

Crossier Properties Limited

The Star, Hillingdon

Transport Statement

November 2019

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

Contents

1	INTRODUCTION.....	1
2	EXISTING SITUATION & ACCESSIBILITY	2
	Background.....	2
	Local Highway Network	3
	Accessibility	3
	Walking.....	3
	Cycling	4
	Bus Services	5
	Rail Services.....	5
	Public Transport Accessibility Level (PTAL).....	6
3	DEVELOPMENT PROPOSAL	7
4	POLICY CONTEXT	10
	National Guidance	10
	Regional Guidance.....	11
	Local Guidance.....	12
5	EFFECTS OF DEVELOPMENT	14
	Trip Generation.....	14
	Car Parking	14
	Refuse, Deliveries and Servicing	16
6	SUMMARY AND CONCLUSION	17

Appendices

Appendix A	-	Bus route 'Spider' Map
Appendix B	-	PTAL WebCAT Output
Appendix C	-	Layout Plan

1 INTRODUCTION

- 1.1 Caneparo Associates has been appointed by Crossier Properties Limited ('the Applicant') to provide traffic and transport advice in relation to their development proposal for the former Star public house which is located on Star Road in the London Borough of Hillingdon (LBH).
- 1.2 The site, which is now vacant, was previously in use as a public house and the development proposal envisages the redevelopment of the site to provide 10 flats, 2 houses and 112 sqm commercial space.
- 1.3 This report considers the effect of the proposals on traffic and transport issues including sustainable travel, access, parking, servicing and refuse collection.
- 1.4 The site was the subject of a previous application in 2016 which was refused in 2017. An appeal was submitted and subsequently determined in August 2018. The appeal was also refused however none of the reasons for refusal were related to traffic and transport. The current planning application therefore seeks to address the planning/design reasons for refusal.
- 1.5 The proposed development has been subject to pre-application advice received in September 2019 planning reference: 8057/PRC/2019/67. It has been noted that there are no significant concerns raised at the pre-application stage in terms of transport and highways. The Pre-application advice received has been considered and incorporated during the writing of this document.
- 1.6 The remainder of this report is structured as follows:
- Section 2 summarises the existing situation and the site's accessibility
 - Section 3 sets out the development proposals
 - Section 4 reviews the relevant planning policies
 - Section 5 considers the effects of the development
 - Section 6 presents a summary and conclusion.

2 EXISTING SITUATION & ACCESSIBILITY

Background

- 2.1 The site is located on Star Road at its junction with Uxbridge Road (A4020). The site's location in the context of the local area is shown below at **Figure 1**.



Figure 1: Site Location Plan

© Crown copyright and database rights 2019 Ordnance Survey

- 2.2 The site, which is now vacant, was previously in use as a public house. The site is currently undeveloped Brownfield.
- 2.3 Vehicular access to the site is currently provided via a footway crossover on Star Road.

- 2.4 The immediate area comprises predominantly residential accommodation. Connaught Recreation Ground is located a short distance to the south-east and various parks are located within close proximity of the site.

Local Highway Network

- 2.5 Star Road is located within the immediate vicinity of the site is a one-way single carriageway road proceeding north to south on the eastern boundary of the site joining with Uxbridge Road (A4020) to the south and Mellow Lane West to the north. Star Road is broadly north to south in alignment and adjacent to the site is subject to a 30mph speed restriction.
- 2.6 Mellow Lane West is a two-way single carriageway that is subject to a 30mph speed restriction which adjoins Star Road to the north-west of the site.
- 2.7 Star Road and Mellow Lane West are not subject to any no parking / waiting restrictions. Near the site pedestrian facilities are good; footways are present on both sides of the carriageway which benefit from lighting columns that are located at regular intervals.

Accessibility

Walking

- 2.8 A person's willingness to walk is dependent on many factors including: access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey. It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips and this is set out in The Chartered Institution of Highways and Transportation (CIHT) Guidelines ("Guidelines for Providing for Journeys on Foot" 2000) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.

2.9 **Table 2.1**, below, contains suggested acceptable walking distances for pedestrians without mobility impairment for some common trip purposes.

Table 2.1 Suggested Acceptable Walking Distances			
Definition	Walking Distances (metres)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200
Source: Providing for Journeys on Foot, IHT, 2000			

2.10 **Table 2.2** sets out details of approximate distances between the proposed development site and local amenities. The Table illustrates that there are a number of local amenities located within walking distance of the site.

Table 2.2 Approximate Distances			
Amenity	Location	Distance	Approximate Walking Time
Hillingdon Primary School	Uxbridge Road	260m	3 minutes
Restaurant	Uxbridge Road	40m	30 seconds
Post office/Pharmacy	Uxbridge Road	130m	2 minutes
Takeaway	Uxbridge Road	55m	40 seconds
Local Shop / Nail Salon	Uxbridge Road	60m	1 minute

Cycling

2.11 It is generally accepted that 8km (or 5 miles) is an acceptable cycling distance, representing a journey time on average of 30 minutes ("TfL Analysis of Cycling Potential" 2010), although in London, longer journeys are commonplace.

