Transport Statement

September 2023

EAS

Unit 1, Segro Park

North Hyde Gardens, Hayes, LB Hillingdon UB3 4QR

Britannia Row Productions

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1 Introduction

1.1 This Transport Statement has been prepared by EAS on behalf of Britannia Row Productions to support an application for the provision of additional commercial floorspace at Unit 1, Segro Park, North Hyde Gardens, Hayes, LB Hillingdon UB3 4QR.

1.2 The site comprises the south-eastern part of the former Nestle factory complex in the south-east of Hayes, LB Hillingdon, which was redeveloped through planning consent 1331/APP/2017/1883.

1.3 The application site is located in the south-east of the former Nestle factory complex, and currently contains circa 7,120sqm B8 use.

1.4 The proposal comprises the provision of a mezzanine floor of 2,602sqm of further B8 use, thus giving a total of 9,722sqm B8 use at the site.

1.5 A location plan is included at **Appendix A** and plans of the proposed site are included at **Appendix B**.

1.6 This Assessment has been prepared with regard to the Department of Communities and Local Government Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (March 2014).

1.7 The contents of this Transport Statement are:

- Section 2 – sets the national, London and local policy context;
- Section 3 – describes the existing site conditions;
- Section 4 – describes the proposed development;
- Section 5 – identifies the likely trip generation and traffic impact; and
- Section 6 – concludes the statement.

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2 Policy Context

Introduction

2.1 This chapter identifies the current planning policy documents at national and local levels that are relevant to the proposal.

2.2 The policy documents reviewed include:

- National Planning Policy Framework (NPPF) (2021);
- The London Plan (2021);
- Hillingdon Local Plan Part 2 (2020).

National Planning Policy Framework

2.1 The revised National Planning Policy Framework ('NPPF') was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied.

2.2 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.3 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.4 In respect of that, Paragraph 10 of the NPPF states:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis)."*

2.5 Section 9 of the NPPF on Promoting Sustainable Transport state in paragraphs 104 and 105:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

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e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

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."

2.6 Paragraph 107, in relation to parking standards, states that the following should be taken into account:

a) *"the accessibility of the development;*

b) *the type, mix and use of development;*

c) *the availability of and opportunities for public transport;*

d) *local car ownership levels; and*

e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.7 Paragraph 108 adds that:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.8 Paragraphs 110 and 111 state that in assessing applications for development it should be ensured that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

b) *safe and suitable access to the site can be achieved for all users;*

c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

111. 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."

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2.9 Furthermore, paragraphs 112 and 113 continue:

"112. 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.

113. All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."

The London Plan (2021)

2.10 The London Plan was most recently updated in 2021.

2.11 Policy T1 'Strategic approach to transport' states that development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

2.12 Policy T2 accordingly states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;

2) reduce the dominance of vehicles on London's streets whether stationary or moving; and

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

2.13 Policy T4 states that:

A) Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

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B) *When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.*

C) *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.*

D) *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.*

E) *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*

F) *Development proposals should not increase road danger.*

2.14 Policy T5 states that developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2 and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Table 10.2 sets the minimum standards for B2 and B8 uses as:

- 1 long-stay space per 500sqm GEA; and
- 1 short-stay space per 1,000sqm GEA.

2.15 Policy T6 states:

A. *Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*

B. *Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.*

C. *An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.*

D. *The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.*

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E. *Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Nonresidential disabled persons parking.*

F. *Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.*

G. *Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.*

H. *Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.*

I. *Adequate provision should be made for efficient deliveries and servicing and emergency access.*

J. *A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.*

K. *Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.*

L. *Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.*

2.16 Policy T6.2 'Office parking' states:

A. *The maximum parking standards set out in Table 10.4 should be applied to new office development.*

B. *In well-connected parts of outer London, including town centres, in close proximity to stations and in Opportunity Areas, office developments are encouraged to be car-free.*

C. *Car parking provision at Use Classes Order B2 (general industrial) and B8 (storage or distribution) employment uses should have regard to these office parking standards and take account of the significantly lower employment density in such developments. A degree of flexibility may also be applied to reflect different trip-generating*

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characteristics. In these cases, appropriate provision for electric or other Ultra-Low Emission vehicles should be made.

D. *Outer London boroughs wishing to adopt more generous standards are required to do so through an evidence-based policy in their Development Plan that identifies the parts of the borough in which the higher standards will be applied, and justifies those standards, including:*

   1) *the provision and operation of (existing and future) public transport, especially in relation to bus reliability*

   2) *the impact on the ability to deliver Healthy Streets, promote active travel and deliver mode shift*

   3) *the impact on congestion and air quality locally and on neighbouring boroughs and districts outside London as appropriate*

   4) *a commitment to increase or enhance publicly-available cycle parking*

   5) *a requirement (via Travel Plans) to reduce car parking provision over time and convert it to other uses.*

E. *Boroughs should not seek to adopt more generous standards borough-wide.*

F. *Operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.*

G. *A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision.*

H. *Disabled persons parking should be provided as set out in Policy T6 .5 Non-residential disabled persons parking*

2.17 Table 10.4 provides a maximum standard for offices in Outer London of 1 car parking space per 100sqm GIA, and a maximum in Outer London Opportunity Areas (the site appears to be located in an Opportunity Area whose boundaries are yet to be defined) of 1 car parking space per 600sqm GIA.

2.18 Policy T6.5 'Non-residential disabled persons parking' states:

A. *Disabled persons parking should be provided in accordance with the levels set out in Table 10.6, ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay.*

B. *Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with.*

C. *Designated bays should be marked up as disabled persons parking bays from the outset.*

D. *Enlarged bays should be large enough to become disabled persons parking bays quickly and easily via the marking up of appropriate hatchings and symbols and the provision of signage, if required i.e. if it can be demonstrated that the existing level of disabled persons parking is not adequate. The process for converting enlarged bays*

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should be set out in a Parking Design and Management Plan and secured at the planning stage.

E. Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1.

2.19 Table 10.6 identifies that 5% of spaces at workplaces should be designated blue badge holder bays, with a further 5% comprising enlarged bays that are capable of being designated as blue badge holder spaces in the future.

