision of two off-street parking spaces accord with local standards.

3.7 Cycle Parking

- 3.7.1 The cycle parking standards that are currently applicable to the proposed development are set out at Annex 1 of the 'London Borough of Hillingdon, Unitary Development Plan, Saved Policies,' document adopted on 27th September 2007.
- 3.7.2 The standards state that for dwellings with 1-2 bedrooms, one space per dwelling is needed.
- 3.7.3 Based on the above, the provision of four cycle spaces for the two dwellings, exceeds local standards.

3.8 Electric Vehicle Charging Point Provision

- 3.8.1 The London Plan (2016) specifies that *“20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.”*
- 3.8.2 LBH stated in their Pre-app advice, provided at Section 1.4.3, *“that provision for all smaller (Non-Major) development proposals such as exemplified here resulting in a requirement for 2 ‘passive’ spaces. This would be secured via planning condition and ‘active’ provision would then evolve on a demand led basis.”*
- 3.8.3 The development will accord with the above.

3.9 Census Data – Car Ownership

- 3.9.1 The 2011 Census data for car ownership (contained in Census Dataset KS404EW) identifies that, for the ward of Manor and the ‘Middle Layer Super Output Area’ of Hillingdon 009 (in which the site is located), the average car ownership is as shown at Table 3.1 below.

Table 3.1 – Manor Ward and Hillingdon 009: Car / Van Ownership

Cars / Vans	Manor		Hillingdon 009		Percentage Difference
	Number	%	Number	%	
All categories: Car or van availability	4,505	100.0	3,097	100.0	-
No cars or vans in household	786	17.4	595	19.2	-
1 car or van in household	2,116	47.0	1,560	50.4	-
2 cars or vans in household	1,241	27.5	738	23.8	-
3 cars or vans in household	262	5.8	155	5.0	-
4 or more cars or vans in household	100	2.2	49	1.6	-
Average per house	-	1.28	-	1.19	-7.03%

- 3.9.2 The above table shows that for Hillingdon 009, where the proposal site is situated, the average car ownership is 1.19 per household compared to 1.28 per household for the whole ward of Manor.
- 3.9.3 While the data in Table 3.1 shows the average car ownership for the whole local ward and the local Middle Super Output Area, it includes data from all types of dwellings/households.
- 3.9.4 A more representative indication of the likely car ownership of the proposed two flats can be identified from Census Table CT0103, which shows ward-level car/van ownership per household by building type and number of rooms.

- 3.9.5 The data in Table CT0103, is presented by the number of rooms per dwelling; the Census definition of a room is kitchens, living rooms, bedrooms, utility rooms, studies and conservatories (it does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage).
- 3.9.6 Census Table CT0103 identifies that, for the ward of Manor, the average car ownership by room and building type is as shown at Table 3.2 below.

Table 3.2 – Manor Car / Van Ownership

Building Type	Number of Rooms	Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	Average per Flat
Flat, maisonette or apartment	1 - 3 rooms	490	302	171	16	1	0.65
		100%	62%	35%	3%	0%	
	4 rooms	166	60	84	22	0	0.86
		100%	36%	51%	13%	0%	

- 3.9.7 As detailed at Table 3.2 above, the prevailing car ownership levels of '1-3 room' flats and '4 room' flats, as proposed, are less than one car/van per flat.
- 3.9.8 On this basis, the proposed development of one '1-3 room' flat and one '4 room' flat is expected to have a car parking demand of no more than two vehicles.
- 3.9.9 As demonstrated in Table 3.1, the average car ownership in the local MSOA Hillingdon 009 is 7% lower than that of the whole ward of Manor (on which Table 3.2 is based). Therefore, the car parking demand of the proposed two flats, as shown in Table 3.2, is likely to also be 7% lower.
- 3.9.10 Based on the prevailing Census data for the local area, the proposed two parking spaces are expected to be adequate for the proposed development without creating any additional on-street parking demand.

3.10 Section Conclusion

- 3.10.1 The proposed car parking provision accords with local parking standards.
- 3.10.2 The proposed cycle parking provision accords with local parking standards.
- 3.10.3 Based on the prevailing Census data for the local area, and the accessibility of the site by non-car modes of transport, the proposed two parking spaces will be adequate for the proposed development without creating any additional on-street parking demand.

4.0 SUMMARY AND CONCLUSIONS

4.1 Summary

4.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Total Property Solutions Ltd in relation to proposals to construct two residential apartments on land currently occupied by 17 residential garages at Berkeley Close, Ruislip.

4.1.2 A planning application in 2014 for a similar residential development on this site was not refused on highway or transport grounds. This has established that the principle of the removal of the underused garages is acceptable in highway terms.

