

APPENDIX A

Hyde Park Hayes

HPH 4 Office

Transport Assessment Scoping Report

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Hyde Park Hayes

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1 Introduction

1.1 Background

- 1.1.1 This Transport Assessment (TA) Scoping Report has been prepared on behalf of Melford Capital, who are proposing to redevelop part of Hyde Park Hayes, London Borough of Hillingdon (LBH). Figure 1.1 shows the location of the development. The scheme proposed comprises 6,907 sqm GFA B1 office development.
- 1.1.2 Hermes Pension Fund acquired the site in 2006 and Hines UK is the development and asset manager. Hyde Park Hayes (HPH) is a 10-acre mixed-use campus that currently includes three office buildings:
- HPH 1 The White House is three-storey building consisting of circa 9,000 sqm of Net Internal Area (NIA).
 - HPH 2 is a two-storey building consisting of circa 6,000 sqm NIA.
 - HPH3 The Suite Factory consisting of circa 5,000 sqm NIA.
- 1.1.3 In 2008 LBH granted planning permission for HPH4 which comprises 14,000 sqm B1 office development.
- 1.1.4 Hayes is strategically located 13 miles west of central London and three miles from Heathrow Airport, with rapid access to local, national and international travel networks.
- 1.1.5 This scoping report sets out the methodology, which will be used in the undertaking of the Transport Assessment (TA) to be carried out by SKM Colin Buchanan (SKM CB). In particular, this document sets out the vehicle trip rates, which will be used in this study and how the modal split is to be derived. The study will then consider the impact on the public transport, cycle and pedestrian networks.
- 1.1.6 The assessment methodology used will be based upon the guidance set out in the Transport for London (TfL) Transport Assessment – Best Practice Guidance document published in 2010 and in the Department for Transport (DfT) guidance for the preparation of Transport Assessments.

1.2 Structure of this Report

- Chapter 2 provides an overview of the development proposals, and the transport strategy;
- Chapter 3 outlines the vehicular trip rates, and assumptions which will be used in the TA;
- Chapter 4 outlines the modelling approach;
- Chapter 5 outlines the approach for determining the impact on other modes; and
- Chapter 6 provides a summary.

2 Development Proposals

2.1 Development Overview

2.1.1 As outlined in the introductory chapter, Melford Capital are seeking detailed planning consent for 6,907 sqm GFA B1 office building.

2.2 Vehicular Access

2.2.1 It is proposed to utilise the four existing vehicular accesses at Hyde Park Hayes, which are:

- Millington Road/Station Road junction;
- North Hyde Road/Millington Road East junction;
- North Hyde Road/Millington Road West junction; and
- A437/North Hyde Road/Dawley Road/Millington Road/ Bourne Avenue junction (5-arm Roundabout).

2.3 Public Transport

Bus

2.3.1 The main bus corridor around the development is Station Road. It is served by a variety of bus routes which are summarised in Table 2.1.

Table 2.1 Bus frequency per hour

Stop Location	Service	Route	Frequency (peak)
North Hyde Road	350	Heathrow Terminal 5	5
Station Road	E6	Bulls Bridge to Greenford	6
	H98	Hayes End to Hounslow	7.5
	140	Harrow Wald – Heathrow Terminal s 1,2,3	7.5
	U4	Bourne Farm – Uxbridge	7.5
	90	Feltham to Northolt	6
	U5	Uxbridge	5
	195	Brentford to Charville Lane Estate	5

2.3.2 These buses give access to a number of destinations including Uxbridge, Heathrow Terminals and Brentford. During the weekday peak period, there are up to 45 services running along Station Road and up to 5 services along North Hyde Road. The nearest bus stop is located immediately north of the development site on North Hyde Road.

Rail

The nearest station to the site is Hayes and Harlington which is some 700m away. Train operator, First Great Western, operates up to 7 direct trains to London Paddington Railway Station.

Pedestrian and Cyclist

- 2.3.3 North Hyde Road and Station Road have footway along both sides and are well lit. Currently, there is provision for cyclists in the form of advisory cycle routes along Old Station Road and Bedwell Gardens. Keith Road and the section of Station Road between Nestle's Avenue and Western View are signed cycle routes.