Hillingdon Local Plan Part 2 (2020)

2.20 Policy DMT 1 'Managing Transport Impacts' states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

2.21 Policy DMT 2 'Highways Impacts' states:

Development proposals must ensure that:

i) Safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

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v) *there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.*

2.22 Policy DMT 4 'Public Transport' states:

A) *The Council will support and promote the enhancement of public transport facilities, including at key interchanges that address the needs of the Borough. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services, which may include:*

i) *improvements to address inclusive access;*

ii) *ensuring that bus stops are conveniently located for passengers;*

iii) *implementation of bus priority and bus stop accessibility measures;*

iv) *providing for bus route requirements and associated road layouts;*

v) *improvements to the network of services; and*

vi) *improvements to infrastructure to support cycling.*

B) *Public transport measures may be required to be included in the highways layout design where they are identified in a transport assessment, travel plan or integral to the acceptability of the proposal.*

2.23 Policy DMT 5 'Pedestrians and Cyclists' states:

A) *Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:*

i) *the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;*

ii) *the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;*

iii) *the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and*

iv) *the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.*

B) *Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.*

2.24 Policy DMT 6 'Vehicle Parking' states:

A) *Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:*

i) *the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*

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ii) *a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*

B) *All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.*

2.25 Policy DMT 7 'Freight' states:

A) *Development proposals that generate a high number and/or intensity of transport and movements such as those relating to logistics and distribution or freight will be required to demonstrate that:*

i) *they are conveniently located to enable direct routing to the strategic road network; and*

ii) *there is no deleterious impact on residential areas, local air quality levels, local amenity or the highway network. a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*

B) *The Council will in principle support the use of the Blue Ribbon Network for rail and freight transport subject to compliance with other policies of this Local Plan.*

2.26 Appendix C provides parking requirements for B2 and B8 use of

- *2 car parking spaces plus 1 space per 50-100sqm of 'gross floorspace'; and*
- *1 cycle parking space per 500sqm*

2.27 It is worth noting that, unlike other commercial and retail land uses, differential standards are not provided for B2 and B8 uses based on PTAL.

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3 Existing Site Assessment

Site Location and Existing Use

3.1 The site comprises the south-eastern part of the former Nestle factory complex, located in the south-east of Hayes, west of A312 The Parkway, in LB Hillingdon.

3.2 The former Nestle factory complex was redeveloped via planning consent 1331/APP/2017/1883 into 7,120sqm B8 use.

3.3 A location plan is included at **Appendix A**.

Vehicular Access

3.4 A spine road off North Hyde Gardens was installed as part of the wider redevelopment, which serves the application site as well as the premises to the north.

3.5 Off this spine road are three vehicular access points onto the site which were installed as part of the consented redevelopment. Individual accesses are located at the south-east and north-east of the site respectively, which both lead to on-site car parks, and there is a third access at the north-west of the site for HGV access to the site's loading area.

Pedestrian and Cycle Access

3.6 Pedestrians and cyclists access the site from the two car park entrances at the south-east and north-east, although, pedestrians approaching from any direction would arrive via the southern end of North Hyde Gardens and thus would access the site from the south-eastern access.

3.7 There are footways along both sides of North Hyde Gardens and the spine access road, with a footway extending from the spine access road into the site at the south-eastern site access (where pedestrian access would principally occur). There are also zebra-style crossings at convenient locations to facilitate safe pedestrian access.

3.8 The junction of North Hyde Gardens and Nestles Avenue has a modal filter at its eastern end, making Nestles Avenue, which runs between the site and Hayes town centre to the west, a safe and pleasant route for pedestrians and cyclists.

3.9 The Grand Union Canal path runs east-west to the north of the site, providing a traffic-free route which connects to North Hyde Gardens (and onto the site to the south) from Hayes and Southall, and indeed from further afield.

3.10 Further, the Hillingdon Trail meets the Grand Union Canal path a short distance east of North Hyde Gardens, which provides a traffic-free route from Southall and further north.

3.11 A traffic-free path also follows the River Crane south of the M4, with the route continuing northwards to the site either via Roseville Road, or along cycleways along The Parkway and which allow traversing of The Parkway/Hayes Road/North Hyde Road roundabout.

Local Facilities

3.12 A small shopping parade is located on North Hyde Road at a circa 200m/2.5-minute walk from the site, where a convenience store, takeaways and a GP surgery are located.

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Additionally, a superstore to the west and Hayes town centre to the north-west can be reached in a circa 1km/13-minute walk from the site.

3.13 These facilities can facilitate linked trips as part of a journey to or from work, as well as lunchtime, without the need for a car.

PTAL

3.14 The site receives a default PTAL of 1b, which indicates a relatively poor level of accessibility to public transport services. However, a bespoke PTAL assessment gave a PTAL 3, which indicates a moderate level of accessibility to public transport in London.

3.15 The bespoke PTAL assessment is included at **Appendix C**.

Public Transport – Rail

3.16 Hayes & Harlington railway station can be accessed in a circa 950m/12-minute walk from the site. The station is served by National Rail and Elizabeth Line services, which provide 10 services per hour during off-peak periods, both eastbound and westbound, including:

- 4 tph (trains per hour) westbound to Heathrow Terminal 4;
- 2 tph westbound to Heathrow Terminal 5;
- 2 tph westbound to Reading;
- 2 tph westbound to Maidenhead;
- 2 tph eastbound to Shenfield;
- 8 tph eastbound to Abbey Wood.

Public Transport – Bus

3.17 The 195 bus route can be accessed at the Roseville Road bus stops, located on North Hyde Road, can be reached in a circa 180m/2-minute (eastbound) or 250m/3-minute walk from the site.

3.18 The 195 bus route serves between Hillingdon and Brentford, via Hayes, Southall and Hanwell, with 4 to 5 services per hour throughout the day and 3 per hour in the evenings.

3.19 The E6 bus route can be accessed at the North Hyde Road bus stop on Roseville Road (eastbound) and the Bulls Bridge Tesco bus stop off Hayes Road (westbound), which can be reached in a circa 200m/3-minute walk and a circa 600m/8-minute walk, respectively.

3.20 The E6 bus route serves between Greenford and Hayes, with around 5 to 6 services per hour throughout the day and 4 per hour during the evenings.

3.21 The H28 bus route can be accessed at the Bulls Bridge Tesco bus stops, located off Hayes Road, in a circa 600m/8-minute walk from the site.

3.22 The H28 bus routes serves between Hayes and Brentford, via Hounslow and Isleworth, with 3 services per hour throughout the day and 2 services per hour during the evenings.

3.23 Further bus routes can be accessed at the Hayes & Harlington railway station, which can be reached in a circa 950m/12-minute walk from the site, including the 90, 140, 278, 350, U4,

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U5, X140 and N140 bus routes (in addition to the 195, E6 and H98 which can be accessed closer to the site), which together provide dozens of additional services per hour.

Car Clubs

3.24 An Enterprise Car Club vehicle is located on Nestles Avenue, circa 475m/6-minute walk from the site, with another located on Powerhouse Lane and can be reached in a circa 1.6km/19-minute walk from the site.

3.25 The Transport Assessment submitted with application 1331/APP/2017/1883 suggests that further Car Club vehicles will be provided in the vicinity of the site as demand from the redeveloped Nestle factory complex increases.

