

Building HPH3, Hyde Park, Hayes

Transport Note

Client Name: Shaviram Hyde Ltd

Document Reference: WIE19884.101.R.1.4.1.TN

This document has been prepared and checked in accordance with Waterman Group's IMS (BS EN ISO 9001: 2008, BS EN ISO 14001: 2004 and BS OHSAS 18001:2007)

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1. INTRODUCTION

General

- 1.1. Waterman Infrastructure and Environment (WIE) has been instructed by Shaviram Hyde Ltd to provide transport advice as part of an application to extend a consented residential development at the above site.

Document Purpose

- 1.2. This note is structured around the previously consented Transport Statement (TS) under application ref. 72360/APP/2021/1709, dated April 2021, originally produced by TPA Ltd.
- 1.3. The proposed development comprises 9 residential units (2no. 1-bed, 5no. 2-bed, and 2no. 3-bed) with associated cycle and car parking.
- 1.4. This note presents a review of the previously presented criteria used in the assessment and decision making, and provides an assessment of the proposed development forming the current application. It is structured to address minor changes to the Proposed Development, and follows the same structure as utilised within the original TS.
- 1.5. This note updates and expands upon information provided within the previous TS, where necessary, in line with current adopted policy and available information.

Planning History

- 1.6. As noted in the previous application, the Site benefits from existing approvals and consents.
- 1.7. It is also noted, however, that the immediate area has seen a number of changes including a relevant planning approval opposite the Site (ref. 76655/APP/2021/3039), referred to as '*HPH4 Millington Road*'. The application sought '*...the re-development of the vacant site to provide a residential development comprising 131 no. residential units (Use Class C3), with associated amenity areas, landscaping, car parking and all ancillary and enabling works*'.
- 1.8. It is noted that the application is a new development, and not a conversion of existing structures. The consented application provides parking at a ratio of 0.37 spaces per unit, in recognition of the

good access to public transport (PTAL 4), surrounding on-street controls and commitments to Travel Plan (with bond) etc.

1.9. It is also recognised that the Officer's report for the adjacent application states:

'For a development of this type, Policy T6.1 allows the development to provide a maximum of 0.75 parking spaces per unit or 98no. in total. The 48no. spaces proposed is therefore in accordance with this policy. Taking into account that the development is in an area with a PTAL ranking of 4 and benefits from good access to shops, services and facilities and public transport, the number of car parking spaces proposed is considered acceptable. However, the Highway Authority require that these spaces are leased as opposed to sold to ensure that the land they take is used as efficiently as possible over the lifetime of the development.'

...

'The Highway Authority is mindful that the development is car-lite and in the absence of genuine travel choice some residents may resort to owning a car and parking injuriously on-street resulting in parking stress, hindering the free flow of traffic and presenting a risk to road safety. This would be contrary to the published London Plan (2021) Policy T1 Strategic approach to transport, Policy T2 Healthy Streets and Policy T4 Assessing and mitigating transport impacts and Policy T5 Cycling. To guard against this the Highway Authority, require that Travel Plan is produced and submitted for approval. As surety that the Travel Plan will be implemented and targets achieved the Highway Authority requires that the developer provides a £20,000 bond.'

1.10. The proposed development at Hyde Park already benefits from a consent, including Travel Plan etc. It is therefore noted that a lower parking provision (ratio) is considered acceptable at this site.

Document Structure

1.11. Following the Introduction, this note is structured similarly to the previously consented TS, namely:

- **Section 2:** Application Site;
- **Section 3:** Proposed Development;
- **Section 4:** Planning Policy;
- **Section 5:** Development Impact;
- **Section 6:** Summary & Conclusion.