4.1.3 The report is summarised as follows:-

- The proposals include the demolition of 17 under-utilised residential garages and construction of two No. two-bedroom flats on a site between 43/44 and 45/46 Berkeley Close.
- The site is located near to Ruislip Gardens Underground Station and is accessible by a choice of non-car modes including foot, cycle, bus and rail.
- The proposed development is well conceived in terms of its access arrangements, composition and layout.
- The site will be serviced from Berkeley Close, as existing.
- The proposed development accords with both local car and cycle parking standards.
- Two car parking spaces (one for each flat) are proposed, accessed via the existing driveway off Berkeley Close.
- Four secure, covered cycle spaces are proposed.
- Based on the prevailing Census data for the local area, and the accessibility of the site by non-car modes of transport, the proposed two parking spaces will be adequate for the proposed development without creating any additional on-street parking demand.

4.2 Conclusions

4.2.1 The analysis in this Transport Statement highlight that the proposed development is acceptable from a transport perspective, and that there are no reasons to refuse the proposed development on highway grounds.

APPENDIX 1 – PRE-APPLICATION ADVICE

The following pre-application comments were provided by the LBH Highway Officer:-

"Garage Site Usage - Past and Present

Evidence of the redundancy of the 'garage site' will be required with a narrative within a transport statement (TS) explaining the previous use of the garages and what highway implications there would be if this provision is removed to facilitate the proposal."

"Parking Provision

It is highlighted that this appraisal is based on the 'redundant' garages being demolished to facilitate the build.

Policy AM14 of the Hillingdon Local Plan, Part Two –Saved UDP policy states that new developments will only be permitted where it is in accordance with the Council's adopted parking standards..."

"To comply with the adopted parking standards the maximum on-plot requirement demands up to 1.5 spaces per unit...."

"Although a comparable on-plot quantum was not rejected within the determination of the aforementioned 2014 planning application, it is considered that as Berkeley Close displays relatively high levels of on-street parking demand, which may complete with any generated i.e. displayed parking demand of the proposal, it would be therefore prudent to consider undertaking a weekday on-street parking stress / demand survey..."

"Electric Vehicle Charging Point Provision

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) in line with London Plan 2016 (LP 2016) standards for this C3 use which would equate to 1 EVCP for 'active' provision with a further single space acting as 'passive' provision for future activation.

"...as there is a strong move toward hybrid and fully electrified vehicles which will only increase in time, it is considered more appropriate to encourage a 40% passive only provision for all smaller (Non-Major) development proposals such as exemplified here resulting in a requirement for 2 'passive' spaces. This would be secured via planning condition and active provision would then evolve on a demand led basis."

"Cycle Parking Provision

In terms of cycle parking there should be a provision of at least 1 secure and accessible space for each housing unit in order to conform to Hillingdon's cycle parking standard."

"Vehicular Access

Access to the existing garages is directly via a short and narrow 'single file' access way which provides vehicular and pedestrian access. This arrangement would remain unaltered for the proposal and due to the physical constraints of the site envelope, access would be limited to passenger vehicles only but allowing such vehicles to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds. Any larger delivery, emergency or refuse vehicle would be required to stop and discharge their duty from within the public highway as they do now when servicing existing properties in the road. If so required, emergency vehicles i.e. a fire tender could still gain physical access into the site in an emergency scenario.

Although this overall arrangement is not considered as ideal, it is accepted in principle given the relatively small quantum of development and the low level of traffic activity the proposal would generate. Notwithstanding this point, a demonstration of adequate and safe vehicular and pedestrian access/egress to the site is required."

"Operational Refuse Requirements

Refuse collection would be conducted in conjunction with existing 'pick ups' from the properties within road without the need to enter the site envelope.

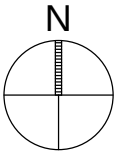
No firm detail of refuse storage has been provided. In order to conform to the Council's 'waste collection' maximum distance parameter of 10m i.e. distance from a refuse vehicle to the point of collection with a maximum carrying distance from each dwelling not exceeding 30m, arrangements should ensure that waste generated by each of the dwellings is positioned at a collection point nearest to the adopted public highway in Berkeley Close. In reality this would usually be undertaken informally as it is in the interest of the new occupiers to have their waste collected. The provision and location of the on-plot bin storage areas would be secured by way of planning condition. There are no further observations."

