

TRANSPORT STATEMENT

XP 6 Development Ltd

High Street, Yiewsley

December 2022

Transport Statement

VN222491

Report control

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VN222491-G100	– Site Location (Wider Context)
VN222491-G101	– Site Location (Local Context)
VN222491-G102	– Walking Catchment
VN222491-G103	– Cycling Catchment

Appendices

Appendix A	– Proposed Site Layout
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1 Introduction

Background

- 1.1 Vectos has been appointed by XP 6 Development Ltd to provide highways and transport advice in support of a planning application on High Street in Yiewsley, West Drayton.
- 1.2 The site lies within the jurisdiction of the London Borough of Hillingdon Council (LBoHC), who act as the planning and highway authority.

Site Location

- 1.3 The site is located at Nos 152 – 156 High Street in Yiewsley. The site is occupied by a chapel which is currently used for employment purposes, along with an adjacent commercial unit.
- 1.4 The site location is shown in a wider context in **Dwg VN222491-G100** and in a local context in **Dwg VN222491-G101**, with an aerial image of the site provided in **Figure 1.1**.



Figure 1.1: Site Location

- 1.5 Pedestrian access to the existing buildings is afforded from High Street. Eight parking spaces are provided to the rear of the properties, which are accessed from High Street.

Proposed Development

- 1.6 The planning application proposes the conversion of the existing buildings to deliver 6 residential apartments. The development will be supported by 5 no. car parking spaces, which will be accessed from High Street.
- 1.7 Pedestrian access to the site will continue to be taken from High Street.
- 1.8 The proposed site layout plan is contained in full in **Appendix A**.

Scope of Report

- 1.9 This Transport Statement has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Travel Plans, Transport Assessment and Statements' (2014) document, as well as paying due notice to the DfT's now superseded 'Guidance on Transport Assessments' document.
- 1.10 Following this introduction, the report provides the following information:
 - Section 2 – Provides a review of pertinent national planning policy guidance;
 - Section 3 – Provides a review of the baseline highway conditions in the vicinity of the site;
 - Section 4 – Details the site's accessibility by sustainable modes of travel, including a PTAL assessment;
 - Section 5 – Describes the development proposals; and
 - Section 6 – Provides the reports summary and conclusions.

2 Policy Context

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF) was updated in 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework published in March 2012 and revised in July 2018 and February 2019. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.2 As part of promoting sustainable transport, paragraph 110 of the revised NPPF states that in assessing applications for development, it should be ensured that:
- i) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - ii) Safe and suitable access to the site can be achieved for all users;
 - iii) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - iv) 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.
- 2.3 Paragraph 111 goes on to state that, "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".

3 Baseline Highway Conditions

Existing Site and Location

- 3.1 The site is located in the centre of Yiewsley, West Drayton, which is a suburban village in the London Borough of Hillingdon. It lies approximately 3 kilometres south of Uxbridge.
- 3.2 The site is bound by commercial units to the north and south, Yiewsley Recreation Ground to the east and High Street to the west. The surrounding areas provide a mixture of land uses, reflective of the site's village centre location.

Surrounding Highway Network

- 3.2.1 As previously outlined, High Street forms the site's western boundary, and all servicing and delivery vehicle activity relating to the existing buildings is undertaken from this road.
- 3.2.2 High Street forms a single carriageway road that is subject to a 30 mph speed limit. To the north of the site High Street connects with Falling Lane by a four-armed signalised cross junction. From this junction Falling Lane provides connections east towards Hayes, while High Street continues north towards Cowley and Uxbridge.
- 3.2.3 To the south of the High Street provides connections towards West Drayton, and thereafter to Junction 4 of the M4 motorway which leads to Heathrow Airport, Stanwell, Harlington, Longford, and Central London.
- 3.3 Along the immediate site frontage parking is controlled by single yellow lines, which prevent parking Monday – Saturday between 0800 and 1630, and prohibit loading activity Monday – Friday between 0800 – 0930 and 1630 – 1830.
- 3.4 Directly south of the site an off-carriageway parking layby is provided for 3 vehicles. Within this area parking is controlled by a pay-and-parking system which is enforced Monday – Saturday between 0800 and 1830 and allows a maximum stay of 2 hours. Of this parking provision one space is designated as a disabled space.
- 3.5 In addition, the southern end of the layby is identified for loading activity only, which is again enforced Monday – Saturday between 0800 and 1830 and allows a maximum stay of 20 minutes.
- 3.6 Additional public car parking is available in the Falling Lane (21 spaces) and Fairfield Road (158 spaces) car parks. The Fairfield Road site provides a long stay parking facility, which includes the option to buy quarterly season tickets, with discounted charges for residents and local employees. The car park is located approximately 250 metres from the development site.

