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Transport Statement

Old Coal Depot, Tavistock Road, West Drayton, UB7 7RD

Civic Amenity Site

LB Hillingdon

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PROJECT CENTRE

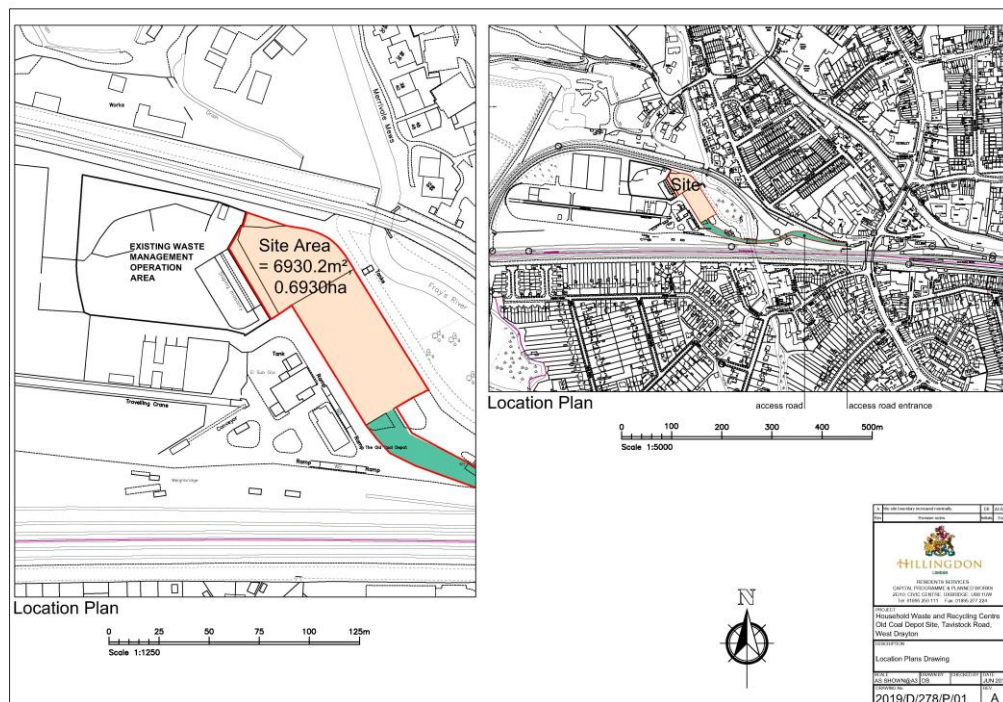
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1. INTRODUCTION

Overview

- 1.1 Project Centre Ltd (PCL) has been commissioned by the London Borough of Hillingdon (LBH) to produce a Transport Statement (TS) to support a planning application for a proposed extension of use of an existing civic amenity site (CAS) at 'The Old Coal Depot', accessed from Tavistock Road, West Drayton.
- 1.2 The site is currently used as a civic amenity site on one weekend per month where the owners of the facility, (Powerday PLC) open up the recycling site for residents – currently known as 'Golden Weekends'.
- 1.3 The remainder of the [wider] site consists of a brownfield site that has been used previously as a coal storage yard and other industrial (B2) uses.
- 1.4 The existing part time CAS has been in operation since 2009 and there is also a mineral and aggregate depot to the south of the site.

Figure 1.1: Site Location



- 1.5 The current planning application seeks temporary (5 year) approval for a proposal to open up the existing CAS (in the same way as

existing 'Golden Weekends') every weekend through the year for household waste. Further restrictions in use are proposed as follows:

- Annual Waste tonnage will be less than 48,000 tonnes a year;
- Hours of use to be restricted to between 9am & 5pm;
- A temporary permission only is sought, so that there is no possible conflict with the Part 2 Hillingdon Local Plan emerging site allocation proposals for the site.

1.6 A previous planning application was prepared for full time use of the of the CAS (365 days a year) including trade waste. However, this previous application is now on hold.

1.7 This report provides information and analysis to assist the Local Planning Authority (LPA) in the determination of this planning application.

Report Structure

1.8 The report is set out as follows:

- Chapter 1: Introduction/Overview;
- Chapter 2: Existing transport conditions in the vicinity of the site;
- Chapter 3: Summary of relevant planning policy and guidance used to inform the TS;
- Chapter 4: Discussion of the development proposals;
- Chapter 5: Assesses the predicted trip generation and impacts of the proposed development; and
- Chapter 6: Presents a summary and conclusions of this TS.

2. EXISTING CONDITIONS

Site Overview

- 2.1 As noted in Section 1, the development site is a civic amenity site privately operated by a specialist waste management operator (Powerday PLC) with 'Golden Weekends' allowing the local residents to use the site for one weekend every month of the year.
- 2.2 The site is located in West Drayton in the London Borough of Hillingdon.
- 2.3 The main access to the site is via a private service road that adjoins Tavistock Road.