2. APPLICATION SITE

Site Location

2.1. No changes apply to the site location section of the previous TS.

Pedestrian Infrastructure

2.2. No changes apply to the pedestrian infrastructure section of the previous TS.

Cycle Infrastructure

2.3. No changes apply to the cycle infrastructure section of the previous TS.

Public Transport Infrastructure

2.4. No changes apply to the public transport infrastructure section of the previous TS.

Local Highway Network

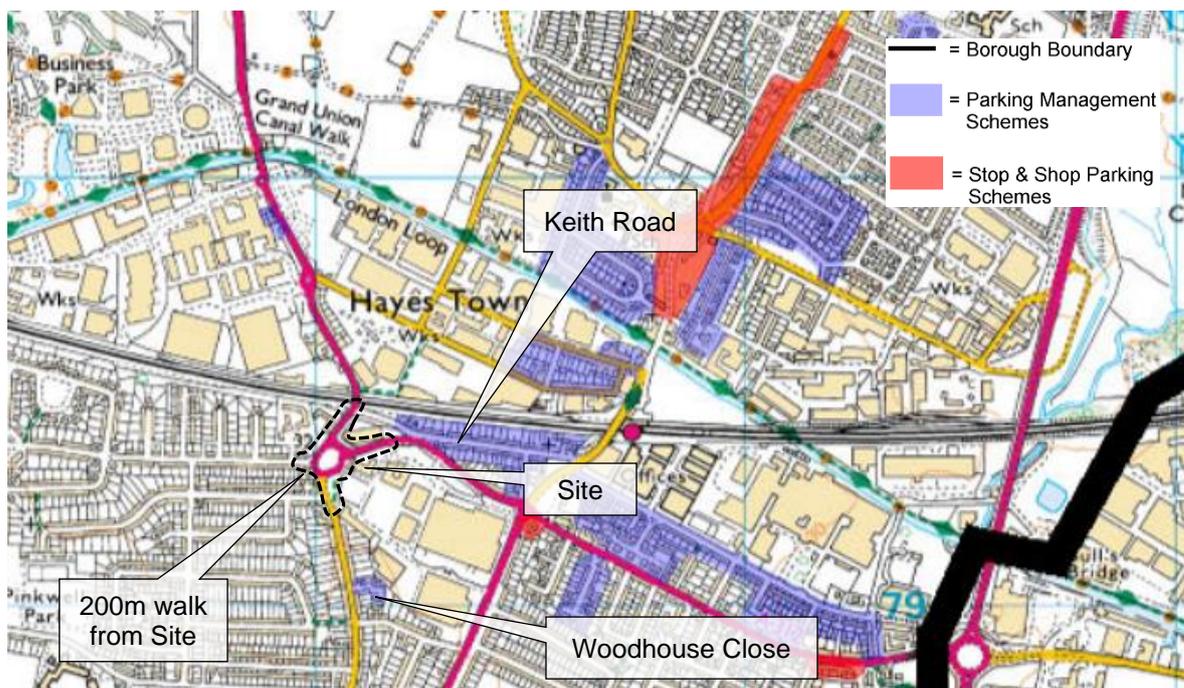
2.5. No changes apply to the local highway network section of the previous TS.

Parking

2.6. No changes apply to the parking section of the previous TS.

2.7. There are existing residential parking schemes northeast and south of the Site. These operate Monday to Friday, 9am to 5pm. [Figure 1](#) shows the nearest schemes; other adopted streets within 200m walk of the Site are controlled during daylight hours (either 7am-7pm or 8am-6.30pm).

Figure 1: Existing Resident Parking Schemes (www.hillingdon.gov.uk)



Personal Injury Collision Data

- 2.8. Due to time elapsed since the previous application, online data from Crashmap Pro have been reviewed for the period 2017 to 2022 (latest year for which data are available). The information is summarised in Figure 2. Any new incidents since the previous TS are highlighted in blue.

Figure 2: Personal Injury Collision Data (2017-2022)



- 2.9. Only one additional incident was recorded, occurring in 2021, involving a motorcyclist and car resulting in a slight injury. The incident occurred as a result of driver error and appears to be unrelated to the Site.

3. PROPOSED DEVELOPMENT

General

- 3.1. The Proposed Development now comprises 9 residential units provided as part of a two-storey rooftop extension. The proposed accommodation schedule is summarised below (Table 1).

Table 1: Proposed Accommodation Schedule

Unit Type	Unit Size	Number
Flats	1-bed	2
	2-bed	5
	3-bed	2
Total		9

Car Parking

- 3.2. The previous consent provides 68 car parking spaces (inc. 6no. disabled spaces) resulting in a parking ratio of 0.6 spaces per unit.
- 3.3. As noted in Section 1, the adjacent application for new development of 131 units (76655/APP/2021/3039, HPH4 Millington Road) provides residential parking at a ratio of 0.37 spaces per unit.
- 3.4. As the consented scheme for Hyde Park provides 68 spaces for 113 units, the cumulative number of units from proposed and consented schemes (122 units) results in an overall car parking ratio of 0.56 spaces per unit without adding additional parking spaces (compared to 0.6 spaces for the consented scheme).
- 3.5. Not only is this within the London Plan criteria, it is also a greater level of provision than for the adjacent consented site ('HPH4 Millington Road') that has been approved by the Council.
- 3.6. It is therefore proposed to retain the consented parking layout. EV charging provision will continue to be made in accordance with the Borough's parking standards.

