

TRANSPORT STATEMENT

Proposed Residential Development at
1 – 6 Station Parade, Ickenham, West
Ruislip, HA4 7DL

for

B & M Investments Ltd

A20032

March 2021

V2.0

TRANSPORT STATEMENT

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Ickenham, West Ruislip, HA4 7DL**

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1.0 Introduction

1.1 Patrick Parsons has been commissioned by B&M Investments Ltd to prepare a Transport Statement to accompany a planning application for the proposed residential development at 1-6 Station Road, Ickenham, West Ruislip, HA4 7DL.

1.2 The London Borough of Hillingdon (LBH) is both the Highway Authority and the Local Planning Authority.

Proposed Development

1.3 The proposal is to erect 9 residential flats (class C3 use) on the upper floors whilst retaining the retail space on the ground floor.

1.4 Each residential unit will be provided with its own private amenity space in the form of a balcony or a terrace. The other facilities proposed include 8 parking spaces (7 for the residential units and one for the commercial unit) plus cycle and refuse stores.

1.5 The proposed housing mix is as follows:

- 3 x 1 bed units;
- 3 x 2 bed units; and
- 3 x 3 bed units.

The Proposed Floor Plans are shown in **Appendix A**.

1.6 The remainder of this report contains the following chapters:

- **Chapter 2** considers current and relevant policies at national and local levels which underpin the development of the site from a transport and highways perspective;
- **Chapter 3** provides a description of the existing site, surrounding highway network, existing access and collision study around the application site;
- **Chapter 4** details the development proposals, proposed access, car and cycle parking strategy and servicing arrangements;
- **Chapter 5** assesses the trip generation from the proposed development and its impact on the surrounding highway network;
- **Chapter 6** details the sustainable transport accessibility in relation to the application site;
- **Chapter 7** summarises and concludes the findings of the report.

2.0 Planning Policy Review

2.1 This chapter provides an overview of national and local policies for land use and transport that are relevant to the proposed development. These are:

- Transport White Paper – Creating Growth, Cutting Carbon (January 2011);
- National Planning Policy Framework (July 2019);
- The Publication London Plan (Dec 2020);
- London Borough of Hillingdon Local Plan: Part 1 Strategic Policies (November 2012); and
- London Borough of Hillingdon Local Plan: Part 2 Development Management Policies (January 2020)

Transport White Paper - Creating Growth, Cutting Carbon (January 2011)

2.2 Creating Growth, Cutting Carbon' sets out the Government's objectives for a greener and safer transport network that encourages economic growth and improves quality of life for communities.

2.3 The White Paper encourages the implementation of sustainable local transport systems and aims to remove the previous top-down approach to transport planning. Local Authorities will have the power to implement and tailor transport systems and schemes based on local needs and behaviour.

2.4 The economic aims of the White Paper can be achieved by increasing access to employment and services, reducing carbon emissions, increasing public transport accessibility, and as a by-product, increasing the number of people using safer transport methods with wider health benefits.

2.5 The White Paper notes the key role of travel planning in achieving the Government's objectives, as set out below:

2.6 "The Government wants to encourage and enable more sustainable transport choices. [...] In transport terms, this might be exemplified by reducing unnecessary signs, posts and other street clutter to improve road safety and encourage walking, by travel planning, or by presenting information in such a way as to encourage choice"

National Planning Policy Framework (NPPF) (July 2019)

2.7 The revised National Planning Policy Framework (July 2019) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

2.8 With regards to Promoting Sustainable Transport NPPF states:

Para 102

- 2.9 Transport issues should be considered from the earliest stages of 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.

Para 103

- 2.10 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. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Para 104

- 2.11 Planning policies should;
- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
 - b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
 - c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
 - d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
 - e) provide for any large-scale transport facilities that need to be located in the area⁴², and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
 - f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

Para 105

- 2.12 If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Para 106

- 2.13 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.

Para 108

- 2.14 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.

Para 109

- 2.15 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.

Para 110

2.16 Within this context, applications for development should:

- a) give priority first 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;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Para 111

2.17 All developments that will 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.

The London Plan – Publication Dec 2020

2.18 This London Plan runs from 2019 – 2041 and provides the framework to address the key planning issues facing London. This allows boroughs to spend time and resources on those issues that have a distinctly local dimension and on measures that will help deliver the growth London needs. This includes area-based frameworks, action plans and Supplementary Planning Documents, site allocations.

2.19 Policy T1 Strategic approach to transport

- 1 Development Plans and development proposals should support:
 - A) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
 - B) the proposed transport schemes set out in Table 10.1.
- 2 All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

2.20 Policy T2 Healthy Streets

- A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.
- B Development Plans should:

- 1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.
 - 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently, and streets are greener and more pleasant.
- C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.
- D Development proposals should:
- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.
 - 2) reduce the dominance of vehicles on London's streets whether stationary or moving.
 - 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

2.21 Policy T5 Cycling

- A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:
- 1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
 - 2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.
- AA Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
- AB Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

- B Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.
- C Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently located, on-street parking facilities such as bicycle hangers.
- D Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

2.22 **Policy T6 Car parking**

- A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.
- B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part D of this policy.
- BA An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.
- C The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.
- D Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.
- DA Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use.
- E Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with policies T6.1, T6.2, T6.3 and T6.4. All operational parking should make this provision, including offering

rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

- EA Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.
- F Adequate provision should be made for efficient deliveries and servicing and emergency access
- G A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.
- H Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.
- I Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

2.23 **London Borough of Hillingdon Local Plan: Part 1 Strategic Policies (November 2012)**

This Local Plan runs from 2012 – 2026 and sets out the local council's vision and plan for how the borough will grow and develop over the 16 years that the plan will run for. It sets out a range of planning policies which will enable the successful delivery of thriving places, energy efficient housing, a dynamic economy, the provision of community infrastructure, making the borough of Hillingdon a destination in London. The Council's decisions on planning applications should be made in line with its development plan unless there are significant matters (material considerations) that indicate otherwise.

