

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

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

TRANSPORT STATEMENT PROPOSED SPECIAL EDUCATIONAL NEEDS SCHOOL HARMONDSWORTH

THE LODGE AND THE ANNEX, HARMONDSWORTH LANE,
HARMONDSWORTH, WEST DRAYTON, UB7 0LQ

TRANSPORT STATEMENT
JULY 2025

PREPARED FOR LANDON EDUCATION LIMITED
PREPARED BY KRONEN LIMITED
© KRONEN LIMITED 2025 - ALL RIGHTS RESERVED

KRONEN, Thorncroft Manor, Leatherhead, KT22 8JB 020 8541 1139 info@kronenlimited.com www.kronenlimited.com
Kronen Limited registered in England & Wales registered number 8826297

CONTENTS

- 1 INTRODUCTION
- 2 EXISTING CONDITIONS - EXISTING SITE INFORMATION
- 3 EXISTING CONDITIONS - PUBLIC TRANSPORT NETWORK
- 4 EXISTING CONDITIONS - ROAD NETWORK
- 5 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION
- 6 PROPOSED DEVELOPMENT - PARKING
- 7 PROPOSED DEVELOPMENT - DEVELOPMENT TRIP GENERATION PROJECTIONS & IMPACT
- 8 PROPOSED DEVELOPMENT - MITIGATION MEASURES
- 9 SUMMARY

APPENDICES

- A PTAL REPORT
- B COLLISION DATA

1 INTRODUCTION

1.1 INTRODUCTION

KRONEN has been instructed to prepare this Transport Statement to support a planning application for a specialist independent school which will be made at The Lodge and The Annex, Harmondsworth Lane, Harmondsworth, West Drayton, UB7 0LQ (in the London Borough of Hillingdon).

1.2 EXISTING SITE

The Lodge and The Annex buildings are separated in to 27 x individual commercial units.

The Lodge and The Annex have approximately 61 x parking spaces in a shared / common car park.

1.3 RECENT PLANNING HISTORY ON NEIGHBOURING SITE

The current proposal at The Lodge and Annex buildings follows an approval at neighbouring Aviation House.

Aviation House was an office building.

The recent and approved application at Aviation House was:

Application – “2157/APP/2023/3068”

Proposal – “Change of use of the building from office (Use Class E) to non-residential education centre (SEND school) (Use Class F1) with external alterations including installation of two canopies, gates, fences, bin and cycle stores, and associated landscaping works”

Decision – Approval April 2024

1.4 PLANNING APPLICATION

A planning application will be submitted for the conversion, change of use with some alterations, to The Lodge and The Annex buildings.

The formal description of the proposals for The Lodge and The Annex buildings is “Change of use of the building from office (Use Class E) to non-residential education centre (SEND school) (Use Class F1) with minor external alterations including, gates, fences, and cycle stores, and associated landscaping works”.

The site as a whole, including Aviation House, would be the Landon School specialist independent school on a single “campus”.

The proposed school campus will cater for up to 128 x children ages 5 to 19 years old with Severe Learning Difficulties (SLD) and who also have Autistic Syndrome Condition (ASC).

The number of children will include:

The Lodge – 24 x students

The Annex - 64 x students

Aviation House - x 40 students (per approved application “2157/APP/2023/3068”)

As with approved application “2157/APP/2023/3068”, there will be 0.75 staff per student. The proposed school will have approximately 96 x members of staff.

The proposal retains vehicle ingress and egress arrangements from Harmondsworth Lane with no off-site works.

The car park will largely be retained as it currently is apart from changes outside Aviation House per approved application “2157/APP/2023/3068”.

The plan shows a minibus bay plus 61 x parking spaces inclusive of 3 x disabled blue badge permit holder spaces and 4 x active electric vehicle spaces.

A new pedestrian and cycle access is included from Holloway Lane.

1.5 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 The Lodge and The Annex, Harmondsworth Lane, Harmondsworth, West Drayton, UB7 0LQ.

The Lodge and The Annex neighbour Aviation House.

