

## TRANSPORT NOTE

**Project Title:** The Gramophone, Blyth Rd, Hayes UB3 1HA

**Report Reference:** JNY10479-01c

**Date:** 24 June 2020

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### Introduction

- 1.1 This Transport Note (TN) has been prepared by RPS for our client, Really Local Group (Hayes) Ltd (RLG) to support the submission of a Section 73 Minor Material Amendment application for the Variation of Planning Conditions application.
- 1.2 The application seeks to vary conditions 2, 3, 10 and 19 of permission ref. 59872/APP/2016/3454 (the 2018 Planning Permission), as amended by application ref. 59872/APP/2020/867 (Non-Material Amendment, NMA) which removed the reference to the number of screens from the description of development instead including it as part of Condition 2 of the 2018 Planning Permission. Further details of the application are included in the Planning Statement, Paragraph 4.1
- 1.3 Pre-application advice was sought from the Planning Applications Team at the London Borough of Hillingdon, who provided a response dated 15 April 2020. This was followed up with the Highway Officer by e-mail who responded on 28 May 2020, this e-mail is shown at **Appendix A**. It was confirmed that a Transport Note is an appropriate level of information to be provided given the change in transport matters is likely to be minimal. The Note will be based upon the trip rates as set out in the Transport Assessment provided with the 2018 Planning Permission and updated to reflect the proposed changes.

### Proposed Changes

- 1.4 The proposed changes from the 2018 Planning Permission are primarily design-related and include:
  - Increase on floorspace area of the approved cinema by approximately 290sqm;
  - Increase on number of cinema screens from 3 up to 4 screens;
  - Provision of ancillary recording studios, mixing labs and a listening café / lounge at second floor level;
  - Internal re-arrangements to enable ground floor glazing and active frontages to be introduced around the extents of the development;

- Consideration for the provision of energy saving infrastructure to enhance the development's sustainability credentials;
  - Reorganisation of the community room to allow for direct access via an external door to reduce conflict of uses; and
  - Provision of sound insulation details, which will allow Condition 10 to be updated as to be a compliance condition.
- 1.5 The scheme will continue to deliver ancillary restaurant / bar, and community meeting space, and it will seek to utilise the same 15no. car parking spaces that are to be shared with non-residential uses at the Machine Store, as approved with the 2018 Planning Permission.

### Car Parking

- 1.6 RPS notes that a Car Parking Management Plan, prepared by Alan Baxter Ltd for Purplexed LLP and dated June 2019 for the entire Old Vinyl Factory, develops proposals made in the Transport Assessment (July 2012) prepared for the outline planning application (LPA Ref: 59872/APP/2013/3775) and in subsequent Reserved Matters and detailed applications for individual phases. The Car Parking Management Plan was submitted to the London Borough of Hillingdon in order to discharge the obligation under paragraph 1.2, Schedule 3 of the Section 106 agreement (dated 17<sup>th</sup> August 2017, LPA Ref: 59872/APP/2013/3775) which will apply to all of the former factory site except for the Machine Store, Pressing Plant and the Global Academy buildings, which are now associated with separate planning permissions.
- 1.7 It is noted however that this Car Park Management Plan indicates that there will be 19 parking spaces provided for the non-residential uses at the Pressing Plant and the Machine Store.
- 1.8 The 2018 Planning Permission states there are 15 parking spaces to be provided for the non-residential uses of the Pressing Plant and the Machine Store; cinema, medical centre, bar and restaurant. As such 15 parking spaces are considered as a base. These 15 parking spaces include 3 disabled spaces. 11 spaces are located on Pressing Lane and 4 in the off-street Machine Store Parking Garage. There is clear synergy between the daytime parking demand that will be generated by the medical centre and the evening demand generated by the cinema complex.
- 1.9 The Hillingdon Parking standards used for the 2018 Planning Permission have now been superseded. The London Borough of Hillingdon Local Plan Part 2 was adopted on the 16 January 2020 and sets out in Appendix C: Parking Standards, which replaces those found in the previous Local Plan. This states the parking provision for theatres and cinemas as 1 parking spaces per 20 staff and 1 parking space for every 50 seats. Therefore, new standards have been used to determine the level of parking.
- 1.10 The revised development proposals, which are the subject of this Section 73 application, are for a cinema with a total number of seats at 273 with up to 4 screens. The number of staff will be approximately 14. Taking this into account the total number of parking spaces required for public use equates to  $273/50 = 5.5$  rounded to 6 parking spaces, plus staff which equates to  $14/20 = 0.75$  rounded to 1 parking space. Therefore, the total number of parking spaces required for the cinema equates to 7 according to the new Development Plan. The 2018 Planning Permission has 15 consented parking spaces. The updated calculations based on the latest Local Plan show

that the cinema will require 7 parking spaces, this confirms that the car parking will not be exceeded.

