# Home Bargains, 217 High Street, Yiewsley, West Drayton

## TJ Morris Ltd

## Transport Assessment

June 2023

# Document Control

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# Contents



## Appendices

# 1 Introduction

1.1 Rappor have been instructed by TJ Morris Ltd to prepare a Transport Assessment (TA) in support of a planning application concerning the redevelopment of the existing retail unit at 217 High Street, Yiewsley, West Drayton, UB7 7GN.

1.2 Planning permission is sought for the refurbishment of existing retail unit (Class E), including installation of new shopfront, reconfiguration of car park, landscaping, external plant, and associated works.

1.3 Permission is also sought for the modification of goods restriction associated with the current permission which allows up to 8% of the retail floorspace to sell food and drink, to be increased for up to 30%.

1.4 Home Bargains operates on the basis of approximately 70% of floor space dedicated to non-food products and 30% for the sale of food and drink products (+5%). It is important to note that the nature of the food and drink items on sale (discount products) do not mirror the typical offering associated with conventional food-based retailers (fresh foods etc). Therefore, they are associated with a different trip attraction pattern, which is less intensive and primarily linked to the sale of non-food goods within the store.

1.5 The site benefits from an established fallback position in terms of its theoretical, permitted trip attraction potential which is considered further at **Section 4** of this report.

## Scope of Transport Assessment

1.6 In accordance with relevant Transport for London (TfL) policy and guidance, considering the nature, location, and scale of the proposed development, a TA has been prepared to support this application.

1.7 The scope and content of this report has been determined following pre-application advice and subsequent correspondence with Hillingdon Council (HC).

1.8 Pre-application advice was provided by HC on 26th May 2023 in relation to the refurbishment of existing retail unit (Class E) including installation of new shopfront, reconfiguration of car park, landscaping and associated works.

1.9 A copy of the advice is provided at **Appendix A**, whilst a summary of the comments in relation to highways and transportation works which will be addressed within this report were as follows:-

a) Based on TfL's WebCAT planning tool, the site has a PTAL rating of 2 (low);
b) The following planning policies should be considered:-
    a. Policy DMT 1 of the Hillingdon Local Plan: Part 2 (2020);
    b. Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020);
    c. Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020); and
    d. Paragraph 111 of the NPPF (2021);
c) An intensification of the use of the site would raise some concerns with regard to highway safety;
d) Car parking should accord with Policy T6.3 of the London Plan (2021);
e) Any formal planning application should demonstrate compliance with Policy T6.1 of the London Plan (2021);
f) Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles;
g) Cycle parking should be in accordance with Policy T5, Table 10.2, of the London Plan (2021);
h) Transport Assessment should accompany the full planning application in order to consider the impact of the proposal on the local highway network and include an Active Travel Zone assessment;
i) Confirmation should be provided in relation to the catchment area of the development;
j) Comparable information should be provided for similar development to demonstrate whether the site would serve a large number of local residents within walking distance of the site or whether there would be a significant number of patrons who come from a far distance; AND
k) A Travel Plan is required.

1.10 This TS has been informed by a site visit on Friday 21st April 2023 as well as the Active Travel Zone (ATZ) Assessment which was undertaken on Friday 26th May 2023.

1.11 A Travel Plan (TP) and Technical Note (TN) to address the ATZ Assessment have been produced under separate covers.

## Content of Report

1.12 Considering the nature of the development proposal and the local / planning context, this TS shall feature the following:

a) Review of proposed development in terms of access, layout and parking;
b) Assessment of site location and composition;
c) Review of local highway network;

d) Review of local highway safety;
e) Site accessibility and opportunities for sustainable travel; and
f) Forecast trip attraction (net comparison with extant) and predicted impact.

1.13 This TS concludes that the proposed redevelopment is acceptable in highway and transportation terms, and there are no reasons that should prevent the highway authority from recommending planning approval of this application.

## Planning Policy and Guidance

1.14 The main thrust of recent national and local policy and guidance is to:

a) Make effective and efficient reuse of land;
b) Reduce car dependency;
c) Make walking and cycling trips easier; and
d) Encourage public transport trips.

### National Policy and Guidance

#### *National Planning Policy Framework*

1.15 National guidance on planning is set out in the updated NPPF published in July 2021 by the Ministry of Housing, Communities and Local Government. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

1.16 Chapter 9 of the NPPF deals with 'Promoting sustainable transport' and Paragraph 104 of the NPPF states:

*"Transport issues should be considered early in the planning process so that:*

*a) the potential impacts of development on transport networks can be addressed;*
*b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;*
*c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
*d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account–including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

1.17 Paragraph 110 states:

*"In assessing sites that may be allocated for development in plans, or specific* applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

1.18 Paragraph 111 states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*".

1.19 Paragraph 112 states:

*"Applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment areas for bus or other public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by services and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

### *Manual for Streets (2007)*

1.20 Manual for Streets (MfS) is a Department for Transport (DfT) publication which provides guidance for planning and designing new streets. It aims to increase the quality of life through good design, which creates more people-orientated streets. The guidance contains principles in the design of suitable pedestrian and cyclist facilities to encourage and facilitate

travel via these modes. Making the local environment convenient and attractive to walk in can help prioritise walking and cycling and reduce reliance on motor transport.

#### *Manual for Streets 2 (2010)*

1.21 Manual for Streets 2 (MfS2) takes the principles set out in MfS and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations. MfS2 does not supersede MfS, rather it explains how the principles of MfS can be applied more widely, exploring in greater detail how and where its key principles can be applied to busier streets and roads.

### Transport for London Relevant Planning Guidance and Policy

#### *Healthy Streets Approach*

1.22 The Healthy Streets Approach is the system of policies and strategies to help Londoners use cars less and walk, cycle, and use public transport more. Three main levels of policymaking and implementation are required, which are summarised below:

a) ‘Street Level’ – policy to encourage the daily, sustainable, social, and direct interaction of residents / occupants with local streets for dwelling, walking, cycling, and accessing / using public transport services;
b) ‘Network Level’ – policy that manages / improves London’s transport network through encouraging accessible development and supporting infrastructure, in addition to promoting car-free, sustainable modes of travel around the city;
c) ‘Strategic Level’ – policy that considers the increasing pressures on London’s transport network and the importance of investment in accessible infrastructure and services to ensure economic growth and an increased uptake in sustainable / active modes of travel.

1.23 The primary target of the Healthy Streets Approach is to create a prosperous and accessible city where residents and visitors alike can lead active and healthy lifestyles. A summary of the 10 ‘Healthy Streets Indicators’ is provided below in **Figure 1.1**.


**Figure 1.1: The Ten 'Healthy Streets' Indicators** (www.tfl.gov.uk)

*Mayor's Transport Strategy 2018*

1.24 The Mayor's transport strategy prioritises the health, experience and wellbeing of residents / visitors who travel around the city on a daily basis. The strategy shall apply the aforementioned 'Healthy Streets Approach' to the entire transport network to help create the following:

a) Healthy Streets and healthy people: streets make up 80% of London's public spaces - making them Healthy Streets will improve the quality of life for everyone in London;

b) A good public transport experience: public transport is the most efficient way for people to travel distances that are too long to walk or cycle. A seamless, 'whole-journey' experience will provide an attractive alternative to using the car; and

c) New homes and jobs: London needs 65,000 new homes every year to meet demand, plus around 1.3 million more jobs by 2041. We have an opportunity to reshape London and make sure it grows in a way that improves the quality of life for everyone.

1.25 However, in order to achieve the above, the following must be considered:

a) Prepare for new technology and unpredictable changes to the way we live;
b) Find a more efficient and fair way of paying for transport projects in London;
c) Work with partners across London and beyond, including the Government, London boroughs, other transport operators, business and other stakeholders; and
d) Implement strategies and plans to achieve the Mayor's priorities.

1.26 It should be noted that the main aim of the Mayor's Transport Strategy is to provide suitable conditions to facilitate up to 80% of all journeys within the city to be made either by foot, cycle, or public transport by 2041.

*Vision Zero Action Plan*

1.27 The Vision Zero Action Plan is one of the key ambitions within the Mayor's Transport Strategy, which seeks to eliminate all deaths and serious injuries associated with the transport network / streets of London by 2041. At present, more than 2,000 people are killed or seriously injured on London's streets per annum, with people residing on more deprived areas disproportionally affected by road danger.

1.28 The 'Vision' comprises a framework of interventions around five 'pillars of action', which shall contribute to providing a safer and more accessible urban realm for pedestrians, cyclists, and public transport users. A summary of each pillar is provided below:

a) 'Safe speeds' – encouraging vehicles to travel at lower speeds and therefore reduce the likelihood of collisions between vehicles and pedestrians / cyclists;
b) 'Safe Streets' – designing an environment 'forgiving' of mistakes made by road users (i.e. vehicle drivers / riders, pedestrians, and cyclists);
c) 'Safe vehicles' – reducing risk posed by vehicles considered to pose an increased element of danger / serious injury (i.e. HGVs, service vehicles etc.);
d) 'Safe behaviours' – improving the decision-making and awareness of people using the local transport network (i.e. vehicle drivers / riders, pedestrians, and cyclists); and
e) 'Post-collision response' – learning from collisions (i.e. how and why they occurred) and improving justice, understanding, and care of victims.

## Development Proposals

1.29 Planning permission is sought for the refurbishment of existing retail unit (Class E), including installation of new shopfront, reconfiguration of car park, landscaping, external plant, and associated works.

1.30 Permission is also sought for the modification of goods restriction associated with the current permission which allows up to 8% of the retail floorspace to sell food and drink, to be increased for up to 30%.

1.31 Home Bargains operates on the basis of approximately 70% of floor space dedicated to non-food products and 30% for the sale of food and drink products (+5%). It is important to note that the nature of the food and drink items on sale (discount products) do not mirror the typical offering associated with conventional food-based retailers (fresh foods etc). Therefore, they are associated with a different trip attraction pattern, which is less intensive and primarily linked to the sale of non-food goods within the store.

1.32 The proposed site layout plan is provided in **Appendix B**.

### Access Strategy

#### *Vehicles*

1.33 Access to the site for vehicles will be via the existing arrangement, with access achieved from High Street / High Road (A408). The design and layout of this junction is considered commensurate with the speed of the road and operates satisfactorily with no road safety concerns. Its continued use is therefore concluded to be appropriate. As the number of trips to and from the site are not forecast to materially increase, in real terms, as a result of the proposal (see **Section 4**), it is considered that the existing access arrangements are appropriate to accommodate the development and in accordance with Policy DMT2 of the Hillingdon Local Plan Part 2.

#### *Pedestrians & Cyclists*

1.34 Direct connections are available to the site from the existing infrastructure in place within in the local area. Pedestrian routes, which are equipped with informal crossing points and associated tactile paving, are present along key desire lines and promote sustainable transport within the confines of the proposed development.

#### *Servicing*

1.35 Servicing / delivery access to the application site's service yard shall be as per the existing arrangements, as detailed in **Section 2**. The design and layout of arrangement is

considered commensurate with the speed limit and operates satisfactorily with no road safety concerns and therefore it is considered that the existing access arrangements are appropriate to accommodate the development.

## Parking Provision

### Car Parking

1.36 The pre-application response stated that parking should be provided in accordance with the London Plan, which requires up to 1 space per 50sq.m for all retail developments within Outer London. Although the London Plan also notes that alternative standards which have been implemented in a Development Plan may be used.

1.37 The pre-application response also stated the development should accord with Policy DMT 6 of Hillingdon's Local Plan 2 where car parking standards are set out. These alternative standards are informed by the London Plan with some variance to address local circumstances, including PTAL. It requires that developments with a PTAL score of 2 should provide the following maximum number of spaces:-

a) Food retail (between 550sq.m and 2500sq.m):1 space per 20sq.m – 30sq.m;
b) Non-food retail: 1 space per 30sq.m – 50sq.m; and
c) Garden centre: 1 space per 30sq.m – 45sq.m.

1.38 The proposed development will consist of a mix of retail uses (i.e. non-food and food, as well as a garden centre), and HC have noted within their pre-application response that there are more trips associated with food retail when compared to other forms of retail, especially bulky goods retail which is generally considered to be associated with fewer trips. As a result, the level of parking demand is also anticipated to be greater.

1.39 Therefore, it is considered that applying a blanket maximum standard used for all types of retail development to calculate the required parking would result in an under provision and there may be an overspill onto the surrounding local highway. A more bespoke approach would be required utilising the three aforementioned retail development types set out within London Borough of Hillingdon's Local Plan 2.

1.40 Based on the above, the site layout, provided at **Appendix B**, proposes a total of 120 car parking and is therefore in accordance with local standards. A breakdown of the car parking spaces is as follows:-

a) 95 standard car parking spaces, inclusive of 13 EV charging spaces;
b) 5 parent and child car parking spaces; and
c) 20 disabled car parking spaces, inclusive of 1 EV charging space.

1.41 Swept path analysis at **Appendix C** illustrates the suitability of the proposed car park.

### Cycle Parking

1.42 As above, cycle parking standards are also set out within the London Borough of Hillingdon's Local Plan, which are as follows:-

a) Food retail (out of centre): 1 space per 350sq.m;
b) Non-food retail (out of centre): 1 space per 500sq.m; and
c) Garden centre (out of centre): 1 space per 500sq.m.

1.43 The application site should therefore be provided with a minimum of 10 cycle parking spaces to serve the development. As shown on the site layout at **Appendix B**, the development proposals will comprise 20 cycle parking spaces to accommodate the proposed development.

### Summary

1.44 In summary, the access arrangements shall be retained as per the existing arrangements, whilst the car parking layout is proposed to be reconfigured and considered safe and suitable to serve the development proposal.

1.45 Therefore, it is considered that the site shall remain safe and suitable in terms of its access / egress arrangements, internal operation, and thus its degree of highway safety.

# 2 Transport Planning for People

2.1 This section provides an overview of the people who the development is for (i.e. employees, customers, residents, visitors etc.) and details when they may travel to / from the application site and why.

2.2 This section shall also outline the Transport Classification for Londoners, which is a tool developed by TfL that categorises areas of London based on the travel behaviours of its residents. By identifying the existing travel characteristics / motivations of those who reside in the same area as the application site, likely travel choices of future occupants may be generally determined.

## Who is the Development For?

2.3 The proposed development shall be occupied by Home Bargains, a discount retailer, which will provide a range of discounted goods for customers. Home Bargains operates on the basis of approximately 70% of floor space dedicated to non-food products and 30% for the sale of food and drink products (+5%).

2.4 It shall also serve as an employment destination and provide a number of full-time and part-time roles.

## When Will They Travel to the Development?

2.5 The Home Bargains store is anticipated to be open between the hours of 08:00 to18:00 from Monday to Saturday and 10:00 to 16:00 on Sunday.

2.6 In terms of travelling times, it is envisaged that staff shall typically arrive shortly before the opening of the facility and depart shortly after, whereas customers / users of the facility shall arrive throughout the day and into the evening, coinciding with the opening hours of the facility.

2.7 More detail in relation to the forecast trip attraction of retail unit is provided in **Section 4** of this report.

## Transport Classification for Londoners (February 2017)

### Policy / Tool Outline and Application

2.8 The Transport Classification of Londoners (TCoL) may be defined as 'a multi-modal customer segmentation tool developed by TfL that has been designed to categorise Londoners on the basis of the travel choices they make, and the motivations for making those decisions.'

2.9 The nine 'TCoL Segments' have been informed by a multitude of socio-economic indicators that have been obtained from an extensive data collection methodology that has taken place since 2015.

2.10 A summary of the 'TCoL Segments' is provided below in **Figure 2.1**.

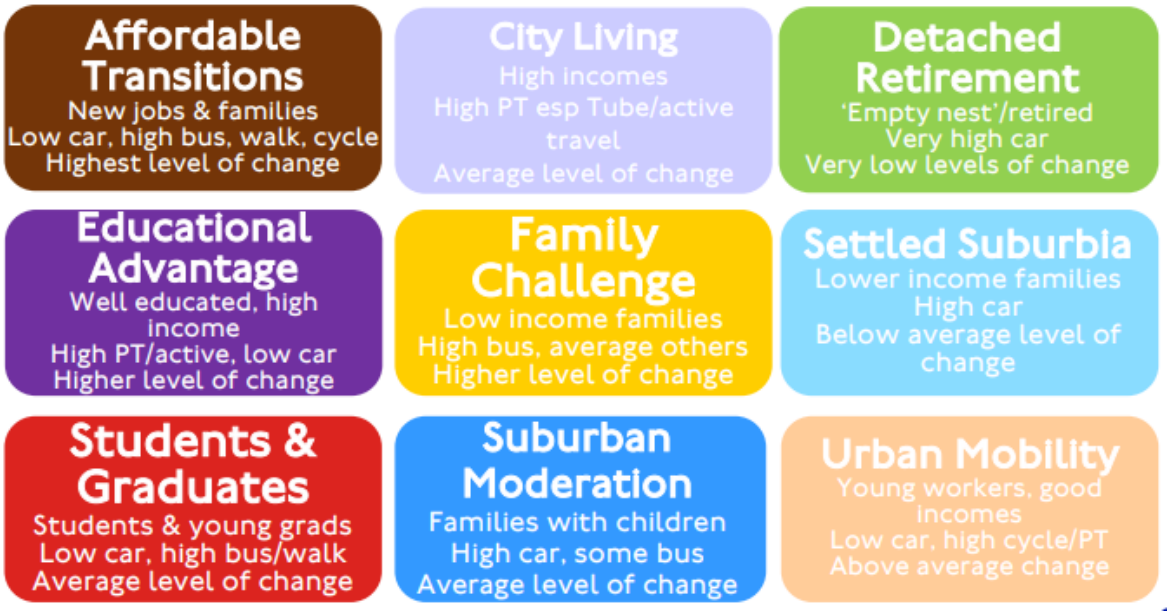



**Figure 2.1: Summary of TCoL Segments** (www.tfl.gov.uk)

2.11 Although the result of extensive data collection and analysis, TfL recognises that assigning central London's population to one of nine segments in relation to their observed / assumed travel behaviour results in a simplified classification with multiple limitations. Therefore, it is advised that application of the TCoL Segments should only be undertaken during the following tasks / analysis:

a) ‘At an early stage to help formulate strategy and as a stimulus for thought
b) As an objective means of comparing and prioritising options
c) To help brief marketing communications agencies (who often use this type of tool)
d) As an input into forecasts or an evaluation
e) To understand a particular locality or area in order to tailor a policy or programme
f) Generally, as part of a package of information rather than on its own.’

### Application Site Location / Segment

2.12 The application site is classified to be within the ‘Suburban Moderation’ segment within the TCoL tool. Locations within the ‘Suburban Moderation’ category are typically located in Outer London, and people residing in this segment are likely to have at least one child and their propensity to change their travel behaviour is regarded as average.

2.13 In terms of travel behaviour, patterns are generally defined by high car use, with public transport and active modes being under-used compared to average use across London and car use / reliance is considered to be ‘above average’.

2.14 Potential reasons / indicators for this existing travel behaviour may be attributed to c.64% of the segment population owning at least one car.

2.15 In relation to the propensity for residents to change travel behaviour, it is considered to be ‘average’ in relation to reducing car use, whilst an increase in cycling is also considered ‘well above average’.

2.16 Those residing in the ‘Suburban Moderation segment consider the following as the main motivations for changing travel behaviour:

a) Changes to roads and driving.
b) Money;
c) Changes to PT;
d) Health and fitness; and
e) Lifestyle changes.

# 3 The Site and Surroundings

## Site Location and Composition

3.1 The application site is located off High Street / High Road (A408), within an existing commercial area, in the north-eastern extents of West Drayton. It is bound to the north and south by existing retail units, to the east by High Street / High Road (A408) and to the west by the Grand Canal and its associated footpath.

3.2 The application site comprises a former retail store (c. 3,066sq.m) and garden centre (c.695sq.m). Whilst the site is currently unoccupied, it is still capable of attracting traffic movements in its own right. Extant / permitted trip attraction is considered in further detail in **Section 4**.

3.3 Vehicular access to the site is achieved via a priority junction with High Street / High Road (A408), which is provided with a ghost-island right-turn lane. The existing site currently benefits from 159car parking spaces, inclusive of four disabled spaces.

3.4 Servicing and delivery vehicle access is also achieved from this location, continuing west along the northern boundary of the site to the site's service yard.

3.5 Pedestrian access is achieved from the footway provision along the western side of High Street / High Road (A408), which runs adjacent to the eastern boundary of the application site.

3.6 An indicative site location plan illustrating the application site and adjacent highway network is provided at **Appendix D**.

## Local Highway Network

3.7 High Street / High Road (A408) is a single carriageway distributor road, which routes broadly north to south along the eastern boundary of the site.

3.8 In the vicinity of the site, High Street / High Road (A408) is subject to 30mph speed limit, with two lanes provided in each direction. Streetlighting is also provided throughout.

3.9 High Street / High Road (A408) benefits from formal pedestrian provision throughout on both sides of the carriageway and dropped kerbs and tactile paving is present across key desire lines. Additionally, a signalised crossing point, facilitated with central refuge, dropped kerbs and tactile paving is located approximately 110m north of the site access.

## Local Highway Safety

3.10 For the purpose of this assessment, Personal Injury Collision (PIC) data has been extracted from the CrashMap database which has been reviewed for the most recent five-year period, along High Street, within 200m of the site access, up to December 2021.

3.11 The study area for analysis is contained at **Appendix E**, together with an indication of the number and severity of collisions.

3.12 A review of the data confirms that there have been 19 PICs in the most recent five-year period within the vicinity of the application site. Of the recorded PICs, three were serious and 16 were slight, as detailed in **Table 3.1**.

| Accident No. | Location | Date | No. of Vehicles | No. of Injuries and their Severity |
|---|---|---|---|---|
| 1 | Near entrance to Shell Garage` | 15/07/2017 | 2 | 1- slight injury |
| 2 | Near junction of Chantry Close and High Road (A408) | 14/02/2017 | 2 | 1- slight injury |
| 3 | Near entrance to Shell Garage | 26/06/2017 | 2 | 1- slight injury |
| 4 | Near junction of Philpots Close and High Road (A408) | 28/06/2017 | 1 | 1- slight injury |
| 5 | Near entrance to Shell Garage | 06/07/2017 | 2 | 3- slight injuries |
| 6 | Near site entrance | 06/08/2017 | 2 | 1- slight injury |
| 7 | Near entrance to Cowley Retail Park | 23/11/2017 | 2 | 1- serious injury |
| 8 | Near junction of Philpots Close and High Road (A408) | 27/06/2018 | 1 | 1- serious injury |
| 9 | Near junction of Moorfield Road and High Road (A408) | 29/09/2018 | 2 | 1- slight injury |
| 10 | Near junction of Chantry Close and High Road (A408) | 13/02/2019 | 2 | 1 – slight injury |
| 11 | Near entrance to Cowley Retail Park | 20/04/2019 | 2 | 1- slight injury |
| 12 | Near junction of Moorfield Road and High Road (A408) | 06/05/2019 | 2 | 1- slight injury |
| 13 | Near junction of Chantry Close and High Road (A408) | 07/08/2019 | 2 | 1- slight injury |
| 14 | Near site entrance | 03/12/2019 | 1 | 1- slight injury |
| 15 | Near entrance to Shell Garage | 28/02/2020 | 1 | 1- slight injury |
| 16 | Near junction of Chantry Close and High Road (A408) | 20/10/2020 | 2 | 1- slight injury |
| 17 | Near junction of Chantry Close and High Road (A408) | 09/01/2021 | 2 | 1- slight injury |
| 18 | Near entrance to Cowley Retail Park | 20/01/2021 | 1 | 1- slight injury |
| 19 | Near junction of Moorfield Road and High Road (A408) | 26/04/2021 | 2 | 1- slight injury |
| 20 | Near entrance to Shell Garage | 10/08/2021 | 2 | 1- serious injury |

**Table 3.1: PIC Summary**

3.13 **Table 3.1** indicates that there are not any atypical PICs associated with the category of highway. Allied to this, the data confirms that the recorded PICs predominantly resulted in slight injuries, with only three resulting in serious injuries and no fatalities.

3.14 In summary, the collision record along the local highway network over the latest five-year period indicate a minimal number of recorded collisions, which is considered to be commensurate with this type of highway and is not out of character for a road of this type and is to be expected with consideration of the high volume of traffic it accommodates each day.

3.15 Therefore, there is no pattern or history of collisions in the immediate locality of the site associated with a dangerous highway network, it is considered that there is no existing safety issue on the local highway network that could be exacerbated by the development proposals. Furthermore, with the low forecast development traffic in real terms (further detail in **Section 5**), this is expected to continue and not materially or discernibly alter the pattern of frequency of collisions on the surrounding highway network.

## Site Accessibility

3.16 In order to ensure that the site can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is essential to consider what alternative sustainable travel opportunities are present to enable future employees and visitors to choose to travel by non-car modes, as well as identifying what local services and amenities are located in proximity of the site, which may assist in promoting linked trips.

3.17 Although the site is unoccupied, it previously accommodated various retail stores, and is located within a wider retail / commercial area. Therefore, it can be considered to be sustainably located and so a detailed assessment of facilities for non-car travel is not required. Notwithstanding this, a brief summary of local services, amenities, and infrastructure is provided below.

### Proximity to Local Services and Amenities

3.18 A range of existing services and amenities are located within 1km of the application site, which may be beneficial to future staff during their lunch break. These include:

a) Tesco Superstore with Costa Coffee;
b) Lidl Superstore;
c) West Drayton Post Office;
d) Aldi Superstore; and
e) Takeaways including Sizzler Express, Woody's Takeout, Subway, Kingu Sushi and more.

3.19 In addition to the above, it should be noted that there are a number of residential areas within proximity to the site; therefore, the location of the application site also affords an opportunity for future staff and visitors to travel to the site by modes other than private car.

### Walking and Cycling

#### *Guidance*

3.20 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2km. This is also supported by the 2019 National Travel Survey (NTS) which found that 80% of trips under 1 mile (1.6-kilometres) are undertaken on foot. It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 NTS, released in August 2022, and demonstrates a 2-percentage point increase in journeys by foot under a mile since 2019.

3.21 The NTS results detailed above are supported by the definition of a 'walkable neighbourhood' within Manual for Streets whereby facilities required on a day-to-day basis should ideally be located within an 800m walk distance. It also states however that there is not an upper limit and PPG13, whilst although now superseded, continues to set the benchmark in defining that 2km is an appropriate distance that occupiers or visitors to a site could be reasonably expected to walk to access a particular service or amenity.

3.22 The site benefits from being within 2km walking distance of several residential areas such as Cowley (1.5km), Drayton Garden Village (2km), and West Drayton (2km). Within 2km, staff and visitors may also access the High Street / High Road (A408), several bus stops, West Drayton Train Station, post office, takeaways and restaurants, superstores (Tesco, Aldi, Lidl), and other amenities.

3.23 An extract of the sustainable travel modes map created by TravelWest is shown in **Figure 3.1** which illustrates the catchment area that is accessible from the site within 20-minutes on foot. It indicates that customers that live within the catchment would be provided the opportunity to walk to and from the site.

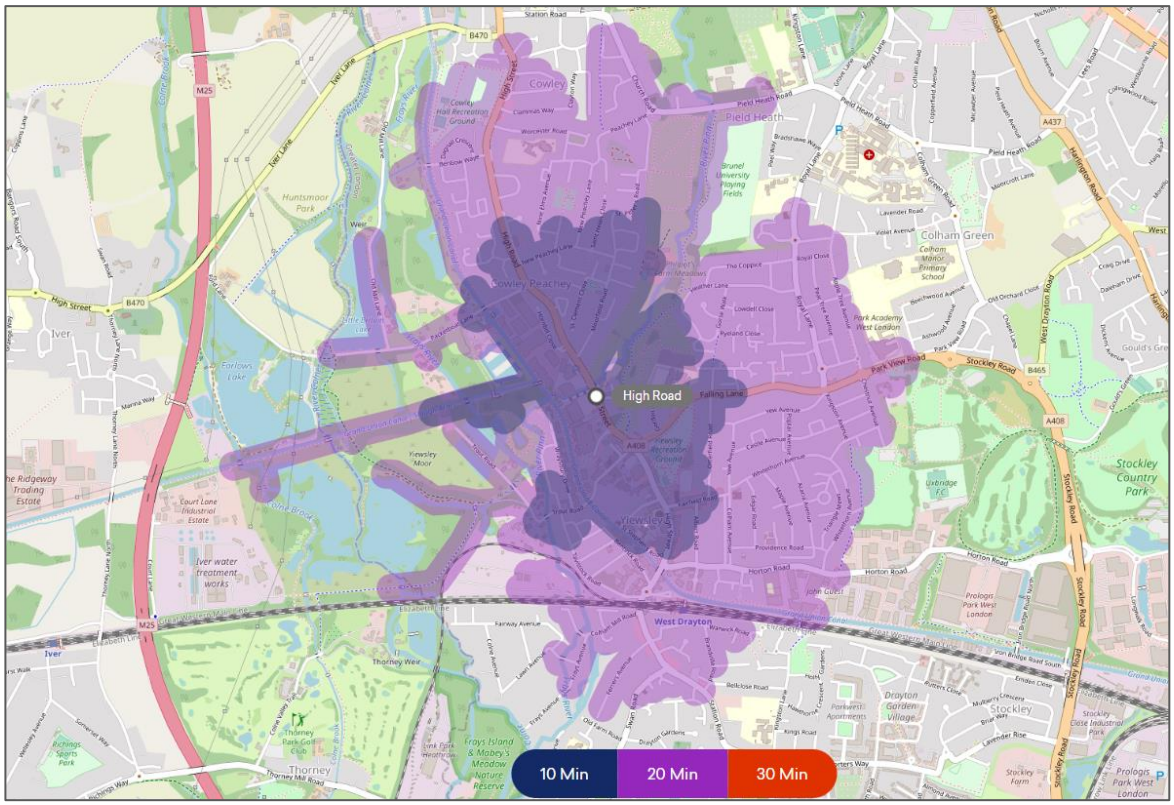



**Figure 3.1: 20-Minute Walking Catchment** (www.journeyplanner.travelwest.info)

3.24 Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Whilst the NTS 2019 (Table NTS0306) notes that the average cycle trip is approximately 3.5 miles (5.6km), the Local Transport Note 1/04: Policy, Planning and Design for Walking and Cycling (page 15), produced by the Department for Transport (DfT) indicates that journeys three times the average distance are not uncommon for regular commuters. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

3.25 The site is within a comfortable catchment of up to 5km to a range of residential estates / areas, as well as the centre of Uxbridge and therefore, it is anticipated that both employees and visitors will be able to both walk and cycle to / from the site. Allied to this, **Figure 3.2** demonstrates the 20-minute cycle catchment from the site.

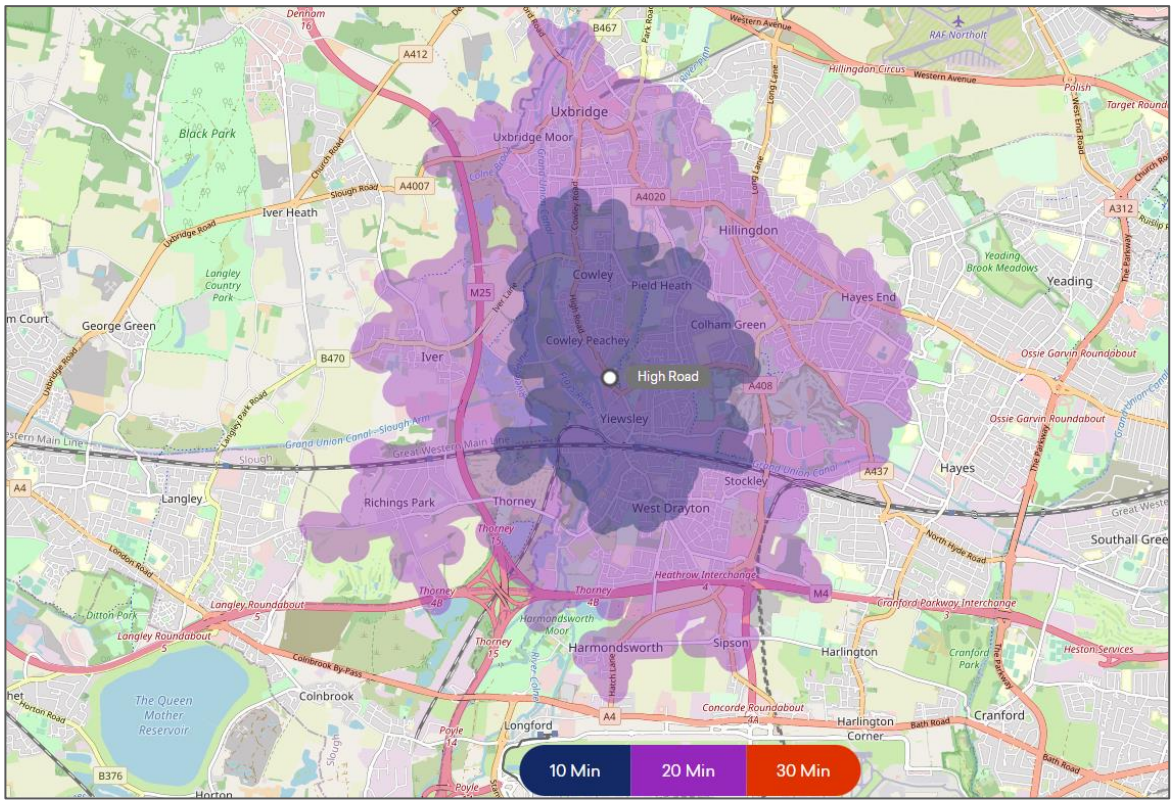



**Figure 3.2: 20-Minute Cycling Catchment** (www.journeyplanner.travelwest.info)

*Infrastructure*

3.26 The application site benefits from a good level of permeability to the surrounding pedestrian footway network, with footways linking from the application site to the existing footway provision along High Street / High Road (A408).

3.27 High Street / High Road (A408) benefits from illuminated, surfaced c. 2m wide footway provision on the either side of the carriageway – which increases in width to c.3.5m wide along a section of the road.

3.28 In addition to the above, the local highway network is of suitable geometry and speed limit for cyclists to travel along the carriageway adjacent to vehicular traffic, without detriment to highway safety. Cycle lanes are provided ta the High Road (A408) / Chantry Close signalised junction.

PTAL

3.29 The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a specified point within a development site to the public transport network, taking into account walk access times and service availability.

3.30 PTAL is calculated by summing indices for bus, Underground and rail to obtain an index number. The Index Numbers are banded to obtain a PTAL grade and description as shown in the **Table 3.2**.

| Index Number | Grade | Description |
|---|---|---|
| 0 – 2.50 | 1a | Very poor |
| 2.51 – 5.00 | 1b | Very poor |
| 5.01 – 10.00 | 2 | Poor |
| 10.01 – 15.00 | 3 | Average |
| 15.01 – 20.00 | 4 | Greater than average |
| 20,01 – 25.00 | 5 | Good |
| 25.01 - 40.00 | 6a | Excellent |
| 40.01+ | 6b | Excellent |

**Table 3.2: PTAL Grades**

3.31 A site specific PTAL assessment has been undertaken using the TfL WebCAT database. An extract is provided below in **Figure 3.3**, whilst the full PTAL Output Report is provided in **Appendix F** of this report.

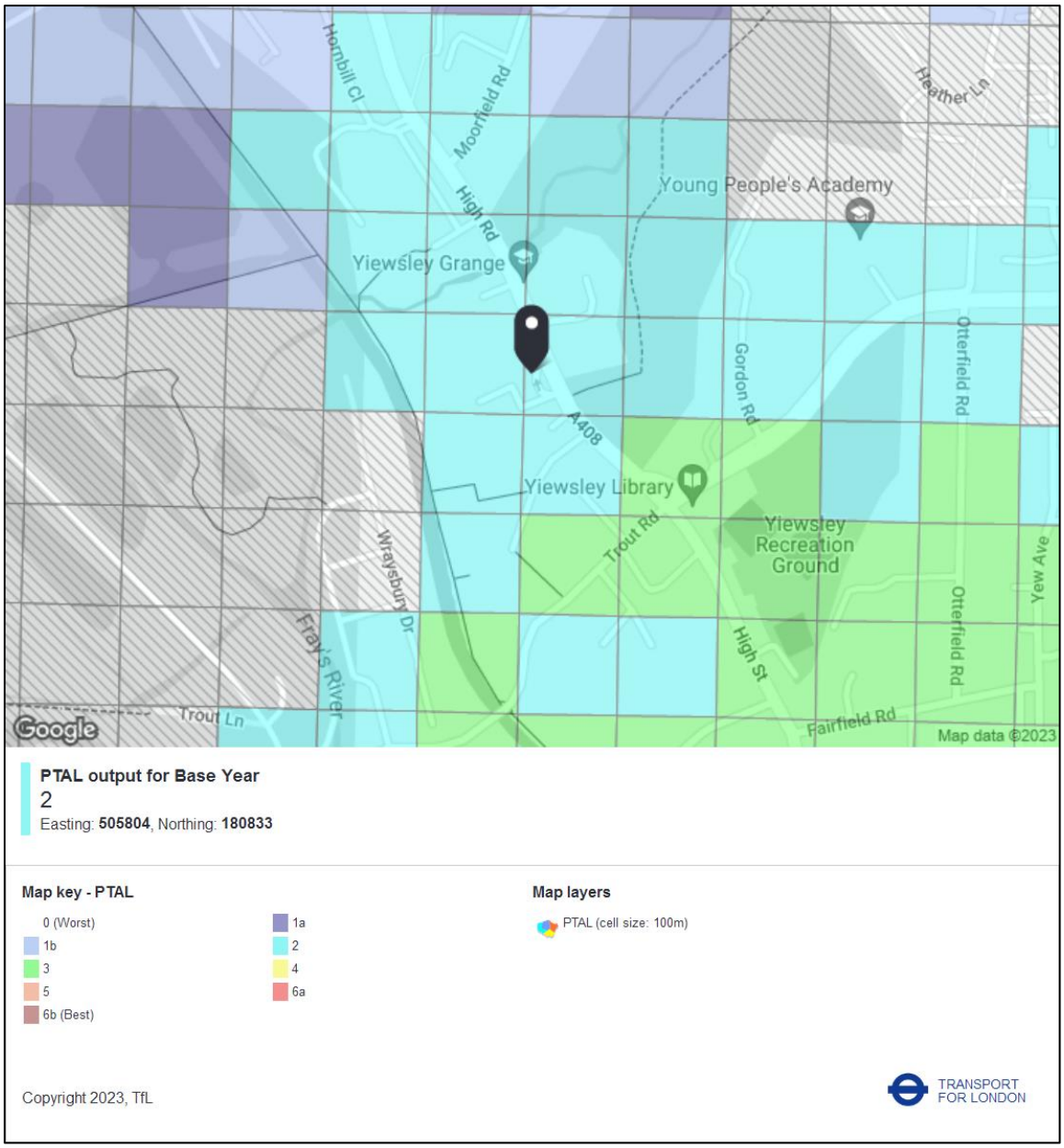



**Figure 3.3: PTAL Extract Illustrating Rating of the Application Site Location**

3.32 **Figure 3.3** indicates that the existing site has a PTAL of 2 which is classified as 'Poor' accessibility. This reflects the proximity of the site in relation to bus stops, underground stations, Overground and DLR railway stations.

