TECHNICAL NOTE

Project	**Swallowfield Way, Hayes**
Document	**Transport Note**
Reference No	**24004/N01**
Prepared By	**Kamran Haider**
Reviewed By	**Amelia Goswell**
Date	**29/05/24**

Introduction

1. Pulsar has been commissioned by 7 Star Furniture Ltd (the "Applicant") to provide transport/highways advice in relation to the erection of an extension to Unit 4, Swallowfield Way, Hayes, UB3 1DQ.

2. The site is located to the north of Swallowfield Way, approximately 1.1km northwest of Hayes & Harlington rail station and approximately 1.8km southwest of Hayes town centre (both distances as-the-crow-flies). The site lies within the administrative boundary of the London Borough of Hillingdon (LBH). **Figure 1** below shows the location of the site (bound in red).

Figure 1 - Site Location Plan

Background

3. The extant planning consent on site (Planning Ref 72037/APP/2020/2554) granted in August 2020 was for:

   Erection of a two storey extension to provide additional warehouse space and a showroom to an existing industrial building

4. The Applicant submitted a planning application in January 2024 (reference no. 72037/APP/2024/28) for the following:

   Erection of a two-storey extension to existing warehouse unit (use class B8) and associated parking.

5. Highways comments have been received from LBH dated 19th March 2024 (refer to **Appendix A**). The comments raised highway objections relating to the following:

   - Access for HGVs;
   - Car parking provision; and
   - Cycle parking.

6. The proposals have been amended to take on board the comments received, and this Technical Note seeks to explain the amendments and address LBH's comments.

Site Location and Characteristics

7. The site comprises Unit 4 of Swallowfield Way Industrial Estate, located to the south of Hayes town centre. The site is bounded by Swallowfield Way to the site, industrial units to the east and west and the Grand Union Canal to the north. The existing unit comprises 1,760sqm Gross Internal Area (GIA). The proposed layout is shown at **Appendix B.**

8. Vehicle and pedestrian access to the site is taken from Swallowfield Way via a bellmouth access off the north side of the carriageway. This leads into an area of hardstanding. The access is shared with the adjacent commercial units.

9. The hardstanding area is currently used for a multitude of purposes including ad-hoc storage, car parking/manoeuvring and loading/unloading. From a site visit on 8th April 2024, 12 vehicles were observed on site (nine cars and three vans).

10. It was noted that there was minimal space for vehicle manoeuvring and that larger delivery vehicles would need to either reverse on or off Swallowfield Way.

11. Swallowfield Way is a single carriageway road, operating in an east-west alignment along the southern boundary of the site. The road serves industrial units within Swallowfield Way Industrial Estate. Approximately 120m west of the site access, the road undergoes a name change to Rigby Lane and continues west, terminating in a dead-end approximately 450m west of the site.

12. To the east, Swallowfield Way connects to the A437/Dawley Road. The A437/Dawley Road represents a significant traffic route in the vicinity of the site, enabling connection to the A312 to the east and the M4 to the south.

13. Bus stops are available within approximately 250m of the site, on Dawley Road. These serve Route U5, which operates between Hayes Town and Uxbridge. Hayes & Harlington station is located approximately 1.2km walk-distance southeast of the site, a 17-minute walk. The station serves National Rail and Elizabeth Line services, enabling connection into central London, as well as destinations including Heathrow and Reading. CIHT's 'Planning for Walking' guidance notes that a high proportion (80%) of trips below 1 mile are undertaken wholly on foot, and previous research also noted that commute walk distances of up to 2km are also considered acceptable.

14. The site has a PTAL rating of 1b, which would indicate poor public transport accessibility. The proximity to bus services and frequent Elizabeth Line services, however, enable convenient travel around the local area and beyond – indeed, TfL's WebCAT TIM mapping demonstrates that much of central London is accessible within a 45-60 minute public transport journey from the site. The TIM outputs are included in **Appendix C**.

Proposed Development

15. The application proposes the erection of an extension to Unit 4, which would provide additional warehouse space and a showroom. The extension would contain 480sqm GIA.

16. The extension incorporates the area of extant permission on site. The existing unit on site would remain unchanged by the proposals.

17. A new parking layout at the south of the site is also proposed. This incorporates 16 car parking spaces, including two disabled bays. The existing vehicular and pedestrian access would be retained for the scheme.