Cycle Parking

- 3.7. Based on the Council's standards, a total of 14 cycle parking spaces will be required (Table 3). This will result in 6 cycle stands located in the available space within the reconfigured cycle store.

Table 3: Proposed Cycle Parking Provision

Unit Type	No. Units	Cycles per Unit	Cycle Parking
1-bed	2	1	2
2-bed	5	1.5	8
3-bed	2	2	4
Total	9		14

Motorcycle Parking

- 3.8. As noted for car parking above, it is proposed to retain the consented parking layout.

Site Access

3.9. No changes apply to the site access section of the previous TS.

Refuse Collection & Servicing

3.10. The Council's standing 'Guidance for Waste and Recycling Storage and Collection' document has been reviewed to establish the volume of waste / recycling storage required. This has been assessed for the consented development (113 units), the proposed development (9 units) and the resulting total development (122 units).

Table 4: Updated Refuse and Recycling Calculations

Beds	Consented	Rate / Unit (L)	Total Volume (L)	Refuse (L)	Recycle (L)
1	108	100	10,800	5,400	5,400
2	5	170	850	425	425
3	0	240	0	0	0
Total	113		11,650	5,825	5,825
		No. bins if using 1,100 litre		6	6
		No. bins if using 1,280 litre		5	5

Beds	Proposed	Storage (L)	Total Volume (L)	Refuse (L)	Recycle (L)
1	2	100	200	100	100
2	5	170	850	425	425
3	2	240	480	240	240
Total	9		1,530	765	765
		No. bins if using 1,100 litre		1	1
		No. bins if using 1,280 litre		1	1

Beds	Total	Storage (L)	Total Volume (L)	Refuse (L)	Recycle (L)
1	110	100	11,000	5,500	5,500
2	10	170	1,700	850	850
3	2	240	480	240	240
Total	122		13,180	6,590	6,590
		No. bins if using 1,100 litre		6	6
		No. bins if using 1,280 litre		6	6

3.11. Notwithstanding the recalculation the Applicant notes that the previously consented bin store provision will be retained (condition has been recently discharged). Any subsequent additional space may be used for additional cycle parking or residents' storage.

3.12. Access and collection will remain as per the consented scheme for both refuse/recycling collections and servicing/deliveries.

Strategy

- 3.13. The Applicant confirms that the previously applied planning conditions and obligations are considered applicable to the Proposed Development.

4. PLANNING POLICY

Overview

- 4.1. The National Planning Policy Framework (NPPF) has been updated since the previous application. It is noted the references to the National Planning Practice Guidance should cite dates of 2014 and 2015.

National Planning Policy Framework (2021)

- 4.2. In transport terms the NPPF remains largely as previously, although the following relevant paragraphs are noted.
- 4.3. The revised National Planning Policy Framework was updated in 2021 and sets out the government's planning policies for England and how these are expected to be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.
- 4.4. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 4.5. Paragraph 10 states:
- 'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.'*
- 4.6. Paragraph 11 expands on this that for decision-taking, this means:
- c) *'Approving development proposals that accord with an up-to-date development plan without delay; or*
 - d) *Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. *The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'*
- 4.7. Paragraph 104 states:
- 'Transport issues should be considered from the earliest stages of plan-making and development proposals, 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

patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'

4.8. At paragraph 105 the NPPF outlines that:

'The planning system should actively manage patterns of growth in support of these objectives. 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.'

4.9. Paragraph 107 states:

'If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'*

4.10. Paragraph 111 states:

'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.'

4.11. Paragraph 113 states:

4.12. *'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.'*

London Plan (2021)

4.13. No changes apply to the London Plan section of the previous TS.

London Borough of Hillingdon: Local Plan: Part 1 (2012)

4.14. No changes apply to the Local Plan (part 1) section of the previous TS.

London Borough of Hillingdon: Local Plan: Part 2 (2020)

4.15. No changes apply to the Local Plan (part 2) section of the previous TS.

5. DEVELOPMENT IMPACT

- 5.1. The last application (113 units) utilised the same trip rates as the original approval for 114 units (ref. 73998 / APP / 2020 / 3589). As the most recent approved scheme is not yet fully built out, it is relevant to consider the site's historic office use, as well as the recent residential applications.
- 5.2. The original office use trip generation (described as 'Class B1', Table 5.1) of the original Transport Statement) is reproduced below.