3.26 This provision can provide staff with confidence to use an alternate mode of travel to get to and from work, knowing that a car should be available if necessary.

The Local Road Network

3.27 The site access road is off North Hyde Gardens. To the north, North Hyde Gardens provides access to industrial premises north of the application site, and to the south it meets North Hyde Road which in turn meets Station Road and A437 to the west, and The Parkway A312 and Hayes Road to the east (with the former providing access to the M4, as well as the A30, A4 and A40).

3.28 The strategic road network can be accessed just circa 1km to the south, which is pertinent for warehousing uses.

Parking Provision

3.29 The site has 73 on-site parking spaces, including 7 (10%) for disabled users. 15 (21%) have active EV provision and 8 (11%) have passive EV provision.

3.30 North Hyde Gardens has double yellow line restrictions. Nestles Avenue, Gordon Crescent and Sutherland Avenue are subject to CPZ restrictions, with parking for permit holders only between 09:00-17:00 Monday to Friday. Much of Harold Avenue also has parking restricted between 08:00-18:30 Monday to Saturday.

3.31 North Hyde Road has some uncontrolled on-street parking, though this commences circa 250m walk from the site and would be subject to high demand from the residential and commercial premises on North Hyde Road.

3.32 This means that all streets within a 250m walk of the site are subject to parking restrictions, and there is very limited potential parking provision for users of the site within a circa 300m to 350m walk of the site.

Local Journey to Work Data

3.33 Journey to work data for people employed in Workplace Zone E33034508 (i.e. those travelling to the site from elsewhere), was obtained from the 2011 to estimate likely modal shares of travel to work among employees of the site.

3.34 The extent of the Workplace Zone and the location of the site within it, is illustrated at Figure 3.1, while the census data is summarised in Table 3.1.

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Figure 3.1 – Extent of Workplace Zone E33027044. Arrow indicates the location of the site

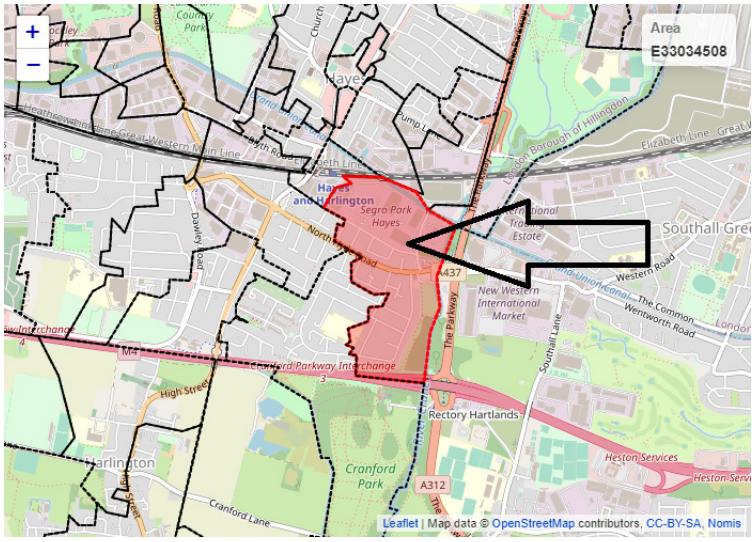

Table 3.1 – 2011 Census Journey to Work modal share of journey to work among employees of Workplace Zone E33027044 (responses of 'Work mainly at of from home' have been removed)

Travel mode	Workplace Zone E33034508	
	Number	Percentage
Underground, Metro, Light Rail or Tram	44	4.7%
Train	84	8.9%
Bus	91	9.7%
Taxi	2	0.2%
Motorcycle, Scooter, Moped	12	1.3%
Car driver	610	64.9%
Car passenger	28	3.0%
Bicycle	24	2.6%
Foot	42	4.5%
Other	3	0.3%
Sustainable modes	285	30.4%
Total	940	100%

3.35 It can be seen above that almost a third (30.4%) of people working in the local area reporting travelling to work via a sustainable travel mode. This demonstrates that there is scope for travel to the site without the need for a car.

3.36 However, it should also be noted that this was before the introduction of the Elizabeth line at Hayes & Harlington railway station, and that since the 2011 Census there has been an increasing focus on promoting sustainable transport generally, owing to increasing environmental concerns. Although, the 2021 Census was undertaken during a Covid-19 lockdown and so more recent figures cannot be obtained from this.

3.37 In any event, it is expected that in reality the proportion of staff using sustainable transport modes would be higher, and equally that use of cars would be lower, than as per the data in Table 3.1.

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Traffic Collisions

3.38 The Crashmap website has been used to review the occurrence of personal injury traffic collisions that have occurred in the vicinity of the site for the most recent five-year period available (2017 to 2021 inclusive).

3.39 Firstly, no collisions are identified as having occurred at the site accesses.

3.40 A 'slight' incident is identified as having occurred on Nestle Avenue, circa 100m walk from the site, involving a car and LGV, though little information is available. In any event, owing to the parking restrictions on Nestle Avenue it is unlikely that staff, visitors or any other users of the site would drive on Nestle Avenue, so this incident is not considered relevant for the proposal.

3.41 Another 'slight' incident is identified as having occurred on North Hyde Gardens at its junction with North Hyde Road, involving an unspecific vehicle that was proceeding straight impacted the front of a cyclists that was turning right; there is ample visibility at the junction and so the incident is considered to be due to driver error who failed to look sufficiently.

3.42 In addition to the above, 14 incidents, including 11 'slight' and 3 'severe' incidents, are identified as having occurred on North Hyde Road between Wyre Grove and The Parkway A312. With the volumes of traffic that are likely present, noting the proximity to the trunk road network, it is perhaps to be expected that there might be some concentration of traffic collisions here.

3.43 As discussed later in this report, the proposal would be expected to engender a relatively limited increase in traffic in the vicinity of the site, and, moreover, it is reasoned that a comprehensive assessment of the highways and junctions in the vicinity of the former Nestle factory complex would have been undertaken as part of the consented planning application and any appropriate amendments delivered as part of the redevelopment.

3.44 Highway safety is thus not considered to be a notable issue associated with the proposal.

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4 The Proposed Development

Development Proposal

4.1 The development proposal comprises the construction of a mezzanine floor at the site, providing an additional 2,602sqm B8 use in addition the existing 7,120sqm, giving total B8 floorspace of 9,722sqm.

4.2 The rationale of the proposal is to facilitate expansion of the existing business which uses the site.

4.3 There will be no changes to access, car parking and loading areas which were all designed and implemented through planning consent 1331/APP/2017/1883.

4.4 The proposed site plan is included at **Appendix B**.

Access

4.5 As noted above, the site accesses, which as described in Section 3 were designed and implemented as part of planning consent 1331/APP/2017/1883, will be unchanged.

