

Transport Technical Note

Hayes Town Centre

Project Number: 25288
Doc Number: TN01
Prepared for: Higgins Partnership

30 January 2026

Rev	Issue Purpose	Author	Reviewed	Approved	Date
P01	Issue	JPB	AKS	AKS	26/01/26
P02	Issue	JPB	AKS	AKS	30/01/26

1. Introduction

1.1 Approved Application Reference 76551/APP/2021/4499

1.1.1 In March 2022, the London Borough of Hillingdon (LBH) granted planning approval to the London Borough of Hillingdon (the Applicant) for a hybrid planning application (reference 76550/APP/2021/4499) at a site, *Land at Austin Road, Hayes*, with description of development as follows:

Hybrid planning application seeking OUTLINE permission (with all matters reserved) for residential floorspace (Class C3) including demolition of all existing buildings and structures; erection of new buildings; provision of a community centre (up to 140sq.m of Use Class F2(b) floorspace); new pedestrian and vehicular access; associated amenity space, open space, landscaping; car and cycle parking spaces; plant, refuse storage, servicing area and other works incidental to the proposed development; and FULL planning permission for Blocks A and B comprising 80 residential units (Class C3); new pedestrian and vehicular access; associated amenity space and landscaping; car and cycle parking; refuse storage, servicing area, and other associated infrastructure to include temporary highways and landscaping works

1.1.2 Expanding upon this description, the approved development involved the phased demolition of the existing estate, which comprised of 260 homes served by 223 car parking spaces, to provide new affordable and private sale homes within a regenerated estate environment. The approved development sought to provide up to 500 residential dwellings, within residential blocks ranging from 2 storeys to 12 storeys in height, along with improved connectivity, landscaping and public realm, delivered across five phases. The proposals were supported by a total of 84 on-site car parking spaces, a ratio of 0.17 spaces per unit, of which 13 (equating to 3% of unit numbers), were blue badge spaces, delivered as both surface level and undercroft spaces, accommodated wholly within Phase 1 – 4. Phase 5 involved the realignment of Austin Road to the west, allowing for the introduction of a row of houses on

the eastern side of the new kerbline, activating both sides of the realigned Austin Road carriageway. Delivering the proposals would rely upon a fundamental reset in the extent of public highway, reliant on securing subsequent stopping up orders, with new highway created that would be offered for adoption.

- 1.1.3 The hybrid application was supported by sufficient information in relation to a Detailed First Phase, located at the northern part of the site (Blocks A and B), to allow full planning approval to be granted. This part of the site is near completion, with handover anticipated early 2026.
- 1.1.4 The hybrid application was supported by a series of Parameter Plans, submitted for approval, which established the key parameters and principles of the remaining Outline Area in relation to Development Zones, Building Heights, Access, and Movement and Hard and Soft Landscaping. The Parameter Plans sought to underpin the principles of any future development proposal, setting the minimum and maximum parameters within which reserved matters applications will be brought forward in the future.
- 1.1.5 This approved application is forthwith referred to within this Transport Technical Note as the Original Application.

1.2 Pending S73 Application Reference 76551/APP/2025/2864

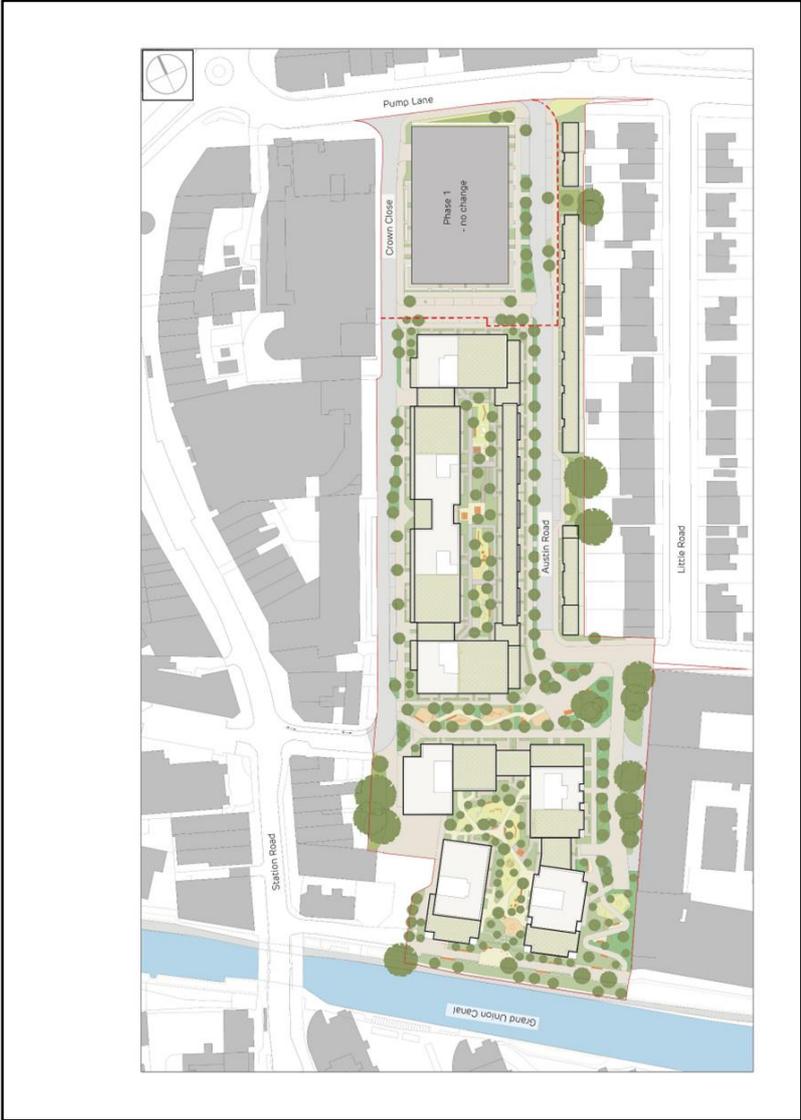
- 1.2.1 The Applicant has since formulated revised development proposals which has necessitated the submission of a S73 Application minor material amendment (application ref:76551/App/2025/2864).
- 1.2.2 This pending S73 Application is supported by a series of updated Parameter Plans, submitted for approval, which again seek to establish the key parameters and principles of the remaining Outline Area. The Parameter Plans underpin the principles of any future development proposal, setting the minimum and maximum parameters within which reserved matters applications will be brought forward in the future.
- 1.2.3 The pending S73 Application is supported by an updated Illustrative Masterplan, representing design intent. The Illustrative Masterplan envisages a total scale of development across the site, including both Detailed and Outline areas, of up to 562 homes, an increase of 62 homes above the previous approval, with indicative mix extracted below at **Table 1.1**.

Table 1.1 S73 Illustrative Accommodation Mix

Phase	Core	Tenure	1-bed	2-bed	3-bed	4-bed	Total
Detailed First Phase (Currently Being Delivered)							
1	A	Social Rent	15	20	7	2	44
	B	Social Rent	3	8	4	2	17
		Returning Leaseholders	5	9	5	0	19
Outline Area (to be amended by S73 Application)							
Previous Phase 2 / 3, Now Phase 3	GF	Social Rent	0	7	19	4	30
	C	Social Rent	4	10	6	0	20
	C	Private	10	11	8	0	29
	D	Social Rent	17	17	9	0	43
	E	Social Rent	23	18	9	0	50
	F	Social Rent	14	26	15	0	55
Total			68	89	66	4	227
Previous/Now Phase 4	G	Private	16	40	2	0	58
	H	Private	19	40	4	0	63
	J	Private	25	38	1	0	64
	K	Private	26	26	6	0	58
Total			86	144	13	0	243
Previous Phase 5 / Now Phase 2	N/a	Social Rent	0	0	10 (maisonettes)	2	12
Total							
Total			177	270	105	10	562

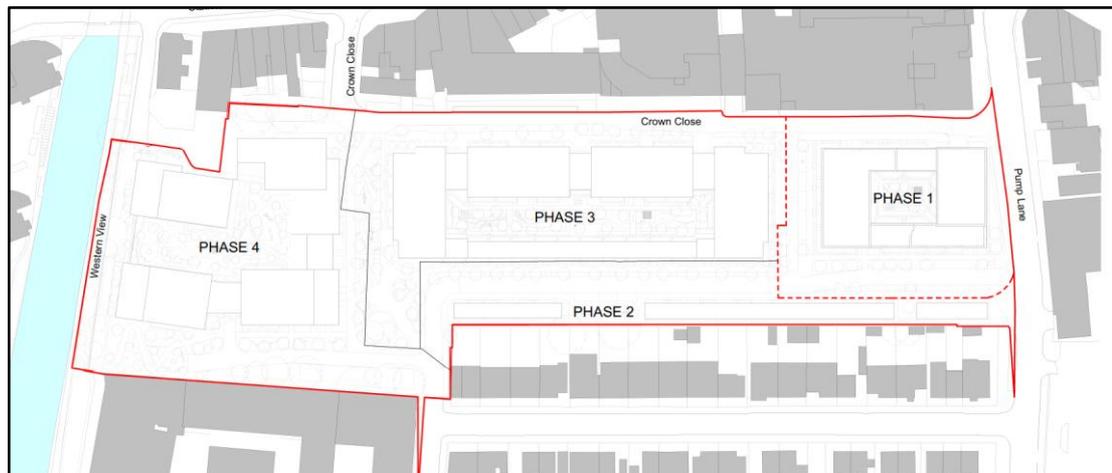
1.2.4 The pending Section S73 Application Illustrative Masterplan is attached at **Appendix A**, with extract below as **Figure 1.1**.

