

**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**

**Travel Plan**

**February 2025**

## **Introduction**

This Travel Plan has been prepared in support of an application by LMO Overseas Investments Ltd (herein after “the applicants”) to address condition 4 attached to planning permission 72906/APP/2022/2555 for the change of use of units 6 and 7 to provide flexible industrial uses within the buildings.

The proposals are for the use of the buildings for flexible industrial uses.

This TP relates to Unit 7 which is due to be occupied by a Class B8 operator.

This TP is proportionate to the size of the unit and the number of expected employees (8no).

## **Purpose of this Report**

This TP is aimed at staff within the Proposed Development at Unit 7 Orbital Industrial Estate.

This TP is a ‘living’ document and, as such, will be actively promoted, reviewed and updated over time. This TP provides the basis for sustainable travel following the occupation of the Site.

The TP will assist with the long-term management strategy for the sustainable movement of both people and goods to the proposed use at Unit 7. A key focus of this will be to encourage walking, cycling and public transport use as an alternative way to access the Site, rather than using a private car.

The development is soon to be occupied and a Travel Plan Coordinator (TPC) has been appointed. This will be:-

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The TPC has been appointed prior to the first occupation of the new development, to manage the monitoring process.

The TPC will aim to promote the TP which focuses on:

- Improving the accessibility of the Site for all potential users;
- Increasing travel options to and from the Site and encouraging the use of more sustainable modes of travel such as walking, cycling and public transport (as an alternative to car use);
- Improving the health and well-being of the Site's users through encouraging active travel (walking and cycling) and reducing air and noise pollution;
- Reducing the demand for car travel; and
- Helping to achieve local and regional policy sustainable transport targets and objectives.

The Applicant recognises the value of sustainable travel, including deliveries and servicing, and the importance of producing Travel Plans.

## Travel Plan Structure

This Travel Plan is divided into seven chapters comprising:

- **Chapter 1:** Existing Site Context;
- **Chapter 2:** Policy and Guidance Context;
- **Chapter 3:** Proposed Development;
- **Chapter 4:** Objectives and Targets;
- **Chapter 5:** Travel Plan Management/Delivery;

## Chapter 1: Existing Site Context

### Existing Site Assessment

This TP relates to one warehouse building located at the Orbital Industrial Estate. The unit is 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.

The site is a small industrial estate with buildings arranged around a parking area.

The total existing floor area of Unit 7 is 786 sqm (GIA).

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.

### **Local Highway Network**

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

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.

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 Yiewsley High Street, there are very few incidents recorded along Horton Road.

### **Strategic Road Network**

Horton Road links directly to the A408 to the east which provides links to the M4 to the south (Junction 4) and to the M25 (Junction 15).

### **Public Transport**

**Rail** - 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).

**Bus** - 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.

Additional bus routes can be reached within a ten minute walk from the site at West Drayton Station.

**Active Travel** - Pedestrian access to the site is well lit with streetlighting and links the site with West Drayton Station.

A cycle lane is provided and The Grand Union Canal Walk also provides a pleasant walking route to the site via Horton Bridge Road.

**Public Transport Accessibility Level** - The site has a PTAL rating of between 2/3.

### **Local Amenities – shops and services near the site**

Retail/Food Outlet – Smokey Boys Café (500m)

General amenities – Yiewsley High Street – 0.5 miles

Recreation/open space – Stockley Park – 600m

## Chapter 2: Policy Context

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 2024
- The London Plan
- The Hillingdon Local Plan

The current National Planning Policy Framework (NPPF), updated in December 2024, sets out several transport objectives designed to facilitate sustainable development and contribute to wider sustainability by giving people a wider choice about how they travel, in particular Section 9 'Providing Sustainable Transport'.

Paragraph 115 states:

*"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:  
sustainable transport modes are prioritised taking account of the vision of the site the type of development and its location;*

*Safe and suitable access to the site can be achieved for all users;*

1. *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and National Modal Design Guide; and*
2. *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

Paragraph 116 continues:

*"Development should only be prevented or refuse on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation would be severe, taking into account all reasonable future scenarios."*

Paragraph 117(a) states that development should:

3. *"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."*

Paragraph 118 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

National Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements in Decision-Making' (2014)

National Planning Practice Guidance (NPPG) provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being in March 2014.

The London Plan sets out its transport policies in Chapter 10. This includes Policy T1 which seeks to facilitate sustainable modes of transport.

Policy T4 relates to transport impacts and suggests that proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

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

### **Chapter 3: The Proposed Development**

Unit 7 will be occupied by a B8 operator for the storage and distribution of food.

The site will retain its existing pedestrian access point from Horton Road and existing connections to the footpath will be retained as existing.

The access is well lit and sufficiently wide given footfall is generally low.

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.

In terms of car parking, 15 spaces are provided for unit 7. There is a communal parking area to the front of the estate with additional parking.

There is a secure yard area for additional parking in addition to the above, if overspill parking is needed.

