KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

TRANSPORT STATEMENT
UXBRIDGE ROAD
HAYES

KRONEN

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TRANSPORT STATEMENT
UXBRIDGE ROAD
HAYES

LAND TO THE REAR OF 800 UXBRIDGE ROAD, HAYES, UB4 0RS

TRANSPORT STATEMENT
MAY 2022

PREPARED FOR H&H YADAV PROPERTIES LIMITED
PREPARED BY KRONEN LIMITED

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1 INTRODUCTION

1.1 INTRODUCTION

KRONEN has been instructed to prepare this Transport Statement to accompany a proposed development at Land to the Rear of 800 Uxbridge Road, Hayes, UB4 0RS (in The London Borough of Hillingdon).

1.2 EXISTING SITE

The existing site is a yard with a mix of formal and informal parking privately allocated to nearby commercial buildings. The car park comprises approximately 46 × parking spaces.

1.3 PROPOSED REDEVELOPMENT

The proposal seeks an apartment building comprising 9 × “car free” apartments. The proposed schedule of accommodation is 3 × 2-bedroom apartments and 6 × 3-bedroom apartments.

1.4 TRANSPORT STATEMENT STRUCTURE AND CONTENTS

Sections 2 to 4 of this Transport Statement report detail the existing site, the site’s accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 7 of this report detail the proposals and their transport impact and integration with planning policy and guidance.

2 EXISTING CONDITIONS - EXISTING SITE INFORMATION

2.1 LOCATION

The proposed redevelopment site is Land to the Rear of 800 Uxbridge Road, Hayes, UB4 0RS.

B-12 Development Architectural Consultancy are the project designers. Refer to B-12 Development's accompanying plans for the application site's location, site boundary and existing building layout.

2.2 EXISTING SITE INFORMATION

The existing site is a yard with a mix of formal and informal parking privately allocated to nearby commercial buildings. The car park comprises approximately 46 × parking spaces.

The site has 2 × accesses from Warley Road and Uxbridge Road.

The Warley Road access is a shared surface access leading into the application site only.

The Warley Road access is the primary access.

The Uxbridge Road access is a shared surface access and is a common access for a number of neighbouring buildings. Uxbridge Road is a dual carriageway and for vehicles the access is a "left-in left-out" access only.

2.3 HISTORIC AND EXISTING SITE USE

The applicant has been based at the site since 1985 and acquired the site in 2005.

The applicant advises that for as long as he has been based at the site, approaching 40 years, the site has always been a private car park for authorised users only (as opposed to a car park for general use or a public / community facility).

When the applicant acquired the site in 2005 a pre-existing arrangement for the easement of an area providing 17 × parking spaces to the neighbouring buildings on Warley Road (Warley Chambers on Warley Road and 784-786 Uxbridge Road) was in place and this was honoured. This agreement remains in place to date.

Since acquiring the site the applicant has agreed new separate leases to additional adjoining commercial entities for 6 × parking spaces.

Allowing for pre-existing and recent agreements there is a sum total of 23 × long-lease leased parking spaces. Spaces are leased for staff only and not for visitors / customers.

The applicant has advised that the car park use has fallen since the Coronavirus pandemic outbreak, but, when at its peak pre-Coronavirus use leased spaces were rarely fully used / parked up. It is understood that the car park use varied but its busiest use was typically weekdays Mondays to Fridays 9am to 5pm. At peak use the applicant has estimated 19 to 20 spaces would be used and that the parking spaces were rarely 100% occupied. Weekend use was lower and typically 6 to 7 cars would be parked on Saturdays and 3 to 4 cars on Sundays.

2.4 RECENT PLANNING HISTORY

The site has recently been the subject of an outline planning application as follows:

> Reference "75956/APP/2020/3400"
> Proposal "Outline planning consent for the redevelopment of the existing car park, comprising of the construction of a new residential building to provide 19 units, associated access, parking, refuse and cycle provision."

The application sought an apartment building comprising 19 × apartments (2 × 1-bedroom apartments and 17 × 2-bedroom apartments).

The application retained the 2 × existing accesses from Uxbridge Road and Warley Road; the Warley Road access road was proposed as the main primary access and the left-in left-out access at Uxbridge Road was proposed as a secondary occasional access.

The proposal included 42 × formal parking spaces at surface and basement car park levels; 19 × parking spaces allocated to the proposed apartments (1 × space per apartment) and 23 × parking spaces to neighbouring commercial building per existing private arrangements.

The application was submitted in October 2020 and decided / refused in September 2021. There were no highways / access / parking related reasons for refusal. The decision was appealed in October 2021 and decided / dismissed in February 2022. The PINS appeal reference was "APP/R5510/W/21/3285053".

