Capital Place, 120 Bath Road, Harlington, Hayes, UB3 5AN

Transport Statement

Client: Toyoko Inn Co. Ltd

i-Transport Ref: NM/HC/TE/DG/ITL210199-003b

Date: 18 December 2025

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Quality Management

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SECTION 1 Introduction

1.1 Overview

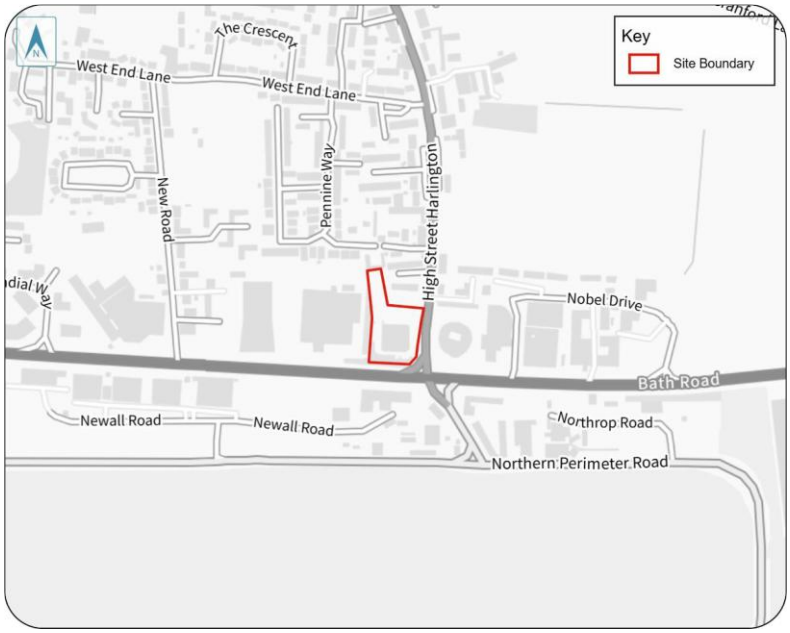
1.1.1 This report has been prepared on behalf of the Applicant, Toyoko Inn Co. Ltd, to provide an assessment of the transport impacts of the proposed 206-bed hotel (the development) at 120 Bath Road, Harlington (the site).

1.1.2 The proposal is for the ***"Change of use of the existing building from Class E (office) to Class C1 (hotel), with infill extension, together with ancillary hotel facilities, car parking, drop-off and servicing arrangements, and associated landscaping."***

1.1.3 The proposal is to convert the existing office building (5,888sqm GIA) into a 206-bed hotel, principally serving Heathrow Airport transfers.

1.1.4 A site location plan is shown below as **Image 1.1**. The site is within the boundary of the London Borough of Hillingdon (LBH), the local planning and highway authority for the site.

Image 1.1 – Site Location



1.2 The Vision

1.2.1 The transport vision for the site is as follows:

> ***"Delivery of a 206-bed hotel in Harlington, that is conveniently located for future guests to access London Heathrow Airport via non-car modes and offers genuine opportunities for future staff to travel to work via active travel modes and public transport. The proposal will be designed to accommodate shuttle bus / coach and taxi services for guests to / from the airport, maximise accessibility to nearby services and to facilitate an increase in the use of sustainable travel modes through the delivery of a sustainable transport strategy, the implementation of active travel infrastructure, and provision of travel plan measures."***

1.2.2 The vision and accompanying sustainable transport strategy (**Section 5**) are at the heart of the development proposal and will underpin the transport assessment of the scheme (in line with the NPPF).

1.3 Pre-Application Scoping

1.3.1 In line with best practice, i-Transport and the Applicant have obtained pre-application advice from LBH. The full pre-application consultant response (*reference: 36728/PRC/2025/89)* is provided at **Appendix A** and key actions to include with the application submission are summarised in **Table 1.1**.

Table 1.1: LBH Pre-Application Consultation Comments

LBH Comment	i-Transport Comment
Highways	
The Site has a Public Transport Accessibility Level (PTAL) Rating of 4 based on a scale from 0 to 6b, where 6b is the highest.	The opportunities to travel to the site via non-car modes is demonstrated in Section 3.
A Transport Note has been submitted in support of the application. […] After reviewing the assessment it is concluded that the proposed car parking reduction and resulting provision is acceptable, however the spaces must be exclusively for hotel guests and staff.	Agreed – as set out in separate parking and management plan.
To ensure the development functions effectively, dedicated and appropriate drop-off facilities for taxis and coaches are required and should be clearly shown on any future application.	Agreed, as set out in Section 4.
Cycle parking provisions appear to be acceptable but must comply with the London Cycle Design Standards.	Agreed, as set out in Section 4.

LBH Comment	i-Transport Comment
A detailed Transport Statement is required at formal application stage. This should include a trip generation analysis comparing the former use with the chosen final design option, as well as an Active Travel Zone assessment, including during night-time hours.	Commentary provided at Sections 3 and 6.
The applicant must also provide a Service and Delivery Plan, complete with swept path drawings, a Parking Design and Management Plan, and a Travel Plan.	Agreed, separate documents support the planning submission.
Clarity should also be provided on which parking spaces will be removed and or altered.	As set out at Section 4.
Any future application should also clarify whether the meeting rooms are for public hire or solely for the use of Hotel staff and its users as this could significantly increase the number of trips and parking demand.	As set out at Section 4.
Air Quality	
The Transport Assessment must present the total daily trip generation (not net) to support the air quality calculations. The Applicant must tabulate daily trip generation associated with the proposed development per land use class as these would have different trip generations per sq. m.	Agreed – as set out in Section 4 (although it is assumed that the reference to different land uses classes is erroneous as there is only one use class proposed – a hotel).

1.4 Scope

1.4.1 In accordance with the requirements of the National Planning Policy Framework (NPPF), this Transport Statement (TS) has been prepared to consider the transport impacts that may arise from the proposed development and to consider the proposal against relevant transport and planning policy. The TS has been prepared to consider the four critical tests outlined in paragraph 115 of the National Planning Policy Framework (NPPF) which are summarised as:

- Will the opportunities for sustainable travel be prioritised taking account of the transport vision for the site?
- Will safe and acceptable access be provided to the site for all people?
- Will the site layout comply with design guidance?

- Will any significant transport impacts from the development be mitigated to an acceptable degree through a vision-led approach?

1.5 Key Conclusions

1.5.1 This TS concludes that the office premises to 206-bed hotel change of use proposal at Capital Plan, 120 Bath Road, Harlington, Hayes:

1 Complies with relevant national and local transport policy.

2 Is in a location that provides opportunities for hotel staff / guests to use sustainable modes to access key everyday facilities with priority for active travel and public transport.

3 Will have access arrangements that will deliver safe and suitable access for all users.

4 Will provide an appropriate level of parking provision and accommodate suitable on-site servicing arrangements and emergency access.

5 Will have no measurable impact on the operation and safety of the local highway network which falls far short of the '*severe*' bar set by the NPPF as the only reason for refusing a planning proposal on transport grounds.

1.6 Structure of Report

1.6.1 The remainder of this report is structured as follows:

- **Section 2** – Transport Policy Context
- **Section 3** – Existing Conditions
- **Section 4** – Development Proposals
- **Section 5** – Transport Vision and Sustainable Transport Strategy
- **Section 6** – Trip Generation
- **Section 7** – Summary and Conclusions

SECTION 2 Transport Policy Context

2.1 Overview

2.1.1 This section of the TS details the transport policy in relation to the change of use scheme which the application will be considered against.

2.2 National Policy

National Planning Policy Framework (NPPF) (December 2024)

2.2.1 The National Planning Policy Framework (NPPF) details the Government's planning policies and provides information on the expectations in relation to development proposals. The NPPF is a material consideration in determining applications for development.

2.2.2 The NPPF confirms (paragraph 10) that at the forefront of planning is the ***"presumption in favour of sustainable development"***.

2.2.3 The NPPF (paragraph 109) states that transport issues should be considered from the earliest stages of plan-making and the formation of development proposals, using a vision-led approach to identify transport solitons that deliver well-designed, sustainable and popular places. Therefore, ensuring opportunities from existing or proposed transport infrastructure and opportunities to promote walking, cycling and public transport can be identified and pursued, and transport issues addressed.

2.2.4 As stated in Section 1, the scope and structure of this TS have been prepared to consider the four critical tests outlined in paragraph 115 of the NPPF:

> ***a) Sustainable transport modes are prioritised taking account of the vision for the site, 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; 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 through a vision-led approach.***

2.2.5 Furthermore, paragraph 116 of the NPPF goes on to state:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.2.6 Therefore, development should provide opportunities for sustainable travel, achieve safe access for all modes, meet relevant design standards and have acceptable traffic impacts.

2.2.7 Paragraph 116 of the NPPF states only when transport impacts are 'severe', following mitigation or where safety impacts are 'unacceptable' should an application be refused, and development prevented. This is an intentionally high-bar and acknowledges that even significant impacts of development can / should be acceptable.

2.3 Regional Policy

The London Plan

2.3.1 The London Plan was adopted in March 2021 and sets out the strategic targets for the spatial development of London for the next 20-25 years. From a transport perspective, the Mayor intends that London will be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling.

2.3.2 The relevant policies set out in the plan are summarised below.

2.3.3 **Policy T1 – Strategic approach to transport** states that Development Plans should support, and development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.

2.3.4 **Policy T2 – Healthy Streets** sets out the following:

- Development proposals and plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking and cycling.
- Development plans should:
  - Promote and demonstrate the application of the Mayor's Healthy Streets Approach;
  - Identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles.
  - In opportunity areas, new and improved walking, cycling and public transport networks should be planned at an early stage.