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

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 Lodge and The Annex are separated in to individual commercial units.

The Lodge is partially occupied with 3 × empty units out of 16 × units in total.

The Annex is also partially occupied with 5 × empty units out of 11 × units in total.

The Lodge and The Annex has approximately 61 × parking spaces.

2.3 RECENT PLANNING HISTORY ON NEIGHBOURING SITE

The current proposal at The Lodge and Annex buildings follows an approval at Aviation House.

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

Aviation House had:

- 2 × floors of office / commercial space
- Floor area of approximately 625sqm
- Approximately 29 parking spaces

The approved application was:

Application – “2157/APP/2023/3068”

Proposal – “Change of use of the building from office (Use Class E) to non-residential education centre (SEND school) (Use Class F1) with external alterations including installation of two canopies, gates, fences, bin and cycle stores, and associated landscaping works”

Decision – Approval April 2024

The approved application sought the conversion, change of use with some alterations, to Aviation House to create a specialist independent school.

It was proposed that the school catered for up to 40 x 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 is younger children requiring the highest levels of support.

The proposed school had approximately 30 to 33 x members of staff.

It was proposed that the school day would start with minibus / taxi arrivals at around 8.45am for registration at 9am. The school day would end with minibus / taxi departures at 2.45pm.

It was proposed that the majority of teaching staff would arrive by 7.55am and depart after 3.30pm / 4pm.

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

The school retained vehicle ingress and egress arrangements through The Lodge and Annex parking areas with no off-site works.

A new pedestrian and cycle access was included from Holloway Lane.

The original submission plans included 1 x minibus bay plus 4 x parking spaces within a secure gated area.

During the course of the application's assessment LB Hillingdon requested that plans were revised to include 1 x minibus bay plus 12 x parking spaces (inclusive of 1 x disabled / blue badge permit holder space, 1 x "active" electric vehicle parking space, 1 x "passive" electric vehicle parking space) within a secure gated area.

The approval has recently been partially implemented and some parts of Aviation have come in to use as Landon School, the school is not fully operational.

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 x frequent daytime bus services, the 350 and U3 services.

The 350 service has 5 x 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 x 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.

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 new WebCAT 3.0 online 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. The PTAL report is provided in Appendix A 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 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 2024. The study area covers adjoining and immediate street sections. The data is provided in Appendix B.

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 walking 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 new planning application / proposed scheme is for the conversion, change of use with some alterations, to The Lodge and The Annex buildings.

The formal description of the proposals for The Lodge and The Annex buildings is “Change of use of the building from office (Use Class E) to non-residential education centre (SEND school) (Use Class F1) with minor external alterations including, gates, fences, and cycle stores, and associated landscaping works”.

The site as a whole, including Aviation House, would be the Landon School specialist independent school campus.

5.2 SCHOOL KEY PARAMETERS

The proposed school campus will cater for up to 128 × children ages 5 to 19 years old with Severe Learning Difficulties (SLD) and who also have Autistic Syndrome Condition (ASC).

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

The number of children will include:

The Lodge - 24 × students

The Annex - 64 × students

Aviation House - × 40 students (per approved application “2157/APP/2023/3068”)

As with approved application “2157/APP/2023/3068”, there will be 0.75 staff per student. The proposed school will have approximately 96 × members of staff.

5.3 SCHOOL ACCESS AND PARKING

The plan retains vehicle ingress and egress arrangements from Harmondsworth Lane with no off-site works.

The car park will largely be retained as it currently is apart from changes outside Aviation House per approved application “2157/APP/2023/3068”.

The plan shows a minibus bay plus 61 × parking spaces inclusive of 3 × disabled blue badge permit holder spaces and 4 × active electric vehicle spaces.

A new pedestrian and cycle access is included from Holloway Lane.

The plan also shows 30 × long-stay and 6 × 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 basis 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.

Existing gates will be retained and will be manned by staff between 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 basis 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, during the course of the assessment of application “2157/APP/2023/3068”, LB Hillingdon requested that plans were revised to include 12 × parking spaces for the 30 × members of staff; this is a provision of 0.4 × parking spaces per staff.