Figure 1.1 Pending S73 Illustrative Masterplan



- 1.2.5 The pending S73 Application is supported by a Transport Assessment Addendum (TAA), prepared by Markides Associates (MA). The TAA confirms that the site is still an appropriate location for residential development, that the Illustrative Masterplan proposals could be readily accessed and serviced, that the impact of the scale of development continues to be acceptable, and that car and cycle parking provision is appropriate.
- 1.2.6 The pending S73 Application also seeks to amend the wording of Condition 7 of the Original Application and via this change seeks to agree an updated Phasing Plan, extracted below at **Figure 1.2**, with **Table 1.1** above indicating how the phasing references have changed since the Original Application.

Figure 1.2 Pending S73 Phasing Plan



Extract of PRP Drawing HTC:PRP:ZZ:ZZ:DR:A:20058 Rev P01 Site Phasing Plan

1.3 Current Reserve Matters Application

- 1.3.1 The Applicant has now formulated detailed proposals for part of the Outline Area encompassing Phase 2 and 3 only, which will form part of a Reserve Matters Application (RMA).
- 1.3.2 This Transport Technical Note has been prepared in support of the RMA.
- 1.3.3 The findings of the TAA prepared in support of the pending S73 application provide a robust basis for the current RMA and should therefore be read in conjunction.
- 1.3.4 The Transport Technical Note seeks to outline any differences between the current RMA proposals and the Illustrative Masterplan, which was considered within the TAA prepared in support of the pending Section 73 application. The Transport Technical Note identifies whether these changes have any implications for transport, parking, or servicing strategies.
- 1.3.5 The Phase 4 extent will be the subject of a separate RMA and is not therefore considered within this Transport Technical Note.

2. RMA Development Proposals

2.1 Scale and Phasing

2.1.1 The RMA proposals, encompassing Phases 2 and 3 only, are for a scale of development totalling 239 homes, with accommodation mix summarised below in **Table 2.1**.

Table 2.1 RMA Scale of Development

Phase	Core	Tenure	1-bed	2-bed	3-bed	4-bed	Total
RMA Area							
Previous Phase 2 / 3, Now Phase 3	GF	Social Rent	0	2	13	4	19
	C	Social Rent	8	10	7	0	25
	C	Private	8	12	8	0	28
	D	Social Rent	17	19	10	0	46
	E	Social Rent	23	19	10	0	52
	F	Social Rent	12	33	14	0	59
Previous Phase 5 / Now Phase 2	N/a	Social Rent	0	0	8	2	10
Total							
Total			68	95	70	6	239

2.1.2 The RMA application is therefore proposing an additional 2 units above that included within the Illustrative Masterplan for Phases 2 and 3, with 4 less three-bedroom units and 6 more two-bedroom units.

2.1.3 This small increase will not have a material impact in terms of trip generation compared with the scale of impact considered within the TAA submitted in support of the Pending S73 Application.

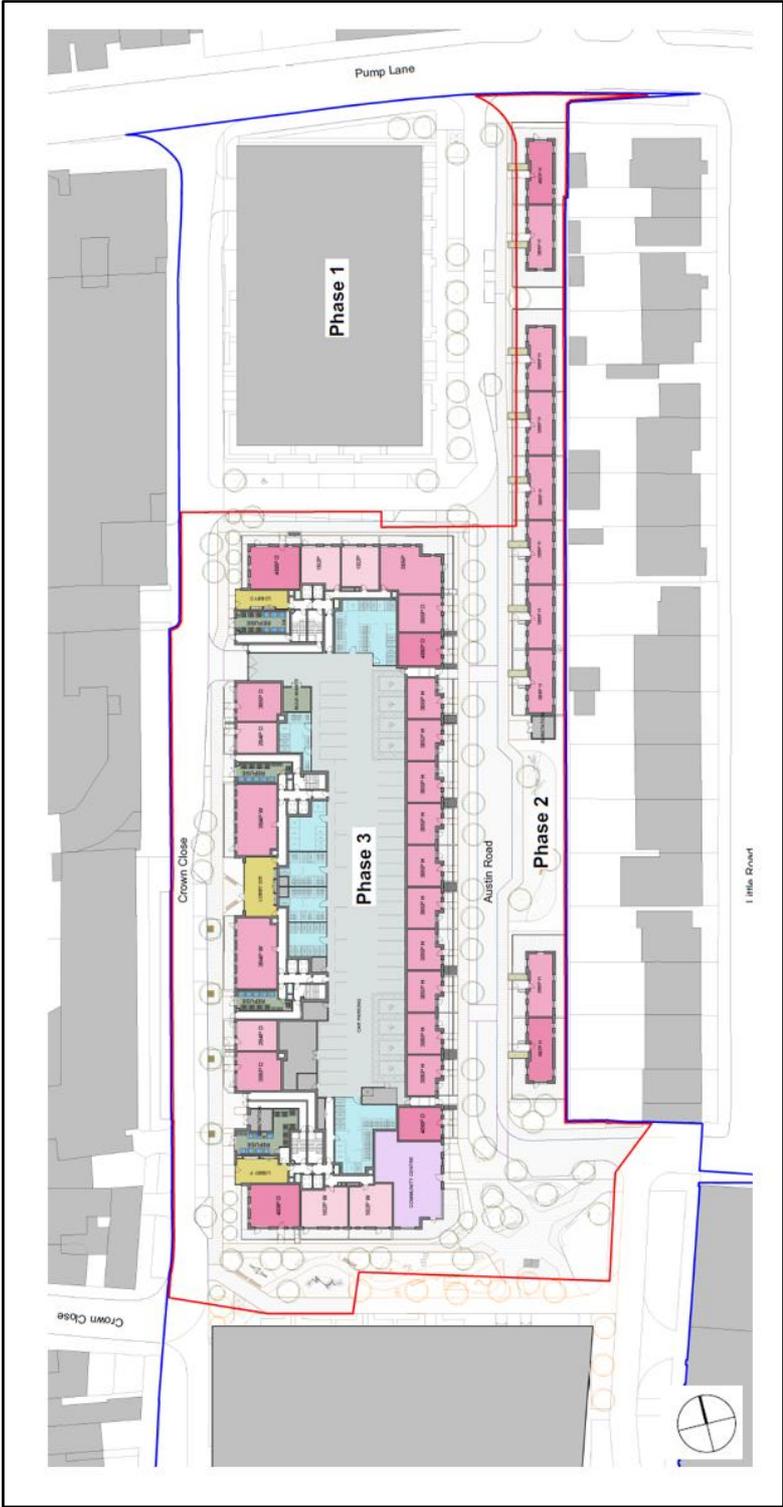
2.1.4 Furthermore, the pending S73 Application is supported by a proposed change to Condition 5 wording, which in any case, restricts the maximum quantum of development across the site to 562 units anyway, meaning the subsequent Phase 4 unit numbers will need to ensure the total scale of development across the site stays within this upper limit threshold.

2.1.5 The RMA proposals also include a community centre within the ground floor of Phase 3, which replaces existing provision on-site and which is largely envisaged to serve the local population, with no allocated car parking.

2.2 Layout

2.2.1 The proposed RMA site plan and ground floor plan are attached at **Appendix B**, with extract of the latter indicated below at **Figure 2.1**.

