



PMcL/3290.04

23rd November 2018

Ms H Young
Lichfields
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All Saints Street
London
N1 9RL

BY EMAIL ONLY

Dear Hannah,

MORRISONS, 43-67 HIGH STREET, YIEWSLEY, WEST DRAYTON, UB7 7QQ
PLANNING REF: 2370/APP/2018/2793

We refer to the further consultation response received from LB Hillingdon regarding the question of the assessment of Committed Development within our Transport Assessment. The approved Scoping Report (Ref: PMcL/3290d3) stated that the Transport Assessment would use traffic growth figures to Year 2023 with no reference to Committed Development. The application of traffic growth figures was deemed sufficient as the assessment of the impact on the development showed there was a nett traffic benefit, i.e. a reduction in traffic turning movements at the St Stephen's Road site entrance and the High Street/St Stephen's Road junction as a result of the nett addition of development traffic flows, therefore even with addition of Committed Development there would still be a nett benefit from the Morrisons development.

Within the Transport Assessment we included an additional robust test of the capacity of the highway network adjacent to the Site. An unlikely Robust Assessment was included assuming 100% new residential traffic flows added to the existing growthed base traffic flows but with no reduction in Morrisons traffic flows. The High Street/St Stephen's Road junction still operates well within capacity under this very robust test.

We have received confirmation from Hillingdon Highways of the committed development sites in question. A location plan of these sites relative to the Application Site is attached. These are:

1. Comag- 24843/APP/2018/269
2. Padcrof - 45200/APP/2014/3638
3. 5 Station Rd - 65480/APP/2015/1862
4. Rainbow and Kirby- 38058/APP/2013/1756
5. Land rear of 26- 36Horton Rd- 3507/APP/2013/2327.

We have reviewed the Transport Assessments for each application and our conclusions are summarised below:

Site 1 - COMAG, Ref: 24843/APP/2018/269

The site involved the demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work. Table 3 and an extract from WSP Highway consultants accompanying Transport Assessment is shown below:



Table 3 shows the expected net change in vehicle trips for the proposed development compared to the existing site use.

Table 3 Forecast Net Change in Vehicle Movements

MODE	AM PEAK HOUR			PM PEAK HOUR		
	In	Out	Total	In	Out	Total
Vehicles	-36	6	-30	6	-16	-10

The proposed redevelopment of the site is expected to cause a negligible beneficial change in terms of the overall number of vehicle trips generated; a reduction of 30 trips is forecast in the AM peak and a reduction of 10 trips in the PM peak.

Junction assessments have been undertaken of the local road network and demonstrate that the proposed development will have a negligible effect on junction performance.

The proposed development will maximise the potential for sustainable travel and minimise any impacts on the local transport networks and is therefore sustainable and appropriate.

Comag Site
 Redrow Homes

WSP
 Project No 70034449

Table 3 above indicates that compared to the original uses a negligible change in peak hour traffic flows (+6 vehicles out in the AM peak hour and +6 vehicles in in the PM peak hour). It should be remembered these figures relate to the site access off Tavistock Road and when distributed to traffic passing the Morrisons site, the figure would reduce by at least 50%, resulting in an additional 3no vehicles passing the Morrisons site in both the AM and PM period; **essentially no impact**. The WSP conclusions in a subsequent memo sent to the Council during the consultation period confirmed the same conclusion, namely '*The proposed development will generate a net reduction in traffic...*'. An extract of this memo is shown below:



9. Conclusion

Assessments have been undertaken at the junctions of Station Road / Station Approach and Station Road / Tavistock Road. The north-south traffic flow along Station Road is the dominant travel movement and traffic flows are observed to move relatively freely, albeit with some friction as a result of regular junctions and the presence of on street parking and bus stops. Signalised pedestrian crossings result in some queuing on the road network, but the junctions themselves cause minimal queueing.

The proposed development will generate a net reduction in traffic and the directional traffic flow increases are minimal. The junction assessments demonstrate that the proposed development will have a negligible effect on junction performance. No junction improvements are required or necessary to make the development acceptable in planning terms.



Site 2 - Padcrof, Ref: 45200/APP/2014/3638

The site involved the demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles. An extract from Kitewood accompanying Transport Assessment is shown below essentially concluding that the overall traffic impact from the development is the same as the existing uses; **essentially no impact**:

52. The tables show that the overall two-way traffic from the existing use is about the same as from the proposed residential use, with a net reduction in HGVs. The above tables can be summarised to give the following net vehicle generation:

Table 5.14 Net Change Trip Generation – TiGi

Time	Existing Vehicle Trips			Proposed Vehicle Trips			Net Change Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
08:00 – 09:00	26	1	27	4	21	25	-22	20	-2
17:00 – 18:00	2	26	28	15	9	24	13	-15	-2

Site 3 – 5 Station Road, Ref: 65480/APP/2015/1862

The site involved the demolition of existing public house and erection of 38 flats (Use Class C3) and 237sq.m of retail floorspace (Use Class A1) with parking, landscaping and amenity space. An extract from OPUS Consulting Engineers accompanying Transport Assessment is shown below essentially concluding that the overall traffic impact from the development would be minimal at 9no and 5no additional vehicle trips, half of that figure would pass the Morrisons site; **essentially no impact**:

