

**Job No:** 2023-4934  
**File Ref:** N01-SG-Response to Highways (231130)  
**Date:** 30<sup>th</sup> November 2023  
**Job Title:** Land to the rear of 726 Field End Road, Ruislip

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**Subject:** Response to Highways Request for Information  
 Planning reference 77818/APP/2023/300

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## Background

1. TTP Consulting has been appointed by Stoneguard Limited to provide highways and transport planning services with regard to the proposed redevelopment of the site to the rear of 726 Field End Road, Ruislip, in the London Borough of Hillingdon (LBH). The site is the subject of a planning application (reference 77818/APP/2023/300) to allow the change of use from warehouse to factory with associated office space, including the addition of a second floor increasing the floor area by approximately 250sqm.
2. The site location is shown in Figure 1.

**Figure 1: Site location plan**



3. LBH highways has advised that further information is required to allow them to consider the transport implications of the application. A copy of the highways comments is appended to this note at **Annex A**. The two key points which require clarification are:
  - Parking provision

*“Unfortunately, the applicant has not presented an assessment of likely parking demand (and spare on street parking capacity (if any)) or general daily activity generated by the*

*factory proposal. Without such information, the Highway Authority cannot make an informed decision on the acceptability (or otherwise) of the proposal (see conclusion)."*

- Trip attraction

*"Detail of daily vehicular activity (including peak morning & afternoon traffic periods) to and from the site has not been presented, hence an informed decision cannot be actioned. "*

4. This note has been prepared in response to the request for information and seeks to clarify the transport implications of the proposals such that a positive recommendation may be made.

### **Existing site**

5. The site comprises an existing building previously used as warehousing with associated yards to front and rear. The site is served by two vehicle access points from the front onto Field End Road. Access to the rear yard is through the building or from a shared private access which runs along the eastern side of the building. The existing site layout is included as **Annex B** to this note.

### **Proposed development**

6. Stoneguard has acquired the premises with the intention of relocating their existing operations from Wembley back to Ruislip where the company originated. The proposals include provision of factory space at ground floor, office space at first floor and showroom/product display area in the proposed new second floor. The proposals include an increase in floor area of approximately 250sqm and would allow Stoneguard to increase staff from 15 to 20. The proposed site layout is included as **Annex C** to this note.

### **Access and parking**

7. The existing access arrangements will be maintained as part of the proposals. The number and type of vehicle which is likely to require access has been provided by Stoneguard. Smaller vehicles and cars will continue to enter and exit the site via the southern access gate.

8. There will be a single weekly delivery of goods by a 13.4m curtain sided articulated vehicle. This delivery will be managed to allow the vehicle to offload in the yard. The vehicle will enter via the southern gate and exit the site in forward gear via the northeastern gate. The duration of stay is anticipated to be no longer than an hour, during which time, no other vehicles will enter or exit.

9. Swept path analysis has been undertaken demonstrating typical vehicle movements and this is included at **Annex D** to this note.

10. With regard to car parking, LB Hillingdon standards are set out in Part 2 of the Local Plan. Policy DMT 6 relates to vehicle parking and states:

*"A) Development proposals must comply with the parking standards outline 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."*

11. Paragraph 8.30 note that:

*"The standards contained within Appendix 1 Table C are expressed as maximum levels and do not imply any minimum level."*

12. The parking standards set out in Appendix C are summarised in **Table 1**.

<b>Table 1: Local Plan Part 2: Parking Standards</b>	
<b>Use</b>	<b>Maximum standards</b>
Office/ Showroom (B1 offices)	1 space per 50 -100 sqm
Factory (All other B class)	2 spaces plus 1 per 50 – 100 sqm

13. It is proposed that eight parking spaces will be provided to serve the site at Field End Road. Of these, two will be provided with electric vehicle charging points and one will be accessible.

14. In order to assess the likely demand for parking, reference has been made to the travel choices made by existing staff, who will be relocated to this site. Staff were asked for partial home postcodes, method of travel to work and the anticipated number of days in the office each week. The results of the survey are appended to this note at **Annex E** and summarised in **Table 2**. There are 16 members of staff normally based at the existing premises with three site managers who are not typically based at the office/ factory but who can be expected to attend occasionally.

**Table 2: Staff Travel Survey**

<b>Mode</b>	<b>Number of staff</b>	<b>Mode share</b>
Car	4	25%
Car share (driver)	2	12.5%
Car share (passenger)	2	12.5%
Bus	2	13%
Train	3	19%
Walk	3	19%
<b>Total</b>	<b>16</b>	<b>100%</b>

15. The survey results showed that of the staff surveyed, four travelled by car on their own while four car-shared in two cars. Of those driving to the site on their own, only one attended the office five days a week while another attended once a week only. This is consistent with information provided by Stoneguard that there are typically four staff cars present at their existing premises. In addition, there are occasional visits from managers who typically stay on site for 0.5 days.

16. The highways response notes that cycle parking is not shown on the submitted plans and allows that this can be secured by condition. It is proposed that cycle parking will be provided in the yard to the rear of the building. The cycle parking will be sheltered and secure. The proposals include the provision of showers and changing facilities which will be available for use by cyclists.

### Trip attraction

17. The site will accommodate an anticipated maximum of 20 staff members on a typical day. The site hours will be between 0800 and 1700. In order to estimate the likely peak hour vehicle trips associated with the proposed development, reference has been made to the existing travel patterns established from the staff survey.
18. The existing modal split has been applied to the projected staff numbers to determine trips by mode to the new site, as shown in **Table 3**.