Highway Network and Parking Controls

- 2.4 The existing site access road is sufficiently wide for two-way flow and has an advisory 10mph speed limit in place (private service road). This connects to the wider network via Tavistock Road.
- 2.5 Tavistock Road adjoins West Drayton High Street and is a two-way minor road that provides access to a residential area as well as some light industrial/office units. The access to the CAS is approximately 50m from West Drayton High Street which means traffic movements to and from the site from a wider area are less likely to impact upon the adjacent residential neighbourhood.
- 2.6 A weight restriction in place (17t) to protect a weak bridge on Trout Road prevents heavy vehicles from using Tavistock Road as a through route.
- 2.7 The roads in the vicinity of the site access have a 30mph speed limit and Tavistock Road lies within a Controlled Parking Zone (CPZ).
- 2.8 A right turn pocket is provided on West Drayton High Street to aid turning movements into Tavistock Road.
- 2.9 Small commercial premises are located at the junction with Tavistock Road and West Drayton High Street and a zebra crossing is provided across the side road (Tavistock Road) at this location.

- 2.10 A mini roundabout is situated approximately 20m from the junction with Tavistock Road on West Drayton High Street that provides access to West Drayton train station via Station Approach.

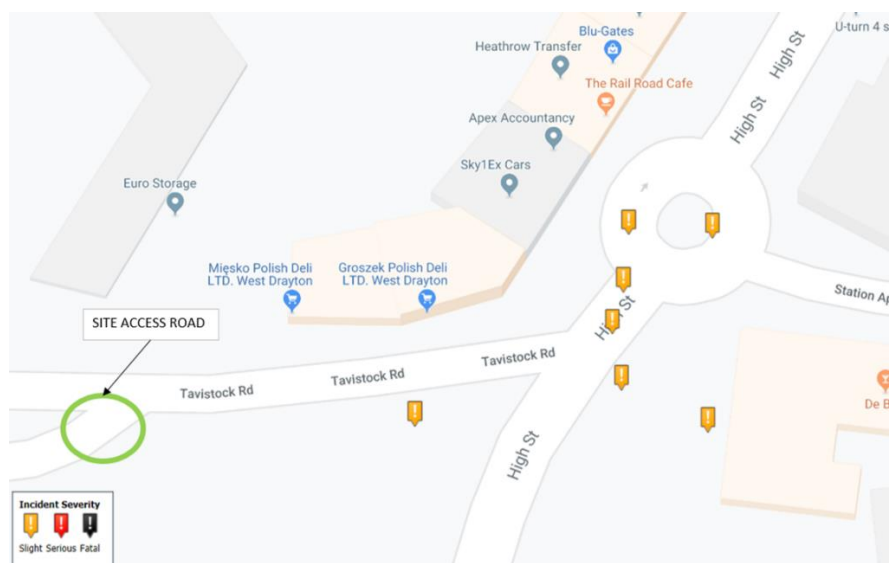
Modal Split and Sustainable Travel

- 2.11 Due to the nature of the development, it is envisaged that a negligible number of pedestrian and cycle trips will be generated. It is assumed that the vast majority of trips to the site will be via car, light goods vehicle and [less frequently] HGVs for collections.
- 2.12 As such factors such as car ownership/modal splits, PTAL and adjacent public transport facilities are not considered relevant to the operation of the site.

Collision Assessment

- 2.13 Collision data was reviewed on the CrashMap.co.uk website. CrashMap is an online mapping utility incorporating road traffic accident data collected by the police, approved by the National Statistics Authority and reported on by the Department for Transport annually.
- 2.14 As can be seen in Figure 2.2, during the most recent 36 months on record (2016-2018), no collisions were reported in the immediate vicinity of the site.

Figure 2.1: CrashMap Results



- 2.15 During the latest 5 years, a total of 7 slight collisions were recorded at the junctions closest to the site access. These mainly occurred on West Drayton High Street at the junction with Station Approach. No collisions were recorded directly at the site access point.
- 2.16 There is no indication in the data available that any significant road safety issues exist in the streets adjacent to the development site.

Summary

- 2.17 This chapter has provided an overview of the site context with regards to transport.

3. POLICY

Overview

- 3.1 This chapter provides an overview of relevant national and local policy.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The proposed development will need to comply with guidance and requirements set out in the National Planning Policy Framework (NPPF) (February 2019). This outlines the Government's planning policies for England and how they are expected to be applied. Sustainable transport policies are outlined in Section 9 of the NPPF and include the following key points of relevance to the current application:
- Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
 - the potential impacts of development on transport networks can be addressed;
 - 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
 - patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.
- 3.3 NPPF states that the planning system should actively manage patterns of growth to support the above 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.