## Public Transport

### *Bus*

3.33 The nearest northbound bus stop is the 'Moorland Road (Stop C) located approximately 200m north of the site access along High Street / High Road (A408). The stop benefits from a shelter with seating, printed timetable information, flag and pole, raised-kerb and on-carriageway markings. This stop serves the 222 service to Uxbridge.

3.34 The nearest southbound bus stop is the Philpots Bridge (Stop T) located approximately 30m north of the site access along High Street / High Road (A408). The stop benefits from a shelter with seating, printed timetable information, flag and pole, raised-kerb and on-carriageway markings. This stop serves the 222 service to Hounslow.

3.35 The number 222 bus service operates 24 hours a day, seven days a week. A summary of the existing bus services operating from the stops detailed above is provided below in **Table 3.4**, whilst full timetable information is provided on TfL website: https://tfl.gov.uk/travel-information/timetables/.

| No. | Route | Days | Service Summary | | |
|---|---|---|---|---|---|
| | | | First Service | Frequency | Last Service |
| 222 | Uxbridge - Hounslow | Mon – Fri | 00:04 | Every 20-30 minutes between 00:00 – 05:30.<br>Every 8-12 minutes between 05:00 – 23:59. | 23:52 |
| | | Sat | 00:04 | Every 20-30 minutes between 00:00 – 08:00.<br>Every 9-13 minutes between 08:00 – 23:59. | 23:52 |
| | | Sun | 00:03 | Every 20-30 minutes between 00:00 – 09:00.<br>Every 8-12 minutes between 09:00 – 23:59. | 23:51 |
| | Hounslow - Uxbridge | Mon – Fri | 00:00 | Every 20-30 minutes between 00:00 – 06:00.<br>Every 7-10 minutes between 06:00 – 08:00.<br>Every 10 – 12 minutes between 08:00 – 23:59 | 23:48 |
| | | Sat | 00:00 | Every 20-30 minutes between 00:00 – 08:00.<br>Every 10 – 12 minutes between 08:00 – 23:59 | 23:48 |
| | | Sun | 00:00 | Every 20-30 minutes between 00:00 – 08:00.<br>Every 11 – 13 minutes between 08:00 – 23:59 | 23:48 |

**Table 3.4: Bus Services and Frequencies**

(source: information taken from www.tfl.com)

3.36 As detailed above in **Table 3.4**, the application site benefits from regular local bus services that operate throughout the week and the weekend, 24 hours a day, between the application site, Uxbridge and Hounslow.

3.37 Furthermore, given the operational periods of the services, it is considered that future staff and visitors may be able to utilise public transport in favour of private car journeys when travelling to / from the application site.

*Rail*

3.38 West Drayton Train Station is located approximately 1km south of the site and can be accessed via an 11-minute walk, 5-minute cycle, or via the 222-bus service with a journey time of 7-minutes.

3.39 The train station serves the Elizabeth Line, which operates between Reading and London, seven days a week. Further information is provided in **Appendix G**, which illustrates a local public transport map.

### Summary

3.40 The site is determined to be sustainably located with accessibility to a wide range of local services and amenities to promote linked trips, supported by local public transport services in accordance with Policy DMT1 of the Hillingdon Local Plan Part 2. Future employees and visitors will therefore be presented with a range of suitable travel choices to access the site and will be able to link trips with other existing retail offerings within the vicinity of the site.

## Active Travel Zone

3.41 The ATZ is identified in **Figure 3.2** and is based upon a 20-minute cycle catchment. The 20-minute cycle catchment is justified within TfL's Healthy Streets and ATZ assessment guidance.

3.42 Following pre-application discussions with the LHA in relation to an ATZ assessment, it was agreed that a TN showing destinations and routes, as well details of the barriers to active travel would be produced. The TN is attached at **Appendix H**.

# 4 London-Wide Network

4.1 This section considers the trip attraction associated with both the extant and proposed site uses using trip rates derived from the TRICS database (version 7.10.1).and provides an overall net trip comparison to assess any changes of impact predicted on the local highway network.

4.2 Based on the extant and proposed retail uses of the site, it is suggested that net-impact trip attraction assessments for the following scenarios would be appropriate:

a) Weekday AM Peak (08:00 to 09:00);
b) Weekday PM peak (17:00 to 18:00); and
c) Saturday PM peak (time period derived from operational peak).

4.3 Available TRICS sites were filtered to provide a comparable assessment to that proposed based on the following selection criteria:

a) Sites located in England (excluding Greater London), Scotland and Wales;
b) Weekday and Saturday surveys, where impact of the proposed development would be greatest;
c) Sites located in and e edge of town centre and suburban locations; and
d) Sites over 1,500sq.m.

## Extant Use

4.4 Although the existing unit (3,066sq.m) is currently unoccupied, it could theoretically be re-occupied by a traffic intensive retailer allowing up to 8% of the retail floorspace to sell food and drink given its extant use. Therefore, it is capable of attracting traffic movements in its own right and as such, the existing trip assessment has been based on this possible scenario under the current planning permission.

4.5 The existing unit also includes an external garden centre (c.695q.m) which is considered to be ancillary in nature, given its relatively small floor coverage and that access is only achieved via the main store. Therefore, it is not envisaged to be a primary retail destination – and this a trip attractor – in its own right. However, to provide a robust assessment, the floor area of the garden centre has been included as part of the trip attraction of the extant use.

4.6 A summary of trip rates and forecast traffic attraction in relation to the existing use is set out in **Table 4.1**, whilst a copy of the associated TRICS output is provided in **Appendix H** and **I**.

| Proposed Development | Time Period | Trip Rate per 100sq.m | | | Trip Attraction – Non-Food Retail & Food Retail (Total 3,675sq.m) | | |
|---|---|---|---|---|---|---|---|
| | | Arr. | Dep. | Total | Arr. | Dep. | Total |
| Non-Food Retail (2,742sq.m + 695sq.m) | AM Peak (08:00 – 09:00) | 0.117 | 0.015 | 0.132 | 3 | 0 | 4* |
| | PM Peak (17;00 – 18:00) | 0.599 | 0.673 | 1.272 | 16 | 18 | 35* |
| | Saturday Peak (13:00 – 14:00) | 3.495 | 3.484 | 6.979 | 96 | 96 | 191* |
| Discount Food Retail (238sq.m) | AM Peak (08:00 – 09:00) | 2.774 | 1.976 | 4.75 | 7 | 5 | 11 |
| | PM Peak (17:00 – 1800) | 4.501 | 4.954 | 9.455 | 11 | 12 | 23 |
| | Saturday Peak (13:00 – 14:00) | 5.047 | 5.092 | 10.139 | 12 | 12 | 24 |
| **Total Development** | **AM Peak (08:00 – 09:00)** | **-** | **-** | **-** | 10 | 5 | 15 |
| | **PM Peak (17:00 – 18:00)** | **-** | **-** | **-** | 27 | 30 | 57 |
| | **Saturday Peak (14:00 – 15:00)** | **-** | **-** | **-** | 108 | 108 | 216 |

**Table 4.1: Existing trip rates and estimated trip attraction (3,675sq.m) (*note: summation subject to cumulative rounding)**

4.7 **Table 4.1** indicates that the existing retail unit could theoretically attract approximately 15 and 57 two-way vehicle trips in the weekday AM and PM peak periods respectively, whilst is anticipated to attract approximately 216 two-way vehicle trips during the Saturday operational peak period.

## Proposed Use

4.8 As detailed in **Section 2,** planning permission is sought for the erection of a new retail unit to be occupied by a Home Bargains (c.2,980sq.m), which shall incorporate the sale of food and drink up to 30% of the total internal floorspace, and external garden centre (c.678sq.m).

4.9 Forecast trip attraction for both the non-food element and discount food elements will be based on the same trip rates as used for the extant use estimations in **Table 4.1**.

4.10 As with this extant use, the development proposal comprises an external garden centre (c.678sq.m), which although is not envisaged to be a primary trip attractor, has been included as part of the trip attraction of the development to provide a robust assessment.

4.11 A summary of resulting trip rates and predicted traffic attraction in relation to the development proposals is provided at **Table 4.2**, whilst the full TRICS outputs are provided at **Appendix G** and **H**.

| Proposed Development | Time Period | Trip Rate per 100sq.m | | | Trip Attraction – Non-Food Retail & Food Retail (Total 3,658sq.m) | | |
|---|---|---|---|---|---|---|---|
| | | Arr. | Dep. | Total | Arr. | Dep. | Total |
| Non-Food Retail (2,086sq.m + 678sq.m) | AM Peak (08:00 – 09:00) | 0.117 | 0.015 | 0.132 | 3 | 0 | 4* |
| | PM Peak (17;00 – 18:00) | 0.599 | 0.673 | 1.272 | 16 | 18 | 34 |
| | Saturday Peak (13:00 – 14:00) | 3.495 | 3.484 | 6.979 | 94 | 94 | 188 |
| Discount Food Retail (894sq.m) | AM Peak (08:00 – 09:00) | 2.774 | 1.976 | 4.75 | 25 | 18 | 42 |
| | PM Peak (17:00 – 1800) | 4.501 | 4.954 | 9.455 | 40 | 44 | 85* |
| | Saturday Peak (13:00 – 14:00) | 5.047 | 5.092 | 10.139 | 45 | 46 | 91 |
| **Total Development** | **AM Peak (08:00 – 09:00)** | **-** | **-** | **-** | 28 | 18 | 46 |
| | **PM Peak (17:00 – 18:00)** | **-** | **-** | **-** | 56 | 62 | 119 |
| | **Saturday Peak (14:00 – 15:00)** | **-** | **-** | **-** | 139 | 139 | 279 |

**Table 4.2: Proposed trip rates and forecast trip attraction: Home Bargains (3,591sq.m)**

4.12 **Table 4.2** indicates that the proposed retail development is expected to attract approximately 46 and 119 two-way vehicle trips in the weekday AM and PM peak periods respectively, and approximately 279 wo vehicle trips during a Saturday peak period.

## Net Trip Impact Assessment

4.13 In order to consider the overall net trip impact of the change of use of the extant unit on the local highway network, a comparison of the forecast trips set out in **Tables 4.1** and **4.2** above, is provided on **Table 4.3** below.

| Development Type | Time Period | Net Impact | | |
|---|---|---|---|---|
| | | Arrivals | Departures | Total |
| A - Existing Use | AM Peak (08:00 – 09:00) | 10 | 5 | 15 |
| | PM Peak (17:00 – 18:00) | 27 | 30 | 57 |
| | Saturday Peak (13:00 – 14:00) | 108 | 108 | 216 |
| B - Proposed Home Bargains | AM Peak (08:00 – 09:00) | 28 | 18 | 46 |
| | PM Peak (17:00 – 1800) | 56 | 62 | 119 |
| | Saturday Peak (13:00 – 14:00) | 139 | 139 | 279 |
| **Net Impact (B-A)** | **AM Peak (08:00 – 09:00)** | **+18** | **+13** | **+32** |
| | **PM Peak (17:00 – 18:00)** | **+29** | **+32** | **+62** |
| | **Saturday Peak (13:00 – 14:00)** | **+31** | **+32** | **+63** |

**Table 4.3: Net trip impact assessment**

4.14 **Table 4.3** indicates that the proposed development is anticipated to result in an additional 32 and 62 two-way vehicle trips in the weekday AM and PM peak periods respectively, whilst it is expected to result in an additional 63 two-way vehicle trips in the Saturday peak periods.

## Revised Net Trip Attraction

4.15 However, further to the above, and in recognition that not all trips to either the extant retail store, or the proposed Home Bargains store, would be entirely 'new' to the local highway network, Rappor has recently commissioned a customer trip type survey at an existing, free-standing Home Bargains store (Home Bargains, Retford) to ascertain a breakdown of trip types.

4.16 The survey was undertaken by Paul Castle Associates, an independent multimodal travel surveyor, on Thursday 9th February and Saturday 11th February 2023 between the hours of 08:00 and 20:00. The survey was carried out in the form of a face-to-face questionnaire and recorded 211 responses from car drivers. The results of the survey are provided in **Appendix I**, whilst a summary of the trip types based on the customer responses is provided in **Table 5.4**.

| Trip Type | Percentage of Trips |
|---|---|
| New / Primary Trips | 27.5% |
| Pass-By / Diverted Trips | 9% |
| Linked Trips | 63.5% |
| **Total Trips** | **100%** |

**Table 4.4: Trip Type Percentages**

4.17 As indicated in **Table 4.4**, the survey states that 27.5% of all car drivers were primary and only visiting the discount retailer and thus may be classified as 'new' trips to the network. Whilst 9% of car drivers did not originally intend to visit the store and thus may be classified as undertaking a 'diverted' or 'pass-by' trip. Furthermore, the remaining 63.5% of car drivers either travelled from another destination or were about to undertake an onward journey and thus may be classified as undertaking a 'linked' trip.

**4.18** The customer trip type survey is considered to provide relevant, robust and applicable data to demonstrate that a proportion of new and pass-by and / or diverted trips shall be associated with both the extant use, as well as the development proposal.

**4.19** Considering the percentages detailed above, **Table 4.5 provides** a revised net trip impact assessment which accounts for the 'reduction' of 'new trips' due to the 27.5% being classified as pass by or linked, as distinguished by the customer survey, and therefore already existing on the local highway network. The percentage of 'new trips' has been applied to the trip attraction of the extant use, as well as the proposed, given that it could theoretically attract a similar level of linked / diverted trips.

| Period | Revised Net Impact | | |
|---|---|---|---|
| | Arrivals | Departures | Two-way |
| AM Peak (08:00-09:00) | +5 | +4 | +9 |
| PM Peak (17:00-18:00) | +8 | +9 | +17 |
| Sat Peak (14:00-15:00) | +9 | +9 | +17 |

**Table 4.5: Revised Net Trip Impact**

4.20 **Table 4.5** indicates that the proposed development shall be associated with an additional nine and 17 two-way vehicle trips during the AM and PM peak, respectively, and 17 two-way vehicle trips during the Saturday operational peak.

4.21 Whilst the results of the customer surveys do not establish whether those pass-by or linked trips would be already be travelling along High Street / High Road (A408) itself if they weren't visiting the site, it is still evident that the majority of vehicle trips associated with the store would already be on the surrounding roads, regardless of whether a trip to the retail unit is made.

## Summary

4.22 The net traffic impact identified in this section suggests an immaterial increase in vehicle movements during the weekday AM and PM peak periods, as well as during the Saturday operational peak. Therefore, the traffic associated with the development proposal will not have a severe impact on the safety or operation on the local highway network.

# 5 Summary & Conclusion

## Summary

5.1 Rappor Consultants Ltd have been instructed by TJ Morris Ltd to prepare a TA in support of a planning application concerning the redevelopment of the existing retail unit at 217 High Street, West Drayton, UB7 7GN.

5.2 Planning permission is sought for the refurbishment of existing retail unit (Class E), including installation of new shopfront, reconfiguration of car park, landscaping, external plant, and associated works.

5.3 Permission is also sought for the modification of goods restriction associated with the current permission which allows up to 8% of the retail floorspace to sell food and drink, to be increased for up to 30%.

5.4 This TS has demonstrated the following:

a) Access to the site will be retained via the existing access arrangement. The access conforms to prevailing standards and is considered safe and suitable to serve all users of the future development;
b) The proposed internal site layout / operation is concluded to be appropriate to serve the site;
c) A review of the local highway network and accident data indicates that there are no inherent / apparent local highway safety issues;
d) The site is sustainably located and accessible to a range of services and amenities in addition to public transport linkages; and
e) Forecast trip attraction and net trip impact indicates an immaterial change in traffic movements, with no anticipated material impact on the local network.

## Conclusion

5.5 In conclusion, the proposed Home Bargains store will not have a material impact upon the safety or operation of the surrounding local highway network and as such, there are no significant highways and transportation matters that should preclude the Local Planning Authority from approving this planning application.

# Appendix A: Pre-application Advice

HILLINGDON
LONDON

Will Tucker
21 Soho Square
London
W1D 3QP

Planning Applications Team
Hillingdon Council
Civic Centre, High Street
Uxbridge UB8 1UW

Tel: 01895 250230
Case Officer: Michael Briginshaw
Email: mbriginshaw1@hillingdon.gov.uk
Date: 26th May 2023
Our Ref: 68663/PRC/2023/53

Dear Will Tucker

**RE:** Refurbishment of existing retail unit (Class E) including installation of new shopfront, reconfiguration of car park, landscaping and associated works

**SITE:** 217 High Street Yiewsley

I refer to your request for pre-application planning advice dated 3rd April 2023 and our subsequent meeting on 5th May 2023 relating to the above development. The advice provided is based on the following drawings and documents issued to the Local Planning Authority for consideration.

Plan Numbers:

101 Rev. A - received 22 Mar 2023

102 Rev. A - received 22 Mar 2023

WT/AF/TR/Q230135 Pre-Application Letter (Dated 22nd March 2023) - received 22 Mar 2023

**Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.**

## The Site and Surrounds

The site is situated to the West of Yiewsley High Street / High Road (A408), measures approximately 1.2 hectares, and comprises a retail warehouse (2,972m2 floorspace) with a car park (159 no. car parking spaces) and delivery access fronting the site. The site was formerly occupied by the B&M retail store and a garden centre (Use Class E) and a vehicle service and MOT centre (Use Class B2).

The site is situated approximately 200m North of Yiewsley/West Drayton Town Centre and 800m North of the West Drayton Railway Station, a Crossrail Station soon to be part of the forthcoming Elizabeth Line. The site is also located within the Heathrow Opportunity Area.

The site is bound by the River Pinn to the North and the Grand Union Canal to the West. Beyond this, large scaled light industrial and commercial uses are located to the North and South, including Pets at Home and Argos to the North and Tesco Superstore to the South. The Grade II Listed Hillingdon Manor Grange and a Barn at Philpotts Yard are located to the East and residential properties are located in between. Residential properties are also located to the West across the Grand Union Canal.

The Environment Agency (EA) Flood Zone map shows that most of the site is in Flood Zone 2. Smaller sections of the site along the northern boundary are located within Flood Zone 3. The site also forms part of the Hillingdon Air Quality Management Area, Yiewsley Air Quality Focus Area and Colne Valley Archaeological Priority Zone. The site is subject to potentially contaminated land.

SITE PLANNING HISTORY

The retail unit was constructed under planning permission reference 41515B/93/606, dated 5th January 1995, which consented the erection of a D.I.Y. store and garden centre with associated parking and landscaping,
construction of a vehicular access and kerb realignment (involving demolition of existing building). This was granted permission subject to following conditions:
- Condition 20 restricted the use of the premises to a DIY store only;
- Condition 21 restricted deliveries to 0800 to 1800 hours Monday to Friday; 0800 to 1300 hours on Saturdays and at no time on Sundays and Bank Holidays;
- Condition 22 limited the occupation of the development for a period of 5 years following completion to a specific retailer only (Great Mills (Retail) Limited).

A Section 73 (S73) application ref. 41515T/96/1111 to vary the goods restriction (Condition 20) of the original permission was approved on 2nd October 19966. As such, the goods restriction for the retail unit is currently controlled by Condition 1 of the 1996 consent which states:

'The premises shall only be used for the sale of non-food bulky goods and for no other purposes, including any other use within Class A1 of the schedule to the Town and Country Planning (Use Classes) Order 1987'.

The reason for imposing this condition was to protect the vitality of the adjoining town centre.

A further Section 73 application ref. 41515W/96/1778 was approved on 6th August 1997 to remove Condition 22 of the original consent, which restricted the occupation of the unit to a specific retailer for a period of 5 years following completion of the development.

Application ref. 68663/APP/2012/1706 permitted the variation of Condition 1 (restricted sale of goods) of Planning Permission Ref. 41515T/96/1111, dated 2 October 1996, to allow the sale of additional non-food goods and ancillary sale of food and drink (Class A1). Condition 3 states:

"The premises shall only be used for the sale of bulky and non bulky comparison goods. In addition, food and drink goods may be sold from an area not exceeding 240 square metres, of which not more than 24 square metres will be dedicated to perishable food and drink products.

The premises shall be used for no other purposes including any other use within Class A1 of the schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended). The total sales area of the unit shall not exceed 2,393 square metres."

In granting permission the original s106 agreement was varied through the deletion of the clause preventing the sale of food.

Most recently, an appeal (ref. APP/R5510/W/21//3279371) was dismissed in January 2022, following the refusal of application ref. 68663/APP/2020/705 (dated March 2021) which sought permission for the erection of 5 and 6 storey buildings to provide a Health Facility (approximately 10,000sqft) (Use Class E) and 233 residential apartments with associated parking, communal podium garden, landscaping, pedestrian and cycle canal link and external works following the demolition of the existing buildings. The appeal was dismissed as the benefits of the proposal did not outweigh the failure to meet the sequential test and the harm that would result from placing new development at risk of flooding.

## The Proposal

This pre-application seeks advice on a proposal for the refurbishment of the existing retail unit (Class E) including installation of new shopfront, reconfiguration of car park, landscaping and associated works. No new floorspace is proposed but the proposals would extend the quantum of floorspace that can be used for the sale of food and drink products from 240 square metres to 892 square metres, an increase of 652 square metres.

## Planning Policy

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Part 1 Policies:

| | |
|---|---|
| PT1.BE1 | (2012) Built Environment |
| PT1.EM1 | (2012) Climate Change Adaptation and Mitigation |
| PT1.EM3 | (2012) Blue Ribbon Network |
| PT1.EM6 | (2012) Flood Risk Management |
| PT1.EM7 | (2012) Biodiversity and Geological Conservation |
| PT1.EM8 | (2012) Land, Water, Air and Noise |
| PT1.HE1 | (2012) Heritage |

Other Policies:

| | |
|---|---|
| DMCI 7 | Planning Obligations and Community Infrastructure Levy |
| DMEI 1 | Living Walls and Roofs and Onsite Vegetation |

| | |
|---|---|
| DMEI 10 | Water Management, Efficiency and Quality |
| DMEI 12 | Development of Land Affected by Contamination |
| DMEI 14 | Air Quality |
| DMEI 2 | Reducing Carbon Emissions |
| DMEI 7 | Biodiversity Protection and Enhancement |
| DMEI 8 | Waterside Development |
| DMEI 9 | Management of Flood Risk |
| DMHB 11 | Design of New Development |
| DMHB 12 | Streets and Public Realm |
| DMHB 14 | Trees and Landscaping |
| DMHB 15 | Planning for Safer Places |
| DMHB 2 | Listed Buildings |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |
| DMT 5 | Pedestrians and Cyclists |
| DMT 6 | Vehicle Parking |
| LPP SD7 | (2021) Town centres: development principles and Development Plan Documents |
| LPP D1 | (2021) London's form, character and capacity for growth |
| LPP D11 | (2021) Safety, security and resilience to emergency |
| LPP D12 | (2021) Fire safety |
| LPP D13 | (2021) Agent of change |
| LPP D14 | (2021) Noise |
| LPP D4 | (2021) Delivering good design |
| LPP D8 | (2021) Public realm |
| LPP G1 | (2021) Green infrastructure |
| LPP G5 | (2021) Urban greening |
| LPP G6 | (2021) Biodiversity and access to nature |
| LPP G7 | (2021) Trees and woodlands |
| LPP SI1 | (2021) Improving air quality |
| LPP SI12 | (2021) Flood risk management |
| LPP SI13 | (2021) Sustainable drainage |
| LPP SI17 | (2021) Protecting and enhancing London's waterways |
| LPP SI2 | (2021) Minimising greenhouse gas emissions |
| LPP SI3 | (2021) Energy infrastructure |
| LPP SI4 | (2021) Managing heat risk |
| LPP T1 | (2021) Strategic approach to transport |
| LPP T2 | (2021) Healthy Streets |
| LPP T3 | (2021) Transport capacity, connectivity and safeguarding |
| LPP T4 | (2021) Assessing and mitigating transport impacts |
| LPP T5 | (2021) Cycling |
| LPP T6 | (2021) Car parking |
| LPP T6.3 | (2021) Retail parking |

| | |
|---|---|
| LPP T7 | (2021) Deliveries, servicing and construction |
| NPPF2 | NPPF 2021 - Achieving sustainable development |
| NPPF3 | NPPF 2021 - Plan Making |
| NPPF4 | NPPF 2021 - Decision-Making |
| NPPF6 | NPPF 2021 - Building a strong, competitive economy |
| NPPF7 | NPPF 2021 - Ensuring the vitality of town centres |
| NPPF8 | NPPF 2021 - Promoting healthy and safe communities |
| NPPF9 | NPPF 2021 - Promoting sustainable transport |
| NPPF12 | NPPF 2021 - Achieving well-designed places |
| NPPF15 | NPPF 2021 - Conserving and enhancing the natural environment |
| NPPF16 | NPPF 2021 - Conserving & enhancing the historic environment |

## Main Planning Issues

1. Principle of development

LAND USE

The site was formerly occupied by the B&M retail store and a garden centre (Use Class E), with a vehicle service and MOT centre (Use Class B2) located to the rear (outside the red line boundary). The proposal would refurbish the existing retail unit (Class E), install a new shopfront, and reconfigure the car park. The use class is not therefore proposed to change.

RETAIL IMPACT & SEQUENTIAL TEST

Paragraph 90 of the NPPF (2021) states that applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, require an impact assessment if the development is over 2,500m2 of gross floorspace. This should include assessment of:

a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and

b) the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).

Policy SD7 of the London Plan (2021) states:

A) When considering development proposals, boroughs should take a town centres first approach, discouraging out-of-centre development of main town centre uses in accordance with Parts A1 - A3, with limited exceptions for existing viable office locations in outer London (see Policy E1 Offices). Boroughs should:

1) apply the sequential test to applications for main town centre uses, requiring them to be located in town centres. If no suitable town centre sites are available or expected to become available within a reasonable period, consideration should be given to sites on the edge-of-centres that are, or can be, well integrated with the existing centre, local walking and cycle networks, and public transport. Out-of-centre sites should only be considered if it is demonstrated that no suitable sites are (or are expected to become) available within town centre or edge of centre locations. Applications that fail the sequential test should be refused.

2) require an impact assessment on proposals for new, or extensions to existing, edge or out-of-centre development for retail, leisure and office uses that are not in accordance with the Development Plan. Applications that are likely to have a significant adverse impact should be refused.

3) realise the full potential of existing out-of-centre retail and leisure parks to deliver housing intensification through redevelopment and ensure such locations become more sustainable in transport terms, by securing improvements to public transport, cycling and walking. This should not result in a net increase in retail or leisure floorspace in an out-of-centre location unless the proposal is in accordance with the Development Plan or can be justified through the sequential test and impact assessment requirements in Parts A(1) and A(2) above.

Policy DMTC 1 of the Hillingdon Local Plan: Part 2 (2020) states:

C) Proposals for 'main town centre uses' in out of centre locations will only be permitted where there is no harm to residential amenity.

D) The Council will:

i) expect proposals for 'main town centre uses' to demonstrate that there are no available or suitable sites in a town centre where an edge of centre or out of centre location is proposed, using a sequential approach; and

ii) consider the effect of the proposal, either individually or cumulatively on the vitality and viability of existing town centres. Development proposals in out of centre and edge of centre locations, which exceed 200 sqm of gross retail floorspace, or 1,000 sqm of combined main town centres uses, will require an impact assessment.

The proposal includes the amendment of an existing restriction on the sale of food and drink. The sale of these goods is currently restricted to 240 sqm, of which not more than 24 sqm can be dedicated to perishable food and drink products. The applicant confirmed during the meeting that:

- There is a desire to increase the sale of food and drink floorspace to 892 sqm.

- The perishable food and drink would also increase to 89 sqm.

- There was no foreseeable reason to object to a condition ensuring the 892 sqm could not be sublet by a food and drink retailer, although this would need to be checked by the agent's client before confirmation.

Points of Agreement:

The uplift in the amount of floorspace that could be used to sell food and drink is deemed to be significant. Both parties agree that both a sequential test and retail impact assessment would be expected as part of a future planning application. The Council highlighted that, whilst we can provide some general comments on methodology, the sequential test and retail impact assessment would be reviewed by a third party to determine the availability of alternative sources and the harm that may arise towards the town centre. Noting this, the following basic points were agreed only:

- The catchment area for the sequential test and retail impact assessment should be the town centre (and its edge of centre) of Yiewsley & West Drayton only.

- In terms of the impact assessment, it is logical to measure any harm arising from the net difference, noting that the food and drink floorspace would be replacing floorspace used to sell bulky goods outside of a town centre.

Points of Difference:

The following points of difference were also picked up by the Council and deemed important to bring to the attention of the applicant:

- The site should not be considered edge of centre. The definition within the NPPF (2021) outlines that for retail purposes, edge of centre is up to 300 metres from the primary shopping area. The site does not meet this definition.

- The Council is also aware of retail units that operate a floor area over two storeys e.g. Asda, Hayes. It is therefore considered that this should not be used as a default exclusionary condition within the sequential test.

- On the basis that a refurbishment of the building is required, it is reasonable to also include other buildings that could be converted to retail as part of the sequential test.

As noted above, a sequential test and retail impact assessment would be reviewed by a third party. As discussed during the meeting, it would be pertinent for the full methodology to be agreed prior to conducting both tests so that any further points of difference can rectified prior to submission.

FLOOD RISK AND SEQUENTIAL TEST

The Environment Agency (EA) Flood Zone map shows that most of the site is located within Flood Zone 2. Smaller sections of the site along the northern boundary are also located within Flood Zone 3. Accordingly, Chapter 14 of the National Planning Policy Framework (NPPF) (2021) is considered. Paragraph 159 of the NPPF (2021) states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Paragraph 161 states that all plans should apply a sequential risk-based approach to the location of development and paragraph 162 states that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.

The area of the site which adjoins the River Pinn should be used for flood attenuation as there are considerable reported flooding problems up-stream and it is known that the lack of maintenance of the River Pinn in this particular location is the cause of the flooding. It should be investigated at this stage where the applicants site boundary lies, and if the land lies outside of the applicants ownership, a contribution will be required to deliver maintenance and flood alleviation works.

ECONOMIC IMPACT

As the development is not a comprehensive redevelopment of the entire site, noting the exclusion of the vehicle service and MOT centre (Use Class B2) to the rear (outside the red line boundary), care should be taken to design a scheme which would not compromise access to and therefore sterilise the adjoining site. For example, the existing unlawful car parking adjoining the River Pinn and access road which is proposed to be formalised would increase the conflict between users of both sites. Alongside the adverse impacts posed to the River Pinn, the parking here should instead be used for flood mitigation.

2. Design

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) All development will be required to be designed to the highest standards and, incorporate principles of good design including:
i) harmonising with the local context by taking into account the surrounding:
- scale of development, considering the height, mass and bulk of adjacent structures;

- building plot sizes and widths, plot coverage and established street patterns;
-building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.
ii) ensuring the use of high quality building materials and finishes;
iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.
B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.
D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The above policies are supported by Policies BE 1 of the Hillingdon Local Plan: Part 1 (2012).

Policy DMEI 8 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Development on sites that adjoin or include a watercourse should:
i) have regard to the relevant provisions of the Thames River Basin Management Plan and any other relevant Catchment Management Plans;
ii) not extend within 8 metres of the top of the bank of a main river or 5 metres either side of an ordinary watercourse or an appropriate width as may be agreed by the Council;
iii) where feasible, secure the implementation of environmental enhancements to open sections of river or watercourse; and
iv) where feasible, implement a scheme for restoring culverted sections of river or watercourses which must include an adequate buffer for flooding and maintenance purposes.
B) Where on-site environmental enhancements or deculverting are financially viable but not feasible, the Council will seek a financial contribution towards relevant projects for the enhancement or deculverting of other sections of rivers or watercourses.
C) Existing wharves and their access will be protected for continued use.
D) Proposals that would adversely affect the infrastructure of main rivers and ordinary watercourses, or which fail to secure feasible enhancements or deculverting, will be resisted.
E) Development located in or adjacent to watercourses should enhance the waterside environment and biodiversity by demonstrating a high design quality which respects the historic significance of the canal and character of the waterway and provides access and improved amenity to the waterfront.
F) All development alongside or that benefits from a frontage on the Grand Union Canal will be expected to contribute to the improvement of the Canal.

The refurbishment of existing retail unit is proposed to include the installation of a new shopfront but no drawings of this have been submitted for consideration. Detailed plans should accompany any formal application submission and accord with the requirements of Policy DMHB 11.

A total of 9 no. car parking spaces are proposed to adjoin the River Pinn and access road to the north of the site. This proposal appears to already exist unlawfully and is likely to be intruding on the root protection areas of adjoining trees. The development would also be contrary to Policy DMEI 8 of the

Hillingdon Local Plan: Part 2 (2020) which requires that development does not extend within 8 metres of the top of the bank of a main river. This proposal is not supported and should be replaced by landscaping and tree planting as mitigation in respect of flooding and drainage, as well as the urban heat island effect and air quality.

It is noted that the site is located within the Hillingdon Air Quality Management Area and West Drayton/Yiewsley Air Quality Focus Area. The proposed design of the site would therefore significantly benefit from tree planting to the front of the site as a green buffer and air quality mitigation.

TREES AND LANDSCAPING

Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) require that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

Policy DMEI 6 of the Hillingdon Local Plan: Part 2 (2020) states that new development adjacent to the Blue Ribbon Network should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

It is understood that there are some landscape features on the existing site that could be affected by the redevelopment of the site. As per the policy above, the proposal should provide landscape enhancement and complement the setting of the Blue Ribbon Network. It is also recommended that any proposal provides connections to the canal footpath alongside flood compensation features.

Policy G5 of the London Plan (2021) states that residential development should achieve a Urban Greening Factor score of 0.3 for commercial development. Any forthcoming application submission should demonstrate compliance with this policy.

ECOLOGY

Paragraph 174 of the NPPF (2021) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Any formal application submission should be supported by an Ecological Enhancement Scheme. Any planting proposed should maximise ecological value.

LISTED BUILDINGS

Policy DMHB 2 of the Hillingdon Local Plan: Part 2 (2020) states that planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

Notably, the Grade II Listed Hillingdon Manor Grange and a Barn at Philpotts Yard are located a short distance to the east, measuring approximately 50 metres in distance. Accordingly, any form of development will need to respect the setting and character of these heritage assets.

3. Amenity

IMPACT ON NEIGHBOURS

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

Residential properties are located a short distance to the east and west of the site. It is not considered likely that the redevelopment of the site as presented would impact the privacy of neighbouring residents or the receipt of daylight and sunlight.

Please be advised that the consideration of daylight and sunlight assessments will require the Council to utilise an external specialist at the expense of the applicant.

NOISE

The relevant planning policy considerations are outlined below for reference.

Policy D14 of the London Plan (2021) states:
A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:
1) avoiding significant adverse noise impacts on health and quality of life
2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)
5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

As noted above, the site is located a short distance to the east and west of residential properties. These represent notable constraints on the permitted noise environment of any future use. It is emphasised that the sensitive noise environment should inform the principle design of the site.

4. Highways

The site is located on the west side of Yiewsley High Street / High Road (A408). Based on TfL's WebCAT planning tool, the site has a PTAL rating of 2 (low).

The following planning policies are considered:

Policy DMT 1 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. This should be viewed in conjunction with Policies T6 and T6.1 of the London Plan (2021).

Paragraph 111 of the NPPF (2021) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is supported by Policy T4 of the London Plan (2021).

HIGHWAY SAFETY

An intensification of the use of the site would raise some concerns with regard to highway safety. Notably, the site is located a short distance to the east and west of residential properties. The Rabbsfarm Primary School and Young People's Academy are also located some 200 metres to the east. Clarification on the vehicle typology proposed and number of trips generated from the site is required.

CAR PARKING FOR RETAIL

Policy T6.3 of the London Plan (2021), Table 10.5, states that retail development located in the rest of outer London requires up to 1 space per 50m2 GIA. The development should accord with these requirements.

DISABLED PERSONS CAR PARKING

Policy T6.1 of the London Plan (2021) states:
G) Disabled persons parking should be provided for new residential developments. As a minimum, proposals should:
1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay

per dwelling is available from the outset
2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.
H) All disabled persons parking bays associated with residential development must:
1) be for residents' use only (whether M4(2) or M4(3) dwellings)
2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
4) count towards the maximum parking provision for the development
5) be designed in accordance with the design guidance in BS8300vol.1
6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

Any formal planning application should demonstrate compliance with the above.

ELECTRIC VEHICLE CHARGING POINTS

Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles. All operational parking should make this provision, including active charging points for all taxi spaces and loading bays and offering rapid charging for the active points provided. Policy T6.2 of the London Plan (2021) applies to employment uses and supports this. The applicant is encouraged to maximise the provision of active and passive electric vehicle rapid charging points.

CYCLE PARKING FOR RETAIL

Policy T5, Table 10.2, of the London Plan (2021) requires the following cycle parking provision for food and non-food retail:

Food retail:
- Long-stay: 1 space per 175 sqm gross external area (GEA)
- Short-stay: 1 space per 40 sqm for the first 750 sqm and thereafter 1 space per 300 sqm (GEA)

Non-food retail:
- Long-stay: 1 space per 250 sqm for first 1000 sqm and thereafter 1 space per 1000 sqm (GEA)
- Short-stay: 1 space per 125 sqm for first 1000 sqm and thereafter 1 space per 1000 sqm (GEA)

VEHICULAR TRIP GENERATION

A Transport Assessment should accompany the full planning application in order to consider the impact of the proposal on the local highway network. This should be written in accordance with the recently published Transport for London Health Streets format and include an Active Travel Zone assessment. The Transport Assessment should highlight how development contributes towards the Mayor of London's road safety Vision Zero. Full details are available at:

https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments

It is noted that there are more trips associated with food retail when compared to other forms of retail, especially bulky goods retail which is generally considered to be associated with fewer trips.

Specifically, confirmation should be provided in relation to the catchment area of the development. Comparable information should be provided for similar development to demonstrate whether the site would serve a large number of local residents within walking distance of the site or whether there would be a significant number of patrons who come from a far distance.

TRAVEL PLAN

For the proposed scale of development, a Travel Plan (TP) is required. This requirement conforms with Transport for London's (TfL's) guidelines as it would address all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode to and from the site. The Travel Plan should be produced in accordance with the latest Transport for London Guidance available at:

https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/travel-plans

As surety that the Travel Plan will be implemented and targets achieved, the Highway Authority requires that the developer provides a £20,000 bond. In the event of the Travel Plan not being delivered the Highway Authority will use this bond to implement the Travel Plan itself. This would be secured by way of a Section 106 agreement. If the Travel Plan is successful the bond will be returned.