2.24 **Policy NPPF1: National Planning Policy Framework – Presumption in Favour of Sustainable Development**

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

2.25 **London Borough of Hillingdon Local Plan: Part 2 Development Management Policies (January 2020)**

The Hillingdon Local Plan Part 1: Strategic Policies was adopted in November 2012 and is the key strategic planning document for Hillingdon. It sets out a long term spatial vision and objectives for the Borough, what is planned to happen, where and how it will be achieved. The Development Management Policies form part of Hillingdon's Local Plan Part 2. Its purpose is to provide detailed policies that will form the basis of the Council's decisions on individual planning applications.

2.26 **Policy DMT1: Managing Transport Impacts**

- 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 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.

2.27 **Policy DMT2: Highway Impacts**

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.

2.28 **Policy DMT4: Public Transport**

- A. The Council will support and promote the enhancement of public transport facilities, including at key interchanges that address the needs of the Borough. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services, which may include:
 - i. Improvements to address inclusive access;
 - ii. Ensuring that bus stops are conveniently located for passengers;
 - iii. Implementation of bus priority and bus stop accessibility measures;
 - iv. Providing for bus routes requirements and associated road layouts;
 - v. Improvements to the network of services; and
 - vi. Improvements to infrastructure to support cycling.
- B. Public transport measures may be required to be included in the highways layout design where they are identified in a transport assessment, travel plan or integral to the acceptability of the proposal.

2.29 **Policy DMT5: Pedestrians and Cyclists**

- A. Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:
 - i. The retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;

- ii. The provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
 - iii. The provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
 - iv. The provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.
- B. Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.

2.30 Policy DMT6: Vehicle Parking

- 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.

2.31 Parking Standards

The parking standards apply to new buildings, extensions and changes of use for service vehicles, car, motorcycle and bicycle parking.

a) Specific Requirements

No.	Use	Requirements
1.	Parking bay sizes	(a) The minimum dimensions of a standard car parking bay are 2400mm x 4800 mm for spaces and for a wheelchair accessible car parking bay 2400mm x 4800mm plus shares 1200mm transfer zone as detailed in the Council's Accessibility SPD.
		(b) The minimum dimensions of a motorcycle/moped/scooter parking bay are 1400mm x 2500mm.
		(c) The minimum dimensions for a bicycle space are 600mm x 1800mm.
2.	Multiple users of parking facilities	(a) Where a scheme consists of more than one land use, the parking requirement will be calculated separately for each use. However, where mixed uses generate demands at different times of day, consideration will be given to parking provision based on the maximum amount of parking space required at any one time.
		(b) Applicants may consider the multiple use of parking facilities (for use by different sections of the community, for different uses and wither at the same or at different times). It should be noted that multiple use of parking facilities may require planning permission.
3.	Uses likely to generate coach traffic	(a) Uses likely to generate coach traffic (e.g. hotels, public halls, educational establishments, swimming and sports facilities, theatres etc) should provide adequate off-street facilities for coaches, including pick-up and set-down points, manoeuvring space and sufficient parking bay(s).
		(b) Development layouts should allow for coaches to enter and leave the site in a forward gear.

4.	Transport appraisal, assessment or statement and Travel Plan	Where required in the parking standards or as ascertained by the Council, a transport assessment, statement or appraisal and/ or travel plan may be required to ascertain the impact of the development.
5.	Servicing and loading Arrangements	<p>(a) Sufficient space for the standing and manoeuvring of all goods and service vehicles likely to serve the development at any one time is essential.</p> <p>(b) The following minimum dimensions should be accommodated for service vehicles:</p> <ul style="list-style-type: none"> For smaller stores, town centre uses, hotels and residential institutions: 2.5m x 12m; and For supermarkets and warehouses: 2.5m x 18m <p>(c) Development layouts should allow all vehicles to load/unload and enter and leave the site in a forward gear.</p>
6.	Car park Design	<p>(a) Car parking areas must be designed from the onset in accordance with the principles of secured by design (where necessary access controlled), sustainable drainage (SuDS) and inclusive access.</p> <p>(b) Surface car parks should be adequately screened and landscaped and, where possible, laid out in small groups of parking spaces for amenity and to mitigate heat island effects and surface water runoff.</p> <p>(c) Car parking areas must be designed to allow vehicles to exit and enter in a forward gear.</p>
7.	Parking provision for dwelling houses	<p>(a) Car parking spaces for dwelling houses should:</p> <ul style="list-style-type: none"> Be designed in accordance with sustainable drainage principles; Minimise areas of hard standing; Ensure gates do not swing outwards and that the positioning of the car park does not cause the parked vehicle to overhang the pavement; Leave enough space between the dwelling and vehicle (1200mm) to allow access for a wheelchair user in accordance with the Council's Accessible Hillingdon SPD May 2013; and Make provision for electric vehicle charging points. <p>(b) For dwelling houses with vehicular access onto a classified highway, vehicles must be able to enter and exit the site in a forward gear.</p>
8.	Garages	<p>(a) Garages should be an internal width minimum of 3000 mm x 6000 mm. The design of the building around it, should be subordinate in size and appearance to the main dwelling, and preserve and enhance the local character.</p> <p>(b) Flat roofs and double width doors and long unrelieved walls should be avoided especially if they front towards a street.</p> <p>(c) The design of the garage and driveway must ensure that an occupying vehicle does not need to overhang the carriageway or footway (footpath) while for the garage door to be opened.</p>
9.	Inclusive Access	<p>(a) For commercial developments, 10% of car parking spaces must be for blue badge holders and 5% for brown badge holders, together with one accessible on or off street parking bay designated for blue badge holders, even if no general parking is provided.</p> <p>(b) For residential development, car parking areas must include 10% of space suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD May 2013. For dwelling houses, proposals must leave enough space between the dwelling and vehicle (1200mm) to allow access for a wheelchair user in accordance with the Council's Accessible Hillingdon SPD May 2013.</p>
10.	Parking for electric vehicles	Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor's targets. This will be reviewed in future.
11.	Crossovers, footpaths and road layouts	<p>(a) Vehicle crossovers must be constructed to Council standards and meet engineering requirements. As a guide, the width of a standard (domestic) crossing is 2.5m at the back of the public footway increasing to 4.6m at the kerbside. Crossover which cover the full frontage may not be permitted.</p> <p>(b) For road layouts, swept path analysis must include 300mm error margins around the body of the vehicle. This should be satisfactorily accommodated within the existing and proposed road layout.</p>