2.3.5 **Policy T4 – Assessing and mitigating transport impacts** states that:

- Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity;
- Transport assessments should be submitted to ensure that impacts on the transport network at local, regional and strategic levels are fully assessed, with the inclusion of Healthy Streets Approach, Travel Plans, Construction Logistics Plan and Delivery and Servicing Plans where necessary;
- Where appropriate, mitigation will be required for public transport, walking and cycling facilities through financial contributions to address any adverse transport impacts; and
- Development proposals should not increase road danger.

2.3.6 **Policy T5 – Cycling** sets out policies relating to cycling:

- Development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle by providing the appropriate levels of secure, and well located cycle parking, within the minimum standards;
- Parking should be designed and laid out in accordance with the guidance contained within the London Cycling Design Standards.

2.3.7 **Policy T6 – Car Parking** sets out policies relating to car parking:

- A parking strategy, or Car Park Management Plan should be submitted where car parking provision is included in a development.
- Relating to the proposed change of use, Policy T6.4 sets out the following parking standards for a Hotel:
  - In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.
  - All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.
  - Disabled persons parking should be provided as set out in Policy T6.5 Non-residential disabled persons parking.

- "Policy T6.5: Non-residential disabled persons parking", states that, for hotel use, a minimum 6% of parking spaces are provided as designated bays for disabled users. An additional 4% of total parking should also be "enlarged bays". In total, it is a requirement that 10% of total parking provision be allocated for disabled users.

2.3.8 **Policy T7 – Deliveries, Servicing and Construction** is concerned with the following:

- Development proposals should facilitate sustainable freight movements by rail, waterways and road;
- Consider the option of consolidation and distribution sites, and facilitate safe, clean and efficient deliveries and servicing, with adequate storage provided.

2.3.9 **Policy SD1 Opportunity Areas** – Heathrow is identified in the Mayor's London Plan as an Opportunity Area (OA) with potential for 13,000 new homes and 11,000 new jobs by 2041. The London Plan provides an indicative land area of 700 ha, and includes part of LB Hounslow and Hillingdon, but the specific boundaries of the Heathrow OA are not yet identified.

2.3.10 Appendix C of the plan also requires a current minimum 5% of total parking should be provided for Electric Vehicles, with a further 5% passive provision to meet the Mayor's targets. This is subject to ongoing review.

The Mayor's Transport Strategy

2.3.11 The Mayor's Transport Strategy sets out the Mayor's vision for transport in London over the next 25 years. The strategy includes a target for 80% of all trips in London to be made by sustainable modes of transport by 2041. To achieve a mode share of 80% of trips by sustainable modes, new developments especially those in Opportunity Areas and high-PTAL areas, are expected to aim for sustainable transport mode shares of 95%-99% of trips.

2.4 Local Policy

Hillingdon Local Plan Part 2 (Adopted January 2020)

2.4.1 The Hillingdon Local Plan Part 2 sets out the vision and strategic objectives to be delivered within the borough across the Local Plan period. Relating to Transport, the following policies are of relevance.

2.4.2 **Policy DMT1: Manging Transport Impacts**, states:

- Development proposals will be required to meet the transport needs of the development 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 it 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.

- Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

2.4.3 **Policy DMT2: Highways Impacts**, sets out that 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 satisfactorily accommodated in the design of highway and traffic management schemes;
- Impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- 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.

2.4.4 **Policy DMT6: Vehicle Parking**, sets out the boroughs parking standards for new developments. The standards are based on those contained with the London Plan, with some variance applied to address local circumstances in terms of employment and residential sites.

- Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:
  - 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.

SECTION 3 Existing Conditions

3.1 Overview

3.1.1 This section of the TS summarises the existing conditions of local transport infrastructure in the vicinity of the site and opportunities to the travel the site via active travel modes and public transport.

3.2 Existing Site

3.2.1 The site is currently occupied by a 5,888sqm office/conference centre. It has 199 car parking spaces. The last formal tenant vacated the building in December 2020 but it is still being used in accordance with its lawful planning use for back of house, administrative and office functions.

3.2.2 When fully operational, pedestrian access to the site was taken from 3 locations:

1. A dedicated pedestrian access in the south east corner, to the junction of Bath Road / High Street Harlington;
2. A dedicated pedestrian access to the eastern side, directly to the Harlington Corner bus stop (N); and
3. A footway alongside the vehicular access in the north east corner to High Street Harlington.

3.2.3 Vehicular access to the site has been taken from a simple priority access to High Street Harlington. Movements are restricted such that left turn-in (from the direction of Bath Road) and right turn-out (towards Bath Road) are the only permissible movements.

3.2.4 The internal network is arranged around a series of one-way clockwise vehicle circulation loops, including one around the building. Car parking is located to all sides of the building.

3.3 Active Travel Opportunities

Walking

Bath Road

3.3.1 Continuous, street lit footways run either side of the Bath Road in the vicinity of the site, which provide a walking route into Hounslow as the carriageway continues east of the site and a number of local facilities / services along this route, including shops, supermarkets, cafes, bars and restaurants. Signalised crossing facilities are also present along Bath Road, including at the Bath Road / High Street Harlington / Hatton Road North signalised crossroads adjacent to the site, providing safe pedestrian crossing locations to bus stops and facilities either side of Bath Road.

3.3.2 Bath Road is a dual carriageway road with streetlighting and has a speed limit of 40mph. Bath Road routes along the northern extent of Heathrow Airport. Dedicated bus lanes run parallel along each carriageway.

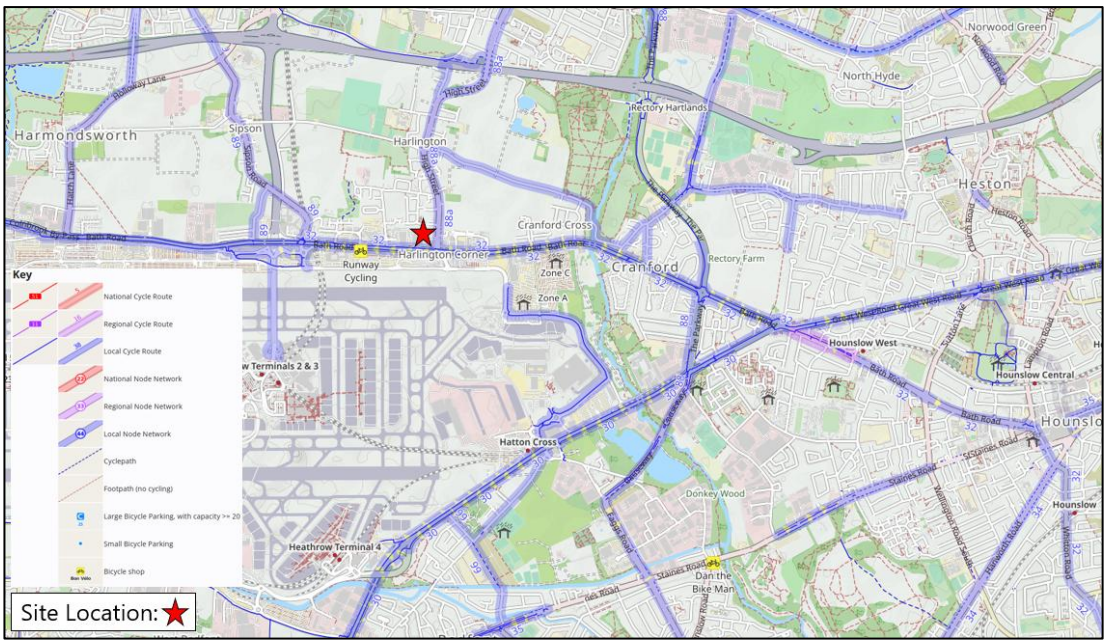
High Street Harlington

3.3.3 Continuous, street lit footways are present on both sides of High Street Harlington, which route north from Bath Road towards the village of Harlington.

Cycling

3.3.4 Cycle infrastructure in the vicinity of the site is demonstrated at **Image 3.1**. On carriageway cycle routes (bus lanes) are provided on Bath Road, which route from residential areas located east of the site.

Image 3.1: Local Cycle Infrastructure



Source: OpenStreetMap

3.4 Local Facilities

3.4.1 The site is located within close proximity to a variety of local facilities and services that future guests and staff may utilise and are accessible via short journey times by using active modes of transport. The distances to each facility / service from the site (and approximate walking / cycling times) are summarised in **Table 3.1**.

Table 3.1: Local Facilities and Services

Purpose	Destination	Total Distance (m)	Journey Time (mins)	
			Walking	Cycling
Health	The Village Pharmacy and Travel Vaccination Clinic	680m	8	3
	The Village Dental Practice	1,100m	13	4
	Heathrow Medical Centre	1,200m	14	5
Retail	Essvee Food and Wine	650m	8	2
	Co-Operative Food	680m	8	3
	Co-Op ATM	680m	8	3
	Harlington Post Office	700m	8	3
	Tesco Express	1,600m	19	6
Leisure	Airport Bowl	240m	3	1
	Starbucks Coffee	270m	3	1
	Carluccios Marriott	300m	4	1

Purpose	Destination	Total Distance (m)	Journey Time (mins)	
			Walking	Cycling
	McDonalds	640m	8	2
	The Pheasant Inn and Restaurant	750m	9	3
	The White Hart Harlington	970m	12	4
	KFC	1,150m	14	4
	The Unite Gym	1,200m	14	5
	Berkley Meadows	1,250m	15	5
Transport	Harlington Bus Stop (Stop N)	30m	0	0
	Harlington Corner Bus Stop (Stop E)	180m	2	1
	West End Lane Bus stop (Stop C)	245m	3	1
	Airport Driven Taxis	900m	11	3

Within 800m – walkable neighbourhood[1]

Within 1.6km – comfortable walking distance[2]

3.4.2 **Table 3.1** shows a wide variety of everyday services and facilities within a comfortable walking distance from the site location, with many within a 'Walkable Neighbourhood' distance of 800m. Therefore, the site is located in a sustainable location, providing good opportunities for future hotel staff / guests to travel to key facilities and services on foot.