Regional Policy

The London Plan

- 3.4 Planning policy in London is informed by the Mayor's London Plan, the latest version of which was published in 2011 with Revised Early Minor Alterations issued in October 2013, Further Alterations to the London Plan (FALP) in March 2015 and Minor Alterations to the London Plan (MALP) in March 2016.
- 3.5 Some relevant transport policies outlined in the London Plan are as follows:
- Policy 6.3 - Assessing Effects of Development on Transport Capacity: Requires all development proposals to fully assess the likely impacts upon the transport network, with reference to capacity and safety.

West London Waste Plan

- 3.6 The West London Waste Plan which was adopted in July 2015 and provides for the management of waste that is produced in West London which includes that produced within the London Borough of Hillingdon.
- 3.7 A key aim is to ensure waste facilities are located as close to waste sources as possible.

Local Policy

LBH A Vision for 2026 – Local Plan: Part 1 Strategic Policies, 2012

- 3.8 This is the key strategic planning document in Hillingdon. It sets out the long-term vision and objectives for the Borough, what is going to happen, where and how this will be achieved. Some relevant policies and commitments include:

Sustainable Waste Management

- From Policy EM11: "The Council will seek to maximise the use of existing waste management sites through intensification or co-location of facilities".

Transport and Infrastructure

- From Policy T1: "The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network".

LBH Strategic Infrastructure Plan, 2017

3.9 Plans for managing energy, utilities and waste are set out in this document. The document identifies the need for:

- Increasing sustainable waste management by reducing the amount of waste produced, maximising the re-use of waste through recycling and composting and minimising landfill waste, in line with London Plan targets, the joint Municipal Waste Management Strategy and The West London Waste Plan.

Summary

3.10 This chapter has outlined some key national, regional and local policies that hold implications for the highways. The proposed development adheres to the ethos of these policies.

4. PROPOSED DEVELOPMENT

Overview

- 4.1 This chapter provides details of the development proposals, with additional information provided in relation to on-site management of vehicles and access.

Proposed Development

- 4.2 The site is currently used as a civic amenity site on one weekend per month where the owners of the facility, (Powerday PLC), open up the recycling site for residents – currently known as 'Golden Weekends'.
- 4.3 The current planning application seeks temporary (5 year) approval for a proposal to open up the existing CAS (in the same way as existing 'Golden Weekends') every weekend through the year for household waste. Further restrictions in use are proposed as follows:
- Annual Waste tonnage will be less than 48,000 tonnes a year;
 - Hours of use to be restricted to between 9am & 5pm.

Internal Site Movement and Access

Vehicle Access

- 4.4 The internal access road is approximately 6.5m wide and more than suitable for normal two-way traffic including HGVs.
- 4.5 An existing railway crosses the internal access road at a level crossing approximately 150m from the Tavistock Road entrance. However, the number of trains per week using this crossing is minimal and access to the site is unlikely to be disrupted.
- 4.6 An internal layout of the development proposal is provided in Appendix A of this TS. Vehicles will circulate the existing hardstanding as shown in Appendix A and sufficient space is provided to facilitate vehicles to enter the site and exit the site in a forward gear.

- 4.7 The main circulation area for vehicles is separated from unloading areas with sufficient space for pedestrians to move safely away from moving vehicles.
- 4.8 Site operatives will be on-site to marshal traffic where necessary to ensure safe and efficient use of the site.
- 4.9 A separate area to the rear of the site will be provided for waste management activities that will facilitate access for larger collection vehicles away from the public areas of the site.
- 4.10 Movements of these vehicles will take place during off peak periods when the site is not open for the public.

Pedestrian and Cycle Access

- 4.11 The development proposal is not expected to generate cycle or pedestrian movements to and from the site.
- 4.12 As noted above, the site layout and management plans will ensure minimal interaction between vehicles and pedestrians unloading waste.

Emergency Vehicles

- 4.13 The general operation of the site will be unaffected by the development proposals and emergency vehicles will be able to access the site unhindered via the existing service road.

Parking Provision

- 4.14 A total of 5 staff are expected to be on site managing the operation on a normal day. As such, 5 staff parking spaces will be provided on site as shown in Appendix A.

General Comment

- 4.15 It should be emphasised that the development proposal will not materially alter the use of the site compared with existing 'Golden Weekend' – which currently operates without issue under prevailing conditions.

- 4.16 Furthermore, enhancements to the site layout and hardstanding will ensure more efficient use and better facilities for all visitors. As such no negative impacts are reasonably expected to arise as a result of the proposals.

5. TRIP GENERATION AND IMPACT

Overview

- 5.1 This chapter provides a summary of the trip generation methodology and calculations used to assess the transport implications of this development.