3 EXISTING CONDITIONS - SUSTAINABLE TRANSPORT NETWORK

3.1 CONTEXT

The site is within a designated town centre, Uxbridge Road Hayes “Minor Town Centre” (per p.165, Appendix D “Town Centre Maps” of “Local Plan Part 2 - Development Management Policies”, LB Hillingdon, 2020). “Manual for Streets” (DCLG & DfT, 2007) established a point of interest’s 800m "walkable neighbourhood". The majority of the centre’s amenities and services are within the site’s walkable neighbourhood.

Further to the south, approximately 1500m walk distance, the site has access to Hayes Town Centre a “District Town Centre” (p.162 of Appendix D “Town Centre Maps”).

The site is considered well located for access to amenities and services on foot.

3.2 BUS

The site has access to 9 × bus services: the 90, 195, 278, 427, 696, 697, 698, H98 and U7.

The 90, 427, 696, 697, and U7 services are accessible from Church Road stops “J” and “K” outside the site on Uxbridge Road. The 195, 278, 698 and H98 services are accessible from Adam & Eve stops “G” and “H” on Church Road.

These services are shown on "Buses from Hayes" (TfL, 2019) provided in Appendix A.

3.3 RAIL

The nearest rail station to the site is Hayes & Harlington Railway Station, an approximate 2km walk distance to the south of the site.

3.4 PTAL

Public transport accessibility in London is often quantified and measured using TfL's "Public Transport Accessibility Level" (PTAL) model.

"Assessing transport connectivity in London" describes PTAL scores as follows (p.6, TfL, 2015):

> "PTAL is a measure of connectivity by public transport, which has been used in various planning processes in London for many years. For any selected place, PTAL suggests how well the place is connected to public transport services."
>
> "PTAL values are simple. They range from zero to six, where the highest value represents the best connectivity. For historical reasons, the PTAL value of one is split into two categories (1a and 1b) and the PTAL value of six is split into two categories (6a and 6b). All together there are nine possible values of PTAL: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b."
>
> "A location will have a higher PTAL if:
> • It is at a short walking distance to the nearest stations or stops

- Waiting times at the nearest stations or stops are short
- More services pass at the nearest stations or stops
- There are major rail stations nearby
- Any combination of all the above."

TfL's online GIS-based PTAL tool was used to research the site's PTAL score. The PTAL tool calculated the site to have a PTAL score of 3 [Online] <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat> [Accessed May 2022]. This PTAL score indicates a "Moderate" level of public transport service availability. Details of the PTAL calculation are provided in Appendix B of this report.

3.5 PEDESTRIAN AND CYCLE

Uxbridge Road has recently undergone Hillingdon Council's Capital Programme for improvement works public realm upgrades.

There is a controlled Puffin crossing next to the site access on Uxbridge Road providing pedestrian access to Church Road and bus stops, Hayes District Centre and Hayes & Harlington Station.

Uxbridge Road has an off-track cycle lane.

3.6 OVERVIEW

Based on the site context within a designated town centre and access to 9 × bus services the site is considered to be well located for accessibility for an Outer London Borough setting.

4 EXISTING CONDITIONS - ROAD NETWORK

4.1 ACCESS AND ROAD NETWORK

The site has 2 × accesses from Warley Road and Uxbridge Road.

Warley Road is an unclassified single carriageway local access road.

The Warley Road access is a shared surface access leading into the application site only.

The Warley Road access is the primary access.

The Warley Road access is controlled by an automatic gate. Ingress and egress is controlled by remote or keypad. The majority of users use the keypad with an access code which is regularly changed. To stop unauthorised parking enforcement notices are displayed at the entrance and within the car park and Penalty Charge Notices are issued, Vehicle Control Services are the parking enforcement company used.

Uxbridge Road the A4020 is a dual carriageway “Principal Borough Road”.

The Uxbridge Road access is a shared surface access and is a common access for a number of neighbouring buildings. Uxbridge Road is a dual carriageway and for vehicles the access is a “left-in left-out” access only.

The Uxbridge Road access is the secondary access.

The Uxbridge Road access is a controlled by a manual gate and this is permanently locked. The gate is only unlocked and the access is only used if there is a fault with the Warley Road access.

Both accesses are adjoined by wide footways leading to carriageways with straight and flat alignments providing good visibility / sightlines.

4.2 TRAFFIC COUNTS

The Department for Transport carries out traffic counts on the major road network. The DfT has a traffic count census point outside the site on Uxbridge Road.

The DfT's 2019 manual count calculated Annual Average Daily Flow for Uxbridge Road the A4020 for census point “27681” is approximately 31,300 vehicles.

4.3 PARKING

The site is just west of the boundary of LB Hillingdon’s “UR” Controlled Parking Zone (Mondays to Saturdays 8am to 6.30pm).

