

Crosby Transport Planning Limited
19 Terrace Road
Walton on Thames
Surrey KT12 2SR
T: 01932 220464
E: contact@crosbytp.com
W: www.crosbytp.com

TRANSPORT TECHNICAL NOTE

BENTINCK COURT, 12-14 BENTINCK ROAD, WEST DRAYTON UB7 7RQ

Prepared on behalf of Angelship Limited

June 2015

Reference: P1532 TN/PC

Introduction

- 1** This Transport Technical Note is prepared on behalf of Angelship Limited in relation to their Prior Approval application for a change of use at Bentinck Court, 12-14 Bentinck Road, West Drayton UB7 7RQ, within the London Borough of Hillingdon.
- 2** The application relates to a change of use from 325sqm GIA (3,500sqft) of B1(a) office space to 9 one-bed residential flats under Class O of the current Permitted Development rights (reference '*Statutory Instruments, 2015 No. 596, The Town and Country Planning (General Permitted Development) (England) order 2015*') (the GPDO).
- 3** The site is located within the Yiewsley/West Drayton town centre, some 350 metres northwest of West Drayton station.

- 4 The site fronts onto Bentinck Road, from which vehicular access to the site is taken. Bentinck Road is a one-way northwest-bound road with surfaced footways along both sides. The site is situated within a largely residential area and within a controlled parking zone which restricts parking on-street to permit holders only (zone Y1) between 09:00-18:00hrs Monday to Saturday. Where on-street parking bays are not present, the carriageway is subject to single and double yellow line waiting restrictions.

Accessibility

- 5 The site is located within a 350 metre walk distance of West Drayton station which provides regular overland rail services towards London Paddington, Reading, Oxford, Twyford and Banbury. The average journey time to and from London Paddington is 20 minutes.
- 6 The nearest bus stop to the site (TfL stop reference F) is located outside West Drayton station which provides access to five frequent and regular bus services.
- 7 With reference to TfL's online Planning Information Database, the site scores a PTAL rating of 3 which represents a 'moderate' level of public transport accessibility. The details of the PTAL calculation for the site, including services and frequencies, are contained within **Appendix A**,

Proposals

- 8 The change of use comprises the conversion of 325sqm GIA (3,500sqft) of B1(a) office space to 9 one-bed flats of 30sqm each.
- 9 Existing and proposed layout drawings accompany the application, from which it can be seen that two car parking spaces are located within the site which would be retained for permanent use by future residents. Each parking space can be used independently without obstruction to or from other parked vehicles within the car park.

- 10** A formal refuse storage area is proposed adjacent to the vehicular access meaning that bins could be collected efficiently from the kerbside. A cycle parking area for nine cycle parking spaces (i.e. 1 space per residential unit) is also proposed.

Parking Provision and Car Ownership

- 11** In order to provide an indication of the likely level of car ownership for the proposed residential use, the existing car ownership levels for the local area have been reviewed using 2011 Census data obtained from the Office of National Statistics (ONS). The data provides existing levels of car ownership by habitable room for defined areas and in this case the data for the Yiewsley ward, within which the development site is located, has been reviewed.

- 12** Table 1 below contains the data derived directly from the 2011 Census.

Area	Unit Type	No. Habitable Rooms	No. H/holds	No. H/holds – No cars or van	No. H/holds – 1 car or van	No. H/holds – 2 cars or van	No. H/holds – 3 or more cars or van	Total cars owned	Average cars per dwelling
Yiewsley ward	Flat: Total Tenure	1 – 3 rooms (i.e. 1-bed unit)	1,055	469	506	74	6	672	0.64

Table 1: 2011 Car ownership census data for flats with one bedroom

- 13** Based on 2011 Census data, it can be seen that the likely level of unrestrained car ownership for the proposed residential use would be 0.64 cars per unit, equating to a total of 6 cars. Also, we can expect 44.4% of the total number of flats to be car free.
- 14** The change of use could therefore generate a demand for up to four on-street residential car parking permits. Such an increase is considered to be sufficiently modest not to lead to a material increase or change in character of the traffic in the vicinity of the site.