Table 3 – Proposed Residential Trip Rates and Generations

	Trip rates and generations (Weekday)			
	AM (08:00-09:00)		PM (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip rate - residential (per unit)	0.067	0.147	0.120	0.027
Trip Generation – 38 residential units	3	6	5	1
Residual Traffic Generation (following removal of Public House trips)	+3	+6	+4	+1

The predicted total number of two-way trips generated by the proposed development in the AM peak is 9 and 5 in the PM peak. The level of proposed parking provision is to be 24 standard parking spaces. This shows that the level of car parking provision is at an appropriate level for the amount of traffic likely to be generated by the proposed site.



Site 4 – Rainbow & Kirby, Ref: 38058/APP/2013/1756

The site involved the Demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sq.m light industrial floorspace comprising 17 business units (B1c) and 611.30sq.m of restaurant/cafe (A3) floorspace, associated open space, car parking and landscaping (Outline Application). An extract from SKMBC's accompanying Transport Assessment is shown below essentially concluding that the overall traffic generation from the development will be negative (Para 5.4.2 below refers). The impact from the development on the High Street/St Stephen's Road junction was nil as shown in the further extract below (Junction 3 in Para 6.4.3 below); **essentially no impact:**

5.4 Comparison of Traffic Generation between Existing and Proposed

5.4.1 Table 5.3 compares the traffic generation between the extant use on the site and the proposed development.

Table 5.3: Existing and Proposed Trip Comparison

	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Extant Use (22,859m ² Light Industrial)	189	133	322	88	141	229
Proposed Development	23	34	57	27	24	51
Difference in Trips	-166	-99	-265	-61	-117	-178

5.4.2 As can be seen from Table 5.3 there is a significant decrease in vehicular trips during both peak periods. This demonstrates that the proposed development will generate lower levels of traffic than that of the extant permission.

5.4.3 As a result of this, link flow capacity analysis has not been undertaken as it is evident that all vehicle movements can be accommodated within the existing surveyed network.

6.4.3 When committed development trips are added to the network the impact at each junction is negligible. The results in Table 6.3 show that the queues at junctions 1 and 3 increase only by 1 vehicle during the AM and PM peaks.

Table 6.4: 2011 Base + Committed Development + Proposed Development Results

Junction	AM (08:00-09:00)			PM (17:00-18:00)		
	RFC (DoS)	MMQ	Q Difference*	RFC (DoS)	MMQ	Q Difference*
1	(66.1%)	11	+1	(66.1%)	14	0
2	0.119	1	0	0.080	1	0
3	0.271	1	0	0.719	3	0
4	0.798	4	+2	0.841	5	+2
5	0.108	0	0	0.122	0	0

*Difference in Queue from 2011 Base

Site 5 – Land rear of 26-36 Horton Road, Ref: 3507/APP/2013/2327

The site involved the demolition of existing buildings and redevelopment to provide 50 residential units in 3 buildings with associated car parking and cycle parking spaces, communal amenity areas,

Cont../..



landscaping, private gardens and balconies utilising existing access. An extract from EAS Consulting Engineers accompanying Transport Assessment is shown below essentially concluding that the overall traffic impact from the development would be beneficial (Para 6.6 refers); **essentially no impact**:

Transport Impact

6.5 Table 6.3 shows that the proposed residential development is estimated to generate:

- 4 morning peak, 3 evening peak and 37 all day car trips; and
- 16 morning peak, 15 evening peak and 215 all day non-car trips.

6.6 Note that the estimated car trips are likely to be lower than the existing light industrial use (see paragraph 6.7 below). Even without discounting existing car trips the expected 37 all-day car trips will not have any significant impact upon the local highway network.

6.7 In order to give some indication of the traffic generated by the existing use a TRICS assessment has been completed. Older sites from the database have been used on this occasion but these are

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**26-36 Horton Road
Development Trip Generation and Impact**

EAS

considered appropriate for this indicative exercise as they are for sites located within Hillingdon. The TRICS vehicle trip rates for business park use are 1.587 in the AM peak hour and 1.215 in the PM peak hour. These trip rates would give rise to 31 trips in the AM peak hour and 24 trips in the PM peak hour if related to the building area of the site (assumed for ease to be the roof area of 1900msq). TRICS data is contained in Appendix G.

6.8 The proposed parking capacity of 54 spaces for 50 dwellings or 1.08 spaces per dwelling exceeds the expected parking demand of around 0.75 spaces per dwelling, which would require 38 spaces. Therefore the development will not impact on local on-street parking capacity.

6.9 The proposed residential development would be expected to generate an overall car driver mode share of 15%, or 37 car trips out of a total 256 daily person-trips.

6.10 The expected 215 daily non vehicular trips will have a positive impact upon the local transport network. All of these trips will involve some element of walking and so will enhance the local pedestrian environment. Many of these will increase local bus and train use which will have a positive effect on public transport revenues.