5 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION

5.1 PROPOSAL INFORMATION

The proposal seeks an apartment building comprising 9 × “car free” apartments. The proposed schedule of accommodation is 3 × 2-bedroom apartments and 6 × 3-bedroom apartments.

5.2 TRANSPORT PARAMETERS

The existing primary accesses from Warley Road only is proposed as retained.

The proposal includes 24 × formal parking spaces; 1 × disabled / blue badge permit holder parking space will be allocated to the proposed apartments and 23 × parking spaces to neighbouring commercial entities per existing private arrangements (discussed in Section 2).

The proposed apartments will be a car free development with the exception of disabled parking. The applicant is willing to enter into a Section 106 Agreement to restrict eligibility of all occupiers to obtain parking permits in any Controlled Parking Zones.

The proposal includes a large cycle store for the proposed apartments.

Refer to B-12 Development’s accompanying plans of the proposal.

6 PROPOSED DEVELOPMENT - PARKING

6.1 PROPOSAL INFORMATION

The proposal seeks an apartment building comprising 9 × "car free" apartments. The proposed schedule of accommodation is 3 × 2-bedroom apartments and 6 × 3-bedroom apartments.

The proposal includes 24 × formal parking spaces; 1 × disabled / blue badge permit holder parking space will be allocated to the proposed apartments and 23 × parking spaces to neighbouring commercial entities per existing private arrangements.

The proposed apartments will be a car free development with the exception of disabled parking. The applicant is willing to enter into a Section 106 Agreement to restrict eligibility of all occupiers to obtain parking permits in any Controlled Parking Zones.

The proposal includes a large internal cycle store for the proposed apartments providing 20 × cycle parking spaces.

6.2 REPROVISION OF EXISTING COMMERCIAL PARKING

The proposal includes 23 × parking spaces to neighbouring commercial entities per existing private arrangements.

As discussed in Section 2, when the applicant acquired the site in 2005 a pre-existing arrangement for the easement of an area providing 17 × parking spaces to the neighbouring buildings on Warley Road (Warley Chambers on Warley Road and 784-786 Uxbridge Road) and this was honoured. This agreement remains in place to date.

Since acquiring the site the applicant has agreed new separate leases to additional adjoining commercial entities for 6 × parking spaces.

Allowing for pre-existing and recent agreements there is a sum total of 23 × long-lease leased parking spaces. Spaces are leased for staff only and not for visitors / customers.

Leased spaces are rarely fully used / parked up. It is understood that the car park use varied but its busiest use was typically weekdays Mondays to Fridays 9am to 5pm. At peak use the applicant has estimated 19 to 20 spaces would be used and that the parking spaces were rarely 100% occupied. Weekend use was lower and typically 6 to 7 cars would be parked on Saturdays and 3 to 4 cars on Sundays.

By reproviding the existing 23 × commercial parking spaces it is considered that there should be no demand or potential for existing commercial parking to be displaced parking to surrounding streets.

The reprovision of the existing 23 × commercial parking spaces and the rationale / justification put forward was recently accepted for application "75956/APP/2020/3400" (discussed in Section 2).

6.3 CAR FREE RESIDENTIAL PARKING

Adopted local parking policy is set out in Policy DMT 6: Vehicle Parking of "Local Plan Part 2 - Development Management Policies" (LB Hillingdon, 2020).

Clause A of Policy DMT 6 refers to Appendix C (p.114):

> "Policy DMT 6: 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."

Appendix C "Parking Standards" Table 1 "Parking Standards" (b) "Parking requirements" provides a maximum standard for 1- and 2-bedroom flats of 1 to 1.5 spaces per apartment and for 3- and 4-bedroom or more bedroom flats of 2 spaces per apartment.

Regional Development Plan parking policy guidance is set out in "London Plan" (GLA, 2021) Policy T6 Car parking and T6.1 Residential Parking.

Overarching new London Plan seeks restrained off-street parking.

Policy T6 clauses A to D are considered most relevant (p.422).

> "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 E of this policy.
> C 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.
> D 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."

With regards to clause D, Policy T6 .1 Residential Parking states (clauses A to C, p.425):

> "Policy T6.1 Residential parking
>
> A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.
C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces."

With regards to clause A Table 10.3 provides a maximum parking standard of up to 0.75 spaces per 1- and 2-bedroom dwellings and up to 1 space per 3-bedroom plus dwellings for Outer London PTAL 2 to 3 locations.

Per Table 10.3 the proposal could have up to 8 × parking spaces (8.25 spaces rounded down to 8 spaces as directed as standards are maximum standards) although this is not considered desirable / a target to be met.