- 15** However, should the local authority be of the view that it is reasonable and necessary to prevent additional demand for on-street parking arising as a result of the development proposals, then the applicant would accept an appropriately-worded informative, similar to that used for the nearby development at 2a Cherry Orchard, West Drayton (application reference 31015/APP/2015/427).
- 16** It should be noted that although the local authority standards would permit up to one car parking space per unit, applying standards does not demonstrate or substantiate an impact in respect of transport and highways matters.

Traffic Generation

- 17** In order to determine whether the change of use would be likely to result in a material increase in traffic onto the highway network in the vicinity of the site, the TRICS 7.2.1 database (incorporating TRAVL) has been interrogated to derive trip rate information for the existing and proposed land uses.
- 18** However, due to the small scale of the existing and proposed schemes, the TRICS database does not contain a sufficient number of comparable sites from which meaningful traffic generation data can be derived. A 'first principles' approach is therefore considered appropriate.
- 19** The existing office use presently utilises three on-site parking spaces and four off-site spaces located opposite the site at the junction of Bentinck Road with Wimpole Road.
- 20** It can be reasonably assumed that at peak times, the spaces, and hence development, would attract demand for no greater than 7 movements (i.e. inbound during the AM peak and outbound during the PM peak).

- 21** For the residential use it can also be reasonably and robustly assumed that each vehicle owned by residents may generate one movement during the peak hours. If residents are entitled to apply for parking permits, then a maximum of 6 vehicle movements could reasonably be expected to take place on the local highway network during peak periods. Should residents be prevented from applying for permits, then clearly the number of vehicle movements would be expected to be less, and likely to be no greater than two movements during peak hours.

Summary and Conclusion

- 22** This note has been prepared in relation to a change of use from 325sqm GIA (3,500sqft) of B1(a) office space to 9 one-bed residential flats under Class O of the current 2015 GPDO.
- 23** Paragraph W.5 of the GPDO requires consultation with the local highway authority *‘where the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site’*. In this case however, the local planning authority is the local highway authority. Secondly, paragraph 32 of the National Planning Policy Framework states that *‘development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe’*.
- 24** It has been established that the development could result in a demand for four additional on-street spaces which would be sufficiently modest not to cause ‘severe’ harm and conflict with Government policy. However, should the local authority wish to do so, they could attach an informative to the decision notice that prevents residents from being eligible for permits. Regardless of whether residents would be entitled for permits or not, it has also been established that that the change of use would not lead to an increase in traffic movements to and from the site.

- 25** It has therefore been demonstrated that the proposed change of use would not give rise to a '*material increase or a material change in the character of traffic in the vicinity of the site*', nor would it be likely to lead to a '*severe*' residual cumulative impact. The change of use is therefore considered entirely acceptable on transport and highways grounds.

APPENDIX A:

PTAL Calculation

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20151505133211
Description 20151505133211
Run by user PTAL web application
Date and time 15/05/2015 13:32

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 505895, 180358

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	WEST DRAYTON STATION	U1	343.81	4.0	0.5	4.3	9.5	13.8	2.17	1.09

BUS	WEST DRAYTON STATION	U3	343.81	5.0	0.5	4.3	8.0	12.3	2.44	1.22
BUS	WEST DRAYTON STATION	222	343.81	8.0	1.0	4.3	5.75	10.05	2.99	2.99
BUS	WEST DRAYTON STATION	U5	343.81	5.0	0.5	4.3	8.0	12.3	2.44	1.22
BUS	WEST DRAYTON STATION	350	343.81	5.0	0.5	4.3	8.0	12.3	2.44	1.22
LT SAP Points Not Found										
NATIONAL_RAIL	WEST DRAYTON	OXFORD to LONDON PADDINGTON	356.92	1.3	0.5	4.46	23.83	28.29	1.06	0.53
NATIONAL_RAIL	WEST DRAYTON	LONDON PADDINGTON to READING	356.92	2.0	1.0	4.46	15.75	20.21	1.48	1.48
NATIONAL_RAIL	WEST DRAYTON	LONDON PADDINGTON to TWYFORD	356.92	0.33	0.5	4.46	91.66	96.12	0.31	0.16
NATIONAL_RAIL	WEST DRAYTON	BANBURY to LONDON PADDINGTON	356.92	0.33	0.5	4.46	91.66	96.12	0.31	0.16

Total AI for this POI is 10.07.

PTAL Rating is 3.