Prior Approval Transport Note

To: **LB Hillingdon**

From: **Iceni Projects Ltd**

Date: **March 2024**

Title: **Hayes Park North – Class MA Prior Approval Application Transport Note**

a. Introduction

1. This note has been prepared by Iceni Projects on behalf of Shall Do Hayes Developments Limited to support a Class MA Prior Approval Application for conversion of the site from office (Class E) to 70 residential units (Class C3). This application succeeds previous prior approval planning application (12853/APP/2021/2202) for 64 apartments at the Hayes Park North Site within the Hayes Business Park, LB Hillingdon (LBH).

b. Application 12853/APP/2021/2202

2. This original planning application was to change the use of the Site from B1 office to C3 residential (land use classes relevant at the time of the application). The application was to utilise existing access points and the existing internal road layout within the Hayes Park Estate.

3. A total of 70 cycle parking spaces was previously indicated within the application based on Hillingdon's DMP containing cycle parking standards. All cycle parking was to be provided within the basement and accessed via the existing ramp.

4. A total of 76 car parking spaces were to be provided as part of the previous application at a parking ratio of 1.19 spaces per unit. This level of parking was approved as a balance between the LBH guidance which required 67 – 94 car parking spaces and the London Plan standards that required a maximum of 50 spaces.

5. Disabled parking and provision for electric vehicles was also to be provided as part of this application.

6. It was concluded as part of the previous application that the number of trips to be generated by the residential units was to be less than that generated by the office use. For context, in the AM peak the total two-way person trips to / from the office was 63 and the anticipated two way person residential trips was 31.

c. Class MA Prior Approval

7. The new prior approval application is to change the number of units to be provided on Site. The uplift will provide an additional 6 units within the existing footprint of the building. This will provide a new total of 70 residential units.

8. The new mix of units is as follows:

Table c-1 Proposed Unit Mix

	Studio	1-bed, 2 person	2-bed, 4 person	3-bed, 6 person	Total

No of Units	5	43	18	4	70

9. As a result of the new mix of units, to remain compliant from a cycle parking perspective, the following number of cycle parking spaces will now be provided which is in excess of the LBH requirements.

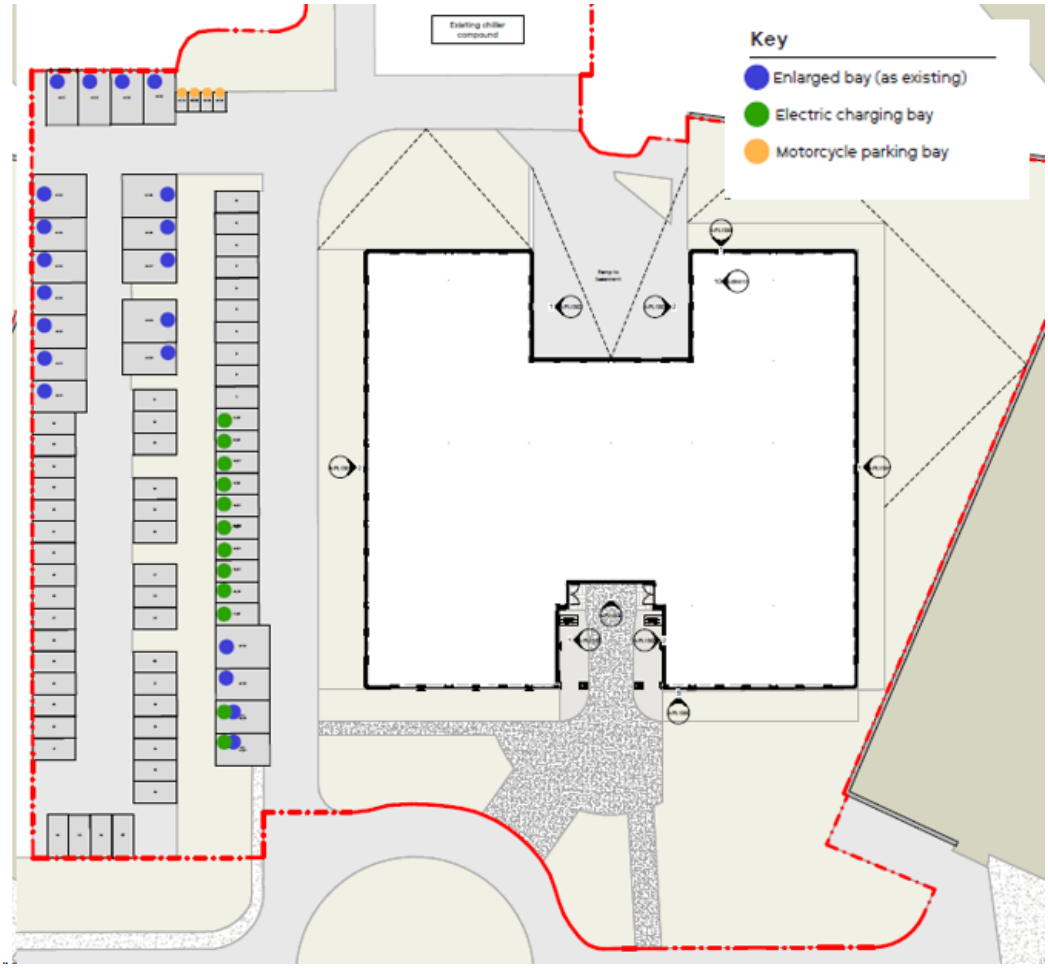
Table c-2 Proposed cycle parking provision

