
**233 HIGH STREET,
UXBRIDGE,
LONDON BOROUGH OF
HILLINGDON**

**PROPOSED CHANGE OF USE
& HOTEL**

TRANSPORT STATEMENT

JUNE 2026



RKS
Associates

Project: 233 High Street, Uxbridge, London Borough of Hillingdon
Proposed Change of Use & Hotel

Client: Frough Limited

Document: Transport Statement

RKS Associates ref: VRP2223-TS01

Issue date: 12th June 2026

Status: Draft

Authorised by: VP/KPR

© Copyright RKS Associates 2026



RKS
Associates

Contents

1	Introduction	1
2	The Site and its Local Environment	2
3	Relevant Transport Policy	5
4	Development Proposals & Traffic Impact	8
5	Traffic and Transport Issues Raised by Local Highway Officer	12
6	Existing operation of High Street	24
7	Summary and Conclusion	27

Figures:

Figure 1.1: Site Location in its Local Context

Figure 2.1: Pedestrian & Cycle Accessibility Site

Figure 2.2: PTAL rating for the Site

Figure 2.3: Extract from TfL London Collision Map

Figure 6.1: Location of Cameras and Zones Covers by Video Survey

Tables

Table 2.1 Accessible Bus Services

Table 2.2 Suggested Acceptable Walking Distances

Table 4.1: Hillingdon Local Plan: Part 2 – Car Parking Standards

Table 4.2: Hotel Trip Rates/Generation – Weekday

Table 6.1: Summary of vehicle activity along High

Table 6.2: Confirmation of Usage of Chimes Car Park on 26th April 2026

Appendices

Appendix A: Site Layout Plan

Appendix B: Vehicle Track Plots

Appendix C: TRICS Data

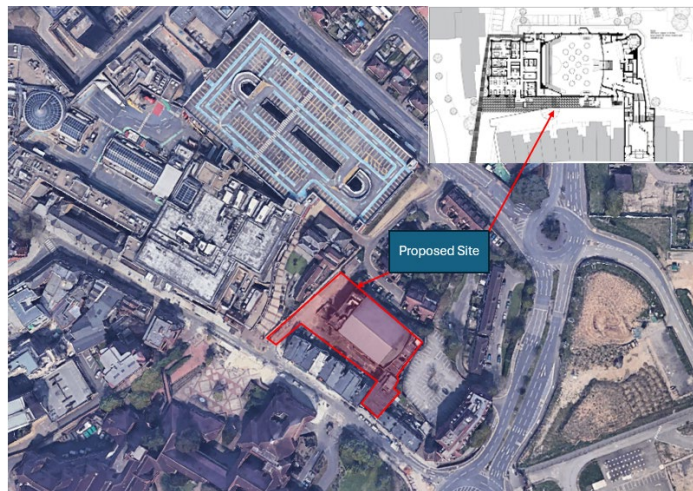
Appendix D: The Chimes Car Parking Contract

Appendix E: The Chimes Car Park Usage by Venue

1 INTRODUCTION

- 1.1 RKS Associates has been commissioned on behalf of Frough Limited to provide highways and transport advice in respect of a planning application for former Regal Cinema at 233 High Street, Uxbridge in London Borough of Hillingdon. The redevelopment proposals seek to change of use of an existing nightclub to a banqueting suite and a new four storey hotel providing 31 bedrooms.
- 1.2 This Transport Statement (TS) has been produced to advise London Borough of Hillingdon as the Local Planning and Highway Authority on the transport planning considerations associated with the development proposals. The application site is located on the northern side of the High Street in Uxbridge town centre as shown in **Figure 1.1**.

Figure 1.1: Site Location in its Local Context



Scope of this Report

- 1.3 This Transport Statement considers the highway and transportation issues associated with the change of use and a new hotel. It has been prepared in the context of National Planning Policy Framework (NPPF) and the Department for Transport (DfT) 'Guidance on Transport Assessment' document.
- 1.4 This report provides an overview of the proposed development in transport terms in relation to accessibility, trip generation, car parking, cycle parking, deliveries and servicing. It concludes that the proposals are acceptable in highways terms as they would not impact on the local or wider highway network
- 1.5 The report has been structured as follows:
- ❖ **Section 2:** Provides a description of the site and its local environment;
 - ❖ **Section 3:** Provides a brief review of pertinent national and local planning policy guidance;
 - ❖ **Section 4:** Provides details of the development proposals and traffic impact;
 - ❖ **Section 5:** Addresses the concern raised by the Local Highway Authority;
 - ❖ **Section 6:** Existing operation of High Street;
 - ❖ **Section 7:** Provides the conclusions of the report.

2 THE SITE AND ITS LOCAL ENVIRONMENT

2.1 The site is located on the northern side of the High Street in Uxbridge approximately 400m to the east of Uxbridge town centre in the London Borough of Hillingdon. The proposed redevelopment site is bounded by High Street to the south a service road to the west and Cumberland Way to the north. The site comprises of two interconnected buildings with the original entrance to the former Regal Cinema fronting onto the High Street. The existing cinema building is located behind the row of terraced building along the High Street and to the south of Cumbrian Way cul-de-sac.

Local Highway Network

2.2 High Street is a single two-way carriageway aligned in a northwest to southeast direction with retail shops located along its frontage. The carriageway is lit with continuous footways provided along both sides of the carriageway. Parking restrictions in the form of double yellow lines are located along its southern side and there are designated pay and display parking bays located along the northern side. The High Street continues in a south-easterly direction where it connects with the A4020 Hillingdon Road and the B483 Park Road at a four-arm roundabout.

2.3 The High Street continues in a north-westerly direction towards Uxbridge High Street via a three arm mini-roundabout, the north westerly arm (ahead lane) continues into a restricted pedestrianised one-way road, which restrict access for vehicles and motorcycles except for loading. The north-easterly arm of the mini-roundabout is a two-way service road that provides access to the rear of 224a to 233 High Street.

Public Transport Accessibility

2.4 The site benefits from bus stops that are located within a short walk from the site, the nearest bus stops are located on Uxbridge High Street less than 100m to the northwest and on Park Road approximately 150m to the east of the site. Both bus stops are readily accessible to the site with a walk time of less than 2 minutes. The bus routes and timetables serving the site are summarised in **Table 2.1**.

Table 2.1 Accessible Bus Services

Bus Route N°	Route	Daytime Frequency		
		Mon – Fri	Saturday	Sunday
Uxbridge High Street				
427	York Road - Bridge Road	9-12 mins	8-12 mins	11-12 mins
U1	Ruislip Station - West Drayton Station	13-14 mins	15 mins	30 mins
U3	Uxbridge Station - Heathrow Central Bus Station	15 mins	15 mins	30 mins
U4	Prologis Park - Belmont Road	9-11 mins	9-12 mins	11-12 mins
U7	Uxbridge Station - Lombardy Retail Park	30 mins	30 mins	30 mins
N207	Uxbridge Station - Bloomsbury Square	Night Bus every 30 mins		
Park Road				
A10	Uxbridge Station to Heathrow Central Bus Station	20 mins	20 mins	30 mins
SL8	Uxbridge Station to White City Bus Station	8-12 mins	8-12 mins	10-12 mins

- 2.5** Uxbridge Underground station is approximately 400m walking distance from the site, the station forms part of the Transport for London (TfL) underground network and is located within Zone 6. Uxbridge underground station is served by the Metropolitan and Piccadilly underground lines.
- 2.6** Local and national government guidance in respect of proposed developments is to ensure that sites are accessible by public transport. In terms of accessibility the site is well placed in terms of access to local facilities and has excellent links to the public transport network.

Pedestrian Access & Cycle Access

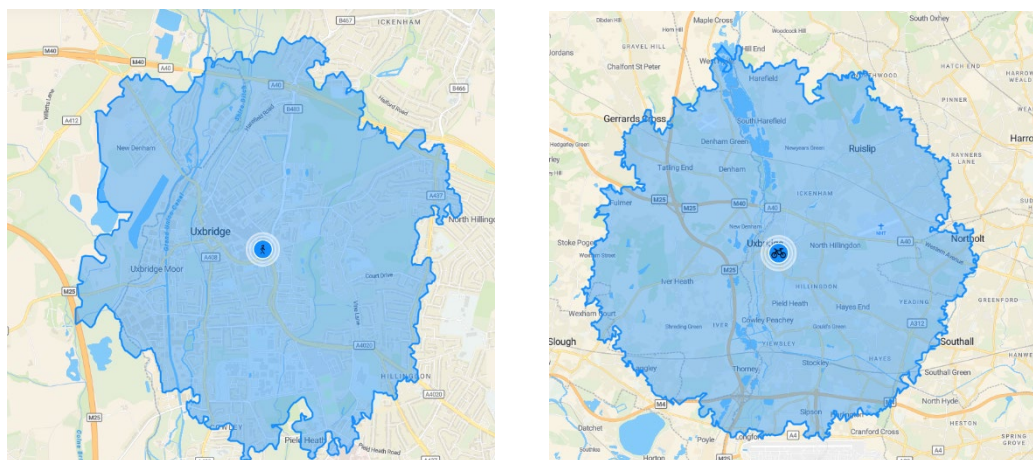
- 2.7** Relevant guidance provided in Manual for Streets (MfS) states that walking is the most important mode of travel. At the local level it offers the greatest potential to replace short car trips, particularly those under 2km. The distance that people are prepared to walk depends on the journey purpose. The Institute of Highways and Transportation (IHT) produced 'Guidelines for Journeys on Foot' in 2000 which provides 'suggested acceptable walking distances'. The walking thresholds are summarised in **Table 2.2**.

Table 2.2 Suggested Acceptable Walking Distances

Preference	Commuting, School & Sightseeing (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1,000	800
Preferred Maximum	2,000	1,200

- 2.8** With regards to cycling, it is generally accepted that it has the potential to substitute for short car trips, particularly those less than 5km, and to form part of a longer journey on public transport. At an average cycle speed of 16 km/hr, this relates to a journey time of circa 25 minutes.
- 2.9** **Figure 2.1** highlights the accessible walking area within a 2km catchment and a cycling area within 25 minutes of the site.

