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Hayes Park West

Delivery and Servicing Plan

Iceni Projects Limited on behalf of
Shall Do Hayes Developments Ltd

October 2025

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Hayes Park West
DELIVERY AND SERVICING PLAN

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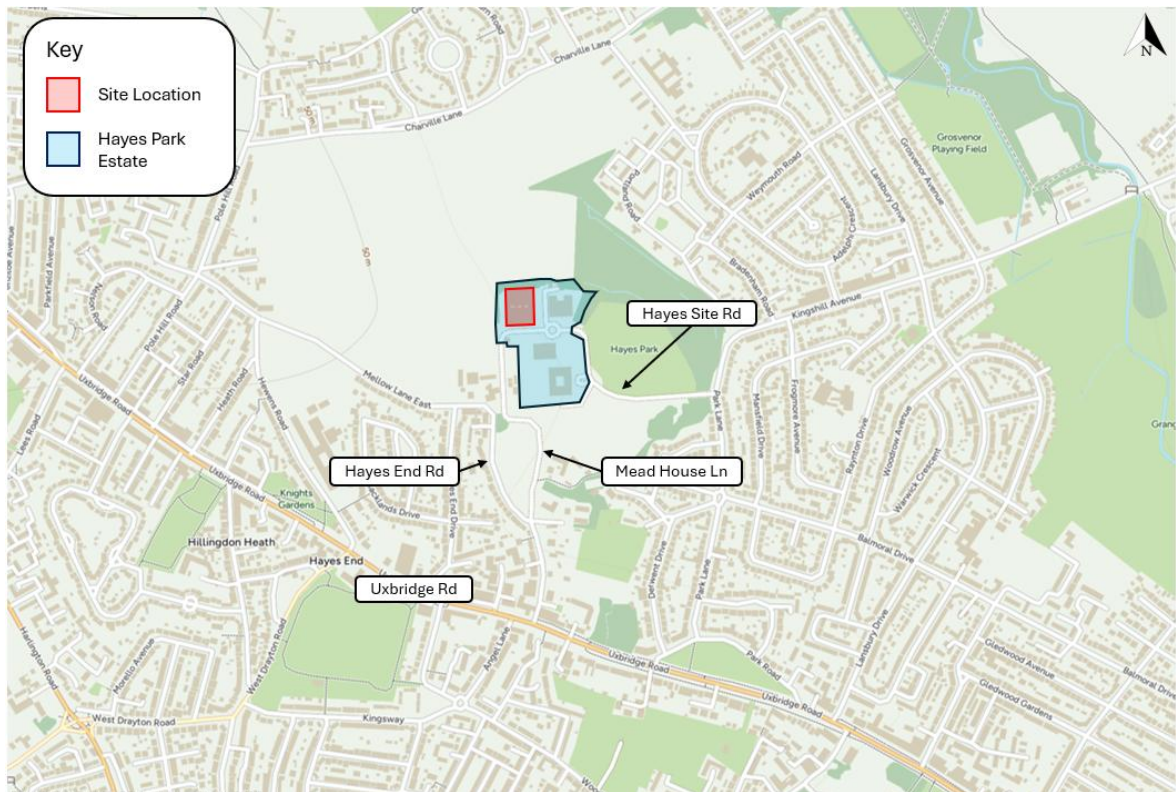
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- A1. SITE LAYOUT
- A2. SWEPT PATH ANALYSIS DRAWINGS

1. INTRODUCTION

- 1.1 This Delivery and Servicing plan (DSP) has been prepared by Iceni Projects in support of the full planning application submitted by Shall Do Hayes Developments Ltd (“the Applicant”) to the London Borough of Hillingdon (“the Council”) for the development at Hayes Park West, Hayes Park, Uxbridge, UB4 8FE.
- 1.2 Hayes Park West (‘the Site’) is located within the Hayes Park Estate in the Charville Ward of the London Borough of Hillingdon (‘the Council’), who will be the relevant Local Planning Authority for the application. The Site sits within a wider former business park known as ‘Hayes Park’ which is indicatively shown on **Figure 1.1**, with the proposed site layout provided at **Appendix A1**.