18. The proposed layout is shown within **Appendix B**.

Vehicle Access & Servicing

19. The existing vehicle access from Swallowfield Way will be retained.

20. It is noted that currently there are no marked out parking bays or loading bays on the site. The hardstanding area to the front is also currently used for ad-hoc storage. Delivery vehicles are currently required to reverse on or off the public highway.

21. The proposals provide sufficient manoeuvring space to allow delivery vehicles to enter and exit the site in forward gear. Vehicle swept path analysis for a 10m rigid vehicle and 7.5t box van is included in **Drawing No. 24004/TR001** in **Appendix D**. These vehicles are the largest anticipated by the occupier. These vehicles can also be accommodated without the need to reverse on or off the public highway, which, given the constrained site, would be required for the manoeuvre of a 16.5m articulated vehicle.

22. Any potential future occupier would be made aware of the maximum vehicle sizes possible to accommodate on site, prior to entering into any arrangements to occupy the site.

23. Refuse collection would take place from Swallowfield Way by regular Council collection, as per the existing situation on site. The bin store is shown on the layout at **Appendix B**.

Car Parking & Justification

24. LBH standards would require between 20 and 37 parking bays to serve the development. However, this is considered excessive for the current (and typical) occupier of the site.

25. Twelve vehicles were observed parked during the site visit, undertaken during a typical working day at the existing site. The proposals would comprise an additional 480sqm GIA, a 27% increase in floorspace compared to the existing site. Based on a pro-rata 27% uplift in car parking, approximately 15 vehicles would be anticipated to be parked on the proposed extended site. The client has also confirmed that they would require approximately 12 bays to serve the proposed site.

26. A total provision of 16 car parking spaces is therefore proposed on site, including two disabled bays adjacent to the building. 20% of bays would have active Electric Vehicle Charging (EVC) points, with the remainder hosting passive provision.

27. Two motorcycle bays are additionally provided, as per LBH parking standards.

28. Swept path analysis of the bays is shown in **Drawing 24004/TR001** at **Appendix D**. This demonstrates all bays can be accessed/egressed without issue.

Cycle Parking & Other Mitigation

29. A total of 8 cycle spaces are proposed on site, in excess of London Plan standards, to encourage travel by bicycle to the site.

30. A new cycle store would be provided adjacent to the site's frontage onto Swallowfield Way, containing 4 long-stay spaces. Additional cycle parking would be provided by both of the building's entrances, with two Sheffield stands providing 4 short-stay spaces. Access to the proposed cycle parking spaces has been amended to address LBH's comments. Further cycle parking could be provided on site if demand required this.

31. To further encourage travel by non-car modes, a Travel Plan can be provided for the development if necessary. This would contain modal share targets and measures to achieve these, which could include appointment of a Travel Plan Co-Ordinator (TPC), promotion of sustainable travel by employees of the site, incentives for cycling/walking and creation of (or joining an area-wide) a car share scheme.

Summary & Conclusions

32. A planning application was submitted in January 2024 for an extension to an existing warehouse unit at Unit 4, Swallowfield Way, Hayes, UB3 1DQ. Highways comments were

received in March 2024 noting concerns about access of HGVs and the car and cycle parking provision. The scheme has since been amended to address the Highway Officer's comments.

33. Swept path analysis has been provided for a 7.5t box van and 10m rigid vehicle manoeuvring within the site to access the loading areas. It is considered that the proposed delivery arrangements pose a substantial improvement to the existing arrangements on site, whereby vehicles are required to reverse on or off public highway.

34. The proposed car parking provision has been rationalised within the site, and has been increased pro rata with the current demand. This exceeds the predicted level of parking demand as noted from the client. Electric vehicle charging bays have also been provided to London Plan standards, and two motorcycle bays are additionally proposed in line with LBH requirements.

35. To encourage travel by non private car modes, cycle parking spaces in excess of standards are proposed on site. In addition, there is potential to provide a workplace Travel Plan to promote sustainable travel at the site, if required.

36. Given the above, the development proposals are considered acceptable in highways terms, and the likelihood of a significant level of overspill parking is considered to be low.

APPENDIX A

Reference 72037/APP/2024/28

Location UNIT 4 SWALLOWFIELD WAY HAYES

Proposal Erection of a two-storey extension to existing warehouse unit (use class B8) and associated parking.

Date out: 19 March 2024

Highway Officer: Ana Griffiths

I refer to the above planning application ref 72037/APP/2024/28 which was received on 04 January 2024 and previous application 72037/APP/2020/2554.