The proposal, for the whole site including The Lodge, The Annex and Aviation House buildings, includes 61 × parking spaces (inclusive of 3 × disabled blue badge permit holder spaces and 4 × active electric vehicle spaces) for 96 × members of staff, this is a ratio of 0.6 × parking spaces per staff.

With regards to the 3 × disabled blue badge permit holder spaces, “London Plan” (GLA, 2021) Table 10.6 Non-residential disabled persons parking standards includes an education use 5% designated disabled bay standard.

With regards to the 4 × active electric vehicle spaces, this exceeds a 5% provision, the proposed plan also includes an area outside The Lodge that could be converted to electric vehicle spaces in the future.

The proposal provides levels of parking broadly in line, slightly higher, than application “2157/APP/2023/3068”, and is therefore considered acceptable.

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, across The Lodge, The Annex and Aviation House buildings, will cater for up to 128 × children ages 5 to 19 years old with Severe Learning Difficulties (SLD) and who also have Autistic Syndrome Condition (ASC).

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

The school children will not travel to school on cycles.

The proposed school, across The Lodge, The Annex and Aviation House buildings, will have approximately 96 × members of staff.

The plan shows 30 × long-stay and 6 × short-stay cycle parking spaces in Sheffield or M stands.

The provision exceeds minimum local standards (a total of 22 × cycle spaces) and regional standards (28 × long-stay and 2 × short stay cycle spaces).

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 below, 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 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 AVIATION HOUSE

As discussed application "2157/APP/2023/3068" has recently been partially implemented and some parts of Aviation House have come in to use a Landon School, the school is not fully operational.

It is understood that the partial implementation would not give a good neutral / typical sample for a travel survey to make robust / accurate trip projections.

7.6 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 campus across all 3 x buildings is likely to result lower trips than the site would with an equivalent office / commercial floor space and approximately 89 x 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. The creation of a campus should mean higher minibus travel and lower taxi travel is feasible.

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.

The creation of a campus allows opportunities to better manage site access arrangements, a benefit to the surrounding area and the school.

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.

Condition 6 of approved planning application “2157/APP/2023/3068” was:

“6 A Parking Design and Management Plan shall be submitted to and approved in writing by the local planning authority prior to the first use of the development hereby approved. The measures shall thereafter be implemented in accordance with the approved Parking Design and Management Plan for the lifetime of the school development.

REASON

To comply with Policy T6 of The London Plan (2021).”

Condition 6 has been discharged: “2157/APP/2024/2792” “Details pursuant to the discharge of Condition 6 (Parking Design and Management Plan) of planning permission reference 2157/APP/2023/3068, dated 18.04.2024, for the 'Change of use of the building from office (Use Class E) to non-residential education centre (SEND school) (Use Class F1) with external alterations including installation of two canopies, gates, fences, bin and cycle stores, and associated landscaping works.”

The applicant would be willing to accept a similar condition for the new proposal.

The creation of a campus allows opportunities to better manage parking, a benefit to the surrounding area and the school.

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 campus across all 3 × buildings is likely to result lower trips than the site would with an equivalent office / commercial floor space and approximately 89 × parking spaces.

8.5 LAYOUT

The plan retains vehicle ingress and egress arrangements from Harmondsworth Lane with no off-site works.

The car park will largely be retained as it currently is apart from changes outside Aviation House per approved application “2157/APP/2023/3068”.

The plan shows a minibus bay plus 61 × parking spaces inclusive of 3 × disabled blue badge permit holder spaces and 4 × active electric vehicle spaces.

A new pedestrian and cycle access is included from Holloway Lane.

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 surveys 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 considered 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 (MHCLG, 2024).

With regards to transport impacts Paragraph 116 of the National Planning Policy Framework includes guidance that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".

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 for a specialist independent school which will be made at The Lodge and The Annex, Harmondsworth Lane, Harmondsworth, West Drayton, UB7 0LQ.

