

**TRANSPORT STATEMENT
PROPOSED SPECIAL
EDUCATIONAL NEEDS SCHOOL
HARMONDSWORTH**

TRANSPORT STATEMENT PROPOSED SPECIAL EDUCATIONAL NEEDS SCHOOL HARMONDSWORTH

AVIATION HOUSE, HARMONDSWORTH LANE, HARMONDSWORTH,
WEST DRAYTON, UB7 0LQ

TRANSPORT STATEMENT
OCTOBER 2023

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1 INTRODUCTION

1.1 INTRODUCTION

KRONEN has been instructed to prepare this Transport Statement to support a planning application which will be made at Aviation House, Harmondsworth Lane, Harmondsworth, West Drayton, UB7 OLQ (in the London Borough of Hillingdon).

1.2 EXISTING SITE

Aviation House currently provides approximately 625sqm of office / commercial floor space over 2 × floors and shares access and grounds etc. with The Lodge and Annex buildings which also have office / commercial uses.

1.3 PLANNING APPLICATION

A planning application will be submitted for the conversion, change of use with some alterations, to a specialist independent school.

The proposed school will cater for up to 40 × children ages 5 to 11 years old with Severe Learning Difficulties (SLD) and who also have Autistic Syndrome Condition (ASC).

The profile of the children will be younger children requiring the highest levels of support.

The proposed school will have approximately 30 to 33 × members of staff.

The proposed school landscaping has been designed to maximise school children play / outside areas. The plan retains ingress and egress arrangements and shows 1 × minibus bay plus 4 × parking spaces within a secure gated area.

1.4 TRANSPORT STATEMENT STRUCTURE AND CONTENTS

Sections 2 to 4 of this Transport Statement report detail the existing site, the site's accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 8 of this report detail the proposal, its transport impact and its integration with planning policy.

2 EXISTING CONDITIONS - EXISTING SITE INFORMATION

2.1 LOCATION

The application site is Aviation House, Harmondsworth Lane, Harmondsworth, West Drayton, UB7 0LQ.

Aviation House is part of a wider commercial uses site that comprises The Lodge and Annex buildings.

The wider site / all three buildings, Aviation House and The Lodge and Annex buildings share vehicle access from Harmondsworth Lane.

Aviation House has ingress and egress through The Lodge and Annex buildings car parking areas.

CREATE are the project architects. Refer to CREATE's accompanying drawings for the site location, boundaries and layouts etc.

2.2 EXISTING SITE USE

The site is Aviation House and key parameters for transport considerations are:

- 2 × floors of office / commercial space
- Gross internal floor area of approximately 625sqm
- Approximately 29 parking spaces
- Cycle rack for 6 cycles in butterfly style stands
- Shares refuse store with The Lodge and Annex buildings immediately next to the access concealed by trees / hedges

Aviation House was let to Teledyne UK Limited until March 2023 and is currently vacant.

3 EXISTING CONDITIONS - PUBLIC TRANSPORT NETWORK

3.1 INTRODUCTION

This Section of the Transport Statement reports on how accessible the site is using public transport modes.

3.2 PUBLIC TRANSPORT ACCESSIBILITY - BUSES

The site has access to 2 × frequent daytime bus services, the 350 and U3 services.

The 350 service has 5 × buses per hour and is routed between Hayes Asda and Heathrow Terminal 5 (Hayes – Botwell Common – West Drayton – Harmondsworth – Heathrow Airport Terminal 5).

The U3 service has 5 × buses per hour and is routed between Uxbridge Station Bus Station and Heathrow Central Bus Station (Uxbridge – Hillingdon Hospital – West Drayton – Harmondsworth – Heathrow).

Both bus services are accessible from the “Harmondsworth Lane” pair of bus stops P and A on Holloway Lane.

Bus stops are 100m to 150m walk distance from Harmondsworth Lane site access.

Bus stop P is served by north / east bound services towards West Drayton. Bus stop A is served by south / west bound services towards Heathrow Central or Terminal 5.

Refer to the bus map in Appendix A.

3.3 PUBLIC TRANSPORT ACCESSIBILITY -RAIL

The site has no railway stations within walking distance.

However the frequent 350 and U3 bus services detailed above are accessible from the “Harmondsworth Lane” pair of bus stops P and A on Holloway Lane which are 100m to 150m walk distance from Harmondsworth Lane site access.

The services provide access to Heathrow Airport Terminal 5 Railway Station and Heathrow Terminals 2 & 3 Railway Station (a short walk from Heathrow Central Bus Station). The bus services are an approximate 10 minute bus journey from the site to Heathrow Airport.

Elizabeth Line and Heathrow Express rail services and Piccadilly Line London Underground light rail services are accessible from Heathrow Airport stations.