Site Description
The application site is located within the Strategic Industrial Location, Hayes Industrial Area on Swallowfield Way, an industrial/commercial access road with a 30mph speed limit, which is subject to single yellow line waiting restrictions Mon-Fri 8am-6pm and between Midnight-8am and 6.30pm-Midnight for HGVs and coaches.

Transport for London use a system called PTAL (Public Transport Accessibility Level) to measure access the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best. According to the Transport for London WebCAT service the application site has a PTAL ranking of 1b indicating access to public transport is poor compared to London as a whole suggesting that there would be few opportunities for trips to be made to and from the application site by modes other than the private car which fails to concur with National Planning Policy Framework (NPPF) 9: Promoting Sustainable Transport and The Mayor's Transport Strategy which aims to encourage people to walk, cycle and travel by public transport.

Access Car Parking
The application proposes to extend the existing 1760m^2 Use Class B8 industrial warehouse to provide a 2240m^2 Use Class B8 industrial warehouse.

Access to the application site would be gained from the existing vehicular access from Swallowfield Way which is shared with the adjacent unit to the east on Swallowfield Way and would remain acceptable, however, swept path analysis would be required for a 16.5m articulated HGV design vehicle entering the application site, turning and docking.

The Design and Access Statement dated February 2024 7.1 Vehicular & Cycle Parking shows a blue dashed line denoted as '*Tracking for service vehicle*' which is not acceptable. A swept path analysis using AutoTrack would be required which should include 1no. design vehicle reversing into the easternmost dock whilst a design vehicle is parked in the westernmost dock and 1no. design vehicle reversing into the westernmost dock whilst a design vehicle is parked in the easternmost dock. All vehicles must be able to enter and leave the application site in a forward gear.

The applicant should also note that London Borough of Hillingdon Local Plan Part 2 - Development Management Policies - Table 1: Parking Standards states *'For road layouts, swept path analysis must include 300mm error margins around the body of the vehicle. This should be satisfactorily accommodated within the existing and proposed road layout*'. Revised drawings should therefore concur with this requirement of the adopted Local Plan and clearly show a 300mm margin around the body of the design vehicle.

Car Parking

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The Mayor of London adopted a new and revised London Plan in March 2021. Consequently, the car parking standards set out in the London Plan take precedence over those in the Local Development Plan. The published London Plan (2021) does not provide parking standards for commercial/industrial uses therefore parking should be provided in accordance with London Borough of Hillingdon (LBH) Local Plan Part 2: Development Management Policies Appendix C: Parking Standards which would require that 2no. spaces plus 1no. space per 50–100m^2 of gross floorspace.

The proposed 2240m^2 site would therefore require that between 20-37no. spaces should be provided and as the application site has a low PTAL of 1b the number of spaces provided should be at the higher end. The Design and Access Statement 7.1 Vehicular & Cycle Parking shows 16no. car parking spaces including 2no. disabled parking spaces which would fail to concur with the Local Plan and would not be acceptable. The Planning Statement paragraph 5.3.6 states that the development of a further *'c. 300 sqm of additional floorspace'* would result in negligible impacts on trips, however, this is incorrect as the development would provide an additional 480m^2 which would be an additional 28% floor area which would not be considered 'negligible' and is therefore not acceptable.

The London Plan Table 10.6 - Non-residential disabled persons parking standards requires that 5% spaces should be designated bays with a further 5%of spaces being enlarged spaces. The application proposes to provide 2no. designated spaces which would be acceptable, however, 2no. spaces should be provided as enlarged spaces and designated in the future if required.

The LBH Local Plan requires that 5% spaces should be motorcycle spaces. 2no. motorcycle spaces should be provided which should be fitted with ground anchors.

Electric Vehicle Charging Points (EVCPs)

The published London Plan (2021) requires that 20% of car parking spaces should have active 7Kw EVCPs and 80% of car parking spaces should have passive 7Kw EVCPs which should be shown on a revised drawing submitted with any full application. EVCPs would also be required for the docking bays. Full details would be required.

Cycles
The published London Plan Table 10.2 - Minimum Cycle Parking Standards requires the following cycle parking:

- Warehouse 1 long stay cycle parking space per 500m^2 = 4
  1 short stay cycle parking space per 1000m^2 = 2

The unnumbered drawing provided in the Design and Access Statement 7.1 Vehicular & Cycle Parking shows short shows 2no. short stay cycle stores. 1no. cycle store is located clos to the entrance to the development which would be acceptable. 1no. short stay cycle store and the long stay cycle store are shown remote to the entrance to the development and should be relocated closer to the entrance in a position where natural surveillance should be provided.