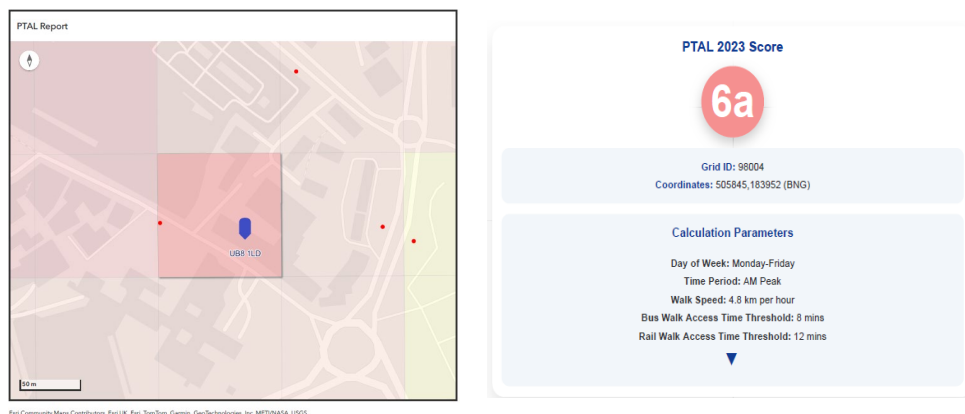
Figure 2.1: Pedestrian & Cycle Accessibility Site



Public Transport Accessibility (PTAL)

- 2.10** The Public Transport Accessibility Level (PTAL) of a site is used as an indicator of transport accessibility. It is represented as a rating between 1 and 6 (a rating of 6 would demonstrate that the location has excellent accessibility). The PTAL assesses the density of public transport provision for a given site. Transport for London's WebCat database indicates that the site benefits from a PTAL Rating of 6a. The mapping output from the TfL website is shown **Figure 2.2**.

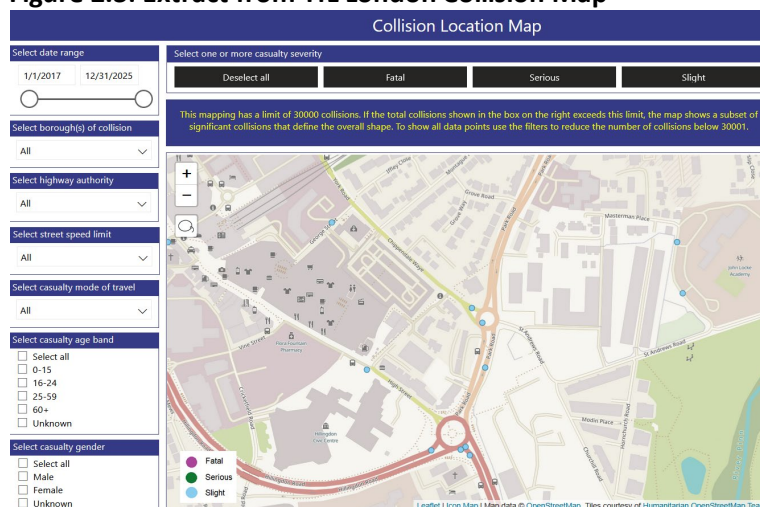
Figure 2.2: PTAL rating for the Site



Existing Accident Record

- 2.11** In order to examine the existing accident record, publicly available on TfL London Collision Map has been obtained as shown in **Figure 2.3**. The PIC data for the local highway network identifies that a total of seven collisions have occurred on the wider highway network during the 5-year period up to 31st December 2025. However, a closer examination of the collision data indicates that only one collision has occurred on the High Street at the mini-roundabout to the west of the site. The collision occurred in May 2021, it involved a single vehicle resulting in a slight injury.

Figure 2.3: Extract from TfL London Collision Map



- 2.12** Based on the review of PIC data, there are not any existing highway safety issues in the immediate vicinity of the site that would be exacerbated by the proposed development.

3 RELEVANT TRANSPORT POLICY

- 3.1 Transport policies at a national level are set out in National Planning Policy Framework (NPPF) which was updated in December 2024, the London Plan sets out the policies at a regional level with the London Borough of Hillingdon Local Plan at a local level.

National Policy - National Planning Policy Framework (NPPF)

- 3.2 The National Planning Policy Framework (NPPF) published by the Department for Communities and Local Government (DCLG) details the government's planning policies for England and how these are expected to be applied. The NPPF provides a framework to allow local authorities to produce individual local plans reflecting the specific needs in their community. The aim of the NPPF is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

- 3.3 The NPPF seeks to promote sustainable development through a set of 12 core planning principles that underpin both plan-making and decision-taking. The principles include:

"...actively manage the patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable..."

- 3.4 More specifically under Paragraph 114 the NPPF states "in assessing sites that may be allocated for development in plans, or specific applications for development, it should ensure that:

- a) *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *Safe and suitable access to the site can be achieved for all users;*
- c) *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

- 3.5 Accordingly under paragraph 115 the NPPF states 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 would be severe."*

Regional Policy - The London Plan

- 3.6 At a regional level, The London Plan is part of the statutory development plan for London, with the policies in the Plan used to inform decisions on planning applications across the capital. The following transport policies are relevant to the application site:

Policy T4 – Assessing and Mitigating Transport Impacts

States that transport assessments should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.

Policy T5 – Cycling

Requires that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This is achieved through supporting the delivery of a London-wide network of cycle routes, and appropriate cycle parking that is designed and laid out in accordance with the guidance contained in the London Cycling Design Standards (LCDS).

Policy T6 – Car Parking

States where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes and adequate provision should be made for efficient deliveries and servicing and emergency access.

Policy T7 – Deliveries, Servicing and Construction

States that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London (TfL) guidance and in a way which reflects the scale and complexities of developments.

Local Policy – London Borough of Hillingdon Local Plan

- 3.7** The London Borough of Hillingdon Local Plan is set out in two parts, 'Local Plan: Part 1- Strategic Policies' document was adopted in November 2012 and the 'Local Plan Part 2 - Development Management Policies' (DMP) document was adopted in January 2020.
- 3.8** The Hillingdon Local Plan - Part 1 - Strategic Policies is the key strategic planning document for Hillingdon and will support delivery of the spatial elements of the Sustainable Community Strategy. It sets out a long-term vision and objectives for the Borough. The primary matter relating to transport notes the council has an overall aim of improving quality of life and reducing private car dependency.
- 3.9** The Local Plan Part 2, adopted in January 2020, provides revised development management policies and replaces the Unitary Development Plan (1998) saved policies. The relevant policies include the following:

Policy DMT 1: Managing Transport Impacts

Development proposals will be required to meet the transport needs of the developments and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- Be accessible by public transport, walking and cycling either from the catchment area that is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- Maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- Provide equal access for all people, including inclusive access for disabled people;
- Adequately address delivery, servicing and drop-off requirements; and
- Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

Policy DMT 2: Highways Impacts

Development proposals must ensure that:

- Safe and efficient vehicular access to the highway network is provided to the Council's standards;
- They do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- Safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactory accommodated in the design of highway and traffic management schemes;
- There are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 4 – Public Transport

The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services;

Policy DMT 5: Pedestrians and Cyclists

Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network.

Policy DMT 6 – Vehicle Parking

Development must comply with the standards outlined at Appendix C in order to facilitate sustainable development. The Council may agree to vary these requirements when:

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

3.10 Based on the relevant policies it is concluded that the proposed scheme is considered to conform to planning policy standards at a national, regional and local level. Accordingly, it is considered that the proposals are acceptable in planning terms.

4 DEVELOPEMENT PROPOSALS & TRAFFIC IMPACT

- 4.1** The development proposals are for a change of use planning application for the former Regal Cinema at 233 High Street, Uxbridge in London Borough of Hillingdon. The proposals seek a change of use of an existing nightclub located within the building fronting onto the High Street from a night club to a banqueting suite. The Ground Floor Layout is provided in **Appendix A**.
- 4.2** The proposals also seek to convert the existing gym building located to the rear of the High Street and rear of the cinema building alongside an extension to the existing building to a four-storey hotel accommodating 31 bedrooms.
- 4.3** As demonstrated the proposed site is located within an area that is readily accessible by sustainable modes of travel and as a result the proposals seek to provide 2 accessible car parking spaces located along the service road that provides access to the rear of 224a to 233 High Street within the curtilage of the development.

Parking Provision

- 4.4** The London Borough of Hillingdon Local Plan Part 2 (DMP) sets out the Council's maximum car and cycle parking standards for developments in the Borough. The applicable car parking standards are provided in **Table 4.1** below:

Table 4.1: Hillingdon Local Plan: Part 2 – Car Parking Standards Hotel & Banquet Suite

HOTELS AND GUESTHOUSES	
On an individual basis and in addition to car parking requirements:	1 per 10 staff
(a) Provision for taxi pick up and set down to be provided.	
(b) One coach parking space is required per 50 rooms.	
(c) Within existing and proposed hotel developments, the use any of the hotel car parking for car rental operations or short/long stay airport or other public car parking will require planning permission.	
(d) Hotels which include function/banquet and dining rooms (which may include: ballrooms, conference and meeting rooms, exhibition space, restaurants, cafés/ bar areas, nightclubs and any other rooms capable of use for hosting functions, business meetings or for eating/drinking) will require a transport appraisal to assess the level of car parking	
THEATRES AND CINEMAS, NIGHTCLUBS, BANQUETS AND FUNCTION ROOMS	
On an individual basis using a transport assessment and travel plan, and in addition provision for taxi set down and pick up where relevant	(a) 1 per 20 staff + 1 per 50 seats (b) all others - level subject to appraisal

- 4.5 The proposals seek to provide a 31-bedroom hotel, with a maximum of 10 staff expected to be working across various shifts. The development is proposed to be car-free, reflecting its location within an area of high Public Transport Accessibility Level (PTAL), where access by sustainable modes of travel is readily available. It is also anticipated that staff will be locally based. Notwithstanding this, in accordance with car parking standards for staff (1 space per 10 employees), one car parking space will be allocated for staff use within the Chimes Car Park, noting that staff working shift patterns will not be restricted to parking on Level 1.
- 4.6 The proposals also include a banqueting suite with a capacity of up to 250 guests. In line with the relevant parking standards (1 space per 50 guests), a further five car parking spaces would be required. These will also be accommodated within the Chimes Car Park, with the expectation that staff associated with events will be locally based. To ensure accessibility, two disabled parking spaces for Blue Badge holders, compliant with council standards, will be provided along the service road within the curtilage of the proposed development.
- 4.7 London Cycling Design Standards provides details relating to cycle parking standards ensuring that cycle parking needs to be accessible, safe and secure and ease of use. Based on the standards one space per 50 bedrooms for short-stay visitors and customers, with additional provision for staff and longer-stay guests will be required, on this basis it is proposed that 10 cycle parking spaces will be appropriate.