12.	Bicycle parking	(a) Parking for bicycles must be located in safe, secure and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance(s). Large developments will be expected to include changing and other facilities for cyclists.
		(b) As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage. Further design guidance is available in Transport for London's London Cycle Design Standards.
13.	Motorcycle, moped and scooter parking	(a) In addition to car and bicycle parking spaces for motorised two wheelers (motorcycles, moped and scooters) must also be provided at the rate of 5% of car parking spaces.
		(b) Motorised two wheeler parking should be secure and where possible covered and close to building entrances. Ideally parking should be grouped together for security. Large developments will be expected to include changing and other facilities for motorcyclists, moped and scooter users. Guidance on parking design is available on the Institute for Highway Engineers Guidelines for Motorcycling.

b) Specific Requirements

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 per 1 or 2 bed unit. (b) 2 per 3 or more bed unit/
Flats	
3 – 4 or more bedrooms – 2 spaces per unit 1 – 2 bedrooms – 1.5 – 1 spaces per unit Studio – 1 space per 2 units (a) Proposals must also accommodate visitor's car parking on-site additional to the above. (b) Car parks must be allocated to dwellings.	(a) 1 per studio, 1 or 2 bed unit. (b) 2 per 3 or more bed unit.
Houses in Multiple Occupation	
For a HMO with up to 6 occupants : 1 space per 2 occupants. For HMOs over 6 occupants, car parking requirements will be assessed through a transport appraisal and travel plan.	1 per occupant

3.0 Site Location and Existing Development

Existing Site and Location

- 3.1 The site is located next to Station Parade near to West Ruislip Station. The site currently consists of a small conglomeration of commercial buildings and have recently included a car sales unit; a grocery store; a hairdresser and ad-hoc offices. The Site Location Plan is included in **Appendix B**.

Highway Network

Station Parade

- 3.2 Station Parade is a two-way road that has a speed limit of 30 mph and provides a link between Ickenham and Ruislip. There is street lighting and pedestrian footways on each side of the carriageway. There are both single and double yellow line restrictions found in front of the site. There are on carriageway cycle lanes running along both sides of the road, near to the site.

Ickenham Close

- 3.3 Ickenham Close is a residential cul-de-sac with properties along both sides of the road. Many of the properties have off-street parking in the form of driveways. There are several permit holder CPZ bays (restricted Monday to Sunday 9am – 5pm) with the rest of the road covered with double yellow line “no waiting” restrictions.

Controlled Parking Zone

- 3.4 The site is within a Controlled Parking Zone (WR1) with permit parking only available Monday to Sunday, between 9am and 5pm.

4.0 Proposed Development

Development Proposal

- 4.1 The proposal is to demolish the existing building and construct a new building to provide 9 residential flats (class C3 use) on the upper floors whilst retaining the retail space on the ground floor. The Proposed Floor Plans are shown in Appendix A.
- 4.2 Each residential unit will be provided with its own private amenity space in the form of a balcony or a terrace. The other facilities proposed include 8 parking spaces plus cycle and refuse stores.
- 4.3 The proposed housing mix is as follows:
- 3 x 1 bed units;
 - 3 x 2 bed units; and
 - 3 x 3 bed units.

Pedestrian Access

- 4.4 Pedestrian Access to the site will be via the existing footways on Station Parade. The footways will be improved, with new paving or surface dressing provided. The existing dropped crossing along the site frontage (to allow cars to enter and exit the existing car sales unit) will be replaced with full height kerbing providing a safer pedestrian environment. Rear entrances to the flats and commercial units will provide access from the car / cycle parking area.

Residential Car Parking

- 4.5 8 parking spaces including 1 disabled bay will be provided at the site. The spaces will be located to the rear of the site accessed via the existing right of access which connects Station parade to Ickenham Close. Cars will be able to enter and exit in a forward gear. Visitors to the site, should they need to travel by car, can park in the adjacent West Ruislip railway station pay and display car park.