Cycle Parking

4.6 The Hillingdon Local Plan gives a minimum requirement of 1 space per 500sqm, which gives a requirement of 20 cycle parking spaces for the proposed 9,722sqm.

4.7 The site currently has 24 covered cycle parking spaces, as was provided through planning consent 1331/APP/2017/1883. This existing provision thus exceeds LB Hillingdon requirements for the proposed site (of 9,722sqm).

Car Parking

4.8 The Hillingdon Local Plan provides a maximum car parking standard of '2 spaces plus 1 space per 50-100sqm', which equates to a maximum of 99 to 196 spaces. It should be noted that the Hillingdon parking standards are varied by PTAL for retail and commercial uses other than B2/B8.

4.9 The London Plan provides a maximum car parking standard of 1 space per 100sqm, or 97 parking spaces for the proposed site; and 1 space per 600sqm in Outer London Opportunity Areas, or 16 parking spaces for the proposed site.

4.10 Opportunity Areas are key locations for potential new development, often owing to potential public transport improvements. The Hayes Opportunity Area, in which the site is located, was categorised in the 2018 London Plan Annual Monitoring Report (AMR) as 'ready to grow'. It is understood that the designation of the Hayes Opportunity Area was due to the now implemented Elizabeth line.

4.11 Moreover, it must be noted that the London Plan parking standards referenced above are actually for office uses, with B2/B8 uses to "*have to regard to these office parking standards and take account of the significantly lower employment density in such developments*".

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4.12 The site includes 73 parking spaces, including 7 for disabled users (10%). This provision compliant with both the Hillingdon Local Plan and the London Plan, and while it is noted the provision is some way below the maximum Hillingdon standard, the nature of this standard is arguably contrary to the overarching objectives and specific policies of the London Plan (which aim to maximise use of sustainable non-car alternative modes of transport) – particularly so when considering the context of the reasonably high public transport accessibility of the site; the local cycling network, which is deemed to be of particularly high quality compared to much of outer London; and the presence of on-street parking controls.

Deliveries and Servicing

4.13 As a B8 development the existing site includes an HGV loading area. Since this was designed and installed the maximum legal length of articulated vehicles has increased from 16.5m to 18.55m.

4.14 Swept path analysis included at **Appendix d** illustrates that new maximum legal length articulated vehicles (18.55m) are able to access and egress from the site in a forward gear, having manoeuvred within the site and parked within the loading bays.

4.15 All other delivery and servicing operations and requirements would be unchanged from the approved planning consent 1331/APP/2017/1883.

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5 Development Impact

Trip Generation

5.1 The Transport Assessment submitted with application 1331/APP/2017/1883 was reviewed to obtain estimates of trip generation associated with the site.

5.2 Trip rates for the employment uses at the former Nestle factory complex, as approved by both LB Hillingdon and TfL as part of planning consent 1331/APP/2017/1883, are summarised in Table 1 below.

Table 5.1 – Trip rates per 100sqm commercial use (from Transport Assessment submitted with application 1331/APP/2017/1883)

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			All Day (05:00 – 21:00)		
Trip rates:	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Cars	0.260	0.120	0.380	0.057	0.275	0.332	1.989	2.066	4.055
OGVs	0.006	0.019	0.025	0.013	0.013	0.026	0.256	0.296	0.552
Pedestrians	0.018	0.008	0.026	0.004	0.019	0.023	0.137	0.142	0.279
Cyclists	0.010	0.005	0.015	0.002	0.011	0.013	0.078	0.081	0.160
Public transport users	0.094	0.044	0.136	0.021	0.099	0.120	0.984	0.741	1.455

5.3 Table 5.2 converts these trip rates into estimated trip numbers for the existing 7,120sqm B8 use. Table 5.3 identifies the estimated increase in trip generation that would be expected to occur through the provision of an additional 2,602sqm B8 use at the site.

Table 5.2 – Trip numbers for existing 7,120sqm B8 use

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			All Day (05:00 – 21:00)		
Trip rates:	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Cars	19	9	27	4	20	24	142	147	289
OGVs	0	1	2	1	1	2	18	21	39
Pedestrians	1	1	2	0	1	2	10	1	20
Cyclists	1	0	1	0	1	1	6	6	11
Public transport users	7	3	10	2	7	9	70	53	104

Table 5.3 – Trip numbers for proposed 2,602sqm B8 use

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			All Day (05:00 – 21:00)		
Trip rates:	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Cars	7	3	10	2	7	9	52	54	106
OGVs	0	1	1	0	0	1	7	8	14
Pedestrians	1	0	1	0	1	1	4	4	7
Cyclists	0	0	0	0	0	0	2	2	4
Public transport users	2	1	4	1	3	3	26	19	38

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5.4 It can be seen above that the existing site is estimated to generate 27 and 24 car movements, as well as 2 HGV movements, in the respective AM and PM peak hours.

5.5 The proposed use is expected to generate a further 10 and 9 car movements, as well as OGV movements, in the respective AM and PM peak hours.

5.6 This comprises an increase in peak hour vehicle trips generated by the site of circa 27%. However, this also comprises an increase in vehicles using the North Hyde Road/North Hyde Gardens junction of just circa 1.3% compared to 2029 Growth traffic, or just circa 0.9% compared to 2029 with development traffic, as based on data included at Figures 4.1 to 7.44 of the Transport Assessment submitted with application 1331/APP/2017/1883.

5.7 Clearly, this minor increase in trip generation can be accommodated without notable issues on the local highway network.

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6 Summary and Conclusions

Summary

6.1 This Transport Statement has been prepared by EAS in support of a planning application for the provision of additional commercial floorspace at Unit 1, Segro Park, North Hyde Gardens, Hayes, LB Hillingdon UB3 4QR.

6.2 The site comprises part of the redeveloped former Nestle factory complex, which following the implementation of planning consent 1331/APP/2017/1883 currently contains 7,120sqm B8 use, and this proposal comprises the provision of a mezzanine floor of 2,602sqm of further B8 use.

6.3 The site is located in the south-east of Hayes, west of A312 The Parkway, in LB Hillingdon. Nearby canal paths, traffic-free cycle tracks along and around A312 The Parking, and a modal filter on Nestle Avenue together provide multiple safe and attractive pedestrian and cycle routes to the site.

6.4 The edge of Hayes town centre can be reached in a circa 950m/12-minute walk from the site, while a small shopping parade on North Hyde Road located circa 200m/2.5-minutes walk from the site, allows trip chaining and reducing the need for a private car.

