



Transport Note

To: **London Borough of Hillingdon**
From: **Iceni Projects Ltd, Transport**
Date: **September 2026**
Title: **Section 73 Application: Change of Use of Commercial Unit (C1) at Crown Trading Estate to a Nursery Use**

Introduction

1. Iceni Projects Ltd (IP) prepared this Transport Note (TN) for GS Hayes Owner Limited ('the Applicant'), to support an application under Section 73 of the Town and Country Planning Act 1990 (as amended) and seek approval for a material amendments to the extant planning permission for The Crown Trading Centre, Clayton Road, Hayes, Hillingdon, UB3 1DU ('the Site') under LPA ref. 73955/APP/2022/2613.
2. The purpose of the proposed amendment is to secure an additional lawful use of nursery Class E(f) to the existing Class E flexibility for the largest commercial unit (C1) at ground floor level and mezzanine level. The proposed S73 is not considered to result in the loss of meaningful employment capacity, but rather to improve the prospect of securing employment-generating uses and meeting the objectives of the site allocation.
3. The TN considers converting the largest commercial unit (C1) to nursery use and concludes there will be no significant impact on traffic or parking compared to the original Transport Assessment.
4. This TN also takes account of the comments from the London Borough of Hillingdon (LBH) highway officer provided in italics below, relative to the submission of the March 2026 Transport Note, produced by Iceni Projects:

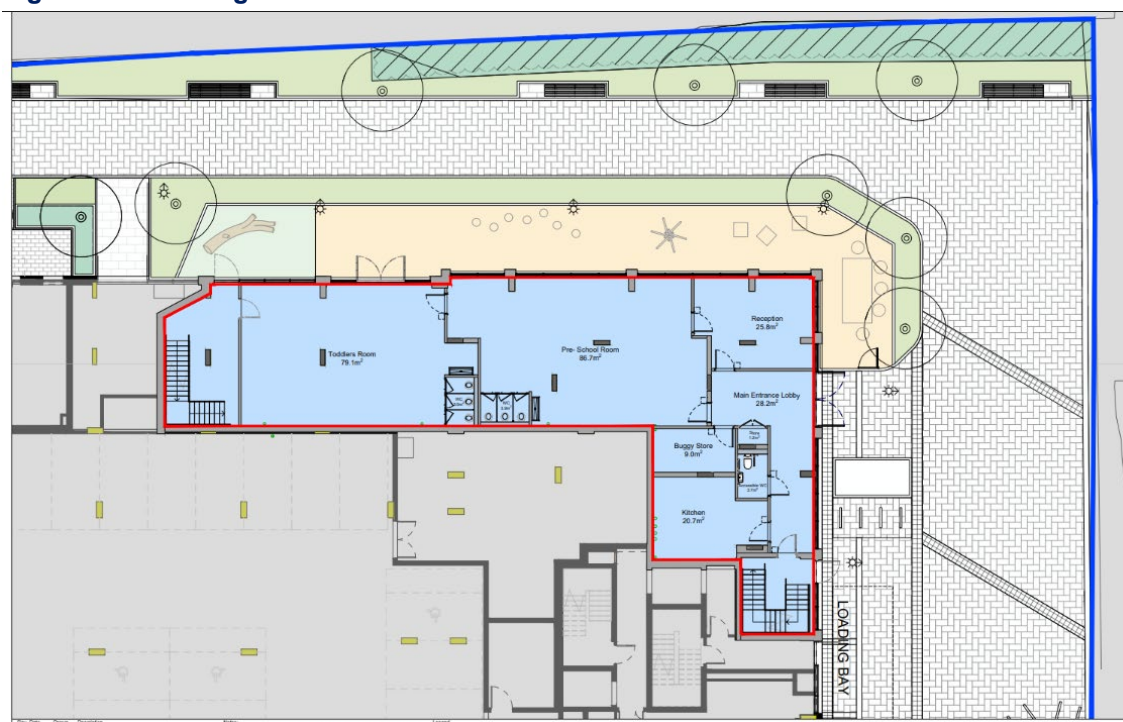
"It is proposed that there would be quite a high number of children using the nursery (150 at full capacity) and two parking spaces would seem inadequate and therefore we have concerns about the impact of the operation on the surrounding roads and the access within the site itself. I visited the site again and noted that whilst there is unrestricted parking surrounding the site, much of this seemed to be in use presumably by residents of the Memento development, by workers in the surrounding industrial units, or other residents or people parking to use the Elizabeth Line. Whilst the aspiration would be that most people would not be driving children to the site, this often does not reflect reality given the age of the children and potential distance that parents may be travelling. There is concern that the use could result in unauthorised parking along restricted parts of Clayton Road subject to parking controls or within the access to the site.

The transport statement and design and access statement refer to a similar nursery operation that the potential occupiers operate in Ealing. Could you provide the planning reference for this application as I would like to review the background details of the application. My concern though is how the use would be workable in transport terms and I would like further details on how pick up and drop off will be managed. Could your consultants review the technical note to provide some further detail on these points".

5. The officer's comments, outlined above, are addressed in paras 16 to 22 and 46 through 53.

6. Planning permission was first granted in September 2020 (ref: 73955/APP/2020/139) for the demolition of the existing industrial units and the construction of a residential-led mixed-use development comprising 407 residential units (Class C3) and 1,175 sqm of employment floorspace (then Class B1), along with associated access, landscaping, car and cycle parking, and public realm improvements across buildings of 3 to 11 storeys. The permission was subsequently amended via a Section 73 application (ref: 73955/APP/2022/2613) approved in March 2023, which introduced a series of minor design modifications. That Section 73 approval constitutes the operative planning permission for the Site.
7. The four ground floor commercial units, comprising one larger unit (Unit C1, approximately 468m²) and three smaller units (Units C2, C3 and C4, each approximately 150–200m²), remain vacant.
8. The Applicant successfully secured a Non-Material Amendment (ref: 73955/APP/2025/2473, approved December 2025) to introduce additional flexibility across the commercial units. That approval introduced Condition 42 to the permission, which permits a broader range of Class E uses for all four units, while retaining restrictions appropriate to the size and context of each unit. In particular, Unit C1, the largest unit and subject of this application, was granted flexibility for uses falling within Class E(a) (excluding food retail), E(b), E(c)(i, ii and iii), E(d) and E(g)(i).
9. Notwithstanding the additional flexibility now in place, the commercial units remain unlet. In the course of ongoing marketing, however, the Applicant has identified a willing operator (Little Monkeys Nursery) seeking to establish a day nursery (Use Class E(f)) within Unit C1 (**Figure 1-1**). This represents a concrete and immediate prospect of occupancy that would directly address the vacancy, activate the ground floor frontage, and contribute meaningfully to the mixed-use character of the development.