Controlled Parking Zone

- 4.6 The client is willing to enter into a S106 agreement to restrict future occupants of the site from being able to obtain parking permits to parking within the local controlled parking zone. This will then self-enforce future residents from owning cars as they will not be able to park (note: the existing CPZ runs 7 days a week).

Cycle parking

- 4.7 18 secure bicycle parking spaces will be provided for the 9 flats (i.e. 2 spaces per dwelling) in line with policy requirements. 3 spaces will be provided for the commercial units within a separate secure store.

Refuse and Servicing

- 4.8 A refuse area will be provided on the ground floor. Bins will be wheeled to the end of the access by the site managers on the day of collection for easy collection by the refuse operatives.

5.0 Highway Impact

- 5.1 When undertaking a Transport Assessment for a site, it is normal practice to consider the likely impact of the proposed development traffic in the peak hours, i.e. when the combination of existing and proposed traffic is at its highest.
- 5.2 However, as this is a small development providing just 8 car parking spaces, it is easy to see that any impact made on the local highway would be minimal.

6.0 Sustainable Transport

Walking

- 6.1 There is good footway provision on the local highway network in the area and controlled crossings on the main roads allowing safe access to local facilities.
- 6.2 For pedestrians without mobility impairment, the Institution of Highways and Transportation (IHT) in their publication, 'Guidelines for Providing for Journeys on Foot 2000' made a series of suggested acceptable walking distances in relation to some common facilities. **Table 6.1** below sets out suggested acceptable walking distances in relation to some common facilities. More recent guidance in Manual for Streets states that "walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' walk (up to about 800m) walking distance of residential areas".

Table 6.1 – Suggested Acceptable Walking Distances

	Town Centres, Retail	Employment	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Local Amenities

- 6.3 The site is located near to West Ruislip Station which offers a reasonable number of amenities close-by. Most of the facilities and services are within the 'acceptable' category of 400m-1000m (5-12 minute walk) as defined in the table above using routes available to pedestrians. A selection is listed in **Table 6.2** below.

Table 6.2: Distances and walk times to nearby services and facilities

Service / Facility		Distance (metres)	Walk Time (minutes)
Grocery / Supermarket	• Tesco Express	• 300	• 4
Bank / ATM	• Lloyds Bank	• 900	• 11
Schools	• Pentland Field School • Woodlands Nursery • Bishop Winnington Ingram C of E Primary School	• 750 • 900 • 1000	• 9 • 11 • 12
Doctors surgery	• Wood Lane Medical Centre	• 900	• 4
Pharmacy	• Boots Ruislip	• 900	• 11
Recreational space	• Hill Lane Playground	• 500	• 6

Trains

6.5 The nearest rail station is West Ruislip and is approximately 200m from the site. This equates to a 2-minute walk. The station is in travel zone 6. Services are provided by Chiltern Railways and also London Underground Central Line Services. The typical Chiltern Railways off-peak service can be broken down as follows:

- 1 train per hour (tph) to London Marylebone; and
- 1 tph to Gerrards Cross.

London Underground Central Line services can be broken down as follows:

- 7 tph to Epping during peak times;
- 5 tph to Debden during peak times; and
- 9 tph to Epping during off-peak times .

Buses

6.6 The nearest bus stops are located on High Road (B466). Stops for services in both directions are approximately 100m (1-minute walk) from the site. These stops are served by a total of 3 bus routes.

6.7 A summary of these bus services is shown in **Table 6.3** below and the West Ruislip bus route map is attached as **Appendix C**.

Table 6.3: Bus Service Summary

Service	Monday - Friday		Saturday		Sunday	
	Hours of operation	Maximum daily frequency	Hours of operation	Maximum daily frequency	Hours of operation	Maximum daily frequency
278 <i>Ruislip Station – Heathrow Central Bus Station</i>	03:58 – 23:58	Every 13 – 14 minutes	03:58 – 23:58	Every 14 – 15 minutes	03:58 – 23:58	Every 20 minutes
U1 <i>Ruislip Station – West Drayton Station</i>	05:48 – 01:13	Every 10 – 14 minutes	05:48 – 01:13	Every 14 -15 minutes	06:43 – 01:13	Every 30 minutes
U10 <i>Glenhurst Avenue – Belmont Avenue</i>	07:47 – 19:42	Every 60 minutes	07:32 – 19:42	Every 60 minutes	-	-

Cycling

- 6.8 Local Transport Note 2/08 states that 'many utility cycle journeys are under three miles (5 kilometres) although for commuter journeys, a trip distance of 5 miles (8 kilometres) or more is not uncommon'. Furthermore, previous Planning Policy Guidance 13 (PPG13) defined a distance of 5,000m, within which 'cycling can reasonably be considered as an alternative to travelling by private car'.
- 6.9 Based on a relatively slow cycling speed of 15kph, a 5km distance could be achieved in 20 minutes. The 5-kilometre cycle catchment encompasses all of Ickenham town centre and extends to areas including Uxbridge, Northolt, Rayners Lane and Northwood etc.