- 1.11 Given the modest scale of the cinema proposals, and that it is intended to only serve the local community (that includes the development site and surrounding residential area), the need for parking is significantly reduced as patrons to the cinema will be able make their journey on foot, by bicycle or by using local buses. As noted in the 2018 Planning Permission the PTAL for the site is 4, which indicates a good level of access to public transport from the site. This combination of high-quality public transport services and low parking mean that cinema patrons will choose modes other than the car.
- 1.12 The residential development at The Machine Store and medical centre remain unchanged by this Section 73 application and therefore remains acceptable in parking terms.
- 1.13 The restaurant, mixing studios and other facilities within the Gramophone building are considered ancillary uses. As set out above in paragraph 1.8, the 15 parking spaces allocated to the development have already been identified as being sufficient for the whole of the revised scheme, including the ancillary uses.
- 1.14 As shown in the 2018 Planning Permission Transport Statement, prepared by Alan Baxter Ltd for Purplexed LLP and dated September 2016, there is limited scope to provide additional visitor car parking without compromising the quality of the public realm or reducing the level of parking for the residential uses. The high quality of the public realm is a theme that runs through the whole of The Old Vinyl Factory development and taken together this will encourage trips to be made on foot and by public transport, rather than by car. In any event, the proposals incorporate sufficient car parking, and this has been accommodated without comprising the public realm.
- 1.15 As noted in the pre-application planning advice at section 4, Highways, dated 15 April 2020, it is stated by the Highway Authority that:

“The cinema would be situated in an edge of town centre location with good access to public transport opportunities and the Grand Union Canal Quietway. It is also noted that there are two car parks in the vicinity of the site, Blyth Road car park and Hayes & Harlington Station Car Park, which could satisfy off peak parking demand generated by the cinema.”
- 1.16 Therefore, it is considered that the level of car parking spaces proposed meets the requirement set out in the Local Plan and also the proposed demand generated by the development proposals subject to this variation.

### Cycle Parking

- 1.17 The London Borough of Hillingdon Local Plan Part 2 states that 1 cycle parking space is to be provided per 20 members of staff and 1 space per 50 seats for cinema use. There will be approximately 14 members of staff and 273 seats are proposed. Taking this into account the total number of cycle parking spaces required equates to  $273/50 = 5.46$  rounded to 6 parking spaces, plus staff which equates to  $14/20 = 0.75$  rounded to 1 parking space. The proposed development will therefore provide a total of 7 cycle parking spaces for the cinema and therefore will be policy compliant, as noted in the pre-application planning advice at section 4, Highways, dated 15 April 2020.

## Trip Generation

- 1.18 In order to evaluate the transport impact of the Section 73 application, the trip generation for the cinema within the mixed-use redevelopment of the Pressing Plant has been derived for the AM and PM peak hours of 08:00 – 09:00 and 17:00 – 18:00 respectively. The peak hours were derived from Section 5.1 and Appendix 5 of the 2018 planning permission Transport Statement, prepared by Alan Baxter Ltd for Purplexed LLP and dated September 2016. This takes into account the increase on floorspace area of the approved cinema of approximately 290sqm, leading to a total floorspace of 1180sqm Gross internal Area (GIA).
- 1.19 The trip generation is provided only to consider the potential effects on the public highway of the increase in floor area of 290sqm. All considerations relating to car parking is set out separately above.
- 1.20 The cinema trip rates used in the 2018 Planning Permission were derived from the TRICS database, although generally there are very few cinema sites on the TRICS database so a mix of urban cinemas and those in more car dependent sites were used. The 2018 Planning Permission considered these trip rates to be high, however, by retaining the use of these and considering them for this variation it allows for a robust consideration of vehicle movements on the public highway.
- 1.21 The AM and PM peak hour multi modal trip rates have been derived from the 2018 Planning Permission for the cinema use, as agreed during the pre-application process, shown at Appendix A. These trip rates are shown at **Appendix B**, for ease the car driver and total person trip rates are shown in **Table 1**.

**Table 1: Two-way Trip Rates**

Use	Car Driver		Total Person	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Cinema	0	2.757	0	7.467

- 1.22 The trip rates shown in **Table 1** have then been applied to the total floorspace of the cinema, 1180sqm GIA, to derive the total trip generation of the cinema. The AM and PM peak hour multi modal trip generation is shown at **Appendix B**. **Table 2** shows the trip generation of the cinema for the car driver and total person mode shares. This is the total trip generation for the cinema and not just the trip generation in relation to the 290sqm increase.