Figure 2.1 RMA Ground Floor Layout

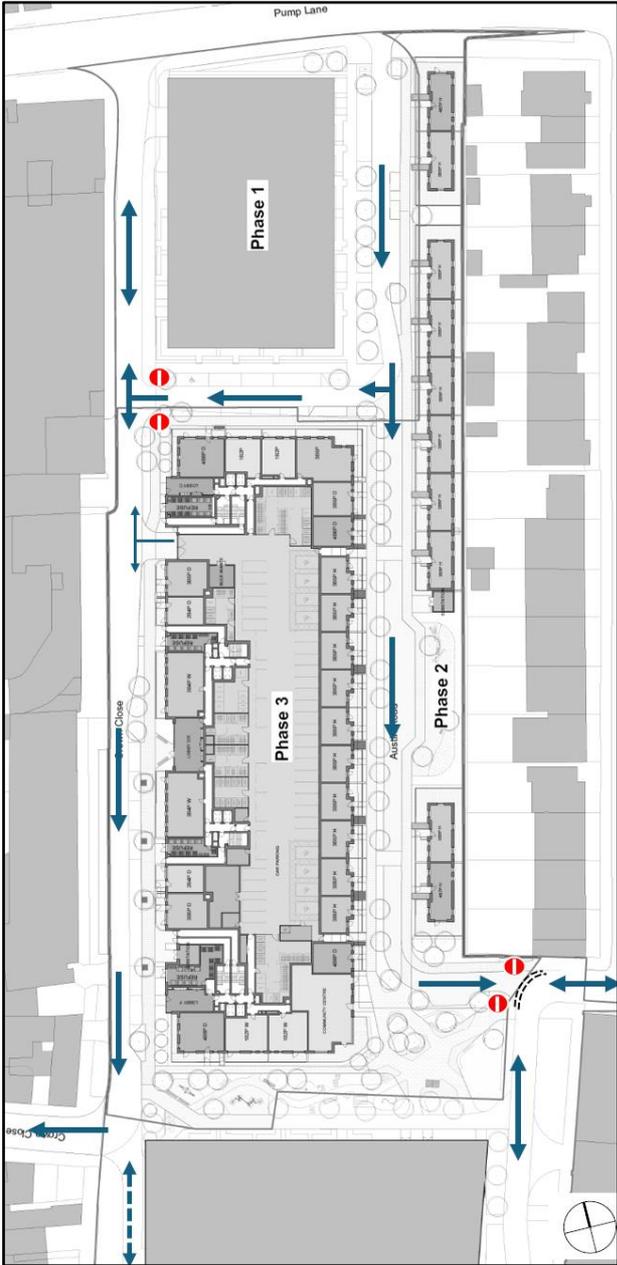


- 2.2.2 The proposed Phase 3 building footprint and Phase 2 house layouts under the RMA are not materially different from that indicated within the Illustrative Masterplan that formed part of the Section 73 proposals.
- 2.2.3 There are similarly no material changes to the Phase 3 undercroft car park access design or location along the Crown Close frontage, or the Crown Close kerblines, to that indicated within the Illustrative Masterplan.
- 2.2.4 The only changes along this Crown Close frontage relate to the relocation of some of the internal bin stores, dictating changes to the location of loading bays, drop-kerbs, parking spaces, and landscaping.
- 2.2.5 There is also no material changes to the northern or southern kerblines on the connecting side street that links Crown Close with the realigned Austin Road, other than the introduction of a more generous radius from the side road to Crown Close in order to ensure consistency with an already signed S278 Agreement that is in place for the detailed design of this connecting side road.
- 2.2.6 Where there is a more fundamental change between the Illustrative Masterplan included within the Design and Access Statement for the S73 Application and the RMA is the proposed conversion of the realigned Austin Road from two-way working to a 3.7m wide one-way working carriageway, operating southbound only, with the junction with Pump Lane therefore operating as entry only and the junction with Silverdale Road operating as no-entry. This change was introduced for, and facilitated by, a number of reasons, as follows:
- Allowing the proposed Phase 2 properties the maximum possible garden area, an important consideration given they are larger family units;
 - Ensuing consistency with the S278 Agreement that is already in place for the connecting side road between Crown Close and Austin Road, which is to operate one-way westbound;
 - Ensuring traffic flows along the realigned Austin Road are kept to the minimum possible, improving the amenity of residents that will live with frontage to this carriageway;
 - Facilitated by confirmation from LBH planning officers during pre-application engagement that any future development proposal for the Silverdale Road Industrial Estate opposite Phase 4 will be subject to a requirement that vehicle access will not occur from its western boundary; and
 - Partially maintaining the existing arrangement, where there is currently no through movements between Silverdale Road and Austin Road due to the existence of a traffic filter. This ensures that the proposed arrangement for the realigned Austin Road will not materially increase vehicle movements on Little Road, which runs parallel with Austin Road.
- 2.2.7 Whilst the realigned Austin Road will operate one-way southbound, the carriageway width is maintained at 3.7m, ensuring fire tender access and set down is not precluded anywhere along its length. In addition, Austin Road will also continue to accommodate a loading bay

along the Phase 1 frontage, north of the side road, included within the Original Application, and a loading bay along the Phase 3 frontage, south of the side road, ensuring that delivery and servicing, maintenance and/or removal vehicles can park and wait off the main traffic lane without precluding through movements.

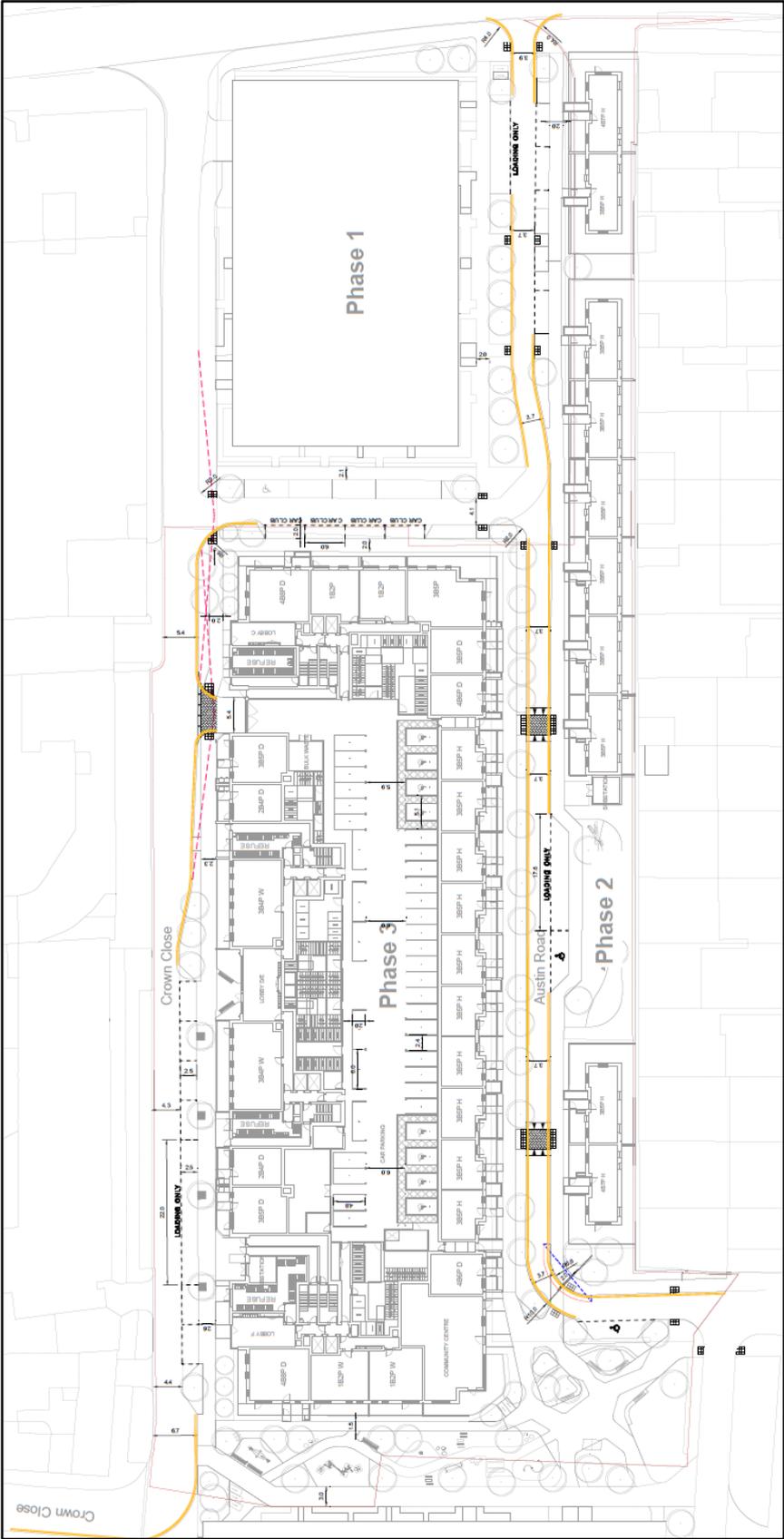
2.2.8 The resultant traffic circulation arrangement across the local highway network is indicated below in **Figure 2.2**.

Figure 2.2 Traffic Circulation



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- 2.2.9 Both the Crown Close kerbline and realigned Austin Road kerbline at the southern edge of the respective Phase 3 and Phase 2 boundaries connect with existing kerb alignments.
- 2.2.10 Beyond these boundaries, the Phase 4 proposals included within the Illustrative Masterplan can continue to be accommodated, with Phase 4 to deliver vehicle access from the southern end of Crown Close, which will serve a small, dedicated Phase 4 car park. On the opposite side to Phase 4, a turning head will be accommodated at the southern end of Silverdale Road to facilitate delivery and servicing access to cores on this eastern side, including refuse collection.
- 2.2.11 **Drawing 25288-MA-XX-XX-DR-C-0110**, with extract below at **Figure 2.3**, indicates the proposed highway layout with relevant footway and carriageway dimensions defined and suggested waiting controls indicated. This is described in further detail below.

Figure 2.3 Dimensioned Highway Layout Plan



Crown Close

- 2.2.12 South of the Phase 1 connecting side street, the proposed Crown Close carriageway width secured as part of Phase 1 of 5.5m is maintained. On account of the existing kerblines realigning west, the existing and proposed eastern kerblines meet approximately 25m south of the side road after which the existing kerblines are retained as is the narrowing and one-way southbound arrangement that occurs south of the Iceland's customer car park access.
- 2.2.13 South of this existing narrowing, the existing on-street pay and display parking is retained, although the proposals extend this southward in order to mitigate the introduction of a dedicated loading bay, which in turn reduces the number of pay and display spaces through this section of the eastern kerblines from 7 to 6. South of these parking bays, other existing on-street pay and display bays on the eastern kerblines (4 bays) are removed in order to allow for the introduction of a contra-flow cycle lane, described below, and improved pedestrian crossing points. 6 of the 11 existing pay and display parking spaces on the eastern side of the carriageway are therefore retained, with the Original Approval only retaining 5. The existing 7 pay and display spaces on the western edge of the Crown Close carriageway remain unaffected.
- 2.2.14 Whilst the existing carriageway in front of the Iceland service yards is narrowed as a result of the changes to Crown Close, vehicle swept path analysis included within the TA prepared in support of the Original Application demonstrated that the service yards continue to be accessible.
- 2.2.15 Approximately 30m south of the Phase 1 connecting side road, within the two-way section of Crown Close, the Phase 3 proposals include the introduction of a 5m wide vehicle access to serve an undercroft parking area. Visibility splays of 2.4m x 25m are readily achievable from the access. Whilst the access is intended to be gated, with fob control envisaged, the gate is set back approximately 7m from the kerblines, ensuring through movements are not precluded by any vehicle waiting to enter the car park.