Summary

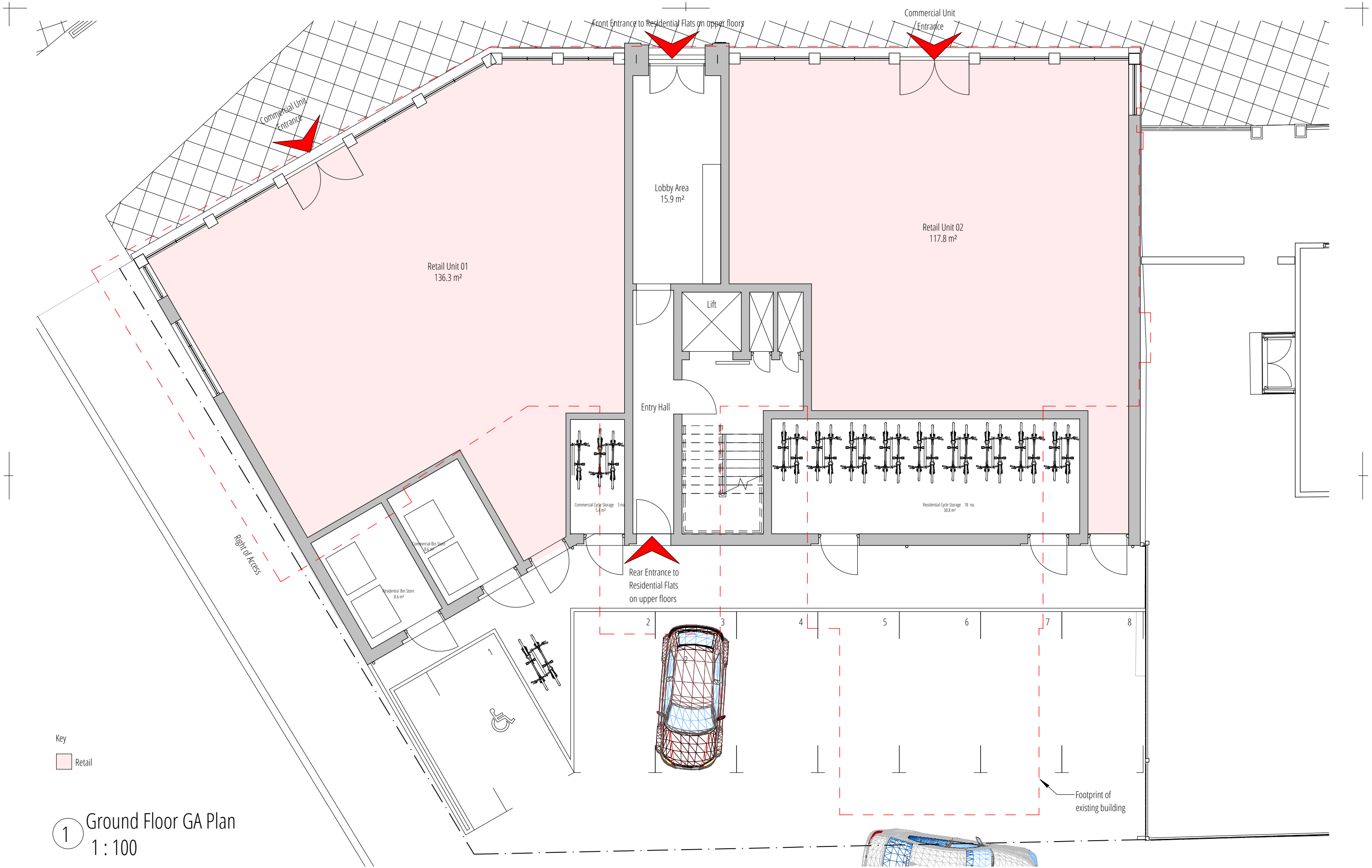
- 6.10 This section has identified existing transport links. These show that the application site is accessible by a variety of sustainable transport modes and provides good access to public transport.

7.0 Summary and Conclusion

- 7.1 Patrick Parsons has been commissioned by B & M Investments to prepare a Transport Statement to accompany a planning application for proposed mixed use development at 1 – 6 Station Road, Ickenham, West Ruislip, HA4 7DL.
- 7.2 The site is in a sustainable location, close to several good bus services and adjacent to West Ruislip railway station. There is also good provision for pedestrians in the area and a cycle lane is provided close to the site.
- 7.3 The site is situated close to Ruislip and Ickenham town centres, with significant shops and facilities located close by, within easy walking and cycling distance.
- 7.4 8 parking spaces including 1 disabled bay will be provided at the site. The spaces will be located to the rear of the site accessed via the existing right of access which connects Station parade to Ickenham Close. Cars will be able to enter and exit in a forward gear. Visitors to the site, should they need to travel by car, can park in the adjacent West Ruislip railway station pay and display car park.
- 7.5 Secure and covered bicycle parking will be provided, in accordance with the Local Policy Standards.
- 7.6 The client is willing to enter into a S106 agreement to restrict future occupants of the site from being able to obtain parking permits to parking within the local controlled parking zone. This will then self-enforce future residents from owning cars as they will not be able to park (note, the existing CPZ runs 7 days a week).
- 7.7 In summary, we conclude that the proposed development can be accommodated without detriment to vehicular flows and road safety on the surrounding highway network.