Servicing & Refuse Collection

- 4.8 In terms of servicing and refuse collection, the site is accessible from both High Street and Cumbrian Way. The proposed enhancement segregation between the public realm and the service road to the rear of 233 High Street, will improve the overall layout and operation for service vehicles. Consequently, servicing and waste collection are proposed to continue via the existing service road located to the west and rear of 233 High Street. The vehicle swept path assessments showing refuse vehicles and small box van entering and exiting in a forward gear are provided in **Appendix B**.
- 4.9 Refuse collection and servicing are expected to operate using the established servicing arrangements that currently serve the retail properties along the High Street. Accordingly, all refuse collection and primary servicing activities are proposed to be undertaken via the existing service road located to the west and rear of 233 High Street. To minimise and appropriately manage any potential conflicts between servicing vehicles and other road users, a Servicing and Delivery Management Plan will be prepared and implemented. This plan will set out agreed procedures and time controls to mitigate operational impacts on the local highway network.

Trip Generation – Proposed 31-Bedroom Hotel

- 4.10 The TRICS database has been used to estimate the likely levels of trip generation resulting from the proposed hotel, albeit it is acknowledged that good public transport links to and from the proposed hotel will result in the majority of the hotel guests using public transport. Nevertheless, an assessment of the TRICS database based similar hotels in a central location has been undertaken.
- 4.11 A summary of the weekday peak-hour trip rates and anticipated vehicle movements for the proposed hotel in a town centre location where the PTAL rating is high is summarised in **Table 4.2**, the TRICS output report provided at **Appendix C**.

Table 4.2: Hotel Trip Rates/Generation - Weekday

TRICS Trip Rates (per bedroom)	Weekday AM Peak Hour (08:00– 09:00)		Weekday PM Peak Hour (15:00– 16:00)	
	Arrivals	Departures	Arrival	Departures
Total Vehicles	0.017	0.033	0.040	0.026
Trip Generation	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrival	Departures
Total Vehicles	1	1	2	1

- 4.12** The results show that during the busiest hour the proposed redevelopment of the site would result in approximately 2 two-way vehicular movements during the highway peak periods, which will have negligible impact on the local highway network.

Trip Generation – Proposed Banqueting Suite

- 4.13** The TRICS database has also been used to derive the estimated numbers of trips for the proposed banqueting suite, however due to the limitations of the survey data within TRICS database there are no available trip rates.
- 4.14** In order to estimate the number of trips associated with the proposed banqueting suite an assessment based on first principles has been undertaken. It is anticipated that the proposed floor area of the banqueting suite will be able to accommodate a maximum number of guests of 250 people.
- 4.15** Using a car occupancy level of 4 people per car then this would equate to a total of 63 two-way vehicle trips. However, it is more than likely that the majority of guests would use local taxis, sustainable modes or be dropped off due to the location of the site. Consequently, using the assumption that 50% of the trips would be undertaken by taxis, drop offs or sustainable modes it is anticipated that the proposed banqueting suite is likely to generate a maximum of 32 two-way vehicle trips.
- 4.16** It is also recognised that these vehicle trips are likely to occur outside the highway peak hours given the nature of the banqueting suite and as a result, the overall traffic impact associated with the banqueting suite will be very low.
- 4.17** Based on the above the proposed development is expected to generate only a small number of new trips on the local highway network. On this basis, it is reasonably concluded that the proposed development will have an immaterial impact upon the operation of the local highway network.
- 4.18** Notwithstanding the above and to further validate this assumption, additional research has been undertaken based on a travel survey conducted at the Premier Banqueting Suite in Harrow. A travel survey, undertaken on Friday 17th January 2020 for an event with approximately 500 attendees, recorded the following modal split submitted as a part of a proposed banqueting suite within the grounds of Stanmore Golf Club in Harrow:
- 39 cars transporting 133 guests (average of 3.41 guests per car)
 - 12 taxis transporting 53 guests (average of 4.42 guests per taxi)
 - 11 coaches transporting 304 guests (average of 27.64 guests per coach)
 - 10 guests arriving by public transport

- 4.19** While it is acknowledged that the Premier Banqueting Suite in Harrow does not share identical locational characteristics with the proposed development, the survey nonetheless provides a useful benchmark. It demonstrates that multi-occupancy travel, including taxis and coaches, represents a significant proportion of trips associated with such venues.
- 4.20** Based on an assumed car occupancy rate of four persons per vehicle, a fully attended event of 250 guests would equate to approximately 63 two-way vehicle trips. However, given the highly accessible location of the site, it is anticipated that a substantial proportion of guests will utilise taxis, be dropped off, or travel by sustainable modes.
- 4.21** Using survey data from the Premier Banqueting Suite to establish modal share, the results of the survey indicate the following model split for 500 guests that attended the event:
- Private car 133 (27%);
 - Taxi 53 guests (11%);
 - Public Transport 10 guests (0.2%); and
 - Coach 307 guests (62%).
- 4.22** Whilst it is acknowledged that the survey results for the existing Premier Banqueting Suite indicate a high proportion of trips are made by coach, the proposed banqueting suite is located in a significantly more sustainable location. Furthermore, the management of the proposed venue would discourage travel by coach and promote the use of more sustainable transport modes.
- 4.23** On this basis and having regard to the high proportion of trips undertaken by coach, taxi, and other shared or sustainable modes, it is reasonable and robust to assume that approximately 50% of trips associated with the banqueting suite would be undertaken by private car representing approximately 32 two-way vehicle trips. This level of trip generation is considered modest and can be readily accommodated on the local highway network without giving rise to material impact.

5 TRAFFIC AND TRANSPORT ISSUES RAISED BY LOCAL HIGHWAY OFFICER

5.1 A planning application for the redevelopment proposals for the site were submitted in September 2025, the application sought a change of use of existing nightclub (Sui Generis) to a banqueting suite (Sui Generis) and development of a hotel (Use Class C1) including the change of use of existing gymnasium (Use Class E) and associated landscaping, car and cycle spaces (Part retrospective). Albeit the proposals included a basement car parking area.

5.2 A pre-application meeting was held and the transport statement prepared to address the concerns of the local Highway Authority. The application was refused citing the following Highways and transport issues albeit that the proposed application has removed the basement car parking and secured a legal agreement for parking in the nearby Chimes Car Park. For ease of reference the following provides a response to the objections received from the Highway Officer as set out in the Planning Officer's Report relating to the previous scheme which are pertinent to the proposed scheme:

Highways Officer Objection – Car Parking

The proposed basement car parking would take access from Cumbrian Way. However, the red line on the location plan does not connect with the adopted highway, therefore a situation could arise whereby the land between the site and adopted highway ceases to be available making the site inaccessible which would result in parking displacement as well as other transport issues.

Response

The basement car parking provision has been removed from the planning application. In its place, a legally binding agreement has been secured with the Chimes Car Park, which enables guests attending the banqueting suite to park free of charge. The cost of this arrangement will be met in full by the applicant and will be provided to the guest prior to the booking. Furthermore, the defined highway boundary and red line boundary confirm the existence of an established right of way, providing access to and from Cumbrian Way to the site. Furthermore, the adjacent land forming Cumbrian Way (with exception of the car parking spaces) to the north of the site is owned by the Mayor and Burgesses of the London Borough of Hillingdon and is therefore presumed to be adopted highway. This falls under Title Number NGL483153.

Highways Officer Objection – Car Parking

Notwithstanding the above, the Highways Authority has concerns regarding the practicality of basement parking. It is noted that a car waiting to enter the lift would either block in a car already parking or deny other drivers access to a vacant space. As with any mechanical device, the lift may develop a fault and stop working. In the event of which drivers would arrive only to find themselves unable to park, they would need to turn around and find parking elsewhere. It is noted that the plans submitted fail to show the location of the 2no. electric vehicle charge points, this information is needed to remove ambiguity if the completed site is inspected.

Response

Basement car parking and its associated access have been removed from the proposals. In lieu of this, two accessible (disabled) parking spaces are provided to the rear of the banqueting suite, adjacent to the hotel. In addition, sufficient space is available within the site curtilage to accommodate the installation of electric vehicle (EV) charging points. The provision of these EV charging points can also be secured via planning condition.

Highways Officer Objection – Car Parking

The document “Contract Parking Terms”, 5th March 2026 appears to be a contractual arrangement between the applicant and The Chimes which allow visitors to the site to park for six hours free of charge, any additional time must be paid for by the end user themselves. The Chimes offers 1,550no. car parking spaces across 6no. levels, levels no.2 to no.6 are close 1am to 6am, only level no.1 is open 24 hours a day. No information has been provided regarding when the banqueting suite would close, it is considered likely that some events may end later than 1am. If this is the case then for some guests parking in the Chimes car park is not a genuine option, as a result they chose to be dropped-off/picked-up outside the venue instead. Furthermore, it has not been demonstrated that there is sufficient parking capacity within the Chimes to meet demand.

Response

The proposed operating hours of the banqueting suite are between midday and 1am, event dispersal is typically staggered reducing peak demand at any given time. The applicant has secured a legally binding agreement with The Chimes supported by a digital portal within the venue that enables banqueting guests to access parking free of charge. The Chimes Car Park provides approximately 1,550 parking spaces, representing a significant level of existing off-site parking provision within close proximity to the venue. It is acknowledged that levels 2 to 6 are closed between 01:00 and 06:00, however level 1 remains open on a 24-hour basis which aligns with the proposed operating hours of the venue, ensuring that parking remains available for guests arriving and departing throughout the duration of events. Overall, the proposed approach represents a practical and sustainable solution to parking provision, and it is not considered that the concerns raised would result in a material adverse impact on highway safety or the surrounding network. The agreement with The Chimes would be renewed when required and would be agreed by the applicant that this must be in place for any events to occur. This can be legally secured as part of the permission within the Section 106.