"Summary

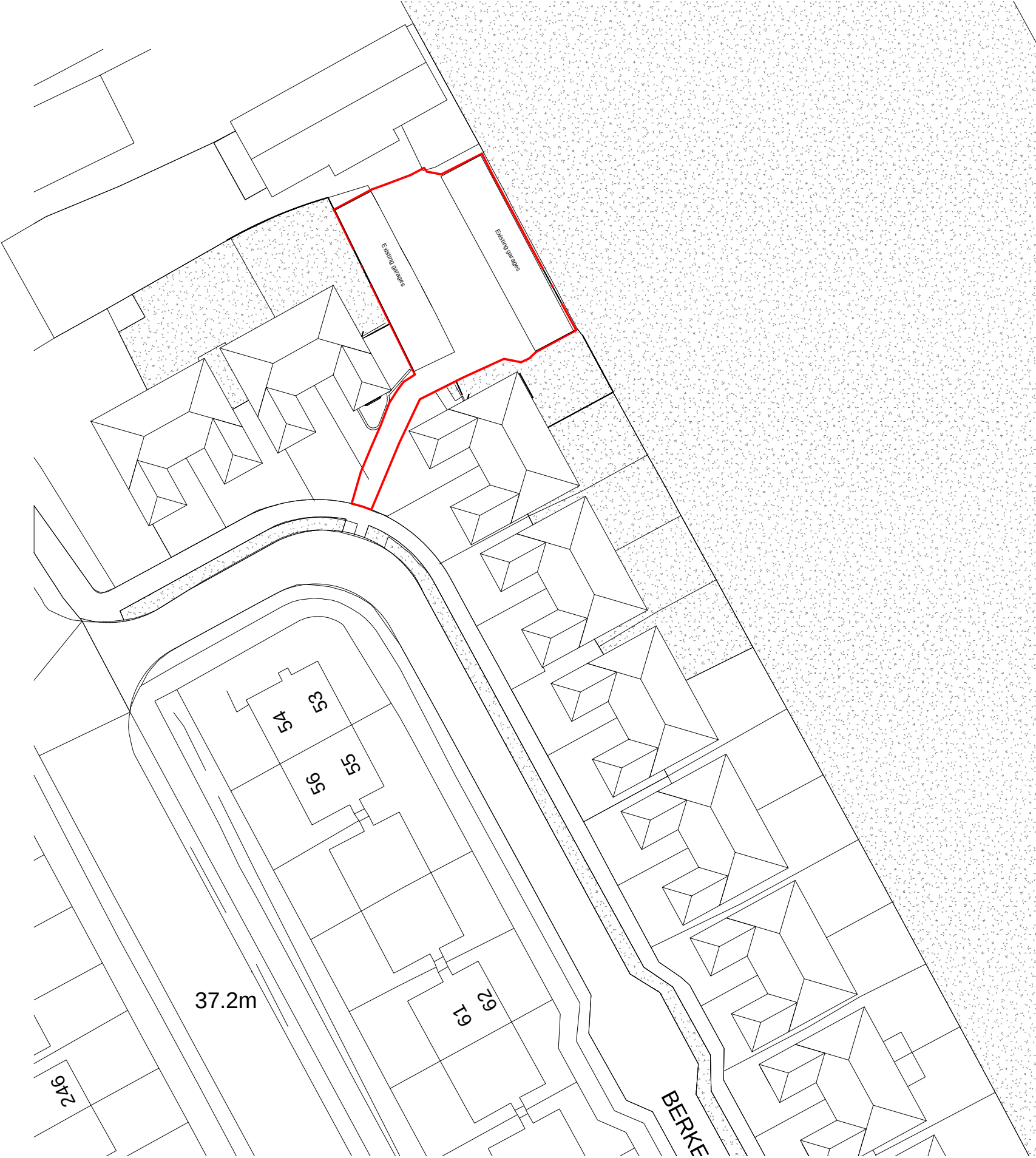
In terms of transport/highways impacts, the acceptability (or otherwise) of a future planning application will be dependent on the evidence and detail provided within the submitted documentation (which should include a Transport Statement) together with an appropriate response to the comments and recommendations made within this appraisal."

APPENDIX 2 – SITE LAYOUT

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--- SITE BOUNDARY



B	Topographical survey	SR	01.08.19
A	Full Planning Application	SR	22.07.19
REV/ ISSUE	NOTE	DRN	DATE

SCALE	DATE	DRN	CHK
1:500@A3	24.06.2019	SR	MH

PROJECT
Berkeley Close, Ruislip,
HA4 6LE

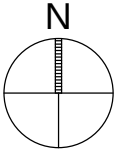
DRAWING
Existing Site Plan

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architects

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39-41 NORTH ROAD
LONDON N7 9DP
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JOB NO	DRAWING NO	REV
018050	P-Si-D-010	B

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--- SITE BOUNDARY

North - Area Schedule (GIA)					
Name	Level	Area	No Bedrooms	No Bed Spaces	Min Area req.

