



SHAVIRAM
GROUP



A Planning Application by
SHAVIRAM GROUP

In respect of
**Building HPH3, Hyde Park,
HAYES**

Transport Statement

April 2021



Document Management

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^a Revised Site Layout

^b Revised Site Layout

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1 Introduction

1.1 Transport Planning Associates (TPA) has been appointed by Shaviram Group to provide transport consultancy services, along with the preparation of a Transport Statement. This report is submitted as part of a planning application to provide 113 residential flats, comprising:

- 88 X one-bed / one person units;
- 20 X one-bed / two person units; and
- 5 X two-bed / three person units.

1.2 A site location plan is shown in **Figure 1.1** below.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

Planning History

1.3 A previous application for Prior Approval (Application Ref 67702/APP/2018/920) submitted in March 2018 for 157 units was approved in July 2018. The proposals were for the conversion of the building to provide 155 studio flats and two one-bed flats. In addition, a total of 135 car parking spaces, including seven disabled spaces, along with 170 cycle parking spaces and seven motorcycle parking spaces were proposed.

1.4 Refuse collection was proposed to remain as per the existing arrangements where the refuse vehicle enters the site to collect the waste from the allocated bin storage area.

1.5 A prior approval application¹ was submitted in November 2020 for:

"Change of use from office (Use Class B1(a)) to residential (Use Class C3) to provide 114 residential units (Prior Approval)."

1.6 The application was supported by a Transport Statement² prepared by TPA which demonstrated that the proposals would not result in a severe impact on the highway network.

1.7 Prior approval was granted by the London Borough of Hillingdon on 12 March 2021.

Report Structure

1.8 TPA has prepared this Transport Statement to describe the proposed scheme, set out the likely trip generation associated with the proposals and consider the impact on the surrounding highway network.

1.9 The remainder of this report is set out as follows:

- Chapter 2 reviews the application site and the surrounding area;
- Chapter 3 sets out the redevelopment proposals;
- Chapter 4 considers national, regional and local planning policies;
- Chapter 5 identifies the likely development impact; and
- Chapter 6 summaries and concludes the findings of the report.

Report Conclusion

1.10 This report concludes that the site is located in an area which is accessible to local facilities by walking and cycling or using public transport, will be suitable for its intended use and will have no adverse impact on the local transport and highway networks.

1.11 As such, and in the context of the scale of the development proposals, it is considered that the proposed development would not result in any highways or transportation issues and the principle of the proposed works are therefore considered to be acceptable.

¹ Reference number 73998/APP/2020/3589

² TPA reference 2002-064 TS01D

2 Application Site

Site Location

- 2.1 Building HPH3 is located at Hyde Park, Hayes; an office led campus in Hayes that has a recent planning consent for a Premier Inn and is also adjacent to an Asda superstore. It is bounded by a car park to the north, Millington Road to the south and east, and a four-arm roundabout to the west. The location of the site in the context of the wider area is shown previously in **Figure 1.1**.
- 2.2 The site has an area of 0.46 Ha and is currently occupied by two buildings: a seven-storey office (with a gross floor area of 5,350m²) and a one-storey ancillary building, with the remainder of the site being car parking, waste storage and ancillary use. There is an extant planning permission for 114 residential flats, comprising 110 studio flats and four one-bedroom flats, with 69 car parking spaces (including six accessible spaces).

Pedestrian Infrastructure

- 2.3 Pedestrian access to the site is from either North Hyde Road to the north, or Millington Road to the west. It is also possible to reach the site via Millington Road to the east, which provides access to the bus stops on Station Road within a 450m walk.
- 2.4 Footways are located on both sides of Dawley Road, North Hyde Road and Station Road, all of which connect to Millington Road, providing multiple pedestrian access points to the site. Millington Road has footways on both sides of the road within the immediate vicinity of the site, but only on the south side of the road where it connects to the roundabout to the west. Footways in the vicinity of the site are between 1.8m and 2.0m wide.
- 2.5 A number of signalised pedestrian crossings are situated in the vicinity of the site. To the west of the site, island crossings, with dropped kerbs and tactile paving, are situated on each arm of the roundabout, including the access to Millington Road. To the east of the site, signal controlled pedestrian crossings are located at the junction between Millington Road and Station Road.
- 2.6 Additional crossing facilities are provided along Station Road and Dawley Road. This includes signal controlled crossings at the junction of Station Road and North Hyde Road, and a zebra crossing on Dawley Road.
- 2.7 The area west of the site, including Bourne Avenue, Dawley Road and surrounding residential roads have wide footways on either sides of the roads. The surrounding roads also benefit from street lighting.

2.8 The general quality of the footways within the business park and in the surrounding area are of a good standard, with suitable dropped kerbs and tactile paving provided at key junctions along the pedestrian routes to local bus stops and Hayes and Harlington rail station, as well as local schools and retail facilities. Therefore the footways are considered to be suitable for the existing and future levels of use and do not require any immediate improvement works to encourage walking to local destinations.

2.9 In addition, the Chartered Institute of Transportation's publication '*Planning for Walking 2015*' sets out that:

*"Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800m, or 10 minutes' walk"*³

2.10 The bicycle is an effective mode of transport for short trips up to five to eight kilometres (appositely 20 – 35 minutes)⁴. Sustrans has identified a maximum distance which daily commutes could be undertaken by cycle as:

*"We know that in some areas most people are unlikely to walk for more than 2 km (1.2 miles), but are most likely to cycle between 2 (1.2 miles) and 5 km (3.1 miles) for their daily commute, so we can create maps based on both short and longer distance commutes between popular 'journey pairs' (start and end points)."*⁵

2.11 In light of the information identified above, it has been considered that a cycling catchment of 5km is reasonable to consider for the site.

2.12 The pedestrian network links the site to residential areas, local shops, schools and transport services.

2.13 The Institution of Highways & Transportation (IHT) publication '*Providing for Journeys on Foot, 2000*' sets out in Table 3.2 suggested acceptable walking distance, which are reproduced in Table 2.1 below.

³ Page 29, Chartered Institute for Highways and Transportation's Planning for Walking (2015)

⁴ Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)

⁵ <https://www.sustrans.org.uk/blog/how-transport-modelling-helps-us-plan-cycle-friendly-cities>

Table 2.1 IHT Suggests Acceptable Walking Distance

	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: Table 3.2 of the Institution of Highways & Transportation (IHT) publication 'Providing for Journeys on Foot, 2000'

- 2.14 In addition, the Chartered Institute of Transportation's publication 'Planning for Walking 2015' sets out that:

*"Most people will only walk if their destination is less than a mile away. Land use patterns most conducive to walking are thus mixed in use and resemble patchworks of "walkable neighbourhoods," with a typical catchment of around 800m, or 10 minutes' walk"*⁶

- 2.15 Being situated just outside the centre of Hayes, the site is within walking distance of local facilities and shops. This includes restaurants, cafes, several bank branches, a Post Office, and Hayes Town Medical Centre. These are all located within 800 m (i.e. a 10 minute walk) of the site. In addition, an Asda food superstore is located 300 m to the east of the site.
- 2.16 In terms of social infrastructure, two schools located within the suggested maximum walking distance of the site. Pinkwell Primary School is situated approximately 1.1 km from the site on Pinkwell Lane, while Cranford Park Academy is approximately 1.2 km (a 15 minute walk) from the site on Phelps Way.
- 2.17 The site has a good level of connectivity to a number of public transport modes, all accessible within an acceptable walking distance from the Site. The nearest bus stops are situated 160 m to the west of the site, and Hayes and Harlington Railway Station is located approximately 700 m from the site.