Given the proximity of the site to bus stops, frequency of bus services and short bus journey time, it is considered feasible to travel to / from the site using rail services as a multi-modal trip.

3.4 PUBLIC TRANSPORT ACCESSIBILITY – PUBLIC TRANSPORT ACCESSIBILITY LEVEL

Public transport accessibility in London is often quantified and measured using TfL’s Public Transport Accessibility Level (PTAL) model.

"Assessing transport connectivity in London" describes PTAL scores as follows (p.6, TfL, 2015):

"PTAL is a measure of connectivity by public transport, which has been used in various planning processes in London for many years. For any selected place, PTAL suggests how well the place is connected to public transport services."

"PTAL values are simple. They range from zero to six, where the highest value represents the best connectivity. For historical reasons, the PTAL value of one is split into two categories (1a and 1b) and the PTAL value of six is split into two categories (6a and 6b). All together there are nine possible values of PTAL: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b."

"A location will have a higher PTAL if:

- It is at a short walking distance to the nearest stations or stops
- Waiting times at the nearest stations or stops are short
- More services pass at the nearest stations or stops
- There are major rail stations nearby
- Any combination of all the above."

TfL provides a GIS-based PTAL tool. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.

TfL's online GIS-based PTAL tool was used to research the site's PTAL score.

The PTAL tool calculated the site to have a PTAL score of 1b. A PTAL 1b score indicates "Poor" levels of public transport service availability. Details of the PTAL 1b calculation are provided in Appendix B of this report.

It should be noted that the PTAL score does not include rail services as railways stations are not within a 960m walk distance of the site.

4 EXISTING CONDITIONS - ROAD NETWORK

4.1 INTRODUCTION

This Section of the Transport Statement reports on the road network adjoining the site.

4.2 ACCESS

As discussed, the site has vehicle access from The Lodge and Annex car park via Harmondsworth Lane.

Harmondsworth Lane is a single carriageway classified C-road / classified unnumbered road with a signed 20mph speed limit.

The site was visited on a typical weekday in October in the early afternoon, the adjoining section of Harmondsworth Lane was observed to be a lightly trafficked low speed road.

4.3 ROAD NETWORK – HIGHWAY SAFETY

Personal Injury Accident (PIA) data has been researched to assess safety with regards to past reported incidents.

Data has been obtained directly from TfL's London Collision Map.

Data was researched for the most recent 3-year period available; 36 months to the end of December 2022. The study area covers adjoining and immediate street sections. The data is provided in Appendix C.

The PIA data shows that no collisions were recorded in the area for the 36-month period.

Based on the above analysis it is not considered that there is a specific highway safety engineering / design issue linked to reported collisions that would necessarily need to be mitigated as part of the current proposals.

4.4 ROAD NETWORK – PARKING CONDITIONS

The site is located within the LB Hillingdon H1 Permit Controlled Parking Zone with Permit Holder restrictions Mondays to Fridays 9am to 5pm.

There are some sections of carriageway outside of the H1 Permit CPZ within waling distance of the site, for example High Street, Cambridge Close, Summerhouse Lane.

The site was visited on a typical weekday in October in the early afternoon, surrounding roads were moderately parked with reasonable reserve capacity.

5 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION

5.1 PROPOSAL

The planning application / proposed scheme is for the conversion, change of use with some alterations, to Aviation House to create a specialist independent school.

5.2 SCHOOL KEY PARAMETERS

The proposed school will cater for up to 40 × children ages 5 to 11 years old with Severe Learning Difficulties (SLD) and who also have Autistic Syndrome Condition (ASC).

The profile of the children will be younger children requiring the highest levels of support.

The proposed school will have approximately 30 to 33 × members of staff.

5.3 SCHOOL ACCESS AND PARKING

The proposed school landscaping has been designed to maximise school children play / outside areas.

The plan retains ingress and egress arrangements through The Lodge and Annex parking areas with no off-site works.

The plan shows 1 × minibus bay plus 4 × parking spaces within a secure gated area.

The plan also shows 12 × long-stay and 4 × short-stay cycle parking spaces in Sheffield or M stands.

The plan includes a waste storage area within the site boundary. On a day-to-day school staff will use bins in this area and on refuse collection days a member of staff would then transfer those bins to the shared refuse store immediately next to the access.

Refer to CREATES's accompanying plans for the proposed plans.

5.4 SCHOOL TRAVEL

It is understood that all children will arrive and depart the proposed school by minibus and taxi organised through LB Hillingdon "Travel Assistance". The expectation is that travel will be predominantly minibuses with low levels of taxi travel.

Based on key personnel experiences of other similar specialist schools it is expected that the large majority of staff will travel to site by public transport.