N - Flat 1	00_FFL	80 m²	2b	4p	70 m²
------------	--------	-------	----	----	-------

80 m²

N - Flat 2	00_FFL	5 m²			
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N - Flat 2	01_FFL	87 m²	2b	5p	79 m²
------------	--------	-------	----	----	-------

93 m²

173 m²

B	Topographical survey	SR	01.08.19
A	Full Planning Application	SR	22.07.19
REV/ ISSUE	NOTE	DRN	DATE

SCALE	DATE	DRN	CHK
1:500@A3	24.06.2019	SR	MH

PROJECT
Berkeley Close, Ruislip,
HA4 6LE

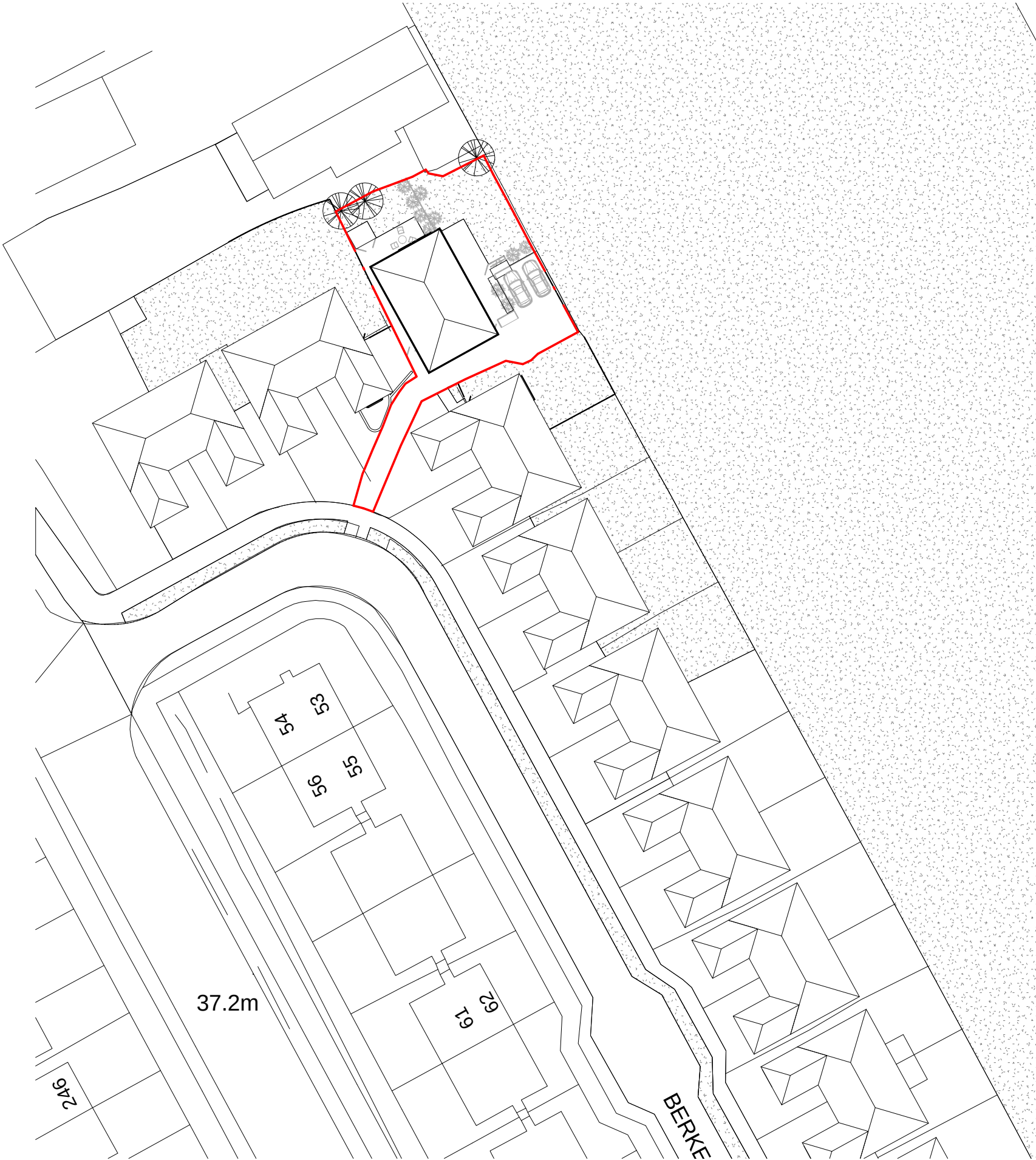
DRAWING
Proposed Site Plan

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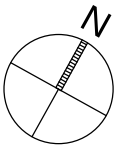
JOB NO	DRAWING NO	REV
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SITE PLAN
1:500



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--- SITE BOUNDARY

North - Area Schedule (GIA)					
Name	Level	Area	No Bedrooms	No Bed Spaces	Min Area req.
N - Flat 1	00_FFL	80 m²	2b	4p	70 m²
		80 m²			
N - Flat 2	00_FFL	5 m²			
N - Flat 2	01_FFL	87 m²	2b	5p	79 m²

93 m²
173 m²

B	Topographical survey	SR	01.08.19
A	Full Planning Application	SR	22.07.19
REV/ ISSUE	NOTE	DRN	DATE