Highways Officer Objection – Trip Generation

Trip generation and mode share within the revised Transport Statement are disputed and considered to lack evidence.

Response

As set out in the Transport Statement, trip rates derived from the TRICS database have been used as a reference point, with available data relating primarily to hotel uses. However, it is noted that the TRICS database does not contain specific trip rate information for banqueting suites. In the absence of directly comparable TRICS data, a first principles approach has been adopted to estimate likely trip generation associated with the proposed development. This methodology provides a robust and reasonable assessment of expected vehicle movements, based on the scale, capacity, and operational characteristics of the banqueting suite. Notwithstanding the above further research of relevant trip rates and modal share associated with a banqueting suite is provided below.

Highways Officer Objection – Drop Off/Pick Up

It is foreseen that there would be a steady flow of taxis and private cars stopping to drop-off/pick-up passengers as and when large numbers of guests arrive and leave at the same time. In the absence of a designated drop-off and pick up area and a Travel Plan that addresses this issue, they would hold up traffic behind with queues possibly building back as far as St Andrews roundabout. It would also create a road safety risk, passengers would step out into a live carriageway putting themselves at risk of being hit by another vehicle, there would be an increased risk of rear-end collisions as following drivers may not anticipate a stationary vehicle and cyclists overtaking parking cars would be forced into the path of on-coming traffic. Cars dropping-off/picking-up in an errant manner would also block sightlines creating a further road safety risk for pedestrians trying to cross. Highway Authority officers have already observed traffic behaviour when events are taking place at the venue, taxis were seen parking on the double yellow lines provided on the approach to the mini-roundabout, as a result, buses were unable to pull aside to allow on coming vehicles to pass, resulting in vehicular conflict and gridlock.

Response

It is acknowledged that there will be periods of increased arrival and departure activity associated with event start and finish times. However, it is not anticipated that this would give rise to the extent of disruption suggested. The operation of the banqueting suite will be managed to ensure that arrivals and departures are appropriately staggered, reflecting typical event patterns where guests arrive and leave over a period of time rather than simultaneously which naturally reduces peak pressure on the surrounding highway network.

The off-site parking at the nearby Chimes car park that has been secured via a legally binding agreement, will reduce reliance on immediate kerbside drop-off/pick-up activity. Upon booking/organisation of an event, visitors will be informed of this parking arrangement at the Chimes so they can instruct anyone dropping them off or picking them up. In terms of highway safety, a video survey of the local highway network has been undertaken, it demonstrates that the non-compliant behaviour is associated with commercial properties fronting High Street and not attributed to the development itself.

The concerns raised regarding potential queueing back to St Andrews roundabout and associated highway safety risks are considered to be overstated and not supported by or reported in the collision data. Nevertheless, the applicant remains committed to promoting safe and efficient operation of the site and will ensure proportionate measures such as implementing management procedures, staff marshalling at peak times, and promoting sustainable modes of travel through the Travel Plan.



Nevertheless, any drop-off/pick-up can be accommodated via the service road to the rear of 224a to 233 High Street where a suitable turning head has been provided. A dedicated drop-off/pick-up area has been provided to the front of the proposed hotel as shown on the submitted ground floor plan.

Highways Officer Objection – Drop Off/Pick Up

The applicant has failed to provide detail regarding the type of events that the banqueting suite would host. Assuming a worst-case scenario, there could be times when all those attending an event all leave at the same time, this could number up to 250 people. If this were to take place, then the footway outside the venue would become blocked with people perhaps overspilling onto the High Street placing themselves vulnerable to being hit by a passing vehicle. People gathering would block others using the footway who may choose to step onto the High Street so that they can pass, in doing so they would also be exposing themselves to greater road safety risk.

Response

The proposed banqueting suite has a maximum capacity of 250 guests, which is significantly lower than the permitted nightclub use. While this figure represents a potential maximum attendance, the layout of the venue has been designed to comfortably accommodate guests both internally within the foyer areas and externally within the forecourt fronting the High Street, ensuring that adequate waiting space is available. The management of arrivals will be carefully controlled through the booking system and coordination with event organisers, ensuring that guest numbers are monitored and appropriately distributed over time. In addition, security personnel will be present at the entrance to regulate access and verify attendance, thereby preventing any overspill of people onto the public footway along the High Street. Similarly, it is expected that guests will depart the venue gradually over a period of time, as is typical for banqueting events, rather than all at once. This will reduce pressure on the surrounding footways and highway network. To further support safe dispersal, marshals will be present during peak periods to manage pedestrian movement and oversee the orderly pick-up and drop-off of guests.

Highways Officer Objection - Servicing and deliveries

The applicant reports in their Transport Statement, RKS Associates, January 2026 “that servicing and waste collection are proposed to continue via the existing service road located to the west and rear of 233 High Street”. However, swept path drawings have not been provided to demonstrate this is possible with vehicles keeping within the red line boundary. The Highway Authority is raising this matter as a situation could arise whereby the land needed to manoeuvre servicing and delivery vehicles ceases to be available making the site inaccessible which could result in servicing and deliveries taking place on-street resulting in a heightened road safety risk, obstructing the smooth flow of traffic and parking stress.

Response

Servicing for both the banqueting suite and the hotel will be undertaken via the existing service road located to the rear of Nos. 224–233 High Street, as is currently the case for the existing premises fronting onto the High Street. As this is the current arrangement for properties facing High Street, it is therefore extremely unlikely that a situation would arise whereby the land needed to manoeuvre would cease to be available. Vehicle swept path assessments included within **Appendix B** demonstrates that servicing and refuse collection vehicles are able to safely access and egress the servicing area in a forward gear, thereby ensuring safe and efficient manoeuvring. Servicing and refuse collection activities will be managed through a Service Management Plan, which will set out appropriate controls and scheduling to ensure operations are carried out in a regulated manner, minimising disruption to other road

users and maintaining the safe operation of the surrounding highway network. The Service Management Plan can be secured by planning condition prior to the use of the banqueting suite.

Highways Officer Objection - Construction and logistics

Concern regarding whether the basement parking would be provided (i.e. if found that the removal of concrete is problematic and prohibitively expensive). The absence of car parking on-plot would result in parking displacement or even more people being dropped-off/picked-up outside the venue on the High Street.

Response

The proposed planning application has removed the basement parking, the off-site parking at the nearby Chimes car park that has been secured via a legally binding agreement and will reduce displaced on-street car parking and reduce kerbside drop-off/pick-up activity associated with the proposed banqueting suite. A dedicated drop-off/pick-up area has also been provided to the front of the proposed hotel.

Highways Officer Objection – Construction and logistics

Traffic associated with the construction of the basement would use Cumbrian Way, Cumbrian Way is a narrow road meaning 6no. car parking bays that form part of the parking management scheme U3 would have to be suspended. The applicant has not considered where these people would park when the development is being built. The suspension of these car parking bay would require a Traffic Order; it is considered probable that the residents that use these bays would formally object to the loss of car parking spaces.

Response

As previously noted, the basement car parking provision has been removed from the scheme. The construction of the proposed development will be managed through the preparation and implementation of a Construction Management Plan (CMP), which will be submitted to and approved by the Local Highway Authority prior to the commencement of works and secured by planning condition. In the meantime, a Draft CMP has been submitted with the planning application. The CMP will set out appropriate measures to regulate construction traffic, including routing, delivery timings, and on-site management, ensuring that the construction phase is carried out safely and with minimal disruption to the surrounding highway network and local area.

Highways Officer Objection - Trip Generation and Mode Share

Highways Officer disputes trip assumptions made suggesting that only half of banqueting suite visitors would travel by private car and other half by taxi, public transport, and other modes.

Response

As previously stated, the TRICS database does not include trip rates for banqueting suites. Accordingly, trip generation has been estimated using a first principles approach, based initially on an assumed average car occupancy of four guests per vehicle. To further validate this assumption, additional research has been undertaken through a travel survey conducted at the Premier Banqueting Suite in Harrow. The survey, undertaken on Friday 17th January 2020 for an event with approximately 500 attendees, recorded the following modal split:

- 39 cars transporting 133 guests (average of 3.41 guests per car)
- 12 taxis transporting 53 guests (average of 4.42 guests per taxi)
- 11 coaches transporting 304 guests (average of 27.64 guests per coach)
- 10 guests arriving by public transport

While it is acknowledged that the Premier Banqueting Suite in Harrow does not share identical locational characteristics with the proposed development, the survey nonetheless provides a useful benchmark. It demonstrates that multi-occupancy travel, including taxis and coaches, represents a significant proportion of trips associated with such venues.

Based on an assumed car occupancy rate of four persons per vehicle, a fully attended event of 250 guests would equate to approximately 63 two-way vehicle trips. However, given the highly accessible location of the site, it is anticipated that a substantial proportion of guests will utilise taxis, be dropped off, or travel by sustainable modes.

Using survey data from the Premier Banqueting Suite to establish modal share, it is observed that 133 of the 500 guests (27%) travelled by private car. A further 53 guests (11%) arrived by taxi, while 10 guests (0.2%) used public transport. Notably, the majority of attendees-307 guests (62%) arrived by coach. On this basis and having regard to the high proportion of trips undertaken by coach, taxi, and other shared or sustainable modes, it is reasonable to assume that approximately 50% of trips associated with the proposed development would not be undertaken by private car. Accordingly, the development is anticipated to generate a maximum of approximately 32 two-way vehicle trips. This level of trip generation is considered modest and can be readily accommodated within the surrounding highway network without giving rise to material impact.

Highways Officer Objection – Trip Generation and Mode Share

Travel Plan focuses on employees and hotel guests rather than banqueting suite. Must provide a robust, detailed, and workable scheme that supports sustainable modes of transport as being the primary mode of transport

Response

It is acknowledged that the submitted Travel Plan places a greater emphasis on employees and hotel guests. However, this does not preclude it from being expanded to fully address the operational characteristics of the banqueting suite.