5.5 DAY-TO-DAY SCHOOL OPERATIONS

The school day will start with minibus / taxi arrivals at around 8.45am for registration at 9am.

The school day will end with minibus / taxi departures at 2.45pm.

The school day will be structured as follows:

8.45am	Morning Routine (Registration)
9am	Morning Lessons
10.30am	Break
11am	Lessons
12.30pm	Lunch
1pm	Lunch Break
1.30pm	Afternoon Lessons
2.30pm	Goodbye Routine
2.45pm	Home Time

In the future, when the school is established, there could potentially be a Breakfast Club before the school day 8.15am to 8.45am and After School Clubs 2.45pm to 3.30pm / 4pm.

The majority of teaching staff will arrive by 7.55am and depart after 3.30pm / 4pm.

As shown on proposed plans access will be controlled by gates. Gates will be manned by staff between at main school arrivals and departure times. Outside of these times gates will be remotely controlled by staff in reception via an intercom.

Servicing will likely refuse collections, kitchen deliveries and other general school supplies ad-hoc requirements.

As discussed the plan includes a waste storage area within the site boundary. On a day-to-day school staff will use bins in this area and on refuse collection days a member of staff would then transfer those bins to the shared refuse store immediately next to the access.

Other deliveries will be made from within the school boundary / grounds, not off-site or from the public highway.

There is no anticipation for a requirement for larger coaches at the school e.g. for sports or residential trips given the profile of the children. All trips would be made by minibuses.

6 PROPOSED DEVELOPMENT - PARKING

6.1 INTRODUCTION

To assess whether the parking provision is appropriate Development Plan policies have been assessed.

Development Plan parking policy guidance is set out in: Policy DMT 6: Vehicle Parking of “Local Plan Part 2 - Development Management Policies” (LB Hillingdon, 2020) and “London Plan” (Greater London Authority, 2021) Policy T5 Cycling and T6 Car parking.

6.2 VEHICLE PARKING

Adopted local parking policy is set out in Policy DMT 6: Vehicle Parking of “Local Plan Part 2 - Development Management Policies” (LB Hillingdon, 2020).

Clause A of Policy DMT 6 refers to Appendix C (p.114):

“Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.”

Appendix C “Parking Standards” Table 1 “Parking Standards” (b) “Parking requirements” provides the following guidance for education uses (p.154):

“Day care centres, pre-school play and nurseries

On an individual basis using a transport assessment and travel plan and in addition to car parking requirements, provision for pick up and drop off facility to be provided.”

“Higher and further education establishment (vocational & academic) adult training centres and schools

On an individual basis using a transport assessment and where applicable school travel plan/travel plan. Where relevant, provision should be made for coach/bus access and parking.”

Regional parking policy is set out in the “London Plan”. “London Plan” (GLA, 2021) Policy T6 has a guidance / standards vacuum for education uses.

Policy T6 Supporting text Para. 10.6.5 states:

“Where no standard is provided, the level of parking should be determined on a case-by-case basis taking account of Policy T6 Car parking, current and future PTAL and wider measures of public transport, walking and cycling connectivity.”

Overarching direction in Policy T6 is for restrained parking and car free development.

As discussed the proposed school landscaping has been designed to maximise school children play / outside areas. The plan shows 1 × minibus bay plus 4 × parking spaces within a secure gated area.

The proposed school will cater for younger children requiring the highest levels of support; up to 40 × children ages 5 to 11 years old with Severe Learning Difficulties (SLD) and who also have Autistic Syndrome Condition (ASC).

It is understood that all children will arrive and depart the proposed school by minibus and taxi organised through LB Hillingdon “Travel Assistance”. The expectation is that travel will be predominantly minibuses with low levels of taxi travel.

Based on key personnel experiences of other similar specialist schools it is expected that the large majority of staff will travel to site by public transport.

As discussed in Section 7 various attempts have been made to obtain travel / trip data to assess these expectations, unfortunately this has not been possible.

However, given the above, the site access to bus stops, access to frequent bus services from bus stops, access to railway stations at Heathrow Airport within a short bus journey, range of national rail and light rail services at rail stations, streets surrounding the site having Permit CPZ and other parking / waiting restrictions, the restrained vehicle parking provisions are considered acceptable and not in conflict with general Development Plan policy / standards.

6.3 CYCLE PARKING

Appendix C “Parking Standards” Table 1 “Parking Standards” (b) “Parking requirements” of “Local Plan Part 2 - Development Management Policies” (LB Hillingdon, 2020) provides the following guidance for education uses (p.154):

“Day care centres, pre-school play and nurseries:

Level of provision subject to transport assessment.”