SCALE	DATE	DRN	CHK
1:200@A3	24.06.2019	SR	MH

PROJECT
Berkeley Close, Ruislip,
HA4 6LE

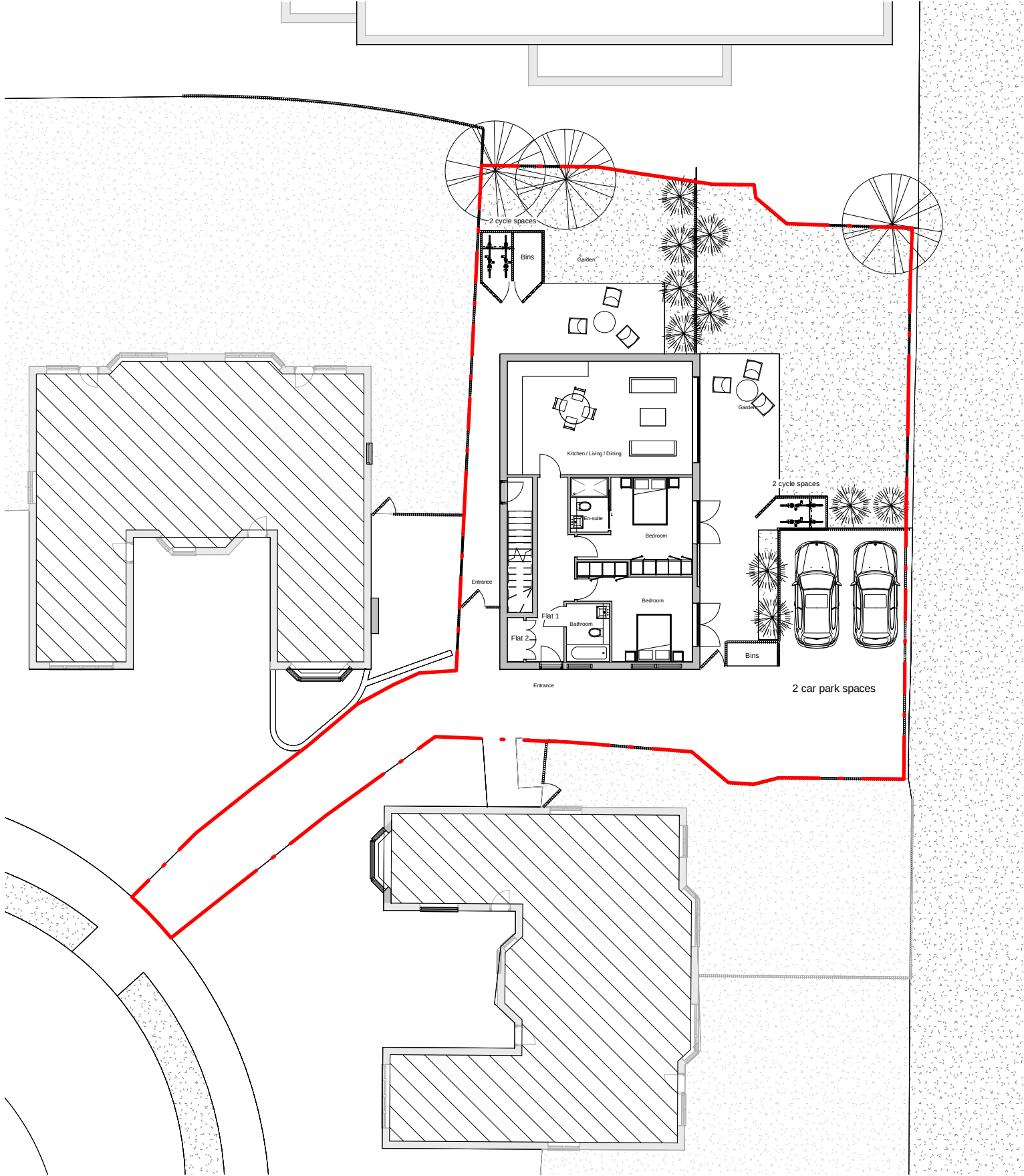
DRAWING
Proposed Ground Floor
Plan

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