3 Trip generation, distribution and Modal Split

3.1 Trip rates

- 3.1.1 The trip rates to be used in this assessment will be derived from the latest data contained within the (Trip Rate Assessment Valid for London) TRAVL database. The selection criteria used was that all selected sites should be at least 3000 sqm GFA within an area with a PTAL value of between 1 and 4 within Outer London and have been surveyed after the year 2000.
- 3.1.2 The sites selected to derive the office trip generation are summarised below:
- Chiswick Park, LB Hounslow, PTAL 4, 2009;
 - Hounslow Civic Centre, LB Hounslow, PTAL 2, 2004;
 - Sky Headquarters, LB Hounslow, PTAL 2, 2009; and
 - Tearfund Head Office, LB Richmond Upon Thames, PTAL 2, 2006.
- 3.1.3 The TRAVL output files detailing the selection criteria and the sites selected for use in the assessment for each land use type are set out in Appendix A of this report.
- 3.1.4 The trip rates for the peak hour periods are defined as being 0800-0900 for the morning peak, 1700-1800 for the evening peak hour period. Table 3.1. and Table 3.2 show the initial trip rates and subsequent trip generation that has been calculated for the office development.

Table 3.1 Peak Hour Trip Rates

AM Peak Trip Rates			PM Peak Trip Rates		
IN	OUT	TOTAL	IN	OUT	TOTAL
0.75	0.09	0.84	0.12	0.67	0.79

Table 3.2 Estimated Trip Generation

AM Peak Trips			PM Peak Trips		
IN	OUT	TOTAL	IN	OUT	TOTAL
52	6	58	8	47	55

3.2 Committed development

- 3.2.1 A TA for the HPH5 proposals was undertaken by Savell Bird & Axon (SBA) in January 2008 and was granted planning consent in the same year. The assessment included likely trip rates for the 14,000 sqm office development. SBA calculated these by taking average trip rates from the TRAVL database.
- 3.2.2 A subsequent review of these trip rates against the most recent databases found them to be comparable and the proposed development flows from the morning and evening peak period

from the TA will be considered as committed development. We would also seek to agree and obtain information relating to any other committed developments from the LBH which may affect the highway network adjoining the site.

3.3 Cumulative development

3.3.1 In addition, Melford Capital will be submitting an outline planning application for a 108 bedrooms hotel and 642 sqm restaurant within the HPH Campus. The hotel and restaurant will be located at the north-eastern corner of the campus. Although this application has not been submitted, in order to undertake a robust capacity assessment, the forthcoming hotel/restaurant will be included as “cumulative developments”.

3.3.2 The hotel trip rates have been derived based on post 2000 selection criteria, with the selected sites summarised below:

- County Hotel, Waltham Forest, PTAL 1 2004; and
- Express Holiday Inn, Newham, PTAL 3, 2006.

3.3.3 The restaurant trip rates have also been derived from TRAVL database, based Outer London selection criteria, with the selected sites summarised below:

- Villaggio Italiano, Merton, PTAL 3
- Carluccio's., Kingston Upon Thames, PTAL 5;
- Gannets Café & Hornbeam Centre, PTAL 5; and
- Pizza Express, Richmond Upon Thames PTAL 6.

3.3.4 The trip rates hotel and restaurant during the network peak hour periods are 0800-0900 for the morning peak, 1700-1800 for the evening peak hour period. Table 3.3 and Table 3.4 show the initial trip rates and subsequent trip generation that has been calculated for the hotel and drive through restaurant development.

Table 3.3 Peak Hour Trip Rates

Land Use	AM Peak Trip Rates (per room or per 100 sqm)			PM Peak Trip Rates (per room or per 100 sqm)		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Hotel	0.05	0.15	0.20	0.11	0.06	0.17
Restaurant	0	0	0	1.56	0	1.56

Table 3.4 Estimated Trip Generation

Land Use	AM Peak Trips			PM Peak Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Hotel	6	16	22	12	6	18
Restaurant	0	0	0	10	0	10
Total	6	16	22	22	6	28

3.4 Office modal split

- 3.4.1 The interrogation of the TRAVL database shows that the modal choice for the main method of travel to work is summarised in Table 3.5:

Table 3.5 Main method of travel to work

Model Choice	Percentage %
Car Driver	40.0
Car Passenger	4.1
Coach	2.8
Motor Cycle	1.2
Other	0.4
Pedal Cycle	2.4
Taxi	0.1
Walk/Public Transport	49.4

3.5 Traffic Distribution

- 3.5.1 It is proposed that the assumed distribution of the traffic generated by the site will be the same as that previously agreed in the assessment undertaken by SBA.