Realigned Austin Road

- 2.2.16 In terms of the realigned Austin Road, it is shifted approximately 10m west of its existing alignment, in order to accommodate the Phase 2 residential properties on its eastern side and ensure active frontage on both sides of the carriageway. This will result in the creation of a new priority junction with Pump Lane, which will accommodate 5m junction radii, serving the 3.7m one-way carriageway. The existing junction will be removed and reinstated as footway.
- 2.2.17 South of the Pump Lane junction, the realigned Austin Road continues south past Phase 1, shifting 2m east immediately prior to the Phase 1 connecting side road, then continuing south past Phase 3.
- 2.2.18 Where the realigned Austin Road reaches the proposed public realm between Phase 3 and Phase 4, it realigns east / west, with a centre line radius that is deliberately tight, at approximately 11m, to announce a change in character of the area and ensure low vehicle

speeds. A minimum forward visibility of 15m is achieved through the bend, equivalent to an 15mph design speed based on Manual for Streets parameters.

- 2.2.19 Where Austin Road realigns east/west it connects with Silverdale Road, with the existing traffic filter between Austin Road and Silverdale Road to be removed, and a change of priority established, with the north/south section of Silverdale Road to become the major arm and Austin Road to be the minor arm, with 'no entry' restrictions introduced.

2.3 Pedestrian Access

- 2.3.1 The RMA proposals maintain a minimum 2m wide footway width along both the Crown Close and realigned Austin Road frontages, on each side of the carriageway and on the southern side of the connecting side street.
- 2.3.2 These footways connect with both existing and proposed provision beyond the extent of the Phase 2 and 3 boundaries.
- 2.3.3 Direct pedestrian access to each of the proposed Phase 2 houses and Phase 3 cores is then taken from the proposed footways.
- 2.3.4 Away from parking bays, the footways are complemented by a landscaped verge between the footway and carriageway, which along the Crown Close frontage seek to screen the proposals from the service yards opposite.
- 2.3.5 The Phase 3 proposals include a new area of public realm that is also partially accommodated within the Phase 4 extent. Within the Phase 3 area, the public realm will accommodate a 1.5m wide footpath, that will connect Crown Close with Silverdale Road. This is complemented by a 3m wide shared use footway/cycleway on the southern edge of the public realm, which straddles the Phase 3 / 4 boundary, and will therefore be partially delivered by Phase 3.
- 2.3.6 The proposals will include drop-kerb crossings, supported by tactile paving, on key desire lines. On the realigned Austin Road, raised table crossings can be provided, ensuring the aspiration to create a low traffic and low speed environment is achieved.
- 2.3.7 Phase 3 includes two secure points of access into the undercroft parking area from the Austin Road frontage, over which residents of Phases 2 and 3 will be afforded access to gain access to allocated car parking and communal cycle parking stores.
- 2.3.8 The proposed pedestrian arrangements are indicated below at [Figure 2.4](#).

Figure 2.4 Pedestrian Access and Circulation



2.4 Cycle Access and Parking

2.4.1 The Phase 3 building includes secure and sheltered cycle parking within a number of stores across the building footprint, with a total number of spaces that is compliant with London Plan standards in terms of quantum, with each store accommodating a mix of both two-tier provision and ground floor stands, some of which have additional offsets to accommodate wider bikes, reflecting TfL requirements of 75% two-tier and 25% as Sheffield Stands.

- 2.4.2 Access to/from the stores via bike is envisaged to be via the Crown Close car park access, which is two-way at this location.
- 2.4.3 Phase 2 residents are provided with a dedicated secure and sheltered bike store within their front garden that will be able to accommodate two bikes.
- 2.4.4 The cycle parking requirements and indicative proposals are summarised below in Error! Reference source not found., with locations indicated at **Figure 2.5**.

Table 2.2 RMA Cycle Parking Policy Requirement

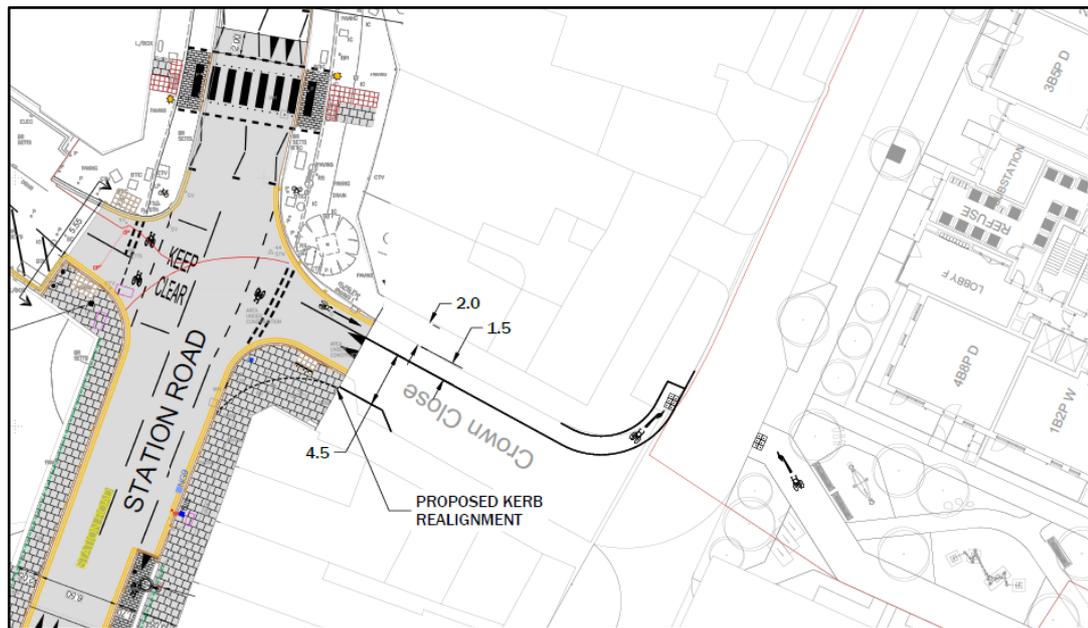
Phase	Core	1-bed	2+ bed	Requirement	Proposals
RMA Area					
Phase 2	N/a	0	10	20	20, within dedicated secure stores within front gardens
Phase 3	GF	0	19	38	425 spaces, of which 319 (75%) two-tier, 85 (20%) are Sheffield stands and 21 (5%) are Sheffield stands with larger offsets
	C	16	37	98	
	D	17	29	83.5	
	E	23	29	92.5	
	F	12	47	112	
	Total	68	161	424	
Total					

- 2.4.5 In addition to the residential provision, short-stay visitor provision can be provided, dispersed across the layout, meeting the minimum policy requirement of 1 space per 40 units + 1 space.
- 2.4.6 In terms of improved cyclist connectivity, the new public realm between Phases 3 and 4 will accommodate a 3m wide shared use footway/cycleway that will link Silverdale Road with Crown Close, facilitating east/west cycle movements that can avoid Pump Lane.
- 2.4.7 To address the fact that Crown Close is one-way southbound at the frontage to the public realm, the Original Application suggested that a 1.5m wide contra-flow cycle lane could be introduced on the northern kerbline of Crown Close immediately east of the Station Road junction, retaining a 2m footway adjacent. Such an intervention would also rely on the partial removal of the existing pedestrian buildout at the Station Road junction and the removal of any opportunity for waiting on the Crown Close southern kerbline. This intervention continues to be supported by the RMA proposals and could be delivered using S106 funding that was secured to deliver Healthy Streets improvements. A sketch of these proposals, and how they connect with the shared use footway/cycleway that will be delivered within Phase 3, is provided at **Drawing 252588-MA-XX-XX-DR-C-0106 P02**, with extract below at **Figure 2.6**.