CONSTRUCTION LOGISTICS PLAN AND SERVICE DELIVERY PLAN

The Highway Authority requires that a Construction Logistics Plan, Service and Delivery Plan are submitted for approval. These documents should be produced based on the guidance produced by TfL tailored to the development and local circumstances. These should be secured by way of suitable planning condition and/or S106 contributions.

Construction Logistic Plans:
http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf

Service and Delivery Plans:
http://content.tfl.gov.uk/delivery-and-servicing-plans.pdf

5. Other

FLOOD AND WATER MANAGEMENT

Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Of particular relevance is Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) which states:
A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy SI 13).
B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus 30% an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.
C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.

D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.
E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.
F) Developments should be drained by a SuDs system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system. Water Efficiency
G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.
H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.
I) It is expected that major development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure
J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the Local Planning Authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.

The above is supported by Policies SI 12 and SI 13 of the London Plan (2021).

Evidently, the formal planning application should be accompanied by a drainage assessment and strategy incorporating sustainable drainage systems and surface water runoff mitigation.

AIR QUALITY

Paragraph 186 of the National Planning Policy Framework (2021) states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

Policy SI 1 of the London Plan (2021) supports the above.

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) states that all development proposals are required to comply with the following:
i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and
ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:
i) be at least "air quality neutral";
ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The site is located a short distance to the east and west of residential properties. The Rabbsfarm Primary School and Young People's Academy are also located some 200 metres to the east. Including the residential properties, these are all considered to be sensitive receptors forming part of the Hillingdon Air Quality Management Area and Yiewsley Air Quality Focus Area, an area of known poor air quality and high human exposure in need of significant air quality improvement.

To be compliant with policy the development must demonstrate:
- it is at least air quality neutral, it should be noted that as the proposal is within an Air Quality Focus Area more stringent mitigation may be required;
- given the size of the development, and, especially given its location in an Air Quality Focus Area, that an Air Quality Positive approach has been taken;
- it includes sufficient mitigation to ensure that the demolition, construction phase and operational phases to do not impact on relevant receptors. This includes both existing receptors and those newly introduced by the development;
- that the demolition and construction phases are carried out in accordance with the relevant Mayor of London guidance including the use of NRMM compliant machinery;
- that the design aspects have been assessed to provide a clean by design development. For example, the use of Ultra Low NOx technologies and/or low/zero emissions technologies for energy, low/zero technologies for associated traffic, protection of new receptors from pollution sources such as road traffic, emissions from flues, protection of amenity spaces from pollution sources such as roads etc.
- that cumulative assessment with any granted planning applications in the catchment area of the operation of the site has been undertaken

Requirements on application

The development will require an air quality assessment including an Air Quality Neutral assessment, plus demonstration of an Air Quality Positive approach, from design through to operation. Specific advice on scope can be given at the appropriate time. It should be noted that the accuracy of the air quality assessment will depend upon the inputs and full implications of the transport impacts.

As the proposal is within an Air Quality Focus Area it is not sufficient to just meet the air quality neutral benchmarks. This approach is supported by the new London Plan which explains that just meeting air quality neutral benchmarks will not always be sufficient to prevent unacceptable local impacts, especially where these are affected by factors such as location. The air quality assessment should demonstrate the air quality positive approach taken and the clean by design measures incorporated into the development.

Where, after appropriate on-site mitigation measures have been incorporated, any remaining development emissions will be required to be off-set. This can be provided in total by the developer or in part by providing funds to support off-site measures to improve air quality. The pollution damage costs associated with the emissions from the development will inform the degree of mitigation that is required.

In regards to construction the development will need to demonstrate compliance with the Mayor of London's Control of Dust and Emissions SPG which includes the requirement to comply with the requirements of the Non Road Mobile Machinery Low Emission Zone.

GREENHOUSE GAS EMISSIONS

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) requires that:
A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets;
B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved;
C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

This is supported by Policy EM1 of the Hillingdon Local Plan: Part 1 (2012).

Policy SI 2 of the London Plan (2021) states that major development should be net zero-carbon, in accordance with the energy hierarchy: Be lean: use less energy and manage demand during operation; Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly; Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site; and Be seen: monitor, verify and report on energy performance.

Any forthcoming planning application should be supported by an Energy Strategy to demonstrate compliance with the above.

OVERHEATING

Policy SI 4 of the London Plan (2021) states:
A) Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.
B) Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:
1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
2) minimise internal heat generation through energy efficient design;
3) manage the heat within the building through exposed internal thermal mass and high ceilings;
4) provide passive ventilation;
5) provide mechanical ventilation; and
6) provide active cooling systems.

Any forthcoming planning application should be supported by an Overheating Strategy to demonstrate compliance with the cooling hierarchy.

CONTAMINATED LAND

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.
B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of

development.
C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.
D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

In the context of land that may be affected by contamination, a preliminary risk assessment, conducted in 2020, identified eight potential pollutant linkages at the site. In terms of the previously proposed redevelopment of the site, the overall risk was considered to be medium

Therefore, a Phase 2 ground investigation and a Tier 2 Generic Quantitative Risk Assessment (GQRA) would be recommended to characterise the site more precisely and in accordance with current standards and prevailing guidelines concerning land condition and suitability for use.

For information at this stage, for the potential redevelopment options, as outlined in the submitted Design Statement document, it is most likely the following standard condition/s would be imposed concerning land contamination, particularly if the findings from ground investigation/s at the site confirm unacceptable risks are present:

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part any required site remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

SECURITY

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:
i) providing entrances in visible, safe and accessible locations;
ii) maximising natural surveillance;
iii) ensuring adequate defensible space is provided;
iv) providing clear delineations between public and private spaces; and
v) providing appropriate lighting and CCTV.

Any grant of planning permission would be subject to a secure by design condition to achieve appropriate accreditation. To obtain further advice, you may wish to contact the Metropolitan Police's Secure by Design Officer, PC Robert Palin who can be contacted on 020 8733 5245 or by e-mail on Robert.Palin@met.pnn.police.uk.

FIRE SAFETY

Please be advised that Policy D12 of the London Plan (2021) states the following:

A) In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:
1) identify suitably positioned unobstructed outside space:
a) for fire appliances to be positioned on
b) appropriate for use as an evacuation assembly point
2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; appropriate fire alarm systems and passive and active fire safety measures
3) are constructed in an appropriate way to minimise the risk of fire spread
4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users
5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

Given the above, applicants are encouraged to consider fire safety early within the development process.

CATEGORISATION OF THE APPLICATION

The Council's scheme of delegation states that the Major Applications Committee will determine major planning applications that involve:
1. the creation of 10 or more residential units.
2. residential development on a site of 0.5 hectares or more

3. non-residential development on a site of at least 1 hectare
4. non-residential development that creates more than 1000 square metres of new gross floorspace
5. the creation of a change of use of 1000 square metres or more of gross floor space (not including housing)
6. Council owned development sites / applications where the Council is the applicant.

Given the above, a formal full planning application for the proposed development would be categorised as a major planning application.

6. Planning Obligation and CIL (Mayor and LBH)

S106 PLANNING OBLIGATIONS

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:
A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).
B) Planning obligations will be sought on a scheme-by-scheme basis:
i) to secure the provision of affordable housing in relation to residential development schemes;
ii) where a development has infrastructure needs that are not addressed through CIL; and
iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.
C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m2 or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is as follows:

- Large format retail development (A1) greater than 1,000 square metres, outside of designated town centres - £215 per square metre
- Offices (B1) - £35 per square metre

- Hotels (C1) - £40 per square metre
- Residential Dwelling Houses (C3) - £95 per square metre
- Industrial (B8) - £5 per square metre

Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme.

7. Application Submission

The Council's adopted Local Planning Validation Checklist (June 2020) is available on the Council website and sets out a full list of the information required to validate a Full Planning application.

8. Conclusion

This pre-application seeks advice on a proposal for the refurbishment of the existing retail unit (Class E) including installation of new shopfront, reconfiguration of car park, landscaping and associated works. No new floorspace is proposed but the proposals would extend the quantum of floorspace that can be used for the sale of food and drink products from 240 square metres to 892 square metres, an increase of 652 square metres.

The uplift in the amount of floorspace that could be used to sell food and drink is deemed to be significant. A sequential test and retail impact assessment will be required as part of any future planning application submission. The sequential test and retail impact assessment would be reviewed by a third party to determine the availability of alternative sources and the harm that may arise towards the town centre.

The location of the site within Flood Zones 2 and 3, the Hillingdon Air Quality Management Area and Yiewsley/West Drayton Air Quality Focus Area is emphasised. Accordingly, any forthcoming application submission should be carefully designed and incorporate measures to mitigate flood risk, the urban heat island effect and air quality.

If the principle issue in respect of retail impact and sequential test can be overcome, then the formal application submission should be supported by a revised design and the documentation requested within the main body of the report to aid the detailed consideration of the application.

9. Planning Performance Agreement

Central Government encourages the use of Planning Performance Agreements (PPAs) for larger and more complex major planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process. A PPA can be used to ensure provision of a dedicated planning resource focusing on your application to ensure it is dealt with as a priority, it is highly recommended that you enter into a PPA. This typically involves funding from the developer to allow the Authority to hire an additional planner to act as a dedicated case officer for your proposals.

The key advantage to entering into a PPA is that the Council will have the resources in place to ensure that the application proceeds through the application process in a timely fashion and result in high quality development. Ed Laughton and Noel Kelly are available to discuss the details of a PPA (elaughton@hillingdon.gov.uk & nkelly@hillingdon.gov.uk).]

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

**Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible,**

in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Councils pre-application advice service and I trust you have found this service of assistance.

Michael Briginshaw
Planning Officer
London Borough of Hillingdon

Planning Guarantee
For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all Planning Performance Agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined in a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.

Appendix B: Proposed Site Layout Plan


**Schedule of Accommodation**

| | | |
|---|---|---|
| **Unit G.I.A.** | = | **2987sq m / 32151sq ft** |
| **Standard** | = | **82 spaces** |
| **Disabled** | = | **19 spaces** |
| **Disabled + EVC** | = | **1 space** |
| **Parent and Child** | = | **5 spaces** |
| **EVC** | = | **13 spaces** |
| **Total Car Parking** | = | **120 spaces** |

DRAWING KEY

LP — New lighting standard type, height and lighting to be advised by specialist

New brushed anti rpm rsid stainless steel bollard 900mm high

Site boundary.

External surfaces are to fall away from building at approximate 1:60 generally – (this gradient not to be exceeded)

600mm high treated timber knee rail

Secure heras zenith – 358 weld mesh panels fence – 3m high

Secure heras zenith – 358 weld mesh panels fence – 4.2m high

New exterior lighting to site to be designed by specialist to give correct lighting levels.

Block paving, colour – Natural

Tactile paving with blister finish to surface.

Low maintenance Soft landscape areas in accordance with landscape architects design.

Macadam road way, car parking and footway

Existing service yard

0m 2m 10m 20m

1:200

home bargains
TOP BRANDS - BOTTOM PRICES

# Planning

| REV. | DATE | AMENDMENT |
|---|---|---|
| B | 21.06.23 | Parking to North of site adjacent sub station omitted and shown as landscaping |
| A | 30.03.23 | Drawing scale amended to 1:200 at A0 |


WPL Consulting LLP
1 Airport West Lancaster Way Leeds LS19 7ZA
**Tel: 0113 202 9444** Fax: 0113 202 9333
E-mail: mail@wplconsulting.co.uk

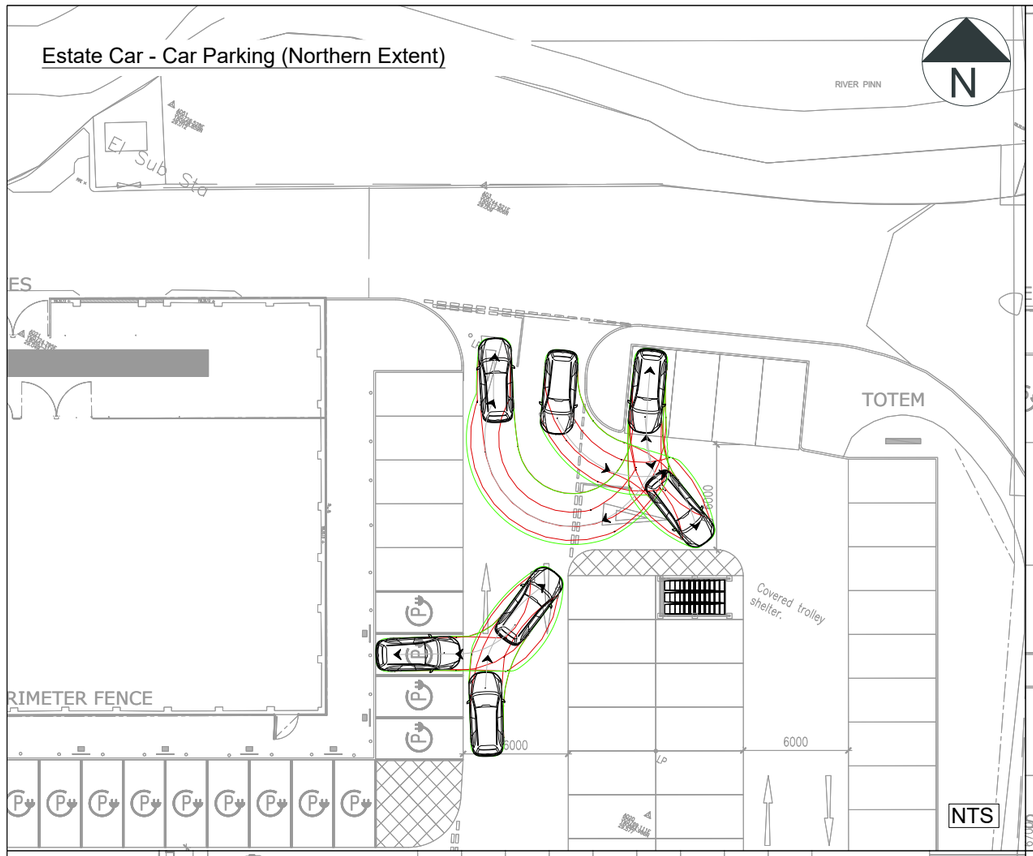

PROJECT TITLE
217 High Street
Yiewsley
West Drayton

DRAWING TITLE
Proposed Site Plan

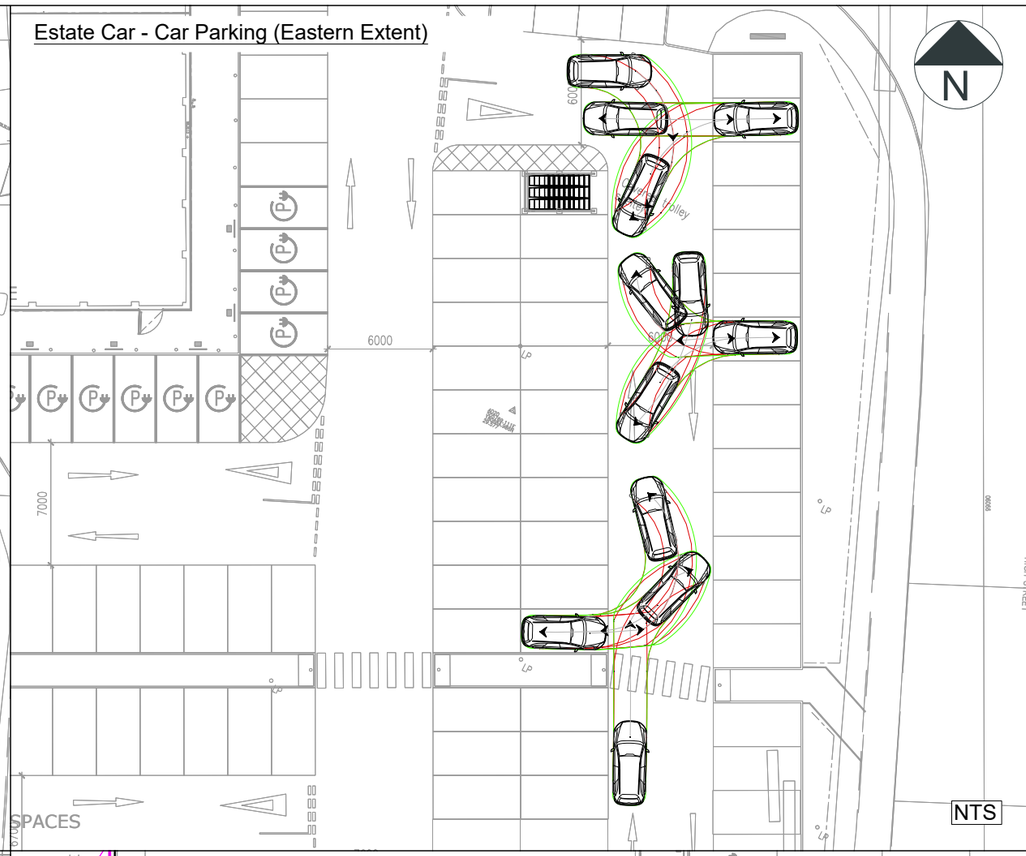
| PROJECT No: | DRAWING No: | REVISION: |
|---|---|---|
| 9864 | 102 | B |
| SCALE: | DATE: | DRAWN BY: |
| 1:200 @ A0 | 19.04.23 | TR |
| CHECKED BY: | | DATE: |

# Appendix C: Swept Path Analysis: Car

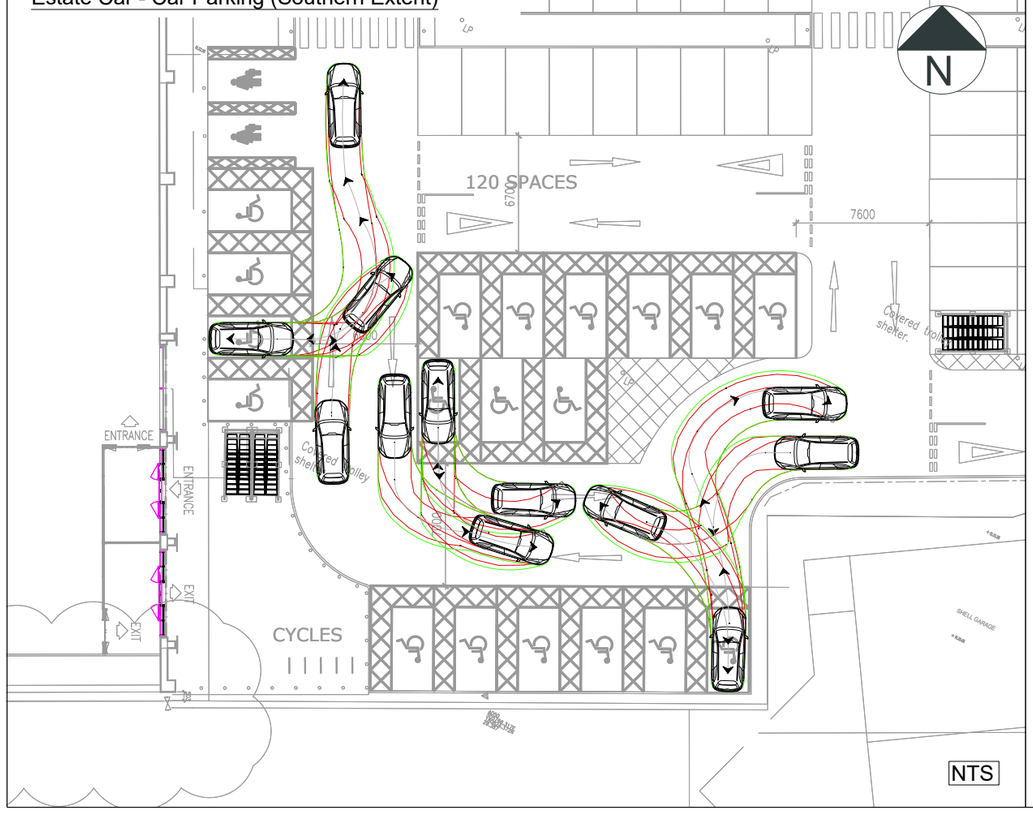
## Estate Car - Car Parking (Northern Extent)



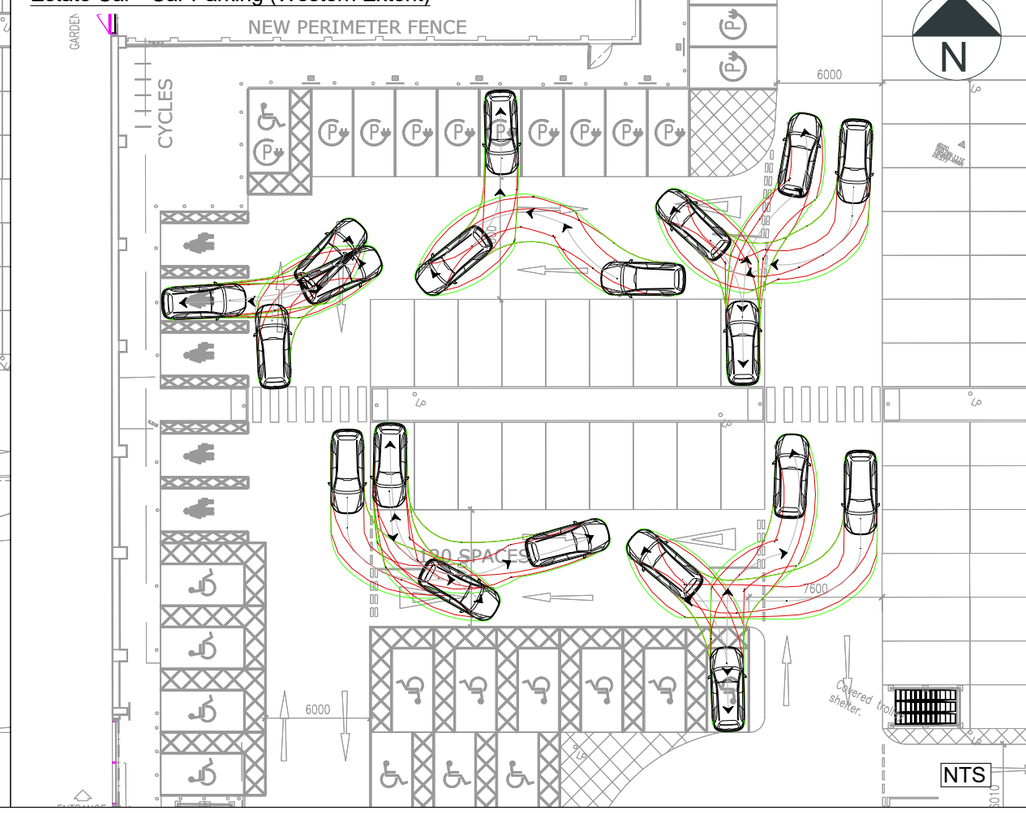

## Estate Car - Car Parking (Eastern Extent)




## Estate Car - Car Parking (Southern Extent)




## Estate Car - Car Parking (Western Extent)



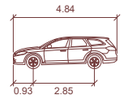

## Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by WPL Consulting LLP (Drawing no. 102 Rev B) dated 19.04.23.
3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

## Key:

Site Boundary

### Vehicle Profile




2012 Ford Mondeo Wagon

meters

| | | |
|---|---|---|
| Width | : | 1.89 |
| Track | : | 1.89 |
| Lock to Lock Time | : | 6.0 |
| Steering Angle | : | 34.7 |

| Rev | Date | Details | By | Chkd |
|---|---|---|---|---|
| P01 | 06.06.23 | Updated Layout and Swept Path Analysis - | RC | GH / AP |

rappor

rappor.co.uk

CLIENT:
TJ Morris Ltd

PROJECT:
Home Bargains, West Drayton

TITLE:
Swept Path Analysis - Estate Car Car Parking

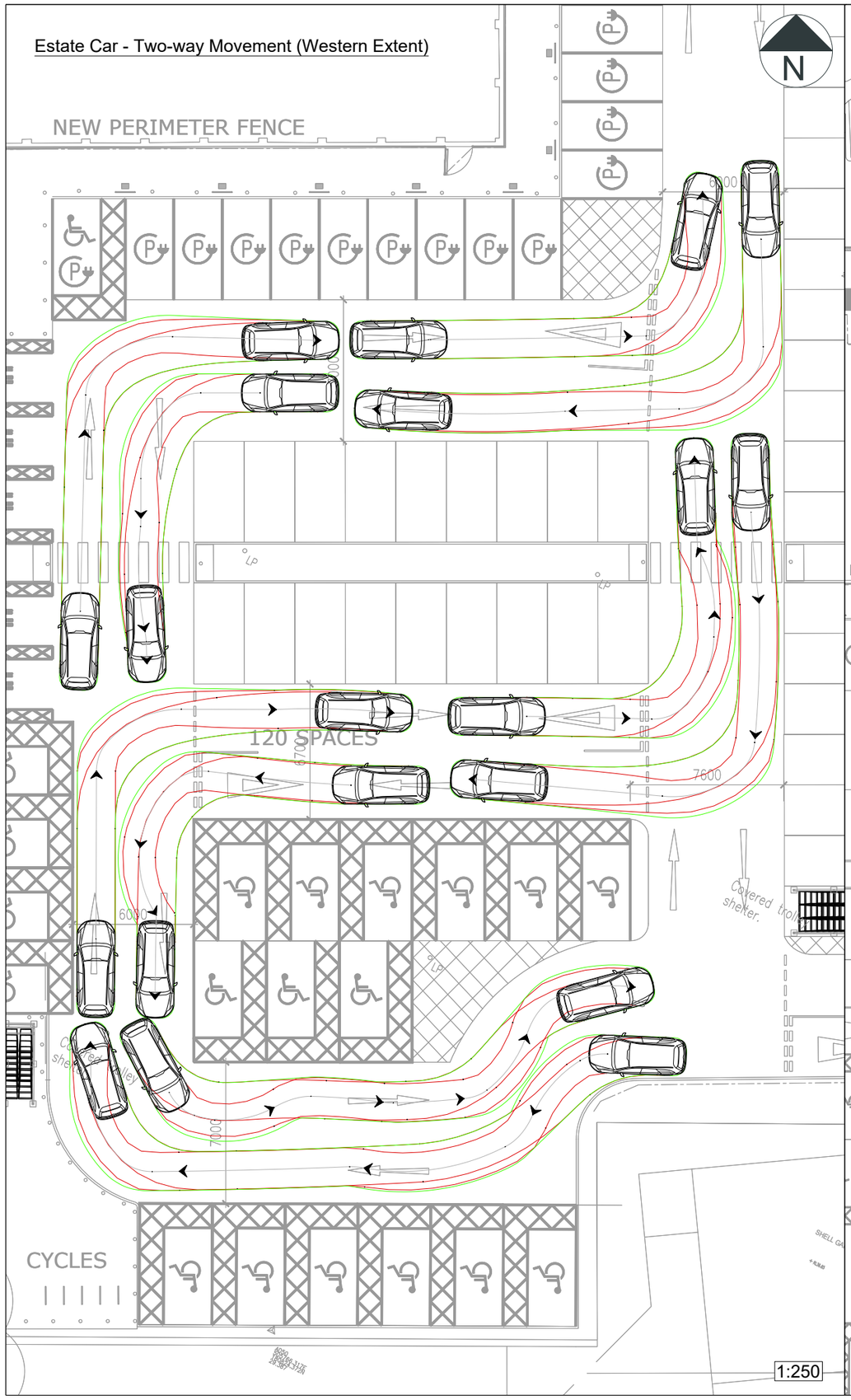
| SCALE @ A3: | DATE: | DRAWN: | CHECKED: | APPROVED: |
|---|---|---|---|---|
| As Shown | 14.04.23 | RC | GH | AP |

STATUS: PLANNING

DRAWING NO: 230279-RAP-XX-XX-DR-TP-4101

REVISION: P01

## Estate Car - Two-way Movement (Western Extent)




## Estate Car - Two-way Movement (Eastern Extent)

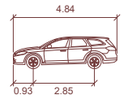

## Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by WPL Consulting LLP (Drawing no. 102 Rev B) dated 19.04.23.
3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

## Key:

Site Boundary

### Vehicle Profile




2012 Ford Mondeo Wagon

| | meters |
|---|---|
| Width | : 1.89 |
| Track | : 1.89 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 34.7 |

| Rev | Date | Details | By | Chkd |
|---|---|---|---|---|
| P01 | 06.06.23 | Updated Layout and Swept Path Analysis - | RC | GH / AP |

rappor

rappor.co.uk

CLIENT:
TJ Morris Ltd

PROJECT:
Home Bargains, West Drayton

TITLE:
Swept Path Analysis - Estate Car
Two-Way Movement

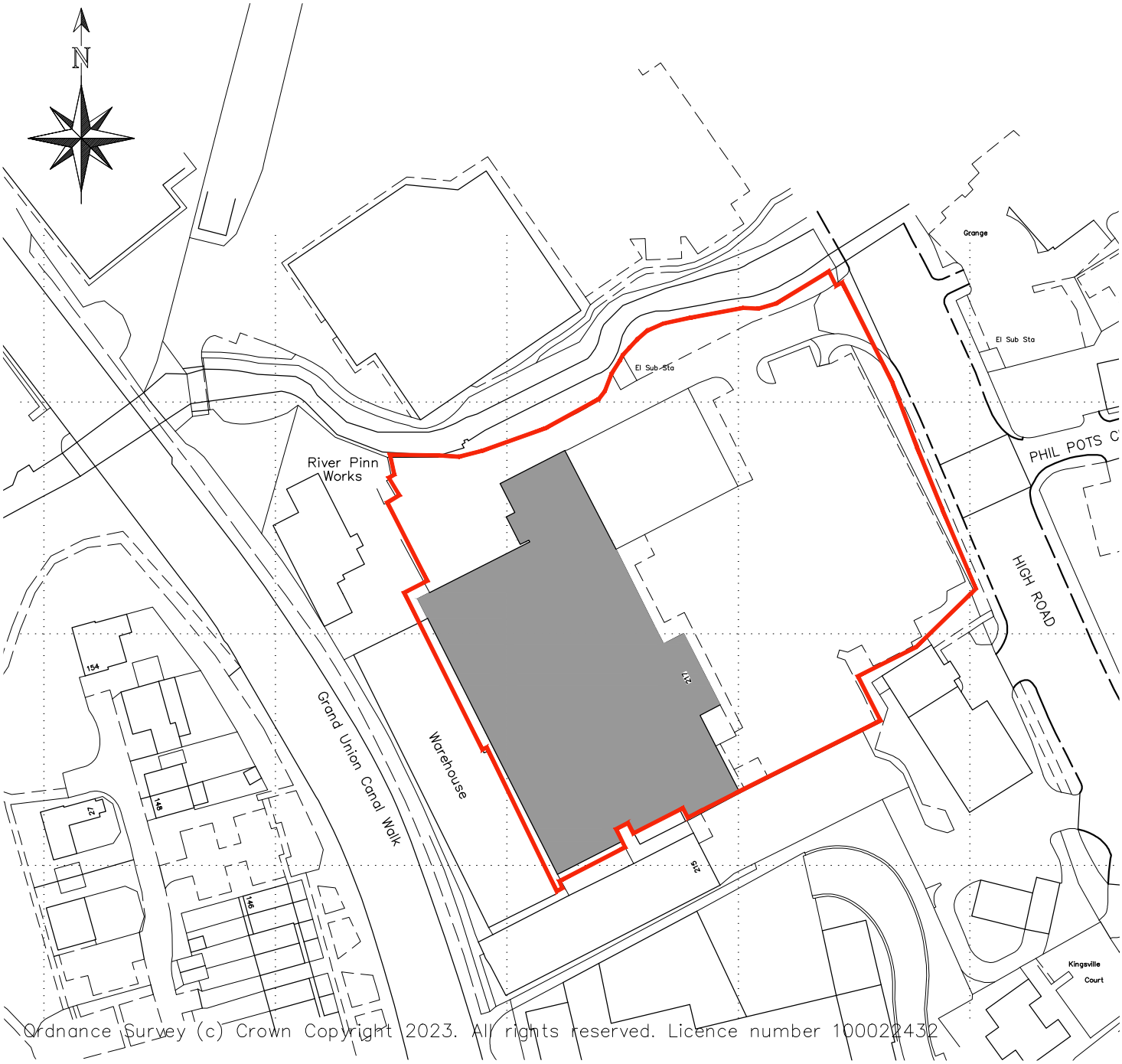
| SCALE @ A3: | DATE: | DRAWN: | CHECKED: | APPROVED: |
|---|---|---|---|---|
| As Shown | 14.04.23 | RC | GH | AP |

STATUS:
PLANNING

DRAWING NO:
230279-RAP-XX-XX-DR-TP-4100

REVISION:
P01

# Appendix D: Site Location Plan






0m 10m 50m 125m

1:1250

WPL Consulting LLP
1 Airport West Lancaster Way Leeds LS19 7ZA
**Tel: 0113 202 9444** Fax: 0113 202 9333
E-mail: mail@wplconsulting.co.uk

PROJECT TITLE
217 High Street
West Drayton
UB7 7GN

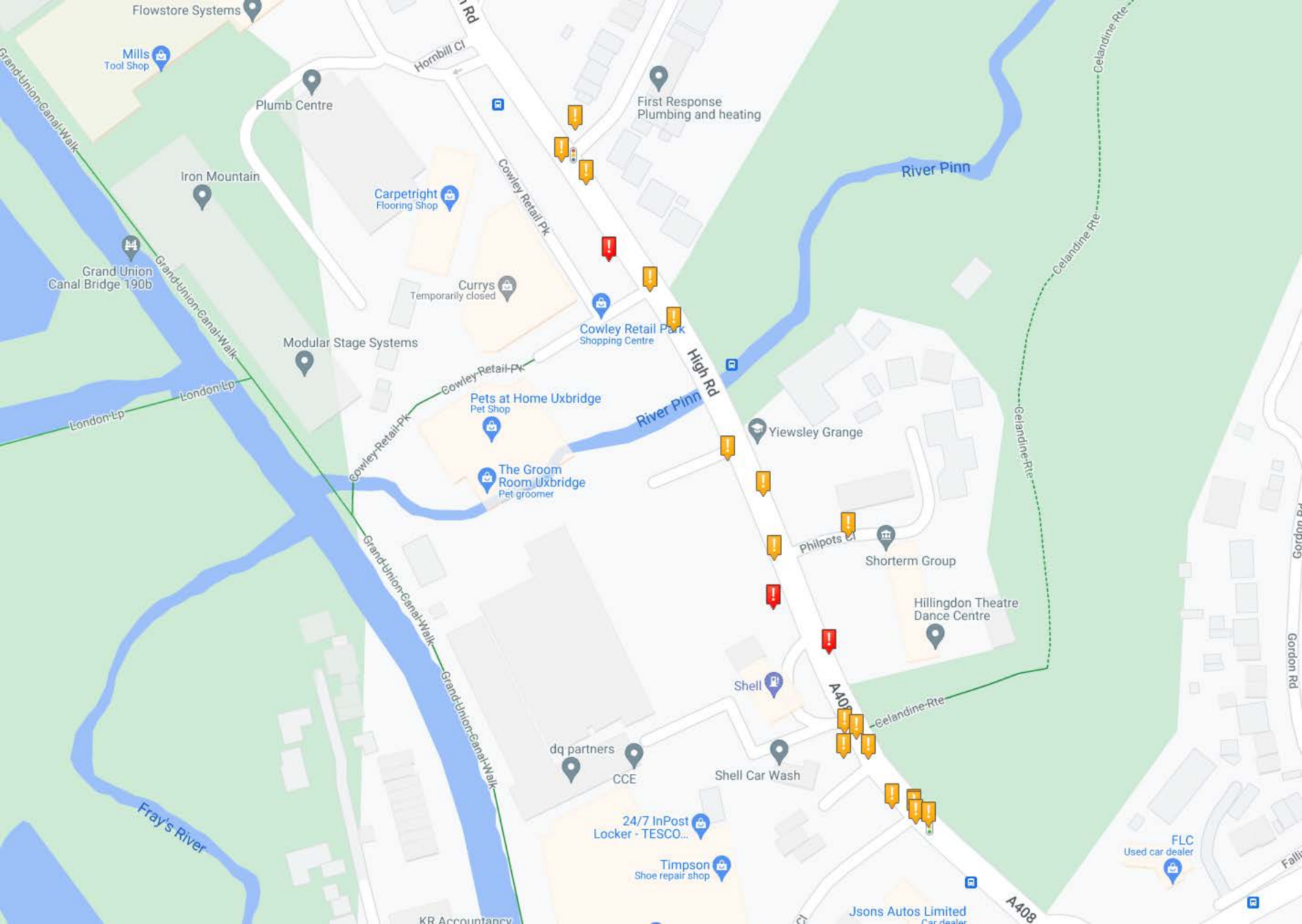
DRAWING TITLE
Site Location Plan

| REV. | DATE | AMENDMENT |
|---|---|---|

| PROJECT No: | DRAWING No: | REVISION: |
|---|---|---|
| 9864 | LC01 | |
| SCALE: | DATE: | DRAWN BY: |
| 1:1250@A4 | March 23 | |