2.12 Transport for London (TfL) provides cycle route guidance in the form of cycle maps for different areas. Local Cycling Guide 6 provides information on the cycle routes in the vicinity of the site. There are routes along Pole Hill Road, which are identified by TfL as quieter routes that have been recommended by other cyclists and may connect with other signed routes.

- 2.13 In addition, Uxbridge Road which is located in the immediate vicinity of the site benefits from off carriageway cycle lanes. The route is designated by TfL as an 'off-road routes: either alongside roads, through parks, or along towpaths'.

Bus Services

- 2.14 The closest bus stop to the site is bus stop UF located on Uxbridge Road, approximately 150m north-west of the site. Immediately adjacent bus stop UF is stop UJ which provides services in the opposite direction.
- 2.15 **Table 2.3** sets out information on local bus services and the TfL bus route 'spider map' for Uxbridge Road is included at **Appendix A**.

Table 2.3: Bus Services Operating in Proximity of the Application Site					
Service Number	Route	Bus Stop	Frequency (minutes)		
			Mon-Fri	Saturday	Sunday
427	Uxbridge Station / Acton Old Town Hall	Uxbridge Road	6 – 10	6 – 10	8 – 12
607	Uxbridge Station / White City Bus Station	Uxbridge Road	7 – 11	8 – 11	10 – 12
697	Whittington Avenue/Ickenham Station	Uxbridge Road	10	-	-
698	West Drayton/Ickenham Station	Uxbridge Road	10	-	-
N207	Uxbridge Station/ Bloomsbury Square	Uxbridge Road	30	30	30

Rail Services

- 2.16 Although located outside the PTAL walk catchment (960m), the site is located approximately 3.5km (44-minute walk / 11-minute cycle) south-east of Uxbridge Underground Station which provides access to both the Metropolitan and Piccadilly line which operate a frequent service from Amersham to Aldgate and from Heathrow Terminal 4 to Cockfosters respectively.
- 2.17 Buses 427, 607 and N207 provide a frequent service to Uxbridge Station, the station is therefore more accessible. It is therefore reasonable to assume that people that require access to Uxbridge Station will use the bus services to travel to Uxbridge station which is approximately a 10-minute journey.

Public Transport Accessibility Level (PTAL)

- 2.18 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 2.19 The site achieves a Public Transport Accessibility Level (PTAL) of 2.
- 2.20 **Appendix B** includes a copy of the WebCAT PTAL calculation.

3 DEVELOPMENT PROPOSAL

3.1 The proposal envisages the redevelopment of the site to provide 112 sqm commercial space, ten flats and 2 dwellings (6 x 1 bed flats; 2 x 2 bed flats; 2 x 3 bed flats and 2 x 3 bed houses).

3.2 **Table 3.1** summarises the residential development proposal.

Table 3.1 Development Schedule		
Type	No. Units	Total No. Beds
1 bed Flats	6	6
2 bed Flats	2	4
3 bed Flats	2	6
3 bed House	2	6

3.3 A copy of the architect's ground floor layout plan is included at **Appendix C**.

Car Parking

3.4 The development proposal includes 12 car parking spaces at a ratio of 1:1 for the 10 No flats and 2 No houses. This equates to twelve on-site car parking spaces for the twelve residential units.

3.5 Car parking is discussed further within **Section 5**.

Cycle Parking

- 3.6 Cycle parking will be provided in accordance with the Draft New London Plan standards set out below in **Table 3.2**.

Table 3.2 Minimum Cycle Parking Standards			
Use Class	Description of use	Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	Dwellings (all)	1 space per studio, 1.5 spaces per 1-bedroom unit, 2 spaces per all other dwellings	1 space per 40 units
A2-A5	Financial/ Professional services; cafes & restaurants; drinking establishments; takeaways	From a threshold of 100sqm: 1 space per 175 sqm (GEA)	From a threshold of 100 sqm: areas with higher standards (see figure 10.2): 1 space per 20sqm (GEA). Rest of London: 1 space per 40 sqm (GEA).

- 3.7 The 10 No Flats will be provided with a total of 26 No cycle parking spaces, 10 of which will be provided in the ground floor entrance hall and 16 provided with in the parking area. This is 9 spaces more than is required by the minimum draft London Plan Standards, which totals 17 cycle parking spaces $((6 \times 1.5) + (2 \times 2) + (2 \times 2) = 17)$. The 2 No houses have dedicated storage for 2 cycles each. Additionally space will be provided for 4 cycle parking spaces for the commercial floorspace for long stay (staff) and short stay (visitors) alike.