“Higher and further education establishment (vocational & academic) adult training centres and schools”

“Cycle 1 per 10 staff or students.”

London Plan Policy T5 refers to Table 10.2. Table 10.2 Minimum cycle parking standards states that primary schools / secondary schools / sixth form colleges should provide 1 × long-stay cycle space per 8 FTE staff plus 1 × long-stay space per 8 students plus 1 × short-stay space per 100 students.

The proposed school will cater for up to 40 × children ages 5 to 11 years old with Severe Learning Difficulties (SLD) and who also have Autistic Syndrome Condition (ASC).

The profile of the children will be younger children requiring the highest levels of support.

The school children will not travel to school on cycles.

The proposed school will have approximately 30 to 33 × members of staff.

The plan also shows 12 × long-stay and 4 × short-stay cycle parking spaces in Sheffield or M stands.

The provision exceeds minimum local and regional standards.

It is considered that cycle parking is acceptable and could be secured by planning condition.

7 PROPOSED DEVELOPMENT - DEVELOPMENT TRIP GENERATION PROJECTIONS & IMPACT

7.1 INTRODUCTION

This section of the report provides commentary on attempts that have been made to obtain travel / trip data to assess trips and trip projections for the proposed school use.

As discussed it is understood that all children will arrive and depart the proposed school by minibus and taxi organised through LB Hillingdon "Travel Assistance". The expectation is that travel will be predominantly minibuses with low levels of taxi travel.

Based on key personnel experiences of other similar specialist schools it is expected that the large majority of staff will travel to site by public transport.

As discussed in Section 6 various attempts have been made to obtain travel / trip data to assess these expectations, unfortunately this has not been possible.

7.2 TRICS DATABASE APPROACH

Initially a TRICS database approach was attempted.

TRICS Bureau Service has advised that the database does not have a SEND school filter and it covers mainstream schools and is limited to filtering by age e.g. primary or secondary school.

Given the that the proposed school will cater specifically for younger children requiring the highest levels of support the usual TRICS database approach in line with best practice is not considered suitable / possible for this assessment.

7.3 PROXY / COMPARATOR SITE

The proposed school operator does not currently operate other similar schools as such no other operator schools could be surveyed and used to make trip projections as a proxy / comparator site.

The proposed school operator was asked if there was a nearby school that could be used as a proxy / comparator site. A school travel plan could then potentially be obtained to review school children and staff travel mode survey data.

The proposed school operator identified Hillingdon Manor School as a potential proxy / comparator site.

Unfortunately the TfL STARS database does not hold a travel plan for the school.

Reviewing the planning history for Hillingdon Manor School it appears that recent planning application "3043/APP/2019/1788" was approved at the school was for more children along with access changes and parking numbers and layout changes but there was no supporting transport evidence and no travel plan (application "3043/APP/2019/1788" for the Erection of new single storey buildings/extensions, removal of three modular buildings, reconfiguration of car parking and pedestrian access arrangements and associated

works (all within existing school's boundary) and change of use of part of adjoining open land (Use Class Sui Generis) to recreation, horticulture and related school use (Use Class D1) and associated new boundary treatment and storage building (Re-consultation to consider Ecological Protection and Enhancement Strategy)" approved in 2020.)

The proxy / comparator site approach was not possible as above.

7.4 TFL STARS TRAVEL PLANS VIA THE STARS TEAM AT LB HILLINGDON SCHOOL TRAVEL AND ROAD SAFETY EDUCATION, TRAINING AND PUBLICITY DEPARTMENT

The STARS Team At LB Hillingdon School Travel and Road Safety Education, Training and Publicity Department was contacted to see if SEND schools in LB Hillingdon school travel plans could be released for the assessment work to review school children and staff travel mode survey data and allow aggregated school children and staff travel mode survey trip data calculations could be made to allow trip projections to be forecasted.

Unfortunately LB Hillingdon School Travel and Road Safety Education, Training and Publicity Department advised it would not be able to release any school travel plans to third parties.

Resultantly schools travel plans approach was not possible.

7.5 SUMMARY

As above, best endeavours have been made to calculate trip projections.

Unfortunately given the specialist nature of the proposed school this has not been possible.

The school operator has advised that all children will arrive and depart the proposed school by minibus and taxi organised through LB Hillingdon "Travel Assistance". The expectation is that travel will be predominantly minibuses with low levels of taxi travel. Based on key personnel experiences of other similar specialist schools it is expected that the large majority of staff will travel to site by public transport.

This is considered a reasonable expectation.

The proposed school is likely to result in lower trips than the site would with approximately 625sqm of office / commercial floor space and approximately 29 × parking spaces.