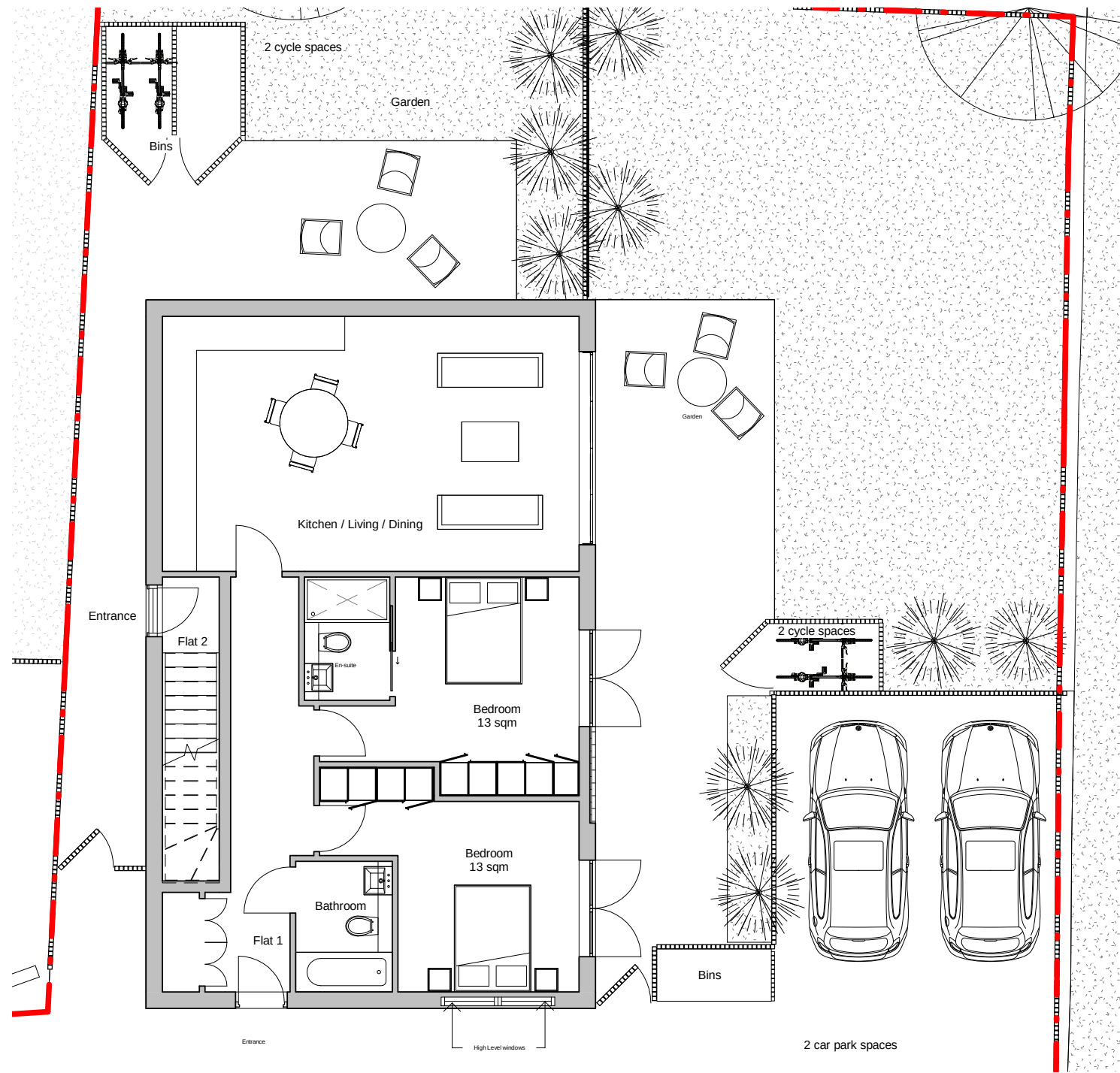
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39-41 NORTH ROAD
LONDON N7 9DP
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JOB NO	DRAWING NO	REV
018050	P-00-D-013	B