As discussed the proposed apartments will be a car free development with the exception of disabled parking. The applicant is willing to enter into a Section 106 Agreement to restrict eligibility of all occupiers to obtain parking permits in any Controlled Parking Zones.

Based on context (within the designated Uxbridge Road Hayes Town Centre, with access to Hayes District Town Centre, with access to 9 × bus services and comprehensive parking controls on surrounding streets) and policy the car free development is considered maximum standard policy compliant and acceptable.

The implementation of London Plan policy has been queried by the Note author. Within Greater London Authority the relevant department is Transport for London Spatial Planning. TfL Spatial Planning have advised / directed that Boroughs' policies should only take precedence where policy / standards are more restrictive than the London Plan. (Correspondence with TfL Spatial Planning can be made available on request.) Consequently the London Plan policy as cited above is considered to have a greater planning weight than other policy.

With regards to London Plan policy, the residential disabled bay is not considered strictly necessary as the proposal is under 10 × dwellings, per clause G of Policy T6.1 Residential parking but is considered a positive inclusion.

The accompanying Planning Design and Access Statement notes that application "74992/APP/2019/3668" at 808 to 810 and 812 to 814 Uxbridge Road for the "Part demolition of existing properties and redevelopment to create a 4 storey building comprising 1 x 3-bed, 1 x 2-bed, 7 x studio self-contained residential apartments with associated amenity space and landscaping and retention of two commercial units" was approved. The approved scheme was a 9 × car free apartment scheme on a neighbouring site. Given the recent timing of the approval and close proximity, it is considered this approval is a strong planning precedent and material consideration for the current scheme. It should be noted that the new London Plan (GLA, 2021) is now more supportive of car free / "lite" housing than the London Plan (GLA, 2016) in place in July 2020 when application "74992/APP/2019/3668" was approved. It is noted that the Officers Report included the following commentary on parking:

"The site has a PTAL rating of 3 which is considered reasonable. When considering the quantum of development against the Council's car parking standards within Appendix C of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) it is required that 6.5 spaces are provided. The proposed development is car free and so it fails to comply with these standards. However, it is noted that these are the maximum requirements and there are no minimum standards listed. In addition, the a parking survey has been submitted as part of the application to support the reasoning behind a car free development. The survey, which used the Lambeth Methodology, shows a 67% parking stress which indicates there is parking available on street. In addition, the applicant has reported that Census data shows that in the surrounding area 46% of flats, maisonettes and apartments do not have a car. Based on the information submitted the Council's highway officer has raised no objections."

6.4 CYCLE PARKING

The proposal includes a total of 20 × cycle parking spaces.

Appendix C "Parking Standards" Table 1 "Parking Standards" "(a) Specific requirements" clause 12 "Bicycle parking" states (p.149):

> "(a) Parking for bicycles must be located in a 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 Cycling Design Standards."

Appendix C Parking Standards Table 1 Parking Standards (b) "Parking requirements" provides a minimum standard for studio, 1-bedroom and 2-bedroom units of 1 space per flat and 2 spaces per 3 or more bed units.

London Plan (GLA, 2021) cycle parking policy is Policy T5 Cycling.

Policy T5 refers to Table 10.2.

Table 10.2 standards for residential uses prescribes the following:

> Long-stay cycle parking spaces (e.g. for residents or employees)
> • 1 space per studio or 1 person 1 bedroom dwelling
> • 1.5 spaces per 2 person 1 bedroom dwelling
> • 2 spaces per all other dwellings
>
> Short-stay cycle parking spaces (e.g. for visitors or customers)
> • 5 to 40 dwellings: 2 spaces
> • Thereafter: 1 space per 40 dwellings

Given the location of the store next to the building entrance it is considered that the store could provide for both long-stay and short-stay cycle parking demand.

The proposal provides cycle parking numbers in accordance with London Plan minimum standards and is therefore considered acceptable.

With regards to cycle parking design:

- Sheffield stands are provided in the store.
- The store is sheltered from weather.
- Store door provides a 1.0m opening width.
- For security the store provides opening access controls (key, fob, swipe card).
- There is lighting for provided for the store.
- The store has power supply for electric cycles that don't have detachable batteries.
- It is suggested there is a signage strategy in general accordance with TSRGD Diagram 968 etc.
- The route to the store is step-free.
- Stand dimensions and spacings comply with LTN 1/20 ("Cycle Infrastructure Design Local Transport Note 1/20", DfT, 2020) and LCDS ("London Cycling Design Standards", TfL, 2014): bays are 2.0m in length, effective aisle widths are in excess of 1.8m, stands are spaced at least 1.0m apart and there is a gap of at least 0.5m to store walls.