Appendix A

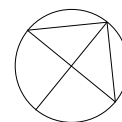
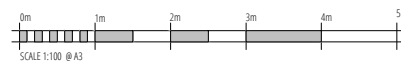
Proposed Floorplans



1 Ground Floor GA Plan
1 : 100

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REV	DATE	DESCRIPTION	APPR



PROJECT NAME
1-6 Station Parade, HA4 7DL

DRAWING TITLE
Ground Floor GA Plan

PROJECT NUMBER
19073

SCALE
1:100

PURPOSE
For Stage Approval

DOCUMENT NUMBER
19073-GAA-TA-GF-DR-T-2001

DATE
22/03/21

DRAWN	GDS	CHECK	HB
STATUS	S4	REVIEWED	HB
Rev.No.	P11	APPROVED	HB



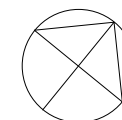
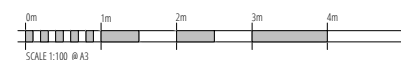


- Key**
- 1B2P
 - 2B3P
 - 3B5P

1 First Floor GA Plan 1 : 100

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REV	DATE	DESCRIPTION	APPR



PROJECT NAME
1-6 Station Parade, HA4 7DL

DRAWING TITLE
First Floor GA Plan

PROJECT NUMBER
19073

SCALE
1:100

DOCUMENT NUMBER
19073-GAA-TA-01-DR-T-2002

DATE
22/03/21

DRAWN
GDS

CHECK
HB

STATUS
S4

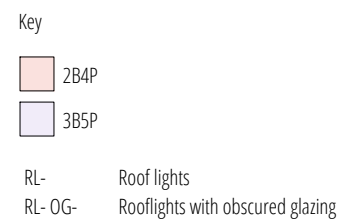
Rev.No.
P07

REVIEWED
SB

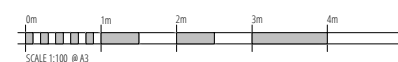
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SB

PURPOSE
For Stage Approval





1 Third Floor GA Plan
1 : 100

[illegible]

PROJECT NUMBER 19073 SCALE 1:100

STATUS	Rev.No.	REVIEWED	APPROVED
S4	P07	SB	SB

PURPOSE
For Stage Approval




Appendix B

Site Location Plan



P1	INITIAL ISSUE	07.02.20 JBr CV
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<div><div><div>Built Environment Engineering Consultancy</div></div><div>T. +44 (0)333 700 4001 E. info@patrickparsons.co.uk W. www.patrickparsons.co.uk</div></div>	Client B & M Investements	Drawing Site Location Plan	Scales NTS	Date Feb 20	Checked by JBr CV
	Project 1-6 Station Parade		Drawing No. A20032-201	Rev. P1	