3.6 Accident Data/Road Safety Analysis

- 3.6.1 Accident data will be obtained from TfL for the study defined study area for the latest 3 year period. Any areas identified as being high risk sites will be assessed in greater detail and where necessary measures of mitigation will be proposed.

4 Modelling approach

4.1 Traffic Surveys

4.1.1 Classified turning count surveys will be undertaken for the following junctions:

- A437/North Hyde Road/Dawley Road/Millington Road/ Bourne Avenue junction;
- Millington Road/Station Road junction;
- North Hyde Road/Millington Road East junction;
- North Hyde Road/Millington Road West junction; and
- Station Road/North Hyde Road junction.

4.2 Modelling Methodology

4.2.1 Industry standard software (ARCADY, PICADY and LINSIG) will be used to test the capacity of these junctions during both AM Peak (0800 – 0900) and PM Peak (1700-1800) weekday periods, under the following scenario:

- 2012 base;
- Opening year + committed development;
- Opening year + committed development + development
- Opening year + committed development + cumulative development + development.

4.2.2 Recent traffic count data within LBH has demonstrated that there has been a fall in traffic within the Borough driven largely by a reduction in private car/taxi use, therefore it is proposed that no traffic growth will be applied to the base traffic.

5 Impacts on Other Modes

5.1 Impact on the Public Transport Network

- 5.1.1 All public transport services in the area will be identified in the TA. To derive the total passenger numbers by mode type, trip rates from TRAVL database will be used. To establish the likely modal split from for the public transport element of the development it is considered that the Census 2001 National Statistics S129 method of travel to work (workplace population) dataset would provide the most robust method of assessment. The data will be obtained for the local ward and will be applied to public transport user expected at the office development.

5.2 Cycle and Walk Modes

- 5.2.1 An initial route assessment of existing cycle routes and facilities will be undertaken to determine the extent of the existing cycle network including any barriers to cycle use will be considered.
- 5.2.2 To derive the total number of cyclists and pedestrians, data from TRAVL will be used. Should any particular pinch points be considered to exist on the pedestrian or cycle networks then measures of mitigation will be proposed. Where applicable the provision of additional cycle and pedestrian facilities will be identified, particularly where any barriers to movement occur.

5.3 Servicing and Access

- 5.3.1 Vehicle tracking runs and swept path analysis will be incorporated within the transport assessment.

5.4 Construction traffic

- 5.4.1 Construction phasing and construction movement will be considered in the Transport Assessment. However a more detailed Construction Environmental Management Plan (CEMP) will also be produced in liaison with the construction contractor, although this will be only be possible post planning consent. The CEMP will include such measures as staff movement, vehicle routes and duration.

5.5 Travel plan

- 5.5.1 A site-specific travel plan will be produced for the office development. In accordance with national and local policy the travel plan will set out measures that will be introduced into the development to enable and encourage occupants and visitors to travel to and from the site by modes other than single occupancy vehicle (SOV).
- 5.5.2 The travel plan will include measures such as a travel options information booklet and other appropriate travel option marketing material, the appointment of a site-wide travel plan co-ordinator, a car sharing scheme and a coordinated approach to the promotion of the travel plan including participation in local and national walking and cycling events, health initiatives and a launch event for the travel plan will be defined. The introduction of a travel plan with the development will ensure that occupants and visitors are fully aware of their sustainable travel

options from the time of occupation, helping them to have access to all of their possible travel options from the start.

- 5.5.3 The travel plan will set 5 year targets for reducing SOV travel, and corresponding targets to increase the use of sustainable travel modes. Data will be collected from travel surveys undertaken during the first year of occupation. The success of the travel plan at meeting these targets will be monitored using repeat surveys on the first, third and fifth year following occupation. The travel plan will accord with TfL guidance.

6 Summary

- 6.1.1 This scoping document sets out the assessment principles for an office development on Hyde Park Hayes site, Hillingdon and is for the agreement of London Borough of Hillingdon. Any changes to this document after review by these parties will be incorporated and resubmitted for approval.

Signature

Position

Company SKM Colin Buchanan

Date April 2012

Minutes



Purpose of Meeting	Hyde Park Hayes, Transport Assessment Scoping Meeting		
Project	Hyde Park Hayes	Project No	JL30529
Prepared By	Louis Lau	Phone No	+44 207 0939 6268
Place of Meeting	LB Hillingdon Civic Centre	Date/Time	2 nd May 2012 at 11am
Present	Syed Shah (SS)- Principal Highway Engineer LB Hillingdon	Email	SShah2@Hillingdon.Gov.UK
	Jenny Baker (JB) – Technical Director SKM CB	Email	JBaker@globalskm.com
	Louis Lau (LL) – Transport Planner SKM CB	Email	LLau@globalskm.com
Apologies			
Distribution			

Item	Action By/Date
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Introduction

JB outlined the scheme proposals

- HPH 4 is a 6,907 sqm GFA B1 office development.; and
- HPH 6 is a 108 bedrooms hotel and 642 sqm GFA restaurant.