Existing Trip Generation

- 5.2 The operator of existing the 'Golden Weekends', Powerday PLC indicate that the site generates approximately **200-300 visitors per day** at weekends – evenly distributed across the opening hours (09:00-17:00 Saturdays, 09:00-16:00 Sundays).
- 5.3 Sundays usually experience higher numbers of visitors than Saturdays.
- 5.4 This indicates hourly two-way trips ranging from **50 vehicles per hour to 86 vehicles per hour** with the highest numbers occurring on Sundays when the wider highway network is at its quietest.

Proposed Trip Generation

- 5.5 The proposed development is not envisaged to generate a significant number of **new trips** on the wider highway network.
- 5.6 Staff numbers are to be retained at similar levels to existing - with 5 people on site during normal days – equating to **10 two-way vehicle trips**.
- 5.7 It is also estimated that use of the site in the way proposed will generate **24 two-way HGV movements** for servicing/collection of waste. However, a waste management area is proposed (see Appendix A) in order to store waste and manage servicing during periods when the site is not open to the public. Any service vehicle movements will be managed throughout a week to minimise the impact on the surrounding network.

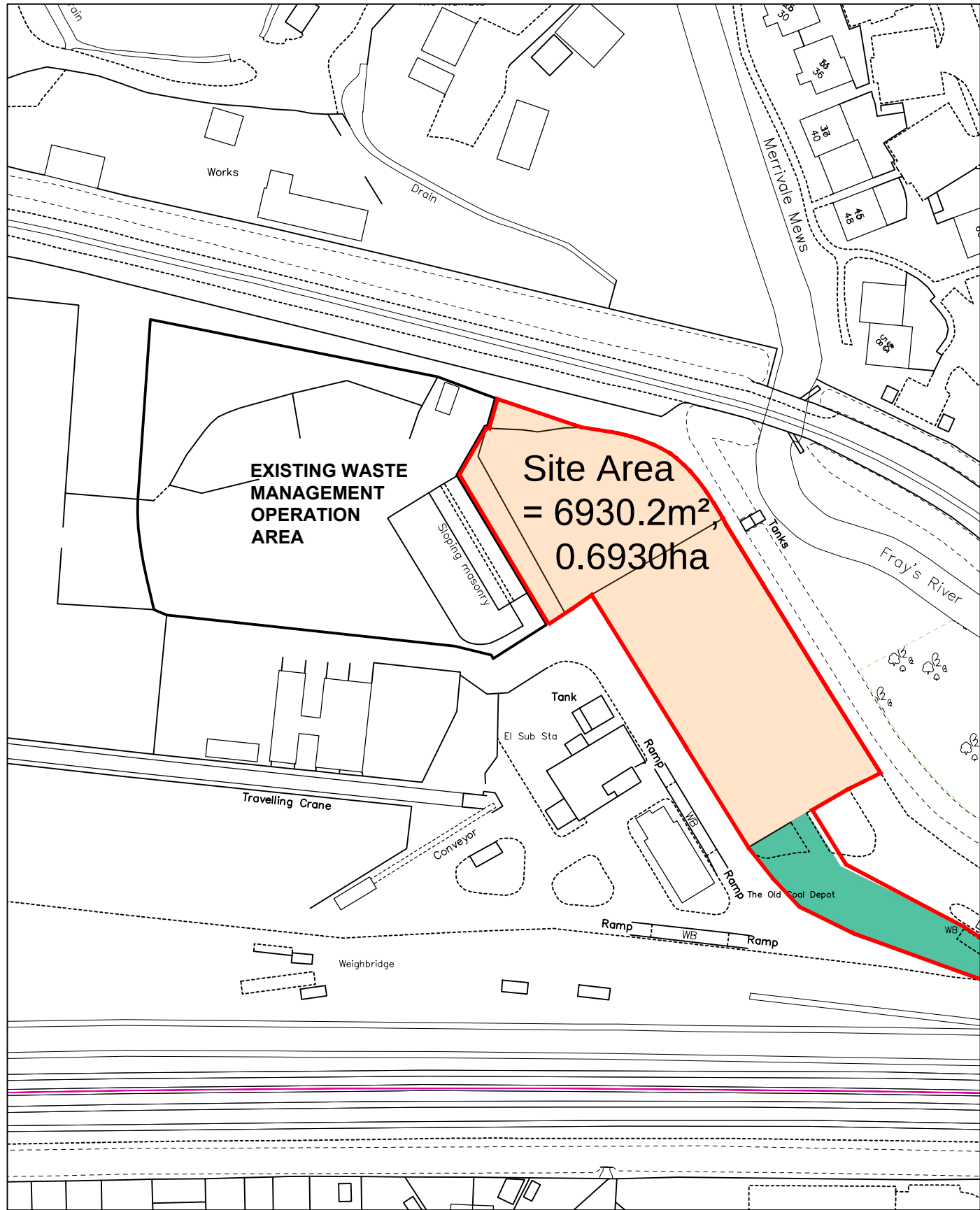
- 5.8 With respect to visitor trips, there may be a redistribution of existing journeys currently made to other recycling facilities in the Borough (e.g. Harefield) as the West Drayton facility opens more often and becomes more convenient.
- 5.9 However, the site won't generate more waste within the Borough and therefore is not expected to increase NET. trips.
- 5.10 Furthermore, the operation of the site across many more days throughout the year is likely to spread the demand for journeys, thus reducing the number of trips at peak times.
- 5.11 It should also be noted that operational hours are to be extended to 9am-5pm – further spreading potential hourly demand.
- 5.12 As such, hourly trip numbers are not expected to significantly increase above the existing levels noted above (**50 vehicles per hour to 86 vehicles per hour**) – with hourly peaks expected to occur on Sundays.
- 5.13 Surveys undertaken in 2017¹ by WSP consultants indicated weekday peak hour traffic flows of CIRCA. 1700 vehicles per hour at the junction with Tavistock Road and West Drayton High Street. The proposed peak hourly trips associated with the development site of 86 vehicles represents 5% of this maximum hourly flow in the area – and will occur off peak on Sundays. This level of use is already accommodated on existing 'Golden Weekends'.
- 5.14 No severe residual impacts to the local transport network are therefore expected.

