

21 Napier Road, Hillington Park, Planning Permission in Principle for Use of Land

Supporting Transport Statement

July 2021

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1 INTRODUCTION

- 1.1 ConnectedTP Ltd has been commissioned by Aviemore Hillington Park Unit Trust / Frasers Property UK Ltd to prepare a Transport Statement in respect of a proposed PPIp for the land located at 21 Napier Road, Hillington Industrial Park.
- 1.2 The site is currently a mixture of existing portal framed warehouse and brownfield land collectively consented as partial Class 1, 5 and 6. The portal frame building was previously occupied by Bensons for Beds and Harveys Furniture and is current vacant.
- 1.3 Following a review of the buildings future suitability, it has been concluded that the building is of an obsolete construction and that while the landlords have undertaken a feasibility study to re-use the building they have reached the conclusion that this is unlikely to be viable. The applicant, Aviemore Hillington Park Unit Trust / Frasers Property Ltd is seeking to gain Planning Permission in Principle (PPIp) for the Use of Land and Erection of a Building/s for Vehicle Sales, Repair and Servicing.
- 1.4 This statement considers the potential transport impacts of the PPIp as scoped through discussions with Renfrewshire Councils Roads (RCCs) and Transportation representative. It provides a summary for the sites accessibility in context and anticipated future accessibility.

2 PROPOSED DEVELOPMENT

Existing Site

- 2.1 Hillington Park is a key part of the Glasgow Cities west side industrial, business, storage and mixed retail offering, originally developed in the 1930's, the site is vast and well connected with the adjacent M8 motorway and local road network that very much reflected the era of its design where access by motorised vehicles was priority.
- 2.2 Over the years, the Park has developed with occupiers bringing forward increasingly 'higher end' retail offerings. Fast food restaurants and car show rooms have begun to migrate to the site creating a micro-environment of retail where a single trip can provide access to multiple retail opportunities. This change in use is expected to continue as additional more 'corner stone' brands begin to occupy the Park, taking advantage of the sites prominent location and excellent transport links.
- 2.3 The area is subject to ongoing investment from a number of funding sources with walking and cycling routes under the motorway connecting the park with Paisley and Renfrew being promoted to support a more connected network as part of RCC commitment towards sustainability. Developments within the area are being encouraged to adopt measures that will promote 'peak hour spreading' although the legacy impacts of C19 may also provide a partial solution.
- 2.4 The proposed site is located at 21 Napier Road adjacent to the main A736 Glasgow / Paisley Road (Hillington Road). The site benefits from an excellent surrounding road network and an abundance of on-street local parking in addition to a 93 space dedicated car park. The site location and its connection with the adjacent network is shown in Figure 1.

FIGURE 1 – General Location



2.5 To support the application process, early engagement with RCC’s planning and roads team representatives has been undertaken. A key material consideration of the site is its location within Zone B¹ of the Simplified Planning Zone (SPZ), within a strategic investment area set out by RCC to support a more streamlined and efficient approach to

¹ A Hub Sub Zone is identified within Zone B to support the park with, for example, business services, leisure and small scale retail being appropriate in this hub area. While this sub zone provides opportunities for complementary uses, this does not exclude Use Classes 4,5 and 6 being located in this area.

planning within the SPZ. Whilst the SPZ will benefit any future PPIp application, it does not discharge responsibility for promoting sustainable and responsible development.

2.6 Conversations with RCC Transport on Monday 14th June 2021 representative highlighted the following key considerations.

- That a comparison of vehicle trip rates between those associated with the consented land use and those of the proposed car showroom would likely be broadly similar confirming little material change or nil detriment.
- Whilst the trip rate comparison would likely be comparable, it would still be advantageous to provide a Transport Statement in support of any future application for change of use. Whilst the statement could be concise, it should ideally act as Design and Access statement providing a mechanism to explore the proposed development within context of the site.
- The Statement should recognise the value of joined up journeys by foot within the site both to and from the proposed development and consider how any future land use reallocations to the proposed site might provide for walking and cycling, should the opportunity to provide improvement be realised.
- That even noting the sites location within the SPZ, RCC are committed to supporting sustainable development including change of land use and will seek to support provision of key infrastructure that is both proportionate to the intended land use, end occupier of the site.
- Any infrastructure discussions will likely be considered as part of any detailed design / application stage such as Roads Construction Consent (RCC) etc.

