

TRANSPORT NOTE

25 July 2023

PROPOSAL: *Retention of entrance gates and change of use for use class sui generis including container and skip storage; open and closed storage of building, scaffolding and lighting materials; storage of aggregate materials; vehicle storage and sales; and associated installation of portacabins, container stores, transportable soils and other structures.*

SITE: Land at Rainbow Industrial Estate, West Drayton

FOR: Mr Sharma



PROPOSED SITE PLAN – NOT TO SCALE – INDICATIVE ONLY

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DATE: 25.07.23

01 INTRODUCTION AND POLICY CONTEXT

- 1.1 This Transport Planning Note is to support an application for the retention of entrance gates and change of use for use class sui generis including container and skip storage; open and closed storage of building, scaffolding and lighting materials; storage of aggregate materials; vehicle storage and sales; and associated installation of portacabins, container stores, transportable soils and other structures.
- 1.2 This Transport Planning Note has been prepared in accordance with the following policies;
- The National Planning Policy Framework (NPPF) published by the Ministry for Housing, Communities and Local Government (DCLG), and the accompanying National Planning Practice Guidance (NPPG).
 - Local Plan Policy DMT 5 Pedestrians and Cyclists, DMT 6 Vehicle Parking
 - London Plan Policy T3 Transport capacity, connecting and safeguarding and LPP T4 Assessing and mitigation transport impacts and LPP T6 Car Parking
 - Allocation policy (ref SA39 Trout Road Yiewsley) (land forms part of Site A) – discussions are ongoing regarding a future re-development of this site.

02 DEVELOPMENT SITE AND LOCATION

- 2.1 The site is located to the south-east of Trout Road and north-west of St Stephens Road, made up of land at the former Rainbow Industrial Estate. It is bounded by residential properties which front onto St Stephens Road, the canal to the south west and residential flats within Caxton House immediately adjoining the north west corner and further residential flats on the opposite side of Trout Road and beyond.

2.2 The site comprises of the following uses and development;

- vehicle storage and sales area
 - closed container storage area
 - storage of skips and associated vehicles and a container store
 - Aggregates storage area with silos
 - Conway street lighting storage area with palisade fencing, two stacked portacabins, overhead lighting and CCTV
 - General open storage area with portacabins used as ancillary site security units and welfare, storage of marble and timber and other building materials
 - Front gates and fencing, to secure the site and provide access from Trout Road
- Internal hardstanding/haul road

03 DEVELOPMENT PROPOSALS

3.1 The development proposal is for the retention of entrance gates and change of use for use class sui generis including container and skip storage; open and closed storage of building, scaffolding and lighting materials; storage of aggregate materials; vehicle storage and sales; and associated installation of portacabins, container stores, transportable soils and other structures.

3.2 Access is taken from Trout Road. All vehicles can enter and exit the site in forward gear.

04 Planning History

4.1 Planning App Ref	Description	Date of Decision
38058/APP/2021/1327	<i>Retention of entrance gates and change of use for use class sui generis including container and skip storage; open and closed storage of building, scaffolding and lighting materials; storage of aggregate materials; vehicle storage and sales; and associated installation of portacabins, container stores, transportable</i>	Approved 31.08.2022 for a temporary period of 12 months

	<i>silos and other structures for a period of 12 months (retrospective application).</i>	
38058/APP/2021/1327	<i>Installation of two portacabins and retention of entrance gates and proposed change of use for Use Class Sui Generis including container storage; open and closed storage of building and scaffolding materials; storage of aggregate materials; vehicle storage and sales for a period of 36 months (part retrospective application)</i>	Refused 19 th August 2021
38058/APP/2018/3554	Continued use of land for car parking (sui-generis use) and retention of two portacabins for 24 months.	Appealed
38058/APP/2013/1756	Demolition of existing premises and erection of 99 residential units (C3) 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/café (A3) floorspace, associated open space, car parking and landscaping (outline application)	Approved 23 rd July 2014
38058/APP/2017/1340	Reserved Matters relating to Appearance and Landscaping of outline planning permission ref: 38058/APP/2013/1756 dated 23-07-2014 for 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'	Approved 6 December 2018

05 Assessment

- 5.1 The site has been used historically for commercial purposes, as an industrial estate and still forms part of the wider Rainbow and Kirby Industrial estates with small industrial units sited to the east. The site has been used since 2013 for a series of temporary meanwhile uses, one of which was permission for an off-airport car park granted a temporary permission for 12 months which ended in June 2018. All previous permitted uses on the land have considered the highway impacts to be acceptable.
- 5.2 Appeal Reference APP/R5510/C/16/3163200 noted that the proposed use for airport car parking would have been significantly less than that likely to be generated by the permitted use at that time and no highway/transport objections were raised.
- 5.3 The 2021 refused application for a 3 year permission raised no objections on highway grounds.
- 5.4 The 2022 approval for 12 months found the traffic impact to be acceptable. The submitted Transport Assessment by Yes engineering dated Jan 2022 and updated May 2022, found that the approved mixed use scheme for residential and commercial re-development would have generated 351 movements per day. These movements would include lorries, and deliveries associated with the B1c use , restaurant and café.
- 5.5 A traffic survey was conducted on 14th July 2021 for the current sui generis use and it was found as a worse case scenario, when the site operates at full capacity, a total trip generation of 326 vehicle movements per day. This is less than the consented scheme and the former temporary car park use. Swept path analysis demonstrated that the site could be safely accessed and no concerns have been raised in this regard. There have been no changes to the site access and therefore the site as laid out continues to provide safe access. The Transport Assessment concluded that the sui-generis use would therefore result

in no material impact upon the local road network and as such there were no highway or planning officer objections in terms of traffic impacts.

- 5.7 NPPF para 111 states development should only be refused on highway grounds if it is severe. There has been no material change in vehicle movements or the policy position since the approved temporary application for the sui-generis use and therefore the development continues to accord with the NPPF and local planning policy.

06 CONCLUSION

- 6.1 The transport impacts of the development have been demonstrated to be acceptable and not result in a severe impact upon the highway network. There is ample parking and turning available within the site and a safe access. The trip generation would be less than the consented re-development scheme and appropriate to the area.
- 6.2 The development is considered to accord with the NPPF and local planning policies in this respect.

Completed: 25.07.23

DISCLAIMER: The advice given in this appraisal is provided on the basis of the information that can be found with reasonable enquiry on publicly and freely available online government and local government websites.