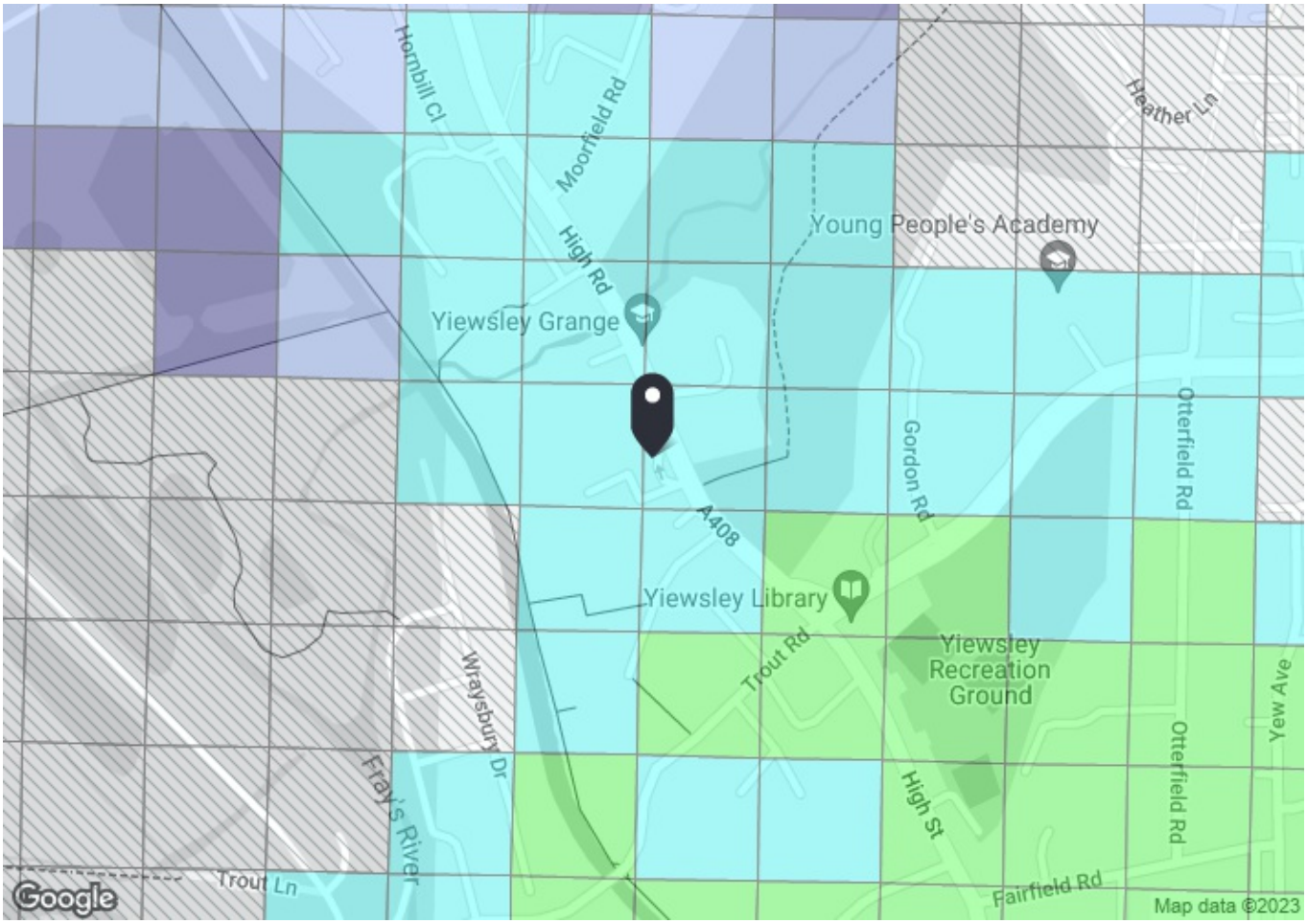
| CHECKED BY: | DATE: |
|---|---|
| | |

# Appendix E:: CrashMap Personal Injury Collision Extract


Flowstore Systems
Mills
Tool Shop
Plumb Centre
Hornbill Cl
First Response
Plumbing and heating
Iron Mountain
Carpetright
Flooring Shop
Cowley Retail Pk
River Pinn
Grand Union
Canal Bridge 190b
Grand-Union-Canal-Walk
Currys
Temporarily closed
Cowley Retail Park
Shopping Centre
High Rd
Modular Stage Systems
Cowley-Retail-Pk
London-Lp
Pets at Home Uxbridge
Pet Shop
Yiewsley Grange
The Groom
Room Uxbridge
Pet groomer
Philpots Cl
Shorterm Group
Hillingdon Theatre
Dance Centre
Shell
A408
Celandine-Rte
dq partners
CCE
Shell Car Wash
Fray's River
24/7 InPost
Locker - TESCO...
Timpson
Shoe repair shop
FLC
Used car dealer
Jsons Autos Limited
Gordon Rd

# Appendix F: PTAL Extract

TRANSPORT FOR LONDON




**PTAL output for Base Year**
2

209 High Rd, West Drayton UB7 7QP, UK
Easting: 505804, Northing: 180833

Grid Cell: 82068

Report generated: 05/06/2023

**Map key - PTAL**

| | |
|---|---|
| 0 (Worst) | 1a |
| 1b | 2 |
| 3 | 4 |
| 5 | 6a |
| 6b (Best) | |

**Map layers**

PTAL (cell size: 100m)

Calculation Parameters

| | |
|---|---|
| **Day of Week** | M-F |
| **Time Period** | AM Peak |
| **Walk Speed** | 4.8 kph |
| **Bus Node Max. Walk Access Time (mins)** | 8 |
| **Bus Reliability Factor** | 2.0 |
| **LU Station Max. Walk Access Time (mins)** | 12 |
| **LU Reliability Factor** | 0.75 |
| **National Rail Station Max. Walk Access Time (mins)** | 12 |
| **National Rail Reliability Factor** | 0.75 |

Calculation data

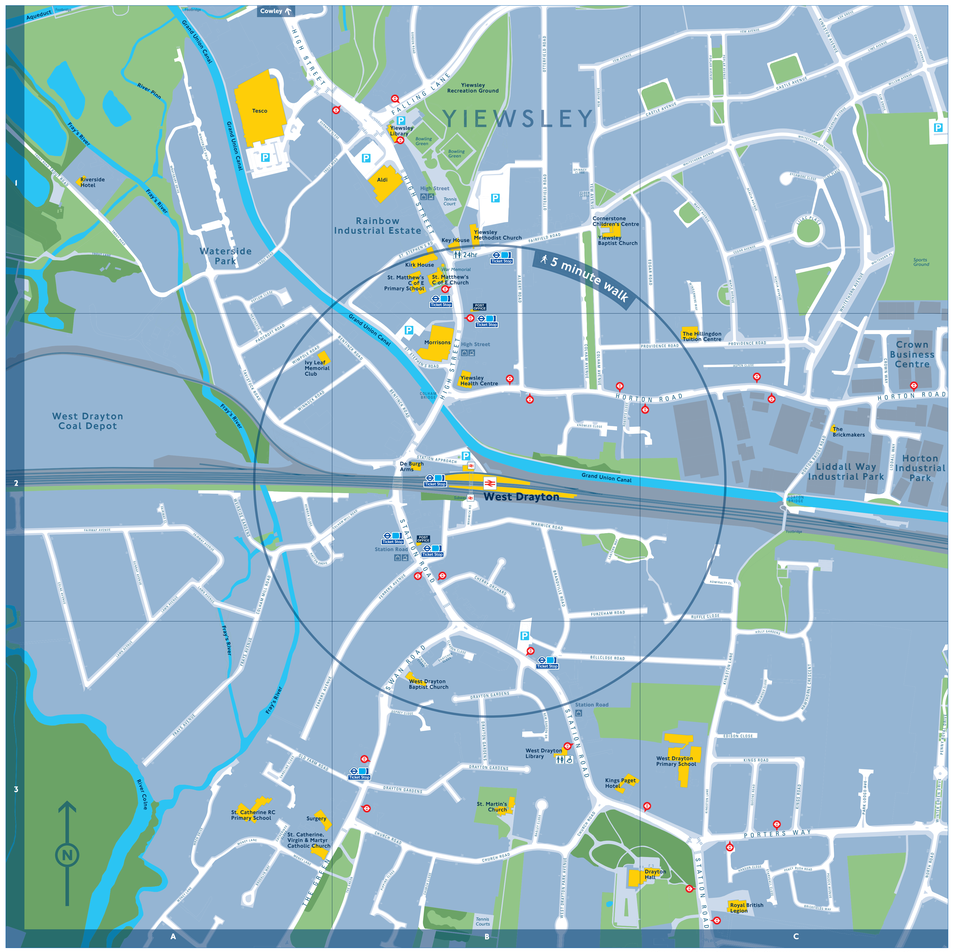
| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|---|---|---|---|---|---|---|---|---|---|---|
| Bus | HIGH STREET FALLING LANE | 222 | 35.59 | 7.5 | 0.44 | 6 | 6.44 | 4.65 | 1 | 4.65 |
| Bus | HIGH STREET/FALLING LANE | U5 | 211.3 | 5 | 2.64 | 8 | 10.64 | 2.82 | 0.5 | 1.41 |
| Bus | HIGH STREET/FALLING LANE | U3 | 211.3 | 5 | 2.64 | 8 | 10.64 | 2.82 | 0.5 | 1.41 |
| Bus | HIGH STREET/FALLING LANE | U1 | 211.3 | 4 | 2.64 | 9.5 | 12.14 | 2.47 | 0.5 | 1.24 |
| | | | | | | | | | **Total Grid Cell AI:** | **8.71** |

# Appendix G: Public Transport Map

# West Drayton Station – Zone 6

# Onward Travel Information

## Local Area Map






### Street finder

**A**

C1 Acacia Avenue
C2 Admiralty Close
B1 Albert Road
C1 Ash Grove
C2 Aspen Close

**B**

B3 Bagley Close
B3 Bellclose Road
B2 Bentinck Road
C3 Boxwood Close
B2 Brandville Road
C3 Brickfields Way
A3 Brooklyn Way

**C**

A3 Caroline Close
C1 Castle Avenue
A3 Catherines Close
C1 Cedar Avenue
B2 Cherry Orchard
C1 Chestnut Avenue
B3 Church Close
B3 Church Road
B3 Classon Close
B2 Colham Avenue
B2 Colham Bridge
A2 Colham Mill Road
A2 Coline Avenue
C2 Crown Way

**D**

B3 Drayton Gardens

**E**

C1 Edgar Road
C3 Edison Close
B1 Elder Close
C1 Elm Grove

**F**

B1 Fairfield Road
A2 Fairway Avenue
A2 Fairway Close
B1 Falling Lane
B2 Ferrers Avenue
A3 Frays Avenue
B2 Furzeham Road

**G**

B1 Gordon Road
A3 Green, The
B1 Gurnard Close

**H**

C3 Hanson Close
A2 Hatton Grove
C3 Hawthorne Crescent
A2 Heathcote Way
B1 High Street
C2 Holly Gardens
C2 Horton Bridge
C2 Horton Bridge Road
C2 Horton Road
A2 Humber Close

**K**

C3 Kings Road
C1 Kingston Avenue
C3 Kingston Lane
B2 Knowles Close

**L**

C1 Laburnum Avenue
B2 Lantern Way
A2 Lawn Avenue
C2 Liddall Way
C1 Lilac Place
C1 Lime Avenue

**M**

C1 Maple Avenue
A3 Money Lane

**N**

B3 New Garden Drive
C3 North Road

**O**

A3 Old Farm Road
B3 Osprey Close
B1 Otterfield Road

**P**

A2 Padcroft Road
C3 Park Lodge Avenue
C3 Penny Royal Drive
A1 Peplow Close
C3 Percy Bush Road
B3 Pippins Close
C3 Pocock Avenue
C1 Poplar Avenue
C3 Porters Way
C2 Providence Road

**Q**

C3 Queens Road

**R**

B2 Roberts Close
C2 Ruffle Close

**S**

B2 St. Stephen's Road
B1 Spinney Close
C3 Starveall Close
B2 Station Approach
B3 Station Road
A2 Sunray Avenue
B3 Swains Close
B3 Swan Road
C1 Sycamore Close

**T**

A2 Tavistock Road
B3 Thatcher Close
A1 Trout Lane
A1 Trout Road

**W**

B2 Warwick Road
A2 Wentlow Gardens
B3 West Drayton Park Avenue
C1 Whitethorn Place
C1 Whitethorn Avenue
C1 Willow Avenue
A2 Wimpole Road
C1 Windermere Way
A2 Winnock Road
C3 Winter Green Drive
A1 Wraysbury Drive
A3 Wren Drive

**Y**

B1 Yew Avenue

### Landmark finder

B1 Aldi
C2 Brickmakers, The
B1 Cornerstone Children's Centre
B2 De Burgh Arms
C3 Drayton Hall
C2 Hillingdon Tuition Centre, The
A2 Ivy Leaf Memorial Club
B1 Key House
B3 Kings Paget Hotel
B1 Kirk House
B2 Morrisons
A1 Riverside Hotel
C3 Royal British Legion
A3 St. Catherine RC Primary School
A3 St. Catherine, Virgin & Martyr Catholic Church
B3 St. Martin's Church
B1 St. Matthew's C of E Church
B1 St. Matthew's C of E Primary School
A3 Surgery
A2 Tesco
B3 West Drayton Baptist Church
B3 West Drayton Library
C3 West Drayton Primary School
B1 Yiewsley Baptist Church
B2 Yiewsley Health Centre
B1 Yiewsley Library
B1 Yiewsley Methodist Church
B1 Yiewsley Recreation Ground

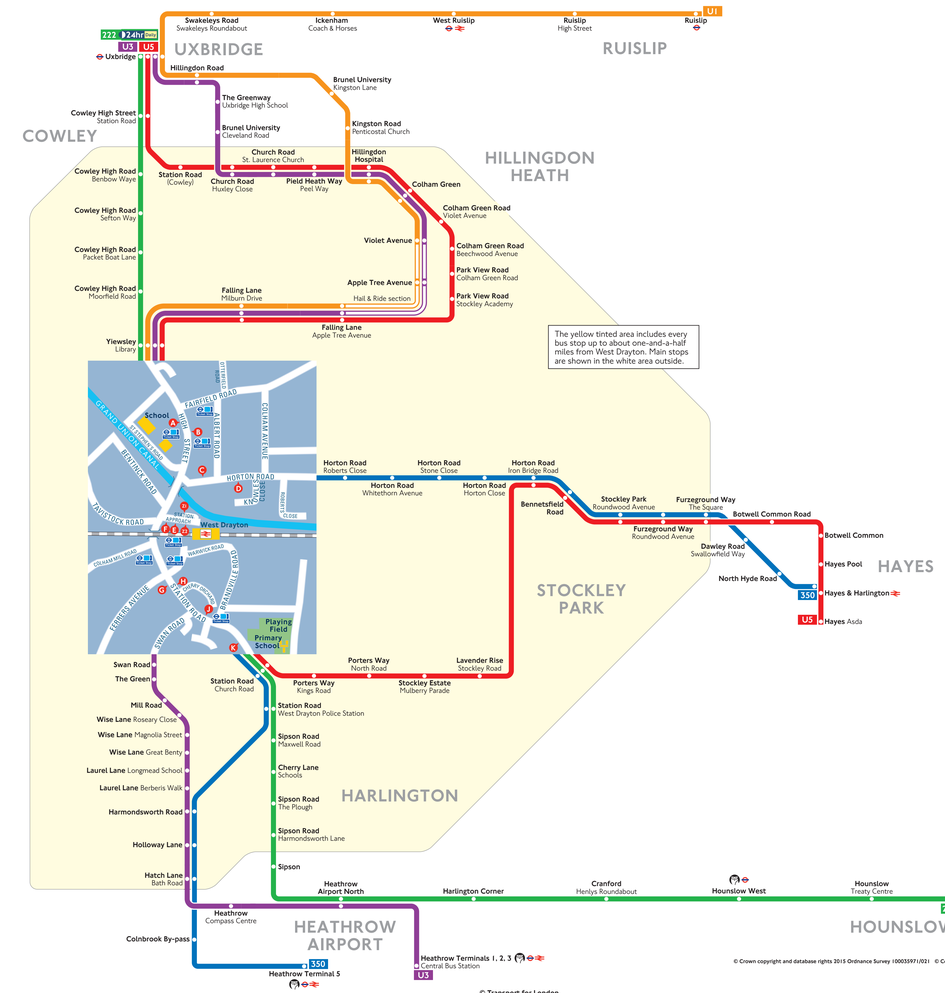
### Key

- National Rail station
- National Rail station entrance
- Bus stop
- Car park
- Public toilet

Top up your Oyster pay-as-you-go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London

West Drayton DR TFL31224.03.16 (T)

## Bus Map






### Destination finder

| Destination | Bus routes | Bus stops |
|---|---|---|
| **A** | | |
| Apple Tree Avenue | U1 | A E |
| | U3 | A B G |
| **B** | | |
| Bennetsfield Road | 350 | C E H K |
| | U5 | A F H J |
| Botwell Common | U5 | A F H J |
| Botwell Common Road | U5 | A F H J |
| Brunel University Cleveland Road | U3 | A B G |
| Brunel University Kingston Lane | U1 | A E |
| **C** | | |
| Cherry Lane Schools | 222 | B F H J |
| Church Road | U3 | A F G |
| | U5 | A F G K |
| Colham Green | U1 | A E |
| | U3 | A F G |
| | U5 | A B G K |
| Colham Green Road | U5 | A F G K |
| Colnbrook By-pass | 350 | D F H J |
| Cowley High Road | 222 | A F G K |
| Cowley High Street Station Road | 222, U5 | A F G K |
| Cranford Henlys Roundabout | 222 | B F H J |
| **D** | | |
| Dawley Road Swallowfield Way | 350 | C E G K |
| **F** | | |
| Falling Lane | U1 | A E |
| | U3 | A F G |
| | U5 | A F G K |
| Furzeground Way | 350 | C F G K |
| | U5 | B F H J |
| **G** | | |
| Green, The | U3 | A F G |
| Greenway, The | U3 | A B G |
| **H** | | |
| Harlington Corner | 222 | B F H J |
| Harmondsworth Road | 350 | D F H J |
| | U3 | B F H |

| Destination | Bus routes | Bus stops |
|---|---|---|
| Hatch Lane Bath Road | 350 | D F H J |
| | U3 | B F H |
| Hayes Asda | U5 | B F H J |
| Hayes & Harlington | 350 | C E G K |
| | U5 | B F H J |
| Hayes Pool | U5 | B F H J |
| Heathrow Compass Centre | U3 | B F H |
| Heathrow Airport North | 222 | B F H J |
| | U3 | B F H |
| Heathrow Terminals 1, 2, 3 Central Bus Station | U3 | B F H |
| Heathrow Terminal 5 | 350 | C E H J |
| Hillingdon Hospital | U1 | A G |
| | U3 | A F G |
| | U5 | A F G K |
| Hillingdon Road | U1 | A G |
| | U3 | A F G |
| Holloway Lane | 350 | D F H J |
| | U3 | B F H |
| Horton Road Horton Close, Roberts Close, Stone Close and Whitethorn Avenue | 350 | C E H K |
| Horton Road Iron Bridge Road | 350 | C E H K |
| | U5 | B F H J |
| Hounslow Bus Station and Treaty Centre | 222 | B F H J |
| Hounslow West | 222 | B F H J |
| **I** | | |
| Ickenham Coach & Horses | U1 | A E |
| **K** | | |
| Kingston Road Penticostal Church | U1 | A E |
| **L** | | |
| Laurel Lane | U3 | B F H |
| Lavender Rise Stockley Road | U5 | B F H J |
| **M** | | |
| Mill Road | U3 | B F H |
| **N** | | |
| North Hyde Road | 350 | C E G K |

| Destination | Bus routes | Bus stops |
|---|---|---|
| **P** | | |
| Park View Road | U5 | A F G K |
| Pield Heath Way Peel Way | U3 | A F G |
| | U5 | A F G K |
| Porters Way | U5 | B F H J |
| **R** | | |
| Ruislip | U1 | A E |
| Ruislip High Street | U1 | A E |
| **S** | | |
| Sipson | 222 | B F H J |
| Sipson Road | 222 | B F H J |
| Station Road (Cowley) | U5 | A F G K |
| Station Road Church Road | 222, U5 | B F H J |
| | 350 | B F H J |
| Station Road West Drayton Police Station | 222 | B F H J |
| | 350 | D F H J |
| Stockley Estate Mulberry Parade | U5 | B F H J |
| Stockley Park Roundwood Avenue | 350 | B F G K |
| | U5 | B F H J |
| Swakeleys Road Swakeleys Roundabout | U1 | A E |
| Swan Road | U3 | B F H |
| **U** | | |
| Uxbridge | 222, U5 | A E G K |
| | U1 | A E |
| | U3 | A F G |
| Uxbridge High School | U3 | A F G |
| **V** | | |
| Violet Avenue | U1 | A E |
| | U3 | A F G |
| **W** | | |
| West Ruislip | U1 | A E |
| Wise Lane | U3 | B F H |
| **Y** | | |
| Yiewsley Library | 222, U5 | A F G K |
| | U1 | A E |
| | U3 | A F G |

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### Route finder

| Bus route | Towards | Bus stops |
|---|---|---|
| 222 24hr Note | Hounslow | B F H J |
| | Uxbridge | A E G K |
| 350 | Hayes & Harlington | C E G K |
| | Heathrow Terminal 5 | D F H J |
| U1 | Ruislip | A E |
| U3 | Heathrow Terminals 1,2,3 | B F H |
| | Uxbridge | A E G |
| U5 | Hayes Asda | B F H J |
| | Uxbridge | A E G K |

### Key

- Connections with London Underground
- Connections with National Rail
- Tube station with 24-hour service Friday and Saturday nights when Night Tube services operate

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**Contact Centre**
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# Appendix H: ATZ Assessment TN

# Home Bargains, 217 High Street, Yiewsley, West Drayton

## TJ Morris Ltd

## Technical Note - ATZ Assessment

June 2023

rappor

Infrastructure and environmental consultants

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rappor.co.uk

# TECHNICAL NOTE

| | |
|---|---|
| **Project Name:** | Home Bargains, 217 High Street, Yiewsley, West Drayton |
| **Client:** | TJ Morris Ltd |
| **Job No:** | 23-0279 |
| **Date:** | June 2023 |
| **TN Status / No:** | Issue 01 |
| **Prepared By:** | Rowena Cameron / Matt Mauler |
| **Checked By:** | Grace Hancock / Adam Padmore |
| **Subject:** | Active Travel Zone Assessment |

## 1. Introduction

1.1 Rappor have been instructed by TJ Morris Ltd to prepare a Technical Note (TN) in support of a planning application concerning the redevelopment of the existing retail unit at 217 High Street, Yiewsley, West Drayton, UB7 7GN.

1.2 Planning permission is sought for the refurbishment of existing retail unit (Class E), including installation of new shopfront, reconfiguration of car park, landscaping, external plant, and associated works.

1.3 Permission is also sought for the modification of goods restriction associated with the current permission which allows up to 8% of the retail floorspace to sell food and drink, to be increased for up to 30%.

1.4 Home Bargains operates on the basis of approximately 70% of floor space dedicated to non-food products and 30% for the sale of food and drink products (+5%). It is important to note that the nature of the food and drink items on sale (discount products) do not mirror the typical offering associated with conventional food-based retailers (fresh foods etc). Therefore, they are associated with a different trip attraction pattern, which is less intensive and primarily linked to the sale of non-food goods within the store.

1.5 A Transport Assessment (TA) and a Travel Plan (TP) have been prepared under separate covers.

## Pre-Application Consultation

1.6 The applicant held a pre-application meeting with Hillingdon Council (HC) on the 5th May 202 a formal pre-application response was provided on 26th May 2023 (ref: 68663/PRC/2023/53). The pre-application response is attached at **Appendix A**, highlighting a number of highways and transport related comments, which are addressed in the accompanying TA and TP.

1.7 In addition to the above, email correspondence between the Local Highway Authority (LHA) and Rappor in relation to an Active Travel Zone (ATZ) Assessment confirmed the scope of work required n in relation to the proposed development.

1.8 The correspondence and confirmation of the scope of assessment is attached in **Appendix B**, which states that a full ATZ assessment is not required, and that a TN *that shows destinations and routes, details of the barriers to active travel – location map and photos, and a narrative as to how these barriers could be overcome' would be suitable.*

## Transport for London Relevant Planning Guidance and Policy

### Healthy Streets Approach

1.9 The Healthy Streets Approach is the system of policies and strategies to help Londoners use cars less and walk, cycle, and use public transport more. Three main levels of policymaking and implementation are required, which are summarised below:

a) 'Street Level' – policy to encourage the daily, sustainable, social, and direct interaction of residents / occupants with local streets for dwelling, walking, cycling, and accessing / using public transport services;
b) 'Network Level' – policy that manages / improves London's transport network through encouraging accessible development and supporting infrastructure, in addition to promoting car-free, sustainable modes of travel around the city;
c) 'Strategic Level' – policy that considers the increasing pressures on London's transport network and the importance of investment in accessible infrastructure and services to ensure economic growth and an increased uptake in sustainable / active modes of travel.

1.10 The primary target of the Healthy Streets Approach is to create a prosperous and accessible city where residents and visitors alike can lead active and healthy lifestyles. A summary of the 10 'Healthy Streets Indicators' is provided below in **Figure 1.1**.


**Figure 1.1: The Ten 'Healthy Streets' Indicators (source: www.tfl.gov.uk)**

### Scope of Assessment

a) **Section 2:** Site Context and Existing Conditions
b) **Section 3:** The ATZ
c) **Section 4:** Summary and Conclusion

## 2. Site Context and Existing Conditions

2.1 This section reviews the accessibility of the application site by identifying the local services and infrastructure that are located within proximity to the site, and also what alternative sustainable travel opportunities are present to enable future staff / customers / visitors to travel via such modes.

### Site Location & Composition

2.2 The application site is located off High Street / High Road (A408), within an existing commercial area, in the north-eastern extents of West Drayton. It is bound to the north and south by existing retail units, to the east by High Street / High Road (A408) and to the west by the Grand Canal and its associated footpath.

2.3 Vehicular access to the site is achieved via a priority junction with High Street / High Road (A408), which is provided with a ghost-island right-turn lane. The existing site currently benefits from 166 car parking spaces, inclusive of four disabled spaces.

2.4 Pedestrian access is achieved from the footway provision along the western side of High Street / High Road (A408), which runs adjacent to the eastern boundary of the application site.

2.5 An indicative site location plan illustrating the application site and adjacent highway network is provided at **Appendix C**.

## Local Highway Network

2.6 High Street / High Road (A408) is a single carriageway distributor road, which routes broadly north to south along the eastern boundary of the site.

2.7 In the vicinity of the site, High Street / High Road (A408) is subject to 30mph speed limit, with two lanes provided in each direction. Streetlighting is also provided throughout.

2.8 High Street / High Road (A408) benefits from formal pedestrian provision throughout on both sides of the carriageway and dropped kerbs and tactile paving is present across key desire lines. Additionally, a signalised crossing point, facilitated with central refuge, dropped kerbs and tactile paving is located approximately 110m north of the site access.

## Site Accessibility

2.9 A full assessment of the site's accessibility in terms of sustainable travel is contained within the TA, however a brief overview is contained within this section.

### Walking and Cycling

2.10 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2km. This is also supported by the 2019 National Travel Survey (NTS) which found that 80% of trips under 1 mile (1.6-kilometres) are undertaken on foot. It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 NTS, released in August 2022, and demonstrates a 2-percentage point increase in journeys by foot under a mile since 2019.

2.11 The NTS results detailed above are supported by the definition of a 'walkable neighbourhood' within Manual for Streets whereby facilities required on a day-to-day basis should ideally be located within an 800m walk distance. It also states however that there is not an upper limit and PPG13, whilst although now superseded, continues to set the benchmark in defining that 2km is an appropriate distance that occupiers or visitors to a site could be reasonably expected to walk to access a particular service or amenity.

2.12 The site benefits from being within 2km walking distance of several residential areas such as Cowley (1.5km), Drayton Garden Village (2km), and West Drayton (2km). Within 2km, staff and visitors may also access the High Street / High Road (A408), several bus stops, West Drayton Train Station, post office, takeaways and restaurants, superstores (Tesco, Aldi, Lidl), and other amenities.

2.13 Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Whilst the NTS 2019 (Table NTS0306) notes that the average cycle trip is approximately 3.5 miles (5.6km), the Local Transport Note 1/04: Policy, Planning and Design for Walking and Cycling (page 15), produced by the Department for Transport (DfT) indicates that journeys three times the average distance are not uncommon for regular commuters. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

2.14 The site is within a comfortable catchment of up to 5km to a range of residential estates / areas and, therefore, it is anticipated that both employees and visitors will be able to both walk and cycle to / from the site.

2.15 The application site benefits from a good level of permeability to the surrounding pedestrian footway network, with footways linking from the application site to the existing footway provision along High Street / High Road (A408).

2.16 High Street / High Road (A408) benefits from illuminated, surfaced c. 2m wide footway provision on the either side of the carriageway – which increases in width to c.3.5m wide along a section of the road.

2.17 In addition to the above, the local highway network is of suitable geometry and speed limit for cyclists to travel along the carriageway adjacent to vehicular traffic, without detriment to highway safety. Cycle lanes are provided ta the High Road (A408) / Chantry Close signalised junction.

*PTAL*

2.18 The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a specified point within a development site to the public transport network, taking into account walk access times and service availability.

2.19 PTAL is calculated by summing indices for bus, Underground, and rail to obtain an index number. The Index Numbers are banded to obtain a PTAL grade and description as shown in **Table 2.1** below.

| Index Number | Grade | Description |
|---|---|---|
| 0.00 – 2.50 | 1a | Very Poor |
| 2.51 – 5.00 | 1b | Very Poor |
| 5.01 – 10.00 | 2 | Poor |
| 10.01 – 15.00 | 3 | Average |
| 15.01 – 20.00 | 4 | Greater than Average |
| 20.01 – 25.00 | 5 | Good |
| 25.01 – 40.00 | 6a | Excellent |
| 40.01+ | 6b | Excellent |

**Table 2.1: PTAL Grades**

2.20 A site specific PTAL assessment has been undertaken using the TfL WebCAT database. An extract is provided below in **Figure 2.1**, whilst a full PTAL Output Report is provided in **Appendix D**.

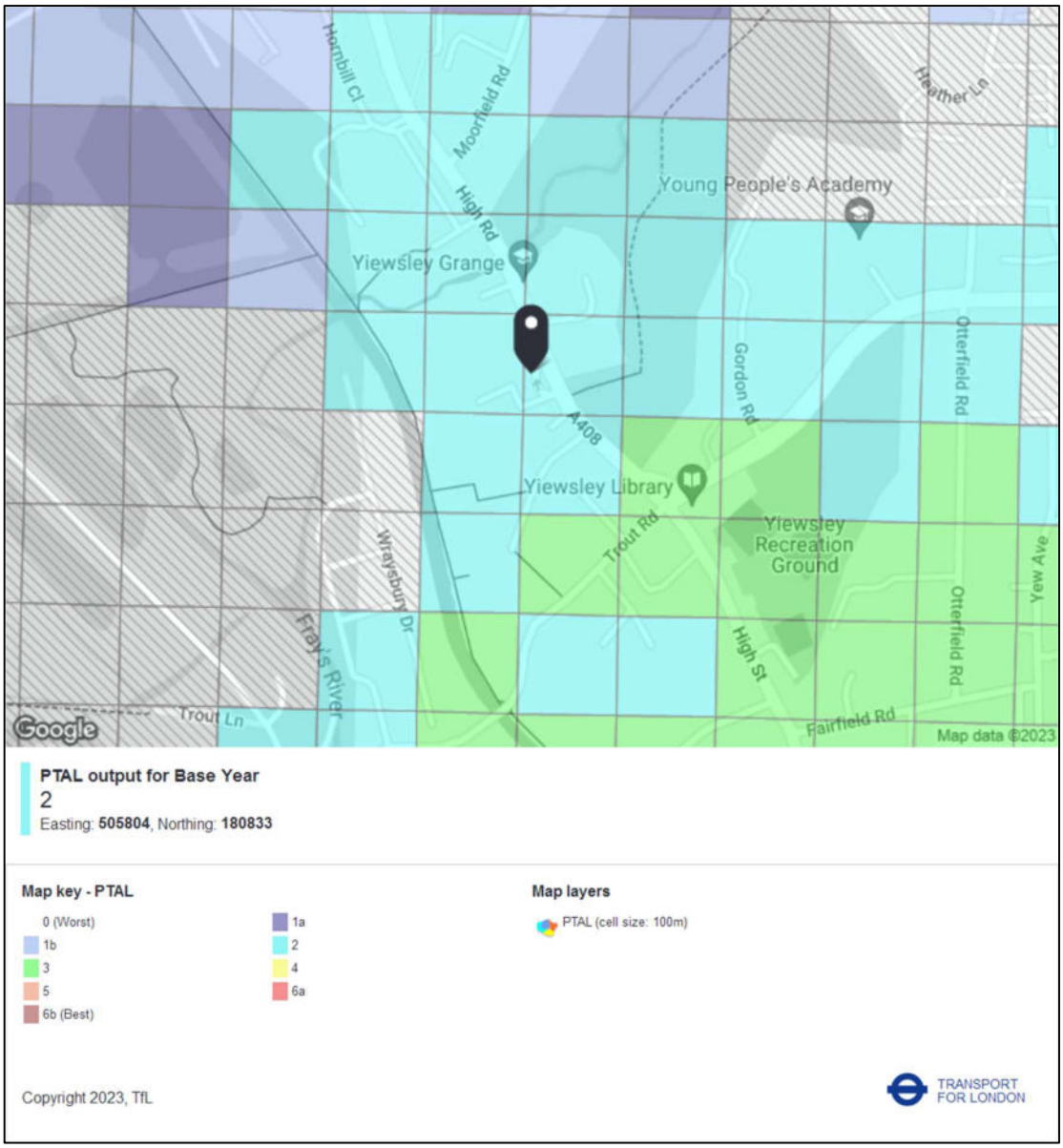


**Figure 2.1: PTAL Extract Illustrating Rating of the Application Site Location**

2.21 **Figure 2.1** indicates that the existing site has a PTAL of 2, which is classified as 'poor' accessibility. This reflects the proximity of the site in relation to bus stops, underground stations, Overground and DLR railway stations.

*Public Transport*

2.22 The nearest northbound bus stop is the 'Moorland Road (Stop C) located approximately 200m north of the site access along High Street / High Road (A408). The stop benefits from a shelter with seating, printed timetable information, flag and pole, raised-kerb and on-carriageway markings. This stop serves the 222 service to Uxbridge.

2.23 The nearest southbound bus stop is the Philpots Bridge (Stop T) located approximately 30m north of the site access along High Street / High Road (A408). The stop benefits from a shelter with seating, printed timetable information, flag and pole, raised-kerb and on-carriageway markings. This stop serves the 222 service to Hounslow.

2.24 **Full bus timetable information is provided on TfL website: https://tfl.gov.uk/travel-information/timetables/.** The application site benefits from regular local bus services that operate throughout the week and the weekend, 24 hours a day, between the application site, Uxbridge and Hounslow.

#### Rail

2.25 West Drayton Train Station is located approximately 1km south of the site and can be accessed via an 11-minute walk, 5-minute cycle, or via the 222-bus service with a journey time of 7-minutes.

2.26 The train station serves the Elizabeth Line, which operates between Reading and London, seven days a week. Further information is provided in **Appendix C**, which illustrates a local public transport map.

### Summary

2.27 The site is determined to be sustainably located with accessibility to a wide range of local services and amenities to promote linked trips, supported by local public transport services. Future employees and visitors will therefore be presented with a range of suitable travel choices to access the site and will be able to link trips with other existing retail offerings within the vicinity of the site.

## 3. Active Travel Zone

### Introduction

3.1 This section considers the walking and cycling infrastructure in the vicinity of the application site, which provides links to local services, amenities and facilities. An assessment of these links – examining the ability of future staff and customers to sustainable and safely travel to and from the application site – shall be undertaken in accordance with TfL guidance, in the form of an Active Travel Zone (ATZ) Assessment.

3.2 Aforementioned in **Section 1**, the Highway Officer has agreed the scope of the ATZ assessment, which is set out in this chapter. The correspondence and confirmation of the scope of assessment is attached in **Appendix B**.

## Map 1 – ATZ

3.3 **Figure 3.1** details the location of the application site, the ATZ (i.e. 20-minutes' cycle from the application site), utilising the data provided in the WebCAT TfL Time Mapping Tool. A full Time Mapping Output Report is provided in **Appendix E**.

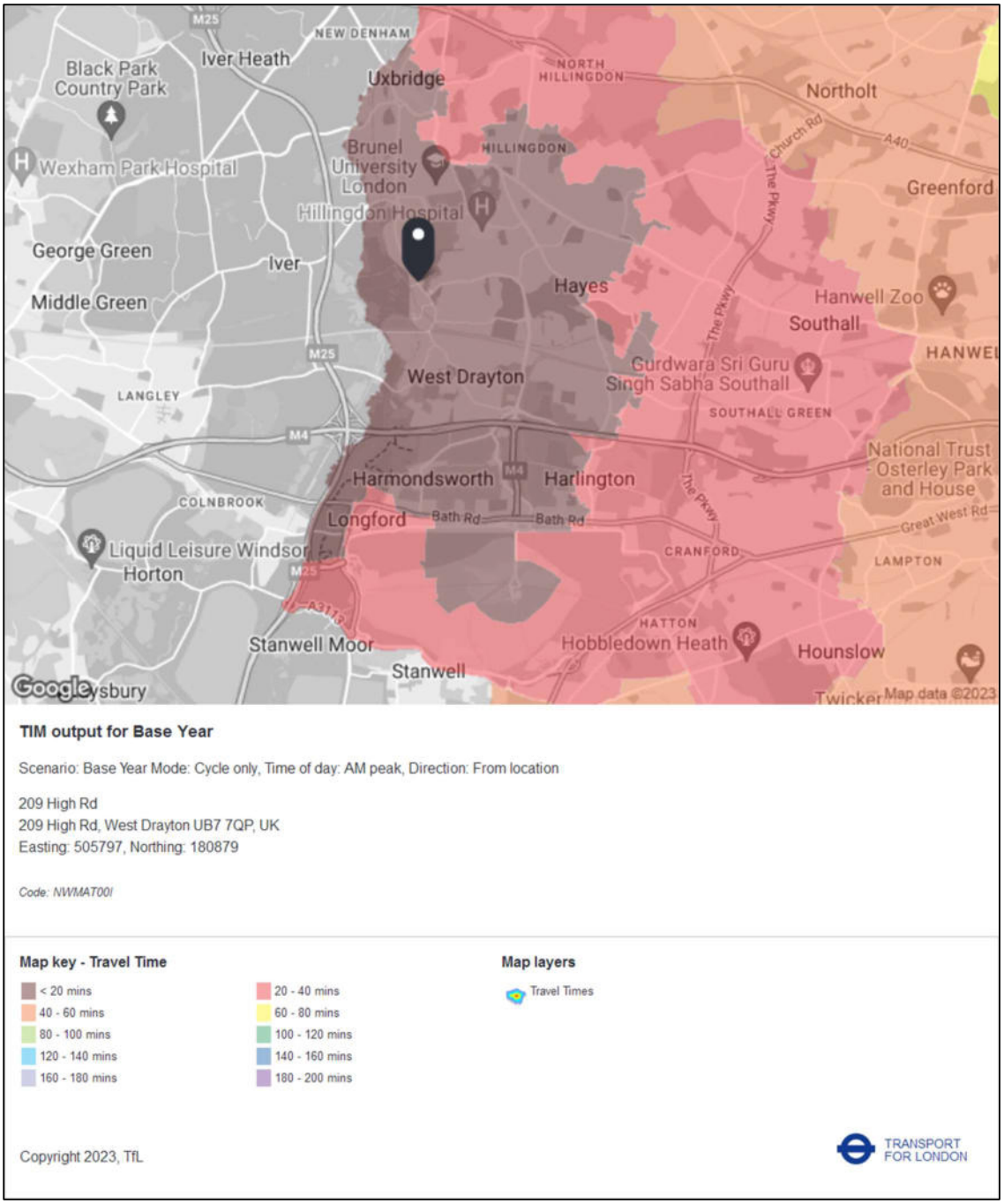


**Figure 3.1: Time Mapping Output illustrating a 20-minute Cycle Catchment**

3.4 It should be noted that the western zone of the cycle map, illustrated in **Figure 3.1**, has not been illustrated as this area is outside the database zone for TfL.