<b>Table 3: Modal split</b>			
<b>Mode</b>	<b>Existing Staff</b>	<b>Modal Split</b>	<b>Projected Staff</b>
Car	4	25%	5
Car share (driver and passenger)	4	25%	5
Bus	2	13%	3
Train	3	19%	4
Walk	3	19%	4
<b>Total</b>	<b>16</b>	<b>100%</b>	<b>20</b>

19. Applying the mode split obtained from the existing staff survey to the projected staff numbers indicates that eight staff would be expected to drive to the site. As noted, few staff attend site every day and it is anticipated that there would be a maximum demand for six car parking spaces associated with regular staff attendance. In addition to this there are potential vehicle trips associated with visiting site managers, but these are expected to occur less than once a week.
20. Visits to the showroom are expected to occur only once a week and be comprised of a small group arriving together to visit the site for a couple of hours. These visits will be pre-arranged to ensure that parking is available if required. Given that not all the projected staff are likely to be on site at the same time (only one surveyed staff member attended the premises five days a week), it is considered that the provision of eight car parking spaces to serve the premises is appropriate.
21. In addition to staff trips, there will be deliveries associated with the site. These are expected to comprise one delivery of raw materials by a 13.4m curtain sided articulated vehicle and general office deliveries undertaken by transit type vans weekly. The business sends out goods once a day by transit van.

22. On the basis of the foregoing, the proposed use can be expected to result in approximately 10 two-way vehicle trips daily. As such, it is not considered that the proposals will result in any adverse effect on the operation of the local highway network.

### **Conclusion**

23. This note has been prepared with regard to the proposed change of use and increase in floor area of the premises at 726 Field End Road. It provides further information on the transport aspects of the proposals as requested by the highways officer at LBH.

24. In summary:

- Adequate cycle parking will be provided in a sheltered and secure location on site.
- Shower and changing facilities will be provided for cyclists.
- Eight car parking spaces, including one accessible and two with EV charging facilities will be provided.
- The parking provision is appropriate to cater for the anticipated demand and no overspill parking is anticipated.
- The site will result in a maximum of approximately 10 two-way trips daily which can be accommodated within the existing highway infrastructure.
- Appropriate provision for deliveries and servicing will be provided within the site curtilage.

25. On this basis it is considered that the proposals are policy compliant and are acceptable with regards to highways and transport

## Annex A

### LBH Highways comments

## TRANSPORT/HIGHWAYS APPRAISAL

<b>Reference</b>	77818/APP/2023/300
<b>Location</b>	REAR OF 726 FIELD END ROAD RUISLIP
<b>Proposal</b>	Warehouse to be converted to factory at ground floor, with offices at first floor and addition of a metal cladding mansard roof and external metal escape stairs to the rear elevation.
<b>Case Officer</b>	Nesha Burnham
<b>Recommendation</b>	<b>REFUSAL</b>

### Site Characteristics

The site is located in proximity of Field End Road to the rear of an established petrol station fronting the said roadway which predominantly exhibits a commercial/retail profile in vicinity of the proposal site with an element of residential. The local road network is covered by parking controls but includes sections of nearby residential roadways which remain uncontrolled, and the location exhibits a public transport accessibility level (PTAL) rating of 2 which is considered as 'poor' thereby encouraging non-sustainable travel modes to and from the address. The site is currently designated for warehouse purposes and it is proposed to convert the existing build to a factory use at ground level complemented by offices at first floor level & a showroom on the second floor (totalling 860m<sup>2</sup> -GIFA approx).

Several formally marked on-plot parking spaces are currently present but, it would appear that these would be deleted to facilitate the factory operation technically rendering the proposal as 'car-free'.

### Parking Provision

**Hillingdon Local Plan: Part 2 Policy - DMT 6** requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

**London Plan (2021): Policy T6.1 (Residential Parking)** requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The maximum local parking standard for an E(g)(iii) use class would require in the region of up to 10 spaces and none are to be provided. 4 formal spaces are currently provided on-site which would be lost due to the reconfiguration of the envelope. This action could potentially encourage some undue parking displacement onto the unrestricted roadways in proximity of the address such as 'Brackenhill' to the south (designated as social housing land).

Unfortunately, the applicant has not presented an assessment of likely parking demand (and spare on street parking capacity (if any)) or general daily activity generated by the factory proposal. Without such information, the Highway Authority cannot make an informed decision on the acceptability (or otherwise) of the proposal (see conclusion).

### ***Cycle Parking***

In terms of cycle parking, there would be a requirement to provide 4 secure and accessible spaces for the proposal. **Although not depicted, this aspect can be secured via condition.**

### **Vehicular Trip Generation**

**Local Plan: Part 2 Policies DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.**

Detail of daily vehicular activity (including peak morning & afternoon traffic periods) to and from the site has not been presented, hence an informed decision cannot be actioned.

### **Operational Refuse/Servicing Requirements**

As there is an existing commercial use, refuse arrangements and collection would continue via the access service road and be organised by way of a private contractor hence this will require a separate conversation with the appropriate waste collection service. There are no further observations.