Figure 1.1 – Site Location Plan



- 1.3 This DSP has been produced to manage the deliveries and servicing of the Site and to ensure that they are planned and managed effectively. This DSP will be implemented prior to occupation in conjunction with London Borough of Hillingdon, to ensure it remains current. If it is deemed that a revised strategy is necessary, then an updated DSP will be provided.
- 1.4 The planning application for Hayes Park West seeks planning permission for partial demolition and redevelopment of the existing multi storey car park to provide new homes (Use Class C3), landscaping, car and cycle parking, and other associated works.

Transport Documents

1.5 This DSP is accompanied by the following transport documents which support the broader Full planning submission:

- Transport Statement (TS);
- Construction Management Plan (CMP); and
- Travel Plan (TP);

2. SITE LOCATION AND ACCESS ROUTES

Existing Situation

- 2.1 The development Site currently comprises a car park made up of 476 spaces. The existing car park is two-storeys with two accesses from the south and northeast respectively.
- 2.2 The Hayes Park estate comprises a historically significant office campus in West London, situated in Hayes, and bounded by a structured, pastoral landscape. The estate is framed by the buildings known as Hayes Park North ('HPN'), Hayes Park Central ('HPC'), and Hayes Park South ('HPS'), all positioned within a broader landscape setting originally envisaged by architect Gordon Bunshaft as a modernist business park set in parkland. HPC and HPS are Grade II* listed due to their architectural and historic interest.
- 2.3 In recent years, the character and context of Hayes Park estate has undergone a fundamental shift from office use to residential, which following a series of planning applications is delivering 189 new homes. The relevant applications are as follows:
- Hayes Park North ('HPN') – a three-storey, early 2000s office building, was granted Prior Approval in 2022 for conversion to 64 homes (Ref: 12853/APP/2021/2202), followed by permission for external enhancements to the building (Ref: 12853/APP/2023/3720). These works are now on-site and being delivered.
 - Hayes Park Central ('HPC') and Hayes Park South ('HPS') – both mid-century, listed office buildings, were granted full planning permission and listed building consent in early 2024 for conversion into 125 homes, with associated landscape enhancements (Ref: 12853/APP/2023/1492).
- 2.4 Hayes Park West is bound to the north and west by dense trees and open parkland, which is private land owned by the Church Commissioners. To the east the site is bound by HPN, and to the south by the listed HPC and HPS.
- 2.5 The overall estate currently benefits from two vehicle access points. One in the form of a priority junction with Park Lane to the east and a second via Mead House Lane to the south, which forms a mini roundabout junction with Hayes Park Road. Mead House Lane is a private road for its majority and the access to the east is a gated and barrier-controlled site access road. Access into Hayes Park West itself is then possible from two locations. At the upper deck level from Hayes Site Road to the south of the Site and at the lower deck level via the Hayes Park North Car Park.

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- 2.6 The entirety of the site and much of the surrounding land is located within the Green Belt, although the site is not open to the public. Beyond that, there are large areas of low-density terraced housing. There is a wide selection of parks and leisure facilities in the area, including the Hayes End Recreation Ground, Park Road Green and the Belmore Playing Fields. The nearest town centres are located at Hillingdon Heath Local Centre, 1.6km to the southwest, and at Uxbridge Road Hayes Minor Centre, 3.3km to the southeast.

Development Proposals

- 2.7 The planning application for Hayes Park West seeks planning permission for partial demolition and redevelopment of the existing multi storey car park to provide new homes (Use Class C3), landscaping, car and cycle parking, and other associated works.
- 2.8 In summary, this application seeks to deliver the following:
- The partial demolition of the existing multi-storey car park and construction of new 4 storey residential development
 - 52 new homes (Use Class C3) comprising a mix of 1-bedroom and 3-bedroom homes.
 - A high proportion of open space and amenity space across the site totalling 3503m², including the provision of private gardens, terraces and balconies, new play spaces, internal ancillary facilities, and extensive communal areas surrounding the building. This includes:
 - 49m² internal communal amenity (lobbies, communal space and storage)
 - 1608m² external communal amenity
 - 1685m² private external amenity
 - 161m² play space (doorstep play for children aged 0-4 years)
- 2.9 The development proposals include 52 parking spaces in total made up of 7 Electric Vehicle (EV) charging bays, 5 disabled bays and 40 standard bays.

