



23-T109 – Highways Note Rev 01

To: **Hillingdon Borough Council**
From: **Iceni Projects (Transportation)**
Date: **8th August 2024**
Title: **3 The Square, Furzeground Way, Stockley Park, Hillingdon – Supplementary Highways Note**

a. Introduction

1. Iceni Projects Ltd has been appointed by F&C Commercial Property Holdings c/o Columbia Threadneedle Real Estate Partners (the “Applicant”) to provide highways and transport advice to support the proposed development at 3 The Square, Furzeground Way, Stockley Park, Hillingdon (ref. 57328/APP/2024/345).
2. Following submission of the planning application, London Borough of Hillingdon (LBH) has queried the traffic flow data presented within the Transport Statement (TS) and Air Quality Assessment (AQA) submitted with the planning application. The specific query is in relation to the data contained within the AQA, which LBH has used to calculate the potential air quality contribution resulting from an increase in traffic travelling through the Air Quality Focus Areas (AQFA) close to the site.
3. This note outlines the differences and confirms the data that has been used within the AQA, which should also be used by LBH to calculate the contribution they are requesting.

b. Traffic Flow Data

4. It is understood that LBH has used a figure of 1,080 AADT to calculate the potential contribution required in relation to the impact of the development in the nearby AQFAs. This figure is based on private vehicles only, so excludes delivery and service vehicles, refuse vehicles and ambulances.
5. **Table 1** replicates the estimated daily trip generation for the existing and proposed uses as reported in **Table 7.1** and **Table 7.5** of the TS submitted with the application.

Table 1 Existing and Proposed Daily Vehicle Trip Generation – All Vehicles

Time Period	Number of Trips		
	Arrive	Depart	Total
Existing	351	342	693
Proposed	579	578	1,157
Change	228	224	456

6. As shown, the proposed development will result in a net increase in daily two-way trips of 456, which is the figure that has been used within the air quality assessment. This is appropriate for the AQA as it assesses the increase in trips rather than the total development trips, which would over-estimate the impact when compared to the existing use.
7. As such, this is the figure is correct for the purposes of the AQA, but does not align with the data used by LBH as it is the net change as opposed to the total development trips.

c. Trip Distribution

8. As outlined in the TS, trip distribution has been calculated based on Census method of travel to work data for the local area to determine which Middle Super Output Areas (MSOA) people will be travelling from to access the site and Google maps journey planner has been used to determine the likely routes that would be taken from each MSOA. This approach and the subsequent distribution has been accepted by LBH Highways. The resulting distribution and the number of additional private vehicles travelling on each road at the A408/Bennetsfield Road junction are shown in **Figure 1**.