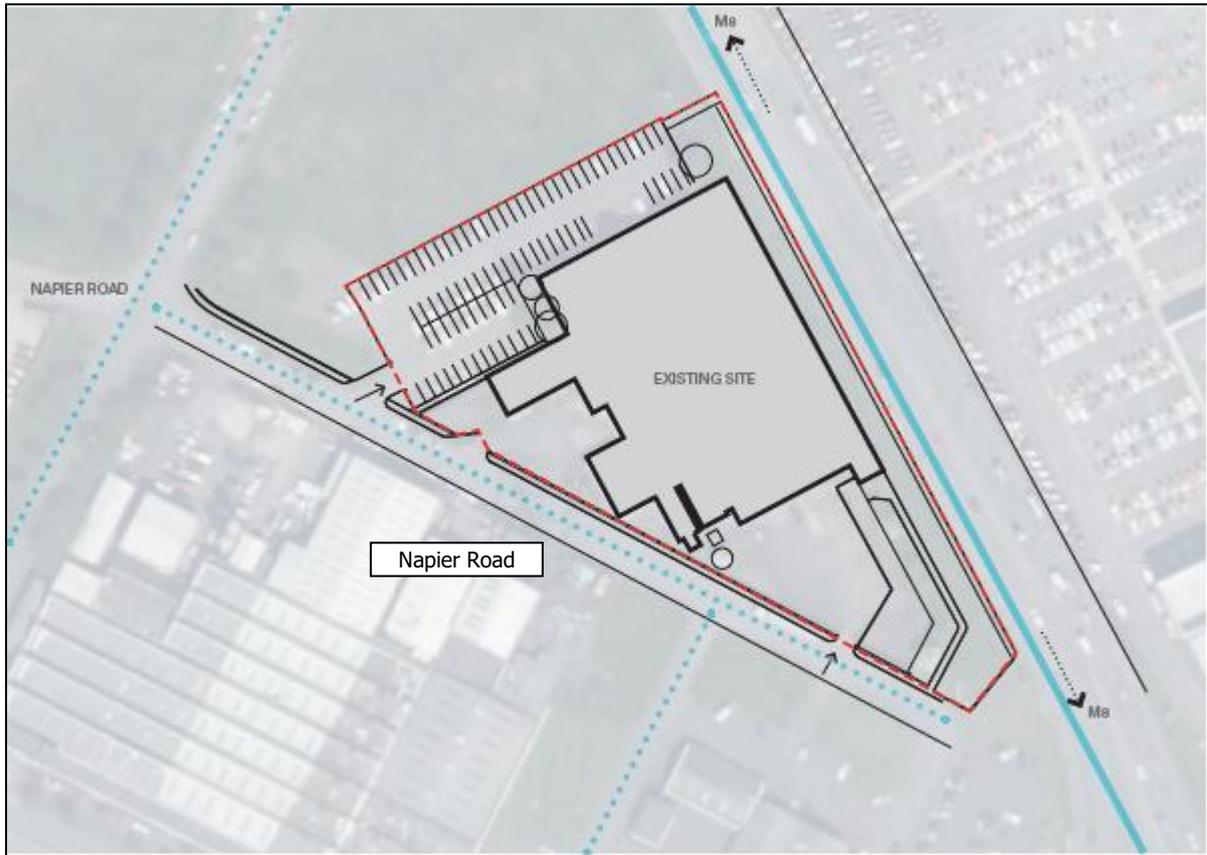
2.7 It should be noted that whilst the proposed PPIp now relates to the planning status of the current site and proposed erection of associated building(s), no change to the current site access and service arrangements from the road network is envisaged and parking is likely to be retained at a level consistent with existing provision. All existing pedestrian provision is proposed to be retained.

Proposed Development

Access to the Site

- 2.8 21 Napier Road is accessed via 3 priority junctions from Napier Road which is in turn is accessed via Huntly Road and a roundabout access to Hillington Road.
- The northern most junction is the widest of all three and provides access to a 93 space car park. Visibility north and south along Napier Road is considered to be good, compliant with design standards recommendations of 4.5m x 70m.
 - The mid junction provides access to servicing and is the most constrained of all three due to perimeter fencing and gate posts.
 - The southern provides access to the rear (southern aspect) of the existing building for servicing and is again gated.
- 2.9 It is anticipated that no significant material changes are proposed to the existing layout through the PPIP.
- 2.10 The existing site in context is shown in Figure 2.

FIGURE 2 – General Location



Accessibility

Pedestrian Access

- 2.11 Access to the site will remain unchanged with the primary access for vehicles and pedestrian traffic being through the northern most junction on Napier Road or via the remote footway from the A736 Hillington Road that already connects to the northern most part of the site and through to Napier Road.