Cycle Infrastructure

- 2.18 The bicycle is an effective mode of transport for short trips up to five to eight kilometres (appositely 20 – 35 minutes)⁷. Sustrans has identified a maximum distance which daily commutes could be undertaken by cycle as:

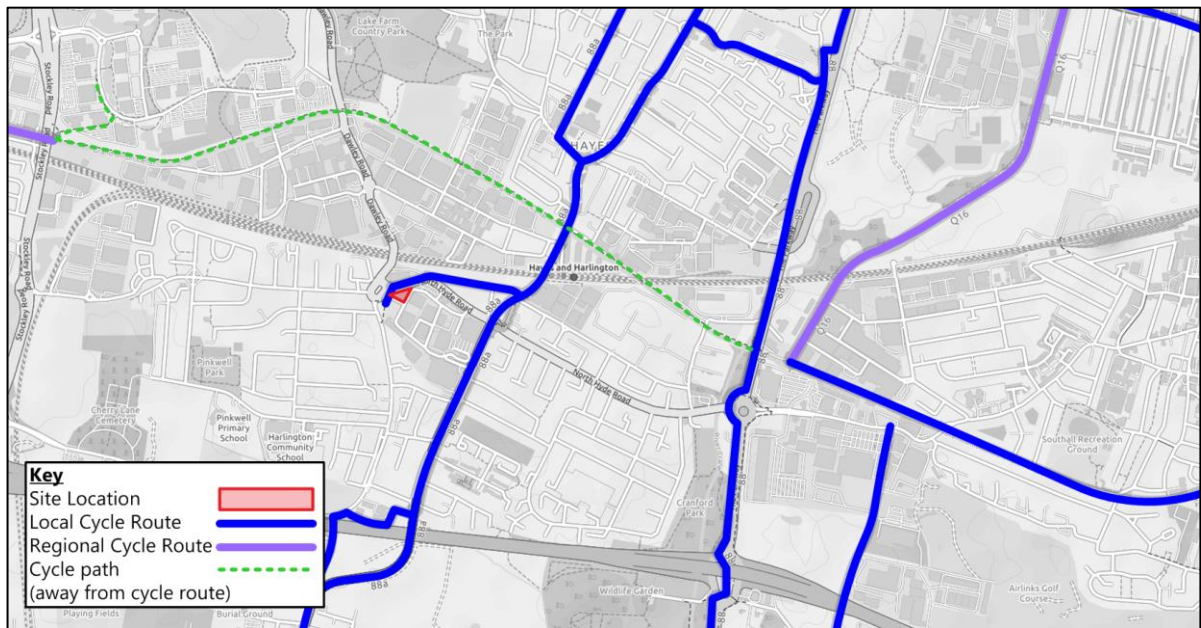
⁶ Page 29, Chartered Institute for Highways and Transportation's Planning for Walking (2015)

⁷ Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)

*"We know that in some areas most people are unlikely to walk for more than 2 km (1.2 miles), but are most likely to cycle between 2 (1.2 miles) and 5 km (3.1 miles) for their daily commute, so we can create maps based on both short and longer distance commutes between popular 'journey pairs' (start and end points)."*⁸

- 2.19 In light of the information identified above, it has been considered that a cycling catchment of 5km is reasonable to consider for the site, which includes areas such as Hillingdon, Southall, Cranford Heathrow Airport and West Drayton.
- 2.20 The extant planning permission includes 117 cycle spaces, equating to 1.03 spaces per unit, which are located within the former service building to the rear of building HPH3.
- 2.21 The nearest cycle route to the site is Local Route 88a, which runs in a north-south direction, and can be accessed from Station Road, approximately 450 m west of the site. This route leads north towards Hayes and Yeading, connecting to Local Route 39 at Uxbridge Road, and runs south towards Cranford, where it terminates at Bath Road.
- 2.22 A shared pedestrian and cycle footway is situated on Station Road, which begins approximately 30 m to the south of Hayes and Harlington Station, and runs on both sides of the road terminating at the signal controlled junction with North Hyde Road. This path continues on the east side of Station Road, and terminates opposite the junction between Station Road and Millington Road.
- 2.23 Additionally, a dedicated cycle lane is situated on the south side North Hyde Road. This runs from the junction with Station Road to the roundabout to the west of the site, where the cycle lane joins the footway to form a shared pedestrian and cycle footway. A map of the local cycle network is shown in **Figure 2.1**.

⁸ <https://www.sustrans.org.uk/blog/how-transport-modelling-helps-us-plan-cycle-friendly-cities>

Figure 2.1 Local Cycle Network

Source: © OpenStreetMap contributors

- 2.24 The general quality of the cycleways, either on-street, segregated or shared foot/cycleway, within the surrounding area are of a good standard and do not require any immediate works to encourage cycling in the area.

Public Transport Infrastructure

Bus Services

- 2.25 Bus services can be accessed from stops located on Bourne Avenue, approximately 160 m west of the site, and also on North Hyde Road. These stops are serviced by routes 698, U4 and 350, which provide journeys between Uxbridge and Hayes (Prologis Park) and Hayes and Harlington Railway Station and Heathrow Terminal 5.
- 2.26 Additional services can be accessed from bus stops on Station Road, approximately 450 m from the site, which provide services for routes 90, 140, 195, 696, 698, E6, H98 and U5. A summary of these routes is available in Table 2.1.

Table 2.2 Summary of Existing Bus Services

Route No.	Route	Typical Bus Frequency		
		Monday-Friday	Saturday	Sunday
90	Northolt - Yeading - Kingshill Avenue - Hayes - Harlington - Hatton Cross - Feltham	Every 9-11 Mins	Every 11 Mins	Every 15 Mins
140	Hayes & Harlington Station - Yeading - Northolt - South Harrow - Roxeth - Harrow - Wealdstone - Harrow Weald,	Every 6-10 Mins	Every 7-10 Mins	Every 10-13 Mins
278	Heathrow Central - Hayes & Harlington - Hillingdon - Ickenham - West Ruislip - Ruislip	Every 15 Mins	Every 15 Mins	Every 20 Mins
350	Hayes (Asda) - West Drayton - Heathrow Terminal 5	Every 15 Mins	Every 15 Mins	Every 20 Mins
696*	Hayes - Yeading - Bishop Ramsey School	2 x In AM 2 x in PM	No Service	No Service
698*	West Drayton - Shepiston Lane - Hayes - Church Road - Hayes End - Long Lane - Hillingdon Station - Ickenham	2 x In AM 2 x in PM	No Service	No Service
E6	Greenford Station - Greenford Broadway - Yeading - Hayes - Bulls Bridge	Every 12 Mins	Every 12 Mins	Every 15 Mins
H98	Hounslow Bus Station - Hounslow West - Cranford - Harlington - Hayes - Church Road - Hayes End	Every 8-11 Mins	Every 10 Mins	Every 15 Mins
U4	Hayes Prologis Park - Hayes - Barra Hall Circus - Hillingdon Hospital - Kingston Lane - Uxbridge	Every 8-12 Mins	Every 10-12 Mins	Every 15 Mins
U5	Hayes - Stockley Park - Stockley Estate - West Drayton - Hillingdon Hospital - Cowley - Uxbridge	Every 8-12 Mins	Every 10-14 Mins	Every 20 Mins
Route No.	Route	Sunday - Thursday Night	Friday Night	Saturday Night
N140#	Heathrow Central - Harlington - Hayes - Yeading - Northolt - South Harrow - Harrow - Wealdstone - Harrow Weald Bus Garage	Every 30 Mins	Every 30 Mins	Every 30 Mins

Notes: *School service

Source: Transport for London, www.tfl.gov.uk

Rail Services

- 2.27 Rail services are available from Hayes and Harlington Railway Station, which is situated within 700 m (a 10 minute walk) from the site. As previously noted, both bus routes 350 and U4 provide services to the station.

- 2.28 The station is operated by TfL Rail with Rail services operated by Great Western Rail (GWR) and TfL Rail, which provide services to London Paddington, Heathrow Airport (Central and Terminal 4), Reading, Maidenhead and Didcot. A summary of these services is available in the Table below.

