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Temporary Use of a Yard for Class B8 Storage Use for 5 years (ending 29th July 2030)
Eastcote Railway Yard, Field End Road, Ruislip, HA4 9NJ

1.0 Introduction

1.1 This Transport Statement has been prepared in support of a planning application for the use of the Eastcote Railway Yard, Field End Road, Ruislip, HA4 9NJ for a Class B8 storage and distribution use for a temporary period of 5 years ending 29th July 2030.

1.2 The application relates to previously developed land adjacent to Eastcote Underground Station and accessed directly from Field End Road. The proposal seeks to regularise and continue the use of the site for low-intensity storage activities comprising:

- Open storage of materials and equipment;
- Storage containers;
- Vehicle and plant storage;
- Associated ancillary movements.

The proposal does not include:

- General industrial activity;
- Manufacturing;
- Processing operations;
- Retail activity;
- Intensive distribution warehousing.

2.0 Site Location and Existing Condition

Site Location

2.1 The site is located adjacent to Eastcote Underground Station within the London Borough of Hillingdon, and the site frontage and vehicular access are obtained via Field End Road. The location of the site is shown below.



The surrounding area is characterised by a mixture of:

- Railway infrastructure;
- Commercial and storage uses;
- Residential properties;
- Local retail and transport facilities.

2.2 The site benefits from an established access arrangement and is situated within an urban area with excellent public transport accessibility. The submitted site plan included as [Appendix 1](#) to this Statement illustrates the established yard arrangement, container locations and storage areas.

2.3 Vehicular access is taken directly from Field End Road via an established wide access where geometry and visibility are suitable for commercial vehicle activity associated with the proposed B8 use. No alterations to the access are proposed.

2.4 The site is located in a sustainable urban location with Eastcote Underground Station located immediately adjacent to the site and provides direct access to the London Underground Metropolitan and Piccadilly Lines. The site is within a PTAL area with a rating of 3, which is considered to be average. The surrounding highway network also benefits from:

- Existing pedestrian footways;
- Street lighting;
- Frequent bus services;
- Established cycle infrastructure;
- Local services within walking distance.

2.6 Consequently, the site represents an accessible location consistent with sustainable transport objectives contained within the National Planning Policy Framework ("NPPF"), the London Plan and the Hillingdon Local Plan.

3.0 Proposed Development

3.1 The proposal comprises the continued use of the site for Class B8 storage purposes and the operation would comprise:

- Open storage;
- Container storage;
- Storage of construction-related materials;
- Storage of vehicles and plant equipment.

4.2 The submitted layout plan demonstrates the operational arrangement of the site including container locations and vehicle storage areas. The use would operate as a low-intensity storage facility with limited staff presence and modest daily vehicle activity.

4.0 Proposed Vehicle Movements

4.1 The site has been operating for a number of months, and the Applicant has kept a record of the vehicle movement data which confirms the anticipated operational activity associated with the proposed use. The submitted schedule identifies the following anticipated daily movements:

Vehicle Type	Daily Arrivals	Daily Departures	Two-way Movements	Weekly HGV Movements
Light Good / Vans	7 – 10	7 – 10	7 - 10	
Private Vehicles	10	10	10	
Heavy Goods Vehicles	8	8	8	40 Mon - Fri
Articulated Lorries	Less than 1 per day			

4.2 Traffic Impact Assessment - The proposed use would generate relatively modest levels of traffic activity within the context of the surrounding urban highway network.

Importantly:

- The site has historically accommodated commercial vehicle activity;
- The access is already established and suitable for HGV use;
- No intensification beyond the historic commercial character of the site is proposed;
- Traffic levels would remain moderate and spread throughout the operational day;
- The site is not expected to generate significant peak hour commuter traffic.

4.3 The proposed development would therefore see a modest level of daily traffic generation which would be for just 1 temporary 5-year period ending 29th July 2030.

5.0 Highway Safety

Access Suitability

5.1 The proposed B8 use does not require alterations to the existing access. Vehicles are capable of entering and exiting the site in a forward gear.

5.2 The site layout provides adequate circulation and manoeuvring space for:

- Vans;
- Rigid HGVs;
- Service vehicles;
- Staff vehicles.

