
15 – 17 Uxbridge Road, Hayes: Application for Temporary Planning Permission - Transport Note

Ref: VP/JN/AT/ITL16339-001a
Date: 8 February 2024

SECTION 1 INTRODUCTION

1.1 Context

- 1.1.1 Aventex Properties S.A. ('Aventex') (the 'Applicant') has appointed i-Transport LLP to provide transport and highways advice with respect to an application for temporary planning permission at 15-17 Uxbridge Road, Hayes. The site is located within the London Borough of Hillingdon (LBH), who are also the local planning and highway authority.
- 1.1.2 The site benefits from planning permission (granted in 2022, planning ref: 69827/APP/2021/1565) for development of a 174 room apart-hotel. The application was supported by a package of Transport information prepared by i-Transport (i-Transport reference: ITL16339-003 - 008).
- 1.1.3 The site is located on the south side of A4020 Uxbridge Road, Hayes, some 1.5km to the north west (as the crow flies) of Southall Railway station. The site is bordered by commercial/industrial land uses, with the A4020 Uxbridge Road to the north. Vehicular access to the site is from Uxbridge Road, with two vehicle crossovers located at either end of the site frontage. A central reserve on Uxbridge Road results in all vehicular traffic approaching from the east and exiting to the west. Pedestrian/ cycle access is also taken via the same access points.

- 1.1.4 Construction for the consented hotel development has not yet commenced and the Applicant has, temporarily, let the site for the storage of materials/scaffold. This activity attracts a small number of movements to and from the site each day. LBH has requested that the application submit an application for temporary permission to allow use of the site for the storage of materials. Accordingly, this Transport Note has been prepared to consider the transport implications of the temporary operation of the site for this purpose.
- 1.1.5 This note is prepared in the context of the permission granted in 2022 and the temporary use now requested. This note is informed by surveys that have been undertaken at the site to record the exact number and type of vehicle movements associated with the temporary use.

SECTION 2 ASSESSMENT

2.1 Overview

2.1.1 This section of the Transport Note sets out the results of the traffic survey relating to the temporary use and compares this with the previously accepted transport impact as a result of the consented hotel application.

2.2 Consented Vehicle Trip Activity

2.2.1 Section 5 (and specifically Table 5.5) of the approved Transport Assessment prepared to assess and support the hotel permission (i-Transport ref: ITL16339-004) details the agreed vehicle trip demand for the proposed 174-room apart-hotel. This is replicated as Table 2.1 below.

Table 2.1: Apart-Hotel (174 Bedrooms) – Accepted Vehicle Trip Generation

	Trip Generation (174 bedrooms)		
	Arr.	Dep.	Two-way
AM Peak (0800-0900)	12	22	34
PM Peak (1700-1800)	10	10	20
Daily (0700-1900)	145	156	301

Source: Consultant's Calculations. Note: Numbers may not sum due to rounding.

2.2.2 Table 2.1 shows that the permitted 174 room apart-hotel was accepted to generate approximately 34 vehicular trips in the morning peak hour and approximately 20 vehicular trips in the evening peak hour. The permitted scheme was accepted to generate 300 vehicular trips across a 12-hour day.

2.3 Temporary Use – Vehicle Activity

2.3.1 To assess the likely vehicle activity for the temporary material/scaffold yard, a 24hr traffic survey was undertaken at the site on Thursday 18th January 2024. The raw data is provided as Appendix A, with Table 2.2 below summarising the vehicle activity recorded in each of the typical peak hours and across a day.

Table 2.2: Apart-Hotel (174 Bedrooms) – Accepted Vehicle Trip Generation

	Trip Generation – Materials/Scaffold Yard		
	Arr.	Dep.	Two-way
AM Peak (0800-0900)	3	2	5
PM Peak (1700-1800)	1	4	5
Daily (0000-2400)	31	35	66

Source: Innwise Works – Traffic Survey Company

2.3.2 The survey has indicated that the temporary material/scaffold yard use generated five two-way vehicle trips in each peak hour and 66 vehicle movements across a 24hr day. It should also be noted that proportionally, the majority of traffic generated by the use comprises car/LGV type vehicles (55 of the 66 vehicle movements (83%) are recorded as a car or LGV).

2.4 Net Change

2.4.1 To assess the transport effect of the temporary use, the previously accepted transport impact is compared to the recorded vehicle activity of the temporary use i.e. the net change arising, in Table 2.3 below.

Table 2.3: Net Change

	Trip Generation (174 bedrooms)		
	Arr.	Dep.	Two-way
AM Peak (0800-0900)	-9	-20	-29
PM Peak (1700-1800)	-9	-6	-15
Daily (0000-2400)	-114	-121	-235

Source: Consultant's Calculations. Note: Numbers may not sum due to rounding.

2.4.2 The temporary use generates a lower number of transport movements than the permitted use, with more than 200 fewer vehicle movements attracted to the site across a day. There are also respective reductions associated with the temporary use in each of the typical peak hours. It should also be noted that the traffic survey considered a 24hr period whereas the permitted trip generation assessment reflected a 12-hour period, thus the net reduction in trips arising from the temporary use, across the 24 hour period is likely to be even greater than that reported here.