4 Accessibility by Sustainable Modes of Travel

Introduction

- 4.1 The National Planning Policy Framework states that opportunities to promote walking, cycling and public transport use should be identified and pursued.
- 4.2 The accessibility of the site by the following modes of travel has therefore been considered:
 - Accessibility on foot;
 - Accessibility by cycle; and
 - Accessibility by public transport.

Accessibility by Foot

- 4.3 The site is ideally located to encourage journeys to be undertaken on foot.
- 4.4 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting/ school purposes is 1 kilometre, with a preferred maximum distance of 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 4.5 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 kilometres) are made wholly on foot.
- 4.6 An analysis of the pedestrian routes in the area has been completed to identify areas situated within 1 and 2 kilometre catchments; this is presented in **Dwg VN222491-G102**. This displays that the catchment area includes the entirety of Yiewsley, Cowley, West Drayton and Colham Green.
- 4.7 Within this catchment a wide range of services and amenities are available, including a primary school, a GP, medical centre, post office, bank, gym, public house, numerous retail opportunities including supermarkets, restaurants and a wide range of employment opportunities.
- 4.8 The site's location within the centre of Yiewsley also provides convenient access to a wide range of leisure amenities as there are several local parks within walking distance.
- 4.9 Pedestrian movements in the vicinity of the site are very well catered for, with wide street lit footways provided on both sides of all roads including dropped kerbs and tactile paving at key junctions. Movements across High Street are also well served, with a signalised pedestrian crossing provided on High Street immediately north of the site, and additional signal controlled facilities provided at the High Street/ Falling Lane junction and just north of the High Street/ Fairfield Road junction.
- 4.10 The site therefore provides an excellent opportunity for journeys to be undertaken on foot, and in doing so is very well located for residents who do not wish to own, or have access to, a car.

Accessibility by Cycling

- 4.11 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's (DfT) Local Transport Note 2/08 Cycle Infrastructure Design (2008) states that, 'many utility cycle journeys are under 3 miles (5 km) although for commuters a trip distance of over 5 miles (8 km) is not uncommon'.
- 4.12 With this in mind, **Dwg VN222491-G103** displays the site's 5-kilometre cycle catchment. This equates to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour. Based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site.
- 4.13 This plan illustrates the 5-kilometre cycle catchment of the site encompasses the entirety of Yiewsley, Hillingdon, Cowley, Uxbridge, West Drayton, Hayes, the eastern boundary of Langley and the northern boundary of Stanwell. This catchment therefore provides access to a wide range of services, employment opportunities and amenities.
- 4.14 Reference to the SUSTRANS website also confirms that National Cycle Network (NCN) Route 61 runs approximately 1.9 kilometres northwest of the site. This comprises a mix of on-road and traffic free cycle routes, and provides links to Maidenhead, Hatfield, Welwyn Garden City, Hertford, Hoddesdon. **Figure 4.1** below identifies the location of the route below.