3.5 Public Transport

PTAL

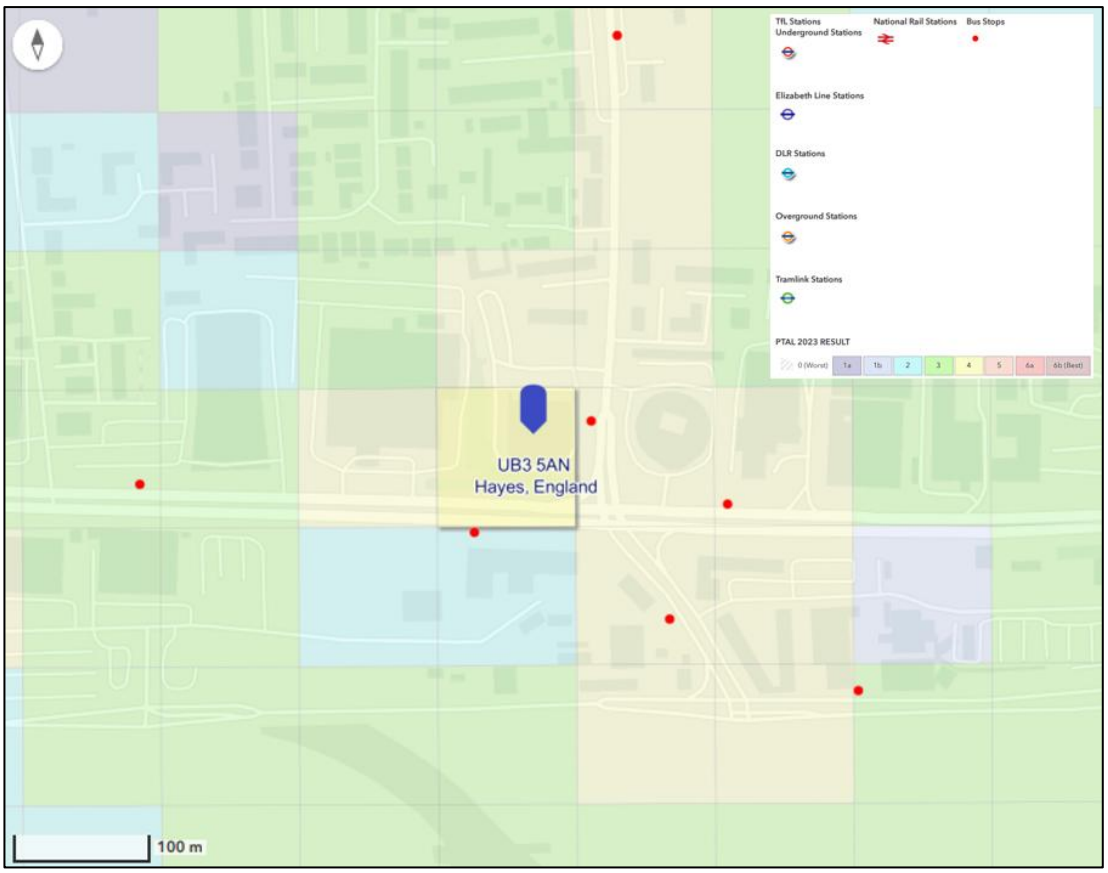
3.5.1 The TfL (Transport for London) Public Transport Accessibility Level (PTAL) assesses a site's connectivity to local transport networks, combining walking distance/time to public transport with the and service frequency.

3.5.2 The TfL WebCAT database records indicate that the site area has an average PTAL score of 4, as shown at **Image 3.2**. The full PTAL report is featured in **Appendix B**. This PTAL rating is achieved through the site's access to 3 bus stops within a 300m of the site, providing access to 11 different bus services.

[1] As detailed at paragraph 4.4.1 of Manual for Streets (MfS)

[2] Data from the National Travel Survey (NTS) indicates that 81% of people will undertake trips on foot up to this distance. This is also detailed in the CIHT document 'Planning for Walking' (2015).

Image 3.2: PTAL



Source: TfL

Bus

3.5.3 There are multiple bus stops within a comfortable walking distance of the site. combined, these are served by over 50 buses per hour – an extremely frequent service to destinations across west London. These are summarised below:

- Harlington Corner Bus stop (Stop N) – located directly outside the site with a direct pedestrian entrance along High Street Harlington / Bath Road. This stop is regularly served by bus services 90, 278, H98, N140 and SL9, which provide routing towards Harrow, Hayes End, Northolt and Ruislip respectively. Bus route 278 service also provides a 15-minute service to Heathrow Airport between 04:00 and 01:00.
- Harlington Corner Bus stop (Stop E) – located 180m southeast of the site entrance along the northern carriageway of A4 Bath Road. This stop is regularly served by bus routes 81, 105, 111, 222, H98 and N9, which provide services to Greenford, Hounslow and Kingston respectively. Bus routes 81, 222, N9 and H98 provide frequent routing towards Hounslow West Underground Station, with bus route 81 providing services towards Greenford Station.

- Harlington Corner Bus stop (Stop J) – located circa 200m south of the site on the southern carriageway of A4 Bath Road. This stop is regularly served by bus routes 81, 105, 111, 222, 278, 285, 423, N9, N140, N555 and SL9. These services providing routing towards Heathrow Airport, Slough and Uxbridge. Collectively, services 111, 278. 285, SL9 and 423 provide routing to Heathrow Airport (including Terminal 5) at a frequency of 1 service approximately every 5-minutes. In addition, bus services 285, 423 and N555 also provides routing from Hatton Cross Underground Station. Bus services 81 and 222 also provide half hourly services to Hounslow West Station and Uxbridge Station respectively.
- West End Lane Bus Stop (Stop C) – located circa 250m to the north of the site on High Street Harlington (southbound), this provides access to bus route 90 in the southbound direction, towards Heathrow Terminal 4. It is also served by 278 and N140, but those services are closer located to Stop J. Stop C is served by some buses similar to Stop K on Hatton Road North, but that stop is located slightly further away and requires passengers to cross five stages of the traffic signals at the High Street Harlington/Bath Road junction.

Hotel Hoppa

3.5.4 The Hotel Hoppa bus services route between London Heathrow Terminals 2 & 3 and Terminal 5 and local hotels. Existing bus services route past the site and to neighbouring hotels, including but not limited to:

- Sheraton Heathrow, 100m west of the site, H2B and H5B service.
- Courtyard Marriott, 150m east of the site, H2C and H5C service.
- Ibis Bath Road, 300m east of the site, H2C, H2R and H5C service.

Rail / Underground

3.5.5 Heathrow Terminal 2 & 3 Station is accessible via the 105, 11, 286 and SL9 bus services and provides access to Elizabeth Line, Heathrow Express and Picadilly Line services.

3.5.6 Hatton Cross Underground Station, located southeast of Heathrow Airport and c.3.2km south of the site is accessible via the bus services 90, 423 and N555. Hatton Cross is on the Picadilly Line and provides frequent and direct services between Heathrow Terminals 4 and 5, and Cockfosters (via Central London).

3.6 Local Highway Network

High Street Harlington

3.6.1 High Street Harlington connects the site access to the Bath Road / Hish Street Harlington / Hatton Road North traffic signal controlled junction in the south and routes north from Bath Road, through Harlington, before merging with Station Road in Hayes. In the vicinity of the site, High Street Harlington is subject to a 30mph speed limit and features street lit footways on both sides of the carriageway.

Bath Road

3.6.2 Bath Road serves as a distributor road between Heathrow Airport and residential areas in the neighbouring borough of Hounslow, and is subject to a 40mph speed limit in the vicinity of the site. Bath Road is part of the Transport for London Road Network (TLRN), i.e. Red Routes, and is subject to parking and loading restrictions.

3.6.3 Bath Road connects with High Street Harlington at a signalised crossroads with Hatton Road North. Signalised crossings are provided on each arm, which enable safe pedestrian crossing and onward routing across all arms.

3.7 Summary

3.7.1 There are genuine opportunities to encourage the use of sustainable travel options for future guests and staff of the hotel.

3.7.2 The site is located within close proximity to a variety of local facilities and services that future guests and staff may utilise and are accessible via short journey times by using active modes of transport.

3.7.3 Buses serve stops in close proximity to the site, providing services to neighbouring residential areas and dedicated services to London Heathrow Airport and Hatton Cross Underground Station for onward connections. These bus stops are well connected to the site via wide, street lit footways, and/or traffic signal controlled staggered crossings.

SECTION 4 Development Proposal

4.1 Overview

4.1.1 The proposal is to convert the building to a 206 bed hotel, largely catering for the Heathrow airport transfer market. The applicant has advised that 59 full time equivalent staff will be employed on site.

4.1.2 The hotel will be supported by a breakfast area, shop, and bar, alongside a meeting room. These are all ancillary to the hotel use and not anticipated to be an open offer to the wider public.

4.1.3 Accesses to the site will be retained in their existing locations and serving the same modes of travel as they currently do.

4.2 Access Strategy

Vehicular

4.2.1 Vehicular access to the site is retained from the restricted movements access to High Street Harlington. Movements are restricted such that left turn-in (from the direction of Bath Road) and right turn-out (towards Bath Road) are the only permissible movements.

4.2.2 The existing access arrangements will be retained to serve the hotel. However, minor alterations to the kerbs within the site in the vicinity of the access will are proposed to facilitate access by a large bus / coach. No changes to the adopted highway network are proposed or necessary.