The applicant is committed to preparing an updated and comprehensive Travel Plan that will specifically incorporate the travel patterns associated with banqueting suite events. This will include a robust and deliverable package of measures aimed at promoting sustainable transport modes as the primary means of travel for guests. In addition, the Travel Plan will include monitoring and review mechanisms to ensure its effectiveness over time, allowing for adjustments where necessary to further promote sustainable travel behaviour.

Overall, with these enhancements secured via condition, the Travel Plan will provide a robust, detailed, and workable framework that supports sustainable modes of transport and minimises reliance on private car use, in line with policy expectations.

Highways Officer Objection - Drop Off/Pick Up and Associated Highway Safety Issues

Drop off and pick ups would not use The Chimes and not be convenient. Notes there is limited on-street parking outside the application site and would inevitably lead to illegal parking. Transport Statement to indicate how this would be managed and a drop-off/pick-up space should be shown on the plans.

Response

In response to the concerns raised, it is accepted that drop-off and pick-up activity will more likely occur in the vicinity of the site rather than within The Chimes Car Park. However, it is not considered that this would result in unacceptable impacts in terms of inconvenience, illegal parking, or highway safety. The operation of the banqueting suite will be actively managed to ensure that drop-off and pick-up movements are undertaken in a safe and controlled manner. Due to the nature of such events, arrivals and departures typically occur over a staggered period rather than at a single fixed time, thereby limiting peak demand for kerbside space. Furthermore, the overall scale of the venue (maximum 250 guests) means that associated vehicle activity would remain relatively modest.

A range of management measures to mitigate any potential impacts will include trained staff marshals during peak arrival and departure periods to manage vehicle movements and assist guests, clear instructions provided to taxi and private hire operators to avoid stopping in restricted areas and to use appropriate, safe locations, advance communication to guests through booking confirmations, promoting appropriate drop-off/pick-up arrangements and sustainable travel options.

A managed approach, supported by operational controls and staff oversight, represents an effective and proportionate solution. Overall, with these measures in place, it is not considered that drop-off and pick-up activity would lead to illegal parking or adverse impacts on highway safety other than those recorded during the traffic survey that are attributed to commercial and retail properties along the High Street. Furthermore, a dedicated drop-off/pick-up area has been proposed to the front of the hotel.

Highways Officer Objection - Drop Off/Pick Up and Associated Highway Safety Issues

Basement could not accommodate the drop-off/pick-up requirements and details should be provided. Noted a high level of need for this so challenge to achieve.

Response

As noted, the basement parking area has been removed from proposals. A dedicated drop-off/pick-up area has been proposed to the front of the hotel.

Highways Officer Objection - Drop Off/Pick Up and Associated Highway Safety Issues

Pedestrian and highway safety concerns regarding possibility of large number of people congregating outside the venue and leaving at the same time resulting in overspill onto the High Street. Details of how banqueting suite would be managed to avoid such occurrences should be provided.

Response

In response to concerns regarding pedestrian and highway safety, particularly the potential for large numbers of guests congregating outside the venue and overspill onto the High Street, it is important to recognise that the operation of the banqueting suite will be actively and carefully managed. The maximum capacity of the venue is

limited to 250 guests, which is relatively modest and significantly lower than the existing night club. Furthermore, it is not expected that guests will arrive or depart simultaneously as banqueting events typically involve staggered arrival times and gradual dispersal at the end of events, thereby peaks in pedestrian activity. Nevertheless, the internal layout of the venue has been designed to accommodate guests within foyer and waiting areas, reducing the need for people to gather externally. In addition, the forecourt area fronting the High Street provides supplementary space for short-term waiting, ensuring that any external congregation can be safely accommodated without impeding pedestrian movement along the footway.

Overall, with appropriate on-site management and operational controls in place, it is not considered that the development would result in significant overspill onto the High Street or give rise to unacceptable pedestrian or highway safety impacts.

Highways Officer Objection - Parking

Unclear how accessible bays in basement would only be used by blue badge holders. Provision of 2 spaces for hotel staff conflicts with Travel Plan aim of 100% staff traveling by sustainable modes. Unclear how spaces for banqueting suite would be managed giving rise to concerns about potential vehicles stacking up on Cumbrian Way.

Response

In response to the issues raised, it is noted that the basement parking provision has now been removed from the scheme. As such, concerns regarding the allocation, management, and enforcement of basement parking spaces for Blue Badge holders are no longer applicable.

In terms of accessible parking, two on-site disabled (Blue Badge) parking spaces are provided at surface level in a convenient location to the front of the banqueting suite and adjacent to the hotel. These spaces will be clearly designated, appropriately signed, and actively managed by the operator to ensure that they are used solely by eligible Blue Badge holders.

With regard to staff parking, whilst one space has been allocated within the Chimes Car park the scheme does not rely on on-site provision for hotel staff. This aligns with the objectives of the Travel Plan, which promotes 100% staff travel by sustainable modes. Staff will therefore be encouraged and supported to utilise public transport, walking, cycling, or shared travel options, consistent with the site's sustainable and well-connected location.

In relation to the banqueting suite, no general on-site parking is proposed. Instead, parking demand will be accommodated through the established off-site arrangement with The Chimes Car Park, supported by sustainable transport measures and a managed approach to drop-off and pick-up activity. As such, there is no requirement for vehicles to queue on Cumbrian Way.

Furthermore, operational measures—including staff marshals, coordination with event organisers, and clear communication to guests—will ensure that arrivals and departures are effectively managed, reducing the likelihood of vehicles waiting on the highway.

Overall, the removal of basement parking simplifies the parking strategy and eliminates the potential for on-site congestion. The combination of off-site parking provision, sustainable travel promotion, and active management ensures that the development will operate without giving rise to adverse impacts on highway safety or the local road network.

Highways Officer Objection - Parking

Cannot rely upon parking provided owing to site boundary queries of ownership and thereby making the site inaccessible.

Response

The revised red line boundary, together with the amendments to the development proposals, addresses and resolves previous concerns regarding site accessibility. The updated scheme clearly demonstrates that the site benefits from appropriate and achievable access arrangements, ensuring that it is accessible for all users. Details of the agreement with the Chimes Car Park have also been provided and reliance upon this can be secured as part of the Section 106.

Highways Officer Objection - Parking

Parking spaces on Cumbrian Way shown on the drawings are allocated to residents and so cannot serve the development. Concerns raised with the vehicle lift and impact of cars waiting to enter and exit the site with queuing likely to occur. Details of how the lift is operated would be required and whether any signaling system would be installed or maintained

Response

The proposed scheme does not rely on these spaces to meet parking demand, which is instead addressed through the off-site arrangement with The Chimes Car Park, together with sustainable travel measures and managed drop-off/pick-up activity.

With regard to the previously proposed vehicle lift, it should be noted that the removal of the basement parking provision from the scheme negates the need for such infrastructure. Consequently, concerns relating to the operation of the lift, including potential vehicle queuing, signalling systems, and associated highway impacts, are no longer applicable.

The revised proposals therefore simplify the overall access and parking strategy, removing the potential for vehicles to wait on Cumbrian Way to gain access to on-site parking. This eliminates the risk of queuing or obstruction on the highway associated with lift operation.

Highways Officer Objection

No details of how many parking spaces are available for guests within The Chimes and agreement is only valid for 1 year.

Response

No specific details of the number of parking spaces on Level 1 at the Chimes have been provided, however the legal agreement signed in March 2026 has been operational, details of the usage of the parking associated with the venue is provided in **Appendix E**.

Furthermore, the agreement with The Chimes can be secured within the Section 106 ensuring that the agreement must be in place to allow for any events to occur.

Highways Officer Objection

Agreement with The Chimes provides guests with 6 hours of parking on one floor (level 1) and only available until 1am whereas proposed use open until 3am. Noted there are similar night-time uses in the town centre that would be competing for these spaces. Also no guarantee that this would be available for the lifetime of the development.

Response

In response to the concerns raised regarding the reliance on The Chimes Car Park, it is important to clarify both the nature of the agreement and the operational characteristics of the development. Firstly, a legally binding arrangement (**Appendix D**) has been secured with The Chimes Car Park to provide parking for guests attending the banqueting suite, with the venue covering the cost of parking. This arrangement ensures that a significant level of off-site parking provision is available within close proximity to the site, thereby avoiding the need for on-site general parking. This agreement would be renewed annually and can be secured within the Section 106 with any events taking place being reliant on this being in place. In the event that an agreement was no in place, no events would occur as would be agreed under the S106.

It is acknowledged that Level 1 of the car park is the only level operating on a 24-hour basis, with upper levels closing at 01:00. However, Level 1 remains available throughout the entire operational period of the venue, ensuring that parking provision is maintained for late-running events. Furthermore, the agreed parking duration reflects typical dwell times associated with banqueting events, where arrivals and departures are staggered rather than occurring at fixed times. Upon organisation of events, visitors would be informed of parking availability at The Chimes and would be informed of the opening times for this as well.

In practice, it is not anticipated that all guests will rely on The Chimes for the full duration of events as set out in this report. The highly accessible town centre location supports a wide range of alternative travel modes, including taxis, private hire vehicles, group transport (such as minibuses or coaches), and public transport. As such, parking demand is naturally diversified, reducing pressure on any single parking facility.

With regard to potential competition from other night-time town centre uses, it should be noted that the scale of the proposed venue is relatively modest (maximum 250 guests), and the associated vehicle trip generation has been demonstrated to be limited. Moreover, peak demand for town centre parking typically reduces later in the evening as retail uses close, offsetting demand from leisure activities.

In relation to the longevity of the arrangement, the parking agreement forms part of the operational strategy for the site and can be secured and maintained through appropriate planning mechanisms if required. Notwithstanding this, the development is not wholly reliant on a single parking source, given the availability of alternative transport modes and the managed approach to drop-off and pick-up activity.

Overall, the off-site parking strategy is considered robust and flexible, and it is not considered that the concerns raised would give rise to a severe or unacceptable impact on highway operation or safety.

Highways Officer Objection

No details provided setting out how the operator would ensure that guests would park solely in The Chimes and not elsewhere in the locality or on the High Street.