Figure 2.5 Cycle Access and Parking



Figure 2.6 Crown Close Contraflow Cycle Route



2.5 Car Parking

- 2.5.1 Phase 3 includes an undercroft car parking area, which is proposed to be accessed via the introduction of a new 5m wide priority junction with Crown Close, accommodating 42 spaces, of which 8 are blue badge. This quantum of car parking is one more than was included within the Illustrative Masterplan that forms part of the pending S73 proposals.
- 2.5.2 Each of these spaces are a minimum of 2.4m x 4.8m, with the layout including some parallel spaces that are at least 6m long. Blue badge spaces are afforded with a 1.2m wide access strip on each side.
- 2.5.3 Electric vehicle charging facilities will be provided in accordance with LBH requirements.
- 2.5.4 Phase 3 then includes an additional 4 on-street spaces on the southern edge of the Phase 1 connecting side street, which are intended on being allocated as car club parking, although it is acknowledged that the eastern most space in fact partially straddles the Phase 1/3 boundary, meaning it is likely to be delivered as part of the Phase 3 delivery.
- 2.5.5 Phase 2 then includes an additional 5 on-street spaces north of the connecting side street, arranged in parallel fashion, which can be included within the Parking Management Scheme, being accessible to permit holders only.
- 2.5.6 Phase 2 also includes a 2.7m x 6.6m blue badge space within the southern extent of the proposed loading bay on the eastern side of the realigned Austin Road south of the connecting side street.
- 2.5.7 Phase 2 also includes a 2.7m x 6.6m blue badge space on the southern side of the realigned Austin Road immediately west of its junction with Silverdale Road, which will allow blue badge holders who are visiting the community centre to park within 50m of the centre,

though it is acknowledged the space will be within public highway and not therefore allocated to the development itself.

2.5.8 Car parking provision is therefore summarised in **Table 2.3** and indicated at **Figure 2.7**.

Table 2.3 RMA Car Parking Provision

S73 Phase	On-site Standard	On-site Blue Badge	Total On-Site	On-Street Parking Management Scheme (CPZ)	On-Street Car Club	On-Street Blue Badge	Total On-Street	On-Site + On-Street Total	Units
Phase 2	0	0	0	5	0	2	7	7	10
Phase 3	34	8	42	0	4**	0	4	46	229
Total	34	8	42	5	4	2	11	53	239

**Phase 3 also includes highway works on Crown Close, which will include the re-provision of 6 'stop and shop' spaces along the eastern kerbline, not included within these calculations*

***It is acknowledged that one of the eastern space on the connecting side street actually straddles the Phase 1/3 boundary, meaning it will be delivered via Phase 3 works.*

2.5.9 **Table 2.3** therefore confirms that the Phase 2 and 3 RMA proposals will include 42 on-site car parking spaces within the Phase 2 undercroft, a ratio of 0.18 spaces per unit for the total Phase 2/3 unit numbers of 239. The Phase 2/3 proposals will also include a total of 11 additional on-street spaces, including Parking Management Scheme (CPZ), Car Club and Blue Badge spaces, which would increase the ratio to 0.22 spaces per unit, though it is acknowledged these on-street spaces will not be allocated to residents.

2.5.10 The Phase 3 on-site provision in isolation includes 8 blue badge spaces, which ensures that the minimum London Plan policy requirement of 3% of proposed units have access to a blue badge parking space. It would then be possible to reallocate the undercroft on-site standard spaces as blue badge parking, to accommodate 34 spaces, allowing an additional 7% of units to have access to a blue badge parking space. This is indicated illustratively in **Figure 2.8** below.

Figure 2.7 Car Parking Provision

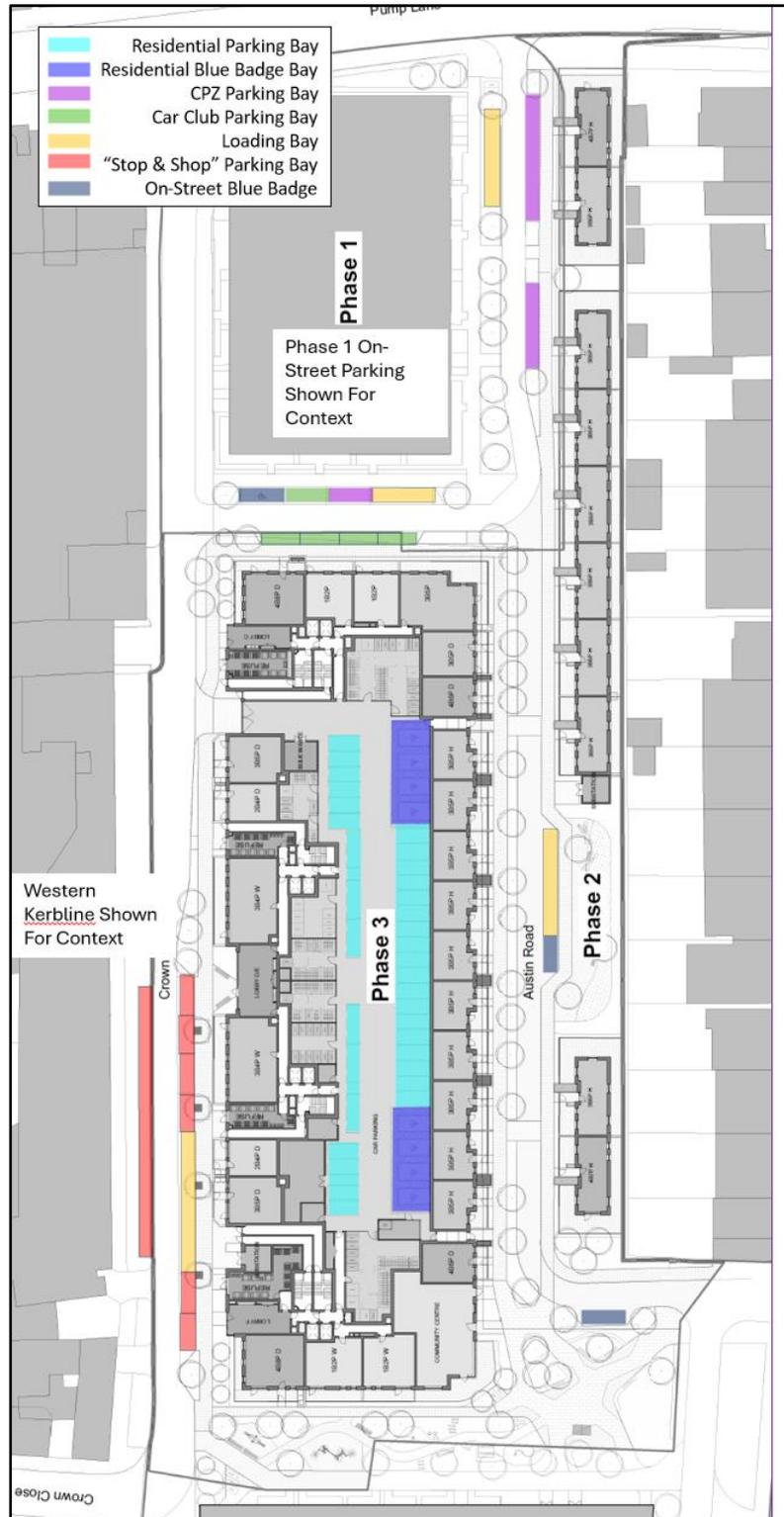
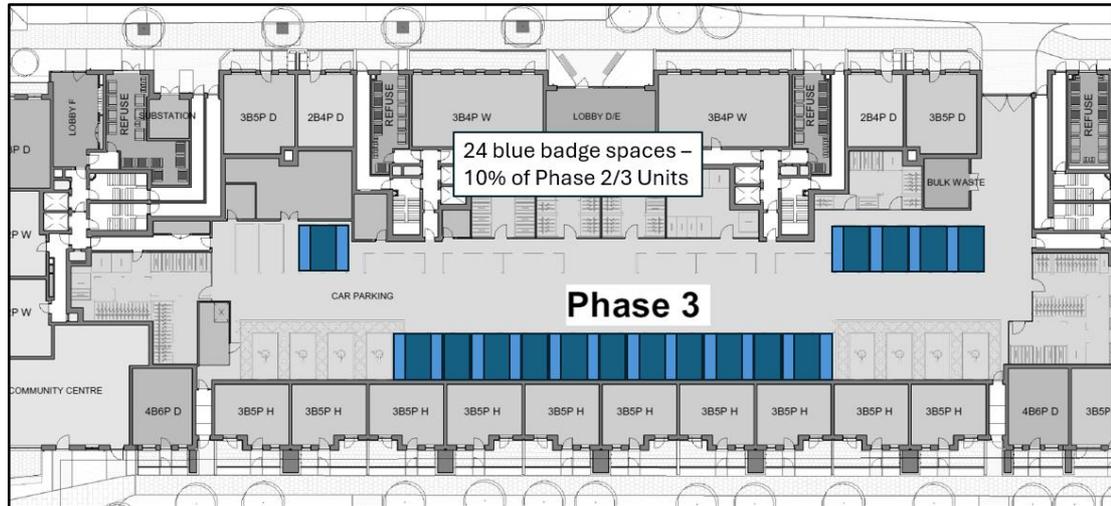
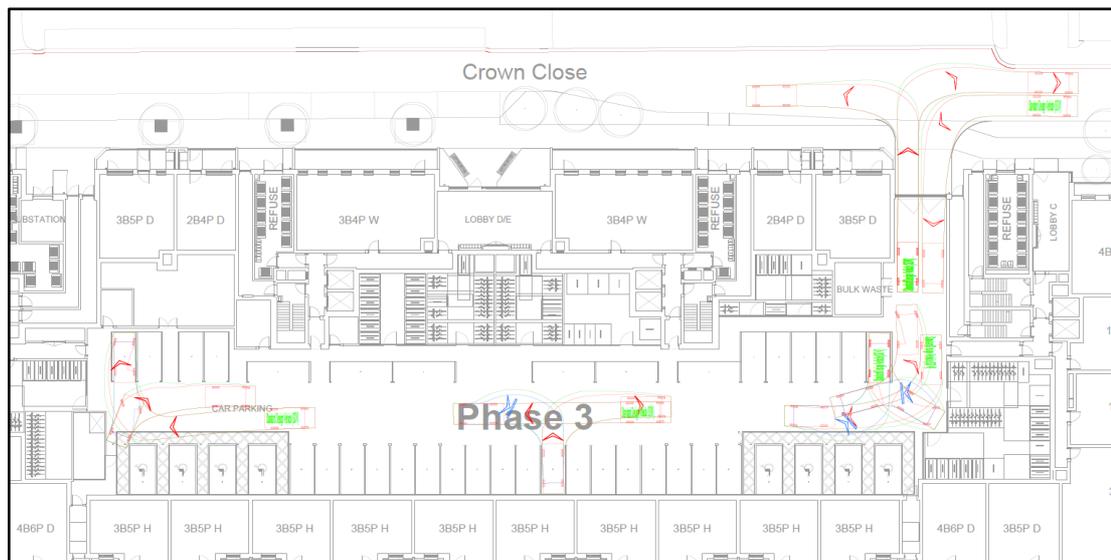