Access

- 3.8 The vehicle and pedestrian accesses are shown on the architect's ground floor layout plan at **Appendix C**.
- 3.9 Pedestrian access to the flats and the two three bed dwellings will be via Star Road.

Servicing & Refuse Collection

- 3.10 Refuse storage for the flatted element of the proposed development will be provided via suitably sized communal storage bins located on the ground floor within the proposed block of flats, as shown on the architects ground floor layout at **Appendix C**.



- 3.11 The servicing, refuse and recycling collection regime will be undertaken on street on Star Road in the immediate vicinity of the site in accordance with existing arrangements for the area. This development proposal will not significantly change servicing or refuse requirements in the vicinity, nor will it have any material impact on the free flow of traffic on Star Road.

4 POLICY CONTEXT

- 4.1 This Section provides a summary of the relevant transport policies at a national (Central Government), regional (London) and local (LBH) level.

National Guidance

National Planning Policy Framework (2019)

- 4.2 The National Planning Policy Framework (NPPF) was originally published on 27th March 2012, however as of February 19th 2019 it has been re-issued and updated the document sets out the Government's planning policies for England and how these are expected to be applied.

- 4.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy, with paragraph 103 setting out that:

'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.'

- 4.4 Chapter 9 – 'Promoting Sustainable Transport' paragraph 110 continues by stating that:

'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'.

Regional Guidance

The London Plan (2016) and The 'Draft' London Plan (2018)

4.5 The London Plan (2016) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The transport aspects of the London Plan, relevant to the proposed development will be included in the Transport Assessment Report.

4.6 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following in regard to transport:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

4.7 Chapter 10 (Transport) states that:

"The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effect – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely. Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport."

4.8 Policy 6.1 sets out a number of strategic aims, with those relevant to the proposals as follows:

- a) *"encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
- c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
- d) *promoting walking by ensuring an improved urban realm."*

Local Guidance

London Borough of Hillingdon Local Plan Part 1 – Strategic Policies

- 4.9 The Local Plan Part 1 - Strategic policies sets out a spatial strategy for the Borough and was adopted in November 2012.
- 4.10 Strategic Policy SO12 states that Hillingdon should “reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans”.

London Borough of Hillingdon Local Plan Part 2 (Draft)

- 4.11 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Policies Map. Once adopted it will deliver the detail of the strategic policies set out in the Local Plan Part 1: Strategic Policies.
- 4.12 The Development Management Policies (Revised Proposed Submission, October 2015) document sets out emerging policies that will form the basis of the Council’s decisions on individual planning applications.
- 4.13 On vehicle parking, the document states that *“London Plan Policy 6.13: Parking identifies the need for an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use Hillingdon’s parking standards are based on those contained in the London Plan with some variance to address local circumstance in terms of employment sites and residential uses”*.
- 4.14 Policy DMT6 Vehicle Parking states that *“Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development”*.
- 4.15 **Table 4.1** summarises the emerging car and cycle parking standards that are relevant to this development proposal.

Table 4.1: Car and Cycle Parking Standards		
Use Class	Car Parking (Max)	Cycle Parking (Min)
Dwellings with curtilage	2 spaces per dwelling	Dwellings with 3+ bedrooms: 2 spaces
Flats 3 – 4 bedrooms	2 spaces per dwelling	Dwellings with 3+ bedrooms: 2 spaces

- 4.16 Policy DMT2 notes that “development proposals must ensure that safe and efficient vehicular access to the highway network is provided to the Council’s standards”.

London Borough of Hillingdon Saved UDP Policies (September 2007)

- 4.17 The UDP was Hillingdon's long term development strategy. Since its adoption in 1998, the strategic policies have been replaced by the Local Plan Part 1 - strategic policies 2012. A number of UDP policies have been saved before eventually being replaced by the emerging Local Plan Part 2.
- 4.18 Policy AM14 has been saved and states that “new development will only be permitted where it is in accordance with the council’s adopted car parking standards as set out in Annex 1.
- 4.19 **Table 4.2**, below, summarises the adopted (maximum) car and (minimum) cycle parking standards that are relevant to this development proposal.

Table 4.2: Car and Cycle Parking Standards		
Use Class	Car Parking (Max)	Cycle Parking (Min)
C3 Residential	1.5 spaces per dwelling	Dwellings with 1-2 bedroom: 1 space. Dwellings with 2+ bedrooms: 2 spaces.

5 EFFECTS OF DEVELOPMENT

5.1 This Section considers the effects of the development proposals with respect to:

- Trip Generation;
- Car Parking;
- Access; and
- Servicing and Refuse Collection

Trip Generation

5.2 Given the scale and nature of the planning application proposal, the number of person movements likely to be generated by the proposed residential units will be low and will not have any material impact on the operation of the local highway or public transport network.

5.3 It is also pertinent to note that the previous use of the site as a public house would have been likely to have generated more person (and vehicle) movements than the proposed use of the site.