### **Construction Management Plan (CMP)**

A CMP would be a requirement given the constraints and sensitivities of the immediate road network in order to avoid/minimise potential detriment to the public realm. Continued and safe pedestrian & vehicular access to the neighbouring commercial units should be maintained throughout the construction period. **It will need to be secured under a suitable planning condition.**

### **Conclusion**

Unless satisfactory data, as referenced above, is submitted prior to determination, refusal is recommended as follows:

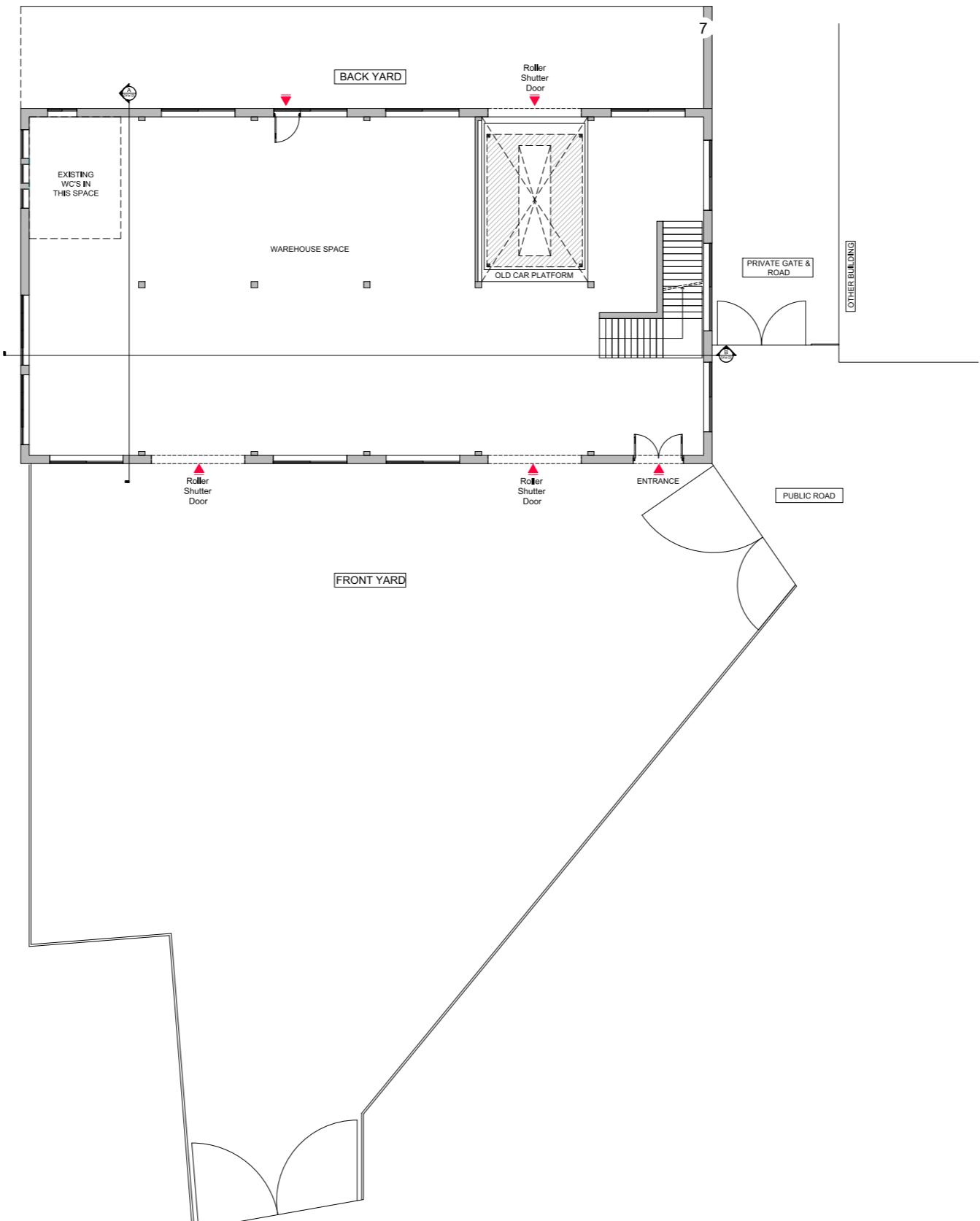
"Owing to the absence of submitted information, the proposal is therefore contrary to Local Plan: Part 2 Development Plan (2020) Policy DMT 6" as the planning application fails to fully demonstrate that the proposal would not give rise to adverse parking demand related to the surrounding road network thereby potentially leading to reduced parking availability for local residents and patrons of other established and neighbouring commercial outlets".