¹ Data not available to PCL so serves as an indicative estimate for reference only.

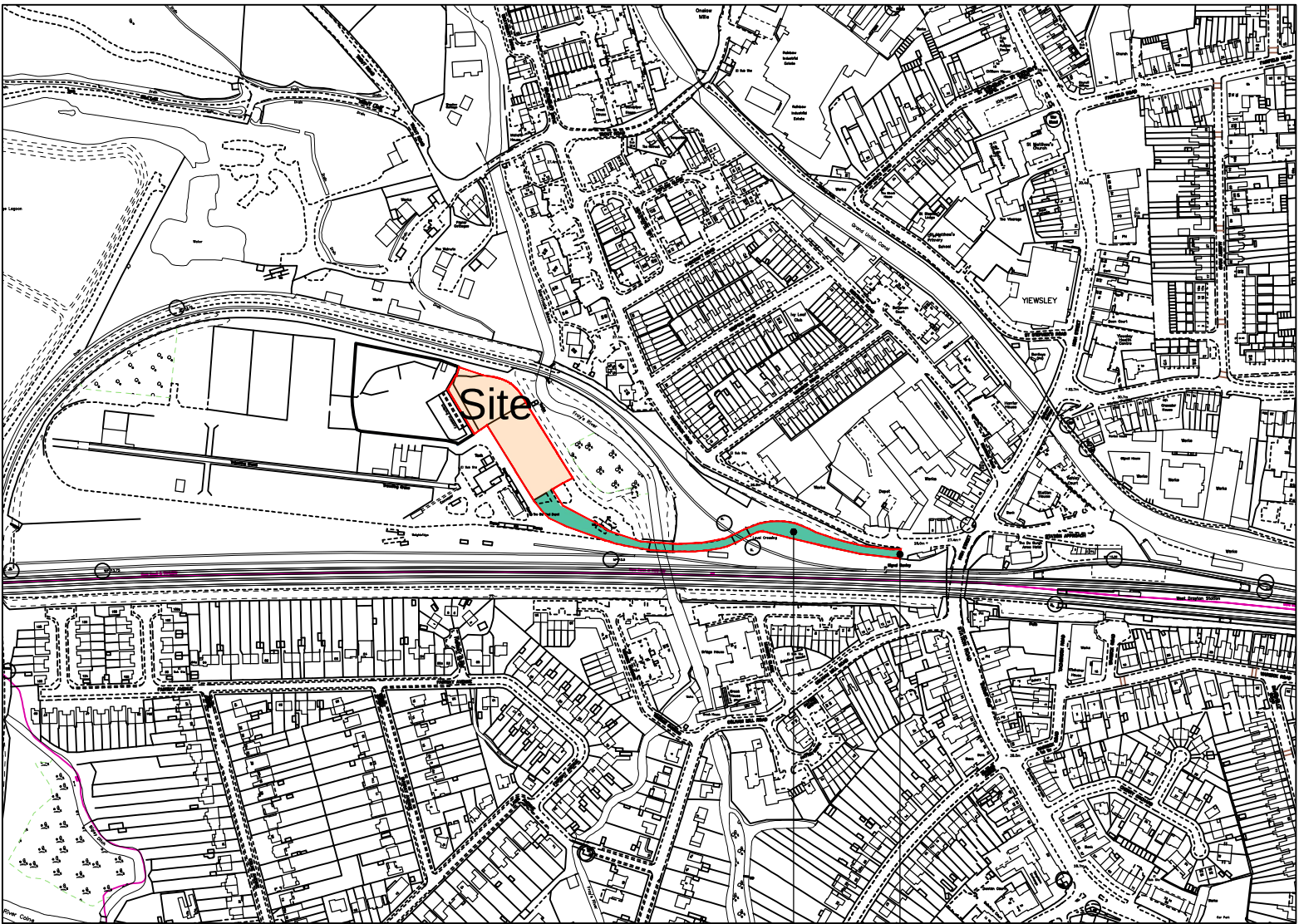
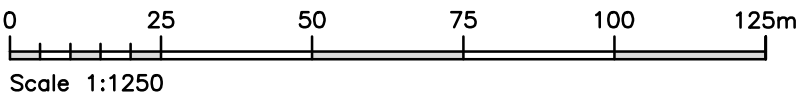
6. CONCLUSION AND RECOMMENDATIONS