6.5 Also, Hayes & Harlington railway station, as well as Hayes town centre, can be reached in a circa 950m/12-minute walk from the site, while 2 bus routes can be reached within a circa 3-minute walk, with dozens more bus routes accessible within a 12-minute walk from the site.

6.6 Nearby Car Club vehicles provide further options for sustainable travel associated with the site.

6.7 There are extensive on-street parking restrictions within the vicinity of the site, with no unrestricted on-street parking available within a 250m walk of the site, and very little unrestricted parking within a 300m to 350m walk from the site.

6.8 Journey to work data from the 2011 Census reports that almost a third of employees at the site would travel to work using a sustainable mode. However, this data was collected prior to the introduction of the Elizabeth line at Hayes & Harlington station, and since 2011 there has been an increasing focus on promoting use of sustainable transport, owing to environmental concerns.

6.9 It is thus likely that a far greater figure than a third of staff at the site would use a sustainable mode of travel to get to work.

6.10 The site is three existing vehicular access points, two leading to car parking areas and the third to an HGV loading area. Pedestrian and cycle access would be made by the southern access, where a footway connects into the site from North Hyde Gardens.

6.11 These accesses were designed and installed in line with planning consent 1331/APP/2017/1883.

6.12 The site includes 73 car parking spaces, including 8 for disabled users, which is in line with both London Plan and KB Hillingdon Local Plan standards for 9,722sqm B8 use, and is deemed to be acceptable given that use of sustainable transport modes likely well exceeds a third, and there are extensive on-street parking controls in the vicinity of the site.

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6.13 The existing site has 24 cycle parking which were provided through planning consent 1331/APP/2017/1883, which exceeds the LB Hillingdon standards for the proposed site.

6.14 The proposal is expected to engender an additional 40 and 23 vehicle movements in the respective AM and PM peak hours, which would comprise an increase of just circa 1% to 2% of traffic using the North Hyde Road/North Hyde Gardens junction. Clearly this additional demand can be accommodated without notable issues to the safe and efficient functioning of the local highway network.

6.15 Swept path analysis illustrates that the site's HGV loading area can accommodate the new maximum legal length articulated vehicles (18.55m). There are several loading bays which are clearly sufficient to support the additional floorspace at the site.

6.16 All delivery and servicing procedures would thus continue to occur as they do at present.

Conclusion

6.17 The site has a good level of accessibility by non-car modes, and the proposal is not expected to engender a perceptible negative impact on the local highway network.

6.18 The proposal should therefore not be refused on transport or highways grounds.

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7 Appendices

Appendix: A - Location Plan
Appendix: B - Proposed Layout
Appendix: C - Bespoke PTAL Assessment
Appendix: D - Maximum Legal Length Artic Swept Path Analysis

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Appendix: A – Location Plan

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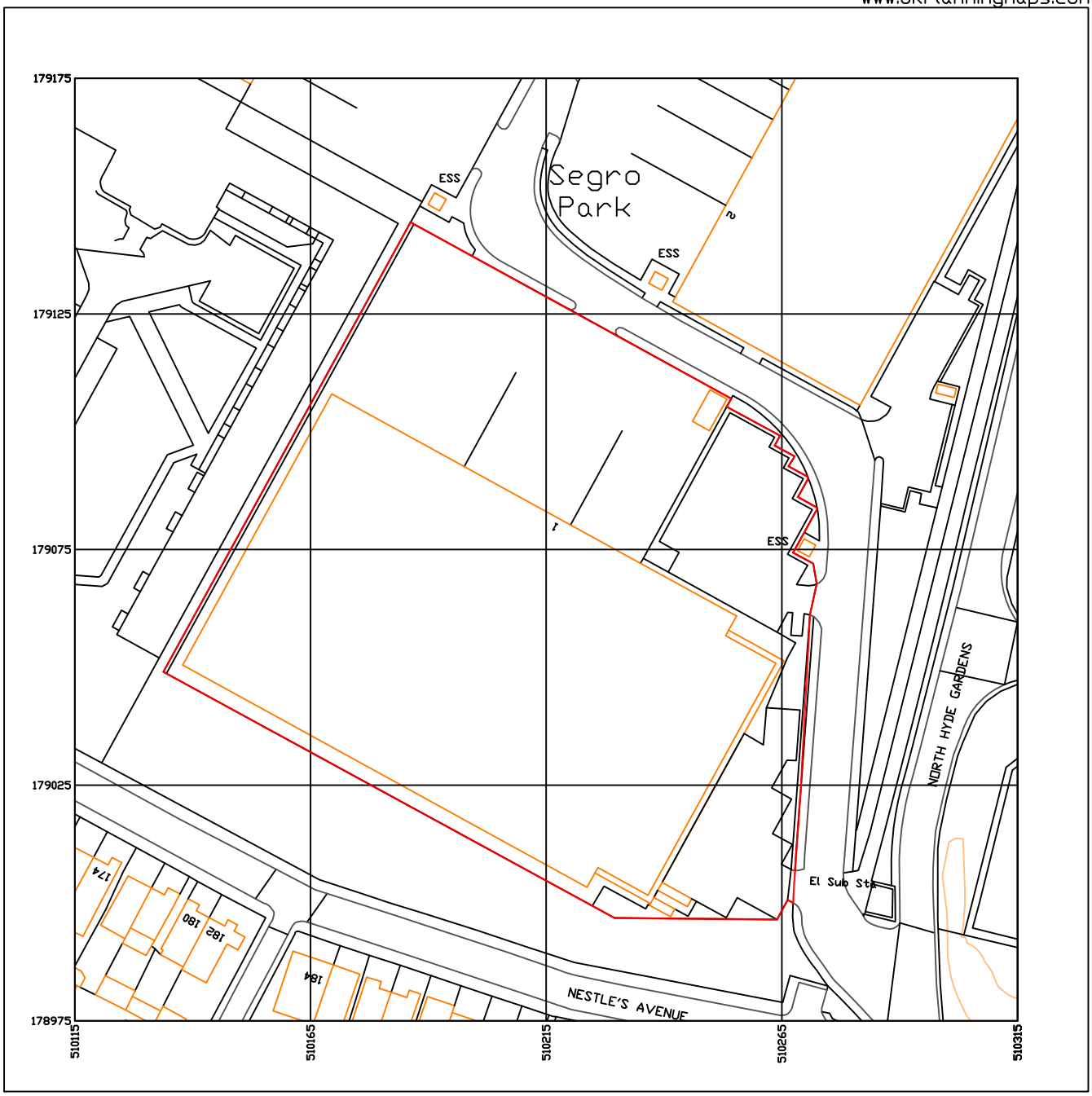
UK Planning Maps

01856 898 022
www.UKPlanningMaps.com



10 0 10 20 30 40 50

LOCATION PLAN

SCALE 1:1250

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Appendix: B – Proposed Layout