Cycling Access

- 2.12 Access to the site is anticipated to remain unchanged with the primary access being through the northern most junction on Napier Road.

Parking Provision

- 2.13 A total of 93 parking spaces is currently provided consisting:

- 83 standard spaces
- 10 larger sized easily accessible spaces

2.14 Parking is currently located entirely to the northern frontage of the site and accessed via the northern most vehicle junction with Napier Road.

2.15 Through the PPIp, no material change to parking provision is expected and the subsequent application for Approval of Matters Specified in Conditions will align with the requirements for the proposed development setout within the Scots Roads Development Guidance.

Servicing

2.16 Refuse collection and general servicing arrangements will be detailed in the subsequently required application for Approval of Matters Specified in Conditions.

3 ACCESSIBLE TRANSPORT NETWORK

Introduction

3.1 This section of the report examines the existing accessible transport network surrounding the site and considers the accessibility of the site post application approval. In line with current best practice the accessibility of the site has been considered using the following hierarchical approach:

- Walking;
- Cycling; and
- Public transport.

Walking

Footways

- 3.2 As noted previously the local road network includes provision but not promotion of non-motorised travel. A 2m footway is provided along the length of the A736 Hillington Road to the eastern boundary of the site and provides the rear frontage to the development site. There is direct access between the development site and the A736.
- 3.3 Napier Road forms the western site frontage and benefits from a c.1m wide footway. The footway crosses all three site vehicular access and it is noted that there are no dropped kerb provision to support access by the mobility impaired. Connection between both eastern and western frontage footways is via short sections of c.1m wide footpath located along the southern and northern site boundary or further north via Huntly Road to the north where a 2m wide footway is provided alongside the carriageway. Footways are for the most part lit, relatively flat and in reasonable surface condition and whilst presenting a barrier to some user groups such as access by those with protected characteristics, overall the footway provision exists to support all obvious pedestrian desire line movements.
- 3.4 Pavement parking by drivers associated with adjacent land uses is noted to present a barrier to footway access although the Transport Scotland Act 2019 when acted will support the enforcement of pavement parking by the council. Management of parking in and around the city within the park remains the responsibility of RCC and the Police.

- 3.5 The Scottish Government publication PAN75 notes that a maximum threshold of 1,600m for walking is broadly in line with observed travel behaviour. Isochrones for up to a 25-minute walk (approximately 1,600m) are provided in Appendix A and show large areas of Hillington Park are within this threshold. This includes access to key trip attractors such as both Hillington Rail Stations and a number of bus stops.
- 3.6 The location of adjacent fast food outlets located to the north of the site are particularly relevant to mention as these are likely to be part of the 'shared trip' to the Park and the future development site. These facilities can be easily accessed on foot via a short walk from the site. Access to adjacent land uses such as the Arnold Clark (opposite side Hillington Road) or southbound bus stops located to the east of the site may also form a key part of a shared trip as car shoppers may choose to visit a number of adjacent outlets and should be encouraged to make these journeys by foot. Access by foot between these developments is noted to require crossing the busy A736 urban dual carriageway and it is noted that there are no formal pedestrian controlled crossing provided within the immediate crossing desire line. A kerbed 2m wide central reserve is provided along the development frontage and will assist crossing should gaps in oncoming traffic appear. The nearby junction of Huntly Road with the A736 includes pedestrian crossing provision should this be required and is located just 300m from the site on a crossing desire line between 21 Napier Road and the Peter Vardy Carz. This crossing would suit well pedestrian crossing demand for patrons visiting multiple car showrooms and not just Arnold Clark located directly opposite the application site.

Cyclists

- 3.7 As discussed previously, the transport network does not specifically promote cycling as a travel mode and there are no existing or proposed cycle infrastructure plans relevant to this site. Cycling is envisaged to occur on road noting the busy A736 is likely to present a barrier to all but the most confident cyclists due to vehicle speeds, traffic composition and volumes.
- 3.8 Napier Road and the adjacent road network may well be a more attractive route for cycling due to comparably lower traffic volumes and vehicle speeds, however the overall local road network within the park is generally not suitable to promote cycling as a travel mode.
- 3.9 While there are no specific cycle facilities within the immediate vicinity, the roads and residential areas close to the site are considered suitable for use by cyclists being

governed by 30mph speed limits and sufficiently wide to accommodate vehicles and cyclists simultaneously and therefore do not present a physical barrier to cycling.