Figure 1-1 Existing Commercial Unit C1

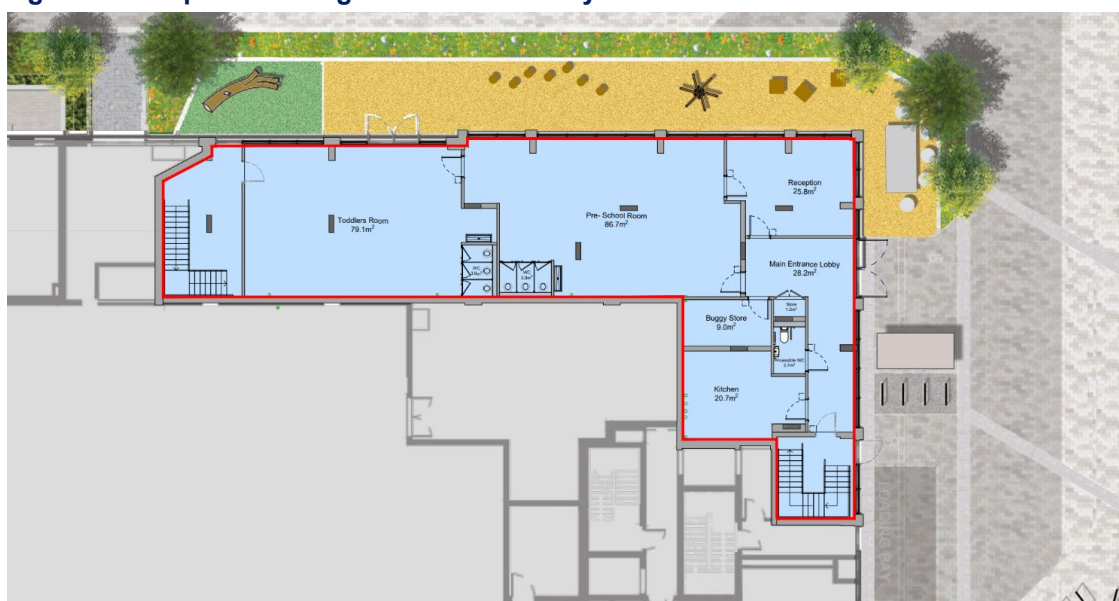


10. In the pre-application advice, officers identified highway impacts as a principal area of concern in connection with the proposed nursery use, noting that the patterns of vehicle movement associated with pick-up and drop-off activity, including the volume, timing and concentration of trips, would be materially different from those generated by the consented office use. This is discussed later in the TN.
11. The approved scheme benefits from six car parking spaces and 26 cycle spaces serving the commercial units, together with an approved servicing strategy including swept path analysis. The minor amendments to the access and servicing arrangements proposed as part of this application, including the designation of a managed drop-off and pick-up area, have been designed to work within the parameters of those approved arrangements.

Proposed Change of Use

12. Accordingly, this TN is seeking to establish a day nursery (Use Class E(f)) within the commercial unit (C1) and is seeking to show that there will not be a conflict between nursery-related vehicle movements and the residential parking and servicing arrangements approved for the development. Furthermore, it will look to demonstrate that the proposed use would not give rise to unacceptable highway impacts. The proposed layout for the nursery is illustrated in **Figure 1-2**.

Figure 1-2 Proposed Change of Use to Nursery



Little Monkeys Nursery

13. The Site is expected to offer up to 150 nursery places, which represents the maximum operational capacity of the nursery. This capacity has been determined in accordance with room sizes, staff deployment, and statutory adult-to-child ratios. The maximum number of staff on site at any one time will be 40, ensuring appropriate levels of supervision, safeguarding, and quality of care. However, based on the operator's experience of the Little Monkeys nursery they run at Greenford Quay in Greenford within the London Borough of Ealing, the assumption is that the Site will follow a similar pattern to this.

14. The Little Monkeys nursery at Greenford Quay reached 50% occupancy after five years, starting lower and growing gradually. Full capacity is unlikely, so this assessment analyses a scenario with 75 children (half capacity) and up to 20 staff.
15. The nursery will offer flexible drop-off and collection times within operating hours, resulting in a steady flow of traffic rather than peak congestion. Located in a PTAL 3/4 area with moderate to good public transport access, parents are encouraged to walk, cycle, or use public transport for drop-off and pick-up. With 407 residential units on site, some trips will be internal. There are 55 bus services within 400m and 14 train services per hour at Hayes and Harlington station (515m away), providing convenient alternatives to driving. As a result, fewer cars are expected at the site, and two drop-off/pick-up spaces should suffice as this is considered overly robust.