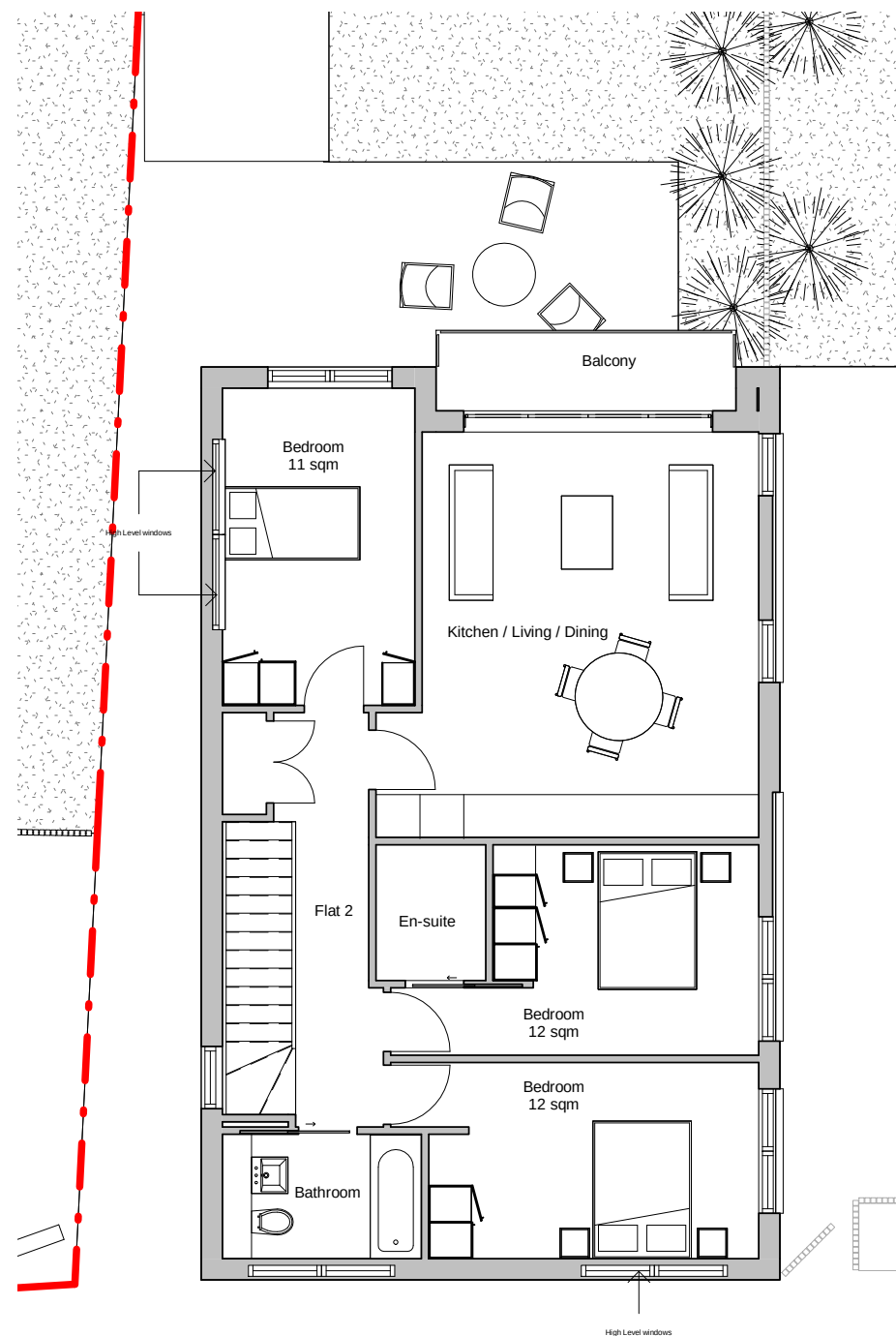
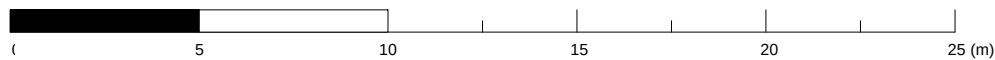


GROUND FLOOR PLAN
1:200





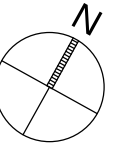
GROUND FLOOR PLAN
1:100



FIRST FLOOR PLAN
1:100

North - Area Schedule (GIA)					
Name	Level	Area	No Bedrooms	No Bed Spaces	Min Area req.
N - Flat 1	00_FFL	80 m ²	2b	4p	70 m ²
		80 m ²			
N - Flat 2	00_FFL	5 m ²			
N - Flat 2	01_FFL	87 m ²	2b	5p	79 m ²
		93 m ²			
		173 m ²			

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--- SITE BOUNDARY

B	Topographical survey	SR	01.08.19
A	Full Planning Application	SR	22.07.19
REV/ ISSUE	NOTE	DRN	DATE

