

Transport Statement Note

Project Title:	Residential Development at Compass House
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1 Introduction

- 1.1 This statement has been prepared to accompany a planning application for the development of six dwellings adjacent to Compass House, Stanmore. Compass House is an existing office building, currently vacant and being refurbished, which has 25 parking spaces associated with it.
- 1.2 It is proposed to build six flats on part of the car park formerly associated with the adjacent office building, Compass House, removing a total of 11 spaces.
- 1.3 This statement is concerned with
 - Access to development;
 - Traffic generation; and
 - Parking issues.

2 Access to Development

- 2.1 Compass House is located to the rear of Church Road, Stanmore. Access is gained via Pynnales Close, a private road serving other limited residential development. Pynnales Close is approximately 50m west of the signalised junction of Church Road and Elm Park. 'Keep Clear' markings are present across the entrance to the Close to prevent queuing from the signal junction obstructing the entrance.
- 2.2 The junction appears to have been constructed or upgraded in the recent past (within the last 5 years or so), is a simple priority junction and complies with current highway design standards in terms of visibility and width. A footpath is present along the western side of Pynnales Close.
- 2.3 The road is marked as 'private' and has single yellow lines along both sides to prevent parking. No parking on the yellow lines was observed. There is also a large public car park in Elm Park, approximately 200m away.



**Pynnacles Close /
Church Road**

- 2.4 Access from Pynnacles Close to Compass House and the proposed development is approximately 50m along the road, with a simple turning into the existing car park and proposed development. The proposed flats are accessed through the Compass House car park. A clear route through the car park has been determined, as shown on the photo below. We suggest that 'yellow box' markings be placed in the aisle to prevent parking within it.



**Access through
Compass House car park**
(Proposed development
beyond red Transit van)

- 2.5 In all other respects, we consider the access arrangements to be adequate for the proposed development.

3 Traffic Generation

- 3.1 The proposed development of 6 flats will generate very small amount of traffic. The maximum peak period generation from the development is 6 vehicles. However, most residential developments have a morning peak period trip rate of between 0.5 and 0.8 trips per dwelling, resulting in only 3 or 4 trips from the development.

- 3.2 Compass House comprises approximately 900 sq m of B1 use. The trips generated by this building are already on the transport network and do not need to be considered as part of this residential development. However, the reduction in available parking for Compass House, considered in more detail below, will by default reduce the previous number of car trips generated by business(es) in Compass House. The residential development will reduce available parking for Compass House from 25 to 14 spaces.
- 3.3 Trip generation for B1 use typically varies between 0.8 trips/100 sqm and 1.8 trips/100 sqm. Compass House is currently vacant, so no existing data is available. At the upper range, Compass House could be expected to generate approximately 16 trips in the morning peak by all modes.
- 3.4 Adding the above figure to the maximum 6 trips generated by the proposed housing development, a total of 22 trips by all modes will be generated by Compass House and the residential development. This is less than the maximum number of trips that could have been generated by Compass House in isolation assuming full car park occupancy in the morning peak. Full occupancy may not have been achieved during peaks, so we consider their to be a neutral effect on traffic generation.

4 Parking Issues

- 4.1.1 The proposed residential development of 6 dwellings is to be provided with 6 car parking spaces, located in the undercroft of the building at ground level. LB Harrow maximum parking standards for 1 & 2 bedroom dwellings is 1 space per unit plus 0.2 visitor spaces.
- 4.1.2 The proposed development is in a town centre location with access to reasonable public transport services (bus and rail). Alternative parking for visitors is available in nearby public car parks (Elm Park being the closest at approx 200m).
- 4.1.3 Six cycle parking spaces and one disabled space is to be provided.
- 4.1.4 As outlined above, the proposed development reduces the available parking for Compass House from 25 to 14 spaces. When assessed against current parking standards, we consider the number of spaces to be sufficient to continue to accommodate office use at Compass House, and we do not anticipate any overspill parking to occur as a result of the residential development.
- 4.1.5 The proximity of public transport and public car parks to Compass House allows workers to seek practical alternatives to parking on-site. We would suggest that the future occupier of Compass House be encouraged to develop a Travel Plan that sets out the ways in which parking and access to the site will be managed in accordance with sustainable transport principles.

5 Conclusion

- 5.1 Having assessed the potential implications of the proposed development on access, trip generation and parking, we conclude that there are no significant transport issues that would prevent this development from proceeding.