



Memo

HILLINGDON
LONDON

Transportation

To: Karl Dafe

From: Paul Harrison

Date: 02 November 2012

Case: 13226/APP/2012/2185

Address: Forma Powergen Site, North Hyde Gardens, Hayes

Proposal: Redevelopment of the site to provide an aggregate recycling and processing plant, asphalt plant and storage facility, gully waste recycling plant, aggregate storage facility, and term maintenance depot, with ancillary offices, structures and facilities, car and lorry parking, regrading, and landscaping

Further to undertaking a site inspection and assessment in relation to the above, I would comment as follows.

Trip Assessment

It is noted that the proposed use class of the development is sui generis, and as such, relevant trip rate information is not provided within the TRICS or TRAVL databases. Nevertheless, the proposed trip generation associated with the development has been based on two similar sites that are currently operated by the developer, which is considered acceptable in this instance.

Methodology

It is considered that the methodology used within the Transport Assessment to establish the highway impact associated with the development is broadly acceptable. However, it is noted that the Transport Assessment considers the previous planning consent (Ref: 13226/APP/2001/849) on the site in relation to the increase in vehicle trips. As advised at the pre planning application stage, the previous planning consent expired in November 2011 and the impacts of the current development proposals are required to be assessed on their own merits.

Furthermore, flow diagrams identifying committed development traffic on the highway network that have been included within the assessment are required to be submitted for consideration.

Junction Assessment

The assessment scenarios within the Transport Assessment only consider the assumed operational year in 2016. However, an assessment of the development is required to be undertaken for a five year period beyond 2016, based on the sensitive nature of the adjacent highway network.

Additionally, when considering the Linsig model submitted within the Transport Assessment, it is noted that information has not been provided in order to validate the model. Therefore, details of observed queue lengths or similar are required to be

provided in relation to the 2010 base flows in order to demonstrate that the model is representative.

Car Parking

It is noted that a total of 76 non-operational car parking spaces will be provided as part of the development proposals, with 70 parking spaces allocated for the use of staff and 6 parking spaces allocated for customers. Based on 79 members of staff being employed at the site, this equates to a ratio of around 0.9 parking spaces per employee.

While it is noted that accessibility to public transport is low, it is considered that this level of parking is excessive based on current policies and the travel plan initiatives that will be provided as part of the development proposals. Therefore, the proposed level of staff parking is required to be reduced, considering the aims and objectives of the submitted travel plan.

Cycle Parking

It is noted that the Transport Assessment does not consider the provision of cycle parking within the boundary of the site for the use of staff. However, the Travel Plan submitted in support of the development, identifies measures that will be implemented to promote cycling, which include the provision of cycle parking when the demand has been assessed. Notwithstanding the proposed future assessment of demand, it is considered that a total of 8 cycle parking spaces (4 cycle stands) are required to be provided within the site.

Paul D Harrison
Highway Engineer
Planning Services (Transportation)
London Borough of Hillingdon

Taylor, Ben

From: Adam Gordon (ST) <Gordon.Adam@tfl.gov.uk>
Sent: 21 November 2012 12:40
To: Hudson, Laura
Cc: Taylor, Ben
Subject: RE: North Hyde Gardens, Bulls Bridge, Hayes

Laura

Study area looks fine to me

Regards

Gordon

From: Hudson, Laura [mailto:Laura.Hudson@WSPGroup.com]
Sent: 21 November 2012 10:15
To: Adam Gordon (ST)
Cc: Taylor, Ben
Subject: RE: North Hyde Gardens, Bulls Bridge, Hayes

Gordon,

As requested within your letter of 16 October, we will be undertaking a Pedestrian Environmental Review System (PERS) audit of the pedestrian facilities in the vicinity of the site. We intend to review the following three routes, as illustrated on the attached plan:

1. Site to Hayes & Harlington Railway Station
2. Site to parade of shops and bus stops
3. Site to superstore

To allow us to progress with the PERS audit, I would be grateful if you could confirm you are content with the proposed scope.

Many thanks,

Laura

Laura Hudson
Principal Transport Planner

WSP UK, Mountbatten House, Basing View, Basingstoke, Hampshire, RG21 4HJ
Tel: +44(0)1256 318670
Mob: +44(0)7827 449131
Fax: +44(0)1256 318700

Website: www.wspgroup.co.uk

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From: Hudson, Laura
Sent: 16 November 2012 15:55
To: Adam Gordon (ST)

Cc: Lee, Graham (Graham.Lee@WSPGroup.com)
Subject: RE: North Hyde Gardens, Bulls Bridge, Hayes

Many thanks Gordon.

Laura Hudson
Principal Transport Planner

WSP UK, Mountbatten House, Basing View, Basingstoke, Hampshire, RG21 4HJ
Tel: +44(0)1256 318670
Mob: +44(0)7827 449131
Fax: +44(0)1256 318700

Website: www.wspgroup.co.uk

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From: Adam Gordon (ST) [<mailto:Gordon.Adam@tfl.gov.uk>]
Sent: 16 November 2012 15:46
To: Hudson, Laura
Cc: Lee, Graham
Subject: RE: North Hyde Gardens, Bulls Bridge, Hayes

Laura

As requested

Regards

Gordon Adam
Technical Principal Planner

Borough Planning
9th Floor
Windsor House
50 Victoria Street
SW1H 0TL
020 7126 2180 (Internal 62180)

From: Hudson, Laura [<mailto:Laura.Hudson@WSPGroup.com>]
Sent: 16 November 2012 15:23
To: Adam Gordon (ST)
Cc: Graham.Lee@WSPGroup.com
Subject: North Hyde Gardens, Bulls Bridge, Hayes

Afternoon Gordon,

Further to our telephone conversation earlier this afternoon regarding the above site, I would be grateful if you could email me the 'TfL Best Practice Modelling Guidance' as referred to your letter of 16 October 2012. Thereafter we will re-consider the LinSig assessment of the Bulls Bridge roundabout.

Many thanks,

Laura

Laura Hudson
Principal Transport Planner

WSP UK, Mountbatten House, Basing View, Basingstoke, Hampshire, RG21 4HJ
Tel: +44(0)1256 318670
Mob: +44(0)7827 449131
Fax: +44(0)1256 318700

Website: www.wspgroup.co.uk

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