SECTION 3 SUMMARY AND CONCLUSION

3.1 Summary

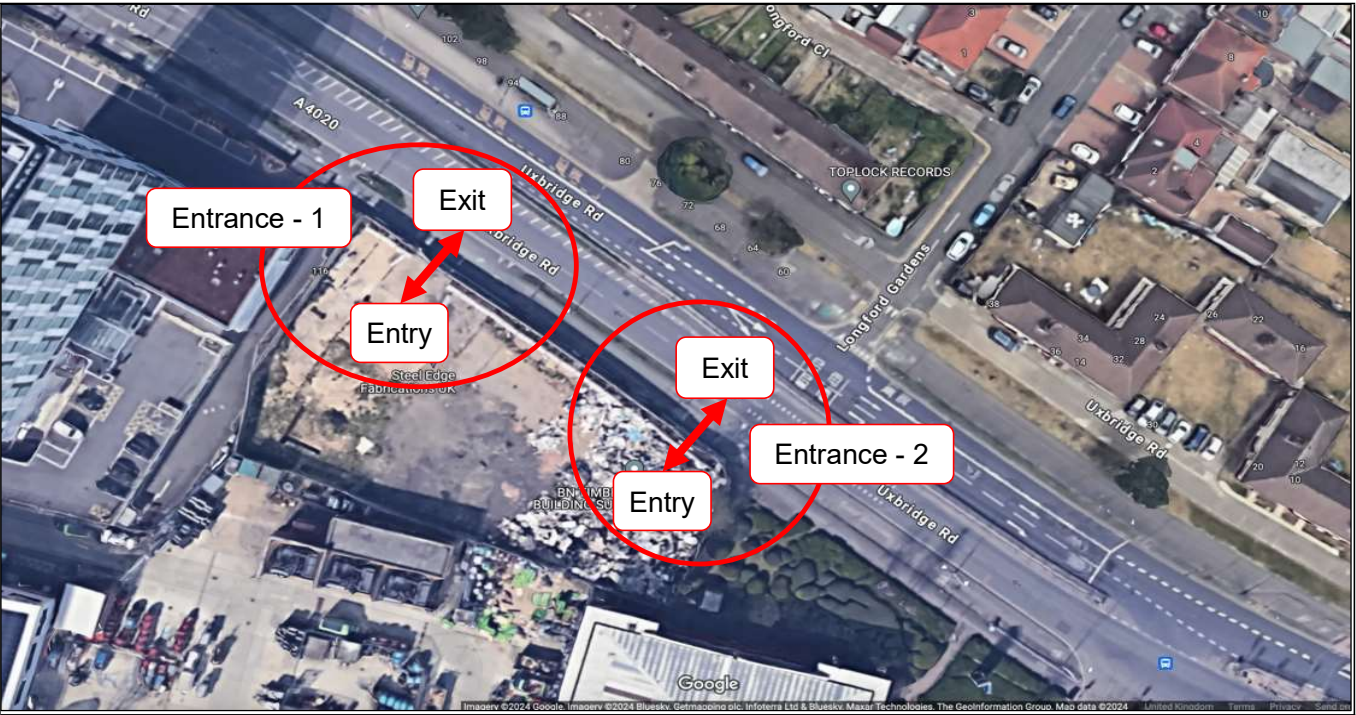
- 3.1.1 Aventex Properties S.A. ('Aventex') (the 'Applicant') has appointed i-Transport LLP to provide transport and highways advice with respect to an application for temporary planning permission at 15-17 Uxbridge Road, Hayes for storage of material/scaffold. The site is located within LBH, who are also the local planning and highway authority.
- 3.1.2 The site benefits from planning permission (granted in 2022, planning ref: 69827/APP/2021/1565) for development of a 174 room apart-hotel. The permitted scheme was supported by a package of Transport information prepared by i-Transport (i-Transport reference: ITL16339-003 - 008) and approved by LBH.
- 3.1.3 The applicant has not yet implemented the permitted scheme and has, temporarily, let the site for the storage of materials/scaffold. LBH has requested planning application for temporary use is submitted.
- 3.1.4 To assess the likely vehicle activity for the material/scaffold yard, a 24hr traffic survey was undertaken at the site on Thursday 18th January 2024. The survey recorded 66 two-way vehicle movements across the day. When compared to accepted volume of vehicle movements associated with the permitted use of the site as an aparthotel, the current temporary use represents a reduction of more than 200 daily vehicle movements, and reductions in each typical peak-hour.

3.2 Conclusion

- 3.2.1 On the basis of the forecast net change in vehicle traffic, the temporary change of use is not expected to give rise to any adverse transport impacts. Indeed, for the period of the temporary use, it can be expected that significantly less traffic will be associated with the site compared to the permitted scheme.

APPENDIX A. TRAFFIC SURVEY RESULTS

Job ID	Project Name	Site Location	Google Coordinates	Survey Date	Survey Day	Survey Timings	Weather AM	Weather Inter Peak	Weather PM
IW0204	Hayes	Storage Yard / Scaffold Yard on Uxbridge Road	51.514199, -0.394949	18/01/2024	Thursday	0000-0000hrs	Sunny	Sunny	Dry





Project ID and Name: IW0204 Hayes
Location Name: Storage Yard / Scaffold Yard on Uxbridge Road

Survey Date: 18/01/2024
Survey Day: Thursday

Time Interval		Entry										Time Interval		Exit									
		Car	LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU	Car			LGV	OGV1	OGV2	PSV/Coach	M/C	P/C	Total	PCU		
00:00	00:15	0	0	0	0	0	0	0	0	0	00:00	00:15	0	0	0	0	0	0	0	0	0	0	
00:15	00:30	0	0	0	0	0	0	0	0	0	00:15	00:30	0	0	0	0	0	0	0	0	0	0	
00:30	00:45	0	0	0	0	0	0	0	0	0	00:30	00:45	0	0	0	0	0	0	0	0	0	0	
00:45	01:00	0	0	0	0	0	0	0	0	0	00:45	01:00	0	0	0	0	0	0	0	0	0	0	
01:00	01:15	0	0	0	0	0	0	0	0	0	01:00	01:15	0	0	0	0	0	0	0	0	0	0	
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01:45	02:00	0	0	0	0	0	0	0	0	0	01:45	02:00	0	0	0	0	0	0	0	0	0	0	
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