It is considered that cycle parking is “pleasant, sufficient and convenient” per Principle 9 of LTN 1/20 and “fit-for purpose”, “secure” and “well-located” per cycle parking principles of LCDS; cycle parking design is therefore considered acceptable.

In addition it is considered a 5% provision for larger cycles / non-standard cycles (e.g. Cargo cycles (up to 2.30m long x 0.87m wide) or cycles with trailers (up to 2.50m l x 0.85m w) could be accommodated if there is demand given the size of the store.

7 PROPOSED DEVELOPMENT - PROPOSAL POLICY INTEGRATION & IMPACTS

7.1 SUSTAINABLE LOCATION

Based on the site context within Uxbridge Road Hayes designated town centre, and with access to 9 × bus services the site is considered to be well located for accessibility for an Outer London Borough setting.

Accordingly the application site is considered to be sustainably located and supports / is supported by Strategic Objectives SO9, SO11, SO12 and SO18 of "Local Plan Part 1 - Strategic Policies", LB Hillingdon, 2012) and the National Planning Policy Framework promoting sustainable transport policies.

7.2 VEHICLE AND CYCLE PARKING

As discussed in detail in the previous Section, the proposal's parking is considered acceptable and in accordance with Policy DMT 6 of Local Plan Part 2 - Development Management Policies and the London Plan Policies T6 and T6.1 y 6.13 Parking.

7.3 LAYOUT AND SERVICING

The site has 2 × accesses from Warley Road and Uxbridge Road.

The Warley Road access is a shared surface access leading into the application site only.

The Warley Road access is the primary access.

The Warley Road access is controlled by an automatic gate. Ingress and egress is controlled by remote or keypad. The majority of users use the keypad with an access code which is regularly changed. To stop unauthorised parking enforcement notices are displayed at the entrance and within the car park and Penalty Charge Notices are issued, Vehicle Control Services are the parking enforcement company used.

The proposal retains the Warley Road access to the site only, with the Uxbridge Road secondary access closed.

The proposed site plan provides 2.5m wide × 5.0m long parking spaces with 7m turning areas, in excess of minimum standards of 2.4m × 4.8m spaces with 6m turning provisions as per "Manual for Streets" (DfT & DCLG, 2007).

The proposal provides adequate manoeuvring / circulation space and AutoCAD 2022 Vehicle Tracking work has found that a 10m long Rigid HGV could turn within the site by undertaking a 3-point turn. Refer to Figure 1.

It is considered that most domestic servicing requirements would be carried out by smaller van, up to 3.5t Luton Van style vehicles.

Refuse and recycle stores are proposed within short walk distances of the apartment building for collection within the site.

Due to distances from Warley Road it is considered likely that LB Hillingdon will require a private waste collection arrangement rather than local authority contractor collections.
A fire statement is provided under separate cover and provides commentary on fire access and servicing.

Based on the above site access, layout and servicing proposals are considered acceptable.

7.4 TRIPS

Given that the existing site is a yard with 46 × parking spaces and the proposal seeks an apartment building comprising 9 × car free apartments with a further 23 × parking spaces to neighbouring commercial entities buildings per existing private arrangements, it is considered that detailed trip generation calculations are not required as the proposals' trip impacts are likely to be minimal / insignificant on the wider local distributor / strategic road network. By way of context, as set out in Section 4, the DfT's 2019 manual count AADF for census point "27681" outside the site on Uxbridge Road is approximately 31,300 vehicles.

It is considered that the proposals are acceptable / not objectionable in this regard.

7.5 TRANSPORT IMPACTS AND SUMMARY

The development is in a sustainable and accessible location and is not considered to have any significant transport impacts.

From a transport perspective it is considered that the development supports / is supported by policies and objectives in:

- "Local Plan Part 1 - Strategic Policies" (LB Hillingdon, 2012)
- "Local Plan Part 2 - Development Management Policies" (LB Hillingdon, 2020)
- "London Plan" (GLA, 2021)
- "National Planning Policy Framework" (MHCLG, 2021)

The current proposals are not considered to have unacceptable safety impacts or other severe transport impacts in the context of The National Planning Policy Framework policy of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

8 SUMMARY

KRONEN has been instructed to prepare this Transport Statement to accompany a proposed development at Land to the Rear of 800 Uxbridge Road, Hayes, UB4 0RS.

8.1 EXISTING SITE

The existing site is a yard with a mix of formal and informal parking privately allocated to nearby commercial buildings. The car park comprises approximately 46 × parking spaces.

8.2 PROPOSED REDEVELOPMENT

The proposal seeks an apartment building comprising 9 × “car free” apartments. The proposed schedule of accommodation is 3 × 2-bedroom apartments and 6 × 3-bedroom apartments.