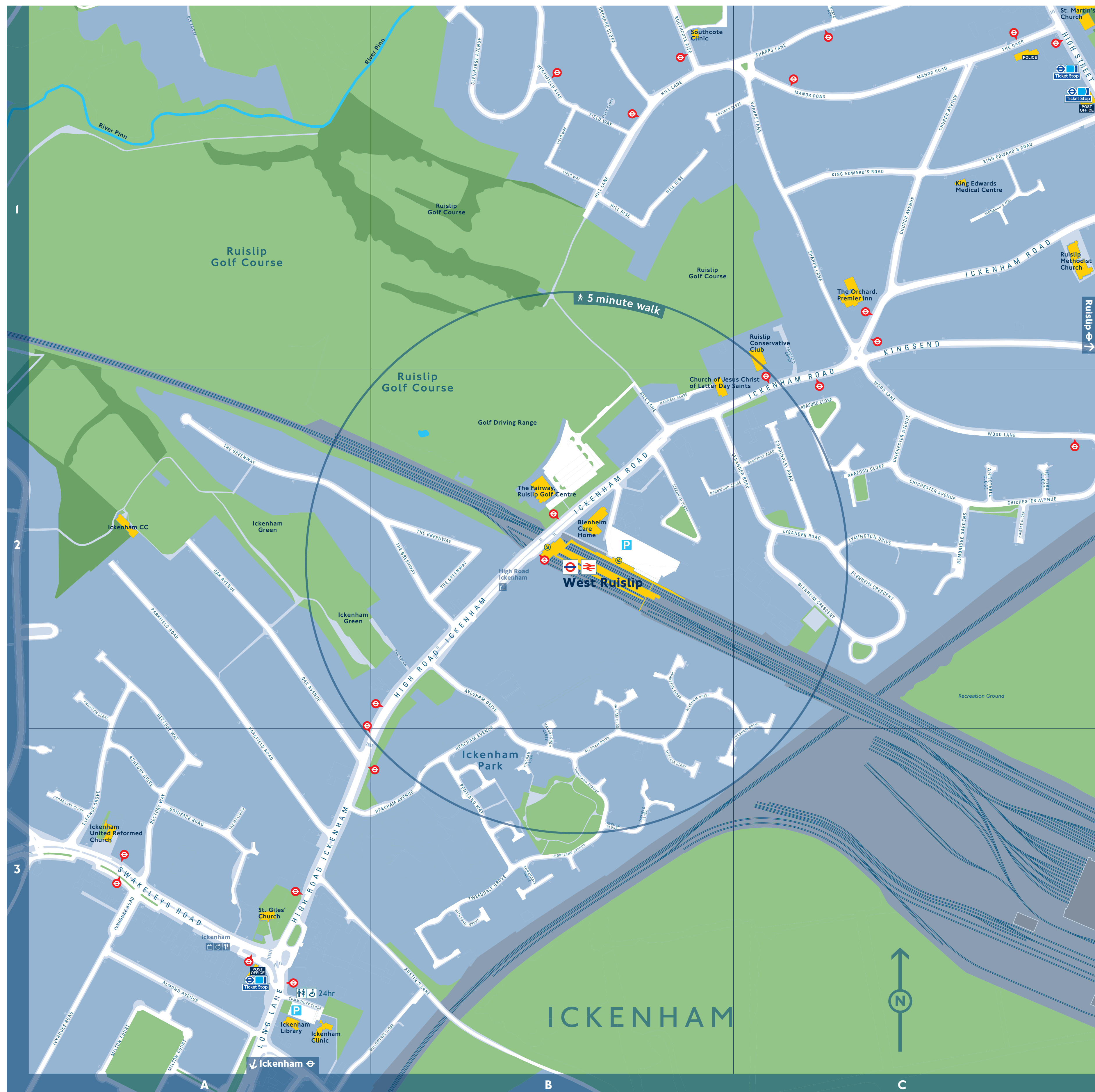
Appendix C

Bus Map

West Ruislip Station – Zone 6

Onward Travel Information

Local Area Map



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Street finder

A
A3 Almond Avenue
B3 Annandale Grove
A3 Ashbury Drive
B3 Austin's Lane
B2 Aylsham Drive
B
B2 Barmwood Close
C2 Beaufort Road
C2 Bernbridge Gardens
C2 Blenheim Crescent
A3 Boniface Road
A3 Broadacre Close
C
A2 Charlton Close
C2 Chichester Avenue
C1 Church Avenue
A3 Community Close
C2 Cordingley Road
B1 Cottage Close
B2 Cranston Close
E
A3 Eleanor Grove
F
C1 Fairfield Court
B1 Field Close
B1 Field Way
B3 Fincham Close

G
B1 Glenhurst Avenue
B2 Green, The
B2 Greenway, The
H
C2 Hamble Close
B2 Harwell Close
B2 Haslam Close
B3 Heacham Avenue
C2 Heathfield Rise
C2 Helford Close
B2 High Road Ickenham
C1 High Street
B2 Hill Lane
B1 Hill Rise
I
B2 Ickenham Close
A3 Ickenham Road
C2 Cordingley Road
B1 Cottage Close
B2 Cranston Close
K
C1 King Edward's Road
C1 Kingsend
L
A3 Long Lane
C2 Lymington Drive
C2 Lysander Road

M
A3 Mallows, The
C1 Manor Road
B3 Melville Close
A3 Milton Court
C1 Monarch's Way
N
B3 Naborough Close
C1 Nearys Acre
B3 Nithsdale Grove
O
A2 Oak Avenue
C1 Oaks, The
A1 Old Priory
B1 Orchard Close
P
A2 Parkfield Road
B3 Pentland Way
R
A3 Rectory Way
S
C2 Seaford Close
C1 Sharps Lane
B1 Southcote Rise
A3 Swakeleys Road

T
B3 Tayfield Close
B3 Thorpland Avenue
B3 Tweeddale Grove
W
C2 Whitstable Close
C2 Willowtree Close
C2 Wood Lane

Landmark finder

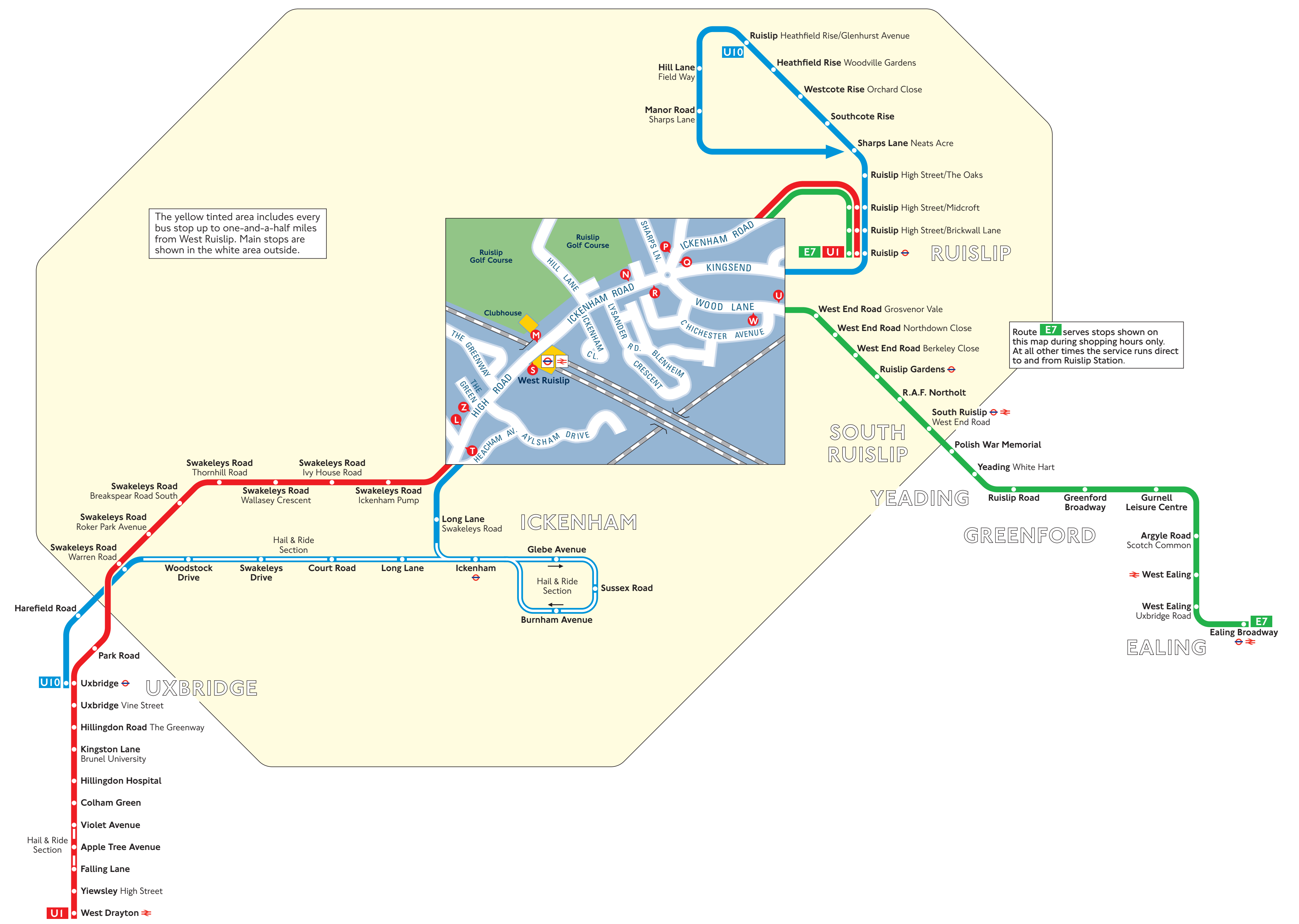
B2 Blenheim Care Home
B2 Church of Jesus Christ of Latter Day Saints
B2 Fairway, Ruislip Golf Centre, The
B2 Golf Driving Range
A2 Ickenham CC
A3 Ickenham Clinic
A2 Ickenham Green
A3 Ickenham Library
A3 Ickenham Park
A3 Ickenham United Reformed Church
C1 King Edwards Medical Centre
C1 Orchard, Premier Inn, The
C1 River Pinn
C1 Ruislip Conservative Club
A1 Ruislip Golf Course
C1 Ruislip Methodist Church
A3 St Giles' Church
C1 St Martin's Church
B1 Southcote Clinic

