



Highway Planning Ltd

Highways & Transportation Consultants

**PINE LODGE,
15 MULBERRY PARADE,
WEST DRAYTON,
UB7 9AG**

HOPEWELL HOUSING LTD

TRANSPORT STATEMENT

JULY 2021

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1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by Hopewell Housing Ltd to provide highway advice in respect of the conversion of the existing building at 15 Mulberry Parade, West Drayton from a childrens' home to supported living flats for up to 16 adults.
- 1.2 Pre-application discussions have taken place with the local planning authority, and the views expressed during these discussions have been incorporated into the submitted development scheme.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the west side of Mulberry Crescent and opposite the junction of Mulberry Crescent with Briar Way. The site comprises a childrens' home and has an access to Mulberry Crescent that leads to a driveway and a garage.
- 2.2 Mulberry Crescent is a residential access road that forms 2 junctions onto Lavender Rise and serves an established residential area. It is subject to a 30mph speed limit. Direct frontage access and on-street parking are prevalent. To the south of the site is Mulberry Parade which provides local retail units. Porters Way includes additional retail units including a Sainsbury Local store.
- 2.3 Stops for bus service U5 are located on Mulberry Crescent and provide a peak frequency of 5 buses per hour. The PTAL rating for the site is 1b (poor) as indicated on the PTAL report contained in **Appendix 1**.



2.4 The proposed development comprises the conversion of the building (within the same C2 use class) to provide 10 supported living flats to accommodate up to 16 adults.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

3.1 The pre-application response from the Council dated 6th October 2020 confirmed the requirement for a transport statement to accompany the proposals in order to assess the car parking requirements for the supported living flats. The primary highway considerations for the proposed development relate to the level of car parking to be provided and the proposed site layout.

Car parking provision

3.2 The existing C2 use on the site has limited on-site parking which is provided on a long driveway that leads to a domestic scale garage. There is no on-site turning facilities for cars or delivery vehicles.

3.3 The proposals will extend the existing building which will then accommodate up to 16 adults with physical or learning difficulties. The residents will have a degree of autonomy and some may be able to drive, subject to an assessment of an individual's abilities. The proposed use will include staffing shifts as follows:

Morning	2 staff	7am to 3pm
Evening	2 staff	3pm to 11 pm
Night	1 staff	11pm to 7am

3.4 The Council's pre-application response refers to Policy DMT6 of Hillingdon Local Plan: Part 2 Development Management Policies (2020) and the car parking standards contained in Appendix C thereof. This



policy and standards pre-date the adoption of the London Plan 2021 which takes precedence. Policy T6 of the London Plan states,

“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’).”

- 3.5 The current public transport levels in the vicinity are not excessive although the site has excellent accessibility to the services that are provided. As such, it would not be appropriate for the development to be “car free”. In line with policy T6B the development should be assessed as being a “car lite” development with the minimum number of spaces being provided in order to avoid unacceptable impact on the existing on-street parking availability.
- 3.6 The proposed site layout shows the provision of 6 parking spaces and a space for a delivery vehicle. This level of parking is considered suitable to accommodate the demand generated by staff (max 2 persons per shift) and occasional visitors (family, doctor, nurse, specialist care etc). The provision allows for the use of up to 4 spaces for residents’ cars. As such, the scheme complies with the “car lite” approach required by the London Plan and will minimise, or avoid, the likelihood of cars being parked on the highway.
- 3.7 The Council’s pre-application response confirmed that the circulatory layout was acceptable in principle. In order to demonstrate that the parking and circulation layout is practical the layout has been assessed using the Autotrack software and the swept path plots are shown on



drawing 21.15 – 001. The drawing also shows the swept path of a typical transit van style delivery vehicle proceeding around the building.

- 3.8 In compliance with policies T5 and T6G of the London Plan 2021 the development will provide secure cycle parking for 3 cycles and an EV charging point.

4.0 CONCLUSIONS

- 4.1 The previous (lawful) use of the site as a childrens' home had limited on-site car parking, no on-site turning facilities and no on-site provision for delivery vehicles. The proposals for the conversion of the building to provide supported living flats will provide an improved and appropriate level of car and cycle parking to ensure that the occupation of the site will not result in additional demand for on-street parking.
- 4.2 The proposed site layout has been designed to operate on a circulatory system with convenient access to the proposed car parking spaces.
- 4.3 The proposed site layout provides facilities for delivery vehicles to enter and leave the site in forward gear.
- 4.4 Overall, there are no highway related reasons why the development should not receive planning permission.