Concerns are also raised regarding the dimensions of the cycle stores. Drawings should be providing the internal layout of the stores in the relocated positions and should also demonstrate access.

Recommendation
There are highway objections to this proposal and therefore the Highway Authority would offer a refusal on the failure to demonstrate acceptable access for HGVs, car parking and cycle access which fails to concur with:

- NPPF 9: Promoting Sustainable Transport Paragraph 116
- The Published London Plan Policy T2: Healthy Streets, Policy T4 Assessing and Mitigating Transport Impacts, T5 Cycling
- London Borough of Hillingdon Local Plan Part 2 - Development Management Policies Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highways Impacts, Policy DMT 5: Pedestrians and Cyclists and Policy DMT 6: Vehicle Parking.
- The application also fails to concur with the Mayor's Transport Strategy which aims to encourage cycling, walking and the use of public transport

APPENDIX B

0 5 10 m

N

New escape door
New escape door
New escape door
New escape door
Storage Area B
148sq.m / 1,593sq.ft
Storage area C -
90sq.m / 970sq.ft
10.6m
13.07m
7.72m
11.71m
Loading & Access Area
206sq.m / 2,217sq.ft
4.22m
Existing Ground Floor Warehouse
Storage Area A
117sq.m / 1,260sq.ft
13.06m
8.32m
5.49m
4.3m
3.25m
Office
Disabled WC
Coffee & Tea station
Provision for future lift
Existing Stair Reconfigured
Existing Showroom
Proposed Service Loading Door
Proposed Service Loading Door
Visitor cycles
MC
MC
Reception
Office
3.84m
3.85m
Office
Office
Existing kitchenette & Wc facilities unchanged
Visitor cycles
EXISTING VEHICLE ACCESS TO ADJACENT UNIT