**END**

**Richard Michalski - Highway Authority (09/08/2023)**

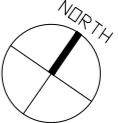
## **Annex B**

### **Existing site layout**



EXISTING SITE PLAN

SCALE - 1:100 @ A1



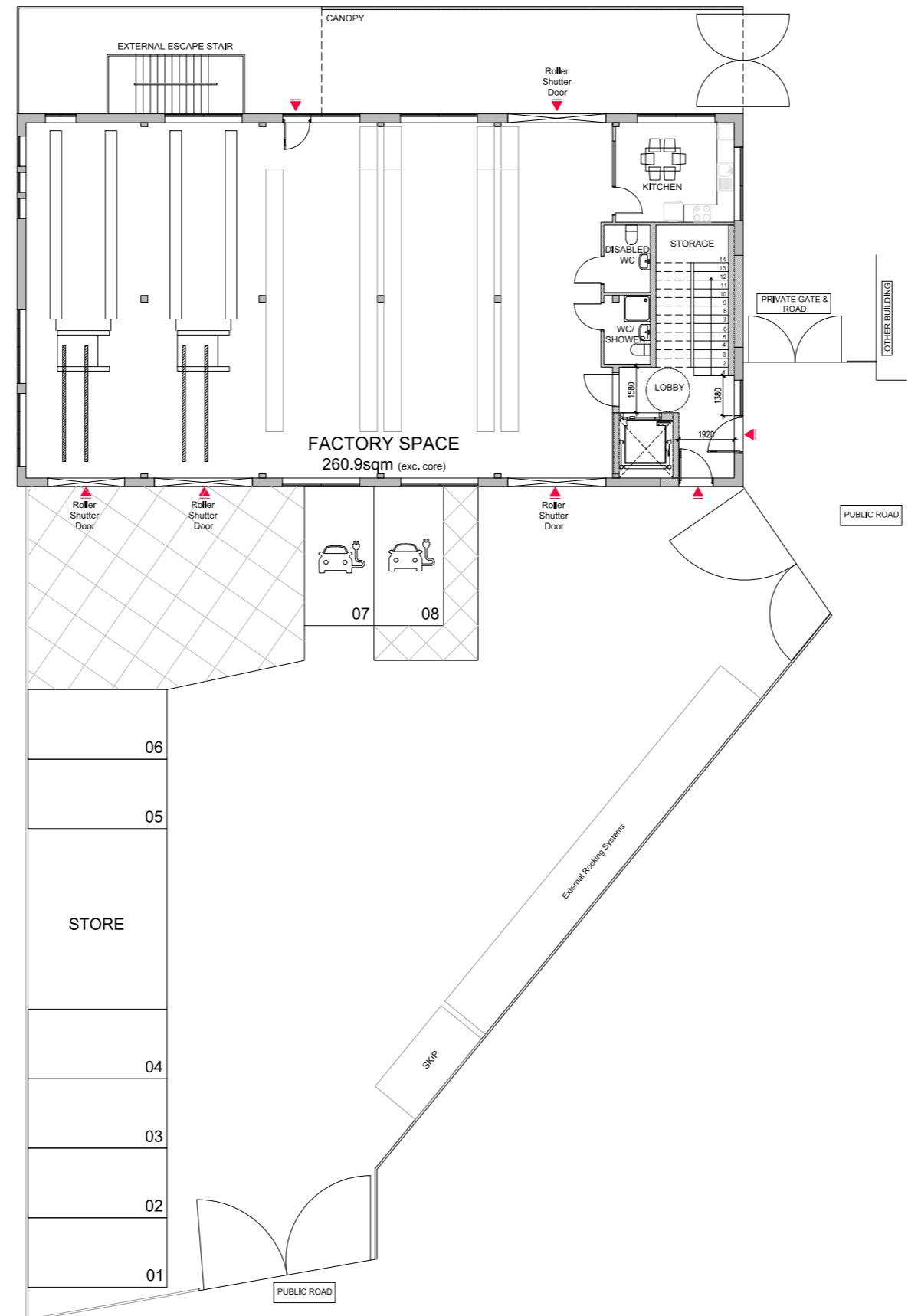
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SCALE BAR IN mm 1:100

Rev	Notes	Date	By
<b>Planning</b>			
BB PARTNERSHIP CHARTERED ARCHITECTS			
Studios 33-34, 10 Hornsey St, London, N7 8EL Tel 020 7336 8555 - e-mail - <a href="mailto:architect@bbpartnership.co.uk">architect@bbpartnership.co.uk</a>			
Client Mr Andreas Constantinou			
Project 726 Field End Road Ruislip HA4 0QP			
Drawing Existing Site Plan			
Date	Scale	Drawn by	
Dec 2022	1:100 @A1	JI	
drg.no.	Revision		
010	-		

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## **Annex C**

### **Proposed site layout**



PROPOSED SITE PLAN

SCALE - 1:100 @ A1



0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000  
SCALE BAR IN mm 1:100

P01 Parking Spaces added 27.11.23 CS  
Rev Notes Date By

## Planning



Studios 33-34, 10 Hornsey St, London, N7 8EL  
Tel 020 7336 8555 - e-mail - architect@bbpartnership.co.uk