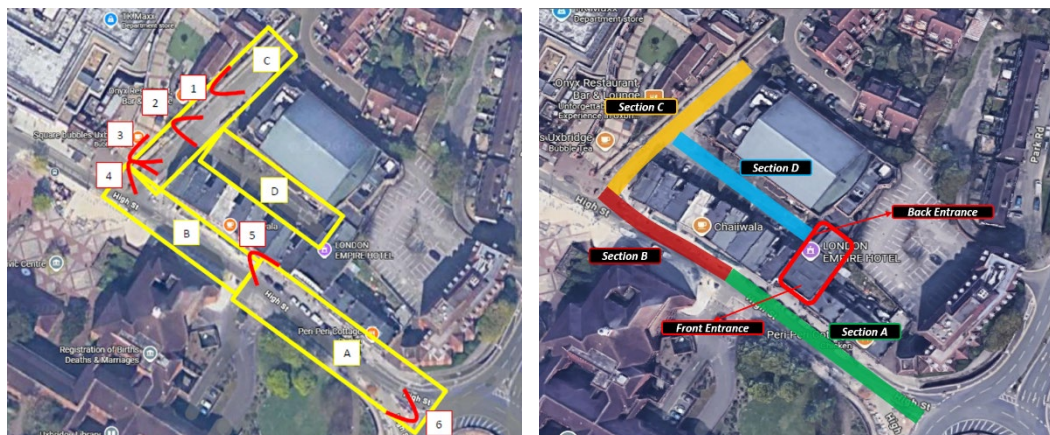
Response

It is acknowledged that it is not possible, nor reasonable, to require guests to park exclusively within a single facility such as The Chimes Car Park. However, the applicant has taken proactive and effective measures to inform guests prior to arriving of the free parking which provides a strong encouragement and guides guests towards using the agreed off-site parking provision. Upon organisation of an event, visitors would be informed of the parking opportunity available and the opening times of this.

6 EXISTING OPERATION OF HIGH STREET

- 6.1 The proposed access to the banqueting suite is situated along the High Street, within an established frontage of independent retailers, take aways, cafés, and restaurants that collectively serve both local residents and visitors to Uxbridge town centre.
- 6.2 Concerns have been raised by the local highway authority and third-party objectors in relation to the proposed change of use from a lawfully permitted nightclub to a banqueting suite, particularly regarding the potential for the development to intensify existing pressures on parking provision and vehicular access along this section of the High Street. Reference has been made to photographic evidence which is claimed to demonstrate instances of vehicles associated with the existing use being parked in an inconsiderate manner. It is suggested that such occurrences have led to localised congestion, at times impeding the free flow of traffic. Consequently, concerns have been expressed that this behaviour may give rise to highway safety risks for both pedestrians and other road users.
- 6.3 Notwithstanding these concerns, a detailed review of parking behaviour and potential violations along the High Street has been undertaken through the use of a video survey. Cameras were positioned at strategic locations to capture the full extent of the study area, including the High Street between St Andrews Roundabout and the mini-roundabout, as well as the service road extending from the mini-roundabout to the rear of 233 High Street. This approach enables a comprehensive assessment of vehicular movements, parking patterns, and instances of non-compliant behaviour across a representative section of the local highway network, providing an evidence-based understanding of existing conditions.
- 6.4 The video surveys were undertaken over a four-day period between Thursday 7th May 2026 and Sunday 10th May 2026 when no events were taking place at the application site. Cameras were installed at strategic locations to ensure comprehensive coverage of the study area and to capture vehicle movements and parking behaviour associated with the proposed development. The positioning of the cameras was carefully selected to monitor key sections of the High Street and adjoining service areas, enabling accurate observation of vehicular activity, including instances of stopping, loading, and parking. **Figure 6.1** illustrates the locations of the cameras and the extent of the areas covered as part of the survey.

Figure 6.1: Location of Cameras and Zones Covers by Video Survey



6.5 The results of the video surveys indicate that the majority of instances involving vehicles stopping, loading, and parking within the study area are attributable predominantly to surrounding retail and commercial units, rather than activities associated with the application site. This reflects the typical operational characteristics of a busy town centre High Street, where short-stay parking and servicing activity are commonplace. The key findings of the survey are summarised below:

- The highest frequency of short-duration stopping was observed adjacent to convenience retail, takeaways, and service-based businesses, consistent with customer pick-up and drop-off activity.
- Loading and unloading activity was primarily associated with deliveries to existing commercial premises along the High Street, particularly during daytime hours.
- Instances of longer-stay parking were limited and, where observed, were generally linked to nearby businesses rather than the application site.
- Occasional instances of inconsiderate parking were recorded; however, these were sporadic in nature and not attributable to a single land use.
- Traffic flow along the High Street remained generally continuous, with periods of minor, short-lived congestion typical of a busy urban centre rather than being caused by a specific use.

6.6 The results of the survey indicate that a total of 46 vehicles were observed stopping on the High Street to access 233 High Street, including the associated snooker club between the hours of 6pm and midnight across the four survey dates. This level of activity was recorded over the survey period and reflects the operational hours associated with the existing uses at the site. A summary of the results is presented in Table 6.1 below.

Table 6.1 Summary of vehicle activity along High Street between the hours of 6pm and midnight over 4 days

Count of Arrival Time	Column Labels	
Row Labels	Car	Grand Total
High Street	46	46
North	15	15
Drop Off	10	10
Parked	3	3
Pick Up	2	2
South	31	31
Drop Off	16	16
Parked	5	5
Pick Up	10	10

- 6.7** The findings demonstrate that vehicular movements specifically attributable to 233 High Street form a relatively small proportion of the overall traffic and parking activity observed along the High Street. The majority of these vehicle stops were of short duration, consistent with typical passenger drop-off and pick-up behaviour. The level of vehicle activity associated with the site is considered proportionate to its established lawful use, including the snooker club. Importantly, there is no evidence to suggest that vehicles linked to 233 High Street are a primary cause of sustained or severe congestion along the High Street.
- 6.8** This is clearly evidenced by the video survey material submitted as part of this application, which demonstrates that traffic flows are generally consistent with those expected within a busy town centre environment and are not materially impacted by the operation of the site.
- 6.9** Further supporting evidence has been obtained from the car parking usage data for The Chimes car park, which is located within close proximity to the application site. Specifically, data has been reviewed for April 2026, including 26th April 2026, when an event was held at 233 High Street. **Table 6.2** provides a summary of the parking statement supplied by The Chimes car park operator, confirming the number of guests associated with events at 233 High Street who utilised the facility on 26th April 2026.

Table 6.2: Confirmation of Usage of Chimes Car Park on 26th April 2026

Product Name	Validation Time	Validation ID	Day Rate	Night Rate
Empire Hotel 6hrs Free	Apr 26, 2026	31	10	10
	Totals	31	10	10
Totals	Totals	31	£155.00	£15.00
	Grand Total		£170.00	

- 6.10** The data demonstrates that a proportion of visitors chose to park within The Chimes car park during the event, consistent with the applicant's established parking management arrangements. This evidence supports the effectiveness of the contractual agreement in directing event-related parking demand away from the High Street and into an appropriate off-street parking facility.
- 6.11** Accordingly, the findings reinforce the conclusion that suitable off-street parking capacity is available and actively utilised by guests, thereby helping to mitigate the potential for on-street parking stress and contributing to the safe and efficient operation of the surrounding highway network.