5.4 The delegated report relating to the previous 2016 application also acknowledged that the number of trips likely to be generated by the previous use of the site (as a pub) and the (2016) proposed uses would be similar and as such, the Highway Officer raised no concerns. This has been re-established and recognised as an acceptable methodology in the pre-application feedback received as of the 12th September planning reference 8057/PRC/2019/67.

Car Parking

Residential

5.5 In order to consider the potential effect of the development on parking, the potential car ownership requirements arising from a residential development of the scale and nature proposed have been assessed. To do this the local area Census data has been interrogated and shown in **Table 5.1**.

Table 5.1: Vehicle Ownership Levels for the Hillingdon Ward (Census data, 2011)	
Category	2011 Percentage
Households with No Car	44%
Households with 1 Car	46%
Households with 2 Cars	10%
Car Ownership Level	
Vehicles per household	0.67

5.6 **Table 5.1** indicates that it would be reasonable to expect that the proposed development to generate a parking demand for approximately 7 vehicles (No. of units 10 x Vehicles per household 0.67).

5.7 The 2011 census data has been interrogated and the super output middle layer for car and van ownership in Hillingdon has been assessed against the proposed provision of parking for the site. A total of 2 parking spaces for the 2 houses, and 10 parking spaces for the flatted element are proposed. The total demand for parking for the flatted development as evidenced by the 2011 census data in the Hillingdon area would be no greater than 7 spaces. The proposed development will be providing a total of 10 spaces for the proposed flats. Therefore, it is reasonable to assume there will be no impact on the surrounding highway network based on the assumption that no more than 7 car parking spaces will be required.

Retail

5.8 The proposed 112sqm retail unit will not be provided with allocated parking, this has been deemed acceptable as the previous application also incorporated a retail element. The highway officer commented on the previous application (2016) that was refused in 2017 on grounds other than traffic and transport commented that: *15 spaces are provided for the 15 residential units and no car parking is proposed for the retail unit. The Highway Engineer considers that this level of parking provision is adequate..... "It is considered that the proposed development would not be detrimental to highway safety and would not have an undue impact on the free flow of traffic in the area."*

5.9 The highways comments received in the pre-application response under parking provision on the 12th September 2019 planning reference 8057/PRC/2019/67 are also consistent with this statement.

Refuse, Deliveries and Servicing

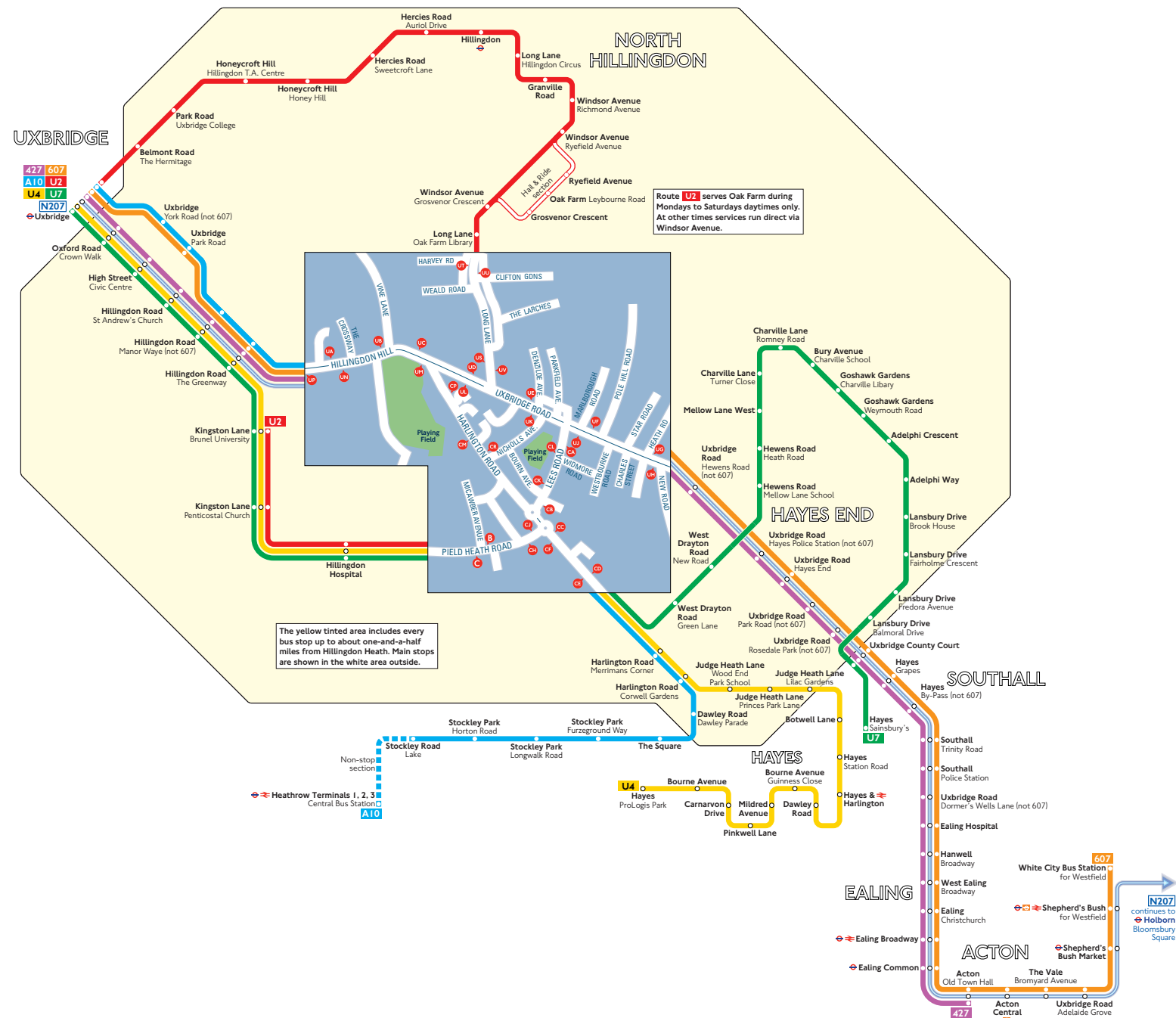
- 5.10 The servicing, refuse and recycling collection regime will be undertaken on street from Star Road in accordance with existing arrangements for the area. The existing regime (i.e. in the vicinity of the site) operates satisfactorily and this development proposal will not significantly change servicing or refuse requirements, nor will it have any material impact on the free flow of traffic on Star Road.
- 5.11 With regards delivery numbers, research suggests that residential units generate circa 12-15 deliveries per 100 units per day, and therefore our view is that it is reasonable to suggest that the development will generate circa 2 deliveries per day. Deliveries would be undertaken by a variety of vehicles including Transit Vans and Box Vans.