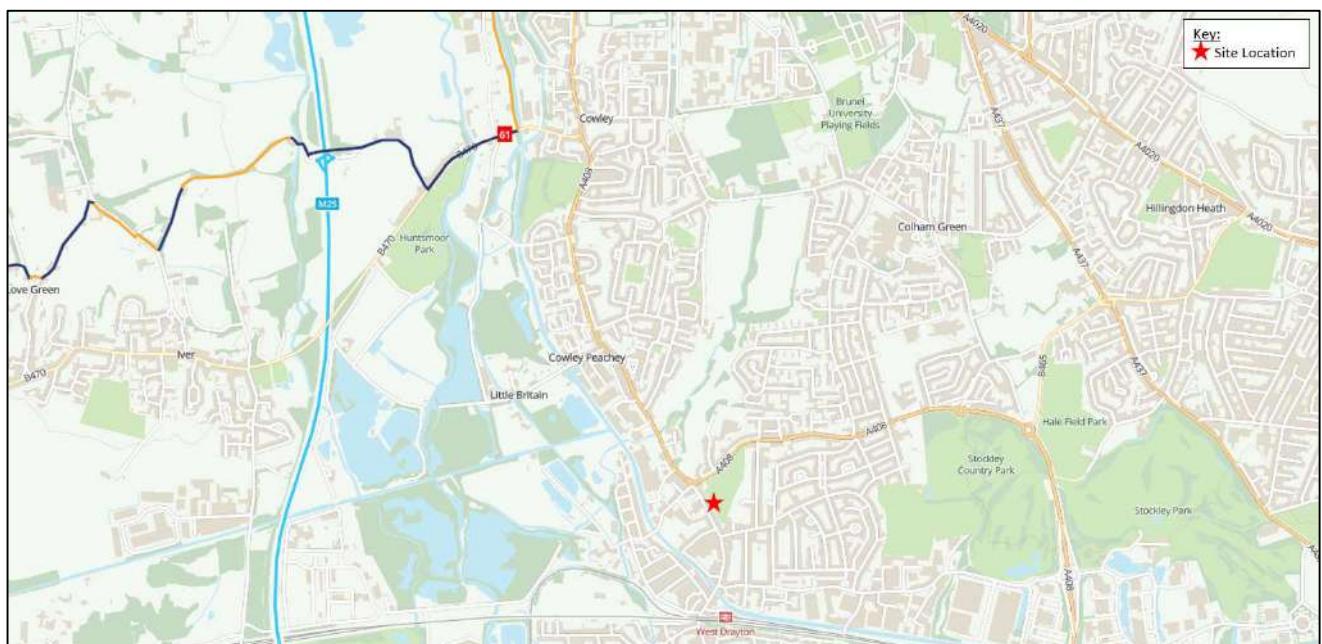


Figure 4.1: National Cycle Network Route 6 and 61

- 4.15 To further support trips made by cycling, High Street provides a marked cycle lane from the start of Colham Bridge which continues along onto Station Road. There is also access to the Grand Union canal towpath next to the High Street/ Horton Road junction access, providing a safe circular trail path for cyclists to reach areas such as Cowley, Uxbridge, Hillingdon, Southall, Hayes Town, and West Drayton.
- 4.16 The site is therefore considered accessible by bicycle.

Accessibility by Public Transport

Bus

- 4.17 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 4.18 In this regard, the nearest bus stop to the site is located on High Street which is approximately 65 metres from the site entrance. This represents a walking time of around 1 minute. The stop provides a shelter, seating, and a timetable and can be safely reached from the development site via the existing pedestrian infrastructure that is available.
- 4.19 **Table 4.1** below provides a summary of the bus services that operate on High Street.

Service No.	Route	Approximate Frequency (services per hour)					
		Mon – Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
222	Hounslow Bus Station to Uxbridge Station	3	3	3	3	3	3
U1	Yiewsley High Street to Ruislip Station	4	4	4	3	4	2
U3	Heathrow Central Bus Station to Uxbridge Station	4	4	4	4	4	3
U5	Blyth Road to York Road	4	4	3	3	4	3

Table 4.1: Frequency of bus services on High Street

- 4.20 **Table 4.1** confirms that the High Street bus stop serves the No. 222, U2, U3 and U5 services. All services operate regularly between 10 to 12 minute frequencies, Monday to Friday and on Saturdays. The frequency of bus services is reduced on a Sunday.
- 4.21 Additionally, the No. 222 bus service provides a stop that runs to the Cherry Lane Primary School.
- 4.22 The site is therefore considered highly accessible by bus.

Rail

- 4.23 West Drayton Railway Station is located on Station Approach, approximately 600 metres from the site, which equates to a 7 minute walk. The station can be safely reached from the development site using the pedestrian facilities provided along High Street and Station Road.

- 4.24 West Drayton Railway Station operates a number of frequent services which run every 14 to 30 minutes and provide connections to Central London via Paddington, Reading, Abbey Wood and Maidenhead.
- 4.25 Trains from the station are operated by the Great Western Railway and the Elizabeth Line. Bicycles are permitted on board services subject to time restrictions. The opportunity therefore exists for residents to undertake a linked cycle/ rail journey.
- 4.26 The site is therefore concluded to be highly accessible by rail.

PTAL Rating

- 4.27 To assess the measure of density of the public transport network, a Public Transport Accessibility Level (PTAL) assessment for the site has been reviewed. TfL's online 'WEBCAT' tool demonstrates the site as having a PTAL rating of 3, indicated in the green section in **Figure 4.2**. A PTAL score of 3 indicates that the site is within an area of 'moderate' public accessibility levels.



Figure 4.2: PTAL Rating

Summary

- 4.28 The site is therefore concluded to be appropriately accessible by sustainable forms of travel, including walking, cycling and public transport.

5 Development Proposals

Development Description

- 5.1 The site is located at Nos 152 – 156 High Street in Yiewsley, West Drayton. It is occupied by a chapel which is currently used for employment purposes, along with an adjacent commercial unit. Both buildings have frontage access onto High Street.
- 5.2 The planning application proposes the conversion of the current buildings to provide 6 residential apartments.

Access

- 5.3 The site will provide a single point of secure access for pedestrians. This will be located on High Street in accordance with the existing situation.
- 5.4 Vehicle access to the site will be retained via the existing priority controlled access onto High Street.