8.3 REPORT FINDINGS

Sections 2 to 4 of this Transport Statement assessed the existing site, the site’s accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 7 of this report assessed the proposals and their transport impacts and integration with planning policy and guidance.

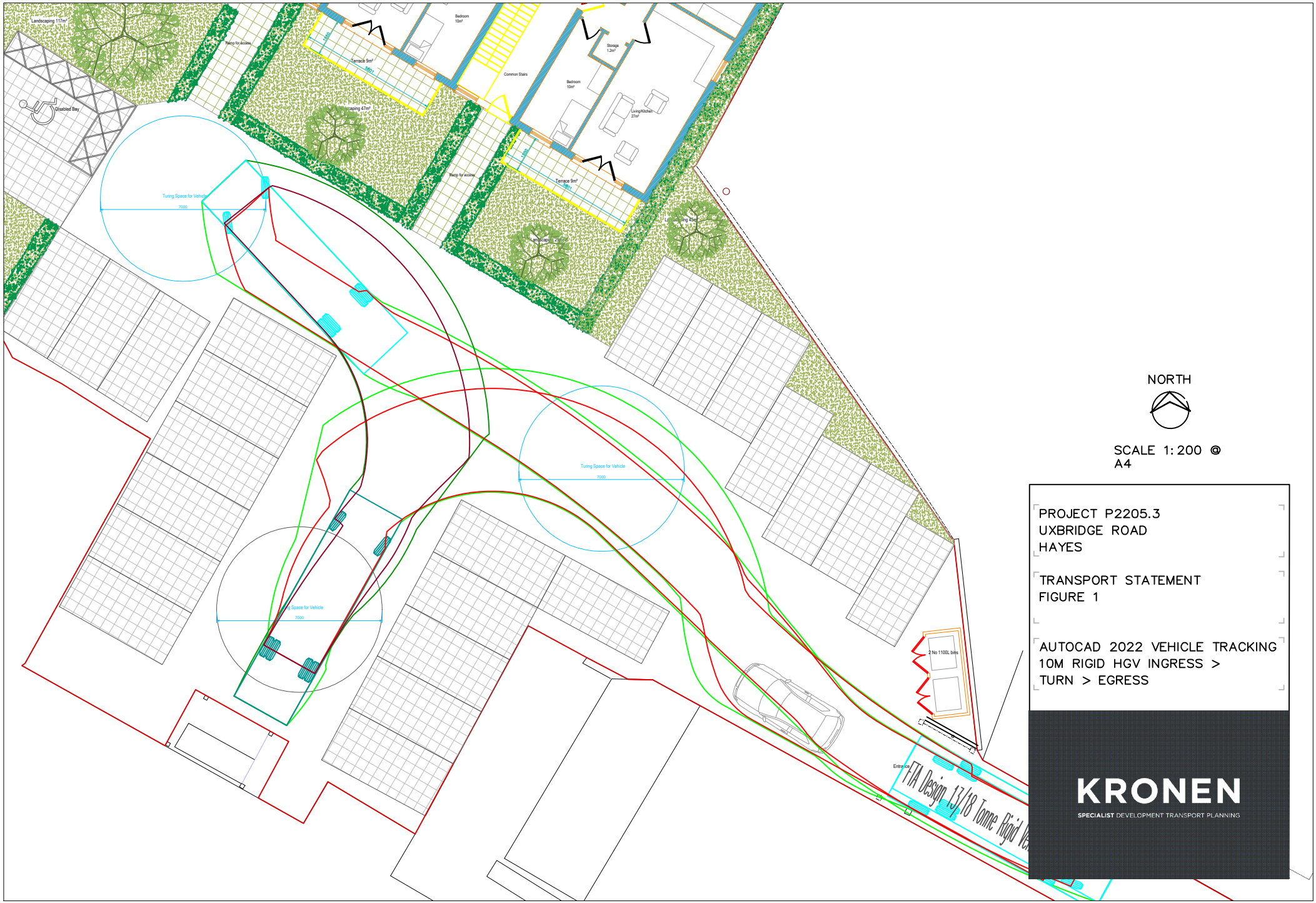
As set out in this Transport Statement, the proposals are in a sustainable and accessible location and are not considered to have any significant transport impacts.