Client  
Mr Andreas Constantinou

Project  
726 Field End Road  
Ruislip  
HA4 0QP

Drawing  
Proposed  
Site Plan

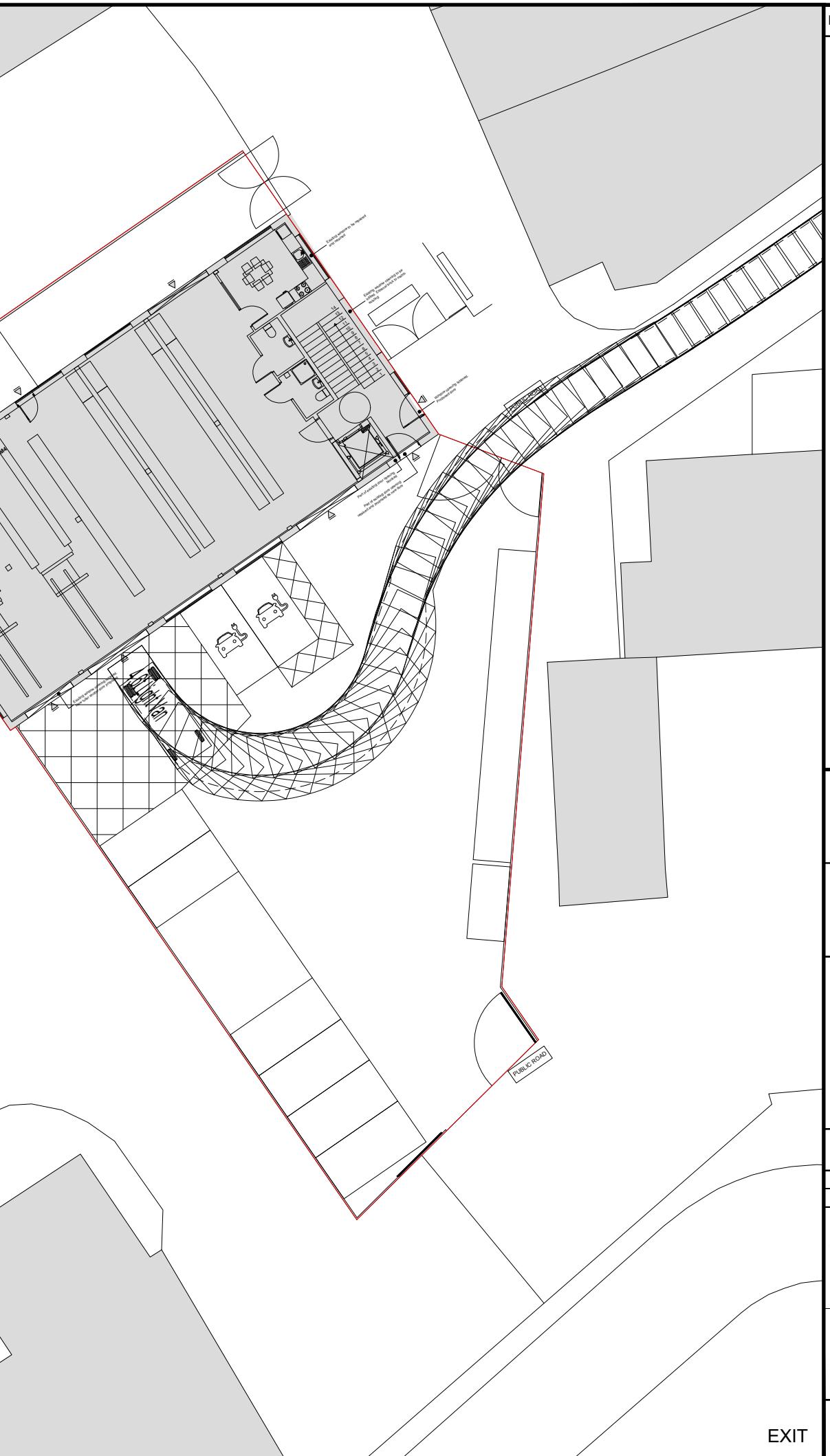
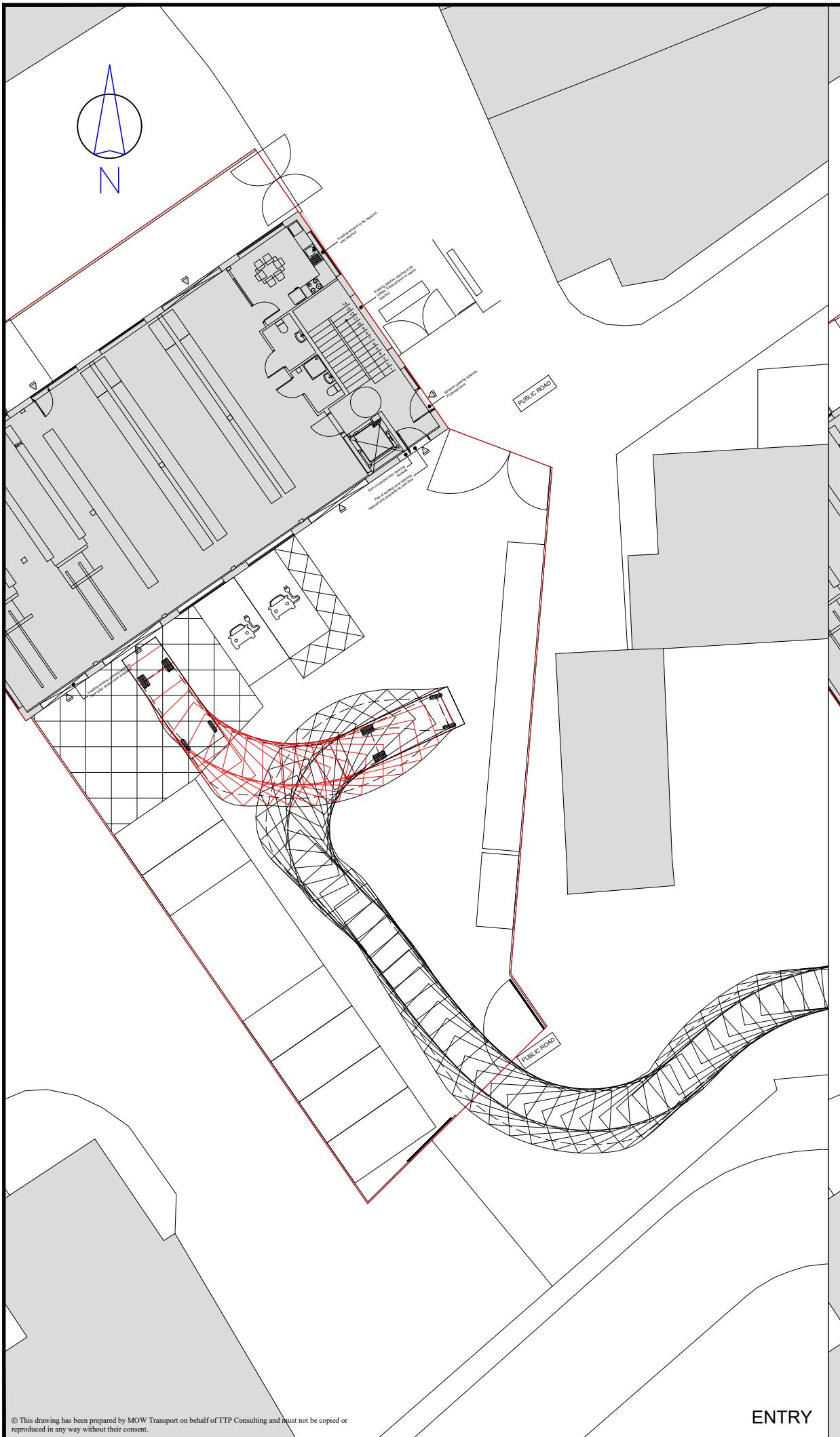
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Dec 2022 1:100 @A1 JI