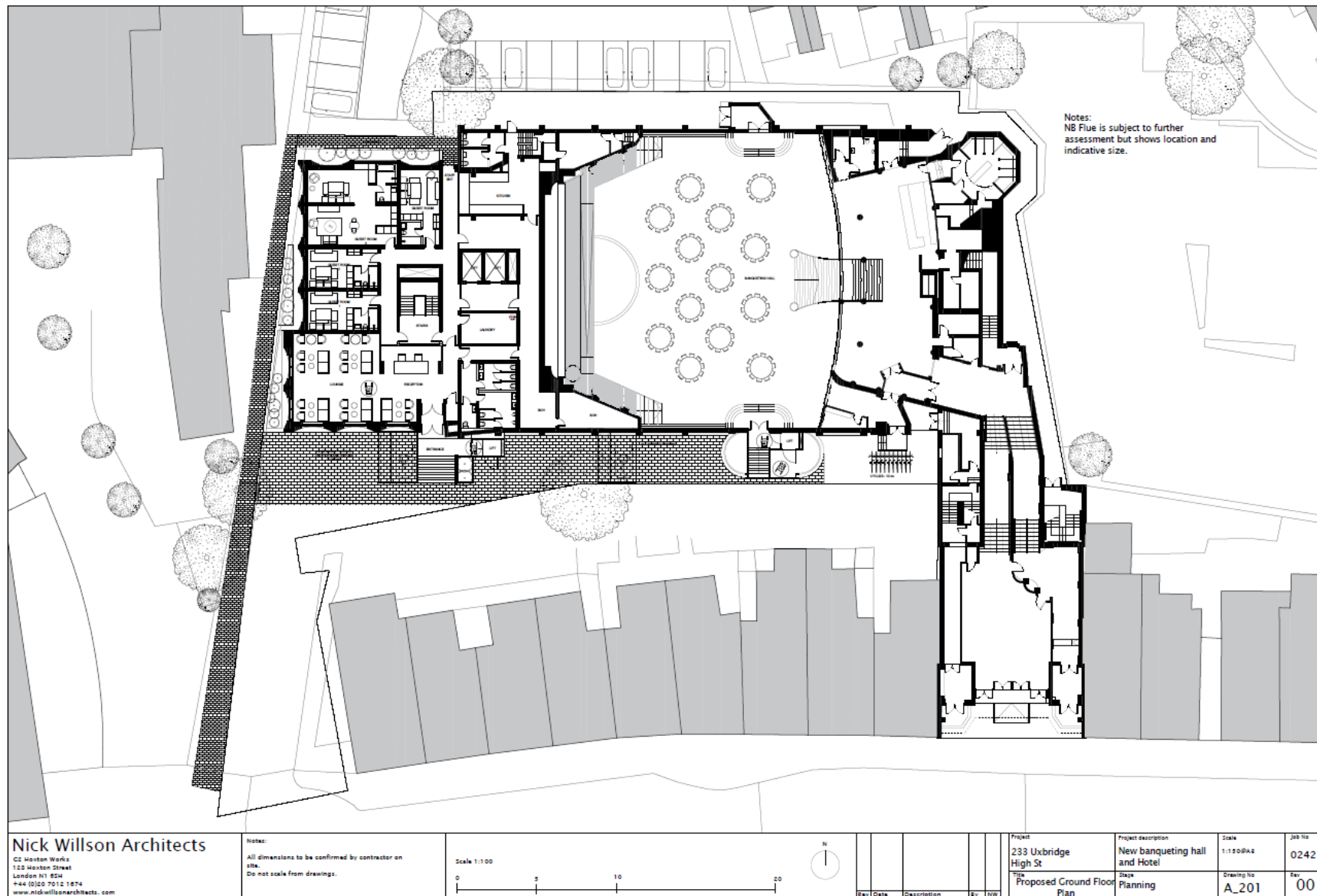
7 SUMMARY AND CONCLUSION

- 7.1** RKS Associates has been commissioned on behalf of Frough Limited to provide highways and transport advice in respect of a listed building consent and planning application for former Regal Cinema at 233 High Street, Uxbridge in London Borough of Hillingdon.
- 7.2** The redevelopment proposals seek the change of use of an existing nightclub to a banqueting suite and convert the existing gym building located to the rear of the cinema and High Street alongside an extension to the building to provide a four-storey hotel accommodating 31 bedrooms.
- 7.3** The proposals include improvements to the public realm in front of the proposed hotel, together with the segregation of the service road serving 224a to 233 High Street. The proposals provide 2 spaces for mobility Blue Badge holder that accords with the London Borough of Hillingdon parking standards, and 10 cycle parking spaces is appropriate for the proposed development that accord with the cycle parking standards contained in London Cycling Design Standards.
- 7.4** Servicing and refuse collection will continue to be undertaken in a safe and controlled manner via the service road serving 224a to 233 High Street, similar to the existing servicing undertaken for the retail and commercial properties fronting High Street. The vehicle swept path assessments confirm that the servicing and refuse vehicles can access the development in a forward gear. A Servicing and Delivery Management Plan shall be prepared and implemented to manage operational activities and minimise conflicts with other road users.
- 7.5** A review of the proposed development accessibility has identified that the site is located in a highly accessible location with a PTAL rating of 6a, which would work to encourage access by sustainable modes, for both staff and guests. The proposals are therefore considered to conform to planning policy standards at a national and local level. Accordingly, it is considered that the proposals are acceptable in planning terms.
- 7.6** A review of the highway accident data for the site indicates no specific accident patterns across the highway network in vicinity of the site. Based on the review of PIC data, there are not any existing highway safety issues in the vicinity of the site which would be exacerbated by the proposed development.
- 7.7** The trip generation assessment undertaken demonstrates that the proposals would result in minimal traffic impact with approximately 2 two-way vehicular movements during the highway peak periods for the hotel, which will have negligible impact on the local highway network.
- 7.8** The proposed banqueting suite will provide a locally accessible venue within a highly sustainable town centre location. It is anticipated that the development could generate up to 32 two-way vehicle trips; however, critically, these trips are expected to occur predominantly during off-peak periods, reflecting the operational characteristics of a banqueting venue.

- 7.9** The expected trip generation is further supported by observed data from The Chimes car park, where, on 26th April 2026, a total of 31 vehicle trips were recorded in association with an event at 233 High Street. This real-world evidence demonstrates that event-related traffic demand can be effectively accommodated without placing undue pressure on the surrounding highway network.
- 7.10** In light of the above, it is concluded that the overall traffic generation associated with the proposed development would be negligible and would not result in a material impact on the operation or safety of the local highway network.
- 7.11** This report has demonstrated that the residual cumulative impact of the redevelopment proposals would not be severe, and on this basis there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

Appendix A

Site Layout – Ground Floor





Appendix: B

Vehicle Track Plots





Appendix: C

TRICS DATA



TRICS 8.25.6
Organisation: TTC

User: james@ttc-tp.com
Site: Parade, Royal Leamington Spa



Audit Code: 6278472f-f486-4415-8891-bd08124c0d5e

LIST OF SITES relevant to selection parameters:

Site 1:	LB-06-A-01	Gross floor area (sqm):	11800
Development Name:	HAMPTON BY HILTON	No of bedrooms:	297
Location:	LAMBETH	No of Employees:	72
Postcode:	SE1 8XA	Survey Date:	11/23/2018
Main Location Type:	Town Centre	Survey Day:	Friday
Sub Location Type:	Built-Up Zone		
PTAL:	6B		
Site 2:	SK-06-A-01	Gross floor area (sqm):	1950
Development Name:	TRAVELODGE	No of bedrooms:	52
Location:	PECKHAM	No of Employees:	16
Postcode:	SE15 5SF	Survey Date:	9/14/2023
Main Location Type:	Town Centre	Survey Day:	Thursday
Sub Location Type:	High Street		
PTAL:	6B		
Site 3:	TH-06-A-02	Gross floor area (sqm):	11987
Development Name:	TRAVELODGE	No of bedrooms:	349
Location:	POPLAR	No of Employees:	26
Postcode:	E14 2AE	Survey Date:	5/24/2023
Main Location Type:	Edge of Town Centre	Survey Day:	Wednesday
Sub Location Type:	Development Zone		
PTAL:	4		



TRICS 8.25.6
Organisation: TTC

User: james@ttc-tp.com
Site: Parade, Royal Leamington Spa



Audit Code: 6278472f-f486-4415-8891-bd08124c0d5e

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Total Vehicles

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	297	0.010	0.020	0.030
07:00-08:00	3	233	0.011	0.024	0.035
08:00-09:00	3	233	0.017	0.033	0.050
09:00-10:00	3	233	0.019	0.029	0.048
10:00-11:00	3	233	0.019	0.017	0.036
11:00-12:00	3	233	0.014	0.014	0.028
12:00-13:00	3	233	0.016	0.017	0.033
13:00-14:00	3	233	0.023	0.021	0.044
14:00-15:00	3	233	0.029	0.024	0.053
15:00-16:00	3	233	0.040	0.026	0.066
16:00-17:00	3	233	0.033	0.021	0.054
17:00-18:00	3	233	0.024	0.021	0.045
18:00-19:00	3	233	0.021	0.021	0.042
19:00-20:00	3	233	0.017	0.019	0.036
20:00-21:00	3	233	0.013	0.010	0.023
21:00-22:00	3	233	0.013	0.013	0.026
22:00-23:00					
23:00-00:00					
Totals Rates:			0.319	0.330	0.649

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



TRICS 8.25.6
Organisation: TTC

User: james@ttc-tp.com
Site: Parade, Royal Leamington Spa



Audit Code: 6278472f-f486-4415-8891-bd08124c0d5e

Parameter Summary:

Trip rate parameter range selected:	4 - 483 (units: BEDRMS)
Survey date date range:	23/11/2018 - 14/09/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix: D

The Chimes Legal Agreement



CONTRACT PARKING TERMS

PARTICULARS

Date:	05/03/2026
Centre:	CHIMES UXBRIDGE
Customer:	London Empire Hotel 233 High Street Uxbridge London UB8 1LE
Chimes Uxbridge:	TMF MANACOR SECRETARIES JERSEY LIMITED AND TMF TRUSTEE NO.2 LIMITED AS MANAGING TRUSTEES OF METROPOLITAN RETAIL JV
Commencement Date:	On return signature
Prices	Evening Rate - We will charge £1.50 per validation Day time rate – We will charge £5 per validation We will charge via invoice for each complete month at the end of each calendar month, showing split between night time and day time tariff with a total of each Tablet, Software, license and instal charged directly from car park operator at £750, license after the first year is also payable directly to the car park operator at £395 per year (price as of 2026 and subject to increase) Payment to be made within 30 days of receipt of invoice, non-payment will result in agreement being suspended until payment is received.
Account usage	Validation is done by each user entering there reg at London Empire Hotel location. Validation will give the end user 6 hours parking; any additional time will be paid via the end user. Where a user is 10 hours, the 6 hours on agreed rate will be charged to the London Empire Hotel and the remaining directly to the customer at the point of exit. Where number plates are not recognised on entry a paper ticket will be issues which can be scanned using the camera on the validator, then using the ticket to exit. If a number plate is mis read on entry and the validation software will not except, then please ask customer to press the help button, we will then raise the barrier and record this as a London Empire Hotel user, these manual raises will be shown on invoice and charged as per agreed rate



Parking locations	The Chimes Uxbridge, UB81QJ
Validation Duration	Up to 6 hours
Tariff:	Each account will be deducted agreed rate for nighttime and day time. This price is frozen for 12 months.
Admin Fee:	No admin fee applied
T&C for car park use applies	

The Chimes Uxbridge agrees to allow guests to use the Car Park as indicated above.

At the year 1 anniversary The Chimes has the right to review term, number of permits and tariff.

Tariff prices are subject to change at any point after the 1st year anniversary.

We accept and agree that no tenancy is hereby created and that we will not impede or obstruct the right of Chimes Uxbridge to possession or control of the spaces referred to.

Parking only permitted in designated bays.

We, the Customer, agree to be bound by the Terms and Conditions in Schedule 1 attached.

Signed for and on behalf of

Chimes Uxbridge

Centre Director / Authorised Signature

Lucy White for Savills UK Ltd

Print Name

Signed for and on behalf of

THE CUSTOMER

Director / Authorised Signature

JAMSHID FROUGH

Print Name



ANNEXURE

The Chimes, Car Park

Terms and Conditions

1. Definitions

In these terms and conditions:

- a. "us" "we" and "our" means The Chimes whose registered office is at Metropolitan Retail JV (Jersey) Unit Trust, PO Box 368, High Street, Uxbridge, UB8 1GE.
- b. "vehicle" means the vehicle which enters the Car Park and includes any mechanical device on wheels or tracks, its equipment, and accessories.

2. Our liabilities

We are responsible for using reasonable skill and care in the operation of the Car Park. However, that responsibility is limited, and we are only liable as set out in (a), (b) and (c) below and have no other liability to you.