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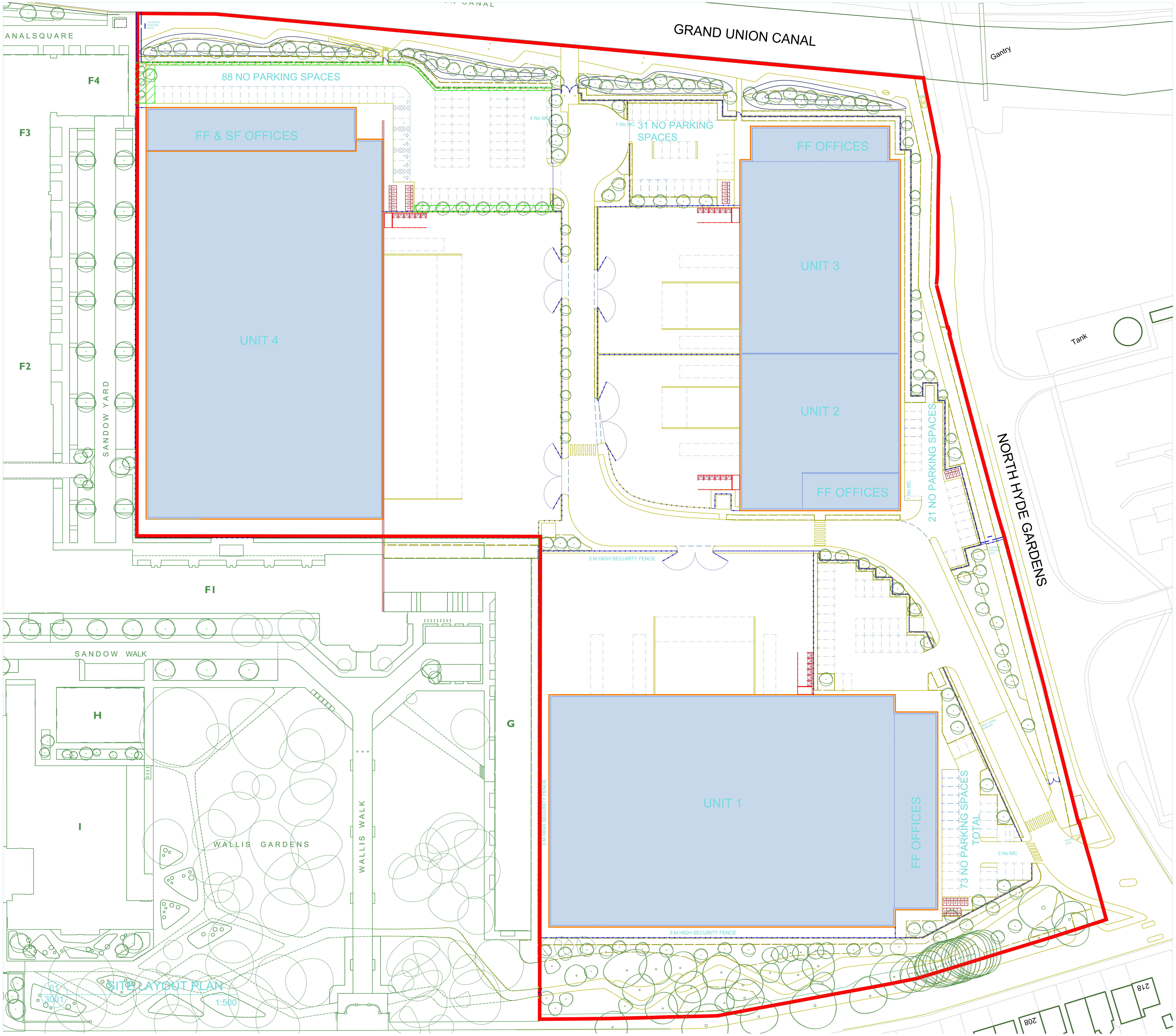

NOTES:

BASED ON OS MAP REPRODUCED BY PERMISSION OF CONTROLLER OF HM STATIONARY OFFICE (c) CROWN COPYRIGHT

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0 5 10 20 50m

KEY:

SITE BOUNDARY

CONSTRUCTION

REV	DATE	NOTE	DRAW	CHCK
P01	01/04/2021	S3 – FOR REVIEW & COMMENT (PRELIM–CONSTR)	AkS	AC

MICHAEL SPARKS ASSOCIATES

CHARTERED ARCHITECTS

11 PLATO PLACE
ST.DIONIS ROAD
LONDON SW6 4TU

TELEPHONE 020 7736 6162
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G:\MSA Images & Artwork\Company Logo's\SEGRO\segro_01032017.jpg

TITLE
NESTLES AVENUE, HAYES

DRAWING
SITE LAYOUT PLAN

CLIENT
SEGRO

DATE	SCALE	DRAWN
MARCH 2021	1:500 @ A1	AkS
	STATUS	CHECKED
	CONSTRUCTION	AC

DRAWING NUMBER
SPHAY-MSA-Z0-EX-DR-A-3001

REFER TO SUPERSEDED SHEET No: 30680–MSA–Z0–GF–DR–A–3001 FOR PREVIOUS TENDER REVISION

Appendix: C – Bespoke PTAL Assessment

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Part of former Nestle factory, North Hyde Gardens, Hayes, LB Hillingdon

Services a	Distance b	Frequency c	Weight d	Walk Time e	SWT f	Access g	EDF h	Accessibility Index
x	y	no.per hr	most frequent = 1	b/80	0.5*(60/c)	e+f	30/f	EDFmax+(0.5 all other EDF's)
				Bus Services				
E6 (North Hyde Road)	**190**	**6.00**	**1.0**	**2.375**	**7**	**9.375**	**3.20**	**3.20**
195 (Roseville Road)	160	5.00	0.5	2	8	10	3.00	1.50
H28 (Hayes Road Tesco)	635	3.00	0.5	7.9375	12	19.9375	1.50	0.75
				Rail Services				
Hayes & Harlington station								
PADTON-HTRWAPT 2T18	**955**	**2.00**	**1.0**	**11.9375**	**15.75**	**27.6875**	**1.08**	**1.08**
HTRWAPT-PADTON 2Y14	955	2.00	0.5	11.9375	15.75	27.6875	1.08	0.54
PADTON-OXFD 2N14	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
PADTON-OXFD 2N16	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
PADTON-OXFD 2N18	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
PADTON-OXFD 2N22	955	0.67	0.5	11.9375	45.53	57.4636194	0.52	0.26
PADTON-OXFD 2N24	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
RDNGSTN-PADTON 2P09	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
OXFD-PADTON 2P11	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
PDNGSTN-PADTON 2P12	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
PDNGSTN-PADTON 2P14	955	1.33	0.5	11.9375	23.31	35.24389098	0.85	0.43
PDNGSTN-PADTON 2P17	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
OXFD-PADTON 2P18	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
BNBR-PADTON 2P20	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
SLOUGH-PADTON 2P25	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
SLOUGH-PADTON 2P32	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
PADTON-RDNGSTN 2R13	955	1.67	0.5	11.9375	18.71	30.65157186	0.98	0.49
PADTON-RDNGSTN 2R19	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
PADTON-TWYFORD 2R21	955	0.33	0.5	11.9375	91.66	103.5965909	0.29	0.14
							PTA Index	**10.28**
							PTA Level	**3**