- 6.1 PCL has been appointed to provide transportation advice for the proposed development of an existing CAS at the Old Coal Yard, Tavistock Road.
- 6.2 The existing site of the proposed development is currently used on one weekend each month (09:00-17:00 Saturday, 09:00-16:00 Sunday) to allow residents to recycle household waste – termed ‘Golden Weekends’.
- 6.3 The layout of the site is to be improved and a new hardstanding is to be constructed that will improve efficiency of the site on operational days and separate servicing activities from the public.
- 6.4 The site is not expected to generate a significant number of hourly trips above current ‘Golden Weekend’ levels (**50 vehicles per hour to 86 vehicles per hour**).
- 6.5 There may be some redistribution of trips on the network as people using other CASs in the Borough access the new facility at West Drayton. However, there is also likely to be some spread of demand at the development site due to the increased availability of the services provided.
- 6.6 The resultant NET impact on the transport network is expected to be neutral and the development proposal addresses key LBH policy commitments to:
- Maximise/intensify the use of existing waste facilities;
 - Site facilities closer to the source of waste;
 - Encourage development in locations that minimise the journey lengths required to access them.
- 6.7 Based on the above and all considerations within this TS, it is concluded that the development proposals are acceptable in transportation terms and will not generate severe impacts on the adjacent highway.