3.5 A secondary assessment has been undertaken, utilising journeyplanner.travelwest.info. **Figure 3.2** illustrates the 20-minute cycle zone from the application site.

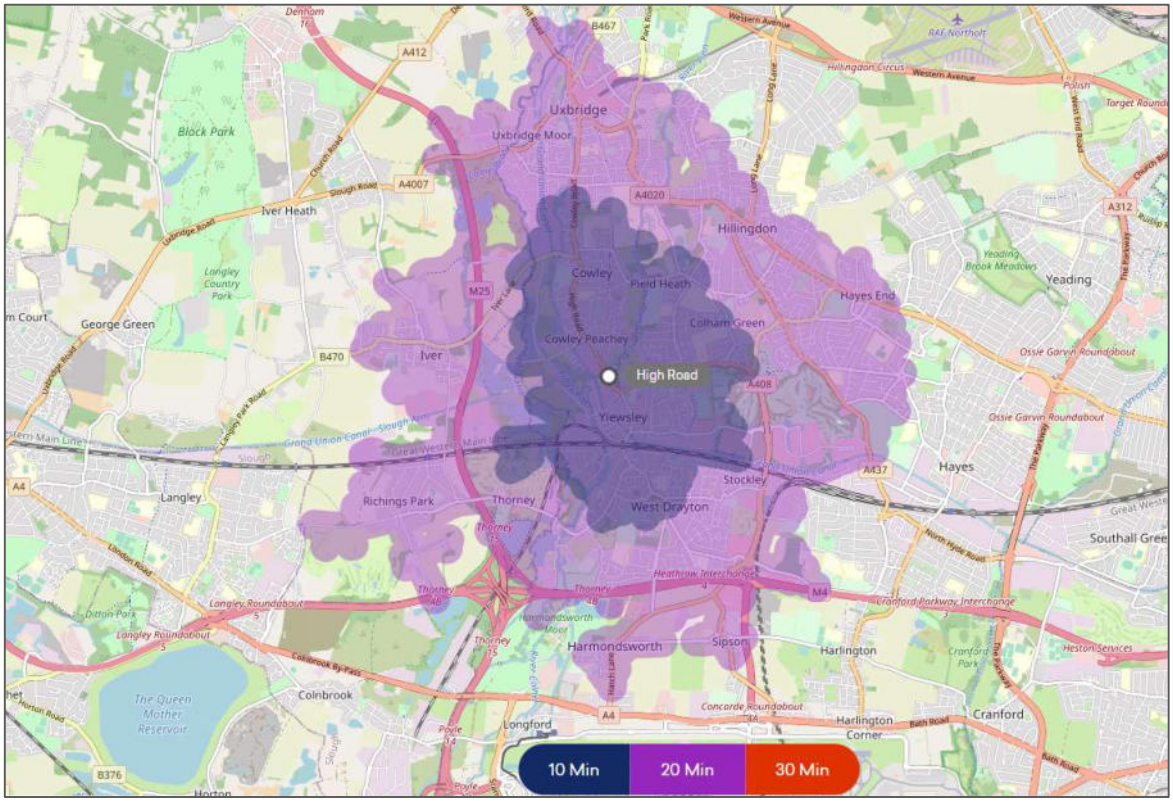


**Figure 3.2: Extract from JourneyPlanner.travelwest.info illustrating the 20-minute cycle zone from the application site.**

## Map 2 – Active Travel Destinations and Facilities

3.6 **Figure 3.3** details the location of the application site, the key public transport links (i.e. bus stops, railway stations, underground stations), and the key destinations.

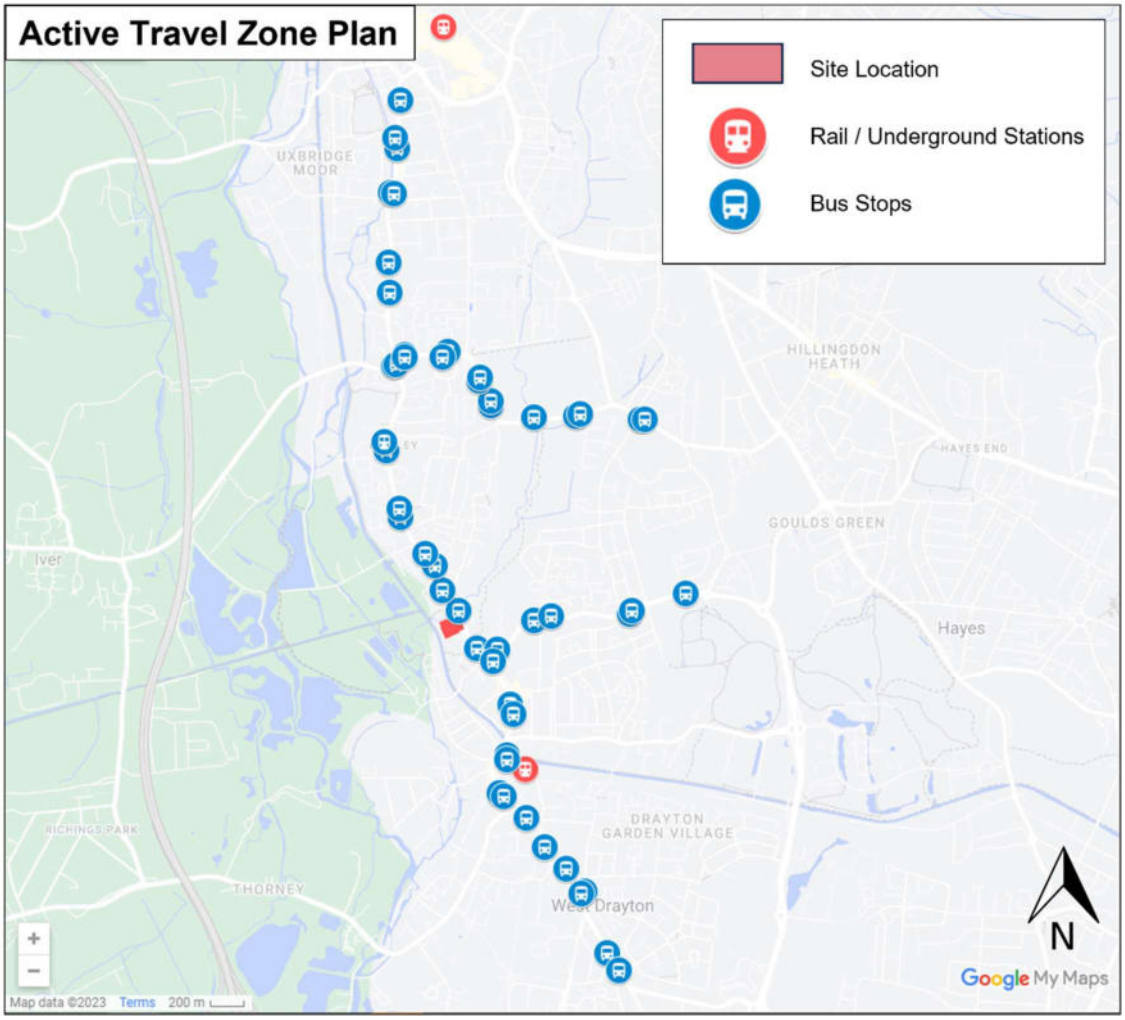


**Figure 3.3: Map 2 – Active Travel Destinations**

3.7 It should be noted that a number of destinations within the ATZ (shown in **Figure 3.2**) have been excluded in Map 2 (**Figure 3.3**) due to the scale of the area, which simply contains too many destinations. Including all destinations would result in a convoluted image that would detract from the purpose of the assessment to provide a simple, digestible, visual representation of the active travel destinations and facilities. However, numerous key destinations likely to be utilised by future staff and visitors of the application site are further detailed later in this section.

## Map 2A - Key Walking / Cycling Destinations

3.8 **Figure 3.4** (Map 2A) details the location of a range of services, facilities and amenities that are located within walking and cycling distance of the application site, which include the following:

a) Hillingdon Hospital;
b) Yiewsley Town Centre;
c) West Dayton Academy;
d) Superstores / Convenience stores;
e) Food – Cafes / Restaurants / Takeaway;
f) West Drayton Train Station; and
g) Philpots Farm Open Space.

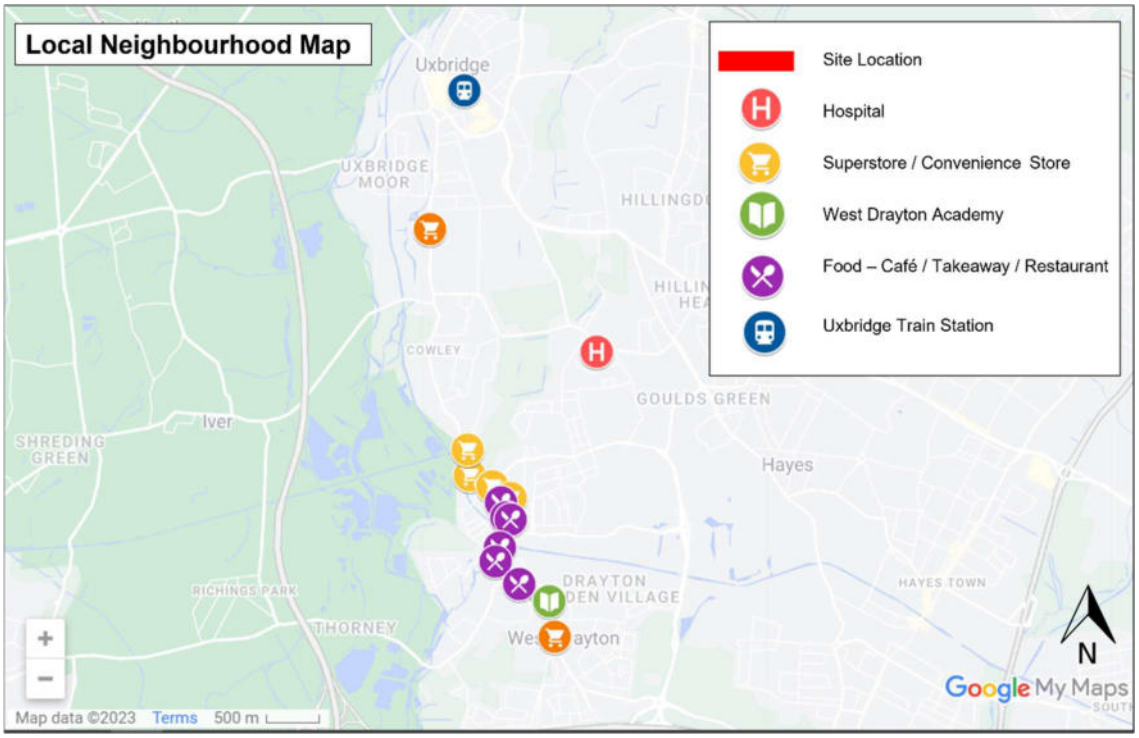


**Figure 3.4: Map 2A – Active Travel Destinations and Facilities**

## Map 3 – Routes

3.9 Furthermore, **Figure 3.5** (Map 3) illustrates three key routes that have been identified as those that shall likely be used in order to access the above stated services, facilities and amenities.

3.10 A summary of the routes, which shall form the basis of the assessment, is provided below:

a) Route 1 (Dark Blue): Southbound travel to bus stops, West Drayton Train Station and West Drayton Academy;
b) Route 2 (Green): Eastbound and North-eastbound travel to bus stops and Hillingdon Hospital; and
c) Route 3 (Orange): Northbound travel to Uxbridge Train Station and Uxbridge High Street via bus stops and green open space.

3.11 These routes have been agreed with the LHA in order to consider the relevant aspects / desire lines between the application site and key destinations along each route and at their conclusion. The correspondence available at **Appendix B.**

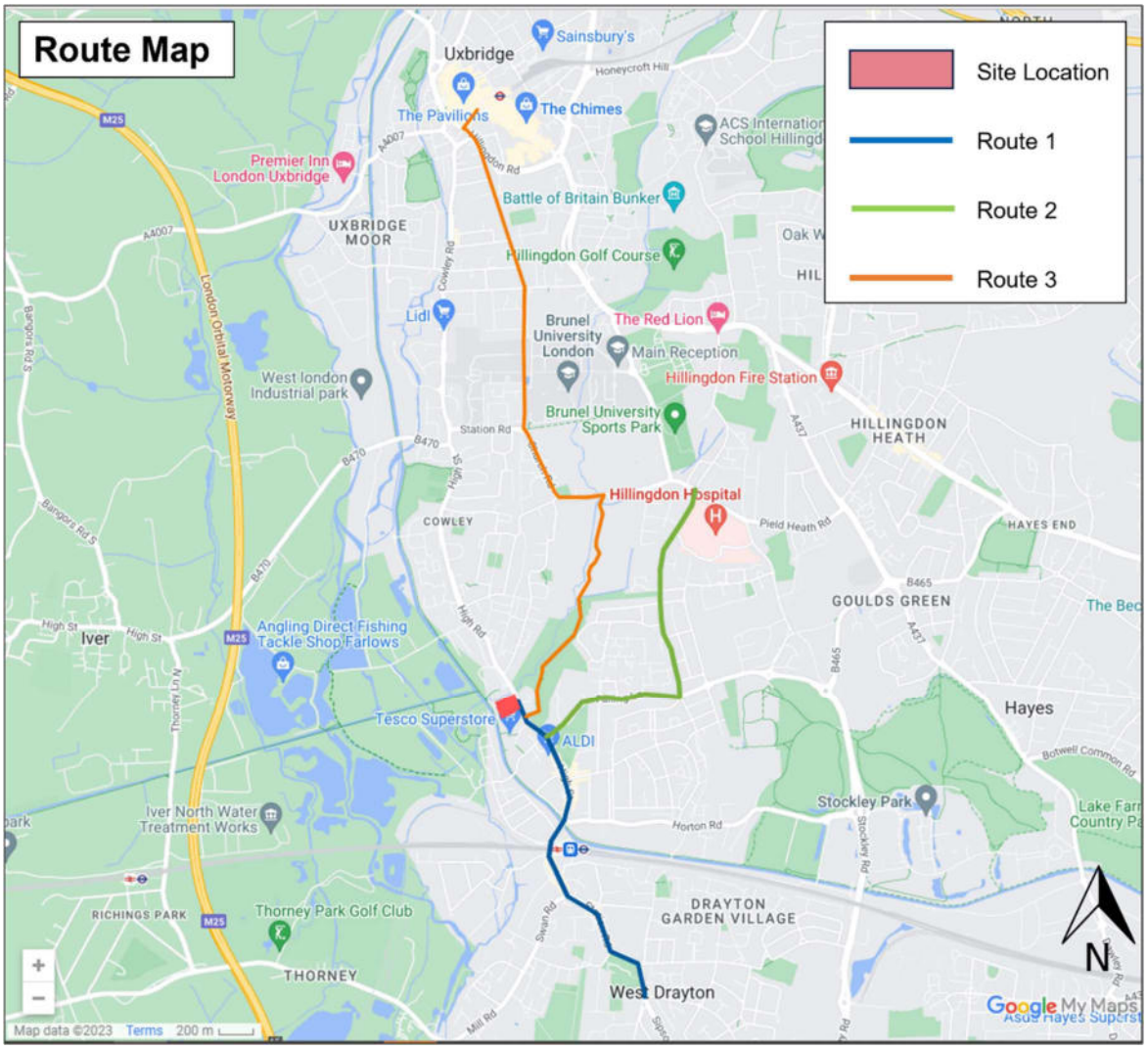


**Figure 3.5: Map 3 – ATZ Key Routes**

## ATZ Assessment

3.12 In order to determine the suitability of the routes and whether they accord with the aforementioned Healthy Street Approach, detailed in **Section 1**, a site visit was undertaken on Friday 26th May 2023 to assess each of the three routes summarised above and illustrated in **Figure 3.5** (Map 3). These routes were discussed and agreed with TfL as part of pre-application discussions.

### Route 1 Assessment: Application Site to West Drayton Academy

3.13 **Table 3.1** provides a summary of the route in relation to the relevant Healthy Street criteria, whilst the full route audit notes are provided in **Appendix F**.

| Healthy Street Criteria | Route 1 Description / Summary |
|---|---|
| 'People Feel Safe' | The route is busy for car and bus traffic, but the route is very pedestrian / cyclist friendly. The footway is very wide in sections, and it is street lit throughout. There are numerous signalised crossings, pedestrian refuge islands and dropped kerb tactile paved crossings. Additional pedestrian bollards are also present on the bridge over the canal. Local shop frontages, businesses, footfall and traffic all provide informal surveillance for users travelling along the route. A cycle lane is present on the carriageway for part of the route. |
| 'Not too Noisy' | The highway is an arterial route and features high traffic flows. The speed limit is 30mph. This is expected in the area of North London. The road facilitates retail parks and many businesses and superstores, there are regular deliveries in HGV's and motorbikes. This is also a major bus route with several bus stops present. |
| 'Easy to Cross' | There are signalised crossings along the route, specifically at major junction such as the Falling Lane / High Road / Trout Road crossroads. There are also pedestrian refuge island crossings present along the route to allow safe crossing. The route is busy and it would not be safe to cross without a crossing. Zebra crossings and signalised crossing are also provided in the vicinity of the West Drayton Train Station. |
| 'Places to Stop and Rest' | There was seating present of some form at each interval. There were numerous benches along the High Street, specifically outside ALDI and other shop frontages on the eastern side of the High Street. Where there were no benches, there were low walls to lean on. The footways were wide enough to accommodate a pedestrian sitting on a wall, and a pedestrian walking along the footway – no pedestrians were required to entire the road to avoid. Additionally, there are numerous cafes and restaurants on route for additional stops. The bus stops along the route also provided sheltered seating. |
| 'Shade and Shelter' | Shade is provided at various points along the route either via tree cover or by the shadow of buildings. ALDI also has a large cover outside its store. Bus shelters also provide shelter and shade. |
| 'People Feel Relaxed' | The route is generally attractive to pedestrians as it had high enough footfall, clean and well-maintained footways. There were groups of people observed at various points outside shop frontages and in the green open space. |
| 'Things to See and Do' | The route benefits from passing a number of recreational / retail opportunities, which include Tesco, ALDI, Library, Public Houses, Cafes, takeaways, Pharmacy, Hairdressers, Train station, bus stops, hotels, West Drayton Hall Park and West Drayton Academy. |

**Table 3.1: ATZ Assessment Route 1 Summary**

3.14 As summarised in **Table 3.1**, the route generally adheres to Healthy Street criteria as pedestrians / cyclists were mainly observed to feel safe and relaxed, with multiple opportunities to cross / travel along the carriageway, whilst there were areas where safe and shelter could be taken from the elements, if required, and multiple recreational opportunities along / in the vicinity of the route (including shops, cafes pharmacies, and other local businesses.)

3.15 It was observed that the provision for cyclists were intermittent on the carriageway and cycle lanes were not always present. To make this route more compliant with the aforementioned criteria, a segregated cycleway / footway that separates cyclists and pedestrians from motor vehicles would likely provide cyclists with an increased sense of safety and confidence.

3.16 However, it should be noted that were these improvements not to be addressed in support of, or post, this application, it would not result in an unacceptable or severe impact on the local highway network.

3.17 A plan illustrating the nature of existing conditions, approximate location of the suggested improvements, and examples of how the route currently complies with the Healthy Streets Criteria, is provided in **Appendix G**.

### Route 2 Assessment: Application Site to Hillingdon Hospital

3.18 **Table 3.2** provides a summary of the route in relation to the relevant Healthy Streets criteria, whilst the full route audit notes are provided in **Appendix F** of this report.

| Healthy Street Criteria | Route 2 Description / Summary |
|---|---|
| 'People Feel Safe' | The route is street lit throughout its entirety. Formalised footways are present along the northern side of Falling Lane, and along site of Royal Lane. In the vicinity of the Falling Lane / Milburn Drive, the path becomes an informal footpath that was overgrown and uneven in parts. There is a safety barrier present along the southern side of Falling Lane as a separation between a slight drop. It was observed that the route had a high footfall from Park Academy West London. Royal Lane was a quiet route with low pedestrian and traffic flows. |
| 'Not too Noisy' | Falling Lane has higher flows of traffic compared to Royal Lane. There were sirens fairly regularly, which increased the level of noise. There were high levels of footfall from students. |
| 'Easy to Cross' | There are signalised crossings, pedestrian refuge islands and dropped kerb tactile paved crossings along the route. There is a signalised crossing at the Falling Lane / A408 junction and the Falling Lane / Royal Lane junction. At the Falling Lane / A408 junction, segregated cycle provision is provided from Royal Lane to Yew Avenue. Raised table crossings were present in the vicinity of Meadow Special School. |
| 'Places to Stop and Rest' | Seating is present within the Tesco café. Bus stops along the route are also facilitated with sheltered seating. Benches were provided within Yiewsley Recreation Ground. Royal Lane did not benefit from much formal or informal seating or shelter. |
| 'Shade and Shelter' | Tree coverage was present along the majority of the route, with sections of Royal Lane that only benefited from informal shade from buildings. |
| 'People Feel Relaxed' | The route is generally attractive to pedestrians as it had high enough footfall, clean and well-maintained footways to feel safe. There were groups of people observed at various points outside the schools and in the green open space. |
| 'Things to See and Do' | The route benefits from access to bus stops, Tesco Superstore, Yiewsley Park, some Public Rights of Way Walks, and Hillingdon Hospital. For much of Royal Lane, there was nothing 'to do' and only really routed to Hillingdon Hospital. |

**Table 3.2: ATZ Assessment Route 2 Summary**

3.19 As summarised in **Table 3.2**, the route generally adheres to Healthy Street criteria as pedestrians / cyclists were mainly observed to feel safe and relaxed, with multiple opportunities to cross / travel along the carriageway, whilst there were areas where safe and shelter could be taken from the elements, if required, and multiple recreational opportunities along / in the vicinity of the route (including shops and bus stops).

3.20 It was observed that there was a lack of places of rest along Royal Lane. It would be beneficial to provide benches along the route. It was observed that there are opportunities at certain junctions such as Royal Lane / Violet Avenue to provide seating under tree coverage.

3.21 However, it should be noted that were these improvements not to be addressed in support of, or post, this application, it would not result in an unacceptable or severe impact on the local highway network.

3.22 A plan illustrating the nature of existing conditions, approximate location of the suggested improvements, and examples of how the route currently complies with the Healthy Streets Criteria, is provided in **Appendix G**.

### Route 3 Assessment – Application Site to Uxbridge High Street

3.23 **Table 3.3** provides a summary of the route in relation to the relevant Healthy Streets criteria, whilst the full route audit notes are provided in **Appendix F** of this report.

| Healthy Street Criteria | Route 3 Description / Summary |
|---|---|
| 'People Feel Safe' | An initial large section of the route features a quiet, green, isolated footpath (Celandine Route) with benches situated intermittently along its duration. Segregated from the wider public realm by mature trees, vegetation, and the River Pinn, the section does not benefit from any formal surveillance. The second phase of the route features a more typical urban streetscape with dropped kerbs, tactile paving, and signalised crossing points. Regular street lighting, in addition to informal surveillance from nearby residential dwellings, the University of Brunel campus, and shops associated with Uxbridge centre, offer informal surveillance and therefore a degree of security. |
| 'Not too Noisy' | Given the isolated and green nature of Celandine Route, there was minimal noise pollution generated by that associated with the nearby High Street, whilst the relatively low levels of traffic flows and speeds until the conclusion of the route in the centre of Uxbridge meant that noise which was generated by passing traffic was minimal. |
| 'Easy to Cross' | Crossing from the High Street to Celandine Route was facilitated by signalised crossing provision with dropped kerbs, associated tactile paving and pedestrian guard rails. This level of infrastructure was also present near the conclusion of the route near Uxbridge Centre. However, when transitioning from the Celandine Route to Station Road, there was a notable absence of any infrastructure to facilitate to safe and suitable crossing of pedestrians. |
| 'Places to Stop and Rest' | Two / three-seater benches are located intermittently along Celandine Route, whilst the wider route also benefits from bus stop seating, c.600mmm walls, and sections of wider footways, in addition to the seating provided throughout Uxbridge Centre at the conclusion of the route. |
| 'Shade and Shelter' | In addition to the petrol filling station canopy and bus stop shelter on the High Steet, mature tree coverage throughout the Celandine Route provides shelter from the elements / sun. Whilst the general streetscape provided further, informal shelter / shade nearer to the route's conclusion in Oxbridge Centre. |
| 'People Feel Relaxed' | The route does not feature high levels of traffic or stimuli and people were observed to appear relaxed and not distressed. As previously referenced, this may be attributed to the green, quiet nature of Celandine Route and the relatively low levels of traffic flows / speeds when compared to more arterial routes of the wider area. However, it should he noted that Celandine Route does not benefit from lighting, which would likely make it less desirable during periods of darkness. |
| 'Things to See and Do' | In addition to the Tesco Superstore (also featuring a Café), the Celandine Route may be considered an exercise / recreational destination in its own right. Furthermore, the range of retail offerings, in addition to food / drink destinations in the centre of Uxbridge, provide a number of recreational opportunities. |

**Table 3.3: ATZ Assessment Route 3 Summary**

3.24 As summarised in **Table 3.3**, the route generally adheres to Healthy Street criteria as pedestrians were observed to feel safe and relaxed, with multiple opportunities to cross / travel along the carriageway, whilst there were areas where shade and shelter could be taken from the elements, if required, and multiple recreational opportunities along / in the vicinity of the route (i.e. shops, restaurants, and public houses nearing the route's conclusion).

3.25 It was observed that there was a lack of lighting provision along Celandine Route, which would make travelling along this section less desirable during periods of darkness. Whilst there was also a notable absence of any formal provision to facilitate crossing over Station Road upon the conclusion of the footpath. Were intermittent lighting to be provided and a commensurate degree of infrastructure installed to facilitate the safe transition from Celandine Route to the northern side of Station Road, these would enhance the security and permeability of the route, overall.

3.26 However, it should be noted that were these improvements not to be addressed in support of, or post, this application, it would not result in an unacceptable or severe impact on the local highway network.

3.27 A plan illustrating the nature of existing conditions, approximate location of the suggested improvements, and examples of how the route currently complies with the Healthy Streets Criteria, is provided in **Appendix G**.

## 4. Summary

4.1 Rappor have been instructed by TJ Morris Ltd to prepare a Technical Note (TN) in support of a planning application concerning the redevelopment of the existing retail unit at 217 High Street, West Drayton, UB7 7GN.

4.2 An ATZ assessment has been undertaken based on routes agreed with TfL prior to, and during, pre application discussions. In conclusion, the ATZ Assessment indicates that the application site generally benefits from good pedestrian / cycling permeability to various local destinations in the surrounding area; although, sections / characteristics of certain routes could be improved to further encourage / accommodate future pedestrian and cycle journeys associated with residents, staff and visitors.

4.3 However, it should be noted that these improvements not to be addressed in support of, or post, this application, it would not result in an unacceptable or severe impact on the local highway network.

## Appendices

Appendix A Pre-Application Response

Appendix B Correspondence with Highways Officer

Appendix C Site Location Plan

Appendix D PTAL Output Report

Appendix E Time Mapping Output Report

Appendix F Site Observation Notes

Appendix G Route Photos

# Appendix A – Pre-Application Response

HILLINGDON
LONDON

Will Tucker
21 Soho Square
London
W1D 3QP

Planning Applications Team
Hillingdon Council
Civic Centre, High Street
Uxbridge UB8 1UW

Tel: 01895 250230
Case Officer: Michael Briginshaw
Email: mbriginshaw1@hillingdon.gov.uk
Date: 26th May 2023
Our Ref: 68663/PRC/2023/53

Dear Will Tucker

**RE:** Refurbishment of existing retail unit (Class E) including installation of new shopfront, reconfiguration of car park, landscaping and associated works

**SITE:** 217 High Street Yiewsley

I refer to your request for pre-application planning advice dated 3rd April 2023 and our subsequent meeting on 5th May 2023 relating to the above development. The advice provided is based on the following drawings and documents issued to the Local Planning Authority for consideration.

Plan Numbers:

101 Rev. A - received 22 Mar 2023

102 Rev. A - received 22 Mar 2023

WT/AF/TR/Q230135 Pre-Application Letter (Dated 22nd March 2023) - received 22 Mar 2023

**Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.**

## The Site and Surrounds

The site is situated to the West of Yiewsley High Street / High Road (A408), measures approximately 1.2 hectares, and comprises a retail warehouse (2,972m2 floorspace) with a car park (159 no. car parking spaces) and delivery access fronting the site. The site was formerly occupied by the B&M retail store and a garden centre (Use Class E) and a vehicle service and MOT centre (Use Class B2).

The site is situated approximately 200m North of Yiewsley/West Drayton Town Centre and 800m North of the West Drayton Railway Station, a Crossrail Station soon to be part of the forthcoming Elizabeth Line. The site is also located within the Heathrow Opportunity Area.

The site is bound by the River Pinn to the North and the Grand Union Canal to the West. Beyond this, large scaled light industrial and commercial uses are located to the North and South, including Pets at Home and Argos to the North and Tesco Superstore to the South. The Grade II Listed Hillingdon Manor Grange and a Barn at Philpotts Yard are located to the East and residential properties are located in between. Residential properties are also located to the West across the Grand Union Canal.

The Environment Agency (EA) Flood Zone map shows that most of the site is in Flood Zone 2. Smaller sections of the site along the northern boundary are located within Flood Zone 3. The site also forms part of the Hillingdon Air Quality Management Area, Yiewsley Air Quality Focus Area and Colne Valley Archaeological Priority Zone. The site is subject to potentially contaminated land.

SITE PLANNING HISTORY

The retail unit was constructed under planning permission reference 41515B/93/606, dated 5th January 1995, which consented the erection of a D.I.Y. store and garden centre with associated parking and landscaping,
construction of a vehicular access and kerb realignment (involving demolition of existing building). This was granted permission subject to following conditions:
- Condition 20 restricted the use of the premises to a DIY store only;
- Condition 21 restricted deliveries to 0800 to 1800 hours Monday to Friday; 0800 to 1300 hours on Saturdays and at no time on Sundays and Bank Holidays;
- Condition 22 limited the occupation of the development for a period of 5 years following completion to a specific retailer only (Great Mills (Retail) Limited).

A Section 73 (S73) application ref. 41515T/96/1111 to vary the goods restriction (Condition 20) of the original permission was approved on 2nd October 19966. As such, the goods restriction for the retail unit is currently controlled by Condition 1 of the 1996 consent which states:

'The premises shall only be used for the sale of non-food bulky goods and for no other purposes, including any other use within Class A1 of the schedule to the Town and Country Planning (Use Classes) Order 1987'.

The reason for imposing this condition was to protect the vitality of the adjoining town centre.

A further Section 73 application ref. 41515W/96/1778 was approved on 6th August 1997 to remove Condition 22 of the original consent, which restricted the occupation of the unit to a specific retailer for a period of 5 years following completion of the development.

Application ref. 68663/APP/2012/1706 permitted the variation of Condition 1 (restricted sale of goods) of Planning Permission Ref. 41515T/96/1111, dated 2 October 1996, to allow the sale of additional non-food goods and ancillary sale of food and drink (Class A1). Condition 3 states:

"The premises shall only be used for the sale of bulky and non bulky comparison goods. In addition, food and drink goods may be sold from an area not exceeding 240 square metres, of which not more than 24 square metres will be dedicated to perishable food and drink products.

The premises shall be used for no other purposes including any other use within Class A1 of the schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended). The total sales area of the unit shall not exceed 2,393 square metres."

In granting permission the original s106 agreement was varied through the deletion of the clause preventing the sale of food.

Most recently, an appeal (ref. APP/R5510/W/21//3279371) was dismissed in January 2022, following the refusal of application ref. 68663/APP/2020/705 (dated March 2021) which sought permission for the erection of 5 and 6 storey buildings to provide a Health Facility (approximately 10,000sqft) (Use Class E) and 233 residential apartments with associated parking, communal podium garden, landscaping, pedestrian and cycle canal link and external works following the demolition of the existing buildings. The appeal was dismissed as the benefits of the proposal did not outweigh the failure to meet the sequential test and the harm that would result from placing new development at risk of flooding.

## The Proposal

This pre-application seeks advice on a proposal for the refurbishment of the existing retail unit (Class E) including installation of new shopfront, reconfiguration of car park, landscaping and associated works. No new floorspace is proposed but the proposals would extend the quantum of floorspace that can be used for the sale of food and drink products from 240 square metres to 892 square metres, an increase of 652 square metres.

## Planning Policy

Development Plan

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Part 1 Policies:

| | |
|---|---|
| PT1.BE1 | (2012) Built Environment |
| PT1.EM1 | (2012) Climate Change Adaptation and Mitigation |
| PT1.EM3 | (2012) Blue Ribbon Network |
| PT1.EM6 | (2012) Flood Risk Management |
| PT1.EM7 | (2012) Biodiversity and Geological Conservation |
| PT1.EM8 | (2012) Land, Water, Air and Noise |
| PT1.HE1 | (2012) Heritage |

Other Policies:

| | |
|---|---|
| DMCI 7 | Planning Obligations and Community Infrastructure Levy |
| DMEI 1 | Living Walls and Roofs and Onsite Vegetation |

| | |
|---|---|
| DMEI 10 | Water Management, Efficiency and Quality |
| DMEI 12 | Development of Land Affected by Contamination |
| DMEI 14 | Air Quality |
| DMEI 2 | Reducing Carbon Emissions |
| DMEI 7 | Biodiversity Protection and Enhancement |
| DMEI 8 | Waterside Development |
| DMEI 9 | Management of Flood Risk |
| DMHB 11 | Design of New Development |
| DMHB 12 | Streets and Public Realm |
| DMHB 14 | Trees and Landscaping |
| DMHB 15 | Planning for Safer Places |
| DMHB 2 | Listed Buildings |
| DMT 1 | Managing Transport Impacts |
| DMT 2 | Highways Impacts |
| DMT 5 | Pedestrians and Cyclists |
| DMT 6 | Vehicle Parking |
| LPP SD7 | (2021) Town centres: development principles and Development Plan Documents |
| LPP D1 | (2021) London's form, character and capacity for growth |
| LPP D11 | (2021) Safety, security and resilience to emergency |
| LPP D12 | (2021) Fire safety |
| LPP D13 | (2021) Agent of change |
| LPP D14 | (2021) Noise |
| LPP D4 | (2021) Delivering good design |
| LPP D8 | (2021) Public realm |
| LPP G1 | (2021) Green infrastructure |
| LPP G5 | (2021) Urban greening |
| LPP G6 | (2021) Biodiversity and access to nature |
| LPP G7 | (2021) Trees and woodlands |
| LPP SI1 | (2021) Improving air quality |
| LPP SI12 | (2021) Flood risk management |
| LPP SI13 | (2021) Sustainable drainage |
| LPP SI17 | (2021) Protecting and enhancing London's waterways |
| LPP SI2 | (2021) Minimising greenhouse gas emissions |
| LPP SI3 | (2021) Energy infrastructure |
| LPP SI4 | (2021) Managing heat risk |
| LPP T1 | (2021) Strategic approach to transport |
| LPP T2 | (2021) Healthy Streets |
| LPP T3 | (2021) Transport capacity, connectivity and safeguarding |
| LPP T4 | (2021) Assessing and mitigating transport impacts |
| LPP T5 | (2021) Cycling |
| LPP T6 | (2021) Car parking |
| LPP T6.3 | (2021) Retail parking |

| | |
|---|---|
| LPP T7 | (2021) Deliveries, servicing and construction |
| NPPF2 | NPPF 2021 - Achieving sustainable development |
| NPPF3 | NPPF 2021 - Plan Making |
| NPPF4 | NPPF 2021 - Decision-Making |
| NPPF6 | NPPF 2021 - Building a strong, competitive economy |
| NPPF7 | NPPF 2021 - Ensuring the vitality of town centres |
| NPPF8 | NPPF 2021 - Promoting healthy and safe communities |
| NPPF9 | NPPF 2021 - Promoting sustainable transport |
| NPPF12 | NPPF 2021 - Achieving well-designed places |
| NPPF15 | NPPF 2021 - Conserving and enhancing the natural environment |
| NPPF16 | NPPF 2021 - Conserving & enhancing the historic environment |

## Main Planning Issues

1. Principle of development

LAND USE

The site was formerly occupied by the B&M retail store and a garden centre (Use Class E), with a vehicle service and MOT centre (Use Class B2) located to the rear (outside the red line boundary). The proposal would refurbish the existing retail unit (Class E), install a new shopfront, and reconfigure the car park. The use class is not therefore proposed to change.

RETAIL IMPACT & SEQUENTIAL TEST

Paragraph 90 of the NPPF (2021) states that applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, require an impact assessment if the development is over 2,500m2 of gross floorspace. This should include assessment of:

a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and

b) the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).

Policy SD7 of the London Plan (2021) states:

A) When considering development proposals, boroughs should take a town centres first approach, discouraging out-of-centre development of main town centre uses in accordance with Parts A1 - A3, with limited exceptions for existing viable office locations in outer London (see Policy E1 Offices). Boroughs should:

1) apply the sequential test to applications for main town centre uses, requiring them to be located in town centres. If no suitable town centre sites are available or expected to become available within a reasonable period, consideration should be given to sites on the edge-of-centres that are, or can be, well integrated with the existing centre, local walking and cycle networks, and public transport. Out-of-centre sites should only be considered if it is demonstrated that no suitable sites are (or are expected to become) available within town centre or edge of centre locations. Applications that fail the sequential test should be refused.

2) require an impact assessment on proposals for new, or extensions to existing, edge or out-of-centre development for retail, leisure and office uses that are not in accordance with the Development Plan. Applications that are likely to have a significant adverse impact should be refused.

3) realise the full potential of existing out-of-centre retail and leisure parks to deliver housing intensification through redevelopment and ensure such locations become more sustainable in transport terms, by securing improvements to public transport, cycling and walking. This should not result in a net increase in retail or leisure floorspace in an out-of-centre location unless the proposal is in accordance with the Development Plan or can be justified through the sequential test and impact assessment requirements in Parts A(1) and A(2) above.

Policy DMTC 1 of the Hillingdon Local Plan: Part 2 (2020) states:

C) Proposals for 'main town centre uses' in out of centre locations will only be permitted where there is no harm to residential amenity.

D) The Council will:

i) expect proposals for 'main town centre uses' to demonstrate that there are no available or suitable sites in a town centre where an edge of centre or out of centre location is proposed, using a sequential approach; and

ii) consider the effect of the proposal, either individually or cumulatively on the vitality and viability of existing town centres. Development proposals in out of centre and edge of centre locations, which exceed 200 sqm of gross retail floorspace, or 1,000 sqm of combined main town centres uses, will require an impact assessment.