Parking

- 5.5 The proposed development will provide a total of 5 no. car parking spaces.
- 5.6 Car Parking Standards for the LBoHC are provided in the Council's Local Plan Part 2 Development Management Policies Document which was adopted in January 2020. This document states that the maximum parking standards for residential apartments are:
 - 3 - 4 or more bedrooms - 2 spaces per unit.
 - Flats with 1-2 bedroom/s requires 1 to 1.5 spaces per unit.
 - Studio Flats require 1 space per 2 units.
 - Proposals must also accommodate visitor's car parking on-site additional to the above.
 - Car parks must be allocated to the dwellings.
- 5.7 The level of car parking proposed therefore adheres to LBoHC's maximum car parking standards.
- 5.8 A low car parking provision is deemed appropriate for this scale of development given its location within an established village centre and excellent proximity to local retail, employment and leisure opportunities. It has also been demonstrated that the site is located within a comprehensive pedestrian network, and has convenient access to local public transport services.
- 5.9 This therefore provides an excellent opportunity for residents to undertake their day to day activities by non-car modes of travel, fully in accordance with planning policy guidance.

- 5.10 In addition it has been demonstrated that a long stay public car park is located a short distance from the site. This provision can therefore accommodate any additional residents or visitors car parking demand. As such it is not considered that the car free nature of the development would lead to any increase in on-street parking practices.

Cycle Parking

- 5.11 The proposed development will provide a total of 6 no. cycle parking spaces within the car park.
- 5.12 The 'Hillingdon Local Plan: Part 2' document also outlines the required Cycle Parking Standards. This document states that all apartments are required to have the following requirements:
- Maximum of 1 space per sqm of gross floorspace unless otherwise stated.
 - 1 space per studio apartment or for a 1 to 2 bed unit.
 - 2 spaces per 3 or more bed unit.

- 5.13 The level of cycle parking proposed therefore adheres to LBoHC's maximum cycle parking standards.

Servicing

- 5.14 Servicing of the site will be undertaken from High Street, as per the existing situation. As previously outlined an off-carriageway loading bay is provided on High Street approximately 40 metres south of the site, while loading activity is also permitted on the site frontage in accordance with the existing traffic regulation orders.

Traffic Generation

- 5.15 Given the scale of the proposed development, and the low car parking provision, the proposals will have no impact upon the safe and efficient operation of the surrounding highway network or the operation of the High Street site access junction, particularly when compared to the existing employment and commercial uses.

6 Summary and Conclusions

Introduction

- 6.1 Vectos has been appointed by XP 6 Development Ltd to provide highways and transport advice in support of a planning application on High Street in Yiewsley, West Drayton.
- 6.2 The application proposes the redevelopment of the existing employment and commercial uses which are located at No.s 152 – 156 High Street, to deliver 6 residential apartments.