drg.no. Revision  
020 P01

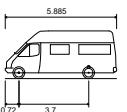
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## **Annex D**

### **Swept path analysis**



Rev	Details	Drawn	Checked	Date
.	.	.	.	.



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

**Notes:**

## Client

## Stoneguard

Project

### Drawing Title

## Swept Path Analysis Using a 4.6t Panel Van

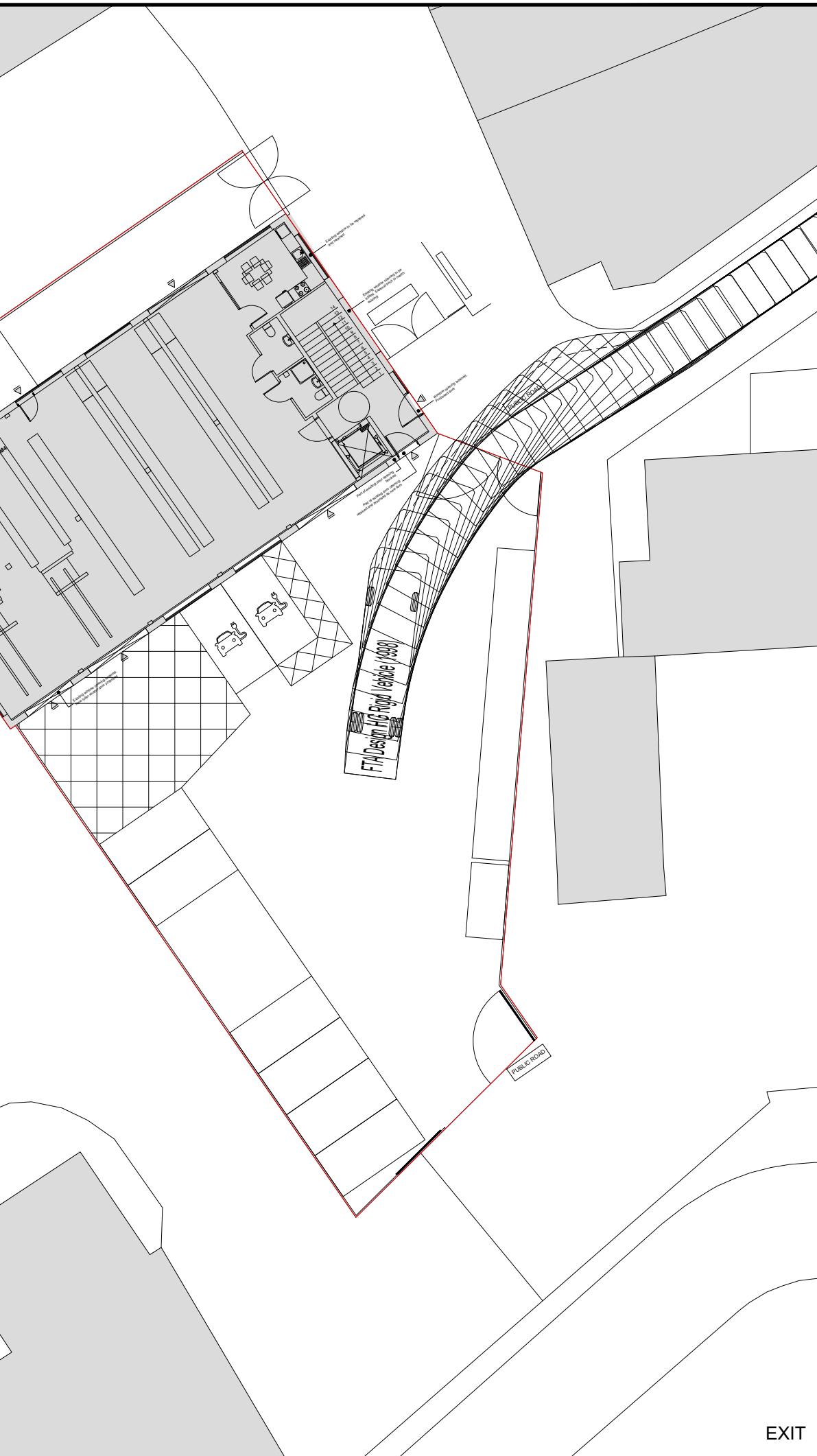
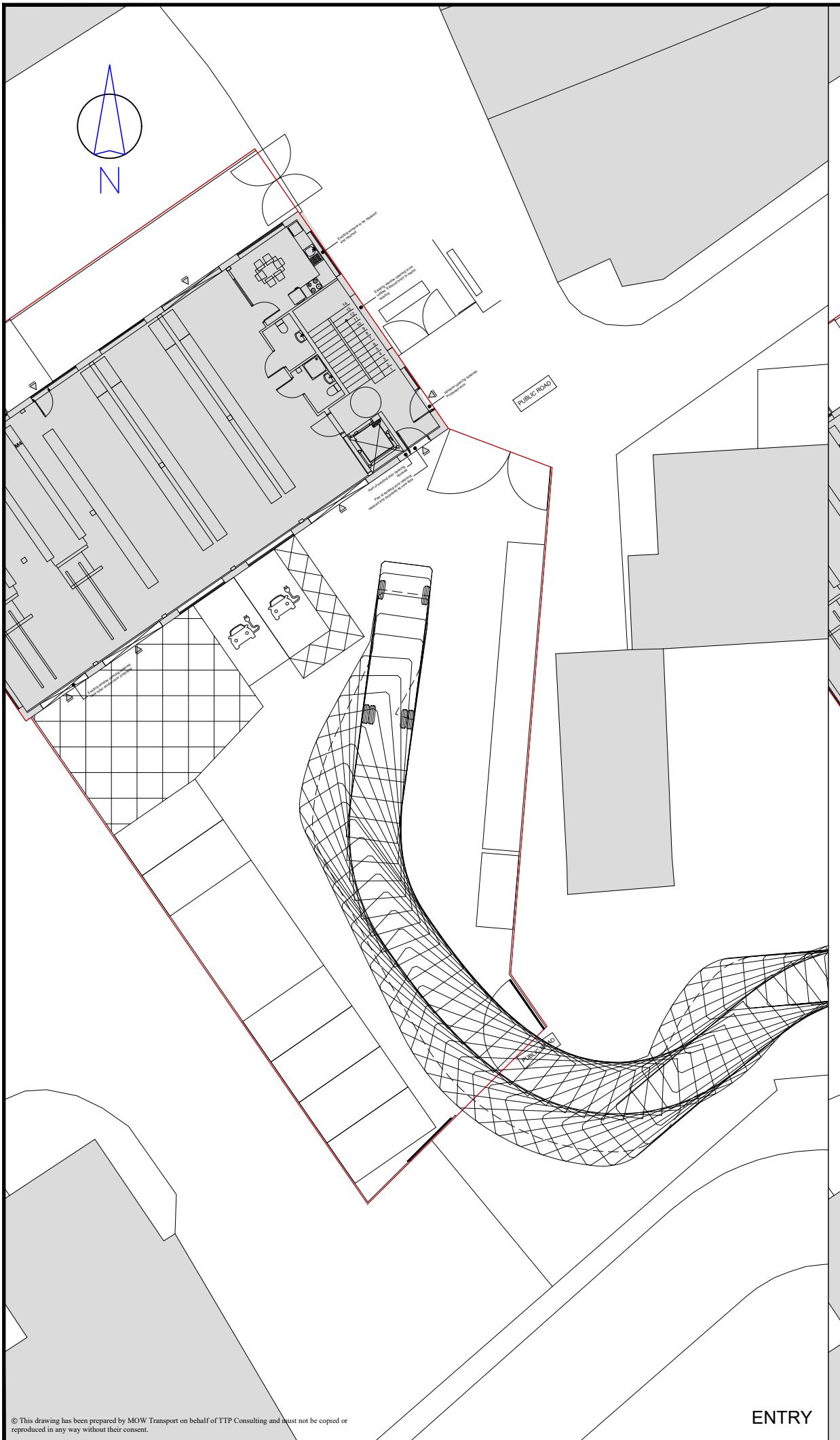
Scale 1:250 at A3