9.1 EXISTING SITE

The Lodge and The Annex buildings are separated in to 27 x individual commercial units.

The Lodge and The Annex have approximately 61 x parking spaces in a shared / common car park.

9.2 RECENT PLANNING HISTORY ON NEIGHBOURING SITE

The current proposal at The Lodge and Annex buildings follows an approval at neighbouring Aviation House.

Aviation House was an office building.

The recent and approved application at Aviation House was:

Application – “2157/APP/2023/3068”

Proposal – “Change of use of the building from office (Use Class E) to non-residential education centre (SEND school) (Use Class F1) with external alterations including installation of two canopies, gates, fences, bin and cycle stores, and associated landscaping works”

Decision – Approval April 2024

9.3 PLANNING APPLICATION

A planning application will be submitted for the conversion, change of use with some alterations, to The Lodge and The Annex buildings.

The formal description of the proposals for The Lodge and The Annex buildings is “Change of use of the building from office (Use Class E) to non-residential education centre (SEND school) (Use Class F1) with minor external alterations including, gates, fences, and cycle stores, and associated landscaping works”.

The site as a whole, including Aviation House, would be the Landon School specialist independent school campus.

The proposed school will cater for up to 128 x children ages 5 to 19 years old with Severe Learning Difficulties (SLD) and who also have Autistic Syndrome Condition (ASC).

The number of children will include:

The Lodge – 24 x students

The Annex - 64 x students

Aviation House – x 40 students (per approved application “2157/APP/2023/3068”)

As with approved application “2157/APP/2023/3068”, there will be 0.75 staff per student. The proposed school will have approximately 96 x members of staff.

The proposal retains vehicle ingress and egress arrangements from Harmondsworth Lane with no off-site works.

The car park will largely be retained as it currently is apart from changes outside Aviation House per approved application “2157/APP/2023/3068”.

The plan shows a minibus bay plus 61 x parking spaces inclusive of 3 x disabled blue badge permit holder spaces and 4 x active electric vehicle spaces.

A new pedestrian and cycle access is included from Holloway Lane.

9.4 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:

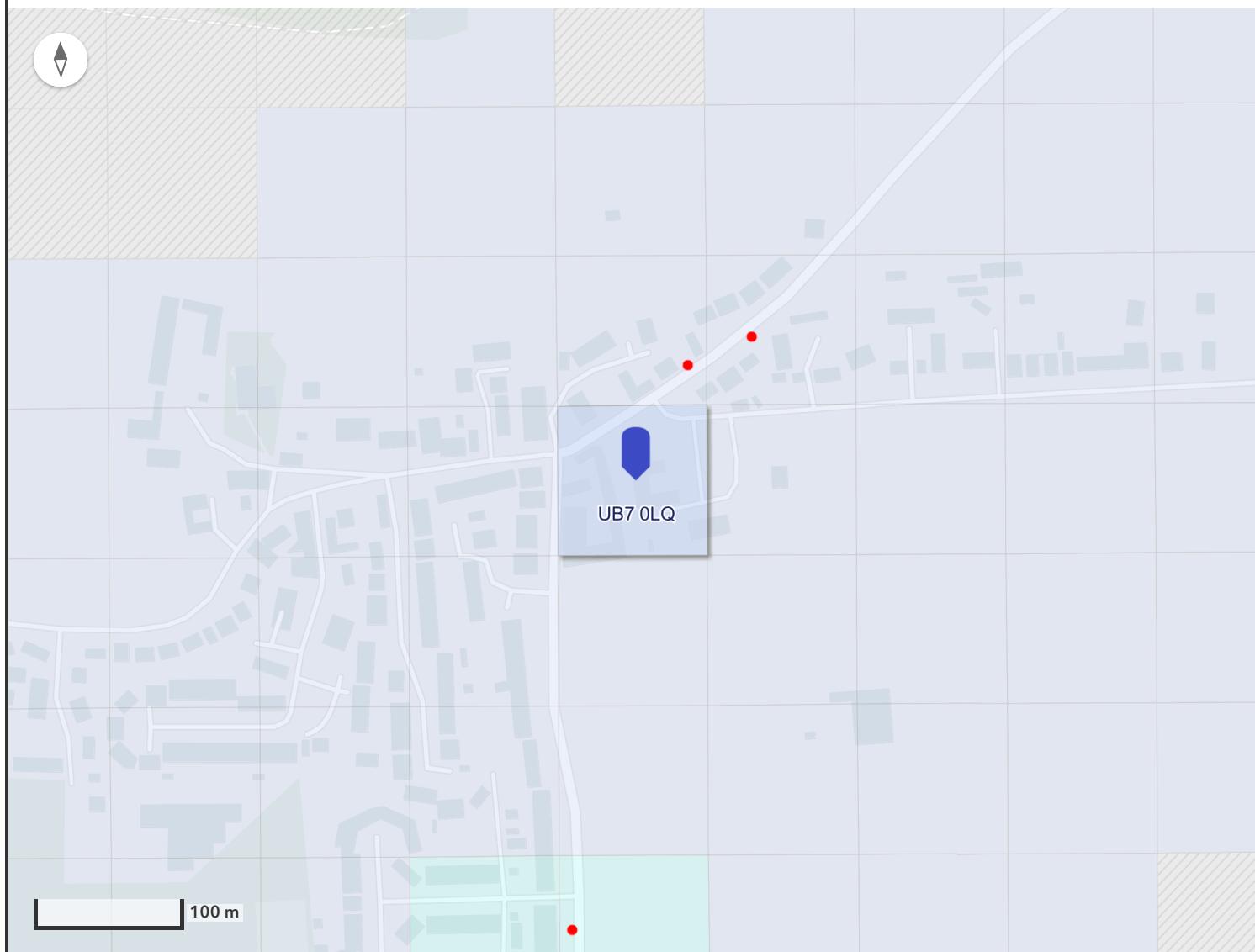
- Local Plan Part 2 - Development Management Policies (LB Hillingdon, 2020)
- The London Plan (GLA, 2021),
- The National Planning Policy Framework (MHCLG, 2024).

With regards to transport impacts Paragraph 116 of the National Planning Policy Framework includes guidance that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”.

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

APPENDIX A

PTAL Report



TfL Stations

Underground Stations



National Rail Stations



Bus Stops



Elizabeth Line Stations



DLR Stations

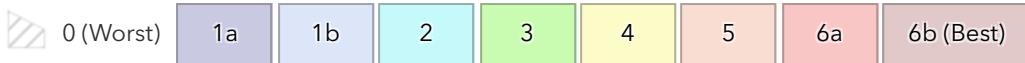


Overground Stations



Tramlink Stations





PTAL 2023 Score

1b

Grid ID: 66837

Coordinates: 505945,177752 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Harmondsworth Lane	U3	5.00	141.11

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Harmondsworth Lane	350	3.00	141.11

APPENDIX B

Collision Location Map



Select date range

31/12/2021 31/12/2024



Select borough(s) of collision

HILLINGDON

- EALING
- ENFIELD
- GREENWICH
- HACKNEY
- HAMMERSMITH & FULH...
- HARINGEY
- HARROW
- HAVERING
- HILLINGDON
- HOUNSLOW
- ISLINGTON