1 PROPOSED GROUND FLOOR PLAN
Scale: 1:100

PLANNING

REV.	DATE	DESCRIPTION
-		

PROJECT
UNIT 4
SWALLOWFIELD WAY
HAYES

DRAWING
PROPOSED GROUND FLOOR PLAN

CLIENT
7 STAR FURNITURE

SCALE	DRAWN
1:100 @ A1 / 1:200 @ A3	MM
DATE	CHECKED
FEBRUARY 2024	-

DRAWING No
2329 - PL1-06
D

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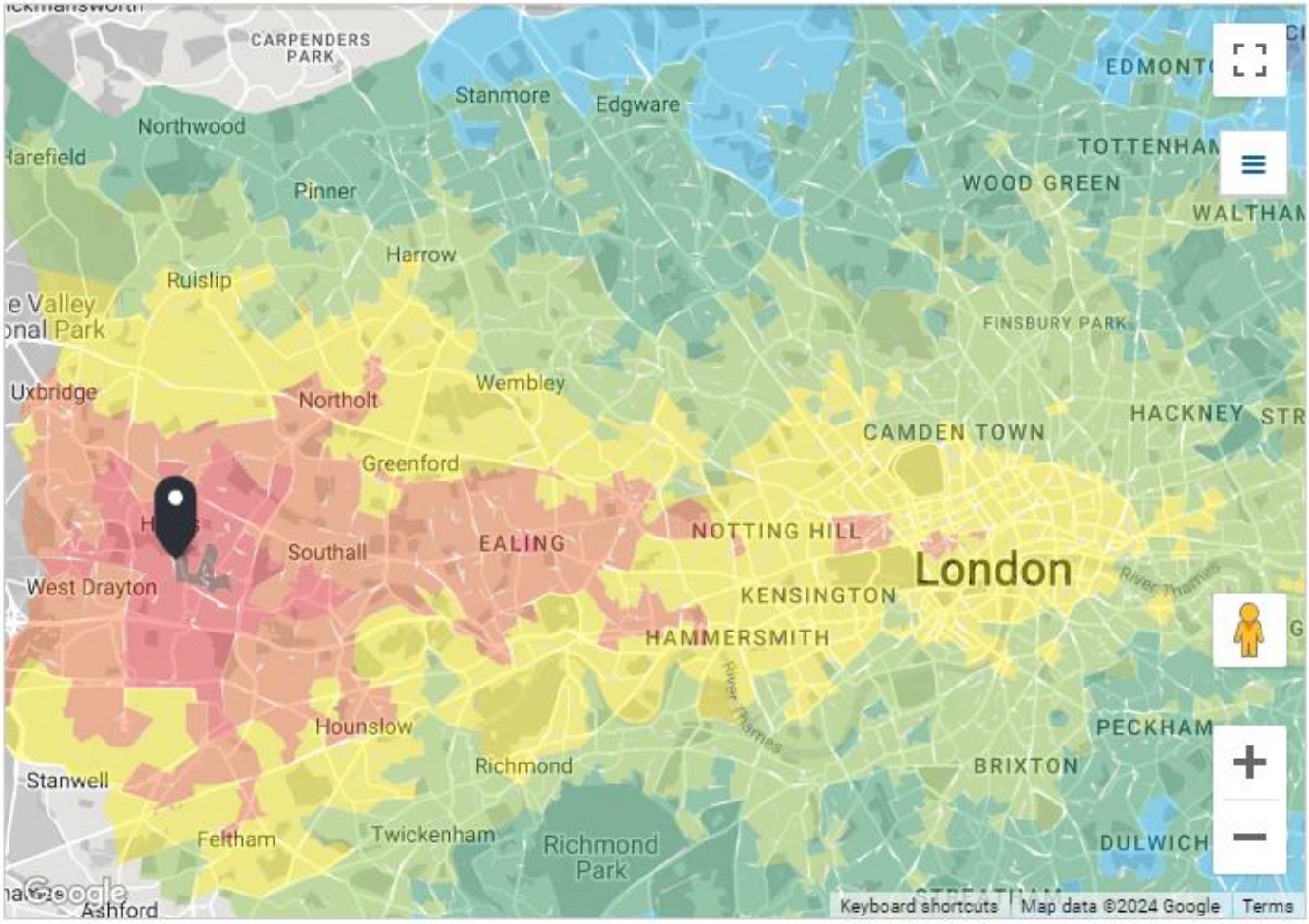
APPENDIX C



You can click anywhere on the map to change the selected location.

TIM output for 2021 (Forecast)

Scenario: **2021 (Forecast)** Mode: **All public transport modes**, Time of day: **AM peak**, Direction: **From location**

4 Swallowfield Way, Hayes UB3 1DQ, UK
Easting: **508732**, Northing: **179979**

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016
Code: WE086A05C

TIM: a new measure, looking at how far you can travel in a given journey time.

Map key - Travel Time

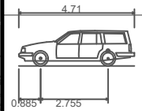
< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	135 - 150 mins

APPENDIX D

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

ESTATE CAR



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

REV	DETAILS	DRAWN	CHECKED	DATE
A	Updated Site Layout	AEG	KH	24.05.24

CLIENT: 7 Star Furniture Ltd

PROJECT: Swallowfield Way, Hayes

DRAWING TITLE: Swept Path Analysis (Sheet 1 of 3)

SCALE	SIZE
1:250@A3	A3

DRAWN BY	CHECKED BY	DATE
AEG	KH	15.04.24

Pulsar TRANSPORT PLANNING
Gilmoora House, 57-61 Mortimer Street, London, W1W 8HS
www.pulsartransport.co.uk

PROJECT REF	DWG NO	REV
24004	TR001	A

NOTES:

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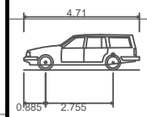
ESTATE CAR



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

REV	DETAILS	DRAWN	CHECKED	DATE
A	Updated Site Layout	AEG	KH	24.05.24

CLIENT
7 Star Furniture Ltd

PROJECT
Swallowfield Way, Hayes

DRAWING TITLE
Swept Path Analysis (Sheet 2 of 3)