Table 2.3 Summary of Rail Services

Service/Route	Operator	Service Frequency (per hour)		
		Monday-Friday	Saturday	Sunday
Reading	GWR	2	2	2
Maidenhead		2	2	2
Didcot Parkway		2	2	1
London Paddington	GWR / TfL Rail	8	8	6
Heathrow Central / Terminal 5*	TfL Rail	2	2	2

Source: National Rail Enquiries, www.nationalrail.co.uk * = Services towards Heathrow currently terminate at Heathrow Terminal 5 (not Terminal 4 as normally scheduled) due to the current temporary closure of Terminal 4.

- 2.29 It should be noted that rail services at Hayes and Harlington station will improve following the completion of the Crossrail project. Upon completion, up to ten services an hour will allow passengers from Hayes & Harlington to travel to Reading or Heathrow in the west or through central London to Essex and southeast London.⁹

Public Transport Accessibility Level

- 2.30 The degree to which a site in London is considered to be accessible by public transport is identified by its Public Transport Accessibility Level (PTAL). This is a measure of accessibility from a point of interest (i.e. the application site) to the local public transport network. This measure takes into account the walk access time to a station or stop as well as the wait time and reliability of local transport services.
- 2.31 The PTAL methodology was originally developed by the London Borough of Hammersmith and Fulham and has been approved and adopted by Transport for London (TfL). PTAL is calculated via a numerical Public Transport Accessibility Index which is then converted into a range from Level 0 (worst) to Level 6b (best), as shown in Table 2.4.

⁹ <http://www.crossrail.co.uk/route/western-section/hayes-harlington-station>

Table 2.4 Range of Public Transport Indices

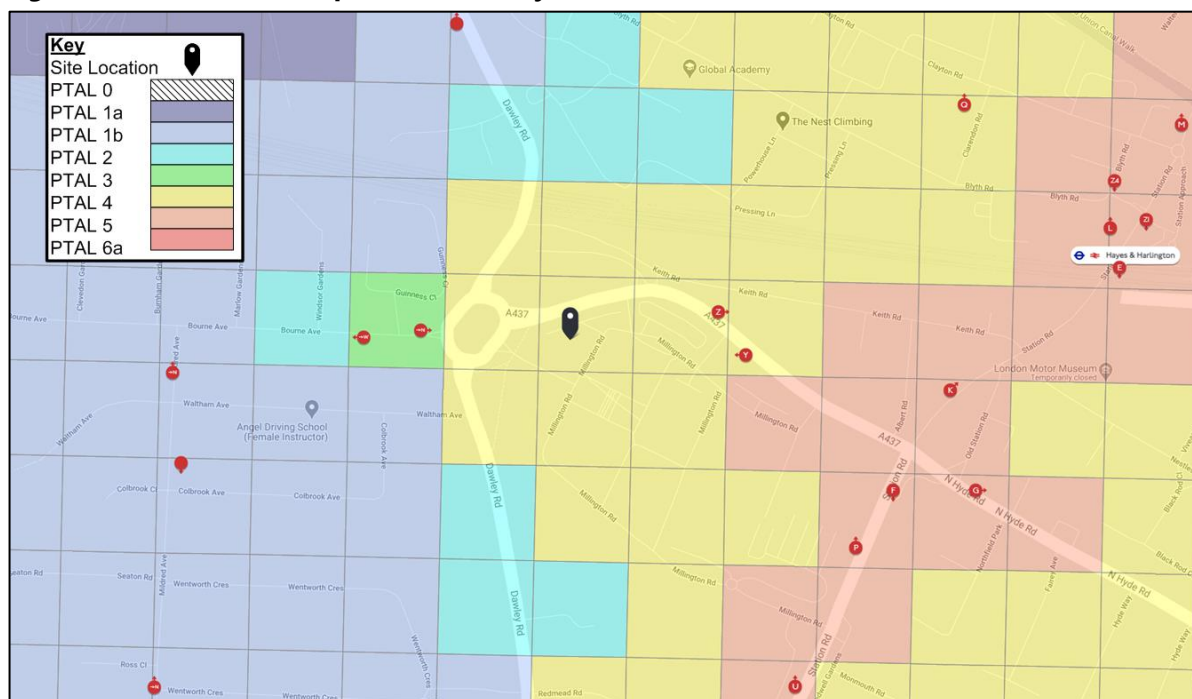
PTAL	Access Index Range	Map Colour
0 (worst)	0	
1a	0.01 to 2.50	
1b	2.51 to 5.00	
2	>5.01 to 10.00	
3	>10.01 to 15.00	
4	>15.01 to 20.00	
5	>20.01 to 25.00	
6a	>25.01 to 40.00	
6b (best)	>40.01	

Source: Table 2.2 Assessing transport connectivity in London

- 2.32 According to the TfL *Planning Information Database*¹⁰, the PTAL of the site is 17.29, equating to a PTAL of 4¹¹, as can be seen in **Figure 2.2**, with a copy of the full output report contained within **Appendix A**.

¹⁰ <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>

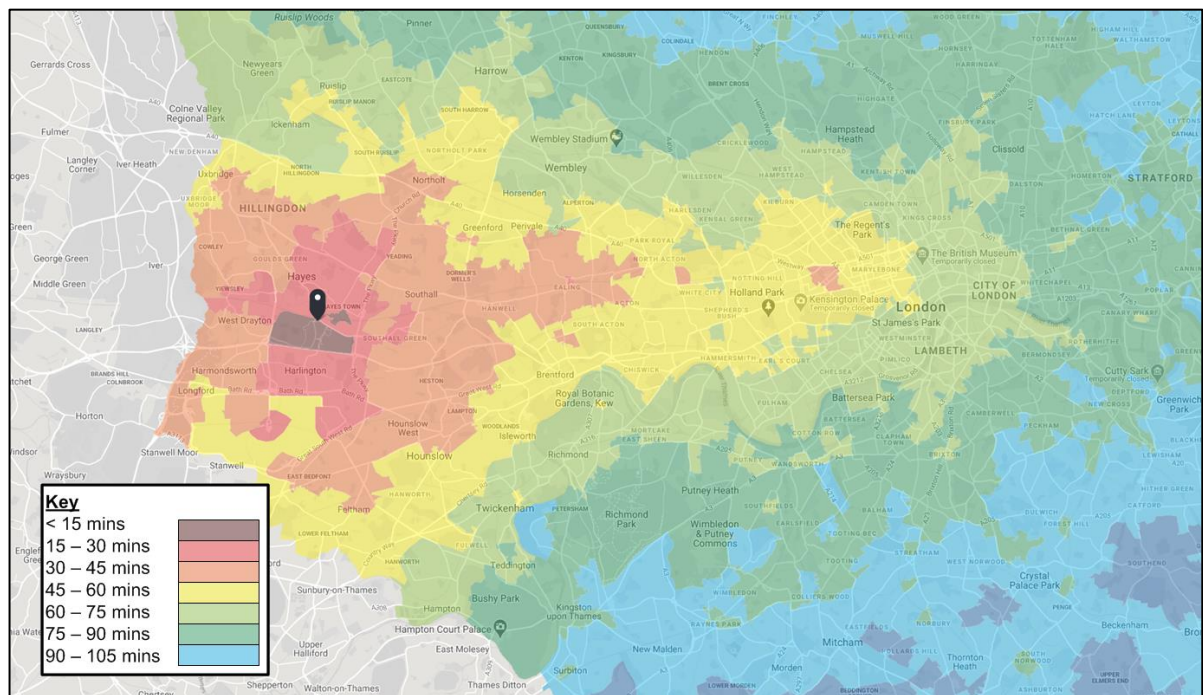
¹¹ The forecast accessibility rating for the site in 2021- post completion of Crossrail shows that the area remains as PTAL 4, although there is some local improvement closer to the railway station.

Figure 2.2 Public Transport Accessibility Level

Source: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>

Transport or London Time Mapping

- 2.33 In addition to PTAL, Transport for London provides isochrones for public transport trips, identifying the effective catchment of the site.
- 2.34 **Figure 2.3** shows the public transport catchment of the site in 15 minute intervals and illustrates the wide catchment of the site by public transport within 60 minutes.