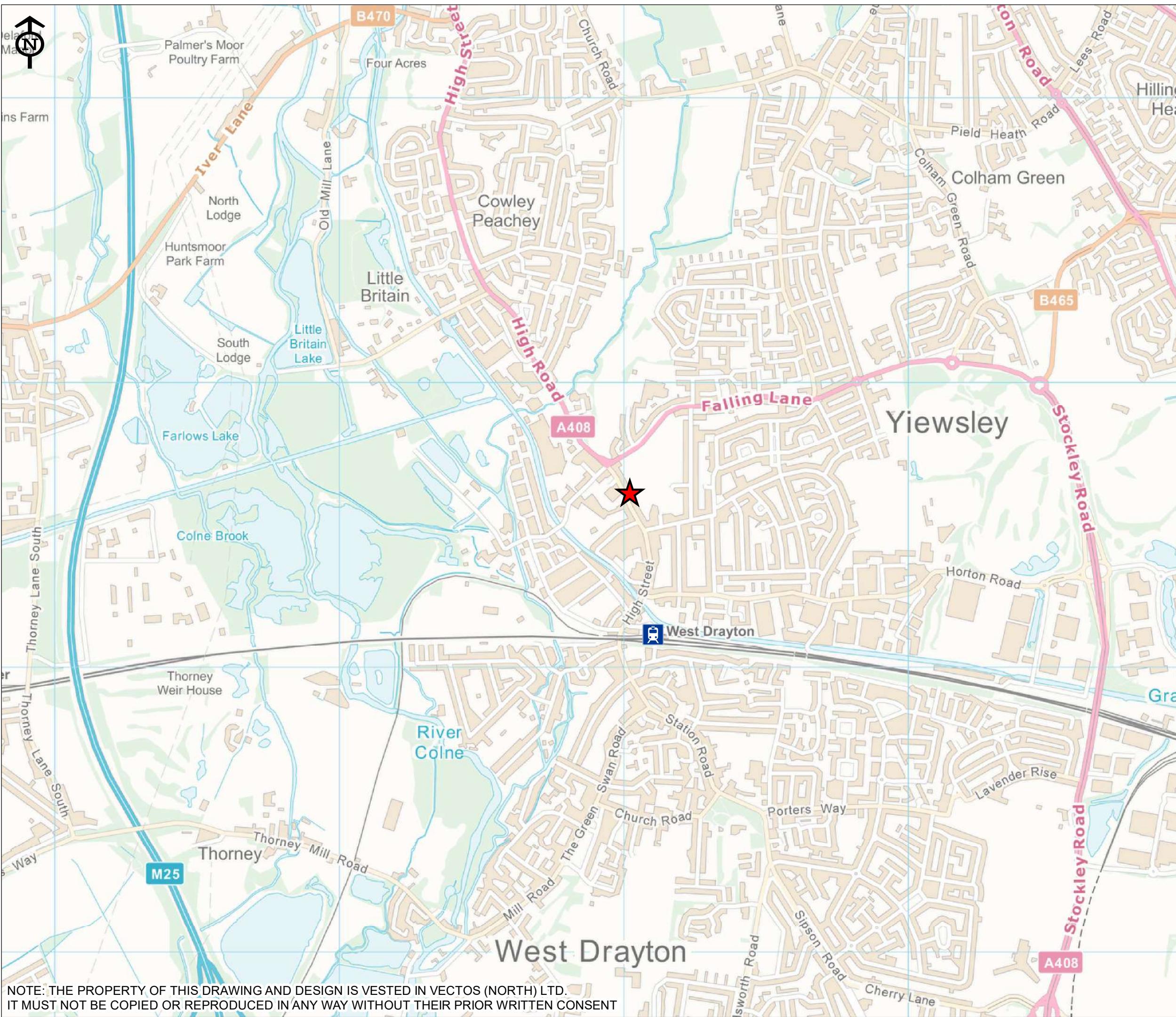
Summary

- 6.3 The Transport Statement has been prepared in accordance with recognised good practice guidance and draws the following conclusions:
 - In accordance with planning policy guidance which promotes sustainable development, the site has been demonstrated to be highly accessible on foot, by bicycle and by public transport.
 - The site is located within an established pedestrian network, is in convenient walking distance of a wide range of town centre amenities and employment opportunities, and also benefits from close proximity to public transport services.
 - There is a good level of cycle infrastructure in the vicinity of the site and to encourage trips by this mode, 6 no. cycle parking spaces will be provided as part of the development proposals.
 - This therefore provides an excellent opportunity for residents to undertake their day to day activities by non-car modes of travel, fully in accordance with planning policy guidance.
 - The development will provide 5 no. car parking spaces, which will be accessed via an existing access with High Street. The quantum of car parking proposed is considered appropriate given the scale and location of the development.
 - Long stay public car parking is also available a short distance from the site for residents or visitors to the development. It was therefore concluded that the development would not lead to any increase in on-street parking practices.
 - The development will be serviced from High Street in accordance with the existing development. This can be safely undertaken using an adjacent off-street loading provision, or on-street in accordance with existing traffic regulation orders.
 - Given the scale of the proposed development, and the low car parking provision, the proposals will have no impact upon the safe and efficient operation of the surrounding highway network or the operation of the High Street site access junction.

Conclusion

- 6.4 The development site is in a highly sustainable location, would not have a detrimental impact upon either the operation or safety of the local highway network, and can be safely serviced.
- 6.5 The National Planning Policy Framework states that “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”.
- 6.6 This report has demonstrated that the proposed development would have no impact upon highway safety and that the residual cumulative impacts of the proposed development would not be severe. Therefore, in accordance with NPPF guidance there are no reasons why the planning application should be refused on highway or transportation grounds.

Drawings



Legend

- ★ Site Location
- West Drayton Station

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CLIENT:

XP 6 Development Ltd

PROJECT TITLE:

High Street, Yiewsley

DRAWING TITLE:

Site Location (Wider Context)