8 PROPOSED DEVELOPMENT - PLANNING POLICY INTEGRATION AND MITIGATION MEASURES

8.1 SUSTAINABLE DEVELOPMENT

As discussed it is understood that all children will arrive and depart the proposed school by minibus and taxi organised through LB Hillingdon "Travel Assistance". The expectation is that travel will be predominantly minibuses with low levels of taxi travel.

Based on key personnel experiences of other similar specialist schools it is expected that the large majority of staff will travel to site by public transport. Both bus services are accessible from the "Harmondsworth Lane" pair of bus stops P and A on Holloway Lane and are 100m to 150m walk distance from Harmondsworth Lane site access. Bus stop P is served by north / east bound services towards West Drayton. Bus stop A is served by south / west bound services towards Heathrow Central or Terminal 5.

The services provide access to Heathrow Airport Terminal 5 Railway Station and Heathrow Terminals 2 & 3 Railway Station (a short walk from Heathrow Central Bus Station). The bus services are an approximate 10 minute bus journey from the site to Heathrow Airport.

Elizabeth Line and Heathrow Express rail services and Piccadilly Line London Underground light rail services are accessible from Heathrow Airport stations.

Given the proximity of the site to bus stops, frequency of bus services and short bus journey time, it is considered feasible to travel to / from the site using rail services as a multi-modal trip.

The site is considered reasonably accessible for a site on the boundaries of Outer London.

As discussed below the client would accept a planning condition securing a TfL STARS Travel Plan.

8.2 SITE ACCESS

As discussed in Section 4, existing site access arrangements are considered acceptable and are being retained with a lower intensification of use.

It is considered that access arrangements support / are supported by The National Planning Policy Framework promoting sustainable transport policies (safe and suitable access).

8.3 PARKING

Parking is discussed in detail in Section 6 of this report.

It is considered that the proposed provision is acceptable / not objectionable and in accordance with The London Plan.

It is considered that cycle parking could be secured by planning condition.

8.4 TRIPS

Trip projections are discussed in Section 7 of this report.

The school operator has advised that all children will arrive and depart the proposed school by minibus and taxi organised through LB Hillingdon "Travel Assistance". The expectation is that travel will be predominantly minibuses with low levels of taxi travel. Based on key personnel experiences of other similar specialist schools it is expected that the large majority of staff will travel to site by public transport.

This is considered a reasonable expectation.

The proposed school is likely to result lower trips than the site would with approximately 625sqm of office / commercial floor space and approximately 29 × parking spaces.

8.5 LAYOUT

The proposed school landscaping has been designed to maximise school children play / outside areas.

The plan retains ingress and egress arrangements through The Lodge and Annex parking areas with no off-site works.

The plan shows 1 × minibus bay plus 4 × parking spaces within a secure gated area.

Site access and the minibus bay have been assessed using AutoCAD 2023 Vehicle Tracking.

Based on experience from other SEND school projects it is likely a Peugeot Boxer minibus 6.2m long × 2.0m wide or similar will be used at the site.

As shown on the minibus Vehicle Tracking in Figures 1 and 2 the layout is considered suitable / acceptable.

8.6 SCHOOL TRAVEL PLANNING

As discussed The STARS Team At LB Hillingdon School Travel and Road Safety Education, Training and Publicity Department has been contacted whilst preparing this report.

The STARS Team have advised that it is likely that LB Hillingdon planning will secure a school travel plan by condition / agreement of an approval.

Prior to or shortly after first occupation the school would contact and work with LB Hillingdon's STARS Team / School Travel Team and TfL through the STARS programme by having a school travel plan champion / lead who would be responsible for supplying annual data such as hands up survey's and road safety / active travel activities. LB Hillingdon's STARS Team / School Travel Team would then offer the school support with their travel plan moving forward.

The school operator would accept a school travel plan by condition / agreement.

8.7 TRANSPORT IMPACTS AND SUMMARY

The proposal is considered to be sustainable and is not consider to have any significant impacts.

It is considered that the development supports / is supported by:

- Local Plan Part 2 - Development Management Policies (LB Hillingdon, 2020)
- The London Plan (GLA, 2021),
- The National Planning Policy Framework (DLUHC, 2023).

With regards to transport impacts Paragraph 111 of the National Planning Policy Framework includes guidance of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

Based on the findings above the proposals' residual impacts are not considered severe in a National Planning Policy Framework context.

9 SUMMARY

KRONEN has been instructed to prepare this Transport Statement to support a planning application which will be made at Aviation House, Harmondsworth Lane, Harmondsworth, West Drayton, UB7 0LQ.

9.1 EXISTING SITE

Aviation House currently provides approximately 625sqm of office / commercial floor space over 2 × floors and shares access and grounds etc. with The Lodge and Annex buildings which also have office / commercial uses.