6 SUMMARY AND CONCLUSION

- 6.1 Caneparo Associates has been appointed by Crossier Properties Limited ('the Applicant') to provide traffic and transport advice in relation to their development proposals for the former Star public house site which is located on Star Road in the London Borough of Hillingdon (LBH).
- 6.2 The site, which is now vacant, was previously in use as a public house and the development proposal envisages the redevelopment of the site to provide 112sqm commercial space, ten flats and 2 houses.
- 6.3 Given the scale and nature of the planning application proposal, the number of person movements likely to be generated by the proposed residential units will be low and will not have any material impact on the operation of the local highway or public transport network.
- 6.4 Ten on-site car parking spaces will be provided for the ten flat residential units. Census data indicates that the development would generate a parking demand of approximately seven vehicles and, therefore, no overspill parking is anticipated to occur.
- 6.5 Cycle parking will be provided in accordance with the Draft London Plan standards.
- 6.6 In light of the above, the proposed residential use of the site is an appropriate use of this site and will have no material impact on the surrounding transport network.
- 6.7 We therefore conclude that the development proposed is in accord with requirement of the NPPF 2019 (Point 109) which 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.'*

Appendix A

Buses from Hillingdon Heath



Key

- 427 Day buses in black
- N207 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Mondays to Saturdays daytimes only
- Limited stop

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 (see map of town centre in centre of diagram).

Route finder

Day buses

Bus route	Towards	Bus stops
427	Acton	US US US US US US
	Uxbridge	US US US US US US
607	Uxbridge ♦	US
	White City ♦	US
A10	Heathrow Terminals 1, 2, 3	CS CS CS CS CS CS
	Uxbridge	CS CS CS CS CS CS
U2	Brunel University	CS CS CS CS CS CS
	Uxbridge	B CS CS CS CS CS
U4	Hayes ProLogis Park	B CS CS CS
	Uxbridge	CS CS CS CS
U7	Hayes Sainsbury's	B CS CS CS
	Uxbridge	CS CS CS CS