Figure 2.3 Time Map

Source: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>

Local Highway Network

- 2.35 The site is located on Millington Road, a single carriageway road that is subject to a 15 mph speed limit. Millington Road runs through the Hyde Park Hayes campus, connecting to the surrounding highway network at North Hyde Road to the north, Station Road to the west, and a four-arm roundabout to the east. Station Road runs in a north-south direction, leading towards Hayes Town to the north, and the centre of Harlington to the south, via the High Street.
- 2.36 The four-arm roundabout links to Dawley Road (north and south), North Hyde Road (east) and Bourne Avenue (west). Dawley Road runs in a north-south direction, leading towards Hayes and Hillingdon to the north, and connects to Shepiston Lane to the south.
- 2.37 North Hyde Road is a single carriageway road that runs east from the roundabout, connecting to Hayes Road, which continues west towards Southall Green. Finally, Bourne Avenue is a residential road, subject to a 30mph speed limit. The road continues west from the roundabout towards Prologis Park, via Nine Acres Close.
- 2.38 The wider highway network provides access to the M4 (via Dawley Road/Shepiston Lane), which runs in an east-west direction towards Brentford and Chiswick to the east, and Windsor and Slough to the west. A map of the local highway network is included at **Figure 2.4**.

Figure 2.4 Local Highway Network

Source: [openstreetmap.org](https://www.openstreetmap.org)

Parking

- 2.39 A breakdown of the existing parking stock within the business park is set out in Table 2.6 below. At present a significant number of tenants within the various buildings have an allocated number of parking bays.

Table 2.5 Hyde Park Hayes Business Park - Car Park Breakdown

Car Park	Location	Total Capacity	Total Allocated	Remaining Capacity
Car Park 1	In front of HPH2	109	109	0
Car Park 2	In front of HPH1	27	0	27
Multi Storey 3	Adjacent to HPH1 & HPH5	696	455	241
Car Park 4	To the rear of HPH3	59	55	4
Car Park 5	Spaces for disabled	6	0	6
Car Park 6	Spaces for disabled and visitors in front of HPH3	9	0	9
Car Park 7	Demised to Rackspace	21	21	0
Car Park 8	Demised to Rackspace	103	103	0
Car Park 9	Plot 4 – Not demised to any Tenant	25	0	25
TOTAL (inc disabled parking spaces)		1055	743	312

- 2.40 Table 2.5 indicates that there are a total of 1,055 parking spaces on site, of which there are 743 allocated spaces and 312 unallocated parking spaces. The allocation of parking spaces is based on tenants needs and therefore the demand for spaces can be controlled.
- 2.41 The total office floor area for the site equates to 343,367sqft (31,900sqm), with a breakdown of the office developments set out below:
- Building 1 - 95,219sqft / 8,846sqm
 - Building 2 – 63,564sqft / 5,905sqm
 - Building 3 – 60,114sqft / 5,585sqm
 - Building 5 – 124,470sqft / 11,564sqm
- 2.42 For office developments the standards for the London Borough of Hillingdon state that 1 space per 100m² should be provided. Based on the above floor areas the following car parking spaces are required for each building, as follows:
- Building 1 – 88 spaces
 - Building 2 – 59 spaces
 - Building 3 – 56 spaces
 - Building 5 – 116 spaces
 - TOTAL Required Parking for office buildings – **319 Spaces**
- 2.43 In addition to the office buildings there is also a Premier Inn Hotel which has 50 parking spaces, which increases the total parking provision based on current parking standards to 369 spaces.

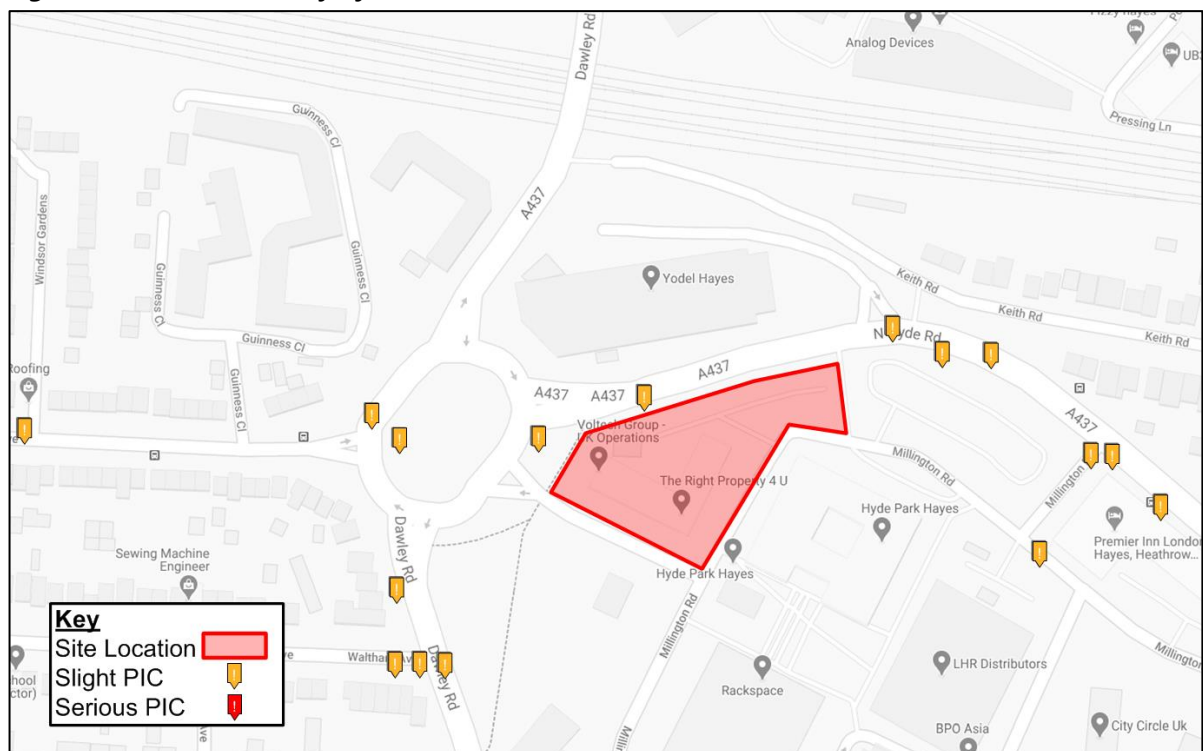
Personal Injury Collision Data

- 2.44 Personal Injury Collision (PIC) data is collected by the police about road traffic incidents where someone is injured. The PIC data records the location, severity (ranked either: Slight, Serious or Fatal), possible cause, conditions, and the vehicles or persons involved in an incident resulting in an injury on the highway network.
- 2.45 The severity of collisions (Slight, Serious, or Fatal) is identified based on the descriptions below. PIC is recorded into three brackets dependant on the severity of the incident. The three brackets are slight, serious and fatal. A definition of each is outlined below:
- **Fatal injury** – A 'fatal' injury includes only those cases where death occurs in less than 30 days as a result of the collision. 'Fatal' does not include death from natural causes or suicide.

- **Serious injury** – An injury for which a person is detained in hospital as an 'in-patient', or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision.
- **Slight injury** – An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.¹²

2.46 Due to the impact of Covid-19 on travel in 2020, the scope of PIC data obtained has been extended from five years to six years (72 months) up to 2020. The PIC data from Crashmap is reproduced in **Figure 2.5** below.

Figure 2.5 Personal Injury Collision Data



Source: Crashmap.co.uk

- 2.47 Within the scope of review shown above a total of 16 Slight PICs have occurred within the 72 month period, equating to one PIC every 4.5 months on average. The collisions identified are spread throughout the network, with only five in the immediate vicinity of the roundabout.
- 2.48 Of the PICs recorded, none resulted in a pedestrian casualty, one resulted in a pedal cycle casualty (equating to 6.25% of incidents), and three resulted in a casualty to a motorcycle rider (equating to

¹² <https://tfl.gov.uk/corporate/safety-and-security/road-safety/london-collision-map>

18.75% of incidents), all located on North Hyde Road. Overall 25% of collisions resulted in a casualty to a vulnerable road user.