9.2 PLANNING APPLICATION

A planning application will be submitted for the conversion, change of use with some alterations, to a specialist independent school.

The proposed school will cater for up to 40 × children ages 5 to 11 years old with Severe Learning Difficulties (SLD) and who also have Autistic Syndrome Condition (ASC).

The profile of the children will be younger children requiring the highest levels of support.

The proposed school will have approximately 30 to 33 × members of staff.

The proposed school landscaping has been designed to maximise school children play / outside areas. The plan retains ingress and egress arrangements and shows 1 × minibay plus 4 × parking spaces within a secure gated area.

9.3 ASSESSMENT

Sections 2 to 4 of this Transport Statement report examined the existing site, the site's accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 8 of this report detailed the proposal, its integration with Development Plan policies and its transport impact.

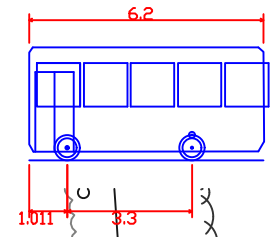
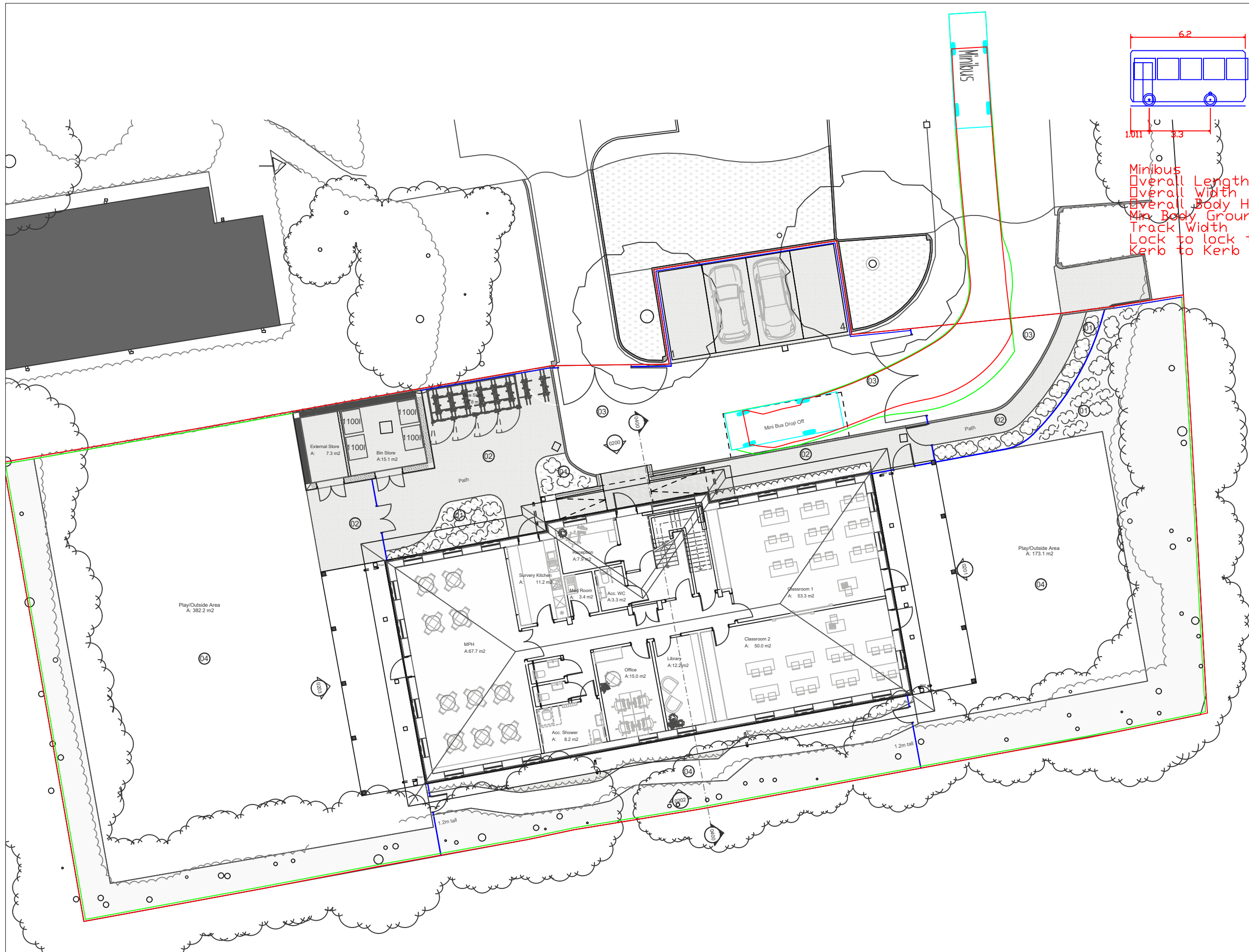
As discussed in Sections 6, 7 and 8 it is considered that the development supports / is supported by:

- Local Plan Part 2 - Development Management Policies (LB Hillingdon, 2020)
- The London Plan (GLA, 2021),
- The National Planning Policy Framework (DLUHC, 2023).