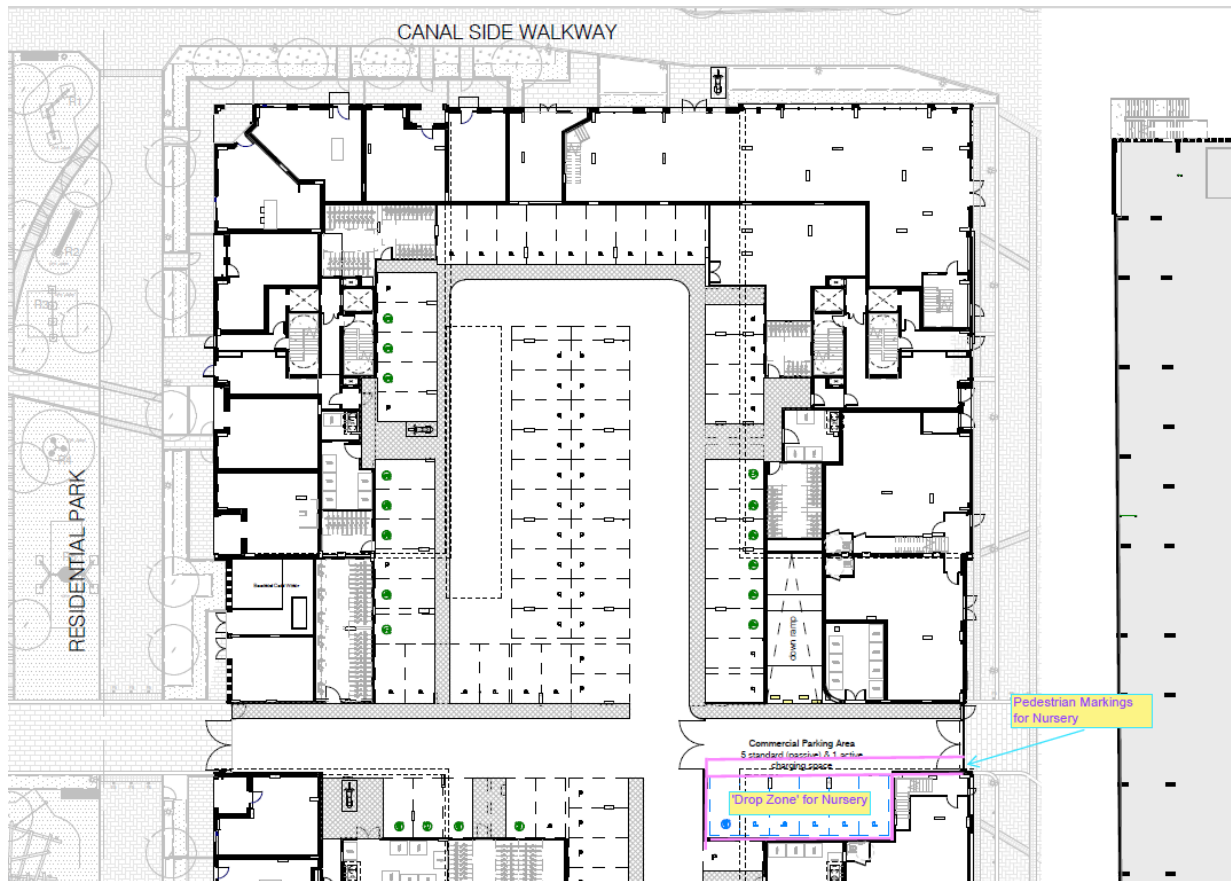
Access Strategy

16. The access strategy details the drop-off and pick-up process for parents/guardians, as well as service vehicle routes. It prioritises walking, cycling, and public transport over private car use (although a TRICS assessment is undertaken of vehicle movements to/from the nursery use), with some trips expected to be internal. The operational principles reference the existing Little Monkeys Nursery at Greenford Quay.

Drop-off/Pick-Up Arrangements

17. A drop-off and pick-up area for parents/guardians will be available in the commercial parking within the building footprint (**Figure 1-3**). All six commercial spaces will be allocated to the nursery for this purpose of the proposed 'drop zone' area. These six commercial parking spaces have previously been dedicated for the use of the commercial occupiers; however to replace these, three spaces will be allocated to the remaining commercial occupiers from the currently unallocated residential spaces. In principle, this provides a larger drop zone for the nursery area than the two spaces outlined under the March 2026 TN.
18. The overall development provides for a total of 189 parking spaces for 407 units on Site, equating to a parking ratio of around 46.4%. Of these parking spaces, 43 are allocated to Metropolitan Thames Valley House (the RP for the affordable housing element of the development), 3 reserved for the car club, and 143 are under the control of the client, of which 12 currently remain unallocated and unreleased. It is from these unallocated spaces that the three new commercial spaces will be drawn. The overall level of parking provision will still exceed the requirements of the current London Plan and the relevant standards within Hillingdon policy.
19. Furthermore, with the development now exceeding 90% occupancy, parking demand has levelled out, with approximately 10% of the allocated parking spaces still available to let. This indicates that there is no operational requirement for the three spaces for future occupiers, outlined above, to be retained to meet that existing or future parking demand. The idea is that these spaces can be repurposed without affecting parking provision for residents or commercial occupiers.

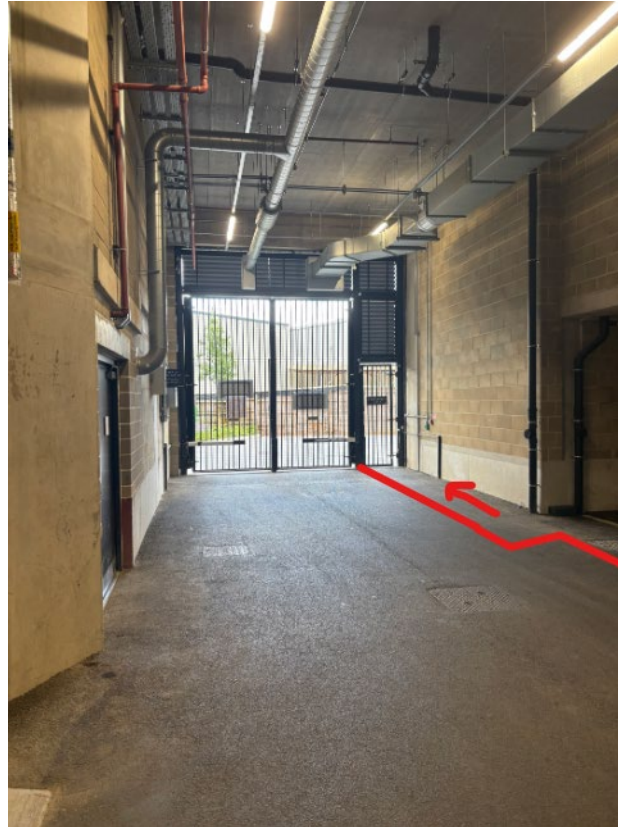
Figure 1-3 Commercial Provision Given over to Children's Nursery (Ground Floor Level)