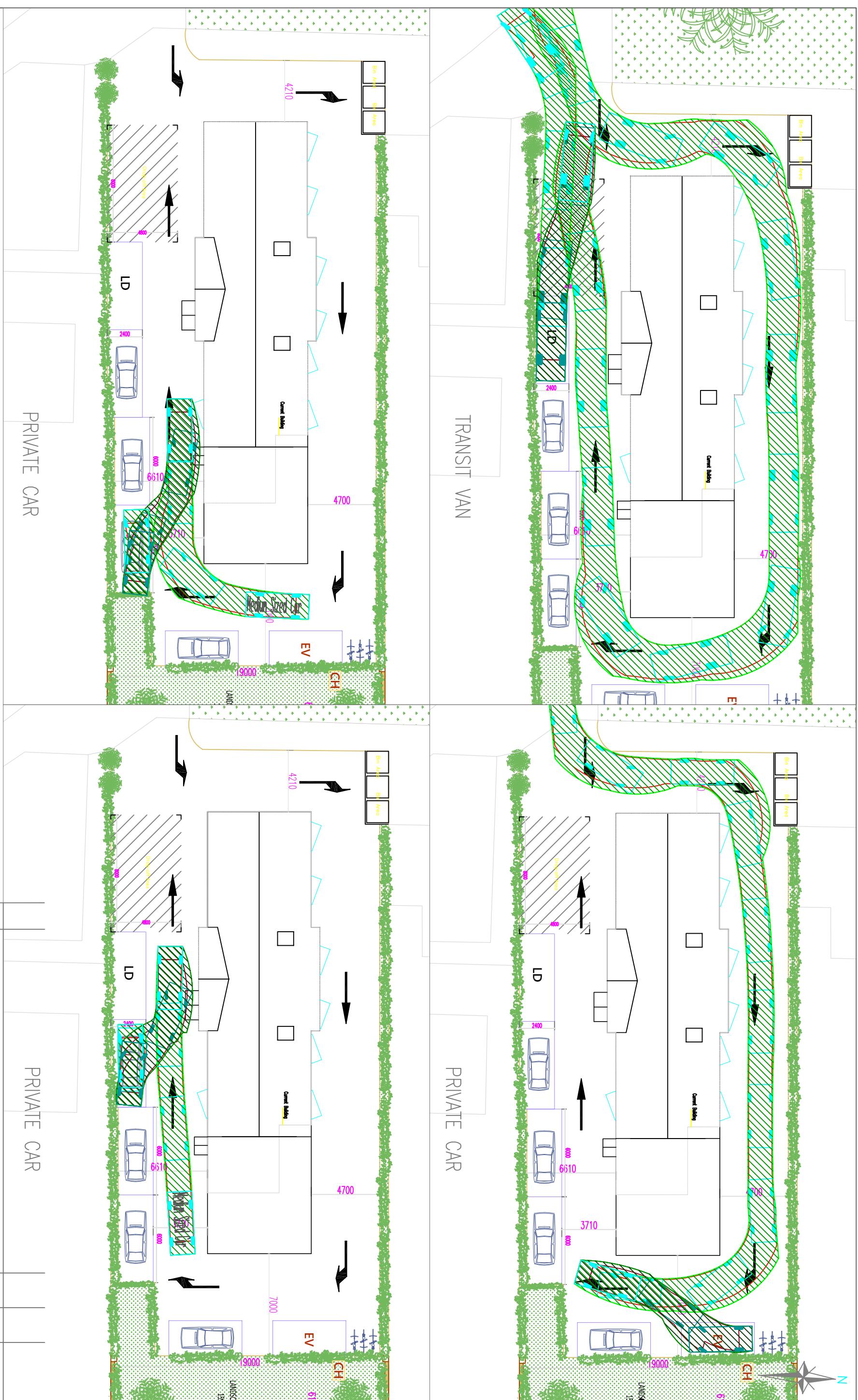


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DRAWING No. 21.15 - 001



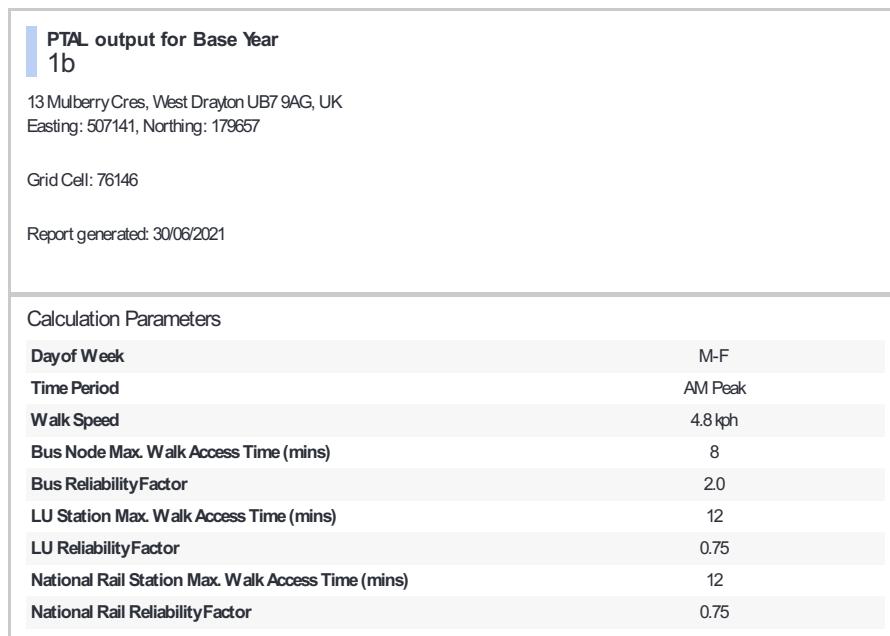
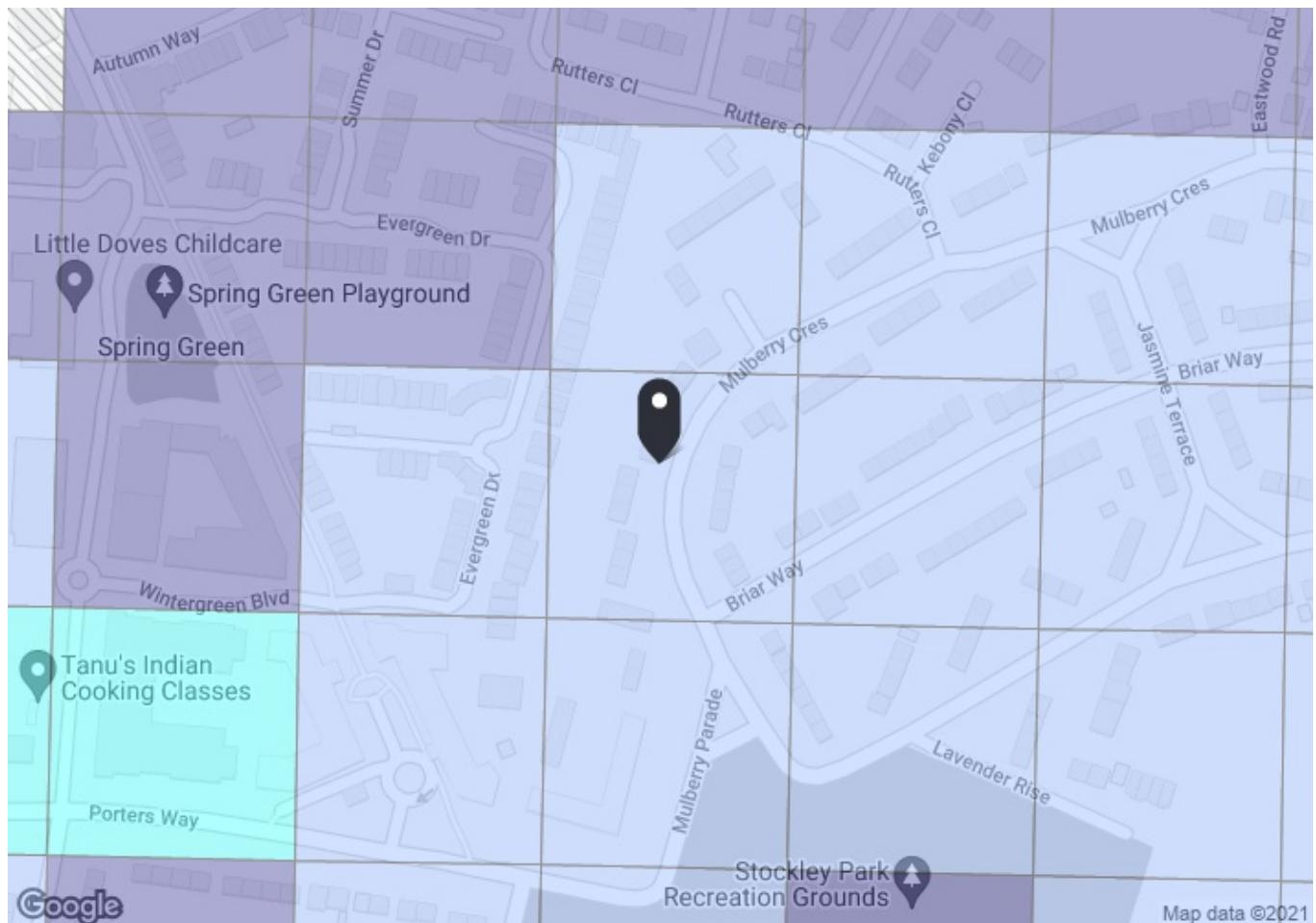


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APPENDIX 1



Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STOCKLEY ESTATE SHOPS	U5	124.39	5	1.55	8	9.55	3.14	1	3.14
Total Grid Cell AI:										3.14