- 2.49 In the context of the extant permission, the average number of collisions per month (0.22), and the presence of a number of local distributor roads, it considered that there is no accident issues in the local area.

3 Proposed Development

- 3.1 The following section of the report describes the proposed development and the associated highway access to and from the development site, as well as the provision of car and cycle parking facilities on the site.
- 3.2 The proposed development comprises 113 residential flats, consistent with the extant permission, comprising:
- 88 X one-bed / one person units;
 - 20 X one-bed / two person units; and
 - 5 X two-bed / three person units.

Car Parking

- 3.3 The proposals will provide a total of 68 car parking spaces, which also includes six disabled parking spaces. Ten of the parking spaces will be allocated as visitor parking. The overall parking provision equates to 0.60 spaces per unit. The proposed parking layout is reproduced in **Appendix B**.
- 3.4 The resident car parking spaces will be provided to the rear of Building HPH3. A total of six disabled parking spaces will be located to the front of Building HPH3. The visitor parking will be split between the front and rear of the building.

Electric Car Charging Points

- 3.5 The Borough parking standards also require that provision is made for electric vehicle charging points. The standards call for a minimum of 5% of parking spaces to be configured as electric charging spaces, with a further 5% provided as passive electric charging spaces. Based on a total provision of 68 car parking spaces, this would equate to four active and four passive electric vehicle charging spaces.

Cycle Parking

- 3.6 A total of 117 cycle spaces be provided, which equates to 1.04 spaces per unit, and will be located within the former service building to the rear of Building HPH3, as shown in **Appendix B**. This provision is consistent with the extant permission.

Motorcycle Parking

- 3.7 In order to meet local parking policy requirements a total of three motorcycle parking spaces will be provided as part of the scheme and will be located within the former service building, co-located with the cycle parking.

Site Access

- 3.8 As previously mentioned, the site is accessed from Millington Road by various entrances to Hyde Park. These are located at the junction with the roundabout to the west, from North Hyde Road to the north, or at the junction with Station Road to the east.
- 3.9 These access points to the site will remain the same for the proposed development. Pedestrian and cycle access will also remain from these entrances to Hyde Park, which provide access to a comprehensive pedestrian and cycle network in the local area which are of good standard and provide links to local services and facilities.

Refuse Collection & Servicing

Refuse Collection

- 3.10 The bin store would only be accessible from within the site and therefore refuse vehicles would have to access the site rather than stopping on North Hyde Road or Millington Road. This on-site servicing strategy has been discussed and agreed in principle with the Councils waste team.
- 3.11 Refuse vehicles would access the site from Millington Road and would turn within car park as shown in TPA drawing 2104-021 SP01A, which is reproduced in **Appendix C** showing an 10.5m refuse vehicle manoeuvring the site. This will enable a refuse vehicle to be able to access to within 10m of the bin store to minimise the 'drag distance' of bins to the rear of the vehicles

Servicing

- 3.12 Deliveries and servicing to the proposed residential units would also follow existing arrangements with access to the site taken from the adjacent roundabout or from the other access points to the east and north of the site.
- 3.13 Servicing to the residential units would take place on an infrequent basis, using vans and small rigid vehicles for domestic goods. Inspection of the TRICS data (referenced in Section 5 of this report) would

suggest a daily frequency of circa five vehicles to and from the site. This is unlikely to have any noticeable traffic impact on the existing highway network as these deliveries are likely to form part of multi-drop services and would therefore be existing vehicle movements in the general area.

4 Planning Policy

Overview

4.1 This Chapter of the Transport Statement refers to relevant national and local land use and transport planning policies. The policy context will outline how the transport infrastructure of the proposed development meets governmental requirements: The documents which have been reviewed in relation to this planning application include:

- The National Planning Policy Framework (2019);
- The National Planning Practice Guidance Document (2019);
- The London Plan (2021);
- The London Borough of Hillingdon: Local Plan: Part 1 (2012); and
- The London Borough of Hillingdon: Local Plan: Part 2 (2020).

National Planning Policy Framework (2019)

4.2 The Government's National Planning Policy Framework ("NPPF") updated on in February 2019.

4.3 As part of the core land-use planning principles, the Government wants to:

"Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

4.4 A sustainable transport mode is described as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport" (Annex 2, p. 72)

4.5 The basis of transport policy within the NPPF is stated as:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making." (para. 103)

4.6 This site is within a well-connected area with good cycle and pedestrian infrastructure, public transport links, and therefore it is considered that the site is located in a sustainable location.

4.7 Transport is recognised as having an important role in supporting sustainable development:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed." (para.111)

4.8 In supporting sustainable development, planning decision makers are advised to consider opportunities for sustainable transport to reduce the need for major transport infrastructure and achieve safe and suitable site access. Importantly,

"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." (para. 109)

4.9 The proposed development comprises 113 residential flats, a reduction of one unit when compared to the extant permission, and therefore will have a beneficial impact on the local road and public transport networks when compared to the baseline position. In this context, there is no reason for the refusal of the application on highway grounds.

4.10 In continuation of previous government policy, the Government seeks the minimisation of the need to travel and a maximisation of the use of sustainable transport modes to/from development (par. 108)

4.11 The NPPF states that Planning policies should:

- *"Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
- *Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- *Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
- *Provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*
- *Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such*

development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

- *Recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy.” (para. 104)*

4.12 The proposed site is consistent with the policy outlined above.

4.13 The NPPF (2019) states that where practical, a new development should:

“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 area for bus or other public transport services, and appropriate facilities that encourage public transport use;

Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

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;

Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.” (para. 110)

4.14 The proposed site has a major focus on pedestrian and cycle movements with the development being located within a town centre environment. The site also has access to high quality public transport facilities with connection to frequent rail and bus services. This is in line with NPPF policy.

National Planning Practice Guidance (2018)

4.15 The National Planning Practice Guidance (NPPG) was produced by the Department for Communities and Local Government in 2014 and is regularly and routinely updated. It “provides advice on when Transport Statements and Transport Assessments are required and what they should contain.”

4.16 It states that “Travel Plans, Transport Assessments and Statements can positively contribute to:

- *“Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*

- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

4.17 In determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account the following considerations:

- *"The Transport Assessment and Statement policies (if any) of the Local Plan;*
- *The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);*
- *Existing intensity of transport use and the availability of public transport;*
- *Proximity to nearby environmental designations or sensitive areas;*
- *Impact on other priorities/strategies (such as promoting walking and cycling);*
- *The cumulative impacts of multiple developments within a particular area; and*
- *Whether there are particular types of impacts around which to focus the Transport Assessment or Statement (eg assessing traffic generated at peak times)."*

4.18 The key principles that "Travel Plans, Transport Assessments and Statements should be:

- *"Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*
- *Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."*

London Plan (2021)

4.19 The new London Plan was adopted in March 2021 and sets out the Mayor's vision for growth and development in London until 2031.

4.20 The London Plan (2021) aims to rebalance:

"the transport system towards walking, cycling and public transport, including ensuring high quality interchanges, will require sustained investment including improving street environments to make walking and cycling safer and more attractive, and providing more, better-quality

public transport services to ensure that alternatives to the car are accessible, affordable and appealing". (para 10.1.4)

- 4.21 Policy T5 of the London Plan outlines cycle parking for development proposals. This policy emphasises that cycle parking should be designed in accordance with the London Cycling Design Standards making sure to provide

"appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision".

Hillingdon Local Plan: Part One (2012)

- 4.22 The Hillingdon Local Plan (2012) set out the strategic policies, in the area around the proposed site.

- 4.23 One of its key policies of the Hillingdon Local Plan is policy 1T. This Policy states that:

"The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision;

The Council will ensure access to local destinations which provide services and amenities; and

The Council will promote active travel through improvements to Hillingdon's public rights of way."

- 4.24 The proposed site has good cycle and walking facilities that provide access to local amenities and transport hubs, as such the proposed site is in line with Policy 1T.