20. The six spaces provide a designated area for parents/guardians to drop off children when driving to the nursery, typically as part of a linked trip. Most site visits are expected to be combined with other activities, such as commuting to work or school. Although private vehicle trips will be evaluated, they are unlikely to represent a significant portion of site visits due to the site's PTAL rating.
21. The Little Monkey nursery at Greenford Quay currently operates with no dedicated drop-off/pick-up area but does provide for some on-street parking that is controlled by up to 30 minutes of free-parking, however this is a short walking distance from the nursery. The closest parking bays to the nursery have 'no parking at any time' signs.
22. At the Site, a car will access from Clayton Road, head north until they reach the gated access to the building within the public realm. Automatic Number Plate Recognition (ANPR) camera-controlled features will be provided at the gated access so only vehicles registered with the nursery will be able to access the drop-off/pick-up area. All new parents/guardians will be told about this operation when starting at the nursery. Bollards within the public realm, north of the gated access, will ensure cars are unable to set down near the nursery entrance. This provides an enforceable management of vehicle movements to the drop-off/pick-up area within the commercial parking area.
23. In addition, the proposals will introduce a safe pedestrian route, using ground markings for the parent/guardian to walk their child to the nursery entrance, within the parking area (shown in **Photo 1-1**) and then return to their car and leave through the access gate.

Photo 1-1

Proposed Pedestrian Ground Markings



24. The vehicle will head south out of the Site onto Clayton Road and rejoin the local highway network.
25. The proposed access will provide enough room for two vehicles to enter and exit simultaneously when dropping off/picking up children. Swept path analysis (**Figure 1-4 and Appendix A1**) demonstrate that cars have sufficient room to perform manoeuvres into the parking area. All vehicles can enter and exit the site in forward gear. This demonstrates vehicle access to/from the site can be carried out efficiently and safely.

- ### General Commercial Car and Cycle Parking

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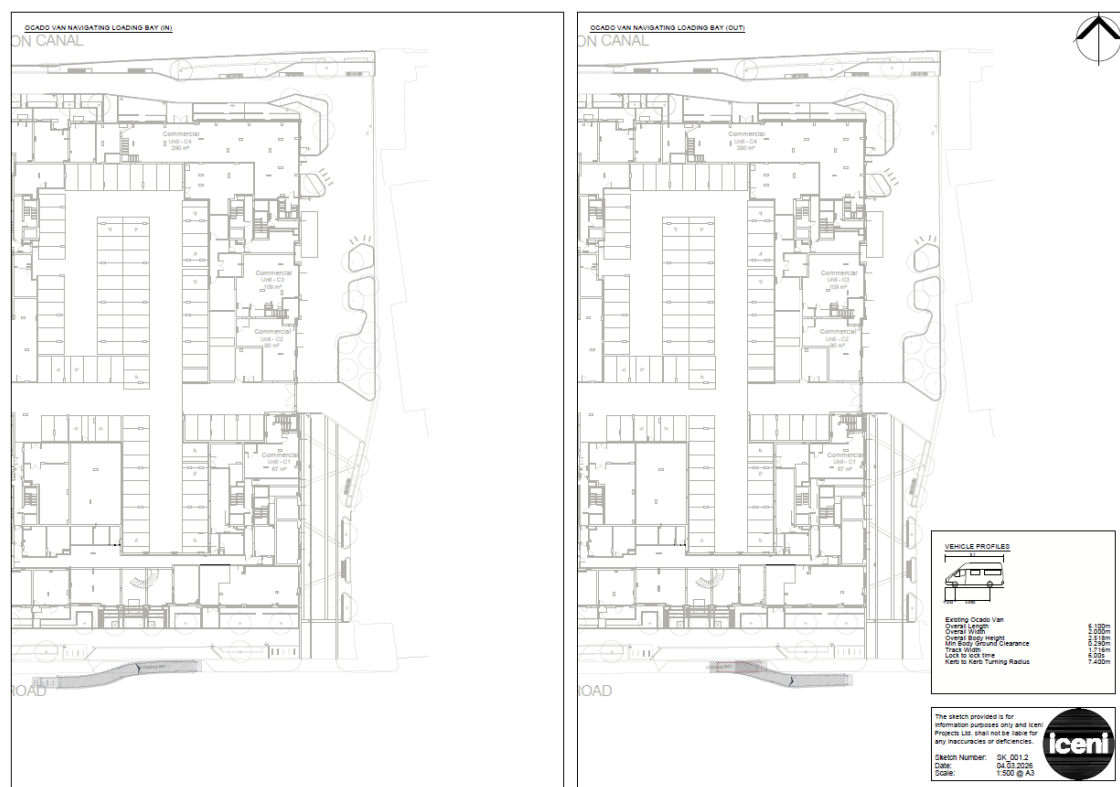
the Site. Even at 50% occupancy, with 150 nursery places and 40 staff, up to 20 staff could be present, yet parking is unlikely to be required because most staff are recruited locally.

31. The nursery plans to use some of the existing 26 cycle stands provided for all the commercial units. This arrangement offers suitable facilities for a nursery of this size, enabling staff to cycle to work knowing proper amenities are available. These cycle spaces will also be accessible to parents/guardians. If there is high demand for these spaces, dwell times will be limited to five minutes, which can be managed as part of the wider provision for the Site.