4.2.3 The internal network is arranged around a series of one-way clockwise vehicle circulation loops, including one around the building. The proposed site plan (**Appendix C**) illustrates the movement and alterations necessary to the site layout to allow a large bus / coach to circulate the site, park, and enter and exit in forward gear, in accordance with LBH Development Management Policies (DMP) (2020), Part 2, Appendix C, Table 1.

Pedestrian

4.2.4 Pedestrian access is retained to be from:

- A dedicated pedestrian access in the south east corner, to the junction of Bath Road / High Street Harlington; and
- A footway alongside the vehicular access in the north east corner to High Street Harlington.

4.2.5 The proposal includes landscaping improvements to enhance the quality of the connections into the building.

4.3 Parking

Cars

4.3.1 The existing site provides 199 car parking spaces.

4.3.2 The majority of the on-site car parking will be retained for the use by the hotel. However, the proposal will result in a reduction in the total number of car parking spaces to 152 car parking spaces provided on site. LBH DMP Policy DMT6 sets out that there are no maximum or minimum standards for hotel use and that these should be calculated on an individual basis. As these spaces are a retention of the existing provision on site, such a level of parking will not have a detrimental impact on the local highway network.

4.3.3 In accordance with Table 10.6 of the London Plan, 6% (9 spaces) will be designated accessible parking spaces and 7 spaces will be designed as enlarged parking spaces.

Electric Vehicle Charging Points

4.3.4 In accordance with LBH DMP Part 2, Appendix C, Table 1, eight of the car parking spaces are provided with active electric vehicle (EV) charging facilities and 30 of the car parking spaces are provided with passive EV charging facilities.

Coach Parking

4.3.5 To accommodate a potential on-site bus/coach operation, a coach parking bay is located on the southern side of the site, also doubling up as a drop-off / pick-up bay. Once approved, an approach to the Hotel Hoppa operator will also be made to determine whether they will directly serve the hotel in the same manner as other neighbouring hotels. A plan showing the swept path arrangement for a large bus accessing the site if provided at Drawing No. ITL210199-GA-004C.

Taxi Drop-off / Pick-up

4.3.6 Provision for taxi drop-off and pick-up is located on the eastern side of the site, within the site, in the vicinity of the guest entrance.

Cycles

4.3.7 A covered and secure cycle store for 6 cycles will be provided in accordance with LBH DMP Policy DMT6 Table 1 which requires one space per 10 staff.

4.4 Servicing

4.4.1 The site layout features a loading bay to the north of the building.

4.4.2 Further detail on the management of deliveries is set out in the Delivery and Servicing Plan (*report reference: ITL210199-004*).

4.5 Summary

4.5.1 The proposal is to convert the existing building to a 206 room hotel. It will cater for a largely transit market, and will include a number of complementary ancillary uses such a breakfast area, shop, and meeting room, for internal guest use only. The site will retain the existing all modes access to High Street Harlington, and the existing pedestrian only accesses to High Street Harlington/Bath Road.

4.5.2 The site's existing 199 car parking spaces will be reduced to 152 spaces, of which nine will be accessible spaces from opening, seven enlarged spaces, alongside eight active EV spaces and 30 spaces with passive EV facilities. Six cycle parking spaces are provided for staff. All car and cycle parking spaces are provided in accordance with London and local policy.

4.5.3 The site will also incorporate a taxi drop and coach/bus drop-off/parking area in its southeast corner.

SECTION 5 Transport Vision and Sustainable Transport Strategy

5.1 Transport Vision

5.1.1 The transport vision for the site is as follows:

> ***"Delivery of a 206-bed hotel in Harlington, that is conveniently located for future guests to access London Heathrow Airport via non-car modes and offers genuine opportunities for future staff to travel to work via active travel modes and public transport. The proposal will be designed to accommodate shuttle bus / coach and taxi services for guests to / from the airport, maximise accessibility to nearby services and to facilitate an increase in the use of sustainable travel modes through the delivery of a sustainable transport strategy, the implementation of active travel infrastructure, and provision of travel plan measures."***

5.2 Sustainable Transport Strategy

5.2.1 A sustainable transport strategy is proposed to deliver the development's transport vision. The parameters of the sustainable transport strategy for the 206-bed hotel proposal are summarised at **Table 5.1.**

Table 5.1: Proposed Sustainable Transport Strategy

Item	Notes
Site Infrastructure Measures	
Pedestrian and Cycle connections	Delivered as part of access works.
Internal Pedestrian and Cycle Routes	Delivered through site layout.
Covered and Secure Cycle Parking	Delivered in accordance with LBH guidance.
EV Charging Points	Delivered in accordance with Building Regulations (Part S) and LBH guidance.
Travel Plan	
Travel Plan	A Travel Plan has been prepared (*report reference: ITL210199-003).* It promotes infrastructure measures and 'soft' measures to promote active travel, public transport and car sharing and. The Travel Plan measures will be implemented prior to operation.
Active Travel	
On-Site Measures / Infrastructure	Delivered through site layout.
Travel Plan Measures	Staff Travel Information Pack, cycle and walking maps etc.
Public Transport	

Item	Notes
Travel Plan Measures	Staff Travel Information Pack, public transport information etc.
Car Sharing / Low Emission Vehicles	
Travel Plan Measures	Car sharing and EV promotion etc.
EV Charging Points	Delivered through site layout.

5.2.2 The site is well located to take up the opportunities for sustainable travel and Table 5.1 details a strategy to prioritise sustainable modes. This sustainable transport strategy is at the heart of the development's transport vision and will facilitate a shift towards using sustainable modes rather than the single occupancy private car.

5.3 Travel Plan

5.3.1 To ensure that opportunities for sustainable travel are taken up, a Travel Plan has been prepared (*report reference: ITL210199-003*), detailing measures that will be implemented to encourage travel via non-car modes. This has been prepared in line with TfL guidance on Travel Plans.

5.3.2 Monitoring of the Travel Plan can be secured via planning condition.

SECTION 6 Trip Generation & Assessment

6.1 Overview

6.1.1 This section of the TS sets out the methodology adopted to assess the traffic impacts associated with the sites proposed change of use. This methodology features a net trip generation assessment, which has been informed by the pre-application discussions with LBH.

6.1.2 Appropriate trip rates for the extant, and proposed change of use have been derived from the TRICS database, to determine total vehicular trip generation during the morning and afternoon peak periods and across the day. The full TRICS reports for both land uses are provided in **Appendix D**.

6.2 Extant Use (Office)

6.2.1 To extract trip rates for the extant office use within TRICS, the following selection criteria were used:

- Land Use: Employment – Office;
- Size: 2,000 – 20,000sqm;
- Date: Surveys from 2015 to 2024 (excluding COVID)
- Survey Days: Surveys undertaken Monday – Friday; and
- Location: Sites in Edge of Town, Edge of Town Centre and Suburban Area locations within England.

6.2.2 The total person trip rates, and resultant trip generation based on the extant office size (6,113sqm GIA) is presented below in **Table 6.1**.

Table 6.1: Trip Rates and Trip Generation (Extant Use – Office)

	Arrivals	Departures	Two-Way
Trip Rates			
AM Peak (0800-0900)	1.465	0.145	1.610
PM Peak (1700-1800)	0.113	1.296	1.409
Daily (0700-1900)	5.911	5.812	11.723
Trip Generation (Office – 5,888sqm GIA)			
AM Peak (0800-0900)	86	9	95
PM Peak (1700-1800)	7	76	83
Daily (0700-1900)	348	342	690

Source: TRICS and Consultant's Calculations

6.3 Proposed Use (Hotel)

6.3.1 Total person trip rates for the proposed change of use have been derived from the TRICS database using the following selection criteria:

- Land Use: Hotel, Food & Drink – Hotel;
- Size (Number of Beds): 13 – 349 Beds;
- Date: Surveys from March 2018 to November 2024 (excluding COVID);
- Survey Days: Surveys undertaken Monday – Friday; and
- Location: Sites in Edge of Town, Edge of Town Centre and Suburban Area locations within England.

6.3.2 Based on this, the following trip rates have been derived which have been applied to the proposed 206 bed hotel development to quantify the forecast number of development trips. This is presented below in **Table 6.2**.

Table 6.2: Trip Rates and Trip Generation (Per Bedroom)

	Arrivals	Departures	Two-Way
Trip Rates			
AM Peak (0800-0900)	0.158	0.353	0.511
PM Peak (1700-1800)	0.258	0.164	0.422
Daily (0700-1900)	2.455	2.318	4.773
Trip Generation (Hotel – 206 Beds)			
AM Peak (0800-0900)	33	73	105
PM Peak (1700-1800)	53	34	87
Daily (0700-1900)	506	478	983

Source: TRICS and Consultant's Calculations

6.3.3 In isolation, the proposed hotel is expected to generate c.105 two-way movements in the morning peak hour, and c. 90 in the evening peak hour.

6.4 Net Trip Generation

6.4.1 Based on trip generation outlined in **Tables 6.1** and **6.2**, the net change in total traffic generated by the site is set out in **Table 6.3**.

Table 6.3: Trip Generation (Net Difference)

	Arrivals	Departures	Two-Way
AM Peak (0800-0900)	-53	64	10
PM Peak (1700-1800)	46	-42	4
Daily (0700-1900)	158	136	293

Source: Consultant's Calculations

6.4.2 **Table 6.3** demonstrates that the proposed change of use will result in no discernible change in trips during the network peak hours. This is summarised below:

- No material change in total movements in the peak hours (although a reversal in direction); and
- An increase in daily movements resulting from a change to hotel use.

6.5 Assessment

6.5.1 The site is located in proximity to Heathrow Airport, and its principal target market is aimed at the international business travel market – it is aimed to be predominantly a transit hotel.