In reviewing the Transport Assessments of the 5no committed development sites we conclude that all of the sites show either no impact or negligible traffic impact on the surrounding highway network, even less passing the Morrisons site. We therefore conclude that the 5no Committed Development sites will have no effect on the Morrisons development.

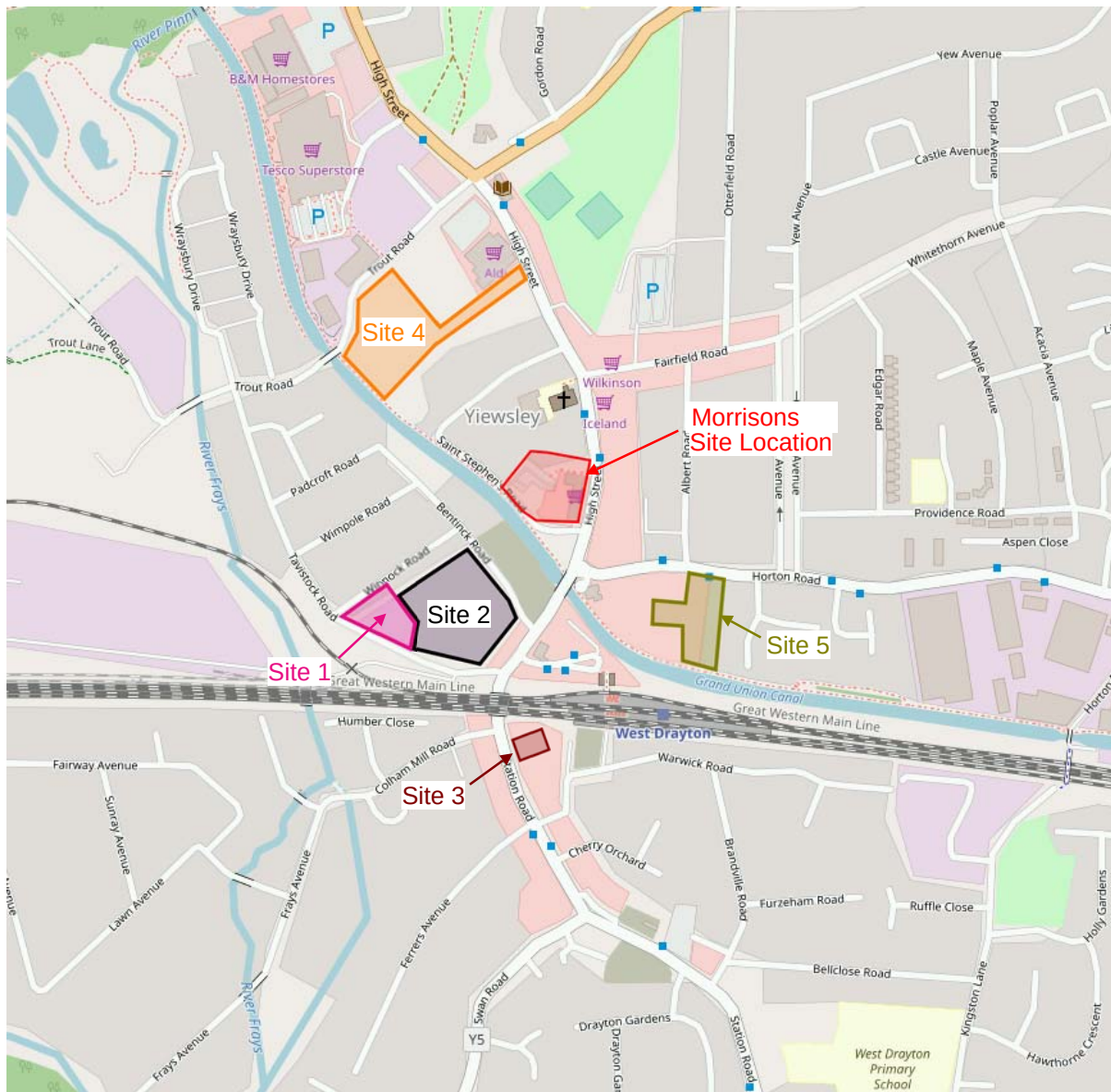
We trust the above information and the alterations submitted are sufficient to satisfy LB Hillingdon Highways, however please contact us if you require any further information.



Yours Sincerely

A handwritten signature in dark red ink, reading "P. McLaughlin".

P McLaughlin
Director
for The Redwood Partnership



SITE DESCRIPTION & PLANNING REFERENCE

1. Comag- 24843/APP/2018/269
2. Paderof - 45200/APP/2014/3638
3. 5 Station Rd - 65480/APP/2015/1862
4. Rainbow and Kirby- 38058/APP/2013/1756
5. Land rear of 26 - 36 Horton Rd- 3507/APP/2013/2327.

MORRISONS, HIGH STREET, YIEWSLEY, UB7 7QQ
COMMITTED DEVELOPMENT SITE - LOCATION PLAN