SS enquired if HPH 6's hotel has banquet facilities.

JB explained the HPH 6 hotel is likely to be a Travelodge therefore will have no banqueting facilities. JB also explained that the proposed restaurant's primary function is to serve workers and visitors from the offices within the Hyde Park Hayes Campus as well as the proposed hotel. It is therefore unlikely to generate much vehicular traffic, especially during the traditional network peak hours.

SS explained he has not had time to go through the Transport Assessment Scoping Reports submitted on 16 April 2012.

JB talked SS through the scoping reports.

Trip Generation

SS is generally happy with the assumptions underlying the selection of office trip rates, but requested that we provide scatter graph of the rates for the sites as part of the TA..

SS commented that the hotel scheme at Blyth Road he is currently reviewing is using very low trip rates. He requested that where possible hotels near Heathrow should be chosen if available within the TRAVL database and sites post 2000 to be selected. JB agreed to review the

trip rates being used.

SS acknowledged that the restaurant will not generate significant level of traffic during the tradition network peaks. SS indicated that he was comfortable with this use as long as there was sufficient parking being provided.

Traffic Growth

JB explained LB Hillingdon have undertaken traffic counts within the Borough between 2000 and 2008. The analysis suggests there is a fall in traffic during this period. More recent traffic data report from TfL also suggests that there is a reduction in vehicular traffic between 2005 to 2010.

SS has requested TEMPRO growth to be applied to:

- base traffic to opening year; and
- opening year + 5 years

JB agreed to review this and identify if applying growth was appropriate and if not include a justification for this within the TA

Committed Development

JB explained HPH 5, an 14,000 sqm office scheme, with outlined consent will be included as committed development.

SS indicated that there was considerable development activity in the area and that this would need to be considered. SS indicated that he would e-mail a list of development sites. The ASDA scheme adjacent to the HPH site was identified and it was suggested that a sensitivity test might be needed of this, depending upon timescale of the application. JB agreed to review the list and take into account any sites that were relevant (i.e. are consented schemes).

SS to provide SKM CB a list of committed developments

Cumulative Development

JB explained two separate applications will be submitted hence the office (HPH 4) application will consider the traffic generated by the hotel and restaurant (HPH6) as cumulative development. The HPH6 application will consider traffic generated by HPH4 as cumulative development. SS agreed with this approach.

Modelling Approach

JB outlined the study area will include the following junctions:

- A437/North Hyde Road/Dawley Road/Millington Road/Bourne Avenue junction;
- Millington Road/Station Road junction;
- North Hyde Road/Millington Road East junction;
- North Hyde Road/Millington Road West junction; and
- Station Road/North Hyde Road junction.

Classified traffic counts have been undertaken for these junctions, along with 7-day Automatic Traffic Count (ATC) on selected links.

Capacity of these junction will be assessed for both am peak (0800-0900) and pm peak (1700-1800) weekday periods.

SS agreed on the assessment periods. SS also highlighted the study area may need to be extended to cover The Parkway/North Hyde Road Roundabout, Blyth Road/Dawley Road Roundabout and Station Road/High Street junction.

JB agreed SKM CB will initially assess the potential impact on these junctions by comparing the development generated traffic with baseline traffic flows. The comparisons will be submitted to SS for review to determine if the percentage increases in traffic flows are significant and if formal junction capacity assessments are required.

SS stated that if the applications are to be submitted later this month, he will not have time to review any extra information SKM CB submit before the planning submissions.

Car Parking Provision

JB outlined the parking provision for the schemes:

- HPH 4 (office) 75 spaces
- HPH 6
 - Hotel 60 spaces
 - Restaurant 10 spaces

JB stated that the office parking provision is slightly above LBH parking standard.

SS agreed that he has no issue with the office car park numbers being slightly above LBH standard and felt that Members would be comfortable with it. SS requested 10% disabled car park provision for each land use. SS also requested that electric car charge points to be provided in accordance to London Plan standards.