**Table 2: Trip Generation**

Use	Car Driver		Total Person	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Cinema (1,180sqm (GIA))	0	33	0	88

- 1.23 **Table 2** shows that during the AM peak hour no car driver trips or total person trips are generated by the site. In the PM peak hour, there are 33 two-way car driver movements. For total person trips in the PM peak hour there are in 88 two-way person movements.

### Transport Impact

- 1.24 The Section 73 application seeks to increase the floorspace of the cinema by 290sqm leading to a total floorspace of 1180sqm (GIA). Therefore, a comparison can be made between the 2018 Planning Permission trip generation and proposed trip generation for the cinema at the Pressing Plant.
- 1.25 **Table 3** shows the proposed cinema trip generation, as detailed in **Table 2**, together with the 2018 planning permission trip generation. This allows for the increase in trip generation brought about by the Section 73 application, an increase of 290sqm for the cinema, to be clearly shown.

**Table 3: Net Change in Trip Generation**

Use	Car Driver		Total Person	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
2018 Planning Permission Cinema (890sqm (GIA))	0	25	0	67
Proposed Cinema (1,180sqm (GIA))	0	33	0	88
Net Change from Section 73 application (290sqm)	0	8	0	21

- 1.26 **Table 3** shows that the Section 73 application will lead to an increase in car driver movements of 8 two-way vehicle movements in the PM peak hour. **Table 3** also shows that there will be an increase in total person movements of 21 two-way person trips during the PM peak hour. As set out above, the 2018 Planning Permission set out that the trip rates utilised in the assessment were high (because many of the sites used within TRICS are more car dependent than The Gramophone site, as discussed above) and therefore overestimated the number of trips generated by the cinema. That remains the case, however, it allows for a robust consideration on the traffic effects of the variation on the public highway.
- 1.27 The increase of 8 two-way car trips during the PM peak hour is a minimal level of impact and would be imperceptible upon the local network performance. Furthermore, the 2018 Planning Permission trip rates for the cinema were of a mixed nature, given the limited availability of sites on TRICS. Many sites were in suburban areas (e.g. Shropshire, Yorkshire) with very high levels of car parking and therefore high car dependency. Therefore, car trips will be overestimated in the trip rates for the cinema at the Pressing Plant, due to the very few cinema sites on the TRICS database.

## **Conclusion**

- 1.28 This Transport Note concludes that the increase in trip generation resulting from the Section 73 Conditions application would be minimal. The increase in trip generation can be accommodated within the parking outlined in the 2018 Planning Permission and retained under this application. The minor material amendments to the 2018 planning permission for the proposed development would therefore have a negligible impact on the local highway network and would not have an unacceptable impact on highway safety along the local road network.
- 1.29 It is therefore considered that there are no transport or highways reasons for not permitting the development.

## Appendices

## **Appendix A – E-mail Correspondence with Highway Officer**



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**From:** Alan Tilly <[REDACTED]>  
**Sent:** 28 May 2020 11:44  
**To:** Nayan Gandhi <[REDACTED]>  
**Cc:** Ed Laughton <[REDACTED]>  
**Subject:** Re: Transport Note - Pressing Plant - Blyth Road, Hayes

**CAUTION:** This email originated from outside of RPS.

Dear Nayan Gandhi

Thank you for your email regarding Pressing Plant - Blyth Road, Hayes. Taking into account your proposal concerns a S73 application and not a full planning application a Transport Statement would suffice. Thank you for bringing to my attention that the Section 106 legal agreement attached to the original planning permission issued in 2018 for the whole development already requires a Travel Plan. Taking this into account a Travel Plan is not required as part of the S73 application.

If I can be of any further assistance please do not hesitate to contact me.

Yours sincerely

Alan Tilly

On Thu, 28 May 2020 at 08:29, Nayan Gandhi <[REDACTED]> wrote:

Dear Dr Tilly,

I hope you are keeping safe in these challenging times.

As you are aware, Ed Laughton in LBH Planning has kindly provided us with your details, as I understand that you have provided the LHA's comments for the pre-app advice (copy attached for convenience) regarding our client's proposed design changes to the proposed cinema at The former Pressing Plant site, Blyth Road, Hayes. In the Council's pre-app advice, it was indicated that any Section 73 application should be accompanied by a Transport Assessment and Travel Plan. Since receipt of that advice, we have raised a few queries and sought further clarification with Ed Laughton on a number of matters. In relation to highway matters the details of our queries on Highways matters are found on Page 5 of our letter, as attached. Principally we are seeking confirmation that a Transport Note/Statement is sufficient at this stage of the process and that it only needs to cover the points raised in our letter.