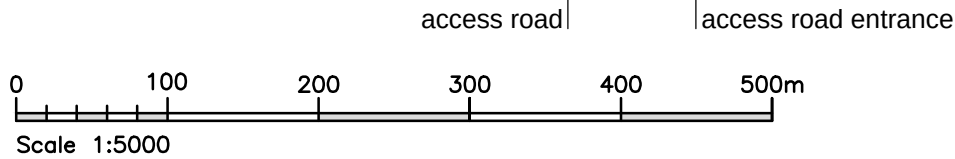
Appendix A – Development Plans



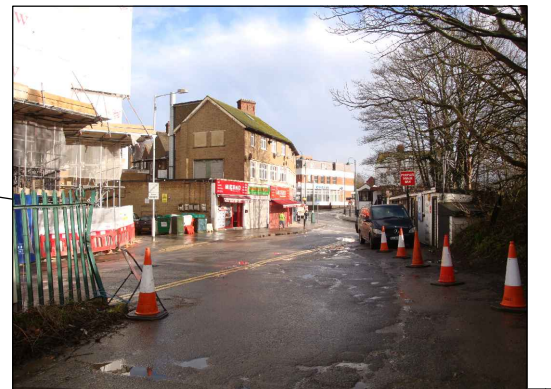
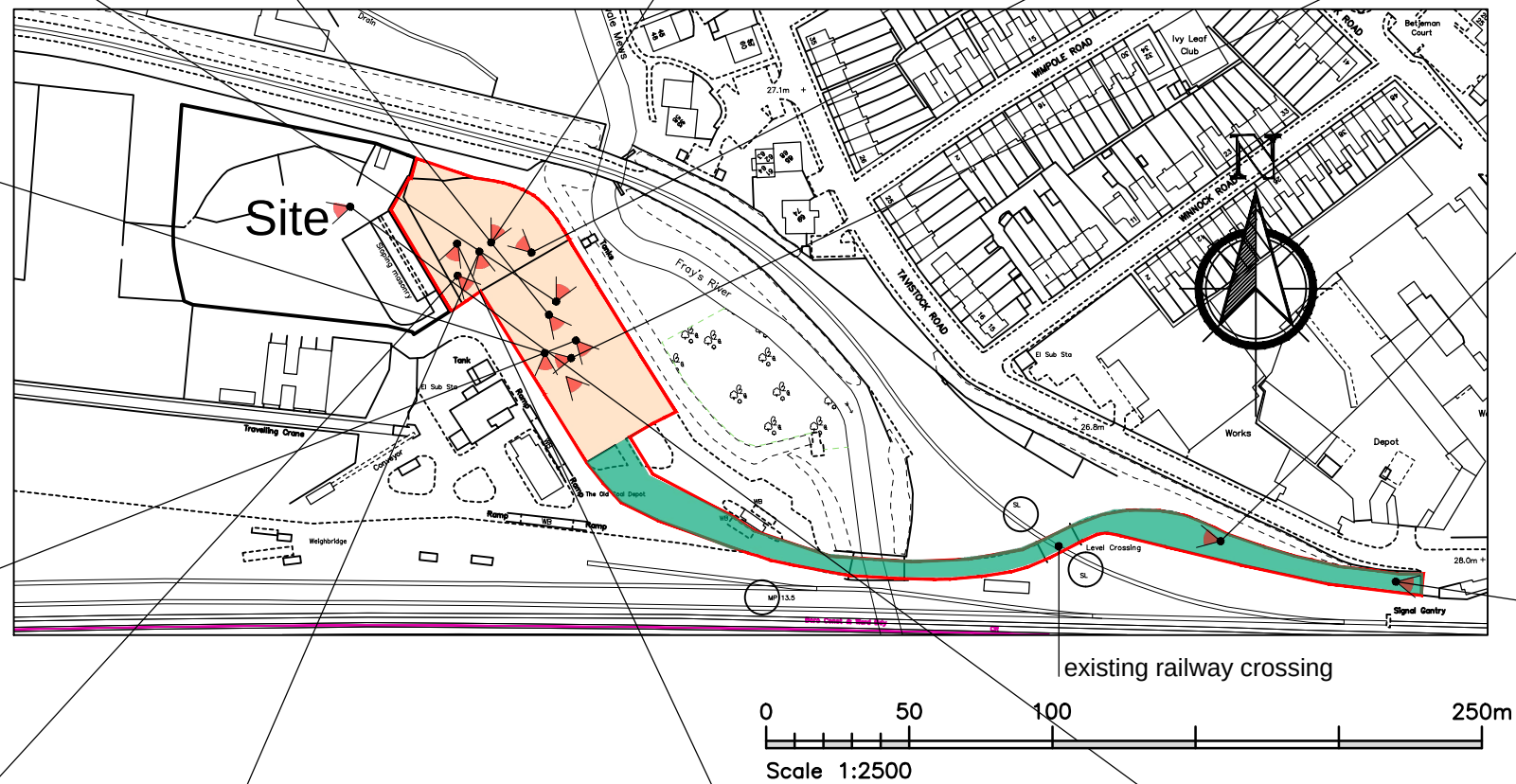
Location Plan



Location Plan



A	Site site boundary increased nominally.	DB	22.07.19
Rev	Revision notes	Initials	Date
 RESIDENTS SERVICES CAPITAL PROGRAMME & PLANNED WORKS 2E/10, CIVIC CENTRE, UXBRIDGE, UB8 1UW Tel: 01895 250 111 Fax: 01895 277 224			
PROJECT Household Waste and Recycling Centre Old Coal Depot Site, Tavistock Road, West Drayton			
DESCRIPTION Location Plans Drawing			
SCALE AS SHOWN@A3	DRAWN BY DB	CHECKED BY	DATE JUN 2019
DRAWING No. 2019/D/278/P/01	REV. A		



A	Scale bar added, site boundary increased nominally.	DB	22.07.19
Rev	Revision notes	Initials	Date