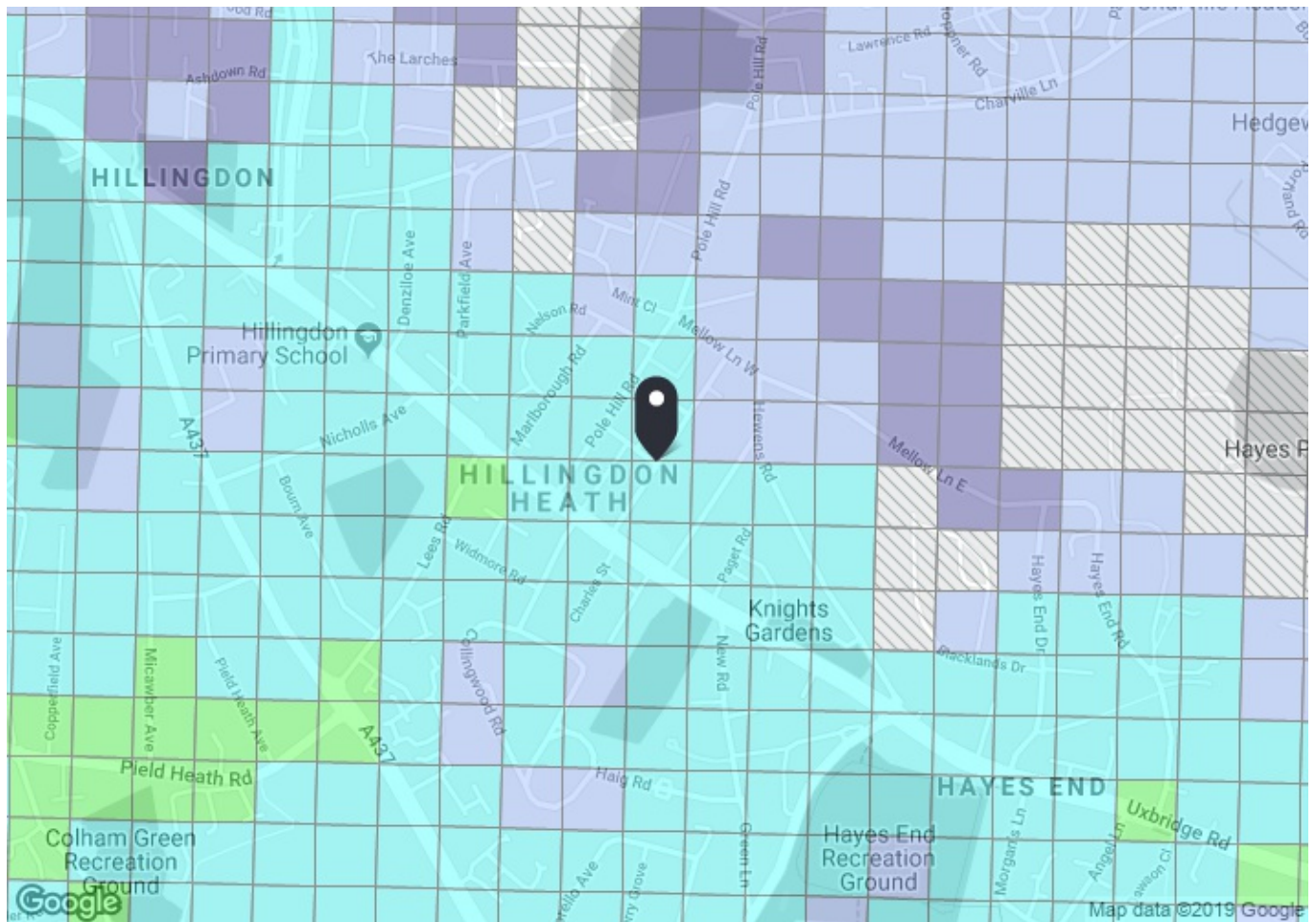
Night buses

Bus route	Towards	Bus stops
N207	Holborn	US US US US US US
	Uxbridge	US US US US US US