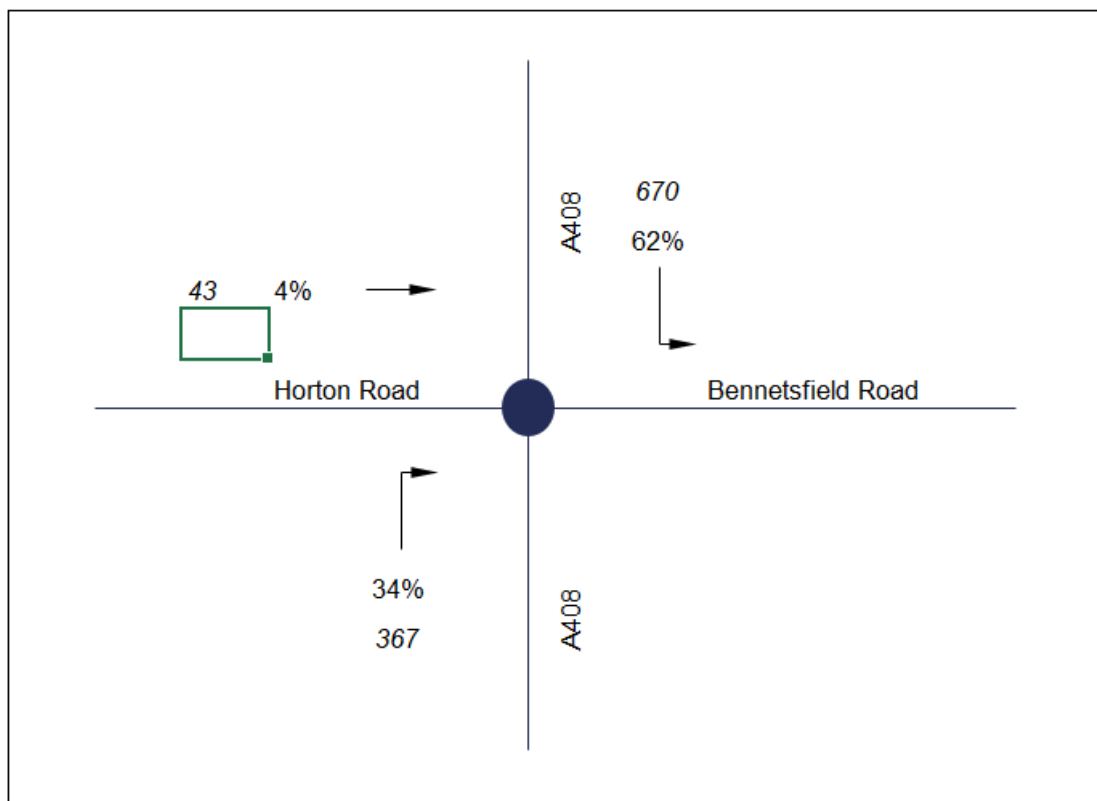


Figure 1 Trip Distribution

9. As shown, of the 1,080 private vehicles associated with the proposed development, they will all travel along Bennetsfield Road, with 670 (62%) of these vehicles travelling to and from the north on the A408, 43 (4%) on Horton Road and 367 (34%) on A408 south of the junction. On this basis, the AQA has assessed a robust assumption that all 456 additional vehicles will drive through the AQFAs, whereas the greatest impact will be 367 vehicles travelling through the one covering the M4 corridor.
10. On this basis, assessing the potential contribution based on the total trip generation of the proposed development significantly overestimates the impact of the development and the subsequent potential air quality contribution required for the development. Basing it on 456 trips is robust as only 367 are predicted to travel through the nearest AQFA, with the remainder

dispersing across the wider network to the north and west, predominantly outside of AQFAs. While 670 trips are predicted to be to/from the north on the A408, a large proportion will continue north and a smaller proportion will potentially travel through other nearby AQFAs to the east of the site.

11. It should also be noted that while it does appear that vehicles can travel between the A408 and Dawley Road via Bourne Avenue, the section of road to the south of the Prologis Stockley Park site is a barrier controlled private road providing access to Prologis Park only, meaning that vehicles travelling to/from and through Hayes will take a variety of routes which reduces the impact on any individual AQFA within and around Hayes. This is shown in **Figure 2**.



Figure 2 Private Road

12. On this basis, it is considered that the contribution calculations should be based on an uplift of 367 trips through the AQFA as this will be the worst case impact.

d. Summary and Conclusions

13. Based on the foregoing, the assessment undertaken by LBH based on the total private vehicle trip generation of the proposed development is not the same as the figure used within the AQA, which is based on the uplift in daily trips, not the total daily trips. The figure of 456 daily two-way trips used in the AQA is therefore correct.
14. Based on the trip distribution outlined in the TS, traffic will disperse at the A408/Bennetsfield Road/ Horton Road junction, with 62% via the A408 to/ from the north, 34% on the A408 to/from the south and only 4% via Horton Road. On this basis, of the 1,080 additional private trips, only 367 would travel through the nearest AQFA along the M4 corridor.

15. Trips to the north would disperse over a wide area and it is not possible to travel east to west via Bourne Avenue to/from Hayes due tot the western section being a private barrier controlled access road for Prologis Park.
16. Therefore, the 456 trips assessed in the AQA is robust and a more realistic figure to base the contributions on would be 367.