5.3 The submitted site layout confirms that operational storage areas can be accommodated whilst maintaining internal vehicle circulation. Drawing numbered NJC-001 is included as [Appendix 2](#) which shows the ability of an articulated vehicle entering the site, turning and exiting in forward gear. This is the largest, yet less frequent vehicle to access the site.

5.4 Parking Provision - The proposed use is low intensity in staffing terms and therefore requires limited employee parking. Operational parking and servicing can be accommodated wholly within the site boundary. Given the accessible location adjacent to Eastcote Underground Station, staff and visitors also benefit from excellent opportunities to travel by sustainable modes.

6.0 Sustainability and Public Transport

6.1 The site occupies a sustainable location directly adjacent to Eastcote Underground Station within a PTAL zone of 3, which is considered to be average. The location supports:

- Reduced reliance on private vehicles;
- Sustainable employee travel;
- Accessibility by public transport;
- Reduced transport emissions.

The proposal therefore aligns strongly with national and London-wide sustainable transport objectives.

7.0 Planning Policy Assessment

National Planning Policy Framework (NPPF)

7.1 The proposal accords with the objectives of the NPPF as Paragraph 8 discusses Sustainable Development. The proposal supports the economic objective of sustainable development through the productive reuse of previously developed land for employment-generating purposes.

Paragraph 115

7.2 Paragraph 115 confirms that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety or where the residual cumulative impacts on the road network would be severe. The proposal clearly falls substantially below this threshold because:

- The access already serves commercial traffic;
- Vehicle movements are moderate;
- The surrounding highway network is urban in character;
- No highway safety deficiencies are created;
- The proposal largely reflects the historic operational nature of the site.

7.3 Accordingly, there are no sustainable highway grounds upon which the proposal could reasonably be refused.

London Plan

7.4 The proposal accords with the strategic objectives of the London Plan, including:

Policy GG2 – Making the Best Use of Land

The proposal supports the efficient reuse of brownfield land within an established urban area.

Policy T1 – Strategic Approach to Transport

The site is highly accessible by sustainable transport modes and minimises reliance on private car travel.

Policy E4 – Land for Industry, Logistics and Services

The proposal supports logistics and storage functions which are essential to London's economy.

Hillingdon Local Plan

7.5 The proposal accords with the London Borough of Hillingdon Local Plan policies.

Policy DMT 1 – Managing Transport Impacts

Policy DMT 1 seeks to ensure that development does not adversely impact highway safety or network operation.

The proposal complies with Policy DMT 1 because:

- The site benefits from an established access;
- The use generates moderate traffic levels;
- The surrounding highway network can safely accommodate the movements;
- Adequate servicing and manoeuvring are provided within the site;
- No unacceptable highway safety impacts arise.

Policy DMT 2 – Highways Impacts

The proposal would not materially impact the local highway network and does not create unacceptable traffic generation.

Policy DMHB 11 – Design of New Development

The proposal would not create unacceptable impacts relating to noise, disturbance or servicing activity.

The site already exists as a yard adjacent to railway infrastructure and commercial activity.

8.0 Planning Balance

8.1 The proposal provides several clear planning benefits including:

- Productive reuse of previously developed land;
- Continued employment-generating use;
- Retention of commercial activity;
- Sustainable urban location adjacent to Underground station;
- Limited highway impact;

- Continued use consistent with historic site operations;
- No material highway safety concerns.

8.2 There are no identifiable highway or transport reasons why planning permission should be withheld.

9.0 Conclusion

9.1 This Transport Statement demonstrates that the use of Eastcote Railway Yard to a Class B8 storage use for a temporary 5 year period which ends 29th July 2030 is acceptable in transport and highways terms.

The proposal:

- Generates modest levels of vehicle traffic;
- Benefits from a suitable existing access;
- Provides adequate on-site manoeuvring and servicing;
- Occupies a highly sustainable location adjacent to Eastcote Underground Station;
- Complies with the NPPF, London Plan and Hillingdon Local Plan transport policies.

9.2 The residual transport impacts of the development would not be severe and there are no sustainable highway safety objections to the proposal. Planning permission should therefore be granted.