From a transport perspective it is considered that the development supports / is supported by policies and objectives in:

- “Local Plan Part 1 - Strategic Policies” (LB Hillingdon, 2012)
- “Local Plan Part 2 - Development Management Policies” (LB Hillingdon, 2020)
- “London Plan” (GLA, 2021)
- “National Planning Policy Framework” (MHCLG, 2021)

The current proposals are not considered to have unacceptable safety impacts or other severe transport impacts in the context of The National Planning Policy Framework policy of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

FIGURES



NORTH

SCALE 1:200 @ A4

PROJECT P2205.3
UXBRIDGE ROAD
HAYES

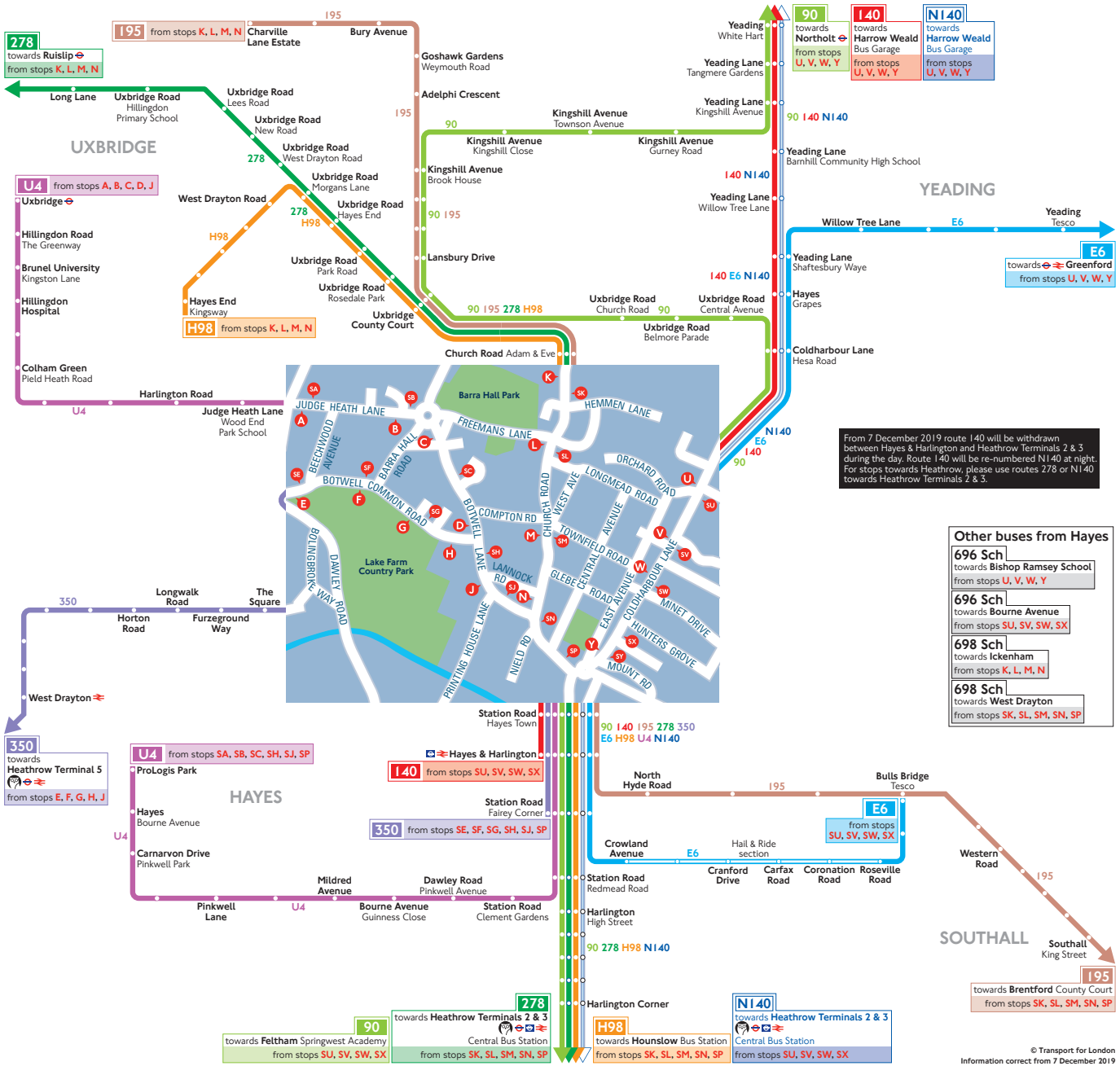
TRANSPORT STATEMENT
FIGURE 1

AUTOCAD 2022 VEHICLE TRACKING
10M RIGID HGV INGRESS > TURN > EGRESS

KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING

APPENDIX A

Buses from Hayes



© Transport for London
Information correct from 7 December 2019

How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights
Sch	School journeys