6.5.2 It is therefore anticipated that the majority of the guests at the hotel will utilise the extremely frequent public bus connections to and from the various Heathrow airport terminals. The majority of guests will not be travelling from home locations, and thus will not have access to a private car, and therefore will not need to park a car at the hotel. It is therefore anticipated that the number of vehicular movements based on the TRICS assessment are an absolute maximum, based on historic comparables with large car parks, catering for a more general hotel market.

6.5.3 However, at this site, the vast majority of guests will arrive and depart via either public transport from one of the local bus stops, or, if it is provided, a dedicated bus / coach (either private or the Hotel Hoppa) within the grounds of the site.

6.5.4 Therefore, vehicle movements will be the same or less than at present at the site, and therefore an assessment is not required.

6.5.5 However, it is anticipated that the number of people travelling to and from the site by public transport will increase. There will be walking trips from the bus stops to the hotel. As pedestrians and cyclists are not permitted to cycle into Heathrow Airport, there is unlikely to be a material increase in people walking or cycling in from a wider catchment. Therefore, only the pedestrian movements to and from the local bus stops are necessary for review.

6.5.6 The majority of bus passengers will utilise the bus stops on High Street Harlington and on Bath Road. Those alighting from the airport will utilise bus stop N, which is directly outside the hotel with a direct entrance in form the junction of High Street Harlington / Bath Road. It is clear they have a direct high quality access route.

6.5.7 Other arrivals will be from bus stop D, which is served by wide (at least 2m) street lit footways, partly separated from the carriageway by a verge, without crossing any major or minor roads (dropped kerbs and tactile paving is provided at the minor accesses), providing access to the hotel at the retained access at the junction of Bath Road/High Street Harlington.

6.5.8 The majority of departures from the hotel, travelling towards Heathrow will be from Bus Stop J, on the opposite side of Bath Road. This is conveniently accessed by a staggered signal controlled pedestrian crossing of Bath Road, directly connecting the site access to the bus stops. Street lighting, dropped kerbs, and tactile paving is provided.

6.5.9 In addition, the use of private transfers, as well as taxis and the Hotel Hoppa is to be explored. All of these options would be provided for within the site, without the need for guests to walk in from the surrounding network.

6.5.10 Therefore, the active travel links to the site are predominantly for connections to the existing bus stops in the vicinity. These stops are all served by footways and signal controlled crossings, and therefore suitable to meet the anticipated demand from the hotel guests (and staff).

6.5.11 There may also be a need for guests at the hotel from the UK market to travel to the hotel from beyond London to the hotel by car, and leave their vehicle at the hotel for a period of days when travelling abroad from the airport, before returning back to the hotel. This is a low turnover of parking spaces, and again the guests will travel to the airport from direct buses or taxis only.

6.5.12 The site has historically operated as an office, attracting occupants from a large area, served by either public transport or private car (facilitated by way of the existing large car park). The proposal as a transit hotel, served by a number of direct shuttle buses to and from Heathrow airport ensuring that single occupancy car arrival at the hotel will be lower that the office use, such that that the number of direct arrivals at the hotel, by either private car or public transport, will be lower than that from the previous office occupants.

6.6 Summary

6.6.1 Overall, the proposed change of use from an office to a 206-bedroom hotel is anticipated to result in no material change on all transport modes. The site already attracts people to enter and exit on foot across the day as an office use – and this will not change as a result of the change in use to a hotel. However, with a number of guests potentially arriving via coaches/mini-buses into the site, the footfall on the local network may be reduced – therefore removing any need to undertake a detailed active travel zone audit, as there is not additional demand for use trips as a result of the proposal.

SECTION 7 Summary and Conclusion

7.1 Summary

Overview

7.1.1 This Transport Statement supports a planning application for a change of use of 120 Bath Road, Harlington, Hayes, from office use to a 206 bed hotel. It has been produced following pre-application advice from the London Borough of Hillingdon (the local planning and highway authority)

Existing Conditions

7.1.2 There are genuine opportunities to encourage the use of sustainable travel options for future guests and staff of the hotel.

7.1.3 The site is located within close proximity to a variety of local facilities and services that future guests and staff may utilise and are accessible via short journey times by using active modes of transport.

7.1.4 Buses serve stops in close proximity to the site, the closest being directly adjacent to the site's pedestrian entrance. Circa 50 buses per hour serve the local stops, provide access to neighbouring residential areas and dedicated services to London Heathrow Airport and Hatton Cross Underground Station for onward connections. The Hotel Hoppa bus services route directly past the building, providing direct connections between the airport and a number of local hotels.

7.2 Development Proposal

7.2.1 The proposal is to convert the building to a 206 bed hotel, largely catering for the Heathrow airport transfer market. The hotel will be supported by a breakfast area, shop, and bar, alongside a meeting room. These are all ancillary to the hotel use and not anticipated to be an open offer to the wider public.

7.2.2 Accesses to the site will be retained in their existing locations and serving the same modes of travel as they currently do. The existing on-site car parking will be reduced from 199 to 152, including blue badge and EV provision in accordance with standards, and six cycle parking spaces (also in accordance with standards).

7.2.3 The site layout includes a dedicated taxi drop off area, as well as an area for a bus/coach to layover/park.

Transport Vision and Sustainable Transport Strategy

7.2.4 The transport vision for the site is as follows:

> ***"Delivery of a 206-bed hotel in Harlington, that is conveniently located for future guests to access London Heathrow Airport via non-car modes and offers genuine opportunities for future staff to travel to work via active travel modes and public transport. The proposal will be designed to accommodate shuttle bus / coach and taxi services for guests to / from the airport, maximise accessibility to nearby services and to facilitate an increase in the use of sustainable travel modes through the delivery of a sustainable transport strategy, the implementation of active travel infrastructure, and provision of travel plan measures."***

7.2.5 This sustainable transport strategy is at the heart of the development's transport vision and will facilitate a shift towards using sustainable modes rather than the single occupancy private car.

7.2.6 A Travel Plan has been prepared (*report reference: ITL210199-003*) and should be read in conjunction with this report.

Trip Generation

7.2.7 The proposed change of use from an office to a 206-bedroom hotel is anticipated to result in the site generating a similar level of trips to the existing use in terms of total levels of attraction in the peak hours. However, due to the proposal being a transit hotel, with dedicated airport connections, the total number of external vehicles movements, as well as those walking into the site from the adjacent network and bus stops is likely to be lower than that from the office use. This may result in a material benefit to the operation of the local highway network.

7.2.8 Due to the existing provision of high quality, safe, and direct connections to the local bus stops, and that the site already attracts external trips as part of its office use, no active travel assessment is necessary.

7.3 Conclusion

7.3.1 With reference to the critical transport tests set out in paragraph 115 of the NPPF, the main conclusions of the Transport Statement are that:

- The site is in a location that provides opportunities for staff and guests to access the site via sustainable modes, including active travel and public transport.
- The site will provide safe and appropriate access to the site for all users.
- The proposal is designed to provide an appropriate level of parking provision and accommodate on-site servicing arrangements and emergency access.

- The proposal results in no measurable impact on the operation and safety of the local highway network.

7.3.2 Against this background, the development proposal is acceptable in terms of transport and highways and cannot be described as having a '*severe*' residual cumulative transport impact.

DRAWING

BUS COMPLETING LOOP OF SITE

BUS ENTERING COACH PARKING

BUS EXITING COACH PARKING

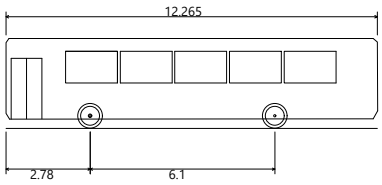
KERBLINE ADJUSTMENT REQUIRED

1.2m

PLANTING LAYOUT TO BE ALTERED TO ALLOW FOR SUITABLE FOOTWAY WIDTH

SCALE BAR @ 1:500

0 5 10 25 50



Stage Coach Single Decker Bus	
Overall Length	12.265m
Overall Width	2.550m
Overall Body Height	2.968m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.157m

REV	DATE	BY	DESCRIPTION	CHK	APD
C	17.12.2025	JL	SITE LAYOUT UPDATED	HC	NM
B	12.12.2025	JL	SITE LAYOUT AND TRACKING UPDATED	HC	NM
A	10.12.2025	JL	TRACKING KERB ALIGNMENT UPDATED	HC	NM

CLIENT: TOYOKO INN CO.

STATUS: FOR INFORMATION

i-Transport
33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660
www.i-transport.co.uk

TITLE: TOYOKO HOTEL HEATHROW

PROJECT: SITE SWEPT PATH ANALYSIS - SINGLE DECKER BUS

DRAWN:	CHECKED:	APPROVED:
JL	HC	NM
PROJECT No:	SCALE @ A3:	DATE:
ITL210199	1:500	26.11.2025
DRAWING No:		REV:
ITL210199-GA-004		C

L:\PROJECTS\210000 SERIES\210199 - Toyoko Hotel Heathrow\Tech\Acad\-Transport Drawings\Working Drawings\GA\ITL210199-GA-004C.dwg

APPENDIX A. Pre-App Response

HILLINGDON
LONDON

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Waterloo Station, London
SE1 7LY

Planning Applications Team
Hillingdon Council
Civic Centre, High Street
Uxbridge UB8 1UW

Tel: 01895 250230
Case Officer: Haydon Richardson
Email: hrichardson@hillingdon.gov.uk
Date: 23rd September 2025
Our Ref: 36728/PRC/2025/89

Dear Giuseppe Cifaldi

RE: Change of use from office premises (Class E) to a hotel (Class C1), incorporating a rooftop extension, internal and external building alterations, parking reconfiguration and provision (2 options)

SITE: Capital Place 120 Bath Road Harlington

I refer to your request for pre-application planning advice dated 09.0625 and our subsequent meeting on 06.08.2025 regarding the above development. The advice provided in this report is based on:

Location Plan
Toyoko Inn, Heathrow: Design& Access Statement
Marketing Letter - De Souza - SJM/PF/11569
Colliers Investment Overview
Sequential Test Draft
Toyoko Inn, Heathrow: Transport Note - ITL210199-001b

Plan Numbers:

Toyoko Inn, Heathrow: Design & Access Statement - received 11 Jun 2025

Marketing Letter - De Souza - SJM/PF/11569 - received 11 Jun 2025

Capital Place, 120 Bath Road, Heathrow, UB3 5AN â?? Colliers Investment Overview - received 11 Jun 2025

Sequential Test Draft - received 11 Jun 2025

Location Plan - received 11 Jun 2025

Toyoko Inn, Heathrow: Transport Note - ITL210199-001b - received 11 Jun 2025

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

The site is located on the north side of the A4 Bath Road, west of its junction with High Street and approximately 200m north of Heathrow Airport. It is occupied by a part 4 storey, part 3 storey office building. The area is mixed use in character, with mainly commercial and employment uses on the sites fronting the A4 Bath Road and residential dwellings of varying types and designs immediately to the north and north-east of the site, including Heath Close which adjoins the site to the north-east.