You may recall that the purpose of the proposed Section 73 application is to change the approved drawings of the scheme, to allow for a re-organise of the internal layout of the building to tailor it to operator requirements (the original planning application was made without a specific operator in mind) and to alter its external appearance to

match the operator's proposed theming. The changes would amount in some limited increase in floor space to facilitate that re-organisation (estimated at 295 sqm, which has been reduced since submission of the pre-app), and there would be 4 cinema screens instead of 3. The remainder of the scheme subject to the planning permission issued in 2018 (i.e. the 81 residential flats, health care centre, parking pavilion, etc) would remain unaffected by our client's proposals and as you are probably aware these are well underway in terms of construction (with an anticipated completion date of October 2020 prior to the Covid-19 lockdown).

We have provided within our letter further information regarding anticipated movements. By extrapolating data from the original Transport Assessment submitted with the 2018 application, we have found that there would be little change to the cinema's movements at peak times with the proposed revised scheme. Accordingly, we believe that a Transport Statement would be a proportionate level of information to accompany the application that will set out the trip rates from the 2018 Transport Assessment and build upon these to reflect the proposed changes to enable you to make comparisons with the established baseline levels associated with the implemented permission and the changes arising with the proposed scheme. It would be focused on changes to parking levels. Would you kindly review the additional information set out in the letter and let us know if you agree that a Statement is more appropriate?

Regarding the request that a draft Travel Plan should also be submitted with any Section 73 application, you may not be aware that the Section 106 legal agreement attached to the original planning permission issued in 2018 for the whole development already requires one to be submitted prior to occupation of the cinema building (the other parts of the development will require their own Travel Plans, and each Plan will be co-ordinated with the wider Travel Plans for the Old Vinyl Factory Site). This obligation will not change with the proposed Section 73 Application (any subsequent consent will be tied back to the original agreement), and given that the proposed changes are primarily design related, we believe that it is not necessary to submit a Travel Plan alongside the other application documentation, but prior to occupation of the building as originally envisaged. Please confirm that you agree that the requirement for the Travel Plan should be as set out in the current S106 Agreement.

I look forward to hearing from you and I would be happy to virtually meet via Teams/Zoom or discuss our requests via the telephone on [REDACTED].

Kind regards,

Nayan

**Nayan Gandhi**

Principal Planner  
RPS | Consulting UK & Ireland

**M** [REDACTED]  
**E** [REDACTED]

## **Appendix B – Multi Modal Trip Rates and Trip Generation**

## Multi Modal Trip Generation

### Trip Rates from 2018 Planning Permission

Use	Car Driver				Car Passenger				Pedestrian				Bus				Rail				Cycle				Taxi / Other				Total			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures		
Cinema	0	0	1.657	1.1	0	0	1.724	0.883	0	0	0.733	0.638	0	0	0.244	0.081	0	0.149	0.183	0	0	0.054	0.041	0	0	0	0	0	0	4.561	2.968	
Restaurant	0	0	0.365	0.187	0	0	0.713	0.347	0	0	0.734	0.404	0	0	0.247	0.139	0	0.149	0.139	0	0	0.091	0.091	0	0	0	0	0	0	4.31	3.559	
Medical	1.501	0.578	0.993	1.422	0.151	0.055	0.836	1.69	5.054	3.485	1.865	2.163	0.532	0.028	0.162	0.162	2.055	1.238	0.218	0.163	0	0	0.041	0.028	0.14	0.028	0.929	5.384	3.533	4.358		
Bar	0	0	0.461	0.461	0	0	0.241	0.61	0	0	7.447	8.227	0	0	0.39	0.248	0	0	0.681	0.263	0	0	0.35	0.35	0	0	0.283	0.283	0	0	13.23	11.56

## 2018 Planning Permission Floor Area (sqm)

Cinema	890	8.9
Restaurant	250	2.5
Medical	395	3.95
Bar	228	2.28

## 2018 Planning Permission Trip Generation

[illegible]

## Proposed Floor Area (sqm)

Cinema	1180	11.8
Restaurant	250	2.5
Medical	395	3.95
Bar	228	2.28

### Proposed Tirp Generation

Use	Car Driver				Car Passenger				Pedestrian				Bus				Rail				Cycle				Taxi / Other				Total			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures		
Cinema	0	0	20	13	0	0	20	10	0	0	9	8	0	3	1	0	2	2	0	0	0	0	0	0	0	0	0	0	54	34		
Restaurant	0	0	2	1	0	0	2	1	0	0	9	4	3	0	1	2	0	3	3	0	0	0	0	0	0	0	0	0	11	9		
Bar	6	2	3	6	1	0	3	7	20	34	7	9	2	0	1	8	5	1	1	0	0	0	0	0	0	0	0	37	21	18	17	
Medical	0	0	0	0	0	0	1	1	0	0	17	19	0	0	1	1	0	11	5	0	0	1	1	0	0	0	1	1	0	30	26	

Difference between 2018 Planning Permission and Proposed (just cinema which increases by 290sqm)

[illegible]

## Contact

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