Key

- London Underground station
- National Rail station
- Bus stop
- Car park
- Public toilet

Oyster Ticket Stop, where you can top up your Oyster card as you go, or buy and purchase Travelcards and Bus & Train Passes

Bus Map



- Connections with London Underground
- Connections with National Rail
- Mondays to Saturdays daytime except evening
- Daily during shopping hours only - please check timetable

Red discs show the bus stop you need for your chosen bus service. The disc appears on the top of the bus stop in the street use map of town centre in centre of diagram.

Route finder

Day buses	Towards	Bus stops
E7	Ealing ▼	0 0
U1	Ruislip ▼	0 0 0 0
U10	West Drayton ▼	0 0 0 0 0
U10	Ruislip Heathfield Rise ▼	0 0 0 0 0
U10	Uxbridge ▼	0 0 0 0

Destination finder

Destination	Bus routes	Bus stops
A		
Apple Tree Avenue	U1	0 0 0 0 0
Argyle Road Scotch Common	E7 ▼	0 0
B		
Brunel University Kingston Lane	U1	0 0 0 0
Burnham Avenue	U10 +	0 0 0
C		
Colham Green	U1	0 0 0 0
Court Road	U10 +	0 0 0
E		
Ealing Broadway ↔	E7 ▼	0 0
F		
Falling Lane	U1	0 0 0 0
G		
Glebe Avenue	U10 +	0 0 0
Greenford Broadway	E7 ▼	0 0
Gurnell Leisure Centre	E7 ▼	0 0
H		
Harefield Road	U10 +	0 0 0
Heathfield Rise	U10 +	0 0 0
Hillingdon Hospital	U1	0 0 0 0
Hillingdon Road The Greenway	U1	0 0 0 0
Hill Lane Field Way	U10 +	0 0 0

Destination	Bus routes	Bus stops
I		
Ickenham ↕	U10 +	0 0 0
Ickenham Pump	U1	0 0 0 0
K		
Kingston Lane	U1	0 0 0 0
L		
Long Lane	U10 +	0 0 0
M		
Manor Road Sharps Lane	U10 +	0 0 0
P		
Park Road	U1	0 0 0 0
Polish War Memorial	E7 ▼	0 0
R		
R.A.F. Northolt	E7 ▼	0 0
Ruislip ↕	E7 ▼	0 0
	U1	0 0 0 0
	U10 +	0 0 0
Ruislip Gardens ↕	E7 ▼	0 0
Ruislip	E7 ▼	0 0
High Street/Brickwall Lane and Midcroft	U1	0 0 0 0
	U10 +	0 0 0
Ruislip High Street/The Oaks	U10 +	0 0 0

Destination	Bus routes	Bus stops
S		
Sharps Lane Neats Acre	U10 +	0 0 0
Southcote Rise	U10 +	0 0 0
South Ruislip ↔	E7 ▼	0 0
West End Road	U10 +	0 0
Sussex Road	U10 +	0 0 0
Swakeleys Drive	U10 +	0 0 0
Swakeleys Road	U1	0 0 0 0
Swakeleys Road Warren Road	U1	0 0 0 0
Uxbridge	U10 +	0 0 0
U		
Uxbridge ↔	U1	0 0 0 0
Uxbridge	U10 +	0 0 0
Uxbridge Vine Street	U1	0 0 0 0
Uxbridge Road (West Ealing)	E7 ▼	0 0
V		
Violet Avenue	U1	0 0 0 0
W		
Westcote Rise Orchard Close	U10 +	0 0 0
West Drayton ↔	U1	0 0 0 0
West Ealing ↔	E7 ▼	0 0
West End Road	E7 ▼	0 0
Woodstock Drive	U10 +	0 0 0
Y		
Yeading White Hart	E7 ▼	0 0
Yiewsley High Street	U1	0 0 0 0

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Transport for London



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