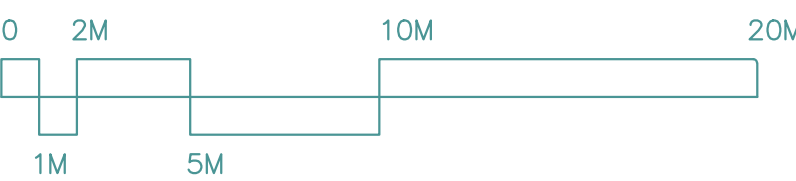
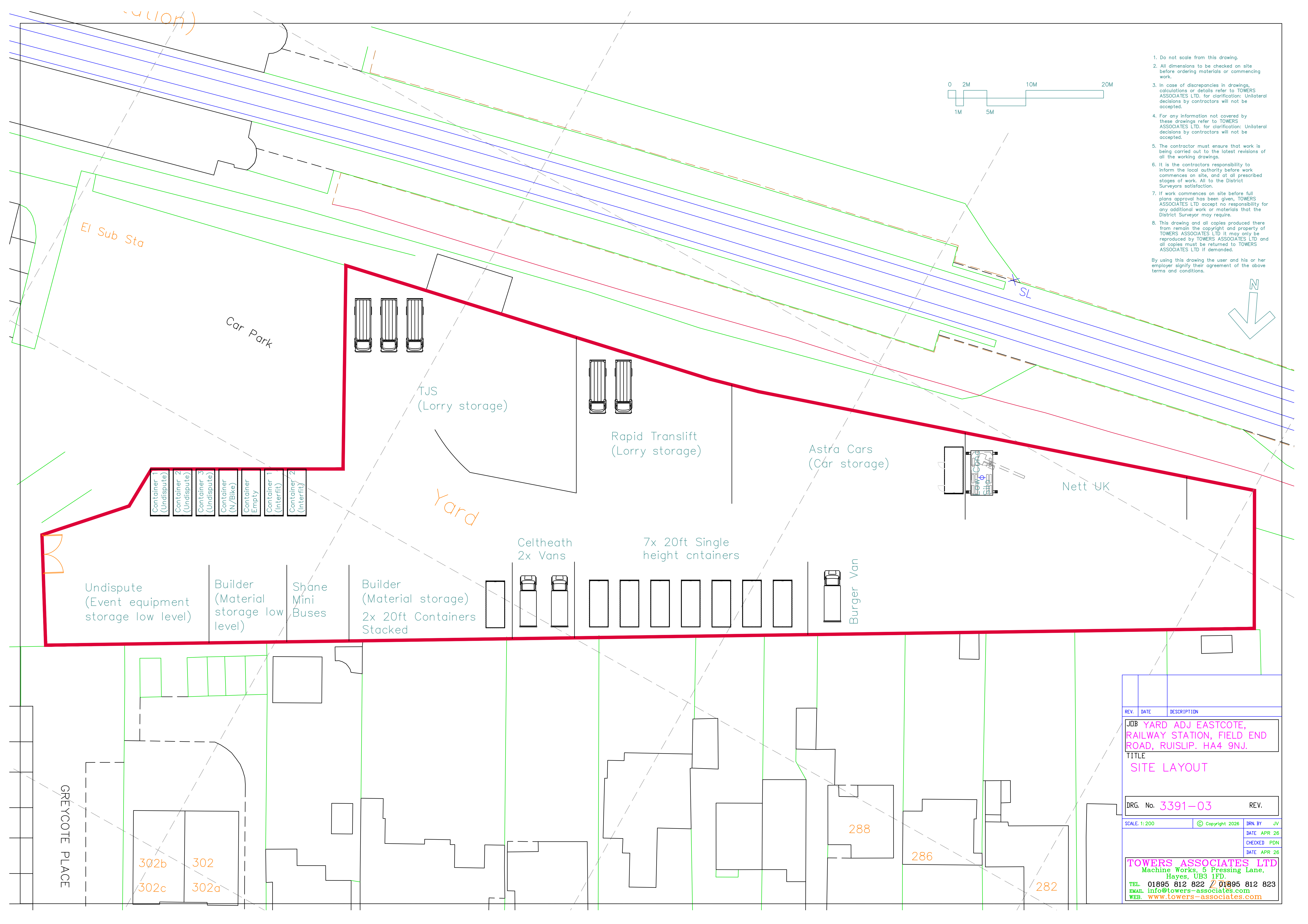
Nick Culhane May 2026