The site lies within the area of Tree Preservation Order (TPO) no. 29, is potentially contaminated land and is within a landfill buffer. It is located within the Hillingdon Air Quality Management Area, the Harlington Corridor Air Quality Focus Area, the Heathrow Archaeological Priority Area, Flood Zone 1 and has a Public Transport Accessibility Level (PTAL) of 4.

The Proposal

The application seeks planning advice on the change of use from office premises (Class E) to a hotel (Class C1), incorporating a rooftop extension, internal and external building alterations, parking reconfiguration and provision.

2 options for the proposed development have been presented in the application.

Option 1 proposes a light touch retrofit of the existing building comprising internal alterations, glazing replacement with infill walls throughout and necessary restoration/improvements to meet current building regs standards. As mentioned above the works also include an infill extension at 3rd floor to the north west corner of the building.The proposed works would result in the creation of a 199 room hotel with GIA of approximately 6477sqm.

Option 2 proposes a comprehensive retrofit of the existing building comprising internal alterations, installation of external screening, glazing replacement with infill walls throughout and necessary restoration/improvements to meet current building regs standards. The works also include an infill extension at 3rd floor to the north west corner of the building and single storey extension to the south east corner. The proposed works would result in the creation of a 203 room hotel with GIA of approximately 6092sqm.

Planning Policy

The proposed development would be assessed against the following plans and all other relevant supplementary planning guidance and documents:

The National Planning Policy Framework (NPPF) (2024)
The London Plan (2021)
Local Plan: Part 1 - Strategic Policies (2012)
Local Plan: Part 2 - Development Management Policies (2020)
Local Plan: Part 2 - Site Allocations and Designations (2020)

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.E1	(2012) Managing the Supply of Employment Land
PT1.EM7	(2012) Biodiversity and Geological Conservation

Other Policies:

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DME 4	Visitor Attractions
DME 5	Hotels and Visitor Accommodation
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
LPP E10	(2021) Visitor infrastructure
LPP E2	(2021) Providing suitable business space
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 3	Decentralised Energy
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DME 2	Employment Uses Outside of Designated Sites
DMH 3	Office Conversions
LPP E1	(2021) Offices
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
LPP D1	(2021) London's form, character and capacity for growth
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP G5	(2021) Urban greening
LPP GG2	(2021) Making the best use of land
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T7	(2021) Deliveries, servicing and construction

Main Planning Issues

1. Principle of development

LOSS OFFICES

Policy E1 of The London Plan (2021) states that existing viable office floorspace capacity in locations outside the areas identified in Part C should be retained, supported by borough Article 4 Directions to remove permitted development rights where appropriate, facilitating the redevelopment, renewal, and re-provision of office space where viable and releasing surplus office capacity to other uses. Development proposals related to new or existing offices should consider the need for a range of suitable workspace including lower cost and affordable workspace. The scope for the re-use of otherwise surplus large office spaces for smaller office units should be explored. The redevelopment, intensification and change of use of surplus office space to other uses including housing is supported, subject to the provisions of Parts G and H. Surplus office space includes sites and/or premises where there is no reasonable prospect of these being used for business purposes. Evidence to demonstrate surplus office space should include strategic and local assessments of demand and supply, and evidence of vacancy and marketing (at market rates suitable for the type, use and size for at least 12 months, or greater if required by a local Development Plan Document). This evidence should be used to inform viability assessments.

Policy DME 2 of the Hillingdon Local Plan: Part 2 states that proposals which involve the loss of employment floorspace or land outside of designated employment areas will normally be permitted if:

i) the existing use negatively impacts on local amenity, through disturbance to neighbours, visual intrusion or has an adverse impact on the character of the area; or
ii) the site is unsuitable for employment reuse or development because of its size, shape, location, or unsuitability of access; or
iii) Sufficient evidence has been provided to demonstrate there is no realistic prospect of land being reused for employment purposes; or
iv) The new use will not adversely affect the functioning of any adjoining employment land; or
v) The proposed use relates to a specific land use allocation or designation identified elsewhere in the plan.

The Council's Planning Policy Officer was consulted on the proposed development and clarified that only one of the exceptions in DME 2 need be satisfied in order to justify the loss of the office. This information was shared with the applicant via email dated 14/08/25.

Within the covering letter the applicant has advised that the loss of the office is justified under exceptions ii, iii, iv noted above.

Holiday Inn Heathrow is located to the east of the site on the other side of High Street, Harlington. Sheraton Skyline Hotel adjoins the site to the west. Due to the nature of the proposed physical works (internal layout alterations, glazing replacement, material facade changes, infill roof extension, entrance extension, minor parking related landscape alterations), their separation distance from the neighbouring hotels and the fact that the proposed developments parking and operational requirements would all take place within the confines of the site (thus negating any adverse impact on neighbouring land), it is considered that the proposal would not adversely affect the functioning of any adjoining employment land. Hotels dominate the Bath Road, providing healthy competition for one another along this key transport link to Heathrow and It is considered that the provision of one additional hotel would therefore not undermine the functioning of the adjoining hotels. Furthermore the development site is not allocated for employment use and neither is neighbouring land, thus allowing for a degree of flexibility in its usage. The development is therefore considered to broadly meet the requirements of exception iv.

The applicant has also submitted marketing evidence and other details to satisfy exceptions ii and iii.

In summary, there covering letter advises that the proposal complies with Policy DME 2 because the site is no longer viable for employment use and is well-suited for a hotel. Located within the Heathrow Opportunity Area, the property is in a predominantly commercial and hotel-oriented zone. The existing office building has been vacant since 2018 and is in a state of disrepair, requiring substantial investment to be brought up to modern standards. Due to the significant and sustained decline in the local office market following the COVID-19 pandemic, there has been no realistic prospect of the site being reused for employment purposes, a claim supported by extensive marketing evidence that exceeds the 12-month requirement. As the proposed hotel use is compatible with the surrounding area's character and will not adversely affect any adjacent employment land, the change of use is considered a strategic and justified approach that aligns with the area's economic growth objectives.

While the submitted marketing evidence and information on site unsuitability are not considered robust, they collectively support the case that the building is no longer fit for its current purpose. More importantly, as the other policy exception has been satisfied, the loss of the office space is not objected to.

PROVISION OF HOTEL

Paragraph 91 of the NPPF (2024) states 'Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. Paragraph 92 states 'When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored'.

Policy SD7 of the London Plan (Town centres: development principles and Development Plan Documents) requires boroughs to adopt the 'town centres first' approach to applications for main town centre uses outside of designated town centres, which means boroughs should discourage most non-residential, out-of-centre developments. Out-of-centre developments can be particularly detrimental to town centres, undermining their economic performance, local character, and the accessibility they provide to a broad range of services, whilst also encouraging an increase in private vehicle trips away from the established amalgamation of shops and services, and away from areas of higher levels of public transport.

Policy E10 of the London Plan (2021) states:

A London's visitor economy and associated employment should be strengthened by enhancing and extending its attractions, inclusive access, legibility, visitor experience and management and supporting infrastructure, particularly to parts of outer London well-connected by public transport, taking into account the needs of business as well as leisure visitors.

B The special characteristics of major clusters of visitor attractions and heritage assets and the diversity of cultural infrastructure in all parts of London should be conserved, enhanced and promoted.

C A sufficient supply and range of serviced accommodation should be maintained.

D The provision of high-quality convention facilities in town centres and in and around the CAZ should be supported.

E Camping and caravan sites should be supported in appropriate locations.

F Within the CAZ, strategically-important serviced accommodation should be promoted in Opportunity Areas, with smaller-scale provision in other parts of the CAZ except wholly residential streets or predominantly residential neighbourhoods (see Policy SD5 Offices, other strategic functions and residential development in the CAZ), and subject to the impact on office space and other strategic functions. Intensification of the provision of serviced accommodation should be resisted where this compromises local amenity or the balance of local land uses.

G In outer London and those parts of inner London outside the CAZ, serviced accommodation should be promoted in town centres and within Opportunity Areas (in accordance with the sequential test as set out in Policy SD7 Town centres: development principles and Development Plan Documents) where they are well-connected by public transport, particularly to central London.

H To ensure sufficient choice for people who require an accessible bedroom, development proposals for serviced accommodation should provide either:

1) 10 per cent of new bedrooms to be wheelchair-accessible in accordance with Figure 52121 incorporating either Figure 30122 or 33123 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice; or
2) 15 per cent of new bedrooms to be accessible rooms in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible

Policy DME 5 of the Local Plan Part 2 (2020) states:

The Council will support a range of visitor accommodation, conference and related uses in accessible sustainable locations, as defined in the Site Allocations and Designations document, subject to: i) A high standard of building and site design, including landscaping and placement of signage that makes a positive contribution to local amenity and the streetscape; ii) Provision of an accessible layout and rooms in accordance with Policy DME 6: Accessible Hotels and Visitor Accommodation; and iii) No adverse impact on nearby land uses or on the amenity of either adjoining occupants or proposed occupants by virtue of noise, lighting, emissions, privacy, overlooking, any other potential nuisance, parking or traffic congestion.