- a. We are liable for any death or personal injury arising from our negligence and the negligence of our servants or agents. Nothing in these Terms and Conditions shall exclude that liability.
- b. We are liable for the loss of or damage to or theft of or from, or temporary failure to deliver any vehicle or property belonging to you arising from our negligence and the negligence or dishonesty of our servants or agents.
- c. Except as set out in condition 2(a), we shall only be liable for losses which were:
 - c.1 reasonably foreseeable at the time of entering into a contract with you on the basis of these Terms and Conditions; or
 - c.2 incurred as a result of our negligence or the negligence of our servants and agents; or
 - c.3 incurred as a result of our failure to comply with these Terms and Conditions.

Please note that although we have the above responsibility to you, you should bear in mind that public car parks are open to everyone. We cannot guarantee that people will not enter into the Car Park and cause damage to property or engage in criminal behavior.

Accordingly, you park in our Car Park at your own risk. We do not guarantee the security of your vehicle and/or its contents.

3. Claims and complaints procedure

If your vehicle sustains damage while in the Car Park or if you lose your vehicle or any of your possessions from your vehicle while it is in the Car Park, you should:



ANNEXURE
The Chimes, Car Park
Terms and Conditions

1. Definitions

In these terms and conditions:

- a. "us" "we" and "our" means The Chimes whose registered office is at Metropolitan Retail JV (Jersey) Unit Trust, PO Box 368, High Street, Uxbridge, UB8 1GE.
- b. "vehicle" means the vehicle which enters the Car Park and includes any mechanical device on wheels or tracks, its equipment, and accessories.

2. Our liabilities

We are responsible for using reasonable skill and care in the operation of the Car Park. However, that responsibility is limited, and we are only liable as set out in (a), (b) and (c) below and have no other liability to you.

- a. We are liable for any death or personal injury arising from our negligence and the negligence of our servants or agents. Nothing in these Terms and Conditions shall exclude that liability.
- b. We are liable for the loss of or damage to or theft of or from, or temporary failure to deliver any vehicle or property belonging to you arising from our negligence and the negligence or dishonesty of our servants or agents.
- c. Except as set out in condition 2(a), we shall only be liable for losses which were:
 - c.1 reasonably foreseeable at the time of entering into a contract with you on the basis of these Terms and Conditions; or
 - c.2 incurred as a result of our negligence or the negligence of our servants and agents; or
 - c.3 incurred as a result of our failure to comply with these Terms and Conditions.

Please note that although we have the above responsibility to you, you should bear in mind that public car parks are open to everyone. We cannot guarantee that people will not enter into the Car Park and cause damage to property or engage in criminal behavior.

Accordingly, you park in our Car Park at your own risk. We do not guarantee the security of your vehicle and/or its contents.

3. Claims and complaints procedure

If your vehicle sustains damage while in the Car Park or if you lose your vehicle or any of your possessions from your vehicle while it is in the Car Park, you should:



To the extent that it may be necessary to do so in the exercise of the rights conferred upon us under this condition, we reserve the right to drive or otherwise take your vehicle onto a public highway. In doing so we will take reasonable care of the vehicle.

11. Tariff

This is a paid car park which is card only (no cash is accepted)

By entering through the entry barrier, you agree to pay, and have the means to pay, the advertised tariff. Failure to have the means to pay will be considered as theft and dealt with through the appropriate legal channels, and/or refused entry for any future parking.

The parking fees payable by you (as varied from time to time) shall be as displayed on the tariff board at the Car Park. You are obliged to pay the fee and to comply with any instructions on the tariff board. For lost tickets please contact the control room via the Payment Machines, ANPR data is utilised to confirm time of entry.

12. Blue Badge Parking

Blue badge holders are offered one parking session each day, up to 6 hours, which is complimentary. A blue badge can only be scanned once in each day, any parking duration over the 6 hours will be charged at the advertised rate, repeat visits on the same day will be chargeable at the advertised rate from re-entry, irrespective of how long/short time period a previous parking session may have been.

No complimentary parking will be offered to those who cannot produce a valid blue badge for the duration of their stay.

The site reserves the right to inspect a blue badge at any time and to validate that the individual presenting the blue badge is the same person named on the badge. Failure to comply with this, and /or falsely using a blue badge will be reported to the police and local authority for suspicion of fraudulent activities.

13. Payment and disposal of abandoned vehicles

If you intend to leave your vehicle in the Car Park for more than 7 days, we recommend that you notify us of your intention to do so.

We reserve the right to sell any vehicle which we reasonably believe to have been abandoned and shall be entitled to regard as abandoned any vehicle which has been in the Car Park for more than 14 days without prior notification and which is not known to be covered by a current valid contract parking agreement. Before proceeding with the disposal of abandoned vehicles, we will:-

- a. make reasonable enquiries with a view to identifying and contacting the registered owner of the vehicle in question.
- b. give 14 days' notice of our intention so to do to the registered owner by pre-paid post addressed to the registered owner's last known address.
- c. abandoned vehicles will be sold by auction whenever practicable, and the proceeds of sale will be applied in and towards satisfaction of all sums owing to us together with the expenses of sale and in connection with such



Do not delay your exit from the Car Park and please supervise your children and pets who must be kept under your control at all times in the Car Park.

For safety reasons you are not entitled to remain in your vehicle in the Car Park or elsewhere in the Car Park except for the purposes of parking or removing your vehicle.

8. Tickets

This car park is ticketless with your number plate acting as your ticket, where a non-standard DVLA compliant number plate is used or is positioned in the non-standard DVLA position, or any other reason the system cannot automatically read a number plate, you will be issued a paper ticket at the entry barrier.

- a. If you are a Contract Parking user, additional T&Cs apply which were issued at time of commencement, please ensure you are familiar with these. If you require a copy, please contact info@chimesuxbridge.co.uk stating your name and company you work for.
- b. If you cannot produce your ticket on departure, you will be charged at the full 24-hourly rate for each 24 hour period or part thereof that your vehicle has been in the Car Park. The duration of the vehicle's stay within the Car Park will in such circumstances be finally determined by us. No refund will be made for any parking charges paid in respect of a lost ticket, or contract parking.

9. Parking contraventions

This property operates a Penalty Charging Notice Scheme in accordance with the British Parking Association legislation, please ensure you are familiar with the conditions that are contained within these T&Cs, any additional T&Cs under contract parking agreements and those displayed on the Penalty Charging notices around the car park.

It is important to the effective management of the Car Park

- a. that you do not park within a bay designated for a specific purpose when you are not entitled to do so (e.g., parking in a space for the disabled without an appropriate disability badge displayed).
- b. that you park within a marked bay.
- c. that you comply with all signs in the Car Park.
- d. If the equipment in the Car Park is damaged by you, your vehicle, or the passengers in the vehicle then, except where the damage arises from our negligence, we will seek to recover the cost of that repair and associated administration costs from you.

10. Access, re-location of vehicles

We reserve the right to refuse admission of any vehicle to the Car Park for any reason whatsoever.

We reserve the right to move vehicles within the Car Park, by driving or otherwise, using whatever method we consider appropriate (even if, as a consequence, damage is caused to your vehicle) to such extent as is reasonably necessary for the purposes of safety to persons or property to avoid obstruction or for the more efficient arrangement of our parking facilities at the Car Park.

We additionally reserve the right, where the Car Park has to be closed either permanently or temporarily in whole or in part or has to be evacuated in cases of emergency, to remove any vehicle at any time to any other reasonably convenient Car Park within our control or otherwise as may be expedient.



sale we shall be entitled to charge reasonable garage charges in respect of the period during which the vehicle is in our possession.

d. any balance of these sales proceeds remaining after satisfaction of such sums shall be allocated to the properties nominated charity.

14. Prohibited activities

You must not tow any vehicle into the Car Park except as part of the services offered by persons authorised by us and no work on nor cleaning of vehicles by you or your agent other than with our prior specific permission is permitted in the Car Park. In the event of a vehicle breakdown, you must contact the control room via the intercom system.

No activity in connection with the selling, hiring or other disposal of vehicles or goods or services shall be carried out in the Car Park without our prior specific written permission.

15. Variation of the terms and conditions

These Terms and Conditions shall not be varied except in writing by the centre Senior Management. Nothing said or done by any of our employees is to be capable of varying these Terms and Conditions.

16. ANPR

Cameras are installed at both the entrance and exit of the car park and automatically log the number plate of vehicles on entry and exit. This information is used to determine the length of stay and relevant cost to be paid. In addition, this information will be accessed in the event of any abandoned vehicles or those that have been reported to the centre management team for any reason that is deemed to warrant further investigation.

Please be informed in the future this technology may also be synchronised and registered with a police database as well as with the DVLA.

17. General

Each of these Terms and Conditions shall be construed separately, applying, and surviving even if for any reason other provisions are held inapplicable or unenforceable in any circumstances. This land is Private Property.

18. Employees

Our employees reserve the right to work in a place free from abuse and violence, we have a zero-tolerance policy on abuse of our employees both verbally and physically. Those who do will have their car registration banned from the car park and where we deem it required, the police will be notified.

If you have any queries regarding these Terms and Conditions, please contact parking@chimesuxbridge.co.uk



Appendix: E

The Chimes Car Parking Usage



	Validation ID	Product Name	Entry Time	Validation Time	Media Code	Day or Night tariff
Mar-26	Total Day	Charged @ £5 each	88	88	Empire Hotel	1 (£5.00)
	Total Night	Charged at £1.50 Each				87 (£30.50)
	Grand Total					£135.50
Apr-26	Total		117	117	Empire Hotel	117
	Total Day	Charged @ £5 each				67 (£134)
	Total Night	Charged at £1.50 Each				50 (£159.45)
May-26	Grand Total		155	155	Empire Hotel	£382.00
	Total					155
	Total Day	Charged @ £5 each				62 (£310)
	Total Night	Charged at £1.50 Each				93 (£232.50)
	Grand Total					£542.50



Appendix: F

The High Street Video Survey

Owing to file size and ability to submit this type of file via the Planning Portal, these will be provided directly to the case officer at Hillingdon Council to form part of the planning application.