Servicing Vehicles

32. The operator states that the Little Monkey nursery at Greenford Quay, receives a dedicated food delivery vehicle once per week. As a result, all nursery related deliveries at this Site will utilise the Clayton Road loading bay. Smaller items, such as nappies, are delivered sporadically and do not count as official delivery trips.
33. This arrangement is consistent with and potentially lower than the servicing trips previously approved for the commercial unit (C1) and should not significantly affect the local highway network. The nursery will coordinate these weekly deliveries, ensuring proper scheduling on delivery days. Delivery vehicles will be similar in size to a 9T Tesco van or similar vehicles used by supermarkets. Since deliveries will take place at the Clayton Road loading bay, the vehicle is not expected to enter the public realm. Deliveries will be monitored regularly, and, according to the tracking shown in **Figure 1-5 and at Appendix A1**, the vehicle's dimensions are compatible with the loading bay.

Figure 1-5 Tracking of Delivery Vehicle into Loading Bay



34. In the unlikely event that vehicles go beyond the bollards (it would need to be coordinated with the nursery management team to ensure they are removed or lowered) and temporarily occupy

the public realm beside the nursery building (in the designated loading bay), they would simply unload and exit via the Clayton Road access.

35. Refuse collection will be handled according to the broader waste management plan, rather than being assigned only to the nursery. It will be integrated into the general waste collection strategy covering all commercial activities on Site as per approved application.
36. The previously submitted and approved swept path analysis continues to be valid, as there are no proposed modifications to the servicing routes, vehicle types, or operational infrastructure within the facility.
37. This does not introduce amendments to the service arrangements proposed as part of this application, as including the designation of a loading bay, have been designed to work within the parameters of those approved arrangements. Given the ad-hoc nature of the food deliveries (once a week) to the nursery, they do not alter the quantum of servicing vehicle movements of the consented scheme.

Trip Generation – Original Transport Assessment

38. It is important to note that the approved Crown Trading Centre development includes for a number of operational businesses within E(g)(ii) (business), B2 (general industrial) and Sui Generis uses. For the previous work, the TRICS database was interrogated to find suitable data to assist in projecting the trip generation of the proposed commercial element of the development was based on offers up to 1,175m² of retail and commercial space, which was reflected in the Transport Assessment (TA) produced for the Site.
39. This included providing person trip rates statistics within the '*Employment Office*' category (02-A) of the TRICS database. The TRICS sites were filtered to the following criteria:
 - Database version: v7.6.2;
 - Survey type: Multi-modal surveys only;
 - Size: up to 5,000m² GFA;
 - TRICS location type: 'Neighbourhood Centre' and 'Suburban Area' only;
 - Regions: Greater London sites only;
 - Weekday survey data only (exclusion of Saturday and Sunday surveys); and
 - Recent survey data only (exclusion of surveys undertaken prior to 01/01/2011). 5.3.2
40. To forecast the modal split of the person trips generated by the proposed commercial development, as outlined above, local travel patterns were interrogated using '*Method of Travel to Work*' data from the 2011 National Census. The Census derived modal split (65.5%) was then applied to the person trip generation projections to calculate the number of trips by each mode.
41. The approved trip rates for the Commercial element (which includes the largest C1 commercial unit), based on are shown below in **Table 1-1**.

Table 1-1 Approved Traffic Generation for Commercial Use on Site

Mode of Travel – Commercial Element (1,175m ²)	Modal Split	AM Peak		PM Peak		Daily (0700 – 1900)	
		Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Car	65.5%	15	1	2	19	84	82

42. The TA demonstrated that the proposed commercial development would be expected to generate up to 16 two-way vehicle trips during the AM (08:00-09:00) peak hour, with 21 during the PM (17:00-18:00) peak hour and 166 across the full daily period (07:00-19:00).

Trip Generation Comparison

43. To calculate the vehicular trip generation of the nursery use, the most comparable sites on the TRICS database has been used to estimate trip generation. The most similar use class on TRICS is 'Education Day - Nursery'. The full TRICS output is included in [Appendix A2](#) of this report.

44. The TRICS sites were filtered to the following criteria:

- Database version: v8.25.12
- Survey type: Vehicle surveys only;
- Size: Range 34 – 124 Pupils;
- TRICS location type: 'Edge of Town Centre, Neighbourhood Centre and Suburban Area only;
- Regions: England only;
- Weekday survey data only (exclusion of Saturday and Sunday surveys);
- No PTAL sites available;
- Parking Spaces Range: 3 – 8; and
- Survey Dates: 17/01/14 to 06/09/23.

45. The trip rates for the Nursery use are shown below in [Table 1-2](#).

Table 1-2 Proposed Nursery Trip Generation

Number of trips				Trip Rate (Based on 75 Nursery Places)		
Time Period	Arrive	Depart	Total	Arrive	Depart	Total

AM 08:00-09:00	12	12	24	0.157	0.157	0.314
PM 17:00-18:00	10	11	21	0.127	0.152	0.279
Daily Two-way Trips	56	55	111	0.750	0.729	1.479

46. **Table 1-2** shows the Site will generate 24 two-way vehicle movements in the AM and 21 in the PM peak. Many of these trips are likely to be linked trips associated with school or work travel. The TA indicates that the proposed commercial development would add up to 16 two-way trips in the AM peak hour (08:00-09:00), 21 in the PM peak hour (17:00-18:00) and 166 trips across the full day (07:00-19:00).
47. The AM peak two-way vehicle trips show a slight increase, but PM peak trips remain stable. Daily two-way trips are reduced compared to approved use. Note that **Table 1-2** does not account for nursery sites in PTAL areas, as these are generally absent from the TRICS database. The parking range parameter was set between 4 and 8 space, the lowest viable range, to maximise available outputs for extrapolation from TRICS to adjust to take advantage of the lack of PTAL sites to make them more comparable.