- 3.10 A 5km cycling catchment from the site is shown in Appendix A. This shows that a significant portion of the wide Hillington and Paisley Catchment is within cycling reach of the development site.

Public Transport

Bus Services

- 3.11 The nearest pair of bus stops to the site are located immediately adjacent to the sites eastern boundary and are located on the A736 Hillington Road. The northbound stop can be accessed by patrons of the site with direct footway connection. The southbound stop does require crossing of the bus A736 Hillington Road, which as noted earlier, can be challenging at peak traffic times.
- 3.12 The site is well served by bus based public transport that is available directly adjacent to the site, from where destinations such as Glasgow, Paisley and Renfrew can be reached with regular services operating on 45 minute frequencies.

Rail Services

- 3.13 The nearest railway stations to the site are Hillington East and West, a walking distance of approximately 1,300m which is over the PAN 75 recommended threshold of 800m. Both stations are located roughly the same distance and travel time from the site. Both stations can be reached easily using exiting footway provision. Hillington Park east and west stations are located on a direct line to Glasgow supporting a wide range of services and destinations. The inclusions of both rail stations form a key element of the Parks overall sustainability criteria and integration with the wider transport network.

Summary

- 3.14 The development site is enviably situated in relation to the existing accessible transport network with all key transport connections available to support access by walking and no physical barriers to cycling. It is noted that the transport network does reflect a historic approach to designing for car use and the current network is noted to reflect historic travel mode priorities but by comparison with other similar Scottish sites, the proposed site is comparably well supported by a range of sustainable travel modes and linked by



footways to all key local trip destinations as would be expected from such a well strategically located retail and business park. The site therefore aligns well with RCCs ambition to support a future sustainable travel Park.

FINAL



4 DEVELOPMENT TRIP GENERATION

Development Trip Generation

Person Trips

- 4.1 Under the terms of the SPZ the property lies within Zone B which is described as a “mixed use gateway zone”. It also lies within a sub area of Zone B which is specifically identified as appropriate for a “new, mixed use hub” containing activities and uses that are outwith but ancillary to and supportive of the primary Class 4, 5 and 6 business and industrial uses.
- 4.2 Table 1 of the SPZ notes that up to 3,000sq m of new retail floorspace is permitted and that this is considered to be complementary to the primary business and industrial uses. There is no limit on the amount of this new floorspace that can be located within the Zone B hub area.
- 4.3 Table 1 also confirms that this “limited quantum of additional Class 1 floorspace” is “over and above existing floorspace in this class”. In this context it is important to note that the part use of the property at Napier Road as a retail showroom was ‘existing’ when the SPZ was adopted in 2014 and so lies outwith the permitted quantum of new retail floorspace.
- 4.4 In line with Transport Scotland’s Transport Assessment Guidance, an estimate of the likely peak hour person trip generation associated with the current land partial Retail Class 1 land use is made using data from surveys of similar sites contained within the TRICS database. The land use comparison has been made with the following assumptions:
- To support the trip rate comparison, the building total gross floors space of 4,128 square metres has been used comprising of the following current land use allocations:
 - Class 1 : 2,312.5sqm (comprising 1,781 sqm sales floorspace plus 50% of the offices and staff canteen areas).
 - Class 4/5/6 : 1,815.5sqm (comprising 1,284sqm manufacturing floorspace plus 50% of the offices and staff canteen areas).
 - For Class 1 land use - Retail – Other Individual Non Food Retail was considered the most appropriate user class;
 - To provide a most onerous comparison scenario, no account for partial consent has been applied;

- To maximise sites included in the comparison, no restriction on day of survey has been applied. The comparison is therefore inclusive of weekend and weekday peak trips;
- Sites located in southern England, London and Ireland have been discounted;
- To support maximum representative sites, a floor area threshold of up to 4,000 square metres has been accepted;
- Primary location criteria has been set to include all developments located outwith city centres; and
- Due to a lack of sites containing person trip data, the comparison has been demonstrated using total vehicular trips’.

4.5 Tables 4.1 and 4.2 sets out the vehicular trip rates per unit extracted from the TRICS data associated with Retail Class 1 and Sui Generis land use respectively. The peak trip generation is highlighted yellow.