PTA Level	Range of PTA Index
1 (low)	**0.00 - 5.00**
2	**5.01 - 10.00**
3	**10.01 - 15.00**
4	**15.01 - 20.00**
5	**20.01 - 25.00**
6 (High)	**25.00+**

Appendix: D – Maximum Legal Length Artic Swept Path Analysis

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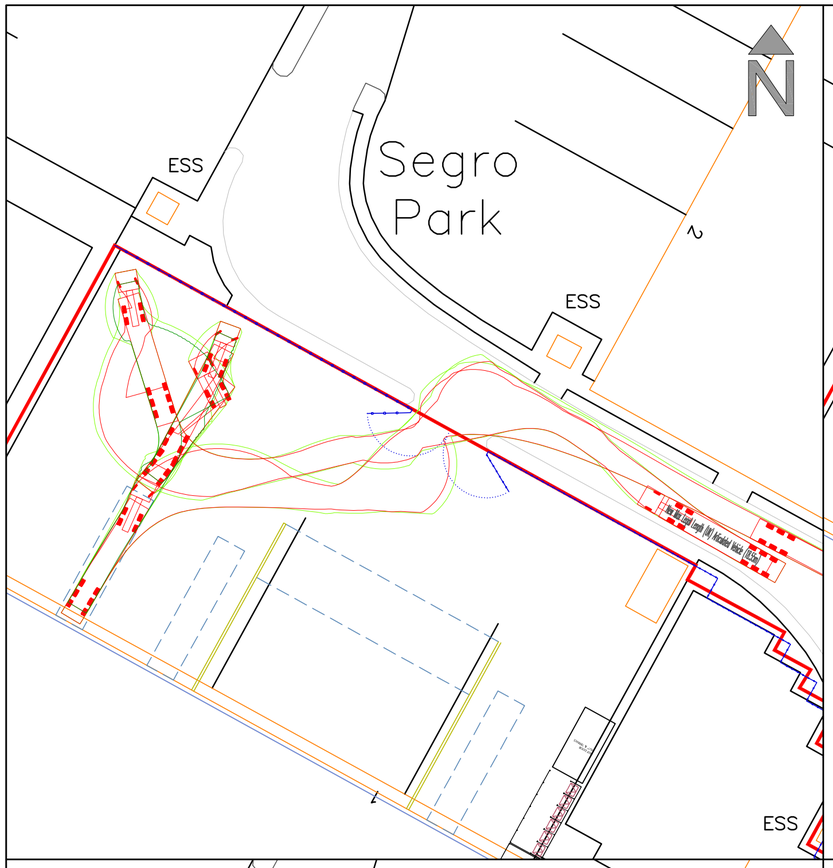