- 4.25 The Hillingdon local Plan (2012) also sets out standards for local destinations, its focus is ensuring:

"That local destinations are accessible by good quality, safe and convenient transport is essential to achieving sustainable development. 'Local destinations' are locations which provide services and amenities including health, education, employment and training, local shopping, community, culture, sport and leisure facilities. It is vital for people to be able to access these types of destinations through well planned routes and integrated public transport, especially for those without a car and for those in more remote parts of the borough."

Hillingdon Local Plan: Part Two (2020)

4.26 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Policies Map. It will deliver the detail of the strategic policies set out in the Local Plan Part 1: Strategic Policies (2012) and together they will form the comprehensive development approach for Hillingdon up to 2026. The Local Plan Part 2 was adopted as part of the borough's development plan at on 16 January 2020.

4.27 Policies DMT1 and DMT2 are the basis for transport policy for new developments. Policy DMT1: Managing Transport Impacts, states:

- *“Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:*
 - I. be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;*
 - II. maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;*
 - III. provide equal access for all people, including inclusive access for disabled people;*
 - IV. adequately address delivery, servicing and drop-off requirements; and*
 - V. Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.*
- *Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the thresholds set out in Table 8.1 and any subsequent update to these thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.”*

4.28 Policy DMT2 focuses on highway impacts, it states:

“Development proposals must be compatible with the safe and efficient movement of the highway and therefore must ensure that:

i) Safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii) They do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii) Safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) Impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v) There are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."

- 4.29 The proposed development meets all of the requirements outlined in the Local Plan Part Two.

Local Parking Standards

- 4.30 The local parking requirements are set out in Appendix C of Hillingdon's Local Plan Part 2 and a summary of the relevant standards are set out in Table 4.1.

Table 4.1 Parking Standards

Use	Maximum Car Parking Standard	Maximum Cycle Parking Standard
3 - 4 or more bedrooms	2 spaces per unit	2 space per unit
1 – 2 bedrooms	1.5-1 space per unit	1 space per unit
Studio	1 space per unit	1 space per unit

Source: Appendix C of the Hillingdon Local Plan Part 2

- 4.31 As shown, the 113 residential flats on-site would be required to provide a maximum of 126 car parking spaces and 113 cycle parking spaces. The proposals accord with this standard, reducing the on-site parking provision from 69 to 68 spaces and retaining the proposed cycle parking provision at 117 spaces, in keeping with the consented development proposals.

Summary

- 4.32 The site is considered to conform to all current and emerging local, regional and national planning policy.

5 Development Impact

- 5.1 To determine the likely traffic generation of the proposed development, reference has been made to the trip rates and generation set out within the Transport Statement¹³ supporting the extant permission for 113 flats.

Previous Land Use

- 5.2 The trip attraction of the previous land use (5,530m² of B1 Office Space) was calculated within the Transport Statement supporting the extant permission and is replicated below in Table 5.1.

Table 5.1 Trip Generation for the Peak Hours: Existing (Use Class B1)

Land Use	Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily
		In	Out	In	Out	
Office (5,350 m ²)	Vehicles	40	5	4	41	335
	Cycle	6	0	1	5	28
	Pedestrian	6	0	2	7	100
	Public Transport	38	1	1	40	205
Total		96		101		668

Source: TRICS v.7.7.3

Note: Any arithmetic errors are due to rounding.

- 5.3 As shown, the previous land use is anticipated to attract 45 total vehicular movements in the either peak hour.

Extant Permission

- 5.4 The trip generation of the extant permitted land use (114 residential flats) was calculated within the Transport Statement supporting the extant permission and is replicated below in Table 5.2.

¹³ TPA reference 2002-064 TS01D supporting application 73998/APP/2020/3589

Table 5.2 Trip Generation for the Peak Hours: Extant Permitted Flats

Land Use	Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily
		In	Out	In	Out	
Residential Flats (114 units)	Vehicle	4	8	9	9	192
	Cycle	0	1	0	0	9
	Pedestrian	5	17	8	6	188
	Public Transport	3	27	14	7	260
Total		66		53		649

Source: TRICS v. 7.3.3

Note: Any arithmetic errors are due to rounding.

- 5.5 As shown, the extant permission was predicted to generate 12 total vehicular movements in the morning peak hour and 18 in the evening peak hour.

Proposed Development

- 5.6 As stated above, the proposed development comprises 113 residential units, one fewer than the extant permission.
- 5.7 The trip generation of the proposed development has been calculated utilising the trip rates used previously and the number of residential flats proposed (113). The resultant trip generation is summarised in Table 5.3.

Table 5.3 Trip Generation for the Peak Hours: Proposed 113 Flats

Land Use	Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily
		In	Out	In	Out	
Residential Flats (113 units)	Vehicle	4	8	9	8	190
	Cycle	0	1	0	0	9
	Pedestrian	5	17	8	6	186
	Public Transport	2	26	14	7	258
Total		65		52		643

Source: TRICS v. 7.3.352

Note: Any arithmetic errors are due to rounding.

- 5.8 As shown, the development proposals are predicted to result in a reduction in the quantum of trips associated with the site, reducing from 649 to 643 across a typical day.
- 5.9 In the context of be in vehicular movements when compared to the extant permission it is considered that the development proposals would have a beneficial impact on the local highway network.

6 Summary & Conclusion

Summary

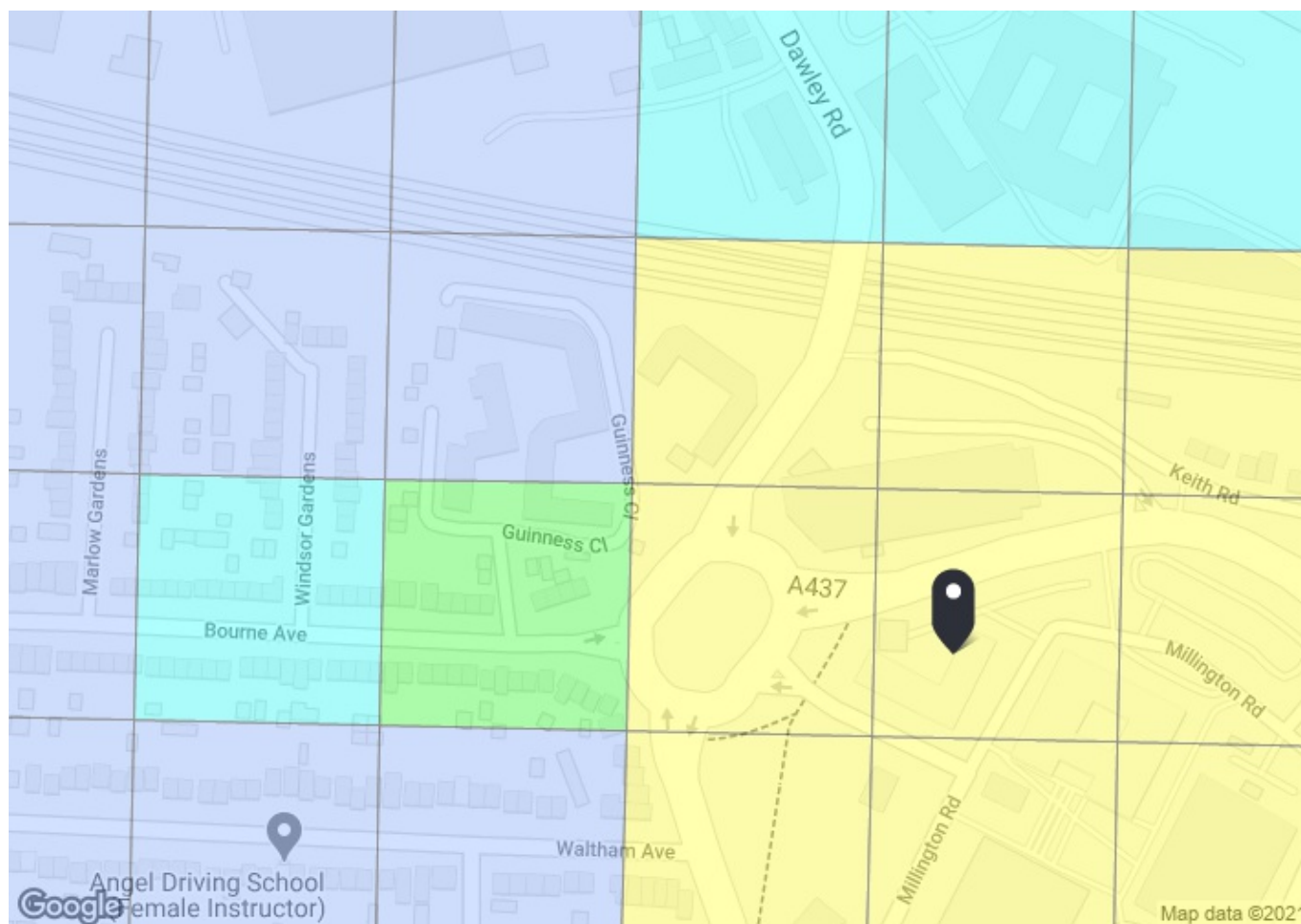
- 6.1 Transport Planning Associates (TPA) has been appointed by Shaviram Group to provide transport consultancy services, along with the preparation of a Transport Statement. This report is submitted as part of a planning application to provide 113 residential flats, comprising:
- 88 X one-bed / one person units;
 - 20 X one-bed / two person units; and
 - 5 X two-bed / three person units.
- 6.2 The proposed car parking provision of 68 car parking spaces equates to 0.60 spaces per unit and the proposed cycle parking provision of 117 spaces equates to 1.04 spaces per unit. Therefore, the associated car and cycle parking is in accordance with local parking standards.
- 6.3 The proposed parking provision is sufficient residents and as such removes the risk of over-spill parking on the surrounding highway.
- 6.4 There is sufficient on-site car parking to accommodate the existing parking demand associated with the business park and hotel, with further on-site car parking being available should demand increase.
- 6.5 The proposed cycle parking is located within the former service building and therefore offers secure and covered storage for resident's cycles.
- 6.6 Access to the site will remain as per the arrangements for the existing site for all modes of transport, including refuse collection.
- 6.7 Refuse vehicles are able to access the site in forward gear, service the bin store and then egress in forward gear.
- 6.8 The site is located in an area which is accessible to local services and facilities, including surrounding residential areas, local shops, schools and services whether by walking, cycling or via public transport.
- 6.9 The site has a good level of connectivity to a number of public transport modes, all accessible within an acceptable walking distance from the site.