Figure 2.8 Additional Blue Badge Provision



2.5.11 Vehicle swept path analysis confirming the Phase 3 undercroft car park is accessible is indicated at Drawing 25288-MA-XX-XX-DR-C-7024, with extract below at Figure 2.9.

Figure 2.9 Phase 2 Car Park Access



2.6 Delivery and Servicing

2.6.1 The Phase 3 development proposals include a series of bin stores, associated with each core, located along the Crown Close site frontage, which are broadly within a 10m drag distance of the Crown Close kerbline, facilitating kerbside collection, with drop kerb provision provided to allow bins to be wheeled between the footway and carriageway level. It will be necessary to ensure waiting controls are introduced to ensure parked vehicles do not preclude loading, likely taking the form of double yellow lines, the extent of which is indicated on Drawing 25288-MA-XX-XX-DR-C-0110.

- 2.6.2 Core D/E and Core F front the row of pay and display car parking along the Crown Close kerbline and on that basis the proposals include a 22m long 2.5m wide loading bay, to ensure a refuse vehicle can access these stores. This loading bay is also located adjacent to a substation, ensuring vehicle access to this plant is achieved.
- 2.6.3 Each Phase 3 ground floor property and each Phase 2 property are provided with their own bin storage areas within their private curtilage. As is the established practise within LBH, residents of these properties will place their refuse sacks on the footway on collection day. The proposals include breaks within the soft landscaping along the Phase 3 Austin Road frontage that will allow crews to access these refuse sacks.
- 2.6.4 The approved Phase 1 proposals include a loading bay on the realigned Austin Road frontage that will allow a refuse vehicle to access the Phase 1 bin stores without precluding through movements along the realigned Austin Road, which is proposed to operate one-way southbound.
- 2.6.5 Each of these aforementioned Crown Close and Austin Road loading bays will also accommodate general delivery and servicing vehicle movements generated by the proposals. An additional loading bay, measuring 2.7m x 10m, is then provided on the realigned Austin Road opposite the Phase 3 building frontage, south of the connecting side street, which will allow general delivery and servicing, maintenance or removal vehicles to park and wait off the one-way southbound traffic lane without precluding through movements. This loading bay is also located adjacent to a proposed substation, ensuring vehicle access to this plant is achieved. An additional loading bay is provided along the northern kerbline of the connecting side street.
- 2.6.6 Proposed bin stores, sub-stations and loading bays are indicated in **Figure 2.10**.
- 2.6.7 Vehicle swept path analysis indicating a LBH refuse vehicle accessing the relevant loading bays and kerbside collection locations is indicated at **Drawing 25288-MA-XX-XX-DR-C-7007**, with extract below at **Figure 2.11**.
- 2.6.8 Vehicle swept path analysis indicating a box van accessing the relevant loading bays is indicated at **Drawing 25288-MA-XX-XX-DR-C-7023**, with extract below at **Figure 2.12**.