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

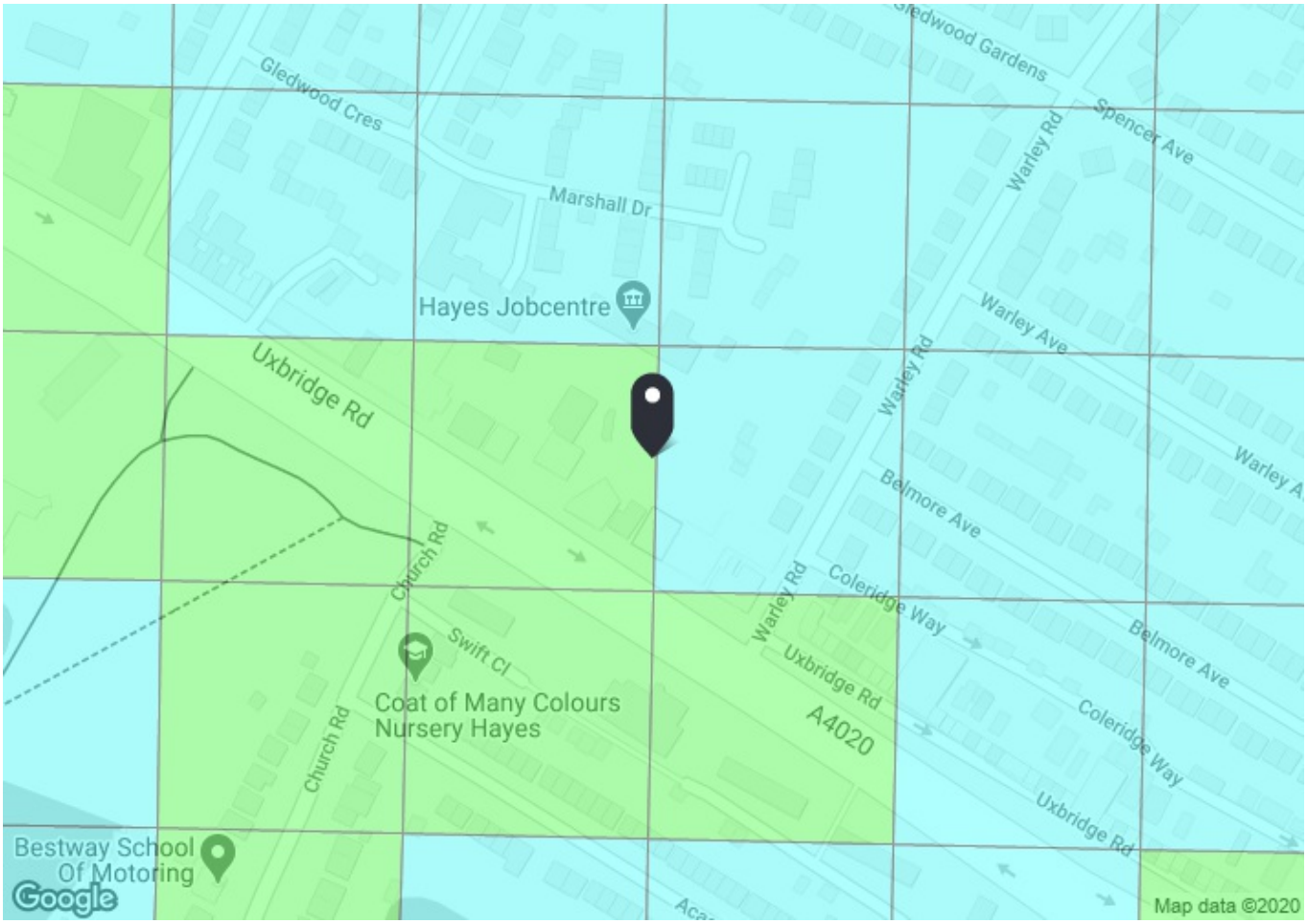
The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 1378.11.19 (P)

APPENDIX B

TRANSPORT FOR LONDON



PTAL output for Base Year
3

Middlesex House, 800 Uxbridge Rd, Hayes UB4 0RS, UK
Easting: 509995, Northing: 181448

Grid Cell: 85137

Report generated: 29/10/2020

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE ROAD CHURCH RD	U7	133.26	2	1.67	17	18.67	1.61	0.5	0.8
Bus	UXBRIDGE ROAD CHURCH RD	90	133.26	6	1.67	7	8.67	3.46	0.5	1.73
Bus	UXBRIDGE ROAD CHURCH RD	427	133.26	7.5	1.67	6	7.67	3.91	0.5	1.96
Bus	UXBRIDGE ROAD CHURCH RD	607	133.26	6	1.67	7	8.67	3.46	0.5	1.73
Bus	CHURCH ROAD UXBRIDGE RD	H98	82.89	7.5	1.04	6	7.04	4.26	1	4.26
Bus	CHURCH ROAD UXBRIDGE RD	195	82.89	5	1.04	8	9.04	3.32	0.5	1.66
									Total Grid Cell AI:	**12.15**