Dwell Times in Drop-Off/Pick-Up Area

48. On the assumption of dwell times of five minutes per vehicle, which are regarded as an acceptable dwell time for the nursery drop-off/pick-ups, a capacity for each of the drop-off/pick-up bays has been calculated. Further assumptions included in this calculation are provided below:
- All vehicle place between 07:00 and 19:00 – a robust assumption as vehicles will likely come before and after those times;
 - This is based on 75 nursery places from the opening day along with testing a sensitivity test of 150 places at full occupancy rate;
 - Assumes that no staff trips to site, which is potentially built into the TRICS data; and
 - The spaces bays can cater for one car at one time – again, this is robust.
49. Assuming one vehicle per bay, this then gives a capacity of 6 x12 hours per day, or 720 minutes per bay (4,320 minutes in total across the 12-hour day). As stated above, vehicles will likely have a dwell time of 5 minutes. The dwell times have been applied to the number of vehicles in **Table 1-2** and summarised in **Table 1-3**.

Table 1-3 Vehicle Dwell Time (per 5 minutes)

Vehicle Type	Vehicle Mix	No of trips by vehicle	Based on 6 bays
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Car	100%	111	555
Total	100%	111	555
7 -7 Capacity			4,320
Spare Capacity			3,765

50. The information presented in **Table 1-3** shows that there is 3,765 minutes of spare capacity. Or if calculated back, enough capacity for multiple additional vehicle movements per day.
51. Whilst if all vehicles turned up with equal time between drop-off/pick-up, this would suggest plenty of capacity, in reality this is not the case, and as such we have used data from TRICS to determine a trip profile across the two and a half hour peak periods, not just the single hour profile shown in **Table 1-2**.
52. **Table 1-4**, based on TRICS data, outlines expected vehicles per space during each hourly period (three hours each in AM and PM). Assuming each bay serves one vehicle at a time and spans six bays with an average dwell time of five minutes, each bay can accommodate up to 12 vehicles per hour (6 x 12).

Table 1-4 Bay Capacity – Profile of AM/PM Peak Periods (Based on 75 nursery places)

Time Period	Two-Way Trips	Number of Trips Per Bay (5 minutes)						Spare Capacity (out of 360 minutes for 6 bays)
		Bay 1	Bay 2	Bay 3	Bay 4	Bay 5	Bay 6	
07:00-08:00	15	15	15	15	15	15	0	285
08:00-09:00	24	20	20	20	20	20	20	240
09:00-10:00	5	10	10	5	0	0	0	335
16:00-17:00	10	10	10	10	10	10	0	310
17:00-18:00	21	20	20	20	20	20	5	255
18:00-19:00	4	5	5	5	5	0	0	340

53. The assessment in **Table 1-4** demonstrates that the proposed nursery can be accommodated without generating adverse transport or parking impacts. Baseline analysis using 75 nursery places shows that peak-hour demand remains comfortably within the Site's six on-site parking spaces, with staggered drop-off and pick-up patterns ensuring efficient turnover.

Assessment Based on 150 Nursery Pupils

54. **Table 1-5** presents an assessment based on 150 nursery places, derived by doubling the trip rates set out in **Table 1-3**.

Table 1-5 Bay Capacity – Profile of AM/PM Peak Periods (Based on 150 nursery places)

Time Period	Two-Way Trips	Number of Trips Per Bay (5 minutes)						Spare Capacity (out of 360 minutes for 6 bays)
		Bay 1	Bay 2	Bay 3	Bay 4	Bay 5	Bay 6	
07:00-08:00	30	30	30	30	30	30	0	210
08:00-09:00	48	40	40	40	40	40	40	120
09:00-10:00	10	20	20	10	0	0	0	310
16:00-17:00	20	20	20	20	20	20	0	260
17:00-18:00	42	40	40	40	40	40	10	150
18:00-19:00	8	10	10	10	10	0	0	320

55. **Table 1-5** shows a robust assessment doubling trip rates to reflect full capacity at the nursery of 150 places. This scenario confirms that parking accumulation would remain manageable, with no evidence of capacity being exceeded in either peak based on six spaces. The Site's strong sustainable travel credentials, supported by its higher PTAL rating and enhanced accessibility compared to comparable nurseries such as Little Monkey at Greenford Quay, further reduce reliance on private car use. Overall, the development is expected to operate effectively within the local transport network, with no material impact on highway safety or parking conditions. This should alleviate concerns from LBH officers around two parking spaces appearing inadequate to deal with 150 nursery places and the impact of the operation on the surrounding roads and the access within the site itself.

Dwell Times in Drop-Off/Pick-Up Area – Sensitivity Test of 8 minutes per Bay

56. Following discussions with officers, it has been determined that a higher assumption than 5-minute dwell time at the nursery, should be tested. We have recalibrated the assessment, to use a more conservative drop-off/pick-up time of 8-minute dwell time per vehicle. A capacity test for each of the drop-off/pick-up bays (6 bays) has been calculated. The assumptions remain as though outlined in paragraph 46 above.
57. Assuming one vehicle per bay, this then gives a capacity of 6 x 12 hours per day, or 720 minutes per bay (4,320 minutes in total across the 12-hour day). For this assessment, vehicles will likely have a dwell time of 8 minutes. The dwell times have been applied to the number of vehicles in **Table 1-6** and summarised in **Table 1-7**.