Appendix 1

Proposed Site Plan

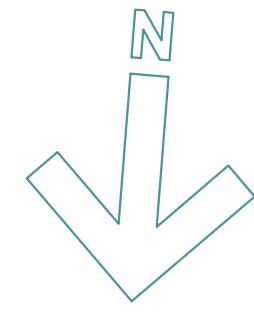
Appendix 2

Swept Path Tracking - Articulated Lorry

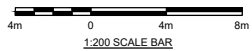
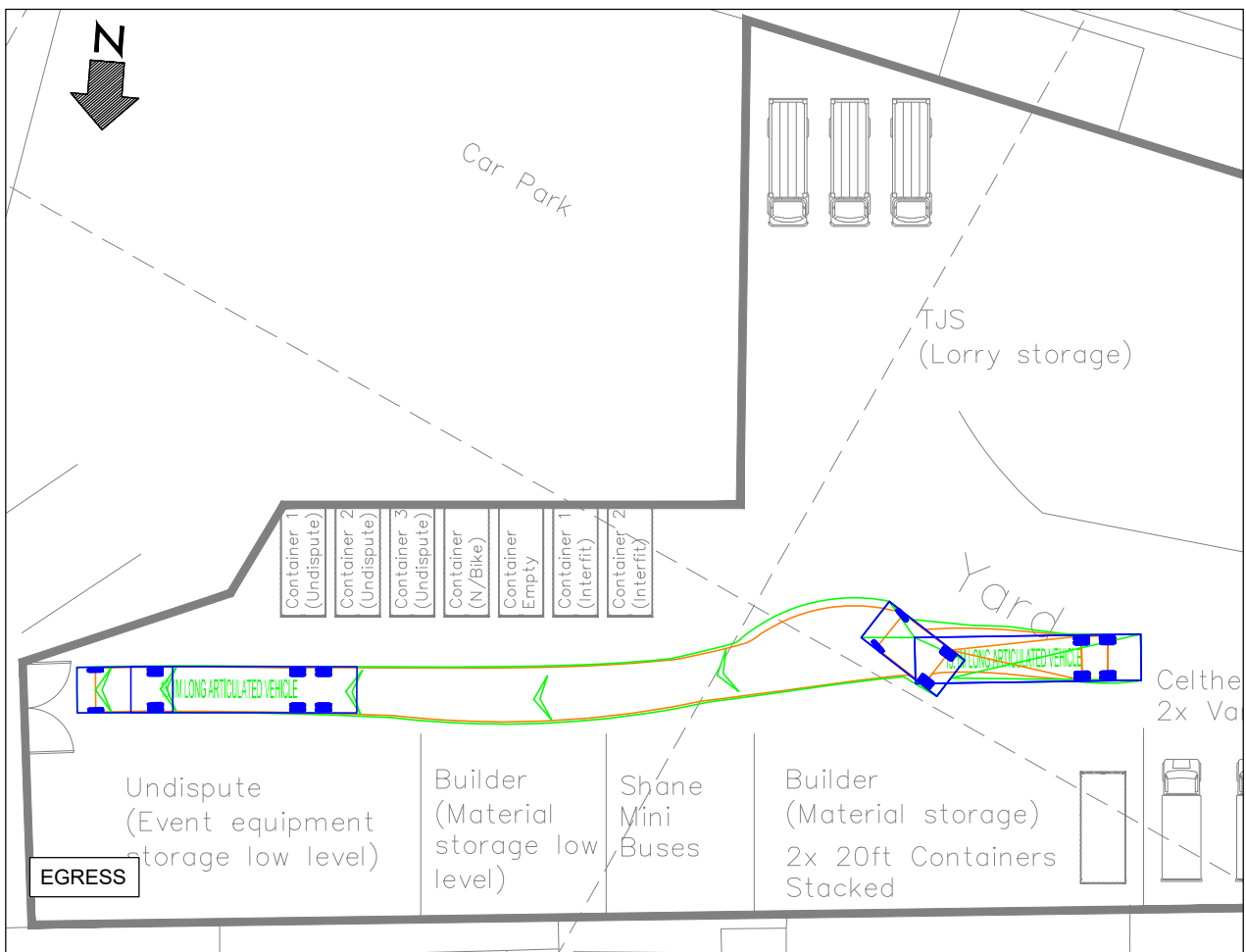