Table 4.1 Predicted Total Vehicular Trip Rate and Trip Generation (Retail Class 1 – Non –Food)

TRIP RATE VALUE PER 100 SQM	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	1	4100	0.073	1	4100	0.000	1	4100	0.073
08:00-09:00	4	2899	0.241	4	2899	0.069	4	2899	0.310
09:00-10:00	4	2899	0.776	4	2899	0.474	4	2899	1.250
10:00-11:00	4	2899	1.095	4	2899	0.716	4	2899	1.811
11:00-12:00	4	2899	1.207	4	2899	1.164	4	2899	2.371
12:00-13:00	4	2899	0.862	4	2899	0.888	4	2899	1.750
13:00-14:00	4	2899	1.483	4	2899	1.406	4	2899	2.889
14:00-15:00	4	2899	1.501	4	2899	1.483	4	2899	2.984
15:00-16:00	4	2899	1.061	4	2899	1.268	4	2899	2.329
16:00-17:00	4	2899	1.061	4	2899	1.121	4	2899	2.182
17:00-18:00	4	2899	0.724	4	2899	0.862	4	2899	1.586
18:00-19:00	4	2899	0.552	4	2899	0.802	4	2899	1.354
19:00-20:00	2	2850	0.596	2	2850	0.895	2	2850	1.491
20:00-21:00	2	2850	0.000	2	2850	0.316	2	2850	0.316
21:00-22:00									
22:00-23:00									
23:00-24:00									

Table 4.2 Predicted Total Vehicular Trip Rate and Trip Generation (Sui Generis Car Showroom)

TRIP RATE VALUE PER 100 SQM	ARRIVALS			DEPARTURES			TOTALS		
	Total rate: 7.091 Peak: 08:00-09:00			Total rate: 7.177 Peak: 16:00-17:00			Total rate: 14.268 Peak: 12:00-13:00		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00-01:00									
01:00-02:00									
02:00-03:00									
03:00-04:00									
04:00-05:00									
05:00-06:00									
06:00-07:00									
07:00-08:00	10	1792	0.441	10	1792	0.061	10	1792	0.502
08:00-09:00	14	1428	0.965	14	1428	0.395	14	1428	1.360
09:00-10:00	14	1428	0.790	14	1428	0.715	14	1428	1.505
10:00-11:00	14	1428	0.715	14	1428	0.610	14	1428	1.325
11:00-12:00	14	1428	0.710	14	1428	0.740	14	1428	1.450
12:00-13:00	14	1428	0.755	14	1428	0.755	14	1428	1.510
13:00-14:00	14	1428	0.595	14	1428	0.565	14	1428	1.160
14:00-15:00	14	1428	0.580	14	1428	0.665	14	1428	1.245
15:00-16:00	14	1428	0.470	14	1428	0.635	14	1428	1.105
16:00-17:00	14	1428	0.600	14	1428	0.760	14	1428	1.360
17:00-18:00	14	1428	0.325	14	1428	0.590	14	1428	0.915
18:00-19:00	12	1611	0.145	12	1611	0.445	12	1611	0.590
19:00-20:00	5	2652	0.000	5	2652	0.241	5	2652	0.241
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									

4.6 With reference to both Tables 4.1 and 4.2, it is noted that the total vehicle generation associated with the proposed Sui Generis Car showroom and ancillary land use of 2.984 relative to use for a comparable sized Retail Class 1 of 1.501. Overall it can be concluded, as would perhaps be expected that the car showroom land use will generate less vehicular trips than the currently consented Retail Class 1.

5 SUMMARY & CONCLUSION

5.1 This Transport Statement has sought to set out a short supportive summary of the likely transport impacts of the proposed PPiP, highlighting the following key points:

- The development is established and benefits from a Certificate of Lawfulness (ref. 20/0439/CL) for Part use of unit for retail (Class 1). The site is within a strategic growth area, located within a prominent location.
- The site is well accessed by all modes of travel benefiting from infrastructure provision which support pedestrian access to the site. The site is well connected with adjacent development (current and proposed) through an established network of footways.
- Whilst there is no specific provision for cycling, the layout of the network is not anticipated to present a barrier to travel by bike.
- The site benefits from fantastic connections with the wider area through adjacent bus stops and 2 rail stations located a short walk from the site.
- The proposed land use will generate less vehicular traffic than the current lawful use.
- Whilst localised parking on footways has been observed, the future management of appropriate parking behaviour remains the responsibility of RCC noting the future enactment of the Transport Scotland Act 2019 will allow pavement parking to be addressed by RCC civil enforcement powers.
- A Staff Travel Plan would support sustainable travel to work by end user staff. It is recommended that a Travel Plan framework is prepared in support of a future end use.
- Given the sites excellent infrastructure connections, no mitigation is proposed and the existing transport network will support the proposed application use with no mitigation required.