- 6.10 The proposals will result in no increase in the number of pedestrian and cycle movements in and around the site during the peak hours and over the course of the day when compared to the extant permission. As such there will be no detrimental impact on local pedestrian and cycle facilities.
- 6.11 In terms of impact on the local highway network, the trip attraction of the site when compared to the extant permission will reduce. In addition, the development will generate significantly less traffic than the previous office use; thereby there will still be a reduction in impact on the local highway network overall.
- 6.12 It is considered that the proposed development is in accordance with both national and local planning policy.

Conclusion

- 6.13 The proposed development is located in a sustainable location and will not have a detrimental impact on the local transport and highway networks. It is therefore considered to be an acceptable development and that there are no transport and highway reasons for refusing the application.

APPENDIX A



PTAL output for Base Year 4

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Easting: 509129, Northing: 179328

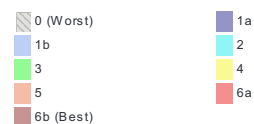
Grid Cell: 74713

Report generated: 16/04/2021

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

Map key - PTAL



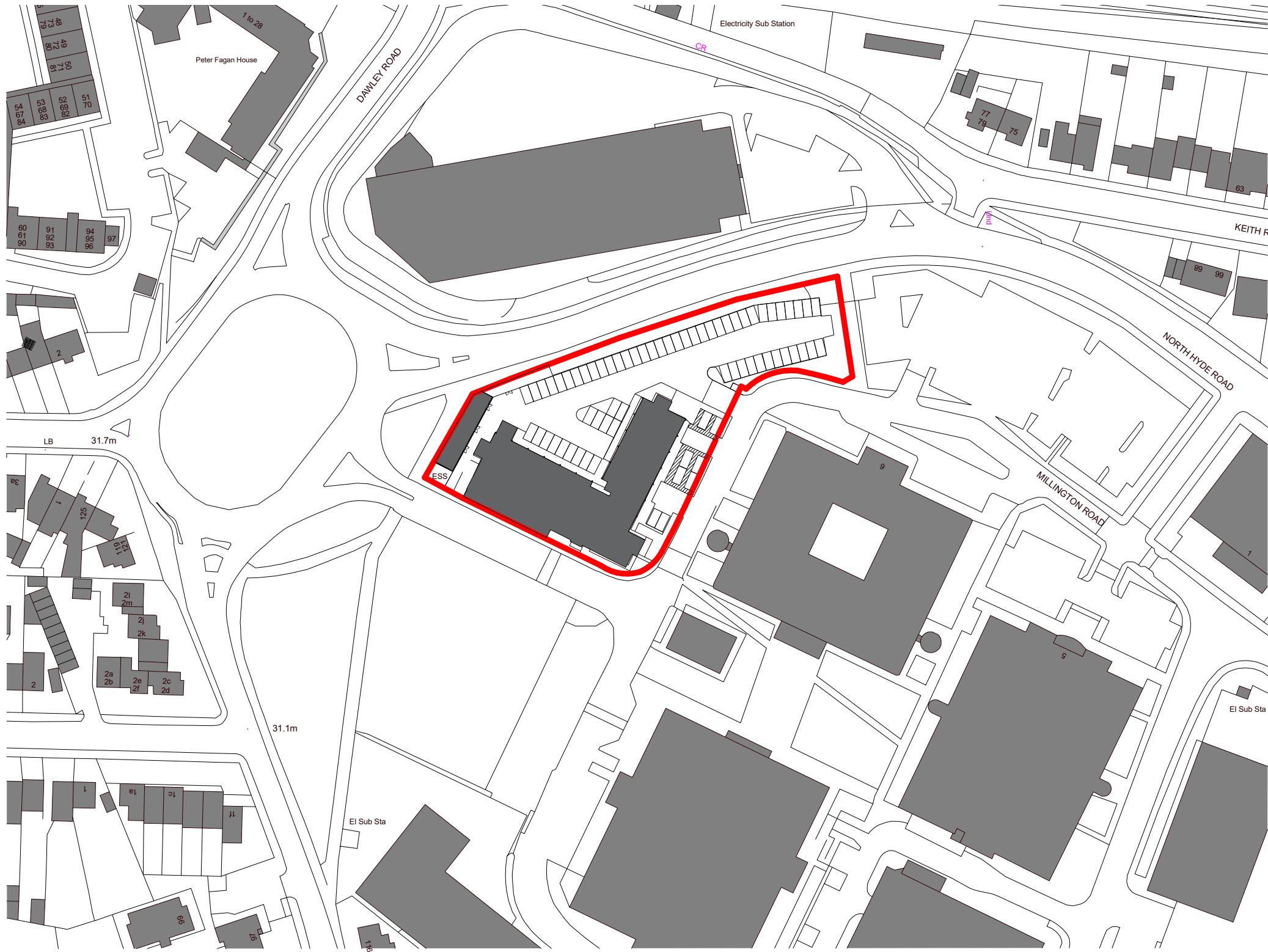
Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STATION RD NORTH HYDE RD	E6	417.79	6	5.22	7	12.22	2.45	0.5	1.23
Bus	STATION RD NORTH HYDE RD	U5	417.79	5	5.22	8	13.22	2.27	0.5	1.13
Bus	STATION RD NORTH HYDE RD	90	417.79	6	5.22	7	12.22	2.45	0.5	1.23
Bus	STATION RD NORTH HYDE RD	H98	417.79	7.5	5.22	6	11.22	2.67	0.5	1.34
Bus	STATION RD NORTH HYDE RD	195	417.79	5	5.22	8	13.22	2.27	0.5	1.13
Bus	STATION RD NORTH HYDE RD	140	417.79	8.5	5.22	5.53	10.75	2.79	0.5	1.4
Bus	BOURNES BRIDGE	U4	253.39	7.5	3.17	6	9.17	3.27	1	3.27
Bus	NTH HYDE RD MILLINGTON R	350	233.85	5	2.92	8	10.92	2.75	0.5	1.37
Rail	Hayes & Harlington	'PADTON-HTRWAPT 2T18'	723.42	2	9.04	15.75	24.79	1.21	1	1.21
Rail	Hayes & Harlington	'HTRWAPT-PADTON 2Y14'	723.42	2	9.04	15.75	24.79	1.21	0.5	0.61
Rail	Hayes & Harlington	'PADTON-OXFD 2N14'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N16'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N18'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-OXFD 2N22'	723.42	0.67	9.04	45.53	54.57	0.55	0.5	0.27
Rail	Hayes & Harlington	'PADTON-OXFD 2N24'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P09'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'OXFD-PADTON 2P11'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P12'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P14'	723.42	1.33	9.04	23.31	32.35	0.93	0.5	0.46
Rail	Hayes & Harlington	'RDNGSTN-PADTON 2P17'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'OXFD-PADTON 2P18'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'BNBR-PADTON 2P20'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P25'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'SLOUGH-PADTON 2P32'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R13'	723.42	1.67	9.04	18.71	27.76	1.08	0.5	0.54
Rail	Hayes & Harlington	'PADTON-RDNGSTN 2R19'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Rail	Hayes & Harlington	'PADTON-TWYFORD 2R21'	723.42	0.33	9.04	91.66	100.7	0.3	0.5	0.15
Total Grid Cell AI: 17.29										