	Studio	1-bed	2-bed	3-bed	Total
No of Units	5	43	18	4	70
Cycle parking spaces required	5	43	18	8	74
Cycle parking spaces provided					92

10. The number of car parking spaces are to remain the same in order to not further promote the use of vehicles. This will reduce the car parking ratio from 1.19 spaces per unit to 1.09 spaces per unit. The level of parking still falls within the range of parking that could be provided based on LBH guidance, which for the updated mix of units would equate to between 72 and 102 spaces.

11. The same provision of disabled bays and electric vehicle charging bays is also provided. A plan showing the location of these bays is shown below.

Figure c-1 Car Park Layout



d. Impact Assessment

12. Based on the newly proposed number of units, the following changes are anticipated to the trip generation for the site.

Table d-1 Previous Residential Trips

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Underground	0	1	2	1	1	2
Train	0	1	1	0	0	1
Bus	1	3	5	2	1	4
Taxi	0	0	0	0	0	0
Motorbike	0	0	0	0	0	0
Car driver	5	15	20	10	6	16

Car passenger	0	1	1	1	0	1
Bike	0	0	0	0	0	0
On foot	0	1	1	1	0	1
Total	**7**	**23**	**31**	**15**	**9**	**24**

Table d-2 Updated Residential Trips

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Underground	0	2	2	1	1	2
Train	0	1	1	0	0	1
Bus	1	4	5	2	1	4
Taxi	0	0	0	0	0	0
Motorbike	0	0	0	0	0	0
Car driver	5	17	22	11	6	17
Car passenger	0	1	1	1	0	1
Bike	0	0	0	0	0	0
On foot	0	1	1	1	0	1
Total	**8**	**26**	**34**	**16**	**10**	**26**

Table d-3 Office trips

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Underground	2	0	2	0	2	2
Train	1	0	1	0	1	2
Bus	5	1	5	1	5	6
Taxi	0	0	0	0	0	0
Motorbike	0	0	0	0	0	0
Car driver	41	6	47	5	44	50

Car passenger	2	0	2	0	2	2
Bike	1	0	1	0	1	1
On foot	3	1	4	0	4	4
Total	**55**	**8**	**63**	**7**	**60**	**66**

Table d-4 Updated Difference with Office trips

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Underground	-1	1	0	1	-1	0
Train	-1	0	-1	0	-1	-1
Bus	-4	3	0	2	-4	-2
Taxi	0	0	0	0	0	0
Motorbike	0	0	0	0	0	0
Car driver	-36	11	-25	6	-38	-32
Car passenger	-2	1	-1	0	-2	-1
Bike	-1	0	0	0	-1	0
On foot	-3	1	-3	0	-3	-3
Total	**-47**	**18**	**-29**	**10**	**-50**	**-40**

13. As can be seen above in tables Table d-1 and Table d-2, the difference in trip generated by the additional 6 units is marginal with only 3 additional person trips anticipated in the AM peak and 2 additional person trips anticipated in the PM peak.

14. When compared with the office trip generation (Table d-3), this still results in a reduction in trips overall as shown in Table d-4 and therefore the impacts of this Site are still not considered severe and the conclusions of the previous applications still stand.

e. Summary

15. In summary, the impact of new residential units is not considered severe, and the number of trips anticipated to and from the site is still less than previously possible with the office use in place.