Figure 2.10 Bin Store, Loading Bay and Kerbside Loading Locations

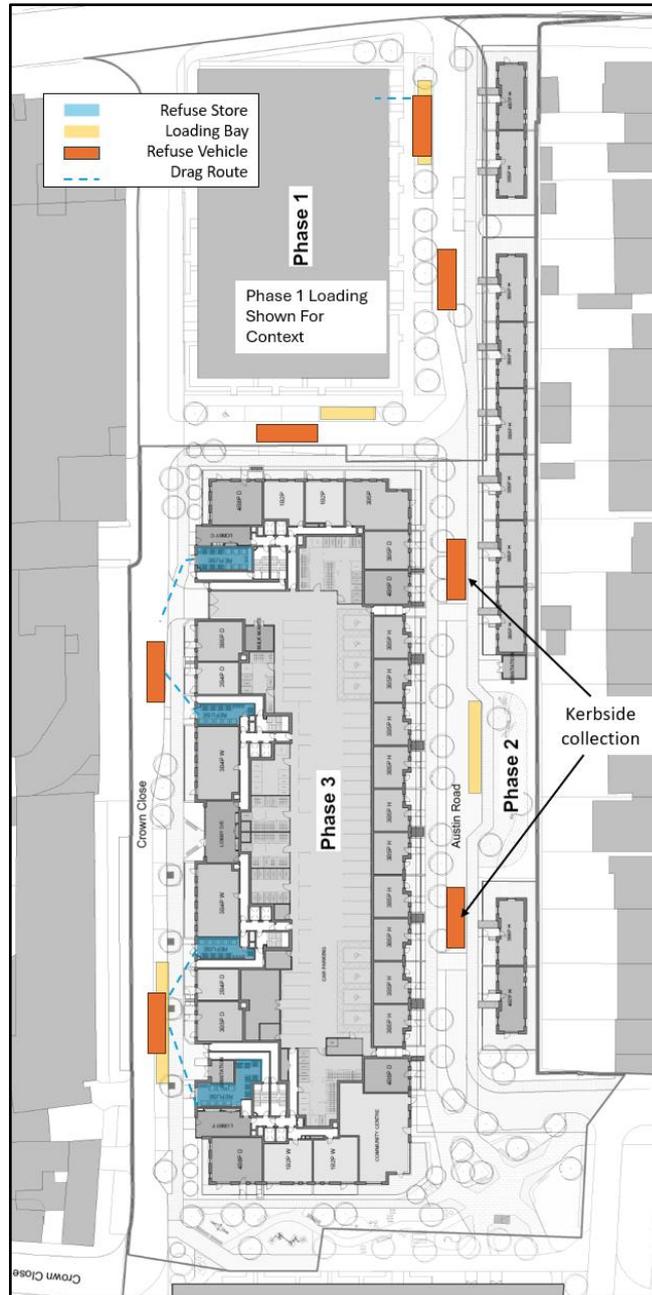


Figure 2.11 Drawing 25289-MA-XX-XX-DR-C-7007 Extract – Refuse Swept Paths

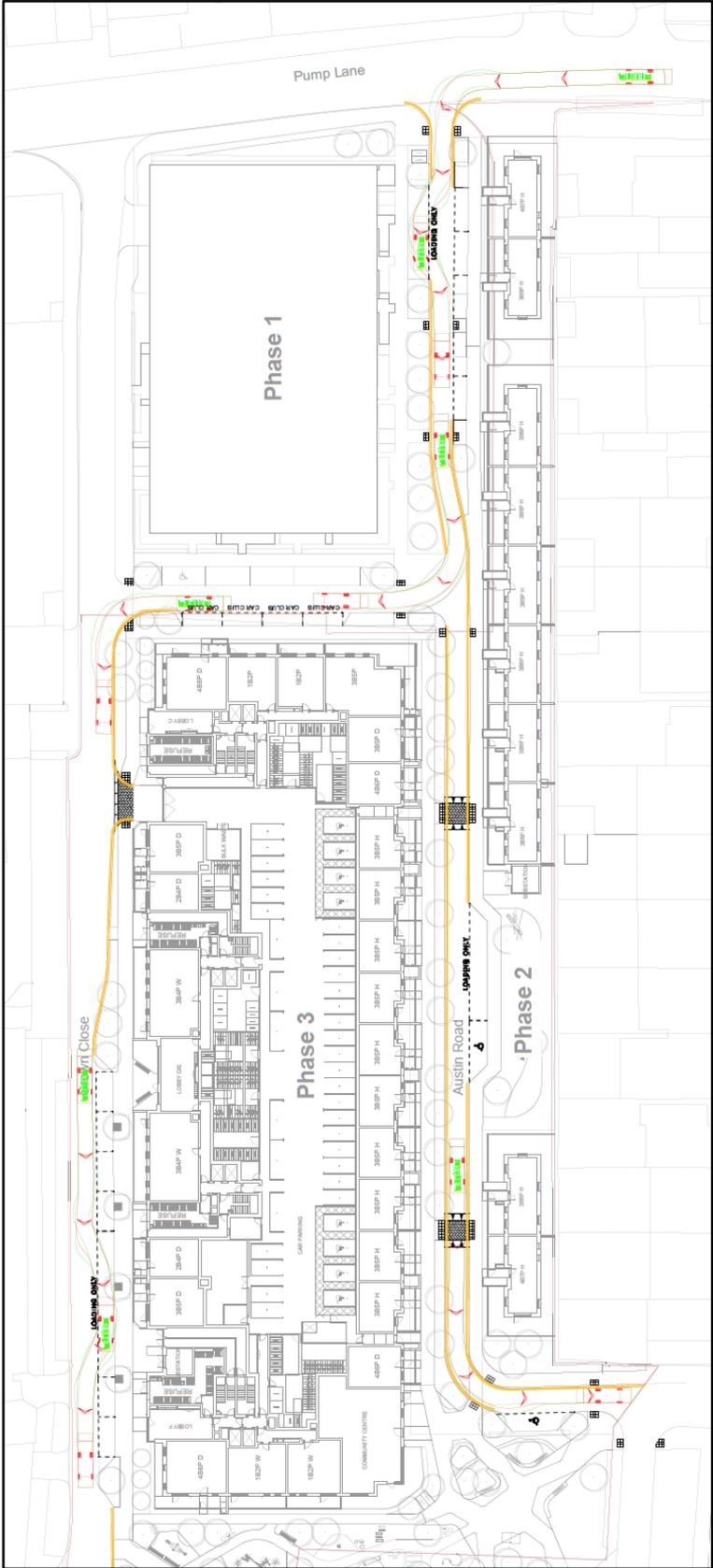
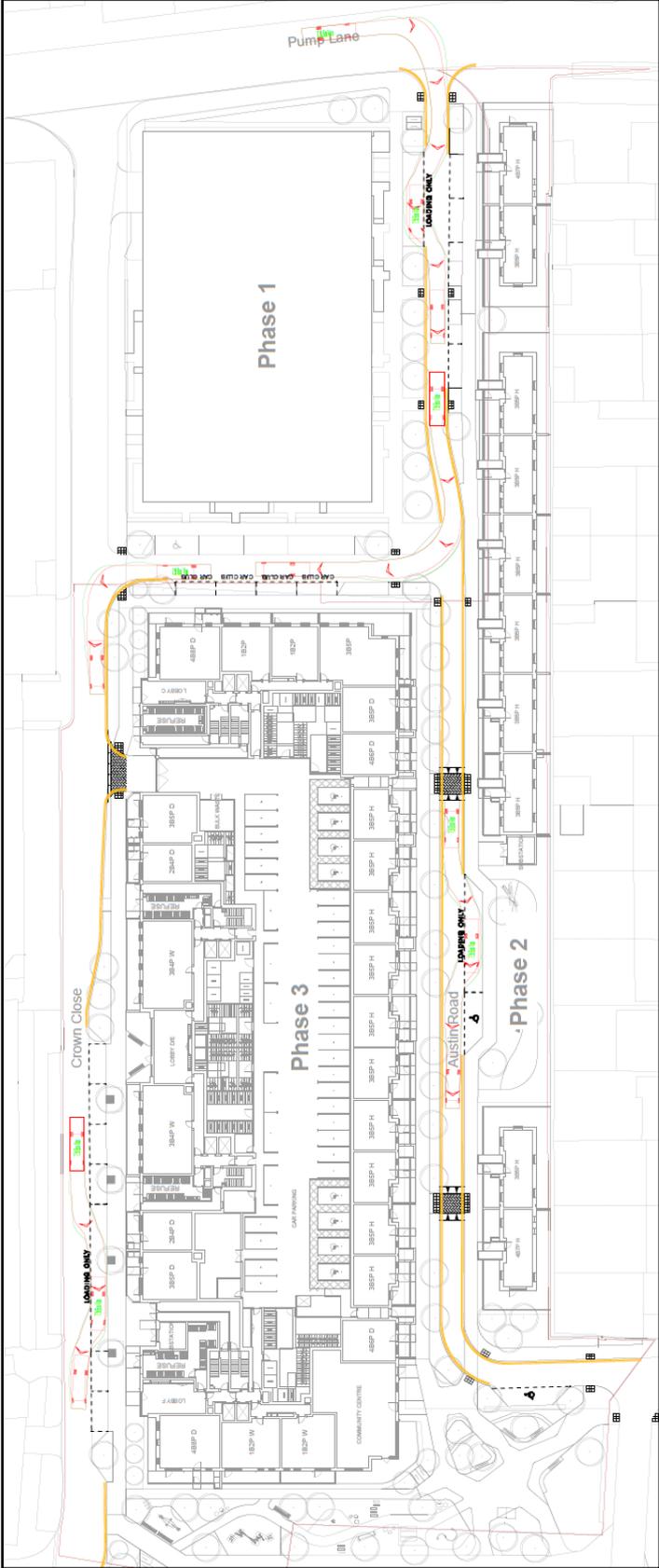


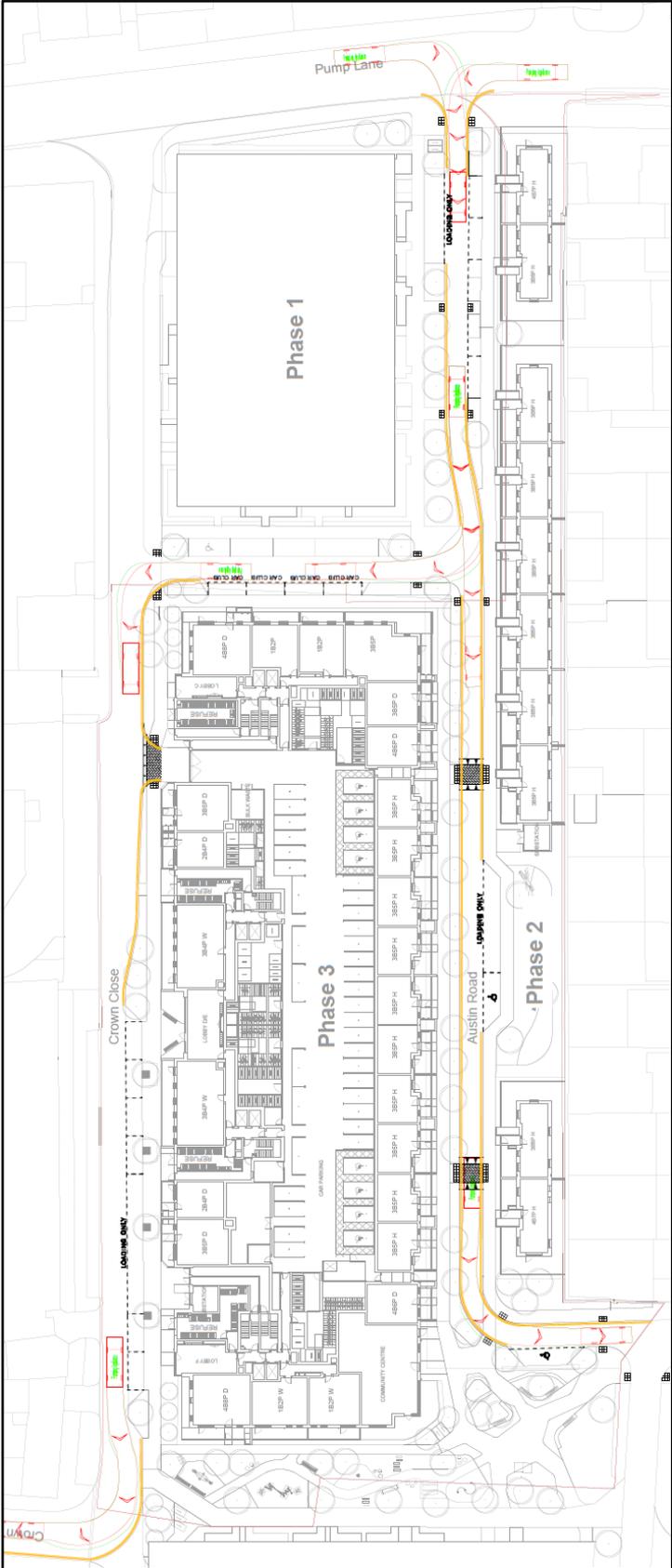
Figure 2.12 Drawing 25289-MA-XX-XX-DR-C-7023 Extract – Box Van Swept Paths



2.7 Emergency Access

- 2.7.1 In terms of fire tender access, each core associated with the Phase 3 building is located within 18m of the Crown Close kerbline.
- 2.7.2 Each Phase 3 ground floor property extent on the Austin Road or connecting side road frontage is then within at least 45m of the respective kerbline.
- 2.7.3 Similarly, each individual property within the Phase 2 extent is well within this 45m threshold.
- 2.7.4 The proposed community centre, accommodated within the Phase 3 footprint, is within 18m of the Austin Road kerbline.
- 2.7.5 The realigned Austin Road carriageway width is 3.7m wide, ensuring fire crews can operate around any parked tender within this one-way section.
- 2.7.6 The proposals are therefore accessible to fire tenders.
- 2.7.7 Vehicle swept path analysis demonstrating a fire tender can negotiate the proposed highway network is presented in **Drawing 25288-MA-XX-XX-DR-C-7022**, with extract below at **Figure 2.133**.