All

Select casualty age band

- Select all
- 0-15
- 16-24
- 25-59
- 60+
- Unknown

Select casualty gender

- Select all
- Unknown
- Male
- Female

Select one or more casualty severity

Deselect all

Fatal

Serious

Slight



CLEAR FILTERS

Total collisions

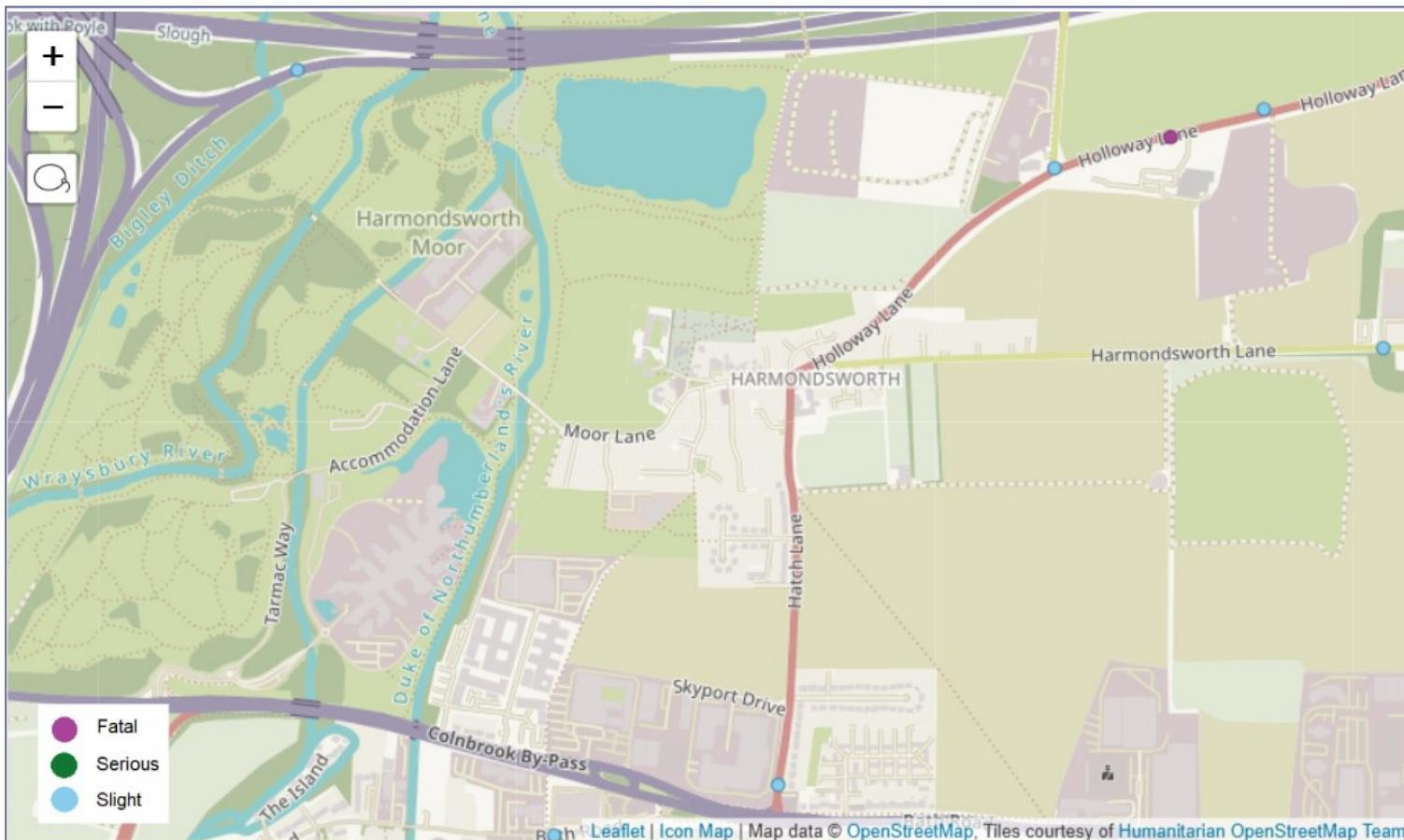
1,599

Total casualties

1,931

You can use the lasso function on the map to select collisions within a boundary. First select the relevant borough(s) from the filter on the left side, this will ensure all records are captured. Then click on the lasso icon and draw an area by holding the left button of your mouse, and releasing to finish. To see details of selected collisions click on the button below. For further details see our [Help Document](#).

The selected filter criteria resulted in 1599 collisions. All collisions have been plotted on the map.



Both Leaflet | Icon Map | Map data © OpenStreetMap, Tiles courtesy of Humanitarian OpenStreetMap Team

Right click here to
drill-through to detail of
collisions and casualties