

**Application Number:- APP/2022/2555**

**Address:- Units 6 and 7 Orbital Industrial Estate, Horton Road, Yiewsley**

**Proposal:-Change of use of Units 6 and 7 from EGiii to flexible Egiii, B2 and B8 uses**

## **TRANSPORT NOTE**

**10 October 2022**

### Introduction

1. This Transport Note has been prepared in support of an application by LMO Overseas Investments Ltd (herein after “the applicants”) for the change of use of units 6 and 7 to provide flexible industrial uses within the buildings.
2. The proposals are for the use of the buildings for flexible industrial uses.

### Scope of Transport Note

3. The scope of this Transport Note is in line with National and Regional Guidelines for Transport Statements.

### Policy Context

4. This section sets out the policy context. Development and growth is encouraged at a national, regional and local level. How this is made sustainable in the longer term is by encouraging walking, cycle and public transport use. The policy documents reviewed include:
  - National Planning Policy Framework 2021
  - The London Plan
  - The Hillingdon Local Plan
5. The NPPF document sets out the Government’s planning policies for England and how these are expected to be applied. It summarises in a single document, previous national planning policy statements. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.
6. The NPPF introduces the presumption in favour of sustainable development although it makes plain that the development plan is still the starting point for decision making.
7. Chapter 9 relates to promoting sustainable transport.

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

9. Paragraph 111 states that:-

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe

10. Paragraph 113 states:-

“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”.

- 11. The London Plan sets out its transport policies in Chapter 10. This includes Policy T1 which seeks to facilitate sustainable modes of transport.
- 12. Policy T4 relates to transport impacts and suggests that proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.
- 13. Local DM Policy is set out at Chapter 8 of the Development Management Policies Document. The relevant policies are:
  - Policy DMt 1 – Managing Transport Impacts
  - Policy DMT 2 – Highways Impacts
  - Policy DMT6 – Vehicle Parking

Existing Site Assessment

14. The application site comprises two warehouse buildings located at the Orbital Industrial Estate. The units are located on Horton Road, West Drayton which gives direct access to the M4 (J4) Heathrow Spur via Horton Road and the A408 Stockley Road Bypass. West Drayton station is within 5 minutes walking distance of the estate, providing regular services to London Paddington.
15. The site is a small industrial estate with buildings arranged around a parking area.
16. The total existing floor area of Unit 7 is 786 sqm (GIA) and the total floor area of Unit 6 is 367 sqm (GIA).
17. The majority of the buildings in the industrial park are single storey, but they do have a variety of different roof designs. Some of the buildings have already been improved and are finished in a white painted render with metal roofs and some have cladding similar to that proposed by the 2017 application. The 2017 application granted permission for recladding of the buildings 6 and 7 in Goosewing grey cladding sheets, green fascia step flashing and green flashings to all apertures.

#### Existing site function

18. The existing units are located on a small industrial estate which is surrounded by vehicle parking and yard areas.
19. The buildings have previously been in Class B2 use with elements of B8 use.

#### Public Transport

20. West Drayton Station provides National Rail Services (GWR) and Underground Services via the Elizabeth Line. This is a 8 minute walk (0.5 miles from the site).
21. There is a bus stop directly opposite the site and immediately adjacent to the site providing bus services via the 350 route along Horton Road. This is the route from Hayes Town Centre to Heathrow Airport, with four services per hour at peak times.
22. Additional bus routes can be reached within a ten minute walk from the site at West Drayton Station.
23. Pedestrian access to the site is well lit with streetlighting and links the site with West Drayton Station.
24. A cycle lane is provided and The Grand Union Canal Walk also provides a pleasant walking route to the site via Horton Bridge Road.
25. The site has a PTAL rating of between 2/3.

#### Local Road Network

26. Horton Road runs from east to west. It has a 30mph limit and has single yellow lines on both sides.

27. The safety record of the local roads was reviewed through Crashmap website ([www.crashmap.co.uk](http://www.crashmap.co.uk)) for the period of the past five years.
28. There is record of a single serious accident on Horton Road, close to the site in 2020. However, generally the safety record for the road is good with very few collisions and no clusters, reflecting the lack of large junctions along this stretch of road. When compared to Yewlsey High Street, there are very few incidents recorded along Horton Road.



### Summary

29. The units are relatively small industrial units within an existing industrial park, which has a dedicated access from Horton Road.



30. The units were formerly in B8 industrial use with elements of B2 use. It was occupied by Impress Sandwiches, preparing and distributing sandwiches.
31. The site is well connected to the local sustainable travel networks, including walking, cycling, bus and train infrastructure.

### The Proposed Development

32. The proposals seek a flexible E, B2 and B8 use within the units to increase marketing opportunities for these vacant units.
33. The units have previously been in a Class B2 with elements of B8 use.
34. The site will retain its existing pedestrian access point from Horton Road and existing connections to the footpath will be retained as existing.
35. The access is well lit and sufficiently wide given footfall is generally low.
36. Vehicle Access will remain as from Horton Road as existing. Traffic flows from the development are expected to be around the same magnitude as the existing use and therefore the existing access will remain satisfactory.
37. In terms of car parking, there are 5 dedicated parking spaces for unit 6 and 15 spaces for unit 7. There is a communal parking area to the front of the estate with additional parking.
38. There is a secure yard area for additional parking in addition to the above, if overspill parking is needed.
39. There is no proposed change to the number of parking spaces for these units.
40. There is no HGV parking on site and the size of the units does not require HGV servicing.
41. There is capacity within the site for van parking. (LGV/luton vans). The image below shows van parking at the site.



42. There is no proposed change to the parking arrangements for the site. Given the size of the units, the existing car parking provision complies with the Standards set out in Appendix 3 of the DMP document.
43. All units are serviced from the yard directly and all vehicles enter and exit the site in forward gear with sufficient turning provided to the rear of the yard.

#### Development Impact

44. It is not considered that there will be a material change in the vehicle trip rates from the site as the existing and proposed uses are similar in nature and the size of the units is such that they will not generate a significant number of trips to and from the site. A maximum of 4 vehicles per day arrivals and 4 departures are anticipated as a daily total. Based upon a worse case scenario.
45. Deliveries and servicing will take place as existing, using the dedicated bays in front of each unit and the yard areas if required. The yard can accommodate two vans at any one time and provides convenient capacity for deliveries.
46. The existing site has sufficient car parking capacity to ensure there is no impact on the surrounding roads.
47. The impact on the local highway network is considered to be negligible.