3. DELIVERY AND SERVICING STRATEGY

Proposed Delivery and Servicing Strategy

3.1 The scheme is designed to ensure that deliveries and servicing can be undertaken within the development. Swept path analysis drawings have been prepared which demonstrate the layout will be able to accommodate the following:

- Refuse vehicles will be able to access, egress and manoeuvre within the site to undertake collection; and
- Refuse collection areas will be provided within the development to ensure safe and efficient access for refuse vehicles.

3.2 In order to demonstrate the largest possible servicing vehicles envisaged to access the development will be accommodated within the proposed layout, the following drawings are provided in **Appendix A2**.

- **Drawing I0001132_06.2**

3.3 It is envisaged that light goods vehicles (LGVs) typically associated with deliveries such as DPD, Amazon, groceries etc will utilise the following locations to undertake unloading and delivery operations:

- The proposed loading bay adjacent to the refuse stores at the north of the development;
- The turning heads provided at the southeast and southwest extents of the development;
- Within the internal estate carriageway in the case of deliveries with short dwell times such as mopeds.

3.4 For cycle courier deliveries, these will be accommodated within the visitor cycle parking spaces provided in the form of 'Sheffield Stands' at the south of the development.

Servicing Trip Generation

3.5 In order to calculate the trip generation associated with the servicing for the proposed development, accepted TfL guidance recommends a ratio of deliveries per dwelling across a typical day of 0.43. Using this ratio – the development is anticipated to generate in the order of 22 trips associated with the dwellings.

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- 3.6 In reality, the above trip generation figure does not equate to one vehicle trip, as a number of trips will be 'linked trips' which represent one vehicle visiting multiple homes within the development. As such, the 22 servicing trips are reduced by a factor of 20% to account for linked trips – which equates to a total of 18 trips across a typical weekday. Dividing this across a typical 12-hour day gives an hourly delivery rate of between 1-2 vehicles per hour associated with the development.

Monitoring

- 3.7 As part of the management of the development, the management of the Site will also monitor servicing patterns across the Site. Should there be any issues with the misuse of loading bays, or issues caused by delivery and servicing vehicles, the management will at first remind operators of the delivery and servicing strategy should issues continue, seek enforcement through the chosen enforcement company on Site.

4. SUMMARY

- 4.1 This Delivery and Servicing plan (DSP) has been prepared by Iceni Projects in support of the full planning application submitted by Shall Do Hayes Developments Ltd (“the Applicant”) to the London Borough of Hillingdon (“the Council”) for the development at Hayes Park West, Hayes Park, Uxbridge, UB4 8FE.
- 4.2 The planning application for Hayes Park West seeks planning permission for partial demolition and redevelopment of the existing multi storey car park to provide 52 new homes (Use Class C3), landscaping, car and cycle parking, and other associated works.
- 4.3 This DSP has concluded the following matters:
- All deliveries and servicing operations will be undertaken within the development, and the layout has been designed to accommodate these activities;
 - A loading bay is provided on the northern extent of the internal access road along with two turning heads located to the southeastern and southwestern extents of the Site respectively to enable larger vehicles to manoeuvre within the development and egress in a forward gear.
 - A suite of swept path analysis drawings have been prepared by Iceni to demonstrate that the largest vehicles envisaged to access the development will be able to do so.
 - A management company will be responsible for enforcing the on-Site delivery and servicing arrangements. Should the arrangements require future amendments, the management company will be responsible for reviewing and updating the DSP and submitting a revised submission to LBH.
 - A servicing trip generation has been undertaken which concluded that the development will generate in the order of 18 trips across a typical weekday, which will equate to roughly 1-2 vehicles per hour associated with the development.

A1. SITE LAYOUT

A2. SWEPT PATH ANALYSIS DRAWINGS