Table 1-6 Proposed Nursery Trip Generation

Number of trips				Trip Rate (Based on 100 Nursery Places)		
Time Period	Arrive	Depart	Total	Arrive	Depart	Total
07:00-08:00	12	8	20	0.116	0.082	0.198
08:00-09:00	16	16	31	0.157	0.157	0.314

09:00-10:00	4	3	6	0.036	0.027	0.063
16:00-17:00	7	6	13	0.066	0.061	0.127
17:00-18:00	13	15	28	0.127	0.152	0.279
18:00-19:00	2	3	5	0.023	0.029	0.052
Daily Two-way Trips	75	73	148	0.750	0.729	1.479

Table 1-7 Vehicle Dwell Time (per 8 minutes)

Vehicle Type	Vehicle Mix	No of trips by vehicle	Based on 6 bays
Car	100%	148	1,184
Total	100%	148	1,184
7 -7 Capacity			4,320
Spare Capacity			3,136

58. The information presented in **Table 1-7** shows that there is 3,136 minutes of spare capacity. Or if calculated back, enough capacity for multiple additional vehicle movements per day.
59. Whilst if all vehicles turned up with equal time between drop-off/pick-up, this would suggest plenty of capacity, in reality this is not the case, and as such we have used data from TRICS to determine a trip profile across the two-and-a-half-hour peak periods, not just the single hour profile shown in **Table 1-6**.
60. **Table 1-8** is based on a 100 children's nursery places (as shown in **Table 1-4**) to enable a comparison with 75 children nursery places for 5-minute dwell time, which is shown in **Table 1-4**.

Table 1-8 Bay Capacity – Profile of AM/PM Peak Periods (Based on 100 nursery places)

Time Period	Two-Way Trips	Number of Trips Per Bay (8 minutes)						Spare Capacity (out of 360 minutes for 6 bays)
		Bay 1	Bay 2	Bay 3	Bay 4	Bay 5	Bay 6	
07:00-08:00	20	32	32	24	24	24	24	200
08:00-09:00	31	48	40	40	40	40	40	112

09:00-10:00	6	8	8	8	8	8	8	312
16:00-17:00	13	24	16	16	16	16	16	256
17:00-18:00	28	48	48	40	32	32	24	136
18:00-19:00	5	8	8	8	8	8	0	320

61. The assessment in **Table 1-8** demonstrates that the proposed nursery can be accommodated without generating adverse transport or parking impacts. Baseline analysis using 100 nursery places, with a dwell time of 8 minutes, shows that peak-hour demand still remains comfortably within the Site's six on-site parking spaces, with staggered drop-off and pick-up patterns ensuring efficient turnover.

Additional Information from Greenford Survey Results

62. The vehicle generation using the TRICS assessment forecasts were based on 75 and 150 nursery places assessing the impact on parking at the Site, with the following outputs for 75 nursery places in the AM and PM peaks:
- 24 two-way vehicle trips during the AM peak hour (08:00–09:00); and
 - 21 two-way vehicle trips during the PM peak hour (17:00–18:00).
63. Whilst these forecasts have been used within the parking assessment, an additional survey was undertaken at the Little Monkey's nursery in Greenford, to validate the level of vehicle movements and assess the likely parking demand associated with parent drop-off and pick-up activity.
64. The results of the Greenford nursery survey show a maximum of 64 children (using a Wednesday) and was considered comparable in terms of operational characteristics to the proposed development. The survey recorded arrivals and departures during the morning drop-off and afternoon pick up periods, including travel mode and vehicle activity.
65. The purpose of the survey was not to replace the TRICS assessment, but to provide a local validation exercise and to understand the operational characteristics of a similar nursery.

Little Monkey Greenford Survey Results

66. The survey recorded a total of 128 parent movements (64 children). The observed travel mode split was as follows:

Table 1-6 Record Survey Outputs based on Mode of Transport (64 Children)

Mode	No of trips by Movement	Percentage
Walking	82	64%
Car	46	36%

Total	128	100%
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67. The survey demonstrates that walking represented the predominant travel mode, with almost two-thirds (64%) of all parent movements undertaken by this mode of transport. Consequently, the demand for vehicle parking was significantly lower than would be generated if all children were assumed to arrive by car.
68. The observed movement profile from Greenford nursery is summarised in **Table 1-7**, which has been based on 30-minute intervals.

Table 1-7 Greenford Nursery Observed Parent Movement (64 Children)

Time Period	Walking Movements	Vehicle Movements	Total Movements
07:30-08:00	13	5	18
08:00-08:30	10	5	15
08:30-09:00	8	3	11
09:00 – 09:30	12	4	16
16:00-16:30	2	2	4
16:30-17:00	2	4	6
17:00-17:30	8	4	12
17:30-18:00	16	5	21
18:00-18:30	10	5	15

69. The outputs of the Greenford survey demonstrate that vehicle movements are low compared to the TRICS data vehicle output, but it does mirror the spread across a drop-off and pick up period rather than occurring within a single peak hour. As such, morning vehicle arrivals occurred over two hours, whilst evening collections occurred over approximately two and a half hours.
70. To ensure consistency, each of the following bay capacity tables mirror that of the TRICS assessment, in that the capacity of the six bays is tested relative to 75 and 150 nursery places being provided at the proposed nursery based on the data from Greenford. That said, it is expected that the number of nursery places could be capped at 100, but to understand the level of demand expected at the proposed nursery, the assessment looks to capture the difference between the scenarios 75 and 150).
71. As the Greenford survey results are based on 64 children nursery places, a factor of 1.17 has been applied to this number to enable a comparison with 75 children nursery places, which is shown in **Table 1-8**.

Table 1-8 Bay Capacity – Profile of AM/PM Peak Periods (Based on Greenford Survey for 75 nursery places)

Time Period	Number of Trips Per Bay (5 minutes)	Spare Capacity (out of 180 minutes for 6
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	Two-Way Trips (factor of 1.17)	Bay 1	Bay 2	Bay 3	Bay 4	Bay 5	Bay 6	bays) as per 30 minutes
07:30-08:00	6	10	10	10	0	0	0	150
08:00-08:30	6	10	10	10	0	0	0	150
08:30-09:00	4	10	10	0	0	0	0	160
09:00 – 09:30	5	10	10	5	0	0	0	155
16:00-16:30	2	5	5	0	0	0	0	170
16:30-17:00	5	10	10	5	0	0	0	155
17:00-17:30	5	10	10	5	0	0	0	155
17:30-18:00	6	10	10	10	0	0	0	150
18:00-18:30	6	10	10	10	0	0	0	150

72. **Table 1-8** shows a scenario for 75 nursery places, which confirms that parking accumulation would remain more than manageable, with no evidence of capacity being exceeded in either peak based on six spaces with parent staying on site for approximately five minutes on average.