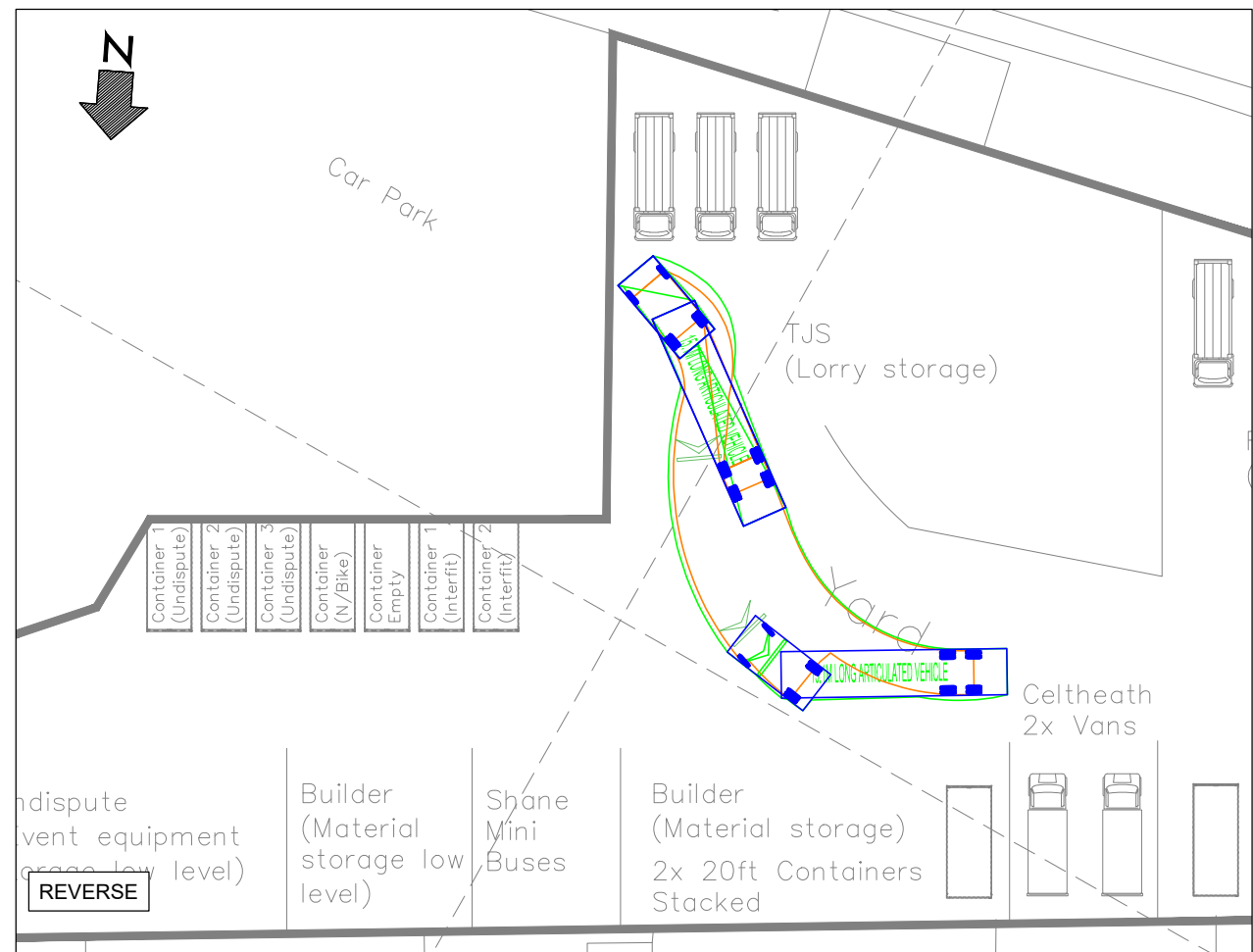
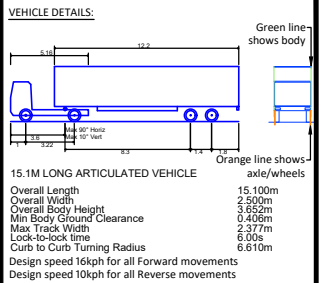
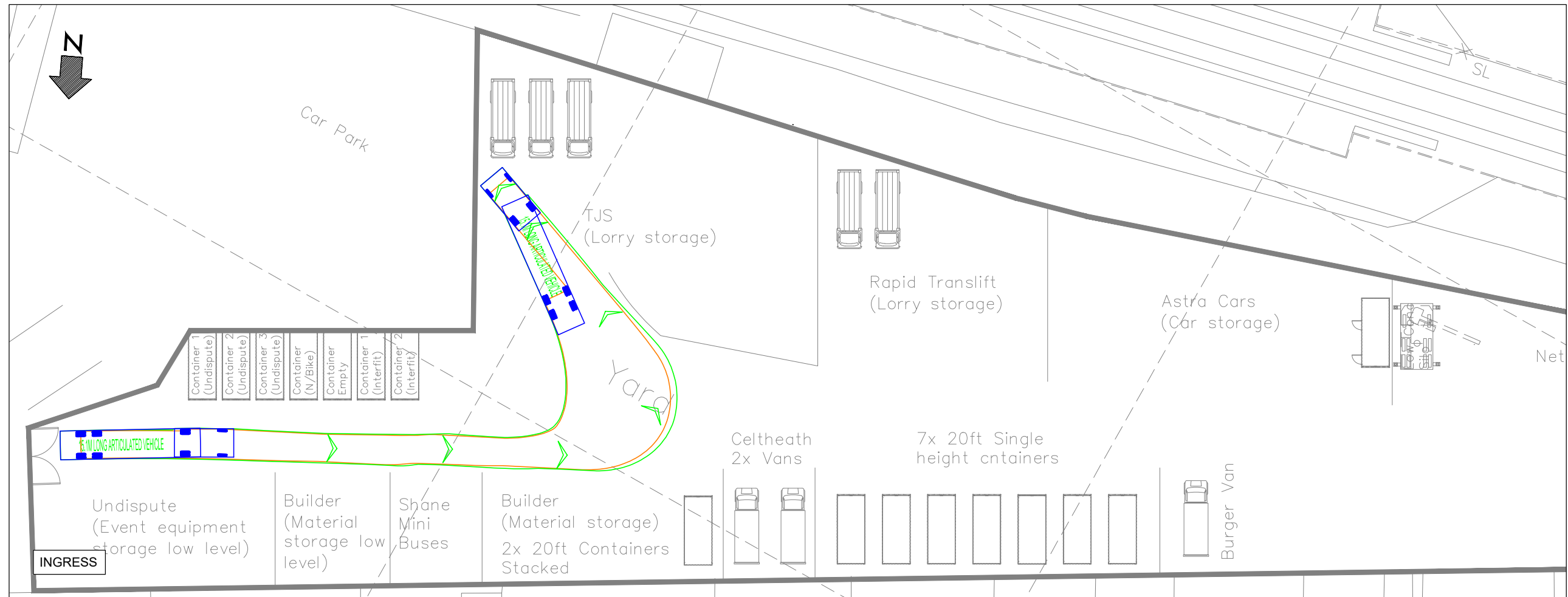


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TITLE SITE LAYOUT		
DRG. No. 3391-03		REV.
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Project

PROPOSED B8 STORAGE USE
EASTCOTE RAILWAY YARD

Drawing Title

SWEPT PATH TRACKING

Drawing Status

FOR INFORMATION

Date	Scale	Size
MAY 2026	1:200	A1
Drawing No.	Rev	
NJC-001	-	