Sequential Test Requirement

Hotels are considered to be a main town centre use. The proposed hotel would not be within a town centre, nor would it be within a site allocated for such uses within the Local Plan. It is noted that the development site would be broadly within the Heathrow Opportunity Area (which whilst not defined in terms of boundaries, does identify the areas around Heathrow Airport as capable of accommodating a significant level of commercial and residential growth). Despite the sites location within the HOA, Policy E10 of the London Plan (2021) is clear that such serviced accommodation needs to be brought forward in accordance with the sequential test (set out in policy SD7).

Taking into consideration the above, the applicant is required to demonstrate compliance with the sequential test.

Draft Sequential Test Review

A draft sequential test (DST) has been submitted in support of the application.

The applicant has stated that the parameters of the test have been determined by acceptable developments at 118 Bath Road (Ariel Hotel) and 242 Bath Road (Axis House).

At the time of writing this report the Ariel Hotel application (1126/APP/2023/3671) is yet to be determined as such the approach taken in compiling the sequential test cannot be confirmed as

acceptable. Furthermore the proposed development is fundamentally different as it involves the introduction of a new use on the site and the loss of an office building, whereas the Ariel Hotel scheme involves retaining, extending and intensifying the use of an existing Hotel site (which would be more supportable sequentially than the proposal).

The construction of a new hotel building at the car park adjacent to Axis House was approved at appeal on 15/05/24 (APP/R5510/W/23/3327482, Council Ref: 43794/APP/2021/3685). Despite the application being refused by the LPA the sequential test was deemed to be acceptable at the time for the following summarised reasons:

'Whilst the use of the site as a hotel would not be in keeping with the general thrust of the London Plan and the Hillingdon Local Plan, which encourage hotels to be sited within town centres, the specific locational requirements of the site (adjacent to Heathrow and the Strategic Highway Network) together with the previous consents and having regard to the submitted sequential assessment mean that in principal the proposed land use is considered acceptable.'

It should also be noted that Officers disagreed with some of the assumptions/parameters within the ST submitted for the Axis House application. As such it would not consider this to be a robust example if looking to assume the parameters which were involved in reaching the outcome.

There are no previous consents on this development site for Hotel use, so the proposal is not comparable in this respect. Despite this, the location of the developments are comparable and therefore the parameters used (set out in paragraph 2.15 of the DST) are generally considered to be acceptable for identifying potential sites. Notwithstanding the above, any future sequential test for the proposed development should take into consideration the following:

The methodology section states that the 20-minute public transport radius has been measured from Terminals 2 and 3. The terminals are large and therefore the exact origin point needs to be confirmed as results may vary depending on exactly where the measurements were taken from. A scaled location plan with a search radius/TIM Map would be helpful in assessing the acceptability of any future ST.

Within the DST the applicant states ' A rationale has been provided for the inclusion or exclusion of each site. Sites within the London Borough of Hounslow, Ealing and Hillingdon are considered. However towns outside of the 20-minute catchment area are excluded, as they are not reasonable suitable to serve Heathrow Airport.'

No explanation has been provided as to why such areas are not reasonable to serve Heathrow Airport and it is unclear whether or not they fall outside of the 20 minute public transport radius as the radius itself is unclear (as stated above). The search area therefore requires review, with a need to justify the exclusion of specific town centres such as Feltham, Staines and Slough, as well as Hounslow Central. When submitted, the future document should also state a minimum site threshold for the search, as the current draft only notes the proposed site's capacity of 203 beds; a minimum of threshold of 150 beds is suggested.

Additionally, any future sequential test must be supported by a thorough review of potential alternative sites from a variety of sources. This includes a robust search of sites currently available on the open market, citing specific sources like Rightmove; such sites have not been included within the DST.

The DST considers local plan and draft local plan site allocations (even those predominantly for residential use) this approach is acceptable and should be added to where possible. An up to date review of recent planning approvals for similar-scale brownfield developments should also be conducted and all findings should be presented in a clear, structured table format with specific headings, including site name, boundary, borough, town centre, postcode, size, source, description,

planning history, and the rationale for discounting each site.

Whilst the provision of a hotel is not wholly objected to in this sustainable location (next to other hotels). It is considered that in order for the Council to support a future application a more robust sequential test should be submitted which addresses the issues raised above.

Concerns regarding hotel design and accessibility are set out later in the report.

2. Design

Paragraphs 131 and 135 of the NPPF advise that the creation of high quality, beautiful, and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process

Policy D3 of The London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity.

Policy BE1 of Hillingdon Council's Local Plan Part 1 state that the Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents, and be designed to be appropriate to the identity and context of Hillingdon's buildings, townscapes, landscapes, and views.

Policy DMHB 11 of Hillingdon Council's Local Plan Part 2 states that:

A) All development will be required to be designed to the highest standards and incorporate principles of good design, including:

i) harmonising with the local context by taking into account the surroundings:
- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
-building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.
ii) ensuring the use of high-quality building materials and finishes;
iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;
iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and
v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.
B) Development proposals should not adversely impact the amenity and daylight/sunlight of adjacent properties and open space.
C) Development will be required to ensure that the design safeguards the satisfactory redevelopment of any adjoining sites which have development potential. Regarding proposals for major development sites, the Council expects developers to prepare master plans and design codes and agree on these with the Council before developing detailed designs.

D) Development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling, and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts on occupiers and neighbours.

Policy DMHB 12 of Hillingdon Council's Local Plan Part 2 states that development should be well integrated with the surrounding area and accessible.

With regard to the visual impacts of the proposed development on the surrounding area, there are no in principle objections to Options 1 or 2. Notwithstanding this point, the design of the resulting building and site are key elements of the scheme which impact on functionality, longevity and attractiveness and therefore the following should be considered and addressed in any future proposal.

The existing building does not feature a strong architectural detail of any merit, it has a functional appearance which may have contributed to the lack of interest in the floorspace. The existing building will require significant improvements if a hotel is to prove to be a viable long term and optimal use for the site. More detailed comments are set out below however given the lack of design detail in the submission Officers are concerned with the proposed indicative design and will be expecting significant improvements should the applicant be minded to submit a formal application.

Option 1 - Light touch retrofit

The proposed light touch retrofit is predominantly made up of internal works and would result in a building which is of similar appearance to the existing building.

The existing building is aged and lacks distinctiveness. No evidence has been submitted to suggest that its failure as an office was not partly down to its somewhat underwhelming design. Taking into consideration that the design of the building (alongside Covid and other matters) could have contributed to its current vacancy, a light touch retrofit is unlikely to result in a building which would be attractive as a hotel. Furthermore, planning guidance advises that all development should be of high quality design and therefore the proposed hotel should make effort to adhere to these requirements, especially as hotels are serviced accommodation which should be both functional and visually appealing to their many visitors. Option 1 is therefore advised against on design grounds.

Option 2 - Entrance design

We are not currently convinced by the proposed changes to the main entrance in Option 2. The cut-out void with a reduction towards a single-storey entrance appears underwhelming and somewhat counter-intuitive given the scale, bulk, and massing of the existing building. The entrance itself also appears minimal and lacks a sense of generosity or visual presence.

While we do not fully discount this option, it requires further design development to ensure that the entrance feels more in keeping with the scale and character of the existing building. This could likely be achieved through some increase in height and volume of the entrance element compared to what is currently proposed in Option 2. Additionally, greater legibility and a more celebrated sense of arrival could be achieved through architectural expression - form, appearance, materials, colour palette, and other visual elements.

We would also welcome it if the applicant explored a broader range of alternative design approaches for this element, should they decide to take Option 2 forward. Any proposed main entrance should be clearly legible, easy to locate and navigate to, and should sit comfortably within the overall composition of the building - both in terms of scale and architectural appearance. Details of likely signage could also be helpful in assessing the overall legibility of the entrance and should therefore be submitted. Effort should also be made to visually integrate any new entrance with the facades of the building.

Feasibility & Impact on Design

Given that the existing site has remained unused since the Covid pandemic, we would like to understand whether the proposed renovation scheme is likely to address the issues that contributed to the original building's closure and if so, how these issues have been resolved through the new design approach. Such information should be provided within any future design and access statement.

Alternative GF Uses

Residential development is becoming increasingly common along the Bath Road. As part of the redevelopment of this site there may be potential to consider a more mixed-use ground floor that caters not only to prospective hotel guests, but also to nearby residents - many of whom currently lack access to local amenities within walking distance. The inclusion of such facilities is not a determining factor, however if a mixed use ground floor is not to be included, details of why should be provided within any future design and access statement.

Materials, Car-parking & Landscaping Strategy

Any future application should include a comprehensive materials schedule detailing the materials to be used for the proposed infill extensions, entrances, glazing, infill walls, and all other external finishes. The details will enable the council to make a thorough assessment as to the visual impacts of the proposed works on the existing building and visual amenities of the wider area.

The site currently includes a very large legacy car park, the scale of which appears to reflect outdated parking standards and travel patterns from several decades ago - prior to the improvement of the local public transport network in the area and the broader cultural shift away from prioritising the private car. If parking spaces are to be removed or reconfigured, we would welcome the opportunity to introduce more meaningful greening across the site - particularly through new tree planting and low-level landscaping, such as hedges, ornamental grasses, and other visually attractive species suited to the location. However, it should be noted that we would not support continuous hedge lines that obstruct views between Bath Road and the building. In addition to details regarding materials, any future application should be accompanied by a clearly articulated landscaping strategy, which includes details of how the development would contribute to an improved public realm, enhanced biodiversity, and a greener, more attractive setting for the building.