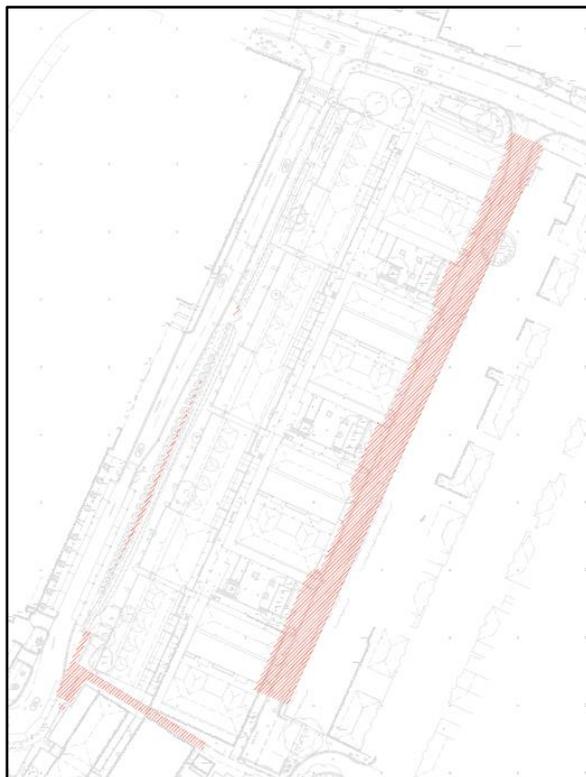
Figure 2.13 Drawing 25288-MA-XX-XX-DR-C-7022 – Fire Tender Access



2.8 Stopping Up and Adoption

- 2.8.1 The RMA proposals require selective stopping up of existing highway land to facilitate revised building footprints, podium layouts, and landscaping, particularly along the Crown Close and Austin Road frontages.
- 2.8.2 Stopping up extents will include the existing Austin Road alignment in order to accommodate the Phase 2 properties.
- 2.8.3 The Phase 3 building footprint encroaches into an existing east/west pedestrian route that will need to be stopped up.
- 2.8.4 The anticipated extent of stopping up is indicated on **Drawings 25288-MA-XX-XX-DR-C-0111**, with extract provided at **Figure 2.14**. A formal stopping up application will however include detailed plans to confirm extents.

Figure 2.14 Drawing 25288-MA-XX-XX-DR-C-0111 Extract – Stopping Up Extent



- 2.8.5 In terms of adoption, it is anticipated that the public realm between Phases 3 and 4 and the principal landscaped routes will be offered to LBH Greenspace team and at this stage the planters and central green space as shown as such. Other areas of adoption will include footways adjacent to each of the blocks and adjacent on-street parking areas. The realigned Austin Road will also need to be adopted.

2.8.6 An illustrative extent of adoption is indicated on **Drawing 25288-MA-XX-XX-DR-C-0112**, with extract provided at **Figure 2.15**. A formal S38 adoption up application will however include detailed plans to confirm extents.

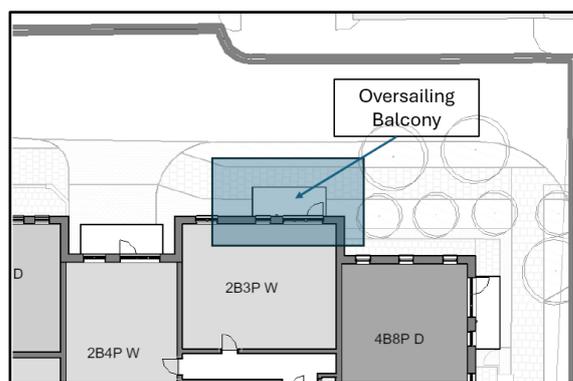
Figure 2.15 Drawing 25288-MA-XX-XX-DR-C-0112 Extract – Adoption Extent



2.9 Oversailing

2.9.1 Core C of the Phase 3 building has balcony provision on the Crown Close frontage that will oversail the proposed footway alignment, with an extract of the proposed first floor plan presented below at **Figure 2.16**.

Figure 2.16 Core C Oversailing Extent



- 2.9.2 The balcony soffit height is approximately 3.5m above the footway and the face of the balcony is 2.8m back from the Crown Close kerbline.
- 2.9.3 In their review of the RMA, LBH Officers are requested to confirm there is no objections in principle to this oversailing.
- 2.9.4 The Applicant will then apply for an oversailing license at an appropriate time, following any successful planning approval.

2.10 Highway Works

- 2.10.1 The proposals will include the realigned Austin Road, which will in turn rely on the creation of a new junction with Pump Lane, requiring the existing junction to be removed. The realigned Austin Road will connect with the existing Silverdale Road alignment, removing the existing traffic filter and becoming the minor arm where it meets Silverdale Road.
- 2.10.2 The proposals will remove any redundant crossovers and reinstate as footway provision as necessary.
- 2.10.3 The proposals will introduce a vehicle crossover to serve the proposed Phase 3 car park from Crown Close.
- 2.10.4 The proposals will be supported by footway provision, including drop-kerbs and tactile paving.
- 2.10.5 The proposed contra-flow cycle lane on Crown Close was originally envisaged to be delivered via way of contribution rather than forming part of the site's highway works.
- 2.10.6 The proposals will introduce parking bays and loading bays and will be supported by waiting controls for which Traffic Regulation Orders will be necessary.
- 2.10.7 The proposals will introduce drop kerbs in front of bin stores to allow for bin access to the carriageway.
- 2.10.8 The proposals will be supported by updated street-lighting, rain gardens and soft landscaping.
- 2.10.9 These works will necessitate subsequent detailed designs and highway approvals to form part of a subsequent S278 Agreement. Any minor comments on the proposed highway arrangements as they currently stand, raised as part of the RMA consultation response, can be logged and addressed at that detailed design stage.

3. Trip Generation

- 3.1.1 Trip generation for the proposed scale of development has been included within the TAA in support of the Pending S73 Application and should therefore be read in conjunction with this Transport Technical Note given the Pending S73 Application has established and tested the maximum scale of development of 562 units across the whole site.
- 3.1.2 The TAA quantified that the proposed uplift in units above the Original Approval would generate an increase of only 4 additional two-way trips in the AM peak and 3 in the PM peak. The TAA therefore concluded that the proposals would not have a material impact on the operation of the local highway network.
- 3.1.3 In terms of multimodal trip generation, the TAA confirmed that, given the accessible location of the site, all person trips would be distributed across a wide variety of routes and sustainable transport opportunities including rail, bus, cycling and walking. On that basis the TAA concluded that the net change in total person movements should not result in a material impact on the operation of the wider transport networks in the vicinity of the site.

4. Summary and Conclusion

Following the submission of a S73 Application that seeks to amend an original approval to redevelop the Hayes Town Centre residential estate, the Applicant has now formulated detailed proposals for part of the Outline Area encompassing Phase 2 and 3 only, which will form part of a Reserve Matters Application. This Transport Technical Note has been prepared in support of the Reserve Matters Application.

- 4.1.1 The Transport Technical Note seeks to outline any differences between the current Reserve Matters Application and an Illustrative Masterplan, which was considered within a Transport Assessment Addendum, prepared in support of the pending Section 73 application.
- 4.1.2 The Transport Assessment Addendum has already considered the additional trip generation and traffic impact associated with the proposed scale of development, concluding that the increase in units above the Original Approval will not have a material impact on the operation of the transport network. This analysis has not been revisited within this Transport Technical Note given the maximum scale of development envisaged within the Transport Assessment Addendum will not be exceeded.
- 4.1.3 The Transport Technical Note describes the proposed transport, parking, and servicing strategies associated with the Reserve Matters Application.
- 4.1.4 The current Reserved Matters Application proposal remains broadly consistent with the Pending Section 73 application in terms of scale, layout, and access arrangements. The key change between the two relates to the proposed introduction of one-way working for the realigned Austin Road, the reasons for which has been described fully and justified within this Transport Technical Note.
- 4.1.5 Car parking and cycle parking provision will meet policy requirements, which strike a balance between ensuring potential residents may have access to on-site parking, subject to availability, against the need to reduce potential traffic impacts in accordance with the highly accessible nature of the site.
- 4.1.6 The Reserve Matters Application proposals are accessible to all user groups and can be readily serviced.
- 4.1.7 Delivery of the proposals will need to be supported by subsequent stopping up / adoption, S278 Agreement and oversailing licenses.
- 4.1.8 It is envisaged that minor comments associated with the proposed highway works can be addressed as part of any subsequent detailed designs that will form part of the S278 Agreement.
- 4.1.9 On this basis Markides Associates are of the view that there are no transport related reasons why the RMA application should not be approved. Any minor comments on the highways proposals as they currently stand can be addressed as part of any subsequent detailed design stage that will form part of a S278 Agreement.

DRAWINGS

Drawing 25288-MA-XX-XX-DR-C-0110 – General Arrangement

Drawing 25288-MA-XX-XX-DR-C-0106 P02 – Crown Close Contra-flow Cycle Lane

Drawing 25288-MA-XX-XX-DR-C-7007 – Refuse Vehicle Tracking

Drawing 25288-MA-XX-XX-DR-C-7023 – Box Van Vehicle Tracking

Drawing 25288-MA-XX-XX-DR-C-7022 – Fire Tender Vehicle Tracking

Drawing 25288-MA-XX-XX-DR-C-7024 – Car Park Tracking

Drawing 25288-MA-XX-XX-DR-C-0111 – Indicative Stopping Up Extent

Drawing 25288-MA-XX-XX-DR-C-0112 – Indicative Adoption Extent