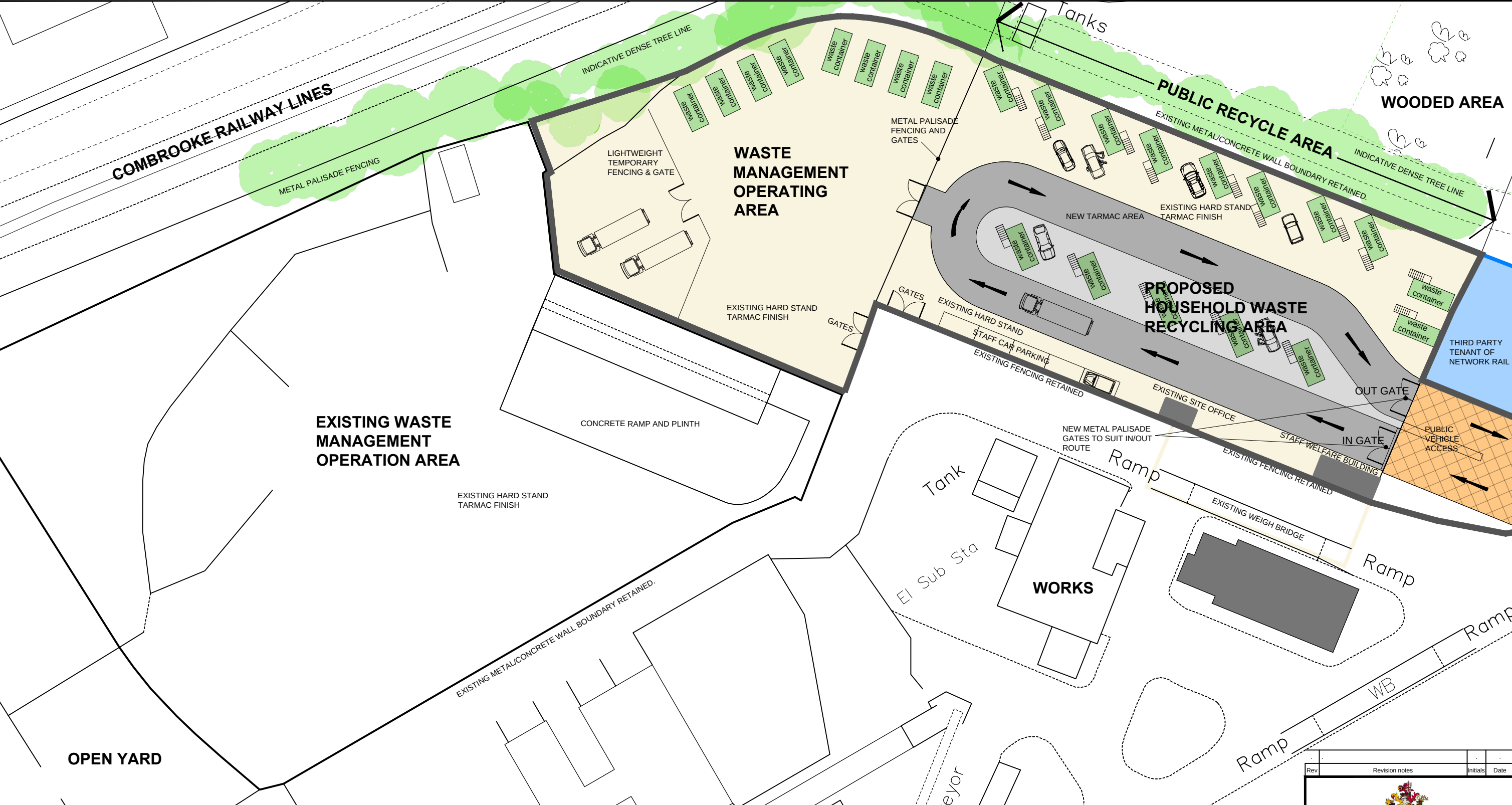
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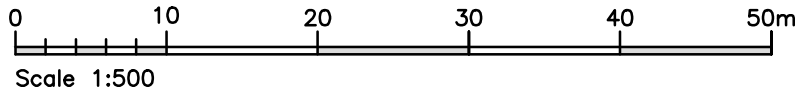
PROJECT
Household Waste and Recycling Centre
Old Coal Depot Site, Tavistock Road,
West Drayton

DESCRIPTION
Existing Site Plan and Photos

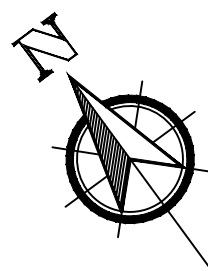
SCALE 1:2500@A3	DRAWN BY DB	CHECKED BY	DATE JUN 2019
DRAWING No. 2019/D/278/P/02			REV. A



- KEY**
- THIRD PARTY TENANT OF NETWORK RAIL
 - VEHICULAR PUBLIC ACCESS
 - VEHICULAR TRADE & EXISTING ACCESS
 - WEIGH BRIDGE
 - NEW TARMACED AREA
 - EXISTING HARD STAND / TARMAC AREA



- NOTES:**
- 1) Vehicular route to be marked out by temporary cones, to allow flexibility in lorry manoeuvring etc / bin change - over.
 - 2) Central area to be tarmaced surface to allow for additional bins /receptacles.



Rev	Revision notes	Initials	Date



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PROJECT
Household Waste and Recycling Centre
Old Coal Depot Site, Tavistock Road,
West Drayton

DESCRIPTION
Proposed Site Plan

SCALE 1:500@A3	DRAWN BY DB	CHECKED BY	DATE JUN 2019
DRAWING No. 2019/D/278/P/03			REV.

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



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Job Number	Issue	Description	Originator	Checked	Authorised
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