The proposal includes the amendment of an existing restriction on the sale of food and drink. The sale of these goods is currently restricted to 240 sqm, of which not more than 24 sqm can be dedicated to perishable food and drink products. The applicant confirmed during the meeting that:

- There is a desire to increase the sale of food and drink floorspace to 892 sqm.

- The perishable food and drink would also increase to 89 sqm.

- There was no foreseeable reason to object to a condition ensuring the 892 sqm could not be sublet by a food and drink retailer, although this would need to be checked by the agent's client before confirmation.

Points of Agreement:

The uplift in the amount of floorspace that could be used to sell food and drink is deemed to be significant. Both parties agree that both a sequential test and retail impact assessment would be expected as part of a future planning application. The Council highlighted that, whilst we can provide some general comments on methodology, the sequential test and retail impact assessment would be reviewed by a third party to determine the availability of alternative sources and the harm that may arise towards the town centre. Noting this, the following basic points were agreed only:

- The catchment area for the sequential test and retail impact assessment should be the town centre (and its edge of centre) of Yiewsley & West Drayton only.

- In terms of the impact assessment, it is logical to measure any harm arising from the net difference, noting that the food and drink floorspace would be replacing floorspace used to sell bulky goods outside of a town centre.

Points of Difference:

The following points of difference were also picked up by the Council and deemed important to bring to the attention of the applicant:

- The site should not be considered edge of centre. The definition within the NPPF (2021) outlines that for retail purposes, edge of centre is up to 300 metres from the primary shopping area. The site does not meet this definition.

- The Council is also aware of retail units that operate a floor area over two storeys e.g. Asda, Hayes. It is therefore considered that this should not be used as a default exclusionary condition within the sequential test.

- On the basis that a refurbishment of the building is required, it is reasonable to also include other buildings that could be converted to retail as part of the sequential test.

As noted above, a sequential test and retail impact assessment would be reviewed by a third party. As discussed during the meeting, it would be pertinent for the full methodology to be agreed prior to conducting both tests so that any further points of difference can rectified prior to submission.

FLOOD RISK AND SEQUENTIAL TEST

The Environment Agency (EA) Flood Zone map shows that most of the site is located within Flood Zone 2. Smaller sections of the site along the northern boundary are also located within Flood Zone 3. Accordingly, Chapter 14 of the National Planning Policy Framework (NPPF) (2021) is considered. Paragraph 159 of the NPPF (2021) states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Paragraph 161 states that all plans should apply a sequential risk-based approach to the location of development and paragraph 162 states that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding.

The area of the site which adjoins the River Pinn should be used for flood attenuation as there are considerable reported flooding problems up-stream and it is known that the lack of maintenance of the River Pinn in this particular location is the cause of the flooding. It should be investigated at this stage where the applicants site boundary lies, and if the land lies outside of the applicants ownership, a contribution will be required to deliver maintenance and flood alleviation works.

ECONOMIC IMPACT

As the development is not a comprehensive redevelopment of the entire site, noting the exclusion of the vehicle service and MOT centre (Use Class B2) to the rear (outside the red line boundary), care should be taken to design a scheme which would not compromise access to and therefore sterilise the adjoining site. For example, the existing unlawful car parking adjoining the River Pinn and access road which is proposed to be formalised would increase the conflict between users of both sites. Alongside the adverse impacts posed to the River Pinn, the parking here should instead be used for flood mitigation.

2. Design

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) All development will be required to be designed to the highest standards and, incorporate principles of good design including:
i) harmonising with the local context by taking into account the surrounding:
- scale of development, considering the height, mass and bulk of adjacent structures;

- building plot sizes and widths, plot coverage and established street patterns;
-building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.
ii) ensuring the use of high quality building materials and finishes;
iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.
B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.
C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.
D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The above policies are supported by Policies BE 1 of the Hillingdon Local Plan: Part 1 (2012).

Policy DMEI 8 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Development on sites that adjoin or include a watercourse should:
i) have regard to the relevant provisions of the Thames River Basin Management Plan and any other relevant Catchment Management Plans;
ii) not extend within 8 metres of the top of the bank of a main river or 5 metres either side of an ordinary watercourse or an appropriate width as may be agreed by the Council;
iii) where feasible, secure the implementation of environmental enhancements to open sections of river or watercourse; and
iv) where feasible, implement a scheme for restoring culverted sections of river or watercourses which must include an adequate buffer for flooding and maintenance purposes.
B) Where on-site environmental enhancements or deculverting are financially viable but not feasible, the Council will seek a financial contribution towards relevant projects for the enhancement or deculverting of other sections of rivers or watercourses.
C) Existing wharves and their access will be protected for continued use.
D) Proposals that would adversely affect the infrastructure of main rivers and ordinary watercourses, or which fail to secure feasible enhancements or deculverting, will be resisted.
E) Development located in or adjacent to watercourses should enhance the waterside environment and biodiversity by demonstrating a high design quality which respects the historic significance of the canal and character of the waterway and provides access and improved amenity to the waterfront.
F) All development alongside or that benefits from a frontage on the Grand Union Canal will be expected to contribute to the improvement of the Canal.

The refurbishment of existing retail unit is proposed to include the installation of a new shopfront but no drawings of this have been submitted for consideration. Detailed plans should accompany any formal application submission and accord with the requirements of Policy DMHB 11.

A total of 9 no. car parking spaces are proposed to adjoin the River Pinn and access road to the north of the site. This proposal appears to already exist unlawfully and is likely to be intruding on the root protection areas of adjoining trees. The development would also be contrary to Policy DMEI 8 of the

Hillingdon Local Plan: Part 2 (2020) which requires that development does not extend within 8 metres of the top of the bank of a main river. This proposal is not supported and should be replaced by landscaping and tree planting as mitigation in respect of flooding and drainage, as well as the urban heat island effect and air quality.

It is noted that the site is located within the Hillingdon Air Quality Management Area and West Drayton/Yiewsley Air Quality Focus Area. The proposed design of the site would therefore significantly benefit from tree planting to the front of the site as a green buffer and air quality mitigation.

TREES AND LANDSCAPING

Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) require that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

Policy DMEI 6 of the Hillingdon Local Plan: Part 2 (2020) states that new development adjacent to the Blue Ribbon Network should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

It is understood that there are some landscape features on the existing site that could be affected by the redevelopment of the site. As per the policy above, the proposal should provide landscape enhancement and complement the setting of the Blue Ribbon Network. It is also recommended that any proposal provides connections to the canal footpath alongside flood compensation features.

Policy G5 of the London Plan (2021) states that residential development should achieve a Urban Greening Factor score of 0.3 for commercial development. Any forthcoming application submission should demonstrate compliance with this policy.

ECOLOGY

Paragraph 174 of the NPPF (2021) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Any formal application submission should be supported by an Ecological Enhancement Scheme. Any planting proposed should maximise ecological value.

LISTED BUILDINGS

Policy DMHB 2 of the Hillingdon Local Plan: Part 2 (2020) states that planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

Notably, the Grade II Listed Hillingdon Manor Grange and a Barn at Philpotts Yard are located a short distance to the east, measuring approximately 50 metres in distance. Accordingly, any form of development will need to respect the setting and character of these heritage assets.

3. Amenity

IMPACT ON NEIGHBOURS

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

Residential properties are located a short distance to the east and west of the site. It is not considered likely that the redevelopment of the site as presented would impact the privacy of neighbouring residents or the receipt of daylight and sunlight.

Please be advised that the consideration of daylight and sunlight assessments will require the Council to utilise an external specialist at the expense of the applicant.

NOISE

The relevant planning policy considerations are outlined below for reference.

Policy D14 of the London Plan (2021) states:
A) In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:
1) avoiding significant adverse noise impacts on health and quality of life
2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)
5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

As noted above, the site is located a short distance to the east and west of residential properties. These represent notable constraints on the permitted noise environment of any future use. It is emphasised that the sensitive noise environment should inform the principle design of the site.

4. Highways

The site is located on the west side of Yiewsley High Street / High Road (A408). Based on TfL's WebCAT planning tool, the site has a PTAL rating of 2 (low).

The following planning policies are considered:

Policy DMT 1 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity. This should be viewed in conjunction with Policies T6 and T6.1 of the London Plan (2021).

Paragraph 111 of the NPPF (2021) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is supported by Policy T4 of the London Plan (2021).

HIGHWAY SAFETY

An intensification of the use of the site would raise some concerns with regard to highway safety. Notably, the site is located a short distance to the east and west of residential properties. The Rabbsfarm Primary School and Young People's Academy are also located some 200 metres to the east. Clarification on the vehicle typology proposed and number of trips generated from the site is required.

CAR PARKING FOR RETAIL

Policy T6.3 of the London Plan (2021), Table 10.5, states that retail development located in the rest of outer London requires up to 1 space per 50m2 GIA. The development should accord with these requirements.

DISABLED PERSONS CAR PARKING

Policy T6.1 of the London Plan (2021) states:
G) Disabled persons parking should be provided for new residential developments. As a minimum, proposals should:
1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay

per dwelling is available from the outset
2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.
H) All disabled persons parking bays associated with residential development must:
1) be for residents' use only (whether M4(2) or M4(3) dwellings)
2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
4) count towards the maximum parking provision for the development
5) be designed in accordance with the design guidance in BS8300vol.1
6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

Any formal planning application should demonstrate compliance with the above.

ELECTRIC VEHICLE CHARGING POINTS

Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles. All operational parking should make this provision, including active charging points for all taxi spaces and loading bays and offering rapid charging for the active points provided. Policy T6.2 of the London Plan (2021) applies to employment uses and supports this. The applicant is encouraged to maximise the provision of active and passive electric vehicle rapid charging points.

CYCLE PARKING FOR RETAIL

Policy T5, Table 10.2, of the London Plan (2021) requires the following cycle parking provision for food and non-food retail:

Food retail:
- Long-stay: 1 space per 175 sqm gross external area (GEA)
- Short-stay: 1 space per 40 sqm for the first 750 sqm and thereafter 1 space per 300 sqm (GEA)

Non-food retail:
- Long-stay: 1 space per 250 sqm for first 1000 sqm and thereafter 1 space per 1000 sqm (GEA)
- Short-stay: 1 space per 125 sqm for first 1000 sqm and thereafter 1 space per 1000 sqm (GEA)

VEHICULAR TRIP GENERATION

A Transport Assessment should accompany the full planning application in order to consider the impact of the proposal on the local highway network. This should be written in accordance with the recently published Transport for London Health Streets format and include an Active Travel Zone assessment. The Transport Assessment should highlight how development contributes towards the Mayor of London's road safety Vision Zero. Full details are available at:

https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments

It is noted that there are more trips associated with food retail when compared to other forms of retail, especially bulky goods retail which is generally considered to be associated with fewer trips.

Specifically, confirmation should be provided in relation to the catchment area of the development. Comparable information should be provided for similar development to demonstrate whether the site would serve a large number of local residents within walking distance of the site or whether there would be a significant number of patrons who come from a far distance.

TRAVEL PLAN

For the proposed scale of development, a Travel Plan (TP) is required. This requirement conforms with Transport for London's (TfL's) guidelines as it would address all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode to and from the site. The Travel Plan should be produced in accordance with the latest Transport for London Guidance available at:

https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/travel-plans

As surety that the Travel Plan will be implemented and targets achieved, the Highway Authority requires that the developer provides a £20,000 bond. In the event of the Travel Plan not being delivered the Highway Authority will use this bond to implement the Travel Plan itself. This would be secured by way of a Section 106 agreement. If the Travel Plan is successful the bond will be returned.

CONSTRUCTION LOGISTICS PLAN AND SERVICE DELIVERY PLAN

The Highway Authority requires that a Construction Logistics Plan, Service and Delivery Plan are submitted for approval. These documents should be produced based on the guidance produced by TfL tailored to the development and local circumstances. These should be secured by way of suitable planning condition and/or S106 contributions.

Construction Logistic Plans:
http://content.tfl.gov.uk/construction-logistics-plan-guidance.pdf

Service and Delivery Plans:
http://content.tfl.gov.uk/delivery-and-servicing-plans.pdf

5. Other

FLOOD AND WATER MANAGEMENT

Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Of particular relevance is Policy DMEI 10 of the Hillingdon Local Plan: Part 2 (2020) which states:
A) Applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy (Policy SI 13).
B) All major new build developments, as well as minor developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus 30% an appropriate allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.
C) Rain Gardens and non householder development should be designed to reduce surface water run-off rates to Greenfield run-off rates.

D) Schemes for the use of SuDS must be accompanied by adequate arrangements for the management and maintenance of the measures used, with appropriate contributions made to the Council where necessary.
E) Proposals that would fail to make adequate provision for the control and reduction of surface water run-off rates will be refused.
F) Developments should be drained by a SuDs system and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SuDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SuDS to ensure resilience in the system. Water Efficiency
G) All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water.
H) All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.
I) It is expected that major development proposals will provide an integrated approach to surface water run-off attenuation, water collection, recycling and reuse. Water and Wastewater Infrastructure
J) All new development proposals will be required to demonstrate that there is sufficient capacity in the water and wastewater infrastructure network to support the proposed development. Where there is a capacity constraint the Local Planning Authority will require the developer to provide a detailed water and/or drainage strategy to inform what infrastructure is required, where, when and how it will be delivered.

The above is supported by Policies SI 12 and SI 13 of the London Plan (2021).

Evidently, the formal planning application should be accompanied by a drainage assessment and strategy incorporating sustainable drainage systems and surface water runoff mitigation.

AIR QUALITY

Paragraph 186 of the National Planning Policy Framework (2021) states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

Policy SI 1 of the London Plan (2021) supports the above.

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) states that all development proposals are required to comply with the following:
i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and
ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020) states:
A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:
i) be at least "air quality neutral";
ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The site is located a short distance to the east and west of residential properties. The Rabbsfarm Primary School and Young People's Academy are also located some 200 metres to the east. Including the residential properties, these are all considered to be sensitive receptors forming part of the Hillingdon Air Quality Management Area and Yiewsley Air Quality Focus Area, an area of known poor air quality and high human exposure in need of significant air quality improvement.

To be compliant with policy the development must demonstrate:
- it is at least air quality neutral, it should be noted that as the proposal is within an Air Quality Focus Area more stringent mitigation may be required;
- given the size of the development, and, especially given its location in an Air Quality Focus Area, that an Air Quality Positive approach has been taken;
- it includes sufficient mitigation to ensure that the demolition, construction phase and operational phases to do not impact on relevant receptors. This includes both existing receptors and those newly introduced by the development;
- that the demolition and construction phases are carried out in accordance with the relevant Mayor of London guidance including the use of NRMM compliant machinery;
- that the design aspects have been assessed to provide a clean by design development. For example, the use of Ultra Low NOx technologies and/or low/zero emissions technologies for energy, low/zero technologies for associated traffic, protection of new receptors from pollution sources such as road traffic, emissions from flues, protection of amenity spaces from pollution sources such as roads etc.
- that cumulative assessment with any granted planning applications in the catchment area of the operation of the site has been undertaken

Requirements on application

The development will require an air quality assessment including an Air Quality Neutral assessment, plus demonstration of an Air Quality Positive approach, from design through to operation. Specific advice on scope can be given at the appropriate time. It should be noted that the accuracy of the air quality assessment will depend upon the inputs and full implications of the transport impacts.

As the proposal is within an Air Quality Focus Area it is not sufficient to just meet the air quality neutral benchmarks. This approach is supported by the new London Plan which explains that just meeting air quality neutral benchmarks will not always be sufficient to prevent unacceptable local impacts, especially where these are affected by factors such as location. The air quality assessment should demonstrate the air quality positive approach taken and the clean by design measures incorporated into the development.

Where, after appropriate on-site mitigation measures have been incorporated, any remaining development emissions will be required to be off-set. This can be provided in total by the developer or in part by providing funds to support off-site measures to improve air quality. The pollution damage costs associated with the emissions from the development will inform the degree of mitigation that is required.

In regards to construction the development will need to demonstrate compliance with the Mayor of London's Control of Dust and Emissions SPG which includes the requirement to comply with the requirements of the Non Road Mobile Machinery Low Emission Zone.

GREENHOUSE GAS EMISSIONS

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020) requires that:
A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets;
B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved;
C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

This is supported by Policy EM1 of the Hillingdon Local Plan: Part 1 (2012).

Policy SI 2 of the London Plan (2021) states that major development should be net zero-carbon, in accordance with the energy hierarchy: Be lean: use less energy and manage demand during operation; Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly; Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site; and Be seen: monitor, verify and report on energy performance.

Any forthcoming planning application should be supported by an Energy Strategy to demonstrate compliance with the above.

OVERHEATING

Policy SI 4 of the London Plan (2021) states:
A) Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.
B) Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:
1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
2) minimise internal heat generation through energy efficient design;
3) manage the heat within the building through exposed internal thermal mass and high ceilings;
4) provide passive ventilation;
5) provide mechanical ventilation; and
6) provide active cooling systems.

Any forthcoming planning application should be supported by an Overheating Strategy to demonstrate compliance with the cooling hierarchy.

CONTAMINATED LAND

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.
B) Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of

development.
C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.
D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

In the context of land that may be affected by contamination, a preliminary risk assessment, conducted in 2020, identified eight potential pollutant linkages at the site. In terms of the previously proposed redevelopment of the site, the overall risk was considered to be medium

Therefore, a Phase 2 ground investigation and a Tier 2 Generic Quantitative Risk Assessment (GQRA) would be recommended to characterise the site more precisely and in accordance with current standards and prevailing guidelines concerning land condition and suitability for use.

For information at this stage, for the potential redevelopment options, as outlined in the submitted Design Statement document, it is most likely the following standard condition/s would be imposed concerning land contamination, particularly if the findings from ground investigation/s at the site confirm unacceptable risks are present:

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part any required site remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON
To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

SECURITY

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:
i) providing entrances in visible, safe and accessible locations;
ii) maximising natural surveillance;
iii) ensuring adequate defensible space is provided;
iv) providing clear delineations between public and private spaces; and
v) providing appropriate lighting and CCTV.

Any grant of planning permission would be subject to a secure by design condition to achieve appropriate accreditation. To obtain further advice, you may wish to contact the Metropolitan Police's Secure by Design Officer, PC Robert Palin who can be contacted on 020 8733 5245 or by e-mail on Robert.Palin@met.pnn.police.uk.

FIRE SAFETY

Please be advised that Policy D12 of the London Plan (2021) states the following:

A) In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:
1) identify suitably positioned unobstructed outside space:
a) for fire appliances to be positioned on
b) appropriate for use as an evacuation assembly point
2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; appropriate fire alarm systems and passive and active fire safety measures
3) are constructed in an appropriate way to minimise the risk of fire spread
4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users
5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

Given the above, applicants are encouraged to consider fire safety early within the development process.

CATEGORISATION OF THE APPLICATION

The Council's scheme of delegation states that the Major Applications Committee will determine major planning applications that involve:
1. the creation of 10 or more residential units.
2. residential development on a site of 0.5 hectares or more

3. non-residential development on a site of at least 1 hectare
4. non-residential development that creates more than 1000 square metres of new gross floorspace
5. the creation of a change of use of 1000 square metres or more of gross floor space (not including housing)
6. Council owned development sites / applications where the Council is the applicant.

Given the above, a formal full planning application for the proposed development would be categorised as a major planning application.

6. Planning Obligation and CIL (Mayor and LBH)

S106 PLANNING OBLIGATIONS

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:
A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).
B) Planning obligations will be sought on a scheme-by-scheme basis:
i) to secure the provision of affordable housing in relation to residential development schemes;
ii) where a development has infrastructure needs that are not addressed through CIL; and
iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.
C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m2 or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is as follows:

- Large format retail development (A1) greater than 1,000 square metres, outside of designated town centres - £215 per square metre
- Offices (B1) - £35 per square metre

- Hotels (C1) - £40 per square metre
- Residential Dwelling Houses (C3) - £95 per square metre
- Industrial (B8) - £5 per square metre

Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme.

7. Application Submission

The Council's adopted Local Planning Validation Checklist (June 2020) is available on the Council website and sets out a full list of the information required to validate a Full Planning application.

8. Conclusion

This pre-application seeks advice on a proposal for the refurbishment of the existing retail unit (Class E) including installation of new shopfront, reconfiguration of car park, landscaping and associated works. No new floorspace is proposed but the proposals would extend the quantum of floorspace that can be used for the sale of food and drink products from 240 square metres to 892 square metres, an increase of 652 square metres.

The uplift in the amount of floorspace that could be used to sell food and drink is deemed to be significant. A sequential test and retail impact assessment will be required as part of any future planning application submission. The sequential test and retail impact assessment would be reviewed by a third party to determine the availability of alternative sources and the harm that may arise towards the town centre.

The location of the site within Flood Zones 2 and 3, the Hillingdon Air Quality Management Area and Yiewsley/West Drayton Air Quality Focus Area is emphasised. Accordingly, any forthcoming application submission should be carefully designed and incorporate measures to mitigate flood risk, the urban heat island effect and air quality.

If the principle issue in respect of retail impact and sequential test can be overcome, then the formal application submission should be supported by a revised design and the documentation requested within the main body of the report to aid the detailed consideration of the application.

9. Planning Performance Agreement

Central Government encourages the use of Planning Performance Agreements (PPAs) for larger and more complex major planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process. A PPA can be used to ensure provision of a dedicated planning resource focusing on your application to ensure it is dealt with as a priority, it is highly recommended that you enter into a PPA. This typically involves funding from the developer to allow the Authority to hire an additional planner to act as a dedicated case officer for your proposals.

The key advantage to entering into a PPA is that the Council will have the resources in place to ensure that the application proceeds through the application process in a timely fashion and result in high quality development. Ed Laughton and Noel Kelly are available to discuss the details of a PPA (elaughton@hillingdon.gov.uk & nkelly@hillingdon.gov.uk).]

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

**Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible,**

in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Councils pre-application advice service and I trust you have found this service of assistance.

Michael Briginshaw
Planning Officer
London Borough of Hillingdon

Planning Guarantee
For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all Planning Performance Agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined in a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.

# Appendix B – Correspondence with the Highways Officer

## Rowena Cameron

**From:** Grace Hancock
**Sent:** 30 May 2023 11:01
**To:** Rowena Cameron
**Subject:** FW: 217 High Street, West Drayton - ATZ Assessment

FYI

Kind regards,

**Grace Hancock**
**Senior Transport Planner**
BA (Hons) MCIHT MTPS
**m** 07551 942806

rappor

Infrastructure / civil engineering • Landscape plannin

**t** 01242 523696 • **w** rappor.co.uk
**a** CTP House, Knapp Road, Cheltenham, Gloucestershire, GL50 3QQ



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**From:** Alan Tilly <ATilly@Hillingdon.Gov.UK>
**Sent:** Tuesday, May 30, 2023 9:27 AM
**To:** Grace Hancock <Grace.Hancock@Rappor.co.uk>
**Subject:** RE: 217 High Street, West Drayton - ATZ Assessment

Good morning Grace

I hope you are well,  all I need is something that is fit for purpose, I prefer a Technical Note that shows destinations and routes, details of the barriers to active travel – location map and photos, and a narrative as to how these barriers could be overcome.

Let me know if you need any further assistance

---

**trFrom:** Grace Hancock <Grace.Hancock@Rappor.co.uk>
**Sent:** Thursday, May 25, 2023 12:57 PM
**To:** Alan Tilly <ATilly@Hillingdon.Gov.UK>
**Subject:** RE: 217 High Street, West Drayton - ATZ Assessment



Hi Alan,

Thanks for your email. We will assess that route as you have shown below.

Given the proposed use of the site and its anticipated number of ped/cycle movements, are we required to provide a full ATZ assessment to TfL standards, inclusive of GIS mapping and accident analysis? Or would the audit of the identified key routes and subsequent write-up of our findings be sufficient to be included within the TS?

Thanks again.

Kind regards,

**Grace Hancock**
**Senior Transport Planner**
BA (Hons) MCIHT MTPS
**m** 07551 942806

rappor

Infrastructure / civil engineering • Landscape plannin

**t** 01242 523696 • **w** rappor.co.uk
**a** CTP House, Knapp Road, Cheltenham, Gloucestershire, GL50 3QQ



---

**From:** Alan Tilly <ATilly@Hillingdon.Gov.UK>
**Sent:** Tuesday, May 23, 2023 3:10 PM
**To:** Grace Hancock <Grace.Hancock@Rappor.co.uk>
**Subject:** RE: 217 High Street, West Drayton - ATZ Assessment

Good afternoon Grace

Many thanks for your message, for the connection north towards Uxbridge High Street please could you assess the route shown on the plan below, the advantages of this route are it crosses open space and uses quieter roads. It also passes the University.

Phipotts Farm, Pield Heath Rd, Church Rd, Cleveland Rd, Whitehall Rd

Many thanks

Alan

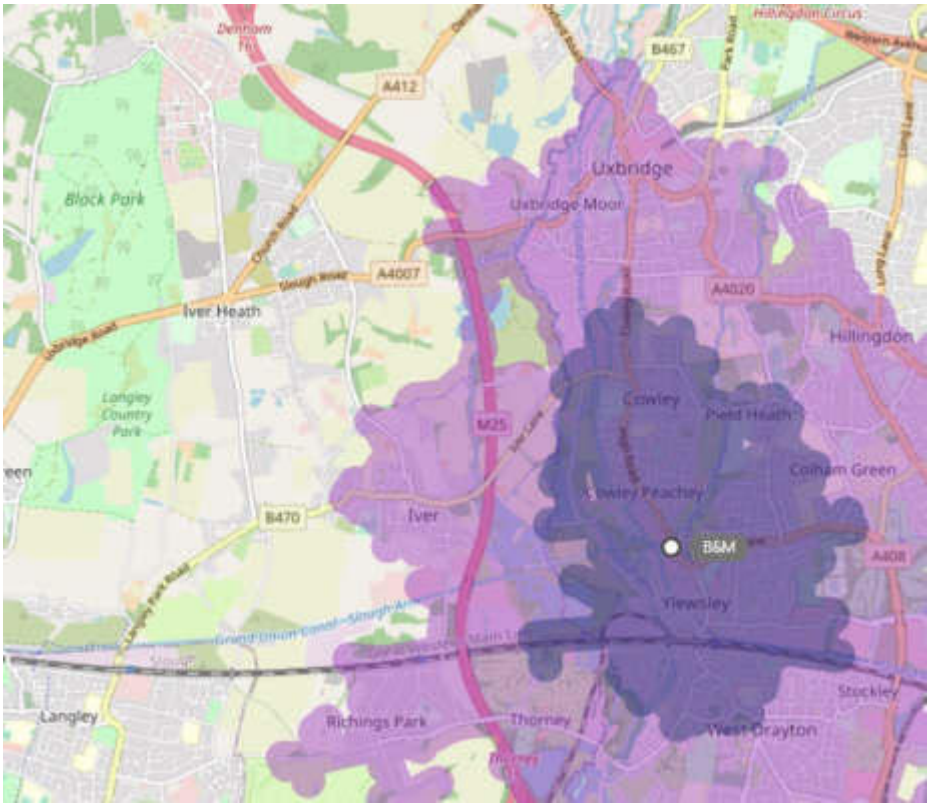
**From:** Grace Hancock <Grace.Hancock@Rappor.co.uk>
**Sent:** Tuesday, May 23, 2023 11:02 AM
**To:** Alan Tilly <ATilly@Hillingdon.Gov.UK>
**Cc:** Adam Padmore <Adam.Padmore@Rappor.co.uk>
**Subject:** 217 High Street, West Drayton - ATZ Assessment



Good Morning Alan,

I hope you are well. Having reviewed the TfL guidance for Active Travel Zone Assessments, I am emailing to agree the scope of works required for an ATZ assessment for a proposed retail development in West Drayton. We hope to undertake the site visit which will inform our assessment w/c 29th May so would be grateful for your views prior to then to ensure that we encompass everything that is required.

I have provided an extract below which demonstrates the 10-minute and 20-minute cycle catchment to and from the site. Given the proposed use of the site, it is considered that the majority of sustainable trips within this catchment will be for travel between home and the site for either staff or customers. Therefore, the key active travel destinations within the ATZ will be public transport stops, public transport stations, existing/future cycle network and town centres. Can you confirm that this is suitable?




In terms of most important routes these are considered to be:-

- North from the site (along A408) towards Uxbridge High Street via bus stops, Uxbridge Underground Station and residential areas
- South from the site (along A408) towards West Drayton Academy via West Drayton Station and residential areas
- East from the site (along Falling Lane and Royal Lane) towards Hillingdon Hospital via residential areas.

I have provided a rough plan of the routes which we will assess, and I would be grateful if you had any comments or changes you would like us to make.

Thanks, and I look forward to hearing from you.

Kind regards,

**Grace Hancock**
**Senior Transport Planner**
BA (Hons) MCIHT MTPS
**m** 07551 942806

rappor

Infrastructure / civil engineering • Landscape plannin

**t** 01242 523696 • **w** rappor.co.uk
**a** CTP House, Knapp Road, Cheltenham, Gloucestershire, GL50 3QQ

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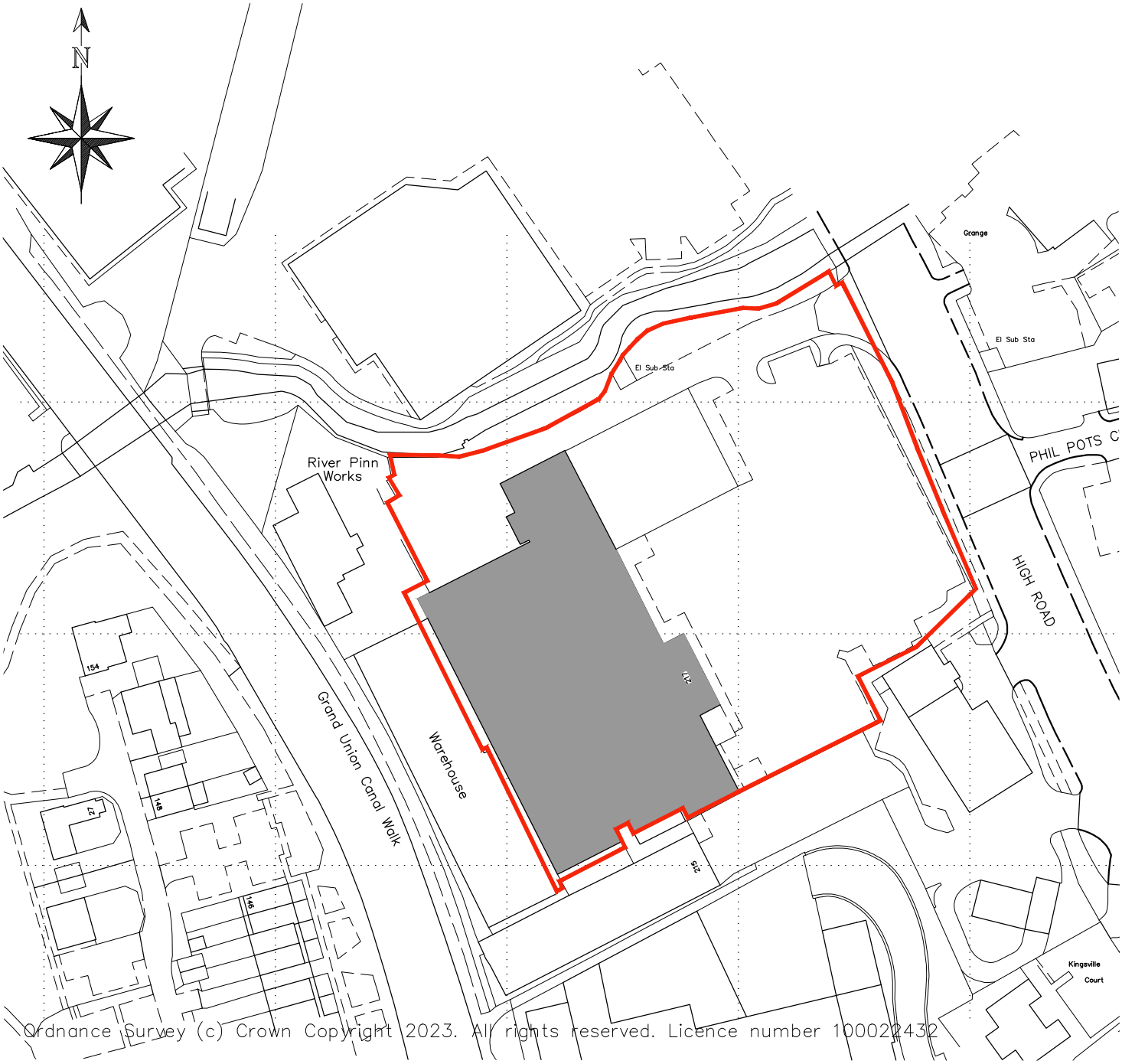
# Appendix C – Site Location Plan






0m 10m 50m 125m

1:1250

WPL Consulting LLP
1 Airport West Lancaster Way Leeds LS19 7ZA
**Tel: 0113 202 9444** Fax: 0113 202 9333
E-mail: mail@wplconsulting.co.uk

PROJECT TITLE
217 High Street
West Drayton
UB7 7GN

DRAWING TITLE
Site Location Plan

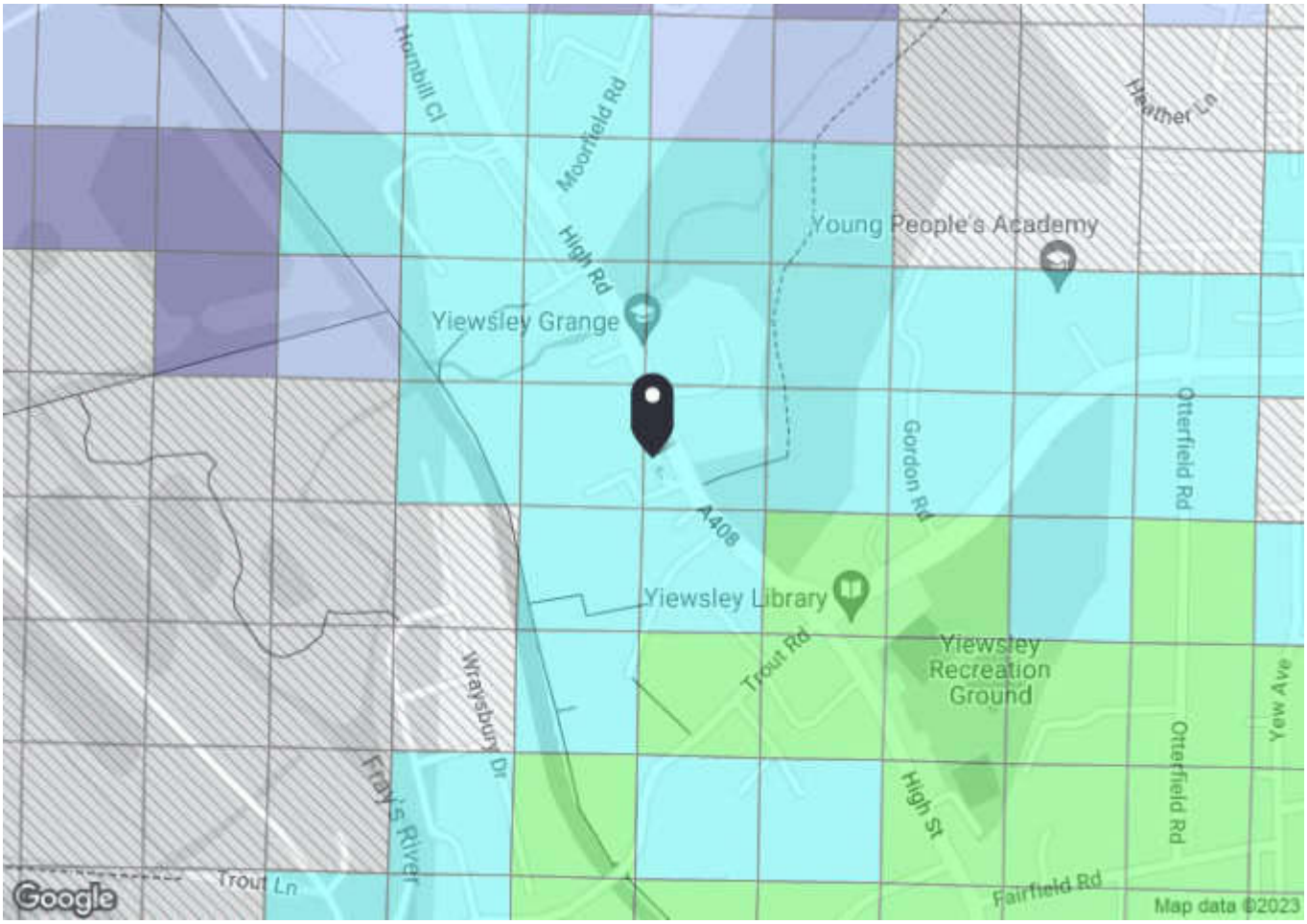
| REV. | DATE | AMENDMENT |
|---|---|---|

| PROJECT No: | DRAWING No: | REVISION: |
|---|---|---|
| 9864 | LC01 | |
| SCALE: | DATE: | DRAWN BY: |
| 1:1250@A4 | March 23 | |

| CHECKED BY: | DATE: |
|---|---|
| | |

# Appendix D – PTAL Output Report

TRANSPORT FOR LONDON




**PTAL output for Base Year**
2

209 High Rd, West Drayton UB7 7QP, UK
Easting: 505804, Northing: 180833

Grid Cell: 82068

Report generated: 05/06/2023

**Map key - PTAL**

| | |
|---|---|
| 0 (Worst) | 1a |
| 1b | 2 |
| 3 | 4 |
| 5 | 6a |
| 6b (Best) | |

**Map layers**

PTAL (cell size: 100m)