There is no proposed change to the number of parking spaces for these units.

There is no HGV parking on site and the size of the units does not require HGV servicing.

There is capacity within the site for van parking. (LGV/luton vans). The image below shows van parking at the site.

### **Waste Storage and Collection**

A dedicated waste store is proposed within the service yard of the Proposed Development. The waste store will provide provision for the storage of all Site waste.

The waste collection strategy will be determined once the Site is occupied. The frequency of waste collection will be influenced by the nature of the business of the occupant and will be managed by either a public or private waste management company.

Waste collection and removal will likely be carried out using Eurobins and trade skips.

## **Chapter 4: Objectives and Targets**

The overarching objective of this TP is:

**“To facilitate the sustainable movement of staff and goods to and from the Proposed Development.”**

To support the realisation of this overarching objective, several sub-objectives have been set:

- Ensure the Site is accessible to all and that the needs of vulnerable groups, e.g., those with mobility impairments;
- Promote walking and cycling as an alternative to public transport use;
- Increase awareness of the TP and its constituent measures;
- Encourage the most efficient use of servicing vehicles;
- Promote smarter working and living practices that reduce the need to travel overall or during the peak periods;
- Encourage staff to use sustainable transport modes to access the Site, particularly walking and cycling;
- Encourage the use of cycle parking and associated facilities on Site;
- Improve the safety of persons travelling to and from the Proposed Development on foot or by cycle;
- Improve the health of staff and minimise the impacts on the environment; and
- Reduce single occupancy car use over the life of the Travel Plan.

### **Other Potential Travel Plan Targets**

| Target   | 3 <sup>rd</sup> Year Target | 5 <sup>th</sup> Year Target |
|--|-----------------------------|-----------------------------|
| Percentage of staff given the opportunity to take part in cycle training | 100%                        | All new staff               |

|  |                   |                    |
|--|-------------------|--------------------|
| Staff to have access to the Government's Cycle to Work Scheme                  | 100%              | 100%               |
| Reduction in business mileage  | A reduction of 5% | A reduction of 10% |
| Offices to be equipped with facilities for telephone and business conferencing | 100%              | 100%               |

## Chapter 5: Travel Plan Delivery

Effective management of the TP combined with clearly defined roles and responsibilities, is recognised as being fundamental to achieving the overarching objectives.

The incoming tenant will manage this overarching TP and will appoint a TPC. The TPC will have this role for the life of the TP.

### Travel Plan Coordinator

The TPC's responsibilities will include:

- Obtaining and maintaining commitment and support from staff;
- Giving advice and information on transport-related subjects to staff;
- Setting up and facilitating internal meetings;
- Identifying any additional measures as may be necessary to help achieve the targets.

### Travel Plan Awareness and Monitoring

The success of the Travel Plan is dependent on the development and implementation of an effective marketing strategy which will be progressed by the occupier.

To increase awareness of the TP, staff and visitors will be given information on the sustainable ways to travel to and from the application sites within the local area.

It is essential that staff are involved in the implementation and evolution of the TP.

The TPC will produce a marketing strategy which could include:

- Provision of local transport information on a website or intranet;
- Provision of Travel Plan information on a development website/intranet with links to relevant external websites, e.g., real-time travel information; and
- Annual review and update of all marketing information and material.

### Initiatives to Encouraging Sustainable Travel

The Action Plan details the specific measures that are to be pursued in relation to encouraging more sustainable travel patterns such as greater cycling, walking, use of public transport, and the use of other non-single occupant car modes of travel.

## Efficient Use of Private Vehicles

This TP recognises that the use of private cars varies and that whilst this can be reduced, it cannot be totally eradicated for several reasons such as shift patterns and mobility issues.

The TP will therefore encourage staff to make informed decisions about how they travel and will discourage the use of private cars, including setting a target of reducing single occupancy car use over the life of the Travel Plan by 5%.

This measure will be supported by the initial designation of car-sharing spaces close to building entrances.

In addition, this TP advocates good access for servicing and deliveries, to avoid congestion in and around the Proposed Development.

## Visitor Travel

The TP aims to reduce the number of visitors and to encourage essential journeys to be made by sustainable modes of transport. Visitors will be able to access guidance on how to reach the Site by all modes so that they can make an informed decision. This guidance will highlight the commitment to sustainable transport modes and that car parking is limited. The companies website will make clear how to access the site via public transport means.

Measures to be adopted by Shubham Foods Ltd:-

- 1) Appointment of a Travel Plan Coordinator
- 2) Provision of information to employees and visitors on parking arrangements, walking cycling and public transport
- 3) Detailed information provided to all employees on benefits of walking and targets for encouraging public transport use
- 4) A Tax -efficient cycle purchase scheme will be available to employees
- 5) The occupier will hold promotional events to encourage cycling
- 6) Deliveries and servicing will be managed and reduced where possible to ensure these are efficiently managed