Table 5: Site's Historic Office Use Trips (Class 'B1', 5,350sq.m)

Use	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily
		In	Out	2-way	In	Out	2-way	
Office (5,350sq.m)	Vehicles	40	5	45	4	41	45	335
	Cycle	6	0	6	1	5	6	28
	Pedestrian	6	0	6	2	7	9	100
	Public Transp.	38	1	39	1	40	41	205
Total				96		101		668

- 5.3. The trip generation for the recent approval for 113 residential units is summarised below.

Table 6: Recent Approved Residential Trips (Class C3, 113 units)

Use	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily
		In	Out	2-way	In	Out	2-way	
Residential (113 units)	Vehicles	4	8	12	9	8	17	190
	Cycle	0	1	1	0	0	0	9
	Pedestrian	5	17	22	8	6	14	186
	Public Transp.	2	26	28	14	7	21	258
Total				65		52		643

- 5.4. Applying these rates to the Proposed Development (9 units) gives the following trips across the same modes.

Table 7: Proposed Development Residential Trips (Class C3, 9 units)

Use	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily
		In	Out	2-way	In	Out	2-way	
Residential (9 units)	Vehicles	0	1	1	1	1	2	15
	Cycle	0	0	0	0	0	0	1
	Pedestrian	0	1	1	1	0	1	15
	Public Transp.	0	2	2	1	1	2	20
Total				5		5		51

- 5.5. The resulting cumulative residential trips for the approved scheme, and the proposed development, totalling 122 units are summarised below.

Table 8: Cumulative Residential Trips (Class C3, 122 units)

Use	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily
		In	Out	2-way	In	Out	2-way	
Cumulative Residential (122 units)	Vehicles	4	9	13	10	9	19	205
	Cycle	0	1	1	0	0	0	10
	Pedestrian	5	18	23	9	6	15	201
	Public Transp.	2	28	30	15	8	23	278
Total				70			56	694

- 5.6. The resulting net change in trips across modes, from historic office use to combined residential use is summarised below.

Table 9: Net Change in Trips across Modes (Office to Cumulative Residential)

Use	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily
		In	Out	2-way	In	Out	2-way	
Cumulative Residential (122 units)	Vehicles	- 36	+ 4	- 32	+ 6	- 32	- 27	- 130
	Cycle	- 6	+ 1	- 5	- 1	- 5	- 6	- 18
	Pedestrian	- 1	+ 18	+ 17	+ 7	- 1	+ 6	+ 101
	Public Transp.	- 36	+ 27	- 9	+ 14	- 32	- 18	+ 73
Total				- 26			- 45	+ 26

- 5.7. The proposed development, when considered with the consented 133 units results in a reduction in overall movement across modes in the peak hours. Car use sees the most significant reduction of 180 fewer vehicular trips across the day.
- 5.8. Movement by sustainable modes sees a slight increase across the day, but within reasonable bounds that would not cause detriment to the existing network.

6. SUMMARY & CONCLUSION

- 6.1. Waterman Infrastructure and Environment (WIE) has been instructed by Shaviram Hyde Ltd to provide transport advice as part of an application to extend a consented residential development at the above site.
- 6.2. The Proposed Development comprises 9 residential units in a two-storey rooftop extension. Minor changes to the previous approval are required to accommodate additional cycle parking in accordance with the prevailing standards – these can be accommodated within the Site curtilage without detriment to the consented 113 unit scheme or the surrounding network.
- 6.3. Access to/from the Site remains as previously consented, with no changes to the existing form of access. The implications of the additional trips associated with the Site show a reduction in car use compared to the Site's historic office use, with minor increases in walking and public transport use (using the previously approved trip rates).
- 6.4. Access for servicing/deliveries and refuse collection remain as consented with provision made within the consented bin stores for waste/recycling (including food) storage.
- 6.5. The Proposed Development accords with prevailing national, regional and local policy and is in a sustainable location. The residual cumulative impacts are not severe, nor does the Proposed Development give rise to road safety concerns.

UK and Ireland Office Locations