Calculation Parameters

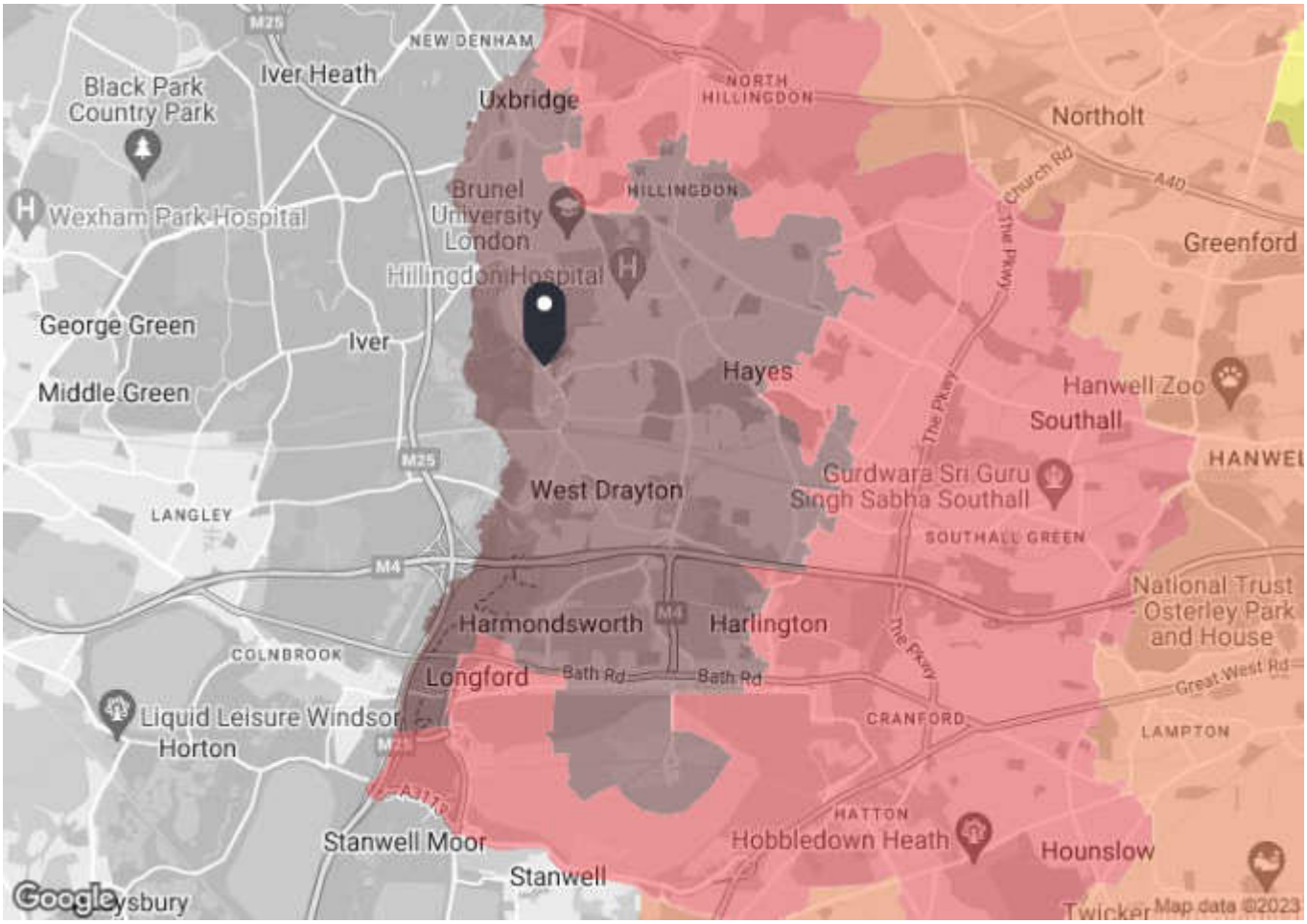
| | |
|---|---|
| **Day of Week** | M-F |
| **Time Period** | AM Peak |
| **Walk Speed** | 4.8 kph |
| **Bus Node Max. Walk Access Time (mins)** | 8 |
| **Bus Reliability Factor** | 2.0 |
| **LU Station Max. Walk Access Time (mins)** | 12 |
| **LU Reliability Factor** | 0.75 |
| **National Rail Station Max. Walk Access Time (mins)** | 12 |
| **National Rail Reliability Factor** | 0.75 |

Calculation data

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|---|---|---|---|---|---|---|---|---|---|---|
| Bus | HIGH STREET FALLING LANE | 222 | 35.59 | 7.5 | 0.44 | 6 | 6.44 | 4.65 | 1 | 4.65 |
| Bus | HIGH STREET/FALLING LANE | U5 | 211.3 | 5 | 2.64 | 8 | 10.64 | 2.82 | 0.5 | 1.41 |
| Bus | HIGH STREET/FALLING LANE | U3 | 211.3 | 5 | 2.64 | 8 | 10.64 | 2.82 | 0.5 | 1.41 |
| Bus | HIGH STREET/FALLING LANE | U1 | 211.3 | 4 | 2.64 | 9.5 | 12.14 | 2.47 | 0.5 | 1.24 |
| | | | | | | | | | **Total Grid Cell AI:** | **8.71** |

# Appendix E – Time Mapping Output Report

TRANSPORT
FOR LONDON




**TIM output for Base Year**
Scenario: Base Year Mode: Cycle only, Time of day: AM peak, Direction: From location

209 High Rd
209 High Rd, West Drayton UB7 7QP, UK
Easting: 505797, Northing: 180879

Report generated: 05/06/2023

*Population and employment: GLA forecasts 2016*
*Town Centres: GLA 2016*
*Education: EduBase 2016*
*Health: NHS Direct, CQC 2016*

*Code: NWMAT00I*

**Map key - Travel Time**

| | |
|---|---|
| < 20 mins | 20 - 40 mins |
| 40 - 60 mins | 60 - 80 mins |
| 80 - 100 mins | 100 - 120 mins |
| 120 - 140 mins | 140 - 160 mins |
| 160 - 180 mins | 180 - 200 mins |

**Map layers**

Travel Times

## Catchment data for your current selection

### Population - Total: London 2011

Total: London (2011) 8,217,475

| Travel Time (mins) | Total: London (2011) 8,217,475 |
|---|---|
| < 20 | 97600 |
| < 40 | 360948 |
| < 60 | 930955 |
| < 80 | 1523301 |
| < 100 | 2490419 |
| < 120 | 3753844 |
| < 140 | 5295127 |
| < 160 | 6696018 |
| < 180 | 7633724 |
| < 200 | 8119791 |

| Travel Time (mins) | Total: London & SE (2011) 8,217,475 |
|---|---|
| < 20 | 97600 |
| < 40 | 360948 |
| < 60 | 930955 |
| < 80 | 1523301 |
| < 100 | 2490419 |
| < 120 | 3753844 |
| < 140 | 5295127 |
| < 160 | 6696018 |
| < 180 | 7633724 |
| < 200 | 8119791 |

| Travel Time (mins) | Households: London (2011) 3,278,323 |
|---|---|
| < 20 | 34806 |
| < 40 | 123048 |
| < 60 | 340422 |
| < 80 | 570828 |
| < 100 | 972469 |
| < 120 | 1512443 |
| < 140 | 2155485 |
| < 160 | 2692444 |
| < 180 | 3044710 |
| < 200 | 3238477 |

| Travel Time (mins) | Households: London & SE (2011) 3,278,323 |
|---|---|
| < 20 | 34806 |
| < 40 | 123048 |
| < 60 | 340422 |
| < 80 | 570828 |
| < 100 | 972469 |
| < 120 | 1512443 |
| < 140 | 2155485 |
| < 160 | 2692444 |
| < 180 | 3044710 |
| < 200 | 3238477 |

| Travel Time (mins) | Working Age: London (2011) 5,487,531 |
|---|---|
| < 20 | 64740 |
| < 40 | 235321 |
| < 60 | 605573 |
| < 80 | 999673 |

| | |
|---|---|
| < 100 | 1660339 |
| < 120 | 2547813 |
| < 140 | 3621239 |
| < 160 | 4550455 |
| < 180 | 5135903 |
| < 200 | 5429692 |

| Travel Time (mins) | Economically active: London (2011) 3,706,868 |
|---|---|
| < 20 | 40035 |
| < 40 | 150011 |
| < 60 | 413090 |
| < 80 | 689168 |
| < 100 | 1145060 |
| < 120 | 1768022 |
| < 140 | 2480795 |
| < 160 | 3074884 |
| < 180 | 3460483 |
| < 200 | 3665364 |

| Travel Time (mins) | Pensioners: London (2011) 1,087,045 |
|---|---|
| < 20 | 12462 |
| < 40 | 47966 |
| < 60 | 131749 |
| < 80 | 217104 |
| < 100 | 346019 |
| < 120 | 501270 |
| < 140 | 670699 |
| < 160 | 838928 |
| < 180 | 979499 |
| < 200 | 1066226 |

## Employment - Jobs: London 2011

| Travel Time (mins) | Jobs: London (2011) 4,895,753 |
|---|---|
| < 20 | 92787 |
| < 40 | 236304 |
| < 60 | 479963 |
| < 80 | 818130 |
| < 100 | 1410089 |
| < 120 | 3143208 |
| < 140 | 3994733 |
| < 160 | 4437096 |
| < 180 | 4706724 |
| < 200 | 4863235 |

| Travel Time (mins) | Jobs: London & SE (2011) 4,895,753 |
|---|---|
| < 20 | 92787 |
| < 40 | 236304 |
| < 60 | 479963 |
| < 80 | 818130 |
| < 100 | 1410089 |
| < 120 | 3143208 |
| < 140 | 3994733 |
| < 160 | 4437096 |
| < 180 | 4706724 |
| < 200 | 4863235 |

## Town centres - Metropolitan, major and district: London

| Travel Time (mins) | Metropolitan, major and district: London - 191 |
|---|---|
| < 20 | 2 |
| < 40 | 5 |
| < 60 | 19 |
| < 80 | 40 |
| < 100 | 62 |
| < 120 | 95 |
| < 140 | 131 |
| < 160 | 163 |
| < 180 | 178 |
| < 200 | 189 |

| Travel Time (mins) | Metropolitan and major: London - 47 |
|---|---|
| < 20 | 1 |
| < 40 | 2 |
| < 60 | 5 |
| < 80 | 12 |
| < 100 | 18 |
| < 120 | 26 |
| < 140 | 32 |
| < 160 | 41 |
| < 180 | 45 |
| < 200 | 47 |

| Travel Time (mins) | Metropolitan only. London - 12 |
|---|---|
| < 20 | 1 |
| < 40 | 1 |
| < 60 | 4 |
| < 80 | 6 |
| < 100 | 6 |
| < 120 | 7 |
| < 140 | 8 |
| < 160 | 10 |
| < 180 | 11 |
| < 200 | 12 |

## Health services - GP Surgeries: London

| Travel Time (mins) | Pharmacies: London - 2,607 |
|---|---|
| < 20 | 32 |
| < 40 | 113 |
| < 60 | 292 |
| < 80 | 518 |
| < 100 | 837 |

| | |
|---|---|
| < 120 | 1311 |
| < 140 | 1762 |
| < 160 | 2208 |
| < 180 | 2445 |
| < 200 | 2579 |

| Travel Time (mins) | GP Surgeries: London - 1,454 |
|---|---|
| < 20 | 14 |
| < 40 | 72 |
| < 60 | 183 |
| < 80 | 300 |
| < 100 | 479 |
| < 120 | 692 |
| < 140 | 946 |
| < 160 | 1195 |
| < 180 | 1353 |
| < 200 | 1436 |

| Travel Time (mins) | A&E departments: London - 31 |
|---|---|
| < 20 | 1 |
| < 40 | 1 |
| < 60 | 3 |
| < 80 | 5 |
| < 100 | 8 |
| < 120 | 14 |
| < 140 | 20 |
| < 160 | 27 |
| < 180 | 30 |
| < 200 | 31 |

## Education establishments - Primary schools: London

| Travel Time (mins) | Primary schools: London - 2,663 |
|---|---|
| < 20 | 41 |
| < 40 | 150 |
| < 60 | 330 |
| < 80 | 479 |
| < 100 | 754 |
| < 120 | 1114 |
| < 140 | 1599 |
| < 160 | 2089 |
| < 180 | 2428 |
| < 200 | 2625 |

| Travel Time (mins) | Secondary schools: London - 756 |
|---|---|
| < 20 | 17 |
| < 40 | 37 |
| < 60 | 89 |
| < 80 | 137 |
| < 100 | 225 |
| < 120 | 327 |
| < 140 | 460 |
| < 160 | 581 |
| < 180 | 685 |
| < 200 | 736 |

| Travel Time (mins) | Further education colleges: London - 50 |
|---|---|
| < 20 | 0 |
| < 40 | 1 |
| < 60 | 4 |
| < 80 | 8 |
| < 100 | 13 |
| < 120 | 25 |
| < 140 | 31 |
| < 160 | 43 |
| < 180 | 46 |
| < 200 | 50 |

# Appendix F – Site Observation Notes

Route 1 – ATZ Audit

| Healthy Street Criteria | 150m | 300m | 450m | 600m |
|---|---|---|---|---|
| *People feel safe* | Formalised, wide footway separating pedestrians from motor vehicles. Informal surveillance carried out by business / shop frontages and activity. | Formalised, wide, footway separating pedestrians from motor vehicles. Informal surveillance carried out by business / shop frontages and activity | Formalised, wide, footway separating pedestrians from motor vehicles. Informal surveillance carried out by business / shop frontages, residential apartments and activity | Formalised, wide, footway separating pedestrians from motor vehicles. Informal surveillance carried out by school frontages and activity. |
| *Not too noisy* | Traffic speeds / flows as expected given nature of locale. Not too noisy. | Traffic speeds / flows as expected given the nature and location of the site. . The road facilitates retail parks and many businesses, there are regular deliveries in HGV's and motorbikes. This route is also a bus route. | Traffic speeds / flows as expected given the nature and location of the site. . The road facilitates retail parks and many businesses, there are regular deliveries in HGV's and motorbikes. This route is also a bus route. | Traffic speeds / flows as expected given the nature and location of the site. . The road facilitates retail parks and many businesses, there are regular deliveries in HGV's and motorbikes. This route is also a bus route. |
| *Easy to cross* | Signalised crossing provision in the vicinity of Tesco superstore / petrol filling station facilitates safe, inclusive crossing of main road. | There is a signalised crossing point at the Falling Lane / High Road/ Trout Road crossroads. It would not be safe to cross the road informally. There is also a signalised crossing opposite ALDI. | There is a signalised crossing point at the St Stephens Road / High Street junction. | There is a signalised crossing point opposite Specsavers along the High Street. |
| *Places to stop and rest* | Bus stop provision's sheltered seating, c.600mm wall of petrol filling station, in addition to wide footway provision all present opportunity to rest. | Formal seating outside ALDI comprising three two-seater benches. Several cafes along route. | Formal seating comprising several three-seater benches outside shop frontage and near bus stops. Several cafes along route. | Informal resting points comprising low walls to lean on. Several cafes along route. |
| *Shade and shelter* | Petrol filling station canopy and bus stop offer shelter from the sun / elements. | At the time of the survey, tall building provided shade on western side of road. ALDI has a large sheltered area along shop frontage | At the time of the survey, shade was -resent along the western side of the pavement, in front of the shops | At the time of the survey, shade was -resent along the western side of the pavement, in front of the shops |
| *People feel relaxed* | People were not observed to be distressed or uncomfortable. | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked. Well maintained routes with little or no litter. People were not observed to be distressed or uncomfortable. | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked. Well maintained routes with little or no litter. People were not observed to be distressed or uncomfortable. | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked. Well maintained routes with little or no litter. People were not observed to be distressed or uncomfortable. |
| *Things to see and do* | Tesco superstore (inclusive of café). | ALDI Superstore / Pubs / Library | Cafes and Takeaway shops | Pharmacy / Hairdresser / Food – KFC/ Supermarket |

Additional Notes / Observations

The characteristics of the route represents a busy high street in a north London location. The footways were at least c. 2m wide and well maintained, with several informal crossing points comprising signalised, pedestrian refuge, and dropped kerb crossings. Bus stops and benches were present along the route to provide informal rest and shade opportunities. The shops / businesses ensured an element of informal surveillance, whilst footfall was also high.

Route 1 – ATZ Audit

| Healthy Street Criteria | 750m | 900m | 1050m | 1200m |
|---|---|---|---|---|
| *People feel safe* | Formalised, wide, footway separating pedestrians from motor vehicles. Bollards present at bridge to separate traffic. Cycle lane present on carriageway. Informal surveillance carried out by business / shop frontages and activity | Formalised, wide, footway separating pedestrians from motor vehicles. Informal surveillance carried out by business / shop frontages and activity. | Formalised, wide, footway separating pedestrians from motor vehicles. Informal surveillance carried out by business / shop frontages and activity. High footfall. | Formalised, wide, footway separating pedestrians from motor vehicles. Informal surveillance carried out by business / shop frontages, houses and activity. High footfall. |
| *Not too noisey* | Traffic speeds / flows as expected given the nature and location of the site. . The road facilitates retail parks and many businesses, there are regular deliveries in HGV's and motorbikes. This route is also a bus route. | Traffic speeds / flows as expected given the nature and location of the site. . The road facilitates retail parks and many businesses, there are regular deliveries in HGV's and motorbikes. This route is also a bus route. | Traffic speeds / flows as expected given the nature and location of the site. . The road facilitates retail parks and many businesses, there are regular deliveries in HGV's and motorbikes. This route is also a bus route. | Traffic speeds / flows as expected given the nature and location of the site. . The road facilitates retail parks and many businesses, there are regular deliveries in HGV's and motorbikes. This route is also a bus route. |
| *Easy to cross* | Pedestrian refuge crossings with tactile paving. Signalised crossing. The route is busy and would not be safe to cross informally. | Zebra crossing across Tavistock Road, near the station<br>Signalised crossing across the High Street, near the train station<br>Pedestrian refuge | Pedestrian refuge island with tactile paving | Pedestrian refuge crossing / raised table at Colham Mill Road / Station Road junction.<br>Pedestrian refuge crossings along route |
| *Places to stop and rest* | Informal rest provision comprising walls to lean on and a bus stop. The footway is wide enough to accommodate a person sitting on a wall and a pedestrian. | Formal seating comprising a two-seater bench. | Informal rest provision comprising walls to lean on and a bus stop. The footway is wide enough to accommodate a person sitting on a wall and a pedestrian. | Informal rest provision comprising walls to lean on and a bus stop. The footway is wide enough to accommodate a person sitting on a wall and a pedestrian. |
| *Shade and shelter* | Bus shelters available. | Railway bridge provides a lot of shelter. | Bus shelter are available. | Bus shelter available. Shade and shelter from shops. |
| *People feel relaxed* | Clean footways, which are very wide Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked. People were not observed to be distressed or uncomfortable. | Clean footways, which are very wide Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked. People were not observed to be distressed or uncomfortable. | Clean footways, which are very wide Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked. People were not observed to be distressed or uncomfortable. | Clean footways, which are very wide Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked. People were not observed to be distressed or uncomfortable. |
| *Things to see and do* | Bus stop present. | West Drayton Train Station.<br>Few local pubs. | Boots Pharmacy<br>Bus Stop<br>Cafes | Food – Takeaway<br>Hair Salon<br>Bus stop |

Additional Notes / Observations

The characteristics of the route represents a busy high street in a north London location. The footways were at least c. 2m wide and well maintained, with several informal crossing points comprising signalised, pedestrian refuge, zebra crossings and dropped kerb crossings. Bus stops and benches were present along the route to provide informal rest and shade opportunities. The shops / businesses ensured an element of informal surveillance, whilst footfall was also high.

| Healthy Street Criteria | 1350m | 1500m | 1650m | 1800m |
|---|---|---|---|---|
| *People feel safe* | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked. Well maintained routes with little or no litter. | Wide grass verge separating pavement from traffic on western side. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked. Well maintained routes with little or no litter. | Wide grass verge separating pavement from traffic on western side. School and Drayton Hall nearby.<br>Metal fence present at crossroad junction to separate footway from traffic. | Wide grass verge separating pavement from traffic on western side. Off-road cycleway. |
| *Not too noisey* | Quieter than previous routes but still relatively high traffic flow. | Quieter than previous routes but still relatively high traffic flow. | Quieter than previous routes but still relatively high traffic flow. | Busy crossroad junction near academy |
| *Easy to cross* | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Signalised crossing at the Porters Way / Station Road junction | Signalised crossing at the Sipson Road / Harmondsworth Road junction |
| *Places to stop and rest* | Informal rest provision comprising walls to lean on and a bus stop. The footway is wide enough to accommodate a person sitting on a wall and a pedestrian | Formal seating within Drayton Hall Park comprising several two/three-seater benches. Informal rest provision comprising a bus stop. | Formal seating within Drayton Hall Park comprising several two/three-seater benches. Informal rest provision comprising a bus stop. | Formal seating within Drayton Hall Park comprising several two/three-seater benches. Informal rest provision comprising a bus stop. |
| *Shade and shelter* | Bus stop and adjacent trees offer shelter from the sun / elements. | Plenty of tree coverage to offer shelter from sun / elements. | Plenty of tree coverage to offer shelter from sun / elements. | Plenty of tree coverage to offer shelter from sun / elements. |
| *People feel relaxed* | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. |
| *Things to see and do* | Library<br>Hotels<br>Local Pubs | Drayton Hall | Drayton Hall | Tesco Express<br>The academy |

Additional Notes / Observations

The characteristics of the route represents a busy high street in a north London location. The routes were quieter than previous routes. The footways were at least c. 2m wide and well maintained, with several informal crossing points comprising signalised, pedestrian refuge, and dropped kerb crossings. Bus stops and benches were present along the route to provide informal rest and shade opportunities. The shops / businesses ensured an element of informal surveillance, whilst footfall was also high.

| Healthy Street Criteria | 150m | 300m | 450m | 600m |
|---|---|---|---|---|
| *People feel safe* | Formalised, wide footway separating pedestrians from motor vehicles. Informal surveillance carried out by business / shop frontages and activity. | Formalised, wide, footway separating pedestrians from motor vehicles. Informal surveillance carried out by residential houses. | Formalised, wide, footway separating pedestrians from motor vehicle on southern side only. Informal surveillance carried out by residential houses. | Formalised footway separating pedestrians from motor vehicles. Informal surveillance carried out by residential houses. The footway became narrow for two-way pedestrian traffic flow. |
| *Not too noisy* | Traffic speeds / flows as expected given nature of locale. Not too noisy. | The highway features high traffic flows. This is expected in the area of North London. There are regular sirens on route to hospital. | The highway features high traffic flows. This is expected in the area of North London. There are regular sirens on route to hospital. | The highway features high traffic flows. This is expected in the area of North London. There are regular sirens on route to hospital. |
| *Easy to cross* | Signalised crossing provision in the vicinity of Tesco superstore / petrol filling station facilitates safe, inclusive crossing of main road. | Signalised crossing just north of the A408 / Falling Lane junction | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. |
| *Places to stop and rest* | Bus stop provision's sheltered seating, c.600mm wall of petrol filling station, in addition to wide footway provision all present opportunity to rest. | Informal rest provision comprising a bus stop. The footway is wide enough to accommodate a person sitting on a wall and a pedestrian. | Formal reasting point within Yiewsley Recreation Ground comprising several two/three-seater benches. | Informal rest provision comprising a bus stop. The footway is wide enough to accommodate a person sitting on a wall and a pedestrian |
| *Shade and shelter* | Petrol filling station canopy and bus stop offer shelter from the sun / elements. | At the time of the survey, tree coverage provided a lot of shade. | At the time of the survey, tree coverage provided a lot of shade. | At the time of the survey, tree coverage provided a lot of shade. |
| *People feel relaxed* | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. |
| *Things to see and do* | Tesco superstore (inclusive of café). | Bus stop / Yiewsley Recreation Ground | Yiewsley Recreation Ground / Public Rights of Ways | Bus Stop |

Additional Notes / Observations

The characteristics of the route represents a suburban area within in a north London location. The footways were at least c. 2m wide and well maintained, with several informal crossing points comprising signalised, pedestrian refuge, and dropped kerb crossings. Bus stops and benches were present along the route to provide informal rest and shade opportunities. The shops / businesses ensured an element of informal surveillance, whilst footfall was also high.

| Healthy Street Criteria | 750m | 900m | 1050m | 1200m |
|---|---|---|---|---|
| *People feel safe* | Footpath on southern side becomes an informal dirt path which is uneven. Not suitable for all users. There is a formalised footway on northern side of carriageway, but no crossing facility present where this change occurs. The footways are overlooked by houses. There is a safety barrier separating foot traffic from motor traffic and also a steep drop. | Footpath on southern side becomes an informal dirt path which is uneven. Not suitable for all users. There is a formalised footway on northern side of carriageway, but no crossing facility present where this change occurs. The footways are overlooked by houses. The route had high footfall from students. | The footways are overlooked by houses. The route had high footfall from students. Street lighting present. | Quiet route with little to no footfall. Formalised footways present and street lighting. |
| *Not too noisy* | Traffic speeds / flows as expected given nature of locale. Not too noisy. | Traffic speeds / flows as expected given nature of locale. Not too noisy. | Traffic speeds / flows as expected given nature of locale. Not too noisy. | Traffic speeds / flows as expected given nature of locale. Not too noisy. |
| *Easy to cross* | Pedestrian refuge island crossings with dropped kerb and tactile paving at the Oldfield Road / Falling Lane junction. | Pedestrian refuge island crossing with dropped kerb and tactile paving. | Signalised crossing at the Royal Lane / Falling Lane junction connecting either side of Falling Lane, and across Royal Lane. | Tactile paved pedestrian crossings. Informal dropped kerbs across driveways. |
| *Places to stop and rest* | No rest points present. | No rest points present. | No rest points present. | No rest points present. |
| *Shade and shelter* | Substantial tree cover along this section on southern side of Falling Lane. | Instances of shade / shelter from trees | Instances of shade / shelter from trees | Instances of shade / shelter from trees |
| *People feel relaxed* | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked by residential houses. People were not observed to be distressed or uncomfortable | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked by residential houses. People were not observed to be distressed or uncomfortable | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked by residential houses. People were not observed to be distressed or uncomfortable | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked by residential houses. People were not observed to be distressed or uncomfortable |
| *Things to see and do* | Yiewsley Recreation Ground. | Nothing observed on route. | Nothing observed on route. | Nothing observed on route. |

Additional Notes / Observations

The characteristics of the route represents a suburban area within  in a north London location. The footway along the northern side of Falling Lane were at least c. 2m wide and well maintained, with several informal crossing points comprising signalised, pedestrian refuge, and dropped kerb crossings. Bus stops and benches were present along the route to provide informal rest and shade opportunities. The residential elements ensured an element of informal surveillance, whilst footfall was lower than previous route.

| Healthy Street Criteria | 1350m | 1500m | 1650m | 1800m |
|---|---|---|---|---|
| *People feel safe* | Formalised, wide, footway separating pedestrians from motor vehicle on southern side only. Informal surveillance carried out by residential houses. | Formalised, wide, footway separating pedestrians from motor vehicle on southern side only. Informal surveillance carried out by residential houses. | Formalised, wide, footway separating pedestrians from motor vehicle on southern side only. Informal surveillance carried out by residential houses. | Formalised, wide, footway separating pedestrians from motor vehicle on southern side only. Informal surveillance carried out by residential houses and the school. |
| *Not too noisy* | Traffic speeds / flows as expected given nature of locale. Not too noisy. | Traffic speeds / flows as expected given nature of locale. Not too noisy. | Traffic speeds / flows as expected given nature of locale. Not too noisy. | Traffic speeds / flows as expected given nature of locale. Not too noisy. |
| *Easy to cross* | Regular raised table crossings with tactile paving and reflective bollards. Informal dropped kerbs in the form of driveways. | Regular raised table crossings with tactile paving and reflective bollards. Informal dropped kerbs in the form of driveways. | Regular raised table crossings with tactile paving and reflective bollards. Informal dropped kerbs in the form of driveways. | Zebra crossing in the vicinity of the school. Dropped Kerb crossings. Informal dropped kerbs in the form of driveways. |
| *Places to stop and rest* | No rest points present. | No rest points present. | No rest points present. | No rest points present. |
| *Shade and shelter* | Substantial tree cover along this section on southern side of Falling Lane. | No opportunity to access shade / shelter on route. | Instances of shade / shelter from trees | No opportunity to access shade / shelter on route. |
| *People feel relaxed* | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked by residential houses. | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked by residential houses. | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked by residential houses. | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked by residential houses. |
| *Things to see and do* | Nothing observed on route | Nothing observed on route. | Nothing observed on route. | Hillingdon Community Centre<br>Royal Lane Playground |

Additional Notes / Observations

The characteristics of the route represents a suburban area within in a north London location. The footways were at least c. 2m wide and well maintained, with several informal crossing points comprising raised table and dropped kerb crossings. The residential elements and local schools ensured an element of informal surveillance, whilst footfall was lower than previous route.

| Healthy Street Criteria | 1950m | 2100m | 2250m |
|---|---|---|---|
| *People feel safe* | Formalised, wide, footway separating pedestrians from motor vehicles. Informal surveillance carried out by residential houses and Hillingdon Hospital. | Formalised, wide, footway separating pedestrians from motor vehicles. Informal surveillance carried out by residential houses and Hillingdon Hospital. | Formalised, wide, footway separating pedestrians from motor vehicles. Informal surveillance carried out by residential houses and Hillingdon Hospital. |
| *Not too noisy* | Traffic speeds / flows as expected given nature of locale. Not too noisy. | Traffic speeds / flows as expected given nature of locale. Not too noisy. | Traffic speeds / flows as expected given nature of locale. Not too noisy. |
| *Easy to cross* | Dropped Kerb tactile paved crossing along the route. Informal dropped kerb crossings in the form of driveways. | Dropped Kerb tactile paved crossing along the route. Informal dropped kerb crossings in the form of driveways. | Dropped Kerb tactile paved crossing along the route. Informal dropped kerb crossings in the form of driveways. |
| *Places to stop and rest* | No suitable seating areas on route. | Wooden safety barrier / the boundary of the hospital would be suitable to lean on. The hospital also had picnic type benches at the hospital. | Wooden safety barrier / the boundary of the hospital would be suitable to lean on. The hospital also had picnic type benches at the hospital. |
| *Shade and shelter* | Shade provided by tree coverage along the eastern side of Royal Lane. | Shade provided by tree coverage along the eastern side of Royal Lane. | Shade provided by tree coverage along the eastern side of Royal Lane. |
| *People feel relaxed* | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked by residential houses and the hospital. | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked by residential houses and the hospital. | Clean footways. Street lit routes. Enough people around to feel safe, but not overcrowded pavements. Footways and road are constantly overlooked by residential houses and the hospital. |
| *Things to see and do* | Meadow Special School<br>Mosque | Hillingdon Hospital | Hillingdon Hospital |

Additional Notes / Observations

The characteristics of the route represents a suburban area within in a north London location. The footways were at least c. 2m wide and well maintained, with several informal crossing points comprising dropped kerb crossings. The residential elements and local hospital ensured an element of informal surveillance, whilst footfall was lower than previous route.

Route 3 – ATZ Audit

| **Healthy Street Criteria** | **150m** | **300m** | **450m** | **600m** |
|---|---|---|---|---|
| *People feel safe* | Formalised, wide footway separating pedestrians from motor vehicles. Informal surveillance carried out by business / shop frontages and activity. | Pedestrians appeared to be relaxed and felt safe. No informal surveillance with majority of route isolated from wider public realm. | Pedestrians appeared to be relaxed and felt safe. Minimal informal surveillance with majority of route isolated from wider public realm. However, nearby residential dwellings do overlook some sections of route. | Pedestrians appeared to be relaxed and felt safe. No informal surveillance with majority of route isolated from wider public realm. |
| *Not too noisy* | Traffic speeds / flows as expected given nature of locale. Not too noisy. | Very quiet green space isolated from local highway network. | Very quiet green space isolated from local highway network. | Very quiet green space isolated from local highway network. |
| *Easy to cross* | Signalised crossing provision in the vicinity of Tesco superstore / petrol filling station facilitates safe, inclusive crossing of main road. | N/a – no crossing required. | N/a – no crossing required. | N/a – no crossing required. |
| *Places to stop and rest* | Bus stop provision's sheltered seating, c.600mm wall of petrol filling station, in addition to wide footway provision all present opportunity to rest. | Formal rest point comprising a two/three-seater wooden bench | Formal rest point comprising a two/three-seater wooden bench | Formal rest point comprising a two/three-seater wooden bench |
| *Shade and shelter* | Petrol filling station canopy and bus stop offer shelter from the sun / elements. | No opportunity to access shade / shelter on route. | No opportunity to access shade / shelter on route. | No opportunity to access shade / shelter on route. |
| *People feel relaxed* | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. |
| *Things to see and do* | Tesco superstore (inclusive of café). | Green space suitable for walking. | Green space suitable for walking. | Green space suitable for walking. |

<u>Additional notes / observations</u>

Initial large sections of the route were green, quiet and isolated from the public realm. Consequently, the route was not noisy but did lack informal surveillance from shopfronts, businesses, and sustained residential development. Formal seating was situated intermittently along the route.

Route 3 – ATZ Audit

| **Healthy Street Criteria** | **750m** | **900m** | **1050m** | **1200m** |
|---|---|---|---|---|
| People feel safe | Pedestrians appeared to be relaxed and felt safe. No informal surveillance with majority of route isolated from wider public realm. | Pedestrians appeared to be relaxed and felt safe. No informal surveillance with majority of route isolated from wider public realm. | Pedestrians appeared to be relaxed and felt safe. No informal surveillance with majority of route isolated from wider public realm. | Pedestrians appeared to be relaxed and felt safe. No informal surveillance with majority of route isolated from wider public realm. |
| Not too noisy | Very quiet green space isolated from local highway network. | Very quiet green space isolated from local highway network. | Very quiet green space isolated from local highway network. | Very quiet green space isolated from local highway network. |
| Easy to cross | N/a – no crossing required. | N/a – no crossing required. | N/a – no crossing required. | N/a – no crossing required. |
| Places to stop and rest | Formal rest point comprising a two/three-seater wooden bench | No rest points present. | No rest points present. | No rest points present. |
| Shade and shelter | Instances of shade / shelter from trees. | No opportunity to access shade / shelter on route. | Instances of shade / shelter from trees. | No opportunity to access shade / shelter on route. |
| People feel relaxed | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. |
| Things to see and do | Green space suitable for walking. | Green space suitable for walking. | Green space suitable for walking. | Green space suitable for walking. |

<u>Additional notes / observations</u>

Initial large sections of the route were green, quiet and isolated from the public realm. Consequently, the route was not noisy but did lack informal surveillance from shopfronts, businesses, and sustained residential development.

Route 3 – ATZ Audit

| **Healthy Street Criteria** | **1350m** | **1500m** | **1650m** | **1800m** |
|---|---|---|---|---|
| People feel safe | Pedestrians appeared to be relaxed and felt safe. No informal surveillance with majority of route isolated from wider public realm. | Pedestrians appeared to be relaxed and felt safe. No informal surveillance with majority of route isolated from wider public realm. | Pedestrians appeared to be relaxed and felt safe. No informal surveillance with majority of route isolated from wider public realm. | Pedestrians appeared to be relaxed and felt safe. No informal surveillance with majority of route isolated from wider public realm. |
| Not too noisy | Very quiet green space isolated from local highway network. | Very quiet green space isolated from local highway network. | Very quiet green space isolated from local highway network. | Very quiet green space isolated from local highway network. |
| Easy to cross | N/a – no crossing required. | N/a – no crossing required. | N/a – no crossing required. | N/a – no crossing required. |
| Places to stop and rest | No formal seating present. However, hardstanding widened area suitable to accommodate multiple pedestrians. | No rest points present. | No formal seating present. However, hardstanding widened area suitable to accommodate multiple pedestrians. | Formal rest point comprising a two/three-seater wooden bench. |
| Shade and shelter | Instances of shade / shelter from trees. | Instances of shade / shelter from trees. | Instances of shade / shelter from trees. | Instances of shade / shelter from trees. |
| People feel relaxed | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. |
| Things to see and do | Green space suitable for walking. | Green space suitable for walking. | Green space suitable for walking. | Green space suitable for walking. |

Additional notes / observations

Initial large sections of the route were green, quiet and isolated from the public realm. Consequently, the route was not noisy but did lack informal surveillance from shopfronts, businesses, and sustained residential development. Formal seating was situated intermittently along the route.

Route 3 – ATZ Audit

| **Healthy Street Criteria** | **1950m** | **2100m** | **2250m** | **2400m** |
|---|---|---|---|---|
| *People feel safe* | Nearby residential dwellings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. |
| *Not too noisy* | Vehicle speeds / flows low. Suburban area relatively quiet. | Vehicle speeds / flows low. Suburban area relatively quiet. | Vehicle speeds / flows low. Suburban area relatively quiet. | Vehicle speeds / flows low. Suburban area relatively quiet. |
| *Easy to cross* | No dropped kerbs or associated tactile paving present to facilitate travel over the carriageway. | Dropped kerbs present at cul-de-sac junctions, however, no associated tactile paving. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. |
| *Places to stop and rest* | No rest points present. | No rest points present. | No rest points present. | No rest points present. |
| *Shade and shelter* | Instances of shade / shelter from trees. | Instances of shade / shelter from trees. | Instances of shade / shelter from trees. | Instances of shade / shelter from trees. |
| *People feel relaxed* | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. |
| *Things to see and do* | Green space suitable for walking. | N/a – no destinations or attractions on section of route to partake recreationally. | N/a – no destinations or attractions on section of route to partake recreationally. | Cemetery / associated gardens. |

Additional notes / observations

The characteristics of the route changed from 'rural' footpath to a more urban streetscape locale with dropped kerbs – typically coupled with associated tactile paving – and streetlighting. The footway provision was of commensurate width to accommodate two-way pedestrian movement, and bus stops were present to provide informal rest opportunities. Residential area ensured an element of informal surveillance, whilst footfall was naturally greater than previous section(s) of route.

| Healthy Street Criteria | 2550m | 2700m | 2950m | 3100m |
|---|---|---|---|---|
| *People feel safe* | Nearby residential dwellings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. |
| *Not too noisy* | Vehicle speeds / flows low. Suburban area relatively quiet. | Vehicle speeds / flows low. Suburban area relatively quiet. | Vehicle speeds / flows low. Suburban area relatively quiet. | Vehicle speeds / flows low. Suburban area relatively quiet. |
| *Easy to cross* | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. |
| *Places to stop and rest* | No rest points present. | Bus stop sheltered seating and nearby c.600mm wall present opportunity to rest. | Bus stop sheltered seating and nearby c.600mm wall present opportunity to rest. | Bus stop sheltered seating and nearby c.600mm wall present opportunity to rest. |
| *Shade and shelter* | Instances of shade / shelter from adjacent trees. | Bus stop and adjacent trees offer shelter from the sun / elements. | Bus stop and adjacent trees offer shelter from the sun / elements. | Bus stop and adjacent trees offer shelter from the sun / elements. |
| *People feel relaxed* | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. |
| *Things to see and do* | N/a – no destinations or attractions on section of route to partake recreationally. | N/a – no destinations or attractions on section of route to partake recreationally. | N/a – no destinations or attractions on section of route to partake recreationally. | N/a – no destinations or attractions on section of route to partake recreationally. |

Additional notes / observations

The characteristics of the route continued to represent a more urban streetscape with dropped kerbs – typically coupled with associated tactile paving – and streetlighting. The footway provision was of commensurate width to accommodate two-way pedestrian movement, and bus stops were present to provide informal rest opportunities. Residential area ensured an element of informal surveillance, whilst footfall was naturally greater than previous section(s) of route.