APPENDIX B



Location Plan
1 : 1250

Notes

All contractors must visit the site and be responsible for taking and checking dimensions.
All construction information should be taken from figured dimensions only. Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.
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This drawing is prepared for the specific project stage in the Drawing Status section below and it is not intended to be used for any other purpose. Whilst all reasonable efforts are used to ensure drawings are accurate, Elmsbrook accept no liability for any reliance placed on, or use made of, this plan by anyone for purposes other than those stated in the Drawing Status below.

P1 22.04.21 Issue for Prior Approval AL KM

Rev	Date	Description	Drawn	Chkd
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Drawing Status
Prior Approval

Client
Shaviram Hyde Ltd

 **SHAVIRAM GROUP**
First Floor Offices
Farley Court
Allsop Place
London
NW1 5LG
+44 (0) 207 2241234

Project
Hyde Park, Hayes

Drawing Title
Location Plan

Scale @A3 1 : 1250 Job Ref. 1048

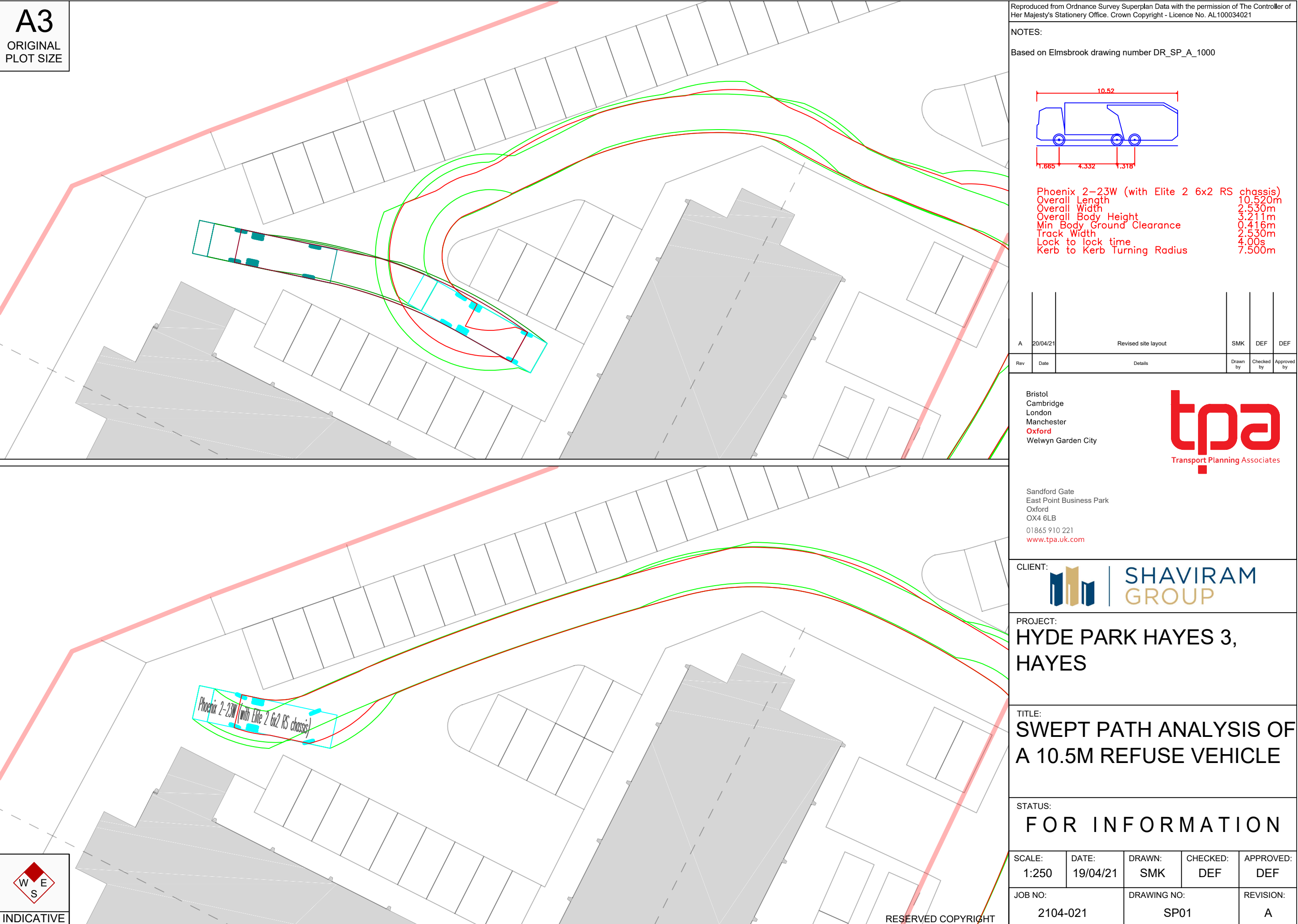
Drawing No. DR_XP_A_0000 Revision. P1

Scale Bar
0 10 20 30 m

Sheet Code
1048_JTP_DR_XP_A_0000_Location Plan_P1



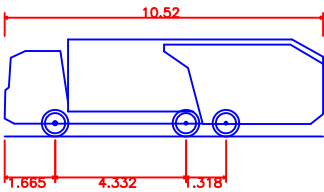
APPENDIX C



A3
ORIGINAL
PLOT SIZE

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NOTES:
Based on Elmsbrook drawing number DR_SP_A_1000



Phoenix 2-23W (with Elite 2 6x2 RS chassis)
Overall Length 10.520m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.500m

A	20/04/21	Revised site layout	SMK	DEF	DEF
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



Sandford Gate
East Point Business Park
Oxford
OX4 6LB
01865 910 221
www.tpa.uk.com

CLIENT:  **SHAVIRAM GROUP**

PROJECT:
**HYDE PARK HAYES 3,
HAYES**

TITLE:
**SWEPT PATH ANALYSIS OF
A 10.5M REFUSE VEHICLE**

STATUS:
FOR INFORMATION

SCALE: 1:250	DATE: 19/04/21	DRAWN: SMK	CHECKED: DEF	APPROVED: DEF
JOB NO: 2104-021	DRAWING NO: SP01	REVISION: A		



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