Other buses

Bus route	Towards	Bus stops
724	Harlow ♦	CS
	Heathrow Terminals 1, 2, 3 ♦	CS

Appendix B



PTAL output for Base Year 2

Star Road
Star Rd, Uxbridge, UK
Easting: 508039, Northing: 182387

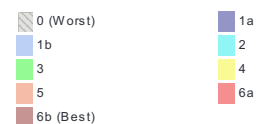
Grid Cell: 89679

Report generated: 05/03/2019

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

Map key - PTAL



Map layers

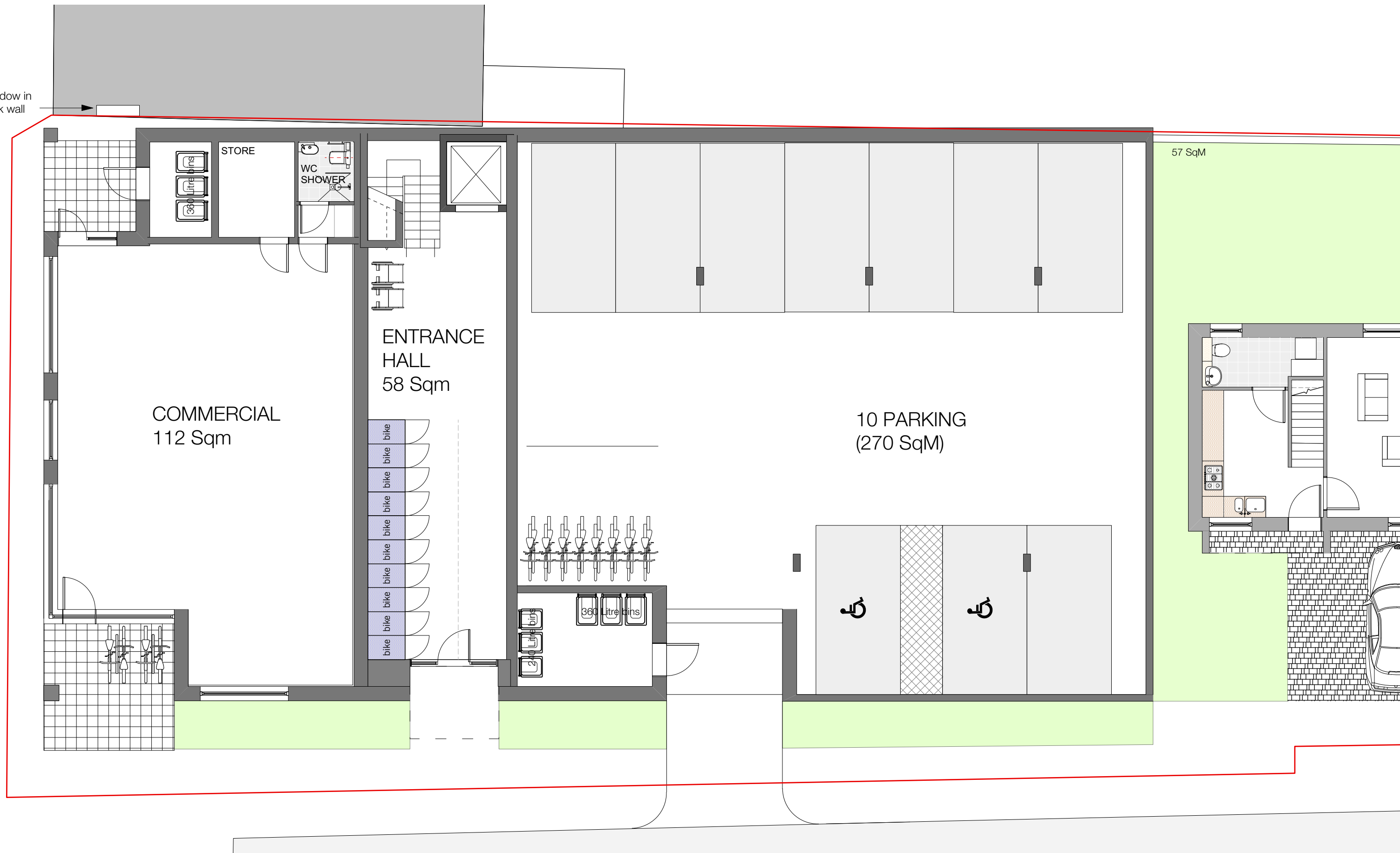
 PTAL (cell size: 100m)

Calculation data

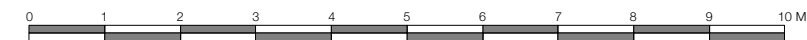
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE ROAD HEATH ROAD	427	287.76	7.5	3.6	6	9.6	3.13	1	3.13
Bus	UXBRIDGE ROAD HEATH ROAD	607	287.76	6	3.6	7	10.6	2.83	0.5	1.42
Bus	MELLOW LANE WEST	U7	285.85	2	3.57	17	20.57	1.46	0.5	0.73
Bus	LEES ROAD, UXBRIDGE ROAD	U2	475.87	6	5.95	7	12.95	2.32	0.5	1.16
Total Grid Cell AI:										6.43