With regards to transport impacts Paragraph 111 of the National Planning Policy Framework includes guidance of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

Based on the findings above the proposals' residual impacts are not considered severe in a National Planning Policy Framework context.

FIGURES



Minibus
Overall Length 6.200m
Overall Width 1.986m
Overall Body Height 2.990m
Min Body Ground Clearance 0.231m
Track Width 1.900m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m



SCALE 1:200 @ A3

PROJECT P2308.6
PROPOSED SEN SCHOOL,
HARMONDSWORTH

SWEPT PATH ANALYSIS
FIGURE 1

AUTOCAD 2023 VEHICLE TRACKING
MINIBUS ARRIVING > BOARDING /
ALIGHTING > DEPARTING

KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING

KRONEN ANNO
RED LINE ILLUSTRATES PATH
OF WHEELS
GREEN LINE ILLUSTRATES
BODY / BODY OVERHANG



KRONEN ANNO
RED LINE ILLUSTRATES PATH
OF WHEELS
GREEN LINE ILLUSTRATES
BODY / BODY OVERHANG



SCALE 1:200 @ A3

PROJECT P2308.6
PROPOSED SEN SCHOOL,
HARMONDSWORTH

SWEPT PATH ANALYSIS
FIGURE 2

AUTOCAD 2023 VEHICLE TRACKING
MINIBUS ARRIVING > BOARDING /
ALIGHTING > DEPARTING

KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING

APPENDIX A

Buses nearby

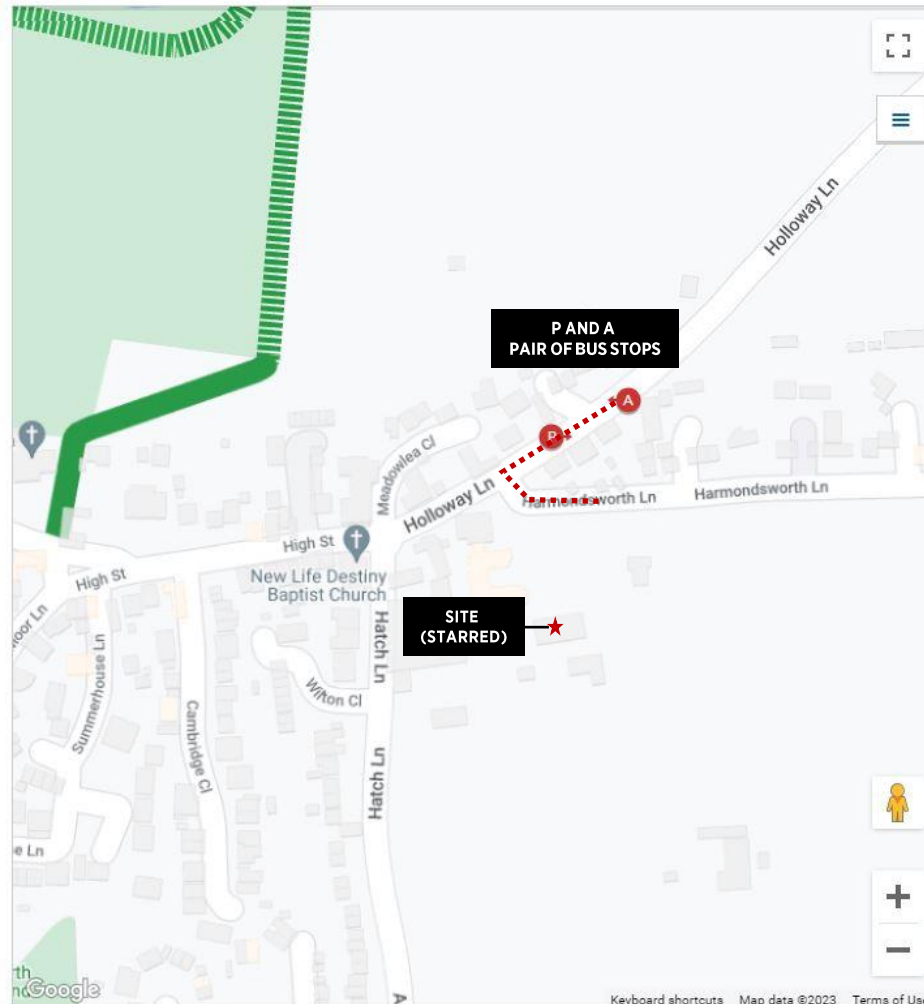


Harmondsworth, West Drayton UB7 x

Go

Showing all **bus** results near Harmondsworth,
West Drayton UB7 0LQ, UK

P	Harmondsworth Lane	350 U3	>
A	Harmondsworth Lane	350 U3	>
N	Candover Close	350 U3	>
B	Candover Close	350 U3	>
M	Skyport Drive	350 U3	>