Servicing Requirement

JB outlined that the day to day deliveries associated with the proposals are likely to be made by Transit vans. Occasional deliveries will be made by larger vehicle ie large rigid vehicle. The largest vehicle accessing the site regularly will be associated with refuse collections, therefore swept path analysis will be done using a large refuse vehicle.

SS requested swept path analyses to be undertaken with a vehicle clearance of at least 300mm.

Cycle Parking Provision

LL outlined the LBH cycle parking standard for B1 use is at a minimum of 1 space per 50 sqm. SS accepted that it is difficult for large development to meet the requirement.

LL stated that TfL have recently undertaken some research on cycle parking provision for office use and have proposed to increase the cycle parking standard within The London Plan from 1 per 250 sqm to 1 per 150 sqm.

SS agreed the cycle parking provision should be provided in accordance with the proposed revised standard from The London Plan at 1 per 150 sqm.

Accident Data

SS requested accident data analysis for the latest 3 year period to be undertaken.



Jenny Baker
Technical Director
SKM Colin Buchanan
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Ref: JB/HPH/PRE-APP/SS/01

16 May 2012

Dear Ms. Baker,

London Borough of Hillingdon, Pre-Application Transport Advice

Site: Hyde Park Hayes, Hayes

A pre-application discussion was held on 2nd May 2012 between LB Hillingdon and SKM Colin Buchanan in connection with the transport aspect of the proposed developments on the Hyde Park Hayes site. This note provides a summary of LB Hillingdon's requirements as discussed in the meeting and any further points to be included in the Transport Assessment (TA). The proposals are for an office development and a hotel development with preliminary quantum provided as below:

Offices (B1) = 6,907 sqm GFA

Hotel (C1) = 108 bedroom with 642 sqm GFA restaurant (A3)

This note is not intended to provide conclusive comments, which will be made once the planning applications are submitted and the TAs are reviewed. The following points will provide guidance on some of the critical elements of your transport appraisal for the above developments.

1. Local requirements in relation to impacts on traffic demand, safety and congestion set out in UDP policy AM7 UDP policy AM7(i) and (ii) state:
The LPA will not grant permission for developments whose traffic generation is likely to:
(i) unacceptably increase demand along roads or through junctions which are already used to



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- capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety
2. Comparable sample sites should be chosen preferably from the Greater London area. The TA should include information on comparability of the sample sites with the development site, and also provide a scatter plot of trips versus the chosen trip rate parameter in order to highlight variability in trip rates. Trip rates are variable between comparable developments, and it is important to select an appropriate trip rate for assessment purposes, in order to reasonably limit the likelihood of underestimating the traffic impact of development, particularly where existing conditions are congested.
 3. The extent of the initial scoping area should include:
 1. North -Dawley Road/Blyth Road/Betam Road/Kestral Way roundabout
 2. South - Station Road/Dawley Road/Shepiston Lane roundabout and Station Road/junction with A437 traffic signals.
 3. East - Station Road/North Hyde Road traffic signals, extending up to and including Bulls Bridge roundabout with the bottle neck section of North Hyde Road approach over the bridge.
 4. West - Dawley Road/Bourne Avenue/North Hyde Road/Millington Road roundabout

The scoping area should be the starting point and if the initial area shows problems, the assessment should be widened to the next junction.

4. It should be noted that the highway network in the surrounding area is known to be congested, which extends beyond the usual peak periods, in particular North Hyde Road, Station Road, and Dawley Road. It is likely that the proposed development would require measures on the highway network to mitigate the traffic impact.
5. The TA shall include analysis in weekday highway network peak/congested periods; a weekend analysis may be required for the hotel development. Detailed surveys will be required to support the network peak and/or congested periods, and queue length and lane usage surveys at key junctions to establish demand, actual traffic flows, and lane usage. Traffic counts should be done in 'neutral months' as defined by Design Manual for Roads and Bridges. These counts should include turning proportions and be classified into vehicle type and quarter-hour time segments.
6. Sites within/in close proximity of the scoping area that have planning permission and/or have been submitted or are being submitted shortly for planning permission should be considered within the TA. Below is the list of committed/new developments and those with a potential to generate considerable traffic due to their permitted uses.
 - i. 20 Blyth Road (under consideration, TA is being revised and is anticipated to result in slightly higher trips than shown in the current TA. However for the purpose of your assessment, I do not have objection in using the trips as shown in the current TA).
 - ii. 243 Blyth Road (under consideration, TA is being revised and is anticipated to result in higher trips than shown in the current TA. However for the purpose of your assessment, I do not have objection in using the trips as shown in the current TA).
 - iii. High Point Village, Station Approach.
 - iv. Former Maccess site (An application to replace extant planning permission ref: 45753/APP/2008/481 is currently under consideration, but cannot be supported unless demonstrated acceptable by a new TA, analysing the transport element in line with this note).