SCALE:
1:12,500

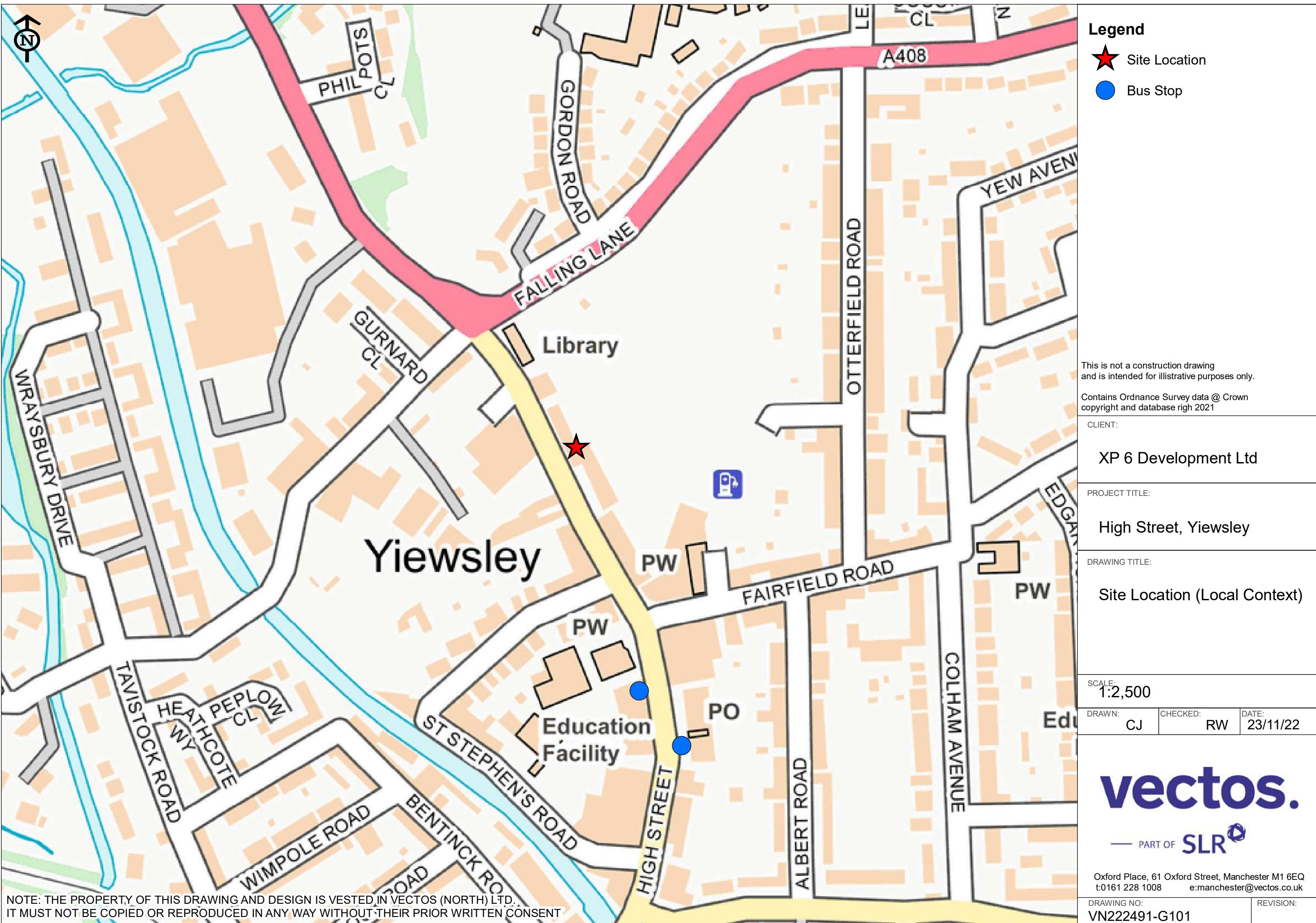
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