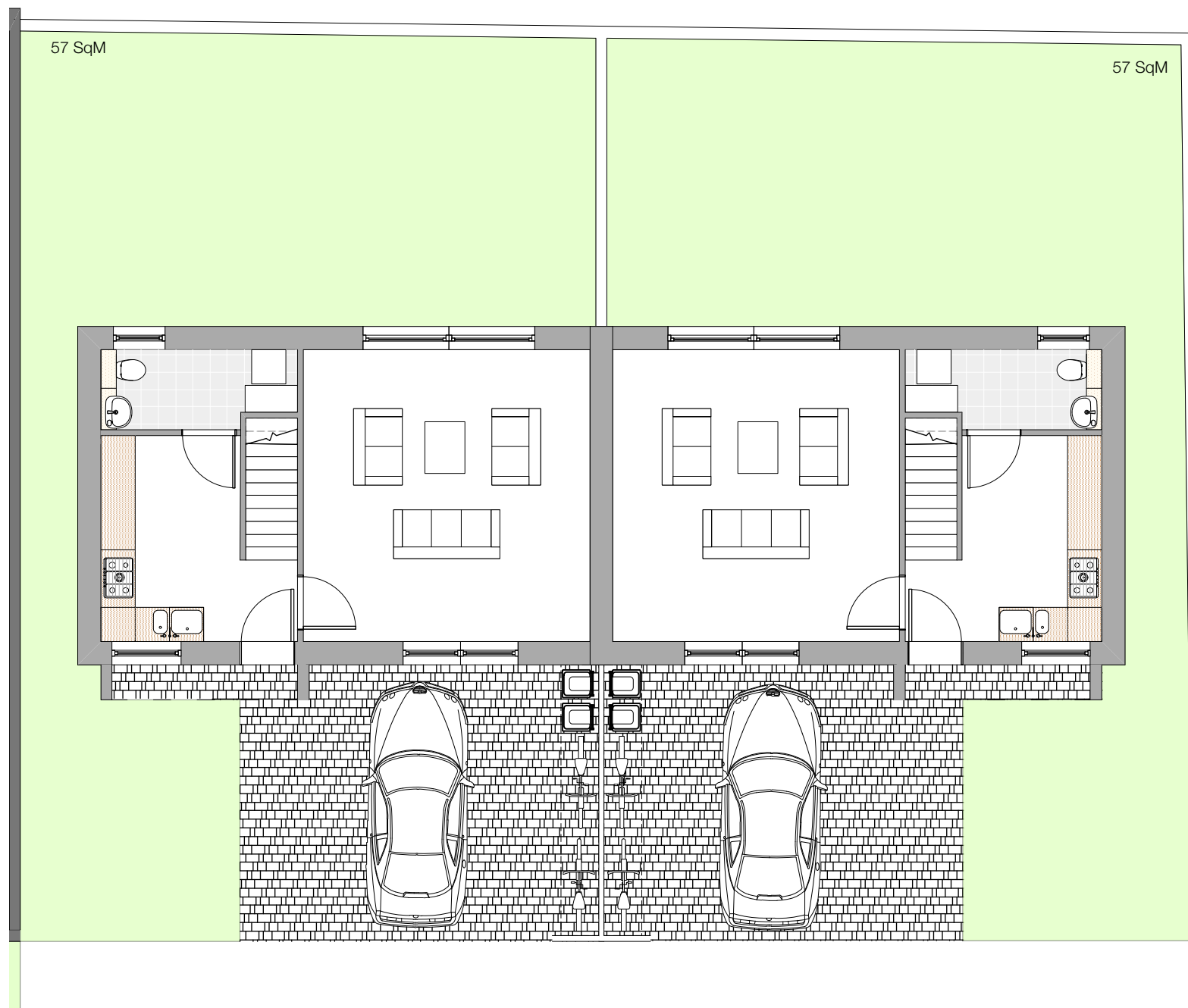
Appendix C

Window in
flank wall

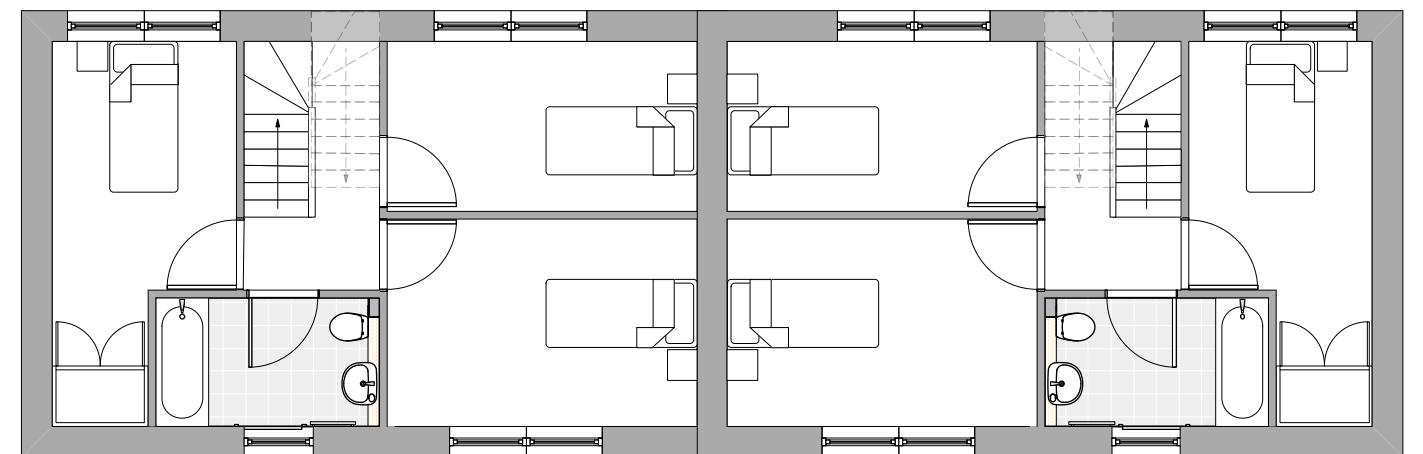


1 Block A - Ground Floor Plan
Scale: 1:100





1 Block B - Ground Floor Plan
Scale: 1:100



2 Block B - First Floor Plan
Scale: 1:100

0.0 0.5 1.0 1.5 2.0 2.5 3.0 3.5 4.0M