SCALE	SIZE
1:250@A3	A3

DRAWN BY	CHECKED BY	DATE
AEG	KH	15.04.24

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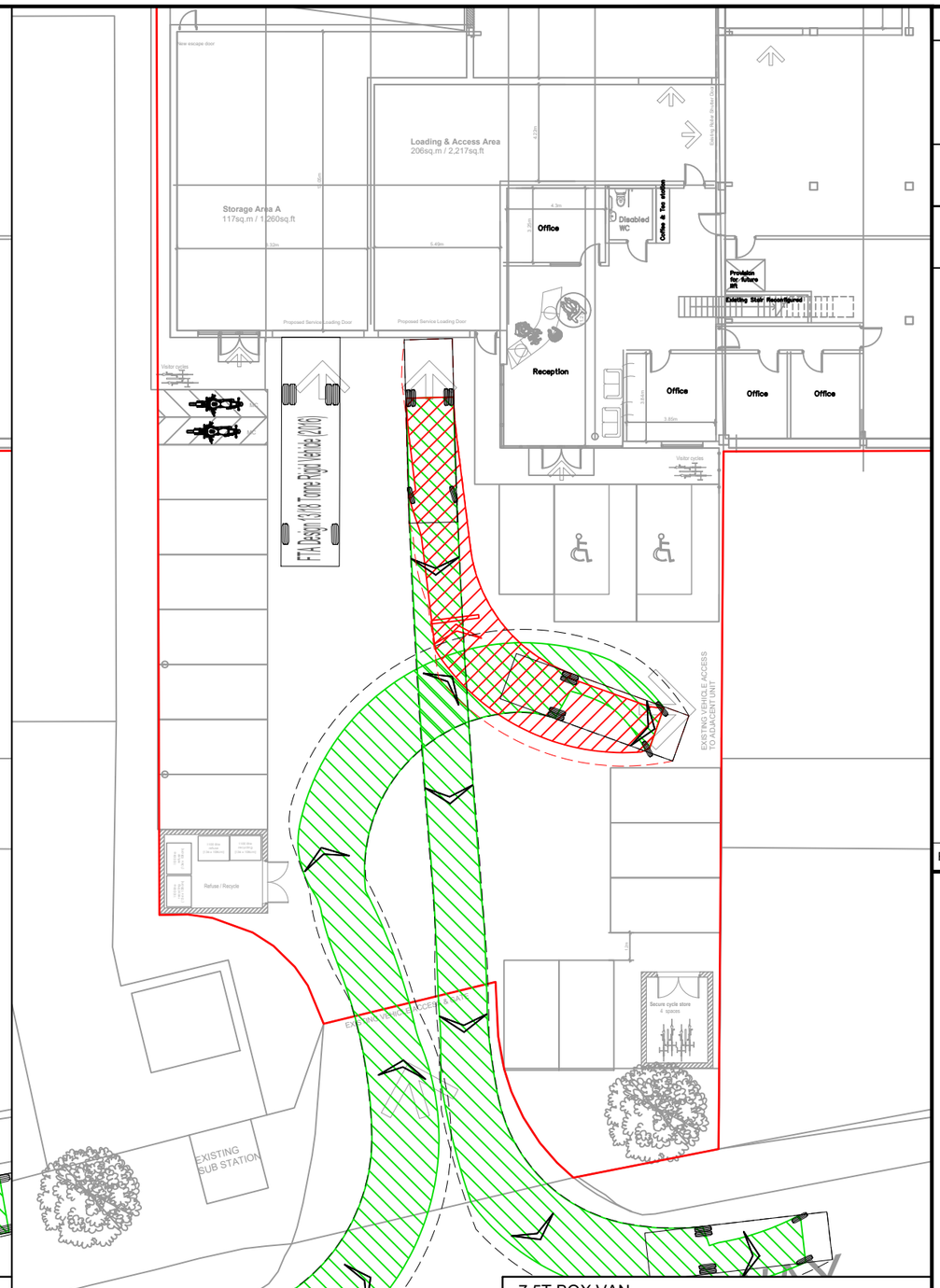
24004	TR001	A



NOTES:

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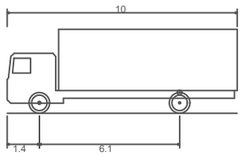
	FORWARD MOVEMENTS *(design speed - 5kph)*
	REVERSE MOVEMENTS *(design speed - 2.5kph)*

REV	DETAILS	DRAWN	CHECKED	DATE
A	Updated Site Layout	AEG	KH	24.05.24

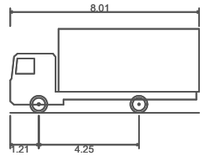
10m RIGID



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

7.5T BOX VAN



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

CLIENT: 7 Star Furniture Ltd

PROJECT: Swallowfield Way, Hayes

DRAWING TITLE: Swept Path Analysis (Sheet 3 of 3)

SCALE	SIZE
1:250@A3	A3

DRAWN BY	CHECKED BY	DATE
AEG	KH	15.04.24

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PROJECT REF	DWG NO	REV
24004	TR001	A