- v. Hayes Stadium (Traffic from this development can be included in the allowance for traffic growth).
- vi. Hayes Football Club (Traffic from this development can be included in the allowance for traffic growth)
- vii. Former C R L and Mermaid Buildings Dawley Road Hayes
- viii. Unit 3 Millington Road (TA should consider the potential of traffic generation from the permitted use of the site. A sensitivity analysis of the redevelopment of this site for an Asda superstore with petrol filling station should be included in the TA as the recently refused planning application is currently under appeal).
- ix. Southall Gas Works (review the traffic impact in the scoping area, TA for the Asda site may help to identify the trips to be used).
- x. Gatefold Building, Blyth Road.
- xi. Redevelopment of the Old Vinly Factory, Former EMI site, Blyth Road (use the previous planning application in 2007 (excluding the eastern most residential building as this is replaced by the Gatefold Building) and the three office buildings (Record, Shipping and Cabinet, 2000 planning application) fully occupied).
- xii. Redevelopment of the former EMI site, Blyth Road, a sensitivity analysis should be carried out replacing no. xi above with the following:

Residential = 440 units
 Offices (B1) = 49,717 sqm
 Industrial (B2) = 223 sqm
 Food and Drink (A3/A4/A5) = 2,949 sqm
 Food/Non-Food Retail (A1) = 655 sqm
 Museum / Venue (D1) = 1,336 sqm
 Leisure / Cinema (D2) = 2,710 sqm

7. The TA should clearly demonstrate how the development flows and the committed/permitted development flows are assigned to the road network with a series of diagrams of turning movement flows to show the assignment process transparently.
8. It will be necessary to make allowance for traffic growth, in particular to allow for the impact of planned developments located outside the scoping area for the development (i.e., planned developments in the assessment period which are not included as committed developments). Appropriate growth rates should be derived from the year of traffic surveys to the assessment years using appropriate NTM growth for traffic at site location and local TEMPRO data. The TA should provide an assessment of the baseline situation, completion year of the development and any phased completion stages, and 5 and 10 years after completion.
9. Traffic modelling should be carried out using standard modelling software. The traffic model should not solely rely on a single set of directional splits of development flows. A sensitivity testing of different splits should be carried out in order to produce a robust assessment of the impact.
10. A comprehensive accident analysis should be carried out, for a period of at least 5 years. In addition, the TA should adequately cover the safety impacts of the development and any mitigation measures.
11. The TA should consider and propose appropriate highway improvements for all relevant modes of transport in the surrounding network where required. Please note that Urban Initiatives are currently reviewing the area around Hayes & Harlington Station on behalf of London Borough of Hillingdon and Crossrail. When considering that location, their proposals should form part of your considerations.

12. The proposed layout should ensure a safe environment for all modes of traffic including pedestrians, cyclists, disabled users, and vehicles.
13. Adequate levels of car parking and cycle parking, along with a minimum of 10% disabled car parking and an appropriate level of electric car charging points should be provided. Car parking and management of the car parks will be necessary to prevent problems of misuse and overspill which might ultimately lead to harm to users of the highway and also the development it is supposed to serve. Full details of the car park management should be included in the TA.
14. Appropriate arrangements should be made for servicing all elements of the development. A servicing and delivery management plan should be submitted with the planning application.
15. Swept paths should be provided for large car/van for parking, 10.5m refuse collection vehicle, and large goods/delivery vehicles as appropriate. All swept path analyses should include 0.3m error margins, which should be satisfactorily accommodated within the proposed/existing road layout.
16. The impact of the development on the existing and future public transport services should be considered. Where required, measures/improvements should be proposed as appropriate.
17. Separate travel plans should be submitted for each of the two developments, which should be included and managed in the form of a master travel plan, including the travel Plan for the former Maccess site.
18. The TA and supporting analyses including traffic models and swept path analyses will be required in both paper and electronic formats.

I hope you will find the above points useful in preparing your Transport Assessment. In case of any further queries, please do not hesitate to contact me.

Yours sincerely,

Syed Shah
Principal Highway Engineer