C	Skyport Drive	350 U3	>
G	Pinglestone Close	81 423 U3	>
H	Pinglestone Close	81 423 U3	>
Bus	Campania Centre		



APPENDIX B

WebCAT

Address or co-ordinates

UB7 0LQ



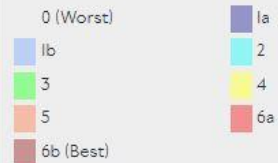
Go

Access level (PTAL)

Time mapping (TIM)

PTAL: a measure which rates locations by distance from frequent public transport services.

Map key - PTAL



Map layers

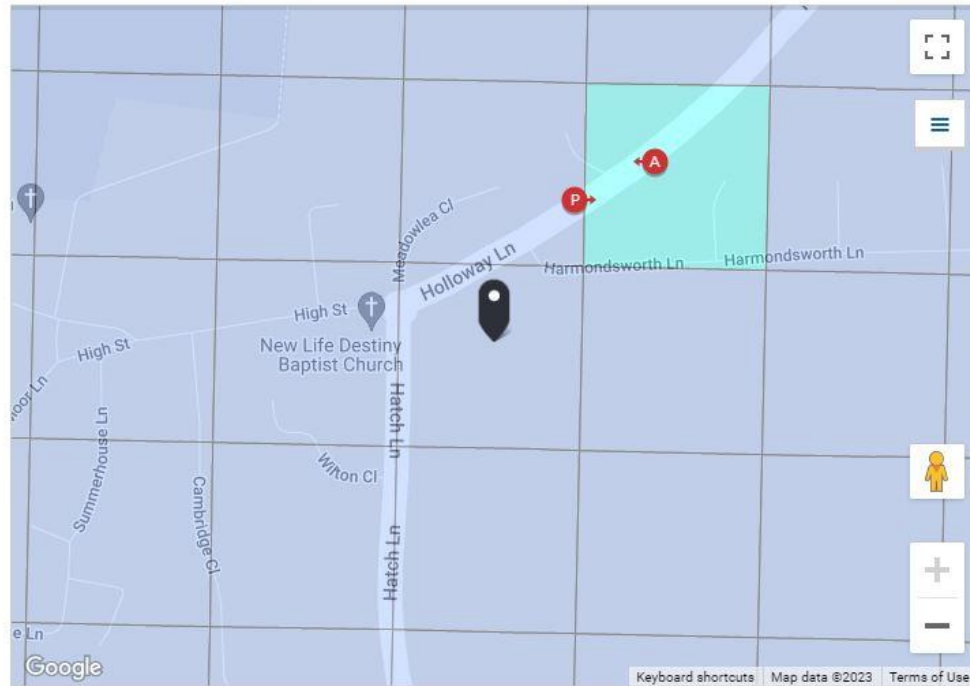
PTAL (cell size: 100m)

Scenario

2021 (Forecast)



Highlight locations where PTALs have changed from Base Year



You can click anywhere on the map to change the selected location.

PTAL output for 2021 (Forecast)

1b

UB7 0LQ

Harmondsworth, West Drayton UB7 0LQ, UK

Easting: 505948, Northing: 177752

WebCAT PTAL Report

Site Details

Grid Cell: 66837

Easting: 505945

Northing: 177752

Report Date: 05/10/2023

Scenario: 2021 (Forecast)

Calculation Parameters

Day of Week: M-F

Time Period: AM Peak

Walk Speed: 4.8 kph

Bus Node Max Walk Access Time (mins): 8

Bus Reliability Factor: 2.0

LU Station Max Walk Access Time (mins): 12

LU Reliability Factor: 0.75

National Rail Station Max Walk Access Time (mins): 12

National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (metres)		Frequency (vph)		Walk Time (mins)			SWT (mins)		TAT (mins)	EDF	Weight	AI
Bus	HARMONDSWORTH	LANE	350	139.11	5.18	1.74	7.8	9.54	3.15	1	3.15				
Bus	HARMONDSWORTH	LANE	U3	139.11	5.18	1.74	7.8	9.54	3.15	0.5	1.57				

Total Grid Cell AI: 4.72

PTAL: 1b

APPENDIX C