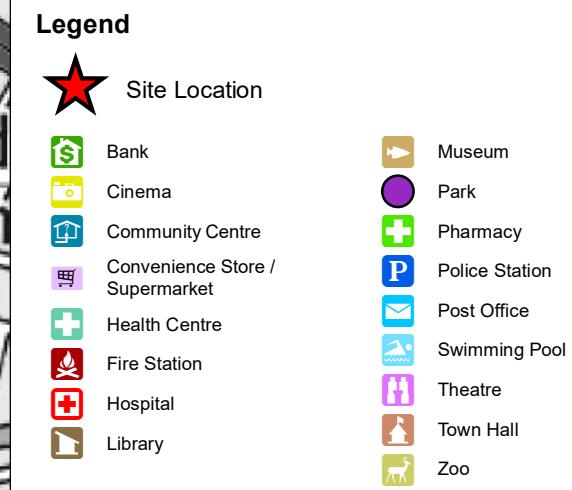
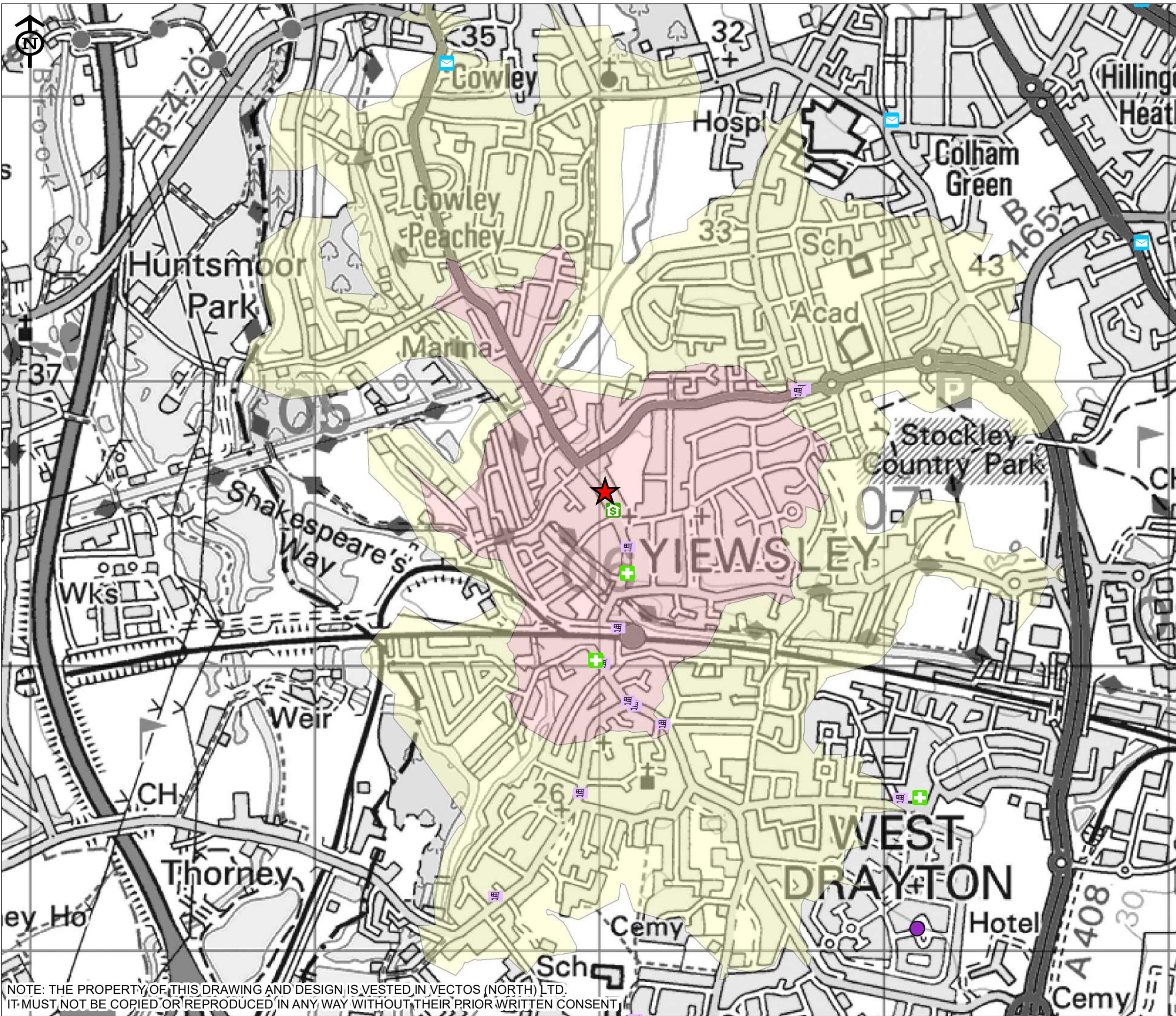
vectos.