SCALE	DATE	DRN	CHK
1:100@A3	24.06.2019	SR	MH

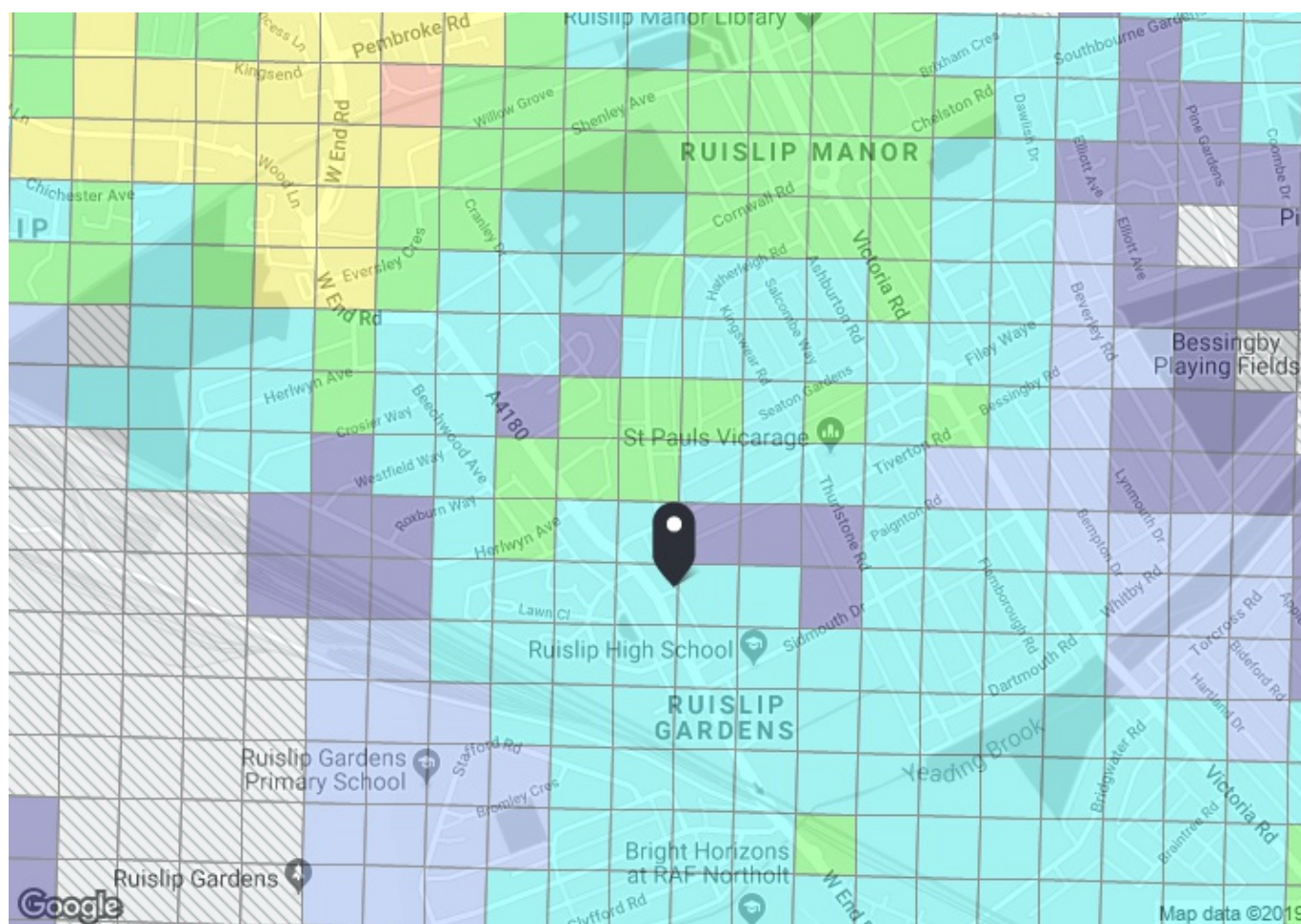
PROJECT
Berkeley Close, Ruislip
HA4 6LE

DRAWING
Proposed Ground and First
Floor Plan

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architects
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JOB NO	DRAWING NO	REV
018050	P-00/01-D-014	B

APPENDIX 3 – PTAL AND TIM REPORTS



PTAL output for Base Year 2

53 Berkeley Cl, Ruislip HA4 6LF, UK
Easting: 509992, Northing: 186251

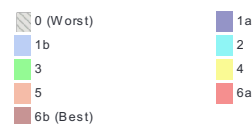
Grid Cell: 110749

Report generated: 15/07/2019

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BERKELEY CLOSE	E7	162.3	5	2.03	8	10.03	2.99	1	2.99
LUL	Ruislip Gardens	'Epping-WRuislip'	522.86	3	6.54	10.75	17.29	1.74	0.5	0.87
LUL	Ruislip Gardens	'RuislipGar-Epping'	522.86	1	6.54	30.75	37.29	0.8	0.5	0.4
LUL	Ruislip Gardens	'Debden-WRuislip'	522.86	0.33	6.54	91.66	98.19	0.31	0.5	0.15
LUL	Ruislip Gardens	'RuislipGdns-Debden'	522.86	0.33	6.54	91.66	98.19	0.31	0.5	0.15
LUL	Ruislip Gardens	'Loughton-WRuislip'	522.86	1	6.54	30.75	37.29	0.8	0.5	0.4
LUL	Ruislip Gardens	'RuislipGdns-Loughton'	522.86	0.67	6.54	45.53	52.06	0.58	0.5	0.29
LUL	Ruislip Gardens	'WRuislip-NewburyPark'	522.86	0.33	6.54	91.66	98.19	0.31	0.5	0.15
LUL	Ruislip Gardens	'Hainault-WRuislip'	522.86	3.33	6.54	9.76	16.29	1.84	1	1.84
LUL	Ruislip Gardens	'Hain-NP-RuislipGdns'	522.86	0.67	6.54	45.53	52.06	0.58	0.5	0.29
LUL	Ruislip Gardens	'GrangeHill-Wldfd-WRsp'	522.86	0.67	6.54	45.53	52.06	0.58	0.5	0.29
Total Grid Cell AI:										7.82