Route 3 – ATZ Audit

| Healthy Street Criteria | 3250m | 3400m | 3550m | 3700m |
|---|---|---|---|---|
| *People feel safe* | Nearby residential dwellings / university campus buildings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings / university campus buildings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings / university campus buildings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings / university campus buildings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. |
| *Not too noisy* | Vehicle speeds / flows low. Suburban area / university campus relatively quiet. | Vehicle speeds / flows low. Suburban area / university campus relatively quiet. | Vehicle speeds / flows low. Suburban area / university campus relatively quiet. | Vehicle speeds / flows low. Suburban area / university campus relatively quiet. |
| *Easy to cross* | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. |
| *Places to stop and rest* | Bus stop sheltered seating and nearby c.600mm wall present opportunity to rest. | Bus stop sheltered seating and nearby c.600mm wall present opportunity to rest. | Bus stop sheltered seating and nearby c.600mm wall present opportunity to rest. | Bus stop sheltered seating and nearby c.600mm wall present opportunity to rest. |
| *Shade and shelter* | Bus stop and adjacent trees offer shelter from the sun / elements. | Bus stop and adjacent trees offer shelter from the sun / elements. | Bus stop and adjacent trees offer shelter from the sun / elements. | Bus stop and adjacent trees offer shelter from the sun / elements. |
| *People feel relaxed* | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. |
| *Things to see and do* | N/a – no destinations or attractions on section of route to partake recreationally. | N/a – no destinations or attractions on section of route to partake recreationally. | N/a – no destinations or attractions on section of route to partake recreationally. | N/a – no destinations or attractions on section of route to partake recreationally. |

Additional notes / observations

The characteristics of the route continued to represent a more urban streetscape with dropped kerbs – typically coupled with associated tactile paving – and streetlighting. The footway provision was of commensurate width to accommodate two-way pedestrian movement, and bus stops were present to provide informal rest opportunities. Residential area and presence of nearby university campus ensured an element of informal surveillance, whilst footfall was naturally greater than previous section(s) of route.

| Healthy Street Criteria | 3850m | 4000m | 4150m | 4300m |
|---|---|---|---|---|
| *People feel safe* | Nearby residential dwellings / university campus buildings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings / university campus buildings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings / university campus buildings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings / university campus buildings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. |
| *Not too noisy* | Vehicle speeds / flows low. Suburban area / university campus relatively quiet. | Vehicle speeds / flows low. Suburban area / university campus relatively quiet. | Vehicle speeds / flows greater given increased capacity of local highway network, resulting in greater levels of traffic noise. | Vehicle speeds / flows greater given increased capacity of local highway network, resulting in greater levels of traffic noise. |
| *Easy to cross* | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Signalised crossing point present to facilitate crossing over main road. Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. |
| *Places to stop and rest* | No rest points present. | No rest points present. | Two / three-seater benches present throughout the public realm. | Two / three-seater benches present throughout the public realm, given the central location of Uxbridge Centre. |
| *Shade and shelter* | Instances of shade / shelter from adjacent trees. | Instances of shade / shelter from adjacent trees. | No shade / shelter from the sun / elements. | No shade / shelter from the sun / elements beyond the streetscape. |
| *People feel relaxed* | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. |
| *Things to see and do* | N/a – no destinations or attractions on section of route to partake recreationally. | N/a – no destinations or attractions on section of route to partake recreationally. | N/a – no destinations or attractions on section of route to partake recreationally. | N/a – no destinations or attractions on section of route to partake recreationally. |

Additional notes / observations

The characteristics of the route continued to represent a more urban streetscape with dropped kerbs – typically coupled with associated tactile paving – and streetlighting. The footway provision was of commensurate width to accommodate two-way pedestrian movement, and bus stops were present to provide informal rest opportunities. Residential area and presence of nearby university campus ensured an element of informal surveillance, whilst footfall was naturally greater than previous section(s) of route.

Route 3 – ATZ Audit

| **Healthy Street Criteria** | **4450m** | **4600m** |
|---|---|---|
| *People feel safe* | Nearby residential dwellings / university campus buildings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. | Nearby residential dwellings / university campus buildings do overlook some sections of route. Traffic speeds / flows relatively low. Intermittent streetlighting also present. |
| *Not too noisy* | Vehicle flows greater given central location of Uxbridge, resulting in greater levels of traffic / general public realm noise. | Vehicle flows greater given central location of Uxbridge, resulting in greater levels of traffic / general public realm noise. |
| *Easy to cross* | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. | Dropped kerbs with associated tactile paving present to facilitate crossing of carriageway / junctions. |
| *Places to stop and rest* | Two / three-seater benches present throughout the public realm, given the central location of Uxbridge Centre. | Two / three-seater benches present throughout the public realm, given the central location of Uxbridge Centre. |
| *Shade and shelter* | No shade / shelter from the sun / elements beyond the streetscape. | No shade / shelter from the sun / elements beyond the streetscape. |
| *People feel relaxed* | People were not observed to be distressed or uncomfortable. | People were not observed to be distressed or uncomfortable. |
| *Things to see and do* | Range of shops, restaurants, cafes, public houses etc. | Range of shops, restaurants, cafes, public houses etc. |

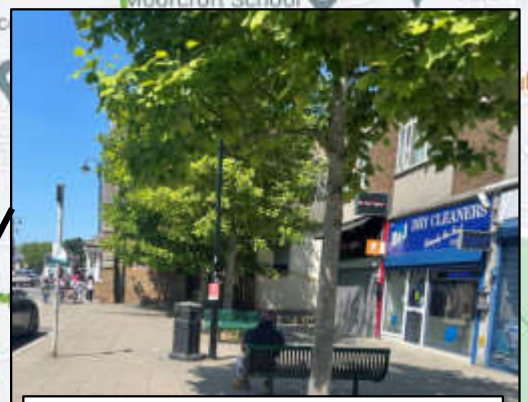
<u>Additional notes / observations</u>

The characteristics of the route continued to represent a more urban streetscape with dropped kerbs – typically coupled with associated tactile paving – and streetlighting and signalised crossing provision throughout. The footway provision was of commensurate width to accommodate two-way pedestrian movement, and bus stops were present to provide informal rest opportunities., in addition to designated seating areas throughout the main high street / town centre. Retail area and town centre location ensured an element of informal surveillance, whilst footfall was naturally greater than previous section(s) of route.

# Appendix G – Route Photos

# ATZ Route Audit Photos – Route 1

Item 1: Pedestrian crossing at the Falling Lane / High Street / Trout Road Junction



Item 2: Benches under shade along shop frontages

Item 3: Bollards present along a bridge located on the High Street

Item 5: Signalised pedestrian crossing at the Station Road / Porters Way Junction. Shade also provide from trees.

Item 4: Segregated cycle lane in the vicinity of Drayton Hall Park

Site Location

Route 1

Route 2

Route 3

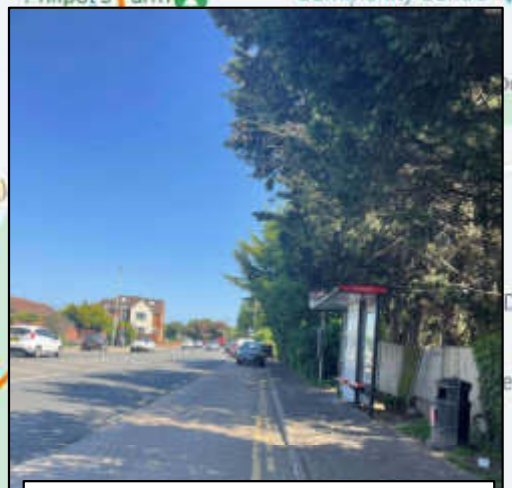
Google My Maps

N

# ATZ Route Audit Photos – Route 2

Item 6: Wooden railing and shade provided near the hospital.

Item 10: Absence of formalised footway along Falling Lane



Item 9: Seating provided within bus stop under a shaded area long Falling Lane.

Item 7: Zebra crossing in the vicinity of the school

Item 8: Raised table pedestrian crossing with reflective bollards

Site Location

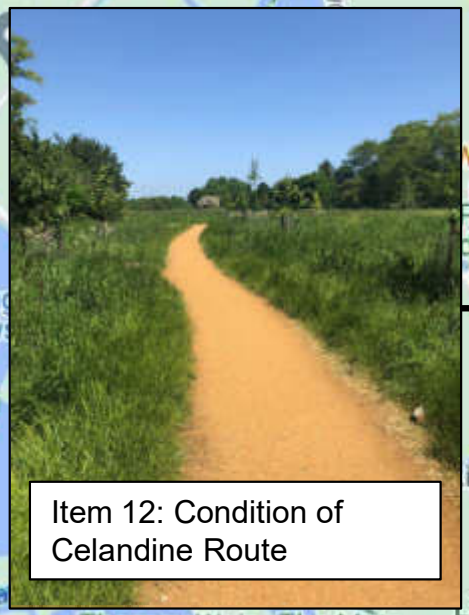
Route 1

Route 2

Route 3

# ATZ Route Audit Photos – Route 3 (Part 1)

Item 11: Bench within green open space



Item 12: Condition of Celandine Route

Item 14: Absence of pedestrian crossing

Item 15: Shade, shelter and rest point

Site Location

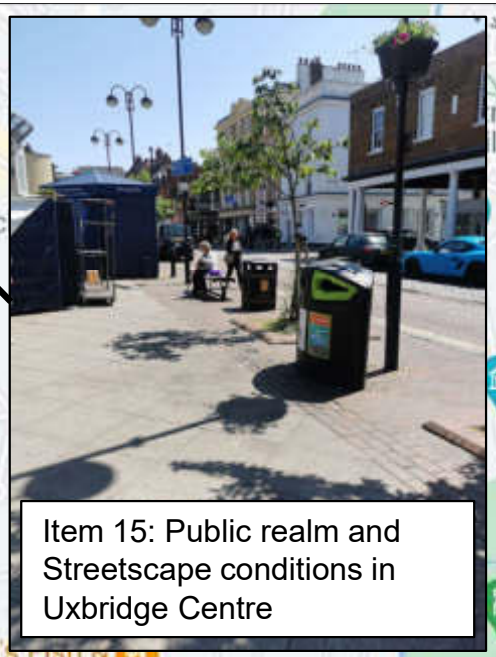
Route 1

Route 2

Route 3

# ATZ Route Audit Photos – Route 3 (Part 2)

Item 16: Signalised Pedestrian Crossing



Item 15: Public realm and Streetscape conditions in Uxbridge Centre

Item 18: Cycle infrastructure in the vicinity of Station Road

Item 17: Bus stop / shelter near Brunel University Campus

Site Location

Route 1

Route 2

Route 3

The Chimes

Rickshaw Lounge

St Andrew's Church

Whitehall Junior School

RAF Vine Lane Cricket Ground

Churchill's Fish & Chips Uxbridge

Uxbridge High School

Lidl

Lancaster Hotel & Spa

Main Reception

Brunel University London

Pield Heath House School

Cowley Rd

Fray's River

Bridge Rd

Derby Rd

Walford Rd

Chiltern View Rd

Turnpike Ln

Cleveland Rd

W Spur Rd

S Loop Rd

Orchard Dr

Church Rd

Clammas Way

Glisson Rd

Cedars Dr

Harvey

Six Acre Farm

A4

Map data ©2023 Terms 200 m

Google My Maps

N

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# Appendix I: TRICS Output Report – Discount Food Retail

Calculation Reference: AUDIT-701101-230417-0458

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 02 | SOUTH EAST | | |
| | SO | SLOUGH | 1 days |
| | WS | WEST SUSSEX | 1 days |
| 05 | EAST MIDLANDS | | |
| | LN | LINCOLNSHIRE | 1 days |
| | NN | NORTH NORTHAMPTONSHIRE | 2 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | NY | NORTH YORKSHIRE | 1 days |
| 09 | NORTH | | |
| | NB | NORTHUMBERLAND | 1 days |
| | TW | TYNE & WEAR | 1 days |
| 10 | WALES | | |
| | CF | CARDIFF | 1 days |
| 11 | SCOTLAND | | |
| | AD | ABERDEEN CITY | 1 days |
| | SR | STIRLING | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area
Actual Range: 1551 to 2624 (units: sqm)
Range Selected by User: 1500 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 22/09/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

*Selected survey days:*

| | |
|---|---|
| Monday | 2 days |
| Tuesday | 3 days |
| Wednesday | 2 days |
| Thursday | 3 days |
| Friday | 1 days |

*This data displays the number of selected surveys by day of the week.*

*Selected survey types:*

| | |
|---|---|
| Manual count | 11 days |
| Directional ATC Count | 0 days |

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.*

*Selected Locations:*

| | |
|---|---|
| Edge of Town Centre | 6 |
| Suburban Area (PPS6 Out of Centre) | 5 |

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

*Selected Location Sub Categories:*

| | |
|---|---|
| Industrial Zone | 2 |
| Development Zone | 1 |
| Residential Zone | 3 |
| Retail Zone | 2 |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

*Inclusion of Servicing Vehicles Counts:*

| | |
|---|---|
| Servicing vehicles Included | 7 days - Selected |
| Servicing vehicles Excluded | 5 days - Selected |

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| E(a) | 11 days |

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

*Population within 500m Range:*

All Surveys Included

*Population within 1 mile:*

| | |
|---|---|
| 1,001 to 5,000 | 1 days |
| 10,001 to 15,000 | 2 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 3 days |
| 25,001 to 50,000 | 4 days |

*This data displays the number of selected surveys within stated 1-mile radii of population.*

*Population within 5 miles:*

| | |
|---|---|
| 5,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 1 days |
| 75,001 to 100,000 | 4 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 2 days |

*This data displays the number of selected surveys within stated 5-mile radii of population.*

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 5 days |
| 1.1 to 1.5 | 6 days |

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

*Petrol filling station:*

| | |
|---|---|
| Included in the survey count | 0 days |
| Excluded from count or no filling station | 11 days |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

*Travel Plan:*

| | |
|---|---|
| Yes | 3 days |
| No | 8 days |

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 11 days |

*This data displays the number of selected surveys with PTAL Ratings.*

| | | |
|---|---|---|
| Covid-19 Restrictions | Yes | At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions |

*LIST OF SITES relevant to selection parameters*

1 AD-01-C-02 LIDL ABERDEEN CITY
GREENWELL ROAD
ABERDEEN

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1950 sqm
*Survey date: WEDNESDAY* *09/06/21* *Survey Type: MANUAL*

2 CF-01-C-01 LIDL CARDIFF
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2568 sqm
*Survey date: THURSDAY* *29/06/17* *Survey Type: MANUAL*

3 LN-01-C-01 LIDL LINCOLNSHIRE
RICHMOND DRIVE
SKEGNESS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2398 sqm
*Survey date: TUESDAY* *19/07/16* *Survey Type: MANUAL*

4 NB-01-C-01 LIDL NORTHUMBERLAND
SCHALKSMUHLE ROAD
BEDLINGTON

Edge of Town Centre
No Sub Category
Total Gross floor area: 2450 sqm
*Survey date: MONDAY* *12/06/17* *Survey Type: MANUAL*

5 NN-01-C-02 LIDL NORTH NORTHAMPTONSHIRE
MARINERS WAY
KETTERING

Edge of Town Centre
Retail Zone
Total Gross floor area: 1850 sqm
*Survey date: MONDAY* *27/06/22* *Survey Type: MANUAL*

6 NN-01-C-04 LIDL NORTH NORTHAMPTONSHIRE
NEWTON ROAD
RUSHDEN

Edge of Town Centre
Residential Zone
Total Gross floor area: 2624 sqm
*Survey date: TUESDAY* *19/07/16* *Survey Type: MANUAL*

7 NY-01-C-03 ALDI NORTH YORKSHIRE
STONEBRIDGEGATE
RIPON

Edge of Town Centre
Residential Zone
Total Gross floor area: 1551 sqm
*Survey date: FRIDAY* *20/05/22* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

| | | | | |
|---|---|---|---|---|
| 8 | SO-01-C-01 | LIDL | | SLOUGH |
| | BATH ROAD | | | |
| | SLOUGH | | | |
| | SLOUGH RETAIL PARK | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Retail Zone | | | |
| | Total Gross floor area: | | 1880 sqm | |
| | *Survey date: THURSDAY* | | *22/09/22* | *Survey Type: MANUAL* |
| 9 | SR-01-C-01 | LIDL | | STIRLING |
| | PLAYERS ROAD | | | |
| | STIRLING | | | |
| | Edge of Town Centre | | | |
| | Built-Up Zone | | | |
| | Total Gross floor area: | | 2442 sqm | |
| | *Survey date: THURSDAY* | | *01/06/17* | *Survey Type: MANUAL* |
| 10 | TW-01-C-02 | ALDI | | TYNE & WEAR |
| | FOXHUNTERS ROAD | | | |
| | WHITLEY BAY | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 1600 sqm | |
| | *Survey date: TUESDAY* | | *17/05/22* | *Survey Type: MANUAL* |
| 11 | WS-01-C-06 | LIDL | | WEST SUSSEX |
| | FOUNDRY LANE | | | |
| | HORSHAM | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Industrial Zone | | | |
| | Total Gross floor area: | | 1616 sqm | |
| | *Survey date: WEDNESDAY* | | *07/09/22* | *Survey Type: MANUAL* |

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 3 | 2213 | 0.286 | 3 | 2213 | 0.030 | 3 | 2213 | 0.316 |
| 07:00 - 08:00 | 11 | 2084 | 0.563 | 11 | 2084 | 0.166 | 11 | 2084 | 0.729 |
| 08:00 - 09:00 | 11 | 2084 | 2.774 | 11 | 2084 | 1.976 | 11 | 2084 | 4.750 |
| 09:00 - 10:00 | 11 | 2084 | 3.703 | 11 | 2084 | 3.114 | 11 | 2084 | 6.817 |
| 10:00 - 11:00 | 11 | 2084 | 4.104 | 11 | 2084 | 3.873 | 11 | 2084 | 7.977 |
| 11:00 - 12:00 | 11 | 2084 | 4.745 | 11 | 2084 | 4.523 | 11 | 2084 | 9.268 |
| 12:00 - 13:00 | 11 | 2084 | 4.671 | 11 | 2084 | 4.872 | 11 | 2084 | 9.543 |
| 13:00 - 14:00 | 11 | 2084 | 4.623 | 11 | 2084 | 4.667 | 11 | 2084 | 9.290 |
| 14:00 - 15:00 | 11 | 2084 | 4.850 | 11 | 2084 | 4.675 | 11 | 2084 | 9.525 |
| 15:00 - 16:00 | 11 | 2084 | 4.675 | 11 | 2084 | 4.575 | 11 | 2084 | 9.250 |
| 16:00 - 17:00 | 11 | 2084 | 4.662 | 11 | 2084 | 4.819 | 11 | 2084 | 9.481 |
| 17:00 - 18:00 | 11 | 2084 | 4.501 | 11 | 2084 | 4.954 | 11 | 2084 | 9.455 |
| 18:00 - 19:00 | 11 | 2084 | 3.733 | 11 | 2084 | 4.095 | 11 | 2084 | 7.828 |
| 19:00 - 20:00 | 11 | 2084 | 2.617 | 11 | 2084 | 3.079 | 11 | 2084 | 5.696 |
| 20:00 - 21:00 | 11 | 2084 | 1.823 | 11 | 2084 | 2.229 | 11 | 2084 | 4.052 |
| 21:00 - 22:00 | 11 | 2084 | 0.881 | 11 | 2084 | 1.321 | 11 | 2084 | 2.202 |
| 22:00 - 23:00 | 11 | 2084 | 0.022 | 11 | 2084 | 0.249 | 11 | 2084 | 0.271 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 53.233 | | | 53.217 | | | 106.450 |

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*



Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1551 - 2624 (units: sqm) |
| Survey date date range: | 01/01/15 - 22/09/22 |
| Number of weekdays (Monday-Friday): | 11 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 1 |
| Surveys manually removed from selection: | 0 |

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Calculation Reference: AUDIT-701101-230417-0411

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 03 | SOUTH WEST | | |
| | GS | GLOUCESTERSHIRE | 1 days |
| 04 | EAST ANGLIA | | |
| | SF | SUFFOLK | 1 days |
| 05 | EAST MIDLANDS | | |
| | LN | LINCOLNSHIRE | 2 days |
| | NN | NORTH NORTHAMPTONSHIRE | 1 days |
| 09 | NORTH | | |
| | NB | NORTHUMBERLAND | 1 days |
| | TV | TEES VALLEY | 1 days |
| 10 | WALES | | |
| | CF | CARDIFF | 1 days |
| | MM | MONMOUTHSHIRE | 1 days |
| 11 | SCOTLAND | | |
| | LO | WEST LOTHIAN | 1 days |
| | SR | STIRLING | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area
Actual Range: 1530 to 2700 (units: sqm)
Range Selected by User: 1500 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 22/09/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

*Selected survey days:*

| | |
|---|---|
| Saturday | 11 days |

*This data displays the number of selected surveys by day of the week.*

*Selected survey types:*

| | |
|---|---|
| Manual count | 11 days |
| Directional ATC Count | 0 days |

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.*

*Selected Locations:*

| | |
|---|---|
| Edge of Town Centre | 5 |
| Suburban Area (PPS6 Out of Centre) | 6 |

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

*Selected Location Sub Categories:*

| | |
|---|---|
| Development Zone | 1 |
| Residential Zone | 3 |
| Retail Zone | 1 |
| Built-Up Zone | 2 |
| No Sub Category | 4 |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,*

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| E(a) | 11 days |

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

*Population within 500m Range:*

All Surveys Included

*Population within 1 mile:*

| | |
|---|---|
| 5,001 to 10,000 | 2 days |
| 10,001 to 15,000 | 2 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 4 days |

*This data displays the number of selected surveys within stated 1-mile radii of population.*

*Population within 5 miles:*

| | |
|---|---|
| 25,001 to 50,000 | 2 days |
| 75,001 to 100,000 | 4 days |
| 125,001 to 250,000 | 4 days |
| 250,001 to 500,000 | 1 days |

*This data displays the number of selected surveys within stated 5-mile radii of population.*

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 3 days |
| 1.1 to 1.5 | 6 days |
| 1.6 to 2.0 | 1 days |

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

*Petrol filling station:*

| | |
|---|---|
| Included in the survey count | 0 days |
| Excluded from count or no filling station | 11 days |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

*Travel Plan:*

| | |
|---|---|
| Yes | 2 days |
| No | 9 days |

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 11 days |

*This data displays the number of selected surveys with PTAL Ratings.*

| | | |
|---|---|---|
| Covid-19 Restrictions | Yes | At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions |

*LIST OF SITES relevant to selection parameters*

1 CF-01-C-01 LIDL CARDIFF
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2568 sqm
*Survey date: SATURDAY* *01/07/17* *Survey Type: MANUAL*

2 GS-01-C-01 LIDL GLOUCESTERSHIRE
EASTERN AVENUE
GLOUCESTER

Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 2700 sqm
*Survey date: SATURDAY* *24/04/21* *Survey Type: MANUAL*

3 LN-01-C-01 LIDL LINCOLNSHIRE
RICHMOND DRIVE
SKEGNESS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2398 sqm
*Survey date: SATURDAY* *16/07/16* *Survey Type: MANUAL*

4 LN-01-C-02 LIDL LINCOLNSHIRE
DIXON STREET
LINCOLN
NEW BOULTHAM
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 2233 sqm
*Survey date: SATURDAY* *28/10/17* *Survey Type: MANUAL*

5 LO-01-C-01 LIDL WEST LOTHIAN
ALDERSTONE ROAD
LIVINGSTON

Edge of Town Centre
No Sub Category
Total Gross floor area: 2220 sqm
*Survey date: SATURDAY* *12/06/21* *Survey Type: MANUAL*

6 MM-01-C-01 LIDL MONMOUTHSHIRE
A466
MONMOUTH
MAYHILL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 1640 sqm
*Survey date: SATURDAY* *28/11/20* *Survey Type: MANUAL*

*LIST OF SITES relevant to selection parameters (Cont.)*

| | | | | |
|---|---|---|---|---|
| 7 | NB-01-C-01 SCHALKSMUHLE ROAD BEDLINGTON | LIDL | | NORTHUMBERLAND |
| | Edge of Town Centre | | | |
| | No Sub Category | | | |
| | Total Gross floor area: | | 2450 sqm | |
| | *Survey date: SATURDAY* | | *10/06/17* | *Survey Type: MANUAL* |
| 8 | NN-01-C-04 NEWTON ROAD RUSHDEN | LIDL | | NORTH NORTHAMPTONSHIRE |
| | Edge of Town Centre | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 2624 sqm | |
| | *Survey date: SATURDAY* | | *16/07/16* | *Survey Type: MANUAL* |
| 9 | SF-01-C-01 HINES ROAD IPSWICH | ALDI | | SUFFOLK |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 1530 sqm | |
| | *Survey date: SATURDAY* | | *26/06/21* | *Survey Type: MANUAL* |
| 10 | SR-01-C-01 PLAYERS ROAD STIRLING | LIDL | | STIRLING |
| | Edge of Town Centre | | | |
| | Built-Up Zone | | | |
| | Total Gross floor area: | | 2442 sqm | |
| | *Survey date: SATURDAY* | | *03/06/17* | *Survey Type: MANUAL* |
| 11 | TV-01-C-01 JESMOND GARDENS HARTLEPOOL | LIDL | | TEES VALLEY |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Residential Zone | | | |
| | Total Gross floor area: | | 1765 sqm | |
| | *Survey date: SATURDAY* | | *05/09/20* | *Survey Type: MANUAL* |

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | 2 | 2511 | 0.219 | 2 | 2511 | 0.080 | 2 | 2511 | 0.299 |
| 07:00 - 08:00 | 10 | 2293 | 0.558 | 10 | 2293 | 0.144 | 10 | 2293 | 0.702 |
| 08:00 - 09:00 | 11 | 2234 | 2.971 | 11 | 2234 | 2.125 | 11 | 2234 | 5.096 |
| 09:00 - 10:00 | 11 | 2234 | 3.630 | 11 | 2234 | 3.280 | 11 | 2234 | 6.910 |
| 10:00 - 11:00 | 11 | 2234 | 4.729 | 11 | 2234 | 4.017 | 11 | 2234 | 8.746 |
| 11:00 - 12:00 | 11 | 2234 | 5.763 | 11 | 2234 | 5.486 | 11 | 2234 | 11.249 |
| 12:00 - 13:00 | 11 | 2234 | 5.470 | 11 | 2234 | 5.759 | 11 | 2234 | 11.229 |
| 13:00 - 14:00 | 11 | 2234 | 5.629 | 11 | 2234 | 5.527 | 11 | 2234 | 11.156 |
| 14:00 - 15:00 | 11 | 2234 | 5.047 | 11 | 2234 | 5.092 | 11 | 2234 | 10.139 |
| 15:00 - 16:00 | 11 | 2234 | 5.267 | 11 | 2234 | 5.360 | 11 | 2234 | 10.627 |
| 16:00 - 17:00 | 11 | 2234 | 4.607 | 11 | 2234 | 4.929 | 11 | 2234 | 9.536 |
| 17:00 - 18:00 | 11 | 2234 | 3.879 | 11 | 2234 | 3.997 | 11 | 2234 | 7.876 |
| 18:00 - 19:00 | 11 | 2234 | 2.576 | 11 | 2234 | 3.362 | 11 | 2234 | 5.938 |
| 19:00 - 20:00 | 11 | 2234 | 2.059 | 11 | 2234 | 2.426 | 11 | 2234 | 4.485 |
| 20:00 - 21:00 | 11 | 2234 | 1.237 | 11 | 2234 | 1.486 | 11 | 2234 | 2.723 |
| 21:00 - 22:00 | 11 | 2234 | 0.676 | 11 | 2234 | 0.944 | 11 | 2234 | 1.620 |
| 22:00 - 23:00 | 7 | 2419 | 0.059 | 7 | 2419 | 0.213 | 7 | 2419 | 0.272 |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 54.376 | | | 54.227 | | | 108.603 |

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*



Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1530 - 2700 (units: sqm) |
| Survey date date range: | 01/01/15 - 22/09/22 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 11 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

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# Appendix J: TRICS Output Report – Non-Food Retail

Calculation Reference: AUDIT-701101-230417-0407

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 02 | SOUTH EAST | | |
| | KC | KENT | 1 days |
| 03 | SOUTH WEST | | |
| | DC | DORSET | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | SY | SOUTH YORKSHIRE | 1 days |
| | WY | WEST YORKSHIRE | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area
Actual Range: 470 to 4755 (units: sqm)
Range Selected by User: 1500 to 26500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

*Selected survey days:*

| | |
|---|---|
| Saturday | 4 days |

*This data displays the number of selected surveys by day of the week.*

*Selected survey types:*

| | |
|---|---|
| Manual count | 4 days |
| Directional ATC Count | 0 days |

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.*

*Selected Locations:*

| | |
|---|---|
| Edge of Town Centre | 2 |
| Suburban Area (PPS6 Out of Centre) | 1 |
| Edge of Town | 1 |

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

*Selected Location Sub Categories:*

| | |
|---|---|
| Retail Zone | 2 |
| Built-Up Zone | 2 |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

*Inclusion of Servicing Vehicles Counts:*

| | |
|---|---|
| Servicing vehicles Included | X days - Selected |
| Servicing vehicles Excluded | 4 days - Selected |

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| E(a) | 4 days |

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

*Population within 500m Range:*

All Surveys Included

*Population within 1 mile:*

| | |
|---|---|
| 5,001 to 10,000 | 1 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 1 days |
| 25,001 to 50,000 | 1 days |

*This data displays the number of selected surveys within stated 1-mile radii of population.*

*Population within 5 miles:*

| | |
|---|---|
| 25,001 to 50,000 | 1 days |
| 125,001 to 250,000 | 2 days |
| 250,001 to 500,000 | 1 days |

*This data displays the number of selected surveys within stated 5-mile radii of population.*

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 3 days |

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

*Petrol filling station:*

| | |
|---|---|
| Included in the survey count | 0 days |
| Excluded from count or no filling station | 4 days |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

*Travel Plan:*

| | |
|---|---|
| No | 4 days |

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 4 days |

*This data displays the number of selected surveys with PTAL Ratings.*

*LIST OF SITES relevant to selection parameters*

1 DC-01-G-02 THE RANGE DORSET
GREAT WESTERN ROAD
DORCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2100 sqm
*Survey date: SATURDAY 17/09/16 Survey Type: MANUAL*

2 KC-01-G-04 MAJESTIC WINE KENT
LONDON ROAD
MAIDSTONE
ROCKY HILL
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 470 sqm
*Survey date: SATURDAY 12/05/18 Survey Type: MANUAL*

3 SY-01-G-02 NEXT OUTLET SOUTH YORKSHIRE
WHITE ROSE WAY
DONCASTER

Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 1516 sqm
*Survey date: SATURDAY 18/09/21 Survey Type: MANUAL*

4 WY-01-G-01 CURRYS PC WORLD WEST YORKSHIRE
HOLDEN ING WAY
BATLEY
BIRSTALL
Edge of Town
Retail Zone
Total Gross floor area: 4755 sqm
*Survey date: SATURDAY 20/10/18 Survey Type: MANUAL*

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 1 | 2100 | 0.095 | 1 | 2100 | 0.000 | 1 | 2100 | 0.095 |
| 08:00 - 09:00 | 3 | 2442 | 0.560 | 3 | 2442 | 0.259 | 3 | 2442 | 0.819 |
| 09:00 - 10:00 | 4 | 2210 | 1.369 | 4 | 2210 | 0.939 | 4 | 2210 | 2.308 |
| 10:00 - 11:00 | 4 | 2210 | 2.194 | 4 | 2210 | 1.708 | 4 | 2210 | 3.902 |
| 11:00 - 12:00 | 4 | 2210 | 2.658 | 4 | 2210 | 2.285 | 4 | 2210 | 4.943 |
| 12:00 - 13:00 | 4 | 2210 | 2.647 | 4 | 2210 | 2.681 | 4 | 2210 | 5.328 |
| 13:00 - 14:00 | 4 | 2210 | 3.359 | 4 | 2210 | 3.325 | 4 | 2210 | 6.684 |
| 14:00 - 15:00 | 4 | 2210 | 3.495 | 4 | 2210 | 3.484 | 4 | 2210 | 6.979 |
| 15:00 - 16:00 | 4 | 2210 | 2.749 | 4 | 2210 | 3.178 | 4 | 2210 | 5.927 |
| 16:00 - 17:00 | 4 | 2210 | 2.025 | 4 | 2210 | 2.319 | 4 | 2210 | 4.344 |
| 17:00 - 18:00 | 4 | 2210 | 1.391 | 4 | 2210 | 1.832 | 4 | 2210 | 3.223 |
| 18:00 - 19:00 | 4 | 2210 | 0.599 | 4 | 2210 | 0.780 | 4 | 2210 | 1.379 |
| 19:00 - 20:00 | 2 | 1285 | 0.739 | 2 | 1285 | 0.895 | 2 | 1285 | 1.634 |
| 20:00 - 21:00 | 1 | 2100 | 0.571 | 1 | 2100 | 0.667 | 1 | 2100 | 1.238 |
| 21:00 - 22:00 | 1 | 2100 | 0.000 | 1 | 2100 | 0.286 | 1 | 2100 | 0.286 |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 24.451 | | | 24.638 | | | 49.089 |

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*



Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 470 - 4755 (units: sqm) |
| Survey date date range: | 01/01/15 - 18/09/21 |
| Number of weekdays (Monday-Friday): | 0 |
| Number of Saturdays: | 4 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

Calculation Reference: AUDIT-701101-230417-0449

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 05 | EAST MIDLANDS | | |
| | LN | LINCOLNSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | | |
| | WY | WEST YORKSHIRE | 1 days |
| 08 | NORTH WEST | | |
| | LC | LANCASHIRE | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area
Actual Range: 1140 to 4100 (units: sqm)
Range Selected by User: 1500 to 26500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

*Selected survey days:*

| | |
|---|---|
| Tuesday | 2 days |
| Thursday | 1 days |

*This data displays the number of selected surveys by day of the week.*

*Selected survey types:*

| | |
|---|---|
| Manual count | 3 days |
| Directional ATC Count | 0 days |

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.*

*Selected Locations:*

| | |
|---|---|
| Edge of Town Centre | 1 |
| Suburban Area (PPS6 Out of Centre) | 2 |

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

*Selected Location Sub Categories:*

| | |
|---|---|
| Industrial Zone | 1 |
| Retail Zone | 2 |

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

*Inclusion of Servicing Vehicles Counts:*

| | |
|---|---|
| Servicing vehicles Included | 1 days - Selected |
| Servicing vehicles Excluded | 2 days - Selected |

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| E(a) | 3 days |

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

*Population within 500m Range:*

All Surveys Included

*Population within 1 mile:*

| | |
|---|---|
| 20,001 to 25,000 | 2 days |
| 25,001 to 50,000 | 1 days |

*This data displays the number of selected surveys within stated 1-mile radii of population.*

*Population within 5 miles:*

| | |
|---|---|
| 125,001 to 250,000 | 2 days |
| 500,001 or More | 1 days |

*This data displays the number of selected surveys within stated 5-mile radii of population.*

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.5 or Less | 2 days |
| 0.6 to 1.0 | 1 days |

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

*Petrol filling station:*

| | |
|---|---|
| Included in the survey count | 0 days |
| Excluded from count or no filling station | 3 days |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

*Travel Plan:*

| | |
|---|---|
| No | 3 days |

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

*PTAL Rating:*

| | |
|---|---|
| No PTAL Present | 3 days |

*This data displays the number of selected surveys with PTAL Ratings.*

*LIST OF SITES relevant to selection parameters*

| | | | | |
|---|---|---|---|---|
| 1 | LC-01-G-01 | CURRYS PC WORLD | | LANCASHIRE |
| | BLACKPOOL ROAD | | | |
| | PRESTON | | | |
| | RIBBLETON | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Retail Zone | | | |
| | Total Gross floor area: | | 4100 sqm | |
| | *Survey date: TUESDAY* | | *06/11/18* | *Survey Type: MANUAL* |
| 2 | LN-01-G-01 | PETS AT HOME | | LINCOLNSHIRE |
| | TRITTON ROAD | | | |
| | LINCOLN | | | |
| | TRITTON RETAIL PARK | | | |
| | Edge of Town Centre | | | |
| | Retail Zone | | | |
| | Total Gross floor area: | | 1600 sqm | |
| | *Survey date: TUESDAY* | | *31/10/17* | *Survey Type: MANUAL* |
| 3 | WY-01-G-02 | SUPA SOFA | | WEST YORKSHIRE |
| | CLARENCE ROAD | | | |
| | LEEDS | | | |
| | HUNSLET | | | |
| | Suburban Area (PPS6 Out of Centre) | | | |
| | Industrial Zone | | | |
| | Total Gross floor area: | | 1140 sqm | |
| | *Survey date: THURSDAY* | | *14/03/19* | *Survey Type: MANUAL* |

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 1 | 4100 | 0.073 | 1 | 4100 | 0.000 | 1 | 4100 | 0.073 |
| 08:00 - 09:00 | 3 | 2280 | 0.117 | 3 | 2280 | 0.015 | 3 | 2280 | 0.132 |
| 09:00 - 10:00 | 3 | 2280 | 0.687 | 3 | 2280 | 0.365 | 3 | 2280 | 1.052 |
| 10:00 - 11:00 | 3 | 2280 | 0.892 | 3 | 2280 | 0.512 | 3 | 2280 | 1.404 |
| 11:00 - 12:00 | 3 | 2280 | 0.921 | 3 | 2280 | 0.950 | 3 | 2280 | 1.871 |
| 12:00 - 13:00 | 3 | 2280 | 0.731 | 3 | 2280 | 0.731 | 3 | 2280 | 1.462 |
| 13:00 - 14:00 | 3 | 2280 | 0.833 | 3 | 2280 | 0.892 | 3 | 2280 | 1.725 |
| 14:00 - 15:00 | 3 | 2280 | 0.760 | 3 | 2280 | 0.687 | 3 | 2280 | 1.447 |
| 15:00 - 16:00 | 3 | 2280 | 0.526 | 3 | 2280 | 0.526 | 3 | 2280 | 1.052 |
| 16:00 - 17:00 | 3 | 2280 | 0.789 | 3 | 2280 | 0.702 | 3 | 2280 | 1.491 |
| 17:00 - 18:00 | 3 | 2280 | 0.599 | 3 | 2280 | 0.673 | 3 | 2280 | 1.272 |
| 18:00 - 19:00 | 3 | 2280 | 0.760 | 3 | 2280 | 1.067 | 3 | 2280 | 1.827 |
| 19:00 - 20:00 | 2 | 2850 | 0.596 | 2 | 2850 | 0.895 | 2 | 2850 | 1.491 |
| 20:00 - 21:00 | 2 | 2850 | 0.000 | 2 | 2850 | 0.316 | 2 | 2850 | 0.316 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 8.284 | | | 8.331 | | | 16.615 |

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*



Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1140 - 4100 (units: sqm) |
| Survey date date range: | 01/01/15 - 18/09/21 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

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**Bristol**
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