PART OF **SLR**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO: VN222491-G100 REVISION:





Walking Catchment

0 - 1km
1 - 2km

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CLIENT:

XP 6 Development Ltd

PROJECT TITLE:

High Street, Yiewsley

DRAWING TITLE:

Walking Catchment

SCALE:
NTS

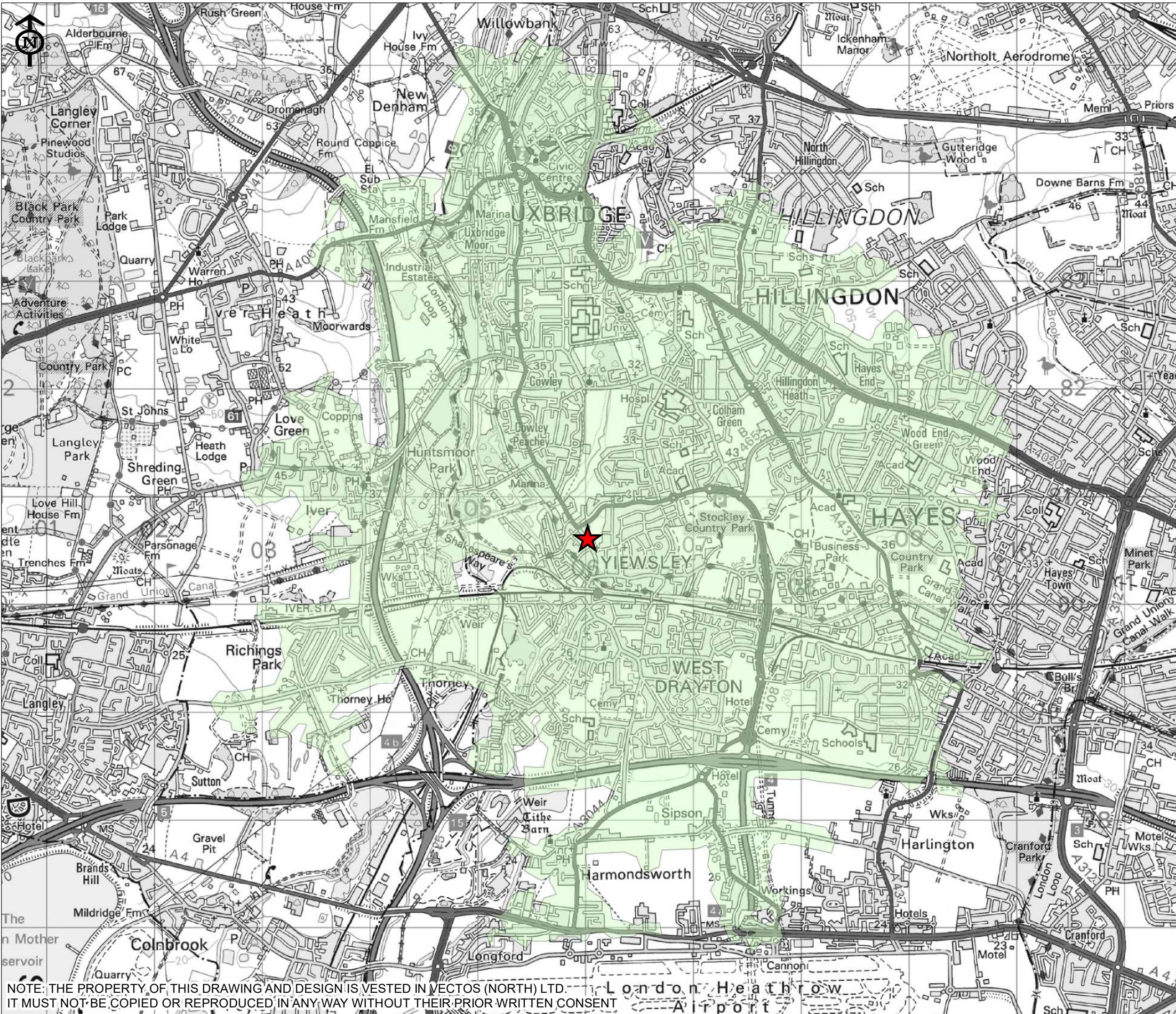
DRAWN: CJ CHECKED: RW DATE: 23/11/22

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t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO: VN222491-G102 REVISION:



Legend
★ Site Location
Cycling Catchment
 0 - 5km

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CLIENT:

XP 6 Development Ltd

PROJECT TITLE:

High Street, Yiewsley

DRAWING TITLE:

Cycling Catchment

SCALE:
NTS

DRAWN: CJ CHECKED: RW DATE: 23/11/22

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DRAWING NO: VN222491-G103 REVISION:

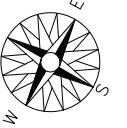
Appendix A

Proposed Site Layout

LEGEND:

NOTES:

1. These plans are subject to Planning and Building Regulation Approval or any other statute in law before building work commences.
2. These are to be read in conjunction with relevant engineer's drawings and are subject to a qualified structural engineers calculations before building work commences.
3. All drawings marked "Preliminary" or "Draft" are not to be built or used.
4. Only Local Authority Planning departments may SCALE dimensions from the drawings.
5. Any interpretation ambiguities found in these drawings should be reported immediately to the architect prior to construction or fabrication. No alterations to the design or specification may be made by the Contractor even if it may be requested by the architect or engineer. It is the responsibility of Aura Homes Ltd to protect both the Clients and Contractors interests. Any alterations should be approved by Aura Homes Ltd and the architect. The architect and engineer will not be held responsible for work that has not been carried out in strict accordance with these drawings unless otherwise approved in writing.
6. The Client is to ensure all Party Wall Agreements are in place before starting works.
7. These drawings should read in conjunction with the relevant "Construction Specification" produced by Aura Homes.



BOUNDARY LINE

PROPOSED WALLS

EXISTING WALLS

PLANNING



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Tremedoc Road
SW4 7NQ London

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www.aurahomes.co.uk

CLIENT XP - Property

PROJECT 152-155 High St Yiewsley
West Drayton
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UB7 7BE

DATE	22/12/22
SCALE	1:200@A3
TITLE	GROUND FLOOR - EXISTING
OBJ	DRAWING
1564	PL - 01
	REVISION
	-

EXISTING

GROUND FLOOR - EXISTING

SCALE 1:20

SCALE 1:1

CALE	1:200@A3
TITLE	GROUND FLOOR - EXISTING
DOB	DRAWING
1564	PL - 01

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