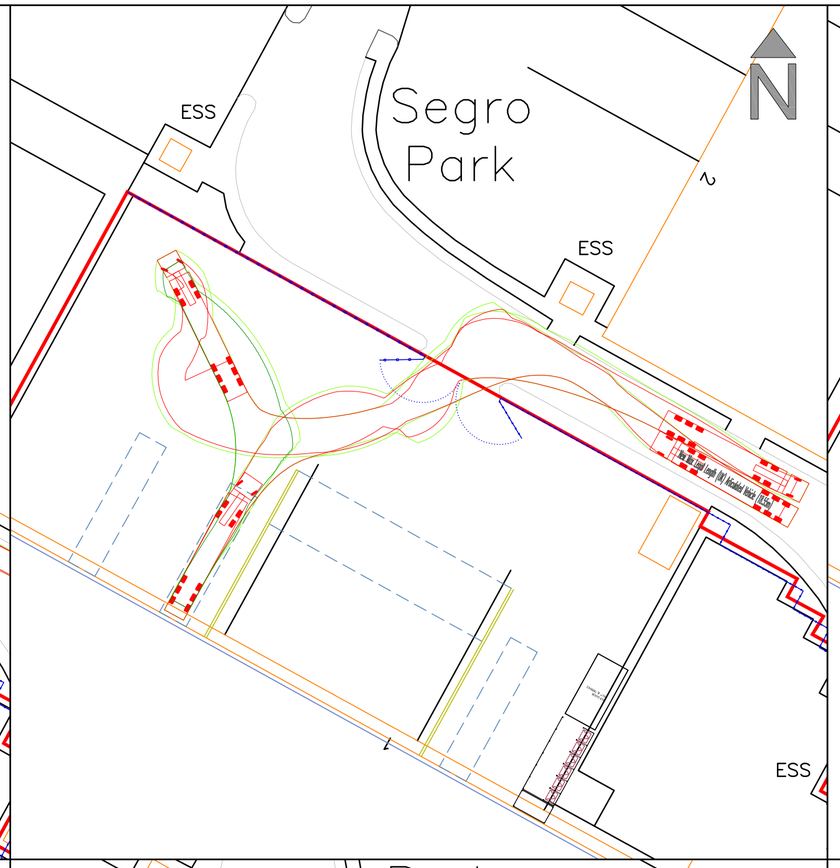

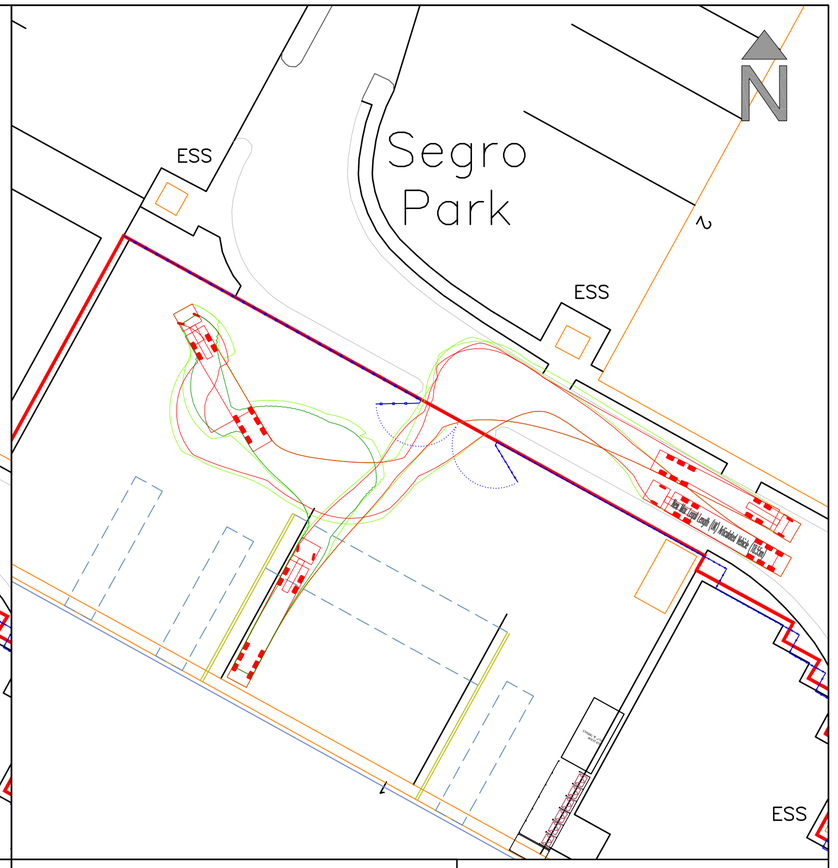

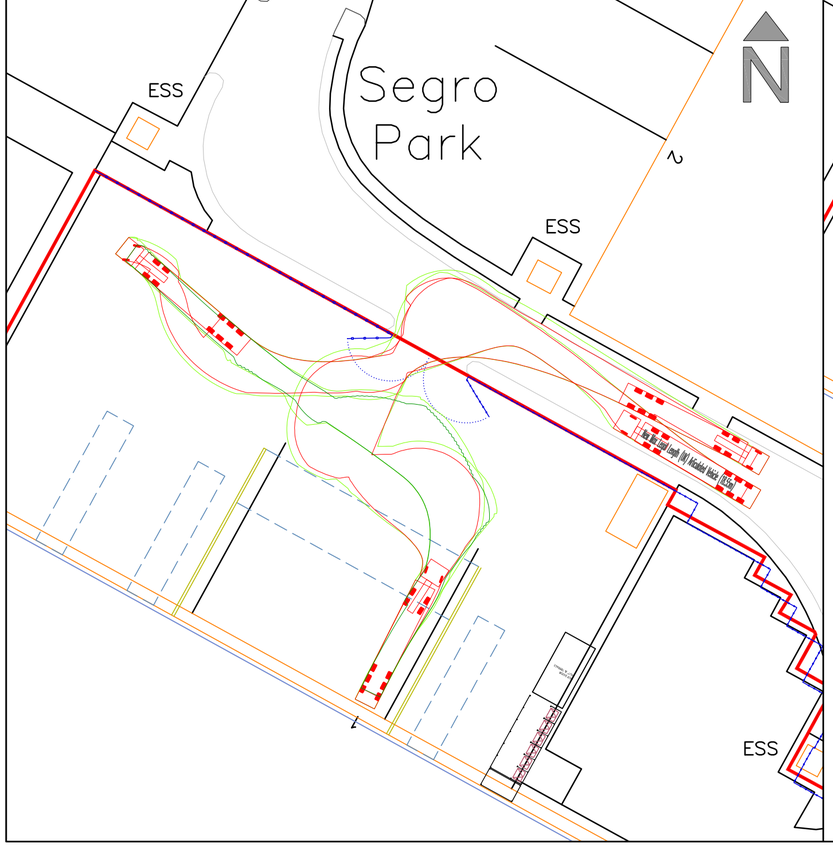

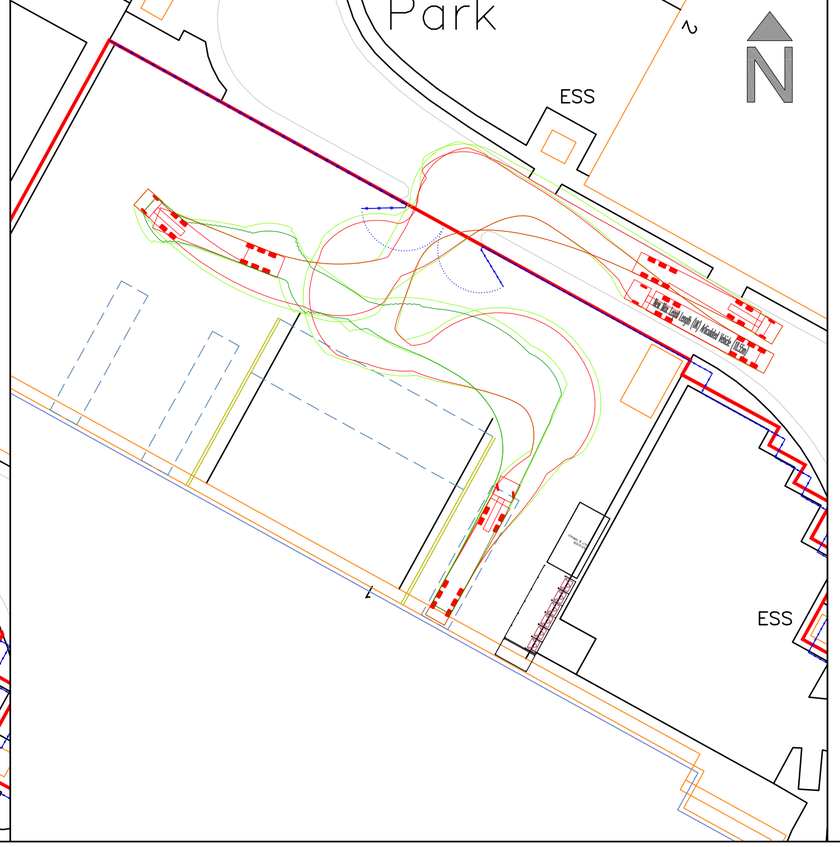

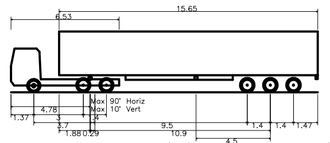

New Max Legal Length (UK) Articulated Vehicle (18.55m)

Overall Length	18.550m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

1st Floor Millers House, Roydon Road,
Stanstead Abbotts, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

FORMER NESTLE FACTORY,
HAYES, LB HILLINGDON

TITLE:

SWEPT PATH ANALYSIS FOR
MAXIMUM LEGAL LENGTH ARTCULATED VEHICLE

SCALE @ A2:	DESIGN-DRAWN:	DATE:
1:500	TS	04/08/2023

PROJECT No:	DRAWING No:
4673	SK01