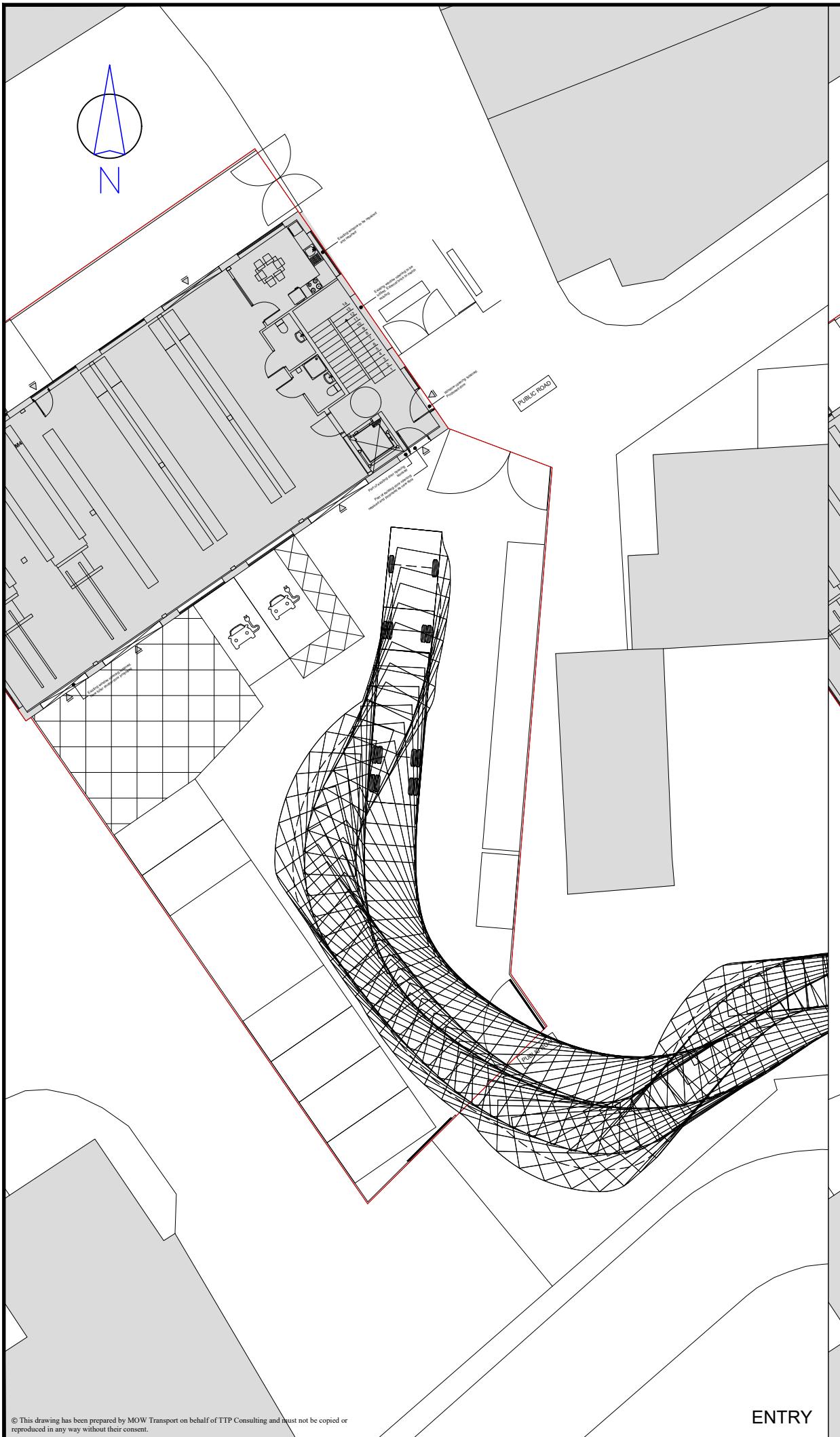
Drawn	MW	23.11.23
Checked	SG	23.11.23



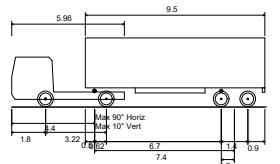
111 - 113 Great Portland Street  
London  
W1W 6QQ  
Tel. No. 0207 1000 753

Drawing Number	Rev
<b>2023-4930-AT-105</b>	.





Rev	Details	Drawn	Checked	Date
.	.	.	.	.



13.4m Artic	6.7'
Overall Length	13.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Track Width	2.376m
Lock-to-lock time	2.00s
Curb to Curb Turning Radius	6.610m

## Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

## Client

## Stoneguard

## Project

726 Field End Road, Ruislip

### Drawing Title

## Swept Path Analysis Using a 13.4m Articulated Vehicle

### Scale

1:250 at A3

Drawn	MW	28.11.23
Checked	SG	28.11.23



111 - 113 Great Portland Street  
London  
W1W 6QQ  
Tel. No. 0207 1000 753

Drawing Number 2023-4930-AT-107 Rev .

## **Annex E**

### **Staff survey**

	Position	Q1: Home Postcode	Q2: Mode of Transport	Q3: Days a week at Ruislip Office
1	Estimator 1	HA4 9	Walk	4
2	Estimator 2	HA4 9	Walk/Bus	4
3	Accounts 1	IG2 6	Car Share	4
4	Accounts 2	IG2 6	Car Share	4
5	Office Manager	HA9 0	Walk	5
6	Assistant	HA8 7	Bus/Train	3
7	Director	N6 5	Car	4
8	Director	N8 0	Car	5
9	Commercial	CM14 5	Train	2
10	Factory Technician	CR2 8	Car Share	3
11	Factory Technician	CR2 8	Car Share	3
12	Contract Manager 1	UB9 6	Car	3
13	Contract Manager 2	SE9 6	Train	1
14	Contract Manager 3	WC1H 8	Train/Car	1
15	Contract Manager 4	HA5 3	Car	1
16	Site Manager	N/A	N/A	Max 0.5 days a week
17	Site Manager	N/A	N/A	0
18	Site Manager	N/A	N/A	0
19	Site Manager	N/A	N/A	0
20	Site Manager	N/A	Car	Max 0.5 days a week
21	Site Manager	N/A	Car	Max 0.5 days a week
22	Site Manager	N/A	N/A	0
23	Site Manager	N/A	N/A	0
24	Site Manager	N/A	N/A	0
25	Driver	HA3 5	Bus/Car	5