73. Based on the observed survey, the busiest period recorded was when six vehicle movements occurred within 30 minutes across six bays. This equates to approximately one vehicle arrival/departure every 30 minutes. With an observed dwell time of approximately five minutes, vehicles would have departed before subsequent vehicles arrived.

74. **Table 1-9** is based on a 150 children's nursery places, a factor of 2.34 has been applied to this number to enable a comparison with 150 children nursery places, which is shown in **Table 1-9**.

Table 1-9 Bay Capacity – Profile of AM/PM Peak Periods (Based on Greenford Survey for 150 nursery places)

Time Period	Two-Way Trips (factor of 2.34)	Number of Trips Per Bay (5 minutes)						Spare Capacity (out of 180 minutes for 6 bays) as per 30 minutes
		Bay 1	Bay 2	Bay 3	Bay 4	Bay 5	Bay 6	
07:30-08:00	12	10	10	10	0	0	0	150
08:00-08:30	12	10	10	10	0	0	0	150
08:30-09:00	7	10	10	0	0	0	0	160
09:00 – 09:30	9	10	10	5	0	0	0	155
16:00-16:30	5	5	5	0	0	0	0	170
16:30-17:00	9	10	10	5	0	0	0	155
17:00-17:30	9	10	10	5	0	0	0	155
17:30-18:00	12	10	10	10	0	0	0	150
18:00-18:30	12	10	10	10	0	0	0	150

75. **Table 1-9** shows a scenario for 150 nursery places, which confirms that parking accumulation would still remain more than manageable, with no evidence of capacity being exceeded in either peak based on six spaces with parent staying on site for approximately five minutes on average.
76. Based on the observed survey, the busiest period recorded was when 12 vehicle movements occurred within 30 minutes across six bays. This equates to approximately one vehicle arrival/departure every 15 minutes. With an observed dwell time of approximately five minutes, vehicles would have departed before subsequent vehicles arrived.

Summary

77. The proposed nursery use does not alter the layout or floorspace of the existing commercial unit (C1), nor does it require any changes to the established car parking provision, servicing arrangements, or access routes. As such, the operation of the nursery remains consistent with the parameters previously approved. The assessment has therefore been undertaken with reference to the original TA, which already acknowledged that the Site would generate some vehicle movements; however, these remain comfortably within the scope of the consented scheme.
78. Under the revised mix of 75 nursery places, overall transport activity may increase marginally, but not to a degree that would constitute a material change. Drop-off and pick up activity continue to be spread across extended morning and afternoon periods, resulting in dispersed arrivals and departures.
79. The TRICS assessment has been retained as the basis for assessing the potential highway impact of the development. To validate the predicted operational characteristics, a survey was undertaken at Little Monkeys Greenford nursery with 64 children observed on a Wednesday. The survey identified that walking represented the predominant mode of travel, accounting for approximately 64% of parent movements, with only 36% undertaken by car. The observed vehicle movements were shown to be distributed over a number of hours.
80. The Greenford survey further identified that parents typically remained on site for approximately five minutes during drop-off and pick up. Accordingly, the assessment of parking demand has been based the total vehicle movements, as the key consideration is the number of vehicles parked simultaneously at any one time. The survey demonstrates that vehicles can use the six spaces available without creating an issue with capacity throughout the surveyed times.
81. The observed Greenford operation has been factored to represent the proposed 75 place nursery and further tested against a robust 150 nursery place scenario. The assessment demonstrates that the maximum parking accumulation remains within the available six on-site parking spaces, with spare capacity retained throughout. This confirms that the proposed parking provision is sufficient to accommodate parent drop-off and pick-up activity without resulting in overspill parking.
82. Accordingly, peak hour trip generation for the nursery with 75 places is expected to remain broadly comparable to the consented use. Any additional movements would occur during periods where background traffic conditions are lower and can be readily accommodated by the surrounding highway network. The operational characteristics remain consistent with this use type and do not introduce any additional transport pressures beyond those previously assessed.

Conclusion

83. In summary, the proposed change of use to a nursery accommodating up to 75 or 150 nursery places does not materially alter the transport impact of the previously approved scheme. The assessment demonstrates that the predicted level of activity can be accommodated within the Site's existing layout, access arrangements and servicing strategy.
84. The TRICS assessment provides a robust basis for assessing highway impact, whilst the Greenford survey provides evidence demonstrating that actual nursery activity is characterised by a high proportion of walking trips across arrivals and departures, and short vehicle dwell times. These characteristics result in a lower parking demand than would be suggested by considering total vehicle movements alone.
85. An assessment for 75 and 150 nursery places has been undertaken by scaling the observed Greenford vehicle movements. Even under this scenario, the parking bay capacity assessment confirms that demand remains within the six available parking spaces, with spare capacity maintained throughout the peak drop-off and pick up times.
86. The resulting trip patterns, both in the proposed 75 nursery place scenario and the robust sensitivity scenario of 150 nursery place, are either comparable to or more dispersed than those associated with the originally consented use. Movements occur across extended operational periods, reducing the likelihood of demand and supporting turnover of the on-site parking provision.
87. The existing provision of six car parking spaces and 26 cycle spaces remains appropriate for the proposed nursery operation. No changes are required to the approved access arrangements, internal layout, servicing strategy or refuse arrangements. Delivery access, refuse collection and general servicing operations will continue to operate within the parameters of the previously agreed TA, with no increase in vehicle size or servicing frequency anticipated.

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Iceni Projects Limited