VUCity & Verified Views

The council has access to VUCity, which is used to inform a more comprehensive understanding of the proposal and its impact on the surrounding context - particularly with regard to the visual appearance of the building and additional massing at rear. We would like a VUCity model to be provided as part of the pre-application process. Following a VUCity model review, verified views (locations and types) are to be reviewed and agreed with the applicant in advance of a formal submission to ensure they adequately demonstrate the scheme and its visual impacts (short, medium and long distance).

Conclusion

Given the existing buildings set back from the main road, visual screening caused by its boundary treatments, and the fact that buildings of numerous design, height and use exist along the Bath Road, it is unlikely that the implementation of Options 1 or 2 would have any signficant adverse impact on the character and appearance of the area.

Notwithstanding the above, the proposed hotel is sited within a competitive area for hotels, as such

any new hotel should be designed to compete as this would ensure its longevity. The existing building is aged and lacks distinctiveness, as such a light touch retrofit is unlikely to result in a building which would be attractive as a hotel. To ensure the best design and long term use of the site, a comprehensive retrofit should be pursued and different design options should be explored (working from Option 2), which take into consideration the advice set out within this report.

Follow up pre application advice could assist in finalising a supportable design.

3. Amenity

Neighbouring Amenity:

Policy DMHB 11 of Hillingdon Council's Local Plan Part 2 seeks to ensure that development proposals do not adversely impact residential amenities, daylight, and sunlight of adjacent properties, and open space. The supporting text for this policy states that the Council will expect new development proposals to carefully consider layout and massing to ensure development does not result in an increased sense of enclosure and loss of outlook.

The nearest neighbouring properties to the development site are on Heath Close, approximately 50m north. Due to the nature of the proposed physical works (internal layout alterations, glazing replacement, material facade changes, infill roof extension, entrance extension, landscape alterations) and their signficant separation distance from the mentioned properties, the proposed works are considered to cause no harmful loss of outlook, light or privacy to the occupiers of neighbouring dwellings. Landscaping around the site would be retained to help with noise buffering. Furthermore, the submitted information suggests that parking is likely to be reduced at the site, which could in turn lead to less vehicle related noise outside of the building. Notwithstanding these points, it is recommended that a noise impact assessment be submitted to ensure that any increased activity caused by the change of use causes no disturbance to nearby residents.

Activity levels are likely to be increased during the evenings when compared with the existing office use, however the development is within a busy mixed use area, where activity in the evenings is not uncommon and therefore any increases associated with the change of use are unlikely to be harmful, especially given the mentioned separation distance.

Subject to acceptable levels of noise generation, it is likely that the proposed developments would cause no harm to neighbouring amenities.

4. Highways

Paragraph 116 of 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

Policy T2 of The London Plan states that development proposals must demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance, reduce the dominance of vehicles on London's streets, whether stationary or moving, and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport. Policy T4 states that development proposals should not increase road danger. Policy T5 states that development proposals should help remove barriers to cycling and create a healthy environment where people choose to cycle. Policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Appropriate disabled persons parking for Blue Badge holders should be provided, and where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Policy T7 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.

Policies DMT 1 and DMT 2 of Hillingdon Council's Local Plan Part 2 require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows, and conditions of general highway or pedestrian safety. Policy DMT 5 states that development proposals will be required to meet the Council's cycle parking standards as set out in Appendix C Table 1.

Policy DMT 6 requires that proposals comply with the Council's parking standards to facilitate sustainable development and address issues relating to congestion and amenity. With regards to the provision of new hotels the policy specifically states that parking requirements should be determined 'On an individual basis and in addition to car parking requirements: (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, cafes, 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.' Furthermore 1 cycle parking space should be provided per 10 members of staff.

The Site has a Public Transport Accessibility Level (PTAL) Rating of 4 based on a scale from 0 to 6b, where 6b is the highest.

A Transport Note has been submitted in support of the application. The note advises that 203 parking spaces currently exist at the site. Post development 174 spaces would remain (162 standards spaces). 9 existing car parking spaces will be enlarged to create accessible parking spaces and 9 spaces would have EV charging capacity. Furthermore, a covered and secure cycle store for 6 cycles will be provided, alongside 1 appropriately sized mini bus space and 1 coach space. The transport note also advises that 'the overall trip attraction of the site is significantly lower as a hotel than as an office, with c. 440 arrivals and 440 departures per day as a hotel, compared to c. 760 arrivals and 760 departures pre day as an office. Similarly the overall vehicles movements at the site will be lower when occupied as a hotel, with circa 65 vehicles per day arriving departing as a hotel, and 300 vehicles arriving and departing per day as an office.'

After reviewing the assessment it is concluded that the proposed car parking reduction and resulting provision is acceptable, however the spaces must be exclusively for hotel guests and staff.

Furthermore, to ensure the development functions effectively, dedicated and appropriate drop-off facilities for taxis and coaches are required and should be clearly shown on any future application once a design option has been chosen.

Cycle parking provisions appear to be acceptable but must comply with the London Cycle Design Standards.

In terms of trip generation, the submitted information shows a reduction which is welcomed. However to to fully assess the potential transport impacts of the proposal, a detailed Transport Statement is required at formal application stage. This should include a trip generation analysis comparing the former use with the chosen final design option, as well as an Active Travel Zone assessment, including during night-time hours. The applicant must also provide a Service and Delivery Plan, complete with swept path drawings, a Parking Design and Management Plan, and a Travel Plan. Clarity should also be provided on which parking spaces will be removed and or altered.

Any future application should also clarify whether the meeting rooms are for public hire or solely for the use of Hotel staff and its users as this could significantly increase the number of trips and parking

demand.

Overall it is considered that the proposal could have an acceptable highways impact, however further information is needed.

5. Other

Quality of Hotel Accommodation:

It should be noted that there are no adopted planning standards in respect of providing privacy/overlooking or light for hotel guest bedrooms. Nevertheless, paragraph 135 (f) of the NPPF (2024) advises that new development should provide a high standard of amenity for all.

At present, we are concerned that both options include a number of rooms without access to natural light, outlook, or passive ventilation. While a limited number of such rooms may be considered acceptable due to their intended short-term occupancy, we would welcome clarification on the following points:

- How many rooms fall into this substandard category, as a number of rooms and as a percentage of the total rooms to be provided?

- What contingency plan is in place should the mechanical ventilation systems fail (including overheating / purge ventilation)?

The overall standard of accommodation provided is likely to be acceptable given the proposed use and lack of policy conflict, however clarity on the above is necessary in order for the council to support the scheme.

Accessibility:

This pre application to convert the existing office building into a hotel, has been reviewed with reference to London Plan Policy E10 and D5, which may be applicable if there is scope to provide a good standard of accessibility as part of any future works. The LPA and developer are required to secure improved accessibility as part of The Equality Act 2010. The Act mandates that service providers proactively identify and eliminate barriers hindering disabled people. Any requirements to improve accessibility should be relative and proportionate to the proposed physical alterations to the existing building. No accessibility concerns are raised at this stage, however the developer should consider where accessibility can be improved, alongside if accessible hotel rooms can be provided.

Biodiversity:

In England, Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of ten per cent. This means a development will result in more or better-quality natural habitats than there were before development.

Chapter 15 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs.

Paragraph 8.6.6 of The London Plan states that biodiversity net gain is an approach to development that leaves biodiversity in a better state than before. This means that where biodiversity is lost due to development, the compensation provided should be of an overall greater biodiversity value than that which is lost. This approach does not change the fact that losses should be avoided, and biodiversity

offsetting is the option of last resort.

Paragraph 6.28 of Hillingdon Council's Local Plan Part 2 states that it is important that planning decisions are appropriately informed by the right level of survey and information on ecology features. Where appropriate, the Council will require the use of the approved DEFRA biodiversity impact calculator to inform decisions on no net loss and net gain.

The applicant must submit a BNG Assessment with a full application and annotated BNG drawing demonstrating a ten per cent onsite BNG or demonstrate to the Council why the proposed development is exempt from complying with BNG policy.

Landscape and Urban Greening Factor:

A large portion of the site is covered by a Tree Protection Order.

Policy G5 of The London Plan states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. Policy G5 recommends a target Urban Greening Factor (UGF) score of 0.3 for predominately commercial development. Policy G6 states that Sites of Importance for Nature Conservation (SINCs) should be protected. Policy G7 of The London Plan states development proposals should ensure that, wherever possible, existing trees of value be retained.

Policy DMHB 14 of Hillingdon Council's Local Plan Part 2 states that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity, or other natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread, and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

For a major application, the Applicant must submit an Urban Greening Factor Statement and annotation UGF drawing detailing how the proposal would meet the requirements of The London Plan.

Hillingdon Council's validation checklist requires the submission of a Landscape Strategy for all major and minor development proposals that include external space. The Council will require details of existing and proposed planting to be submitted with the application. Particular consideration should be given to the following:

(a) proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas, structures and ancillary objects (refuse bins, lighting columns, etc.);
(b) proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc., indicating lines, manholes, etc.);
(c) native and or wildlife-friendly species, including large canopy trees and species likely to be resilient to the effects of climate change;
(d) the use of sustainable drainage systems and surface water to irrigate new landscaping;
(e) boundary treatments to ensure that hedgehogs and other wildlife could traverse the site.
Landscape principles should seek to retain existing trees and other vegetation, where practicable, and provide details of how they can be protected during the construction of the development. Plans should clearly show which trees or landscape features are to be retained and which are proposed for removal.

It is unlikely that the proposed works to the building would impact adversely on trees at the site given

their nature. However landscaping changes, construction and the replacement/removal and alteration of parking spaces could. If trees are to pruned, felled or adversely impacted, an arboricultural impact assessment should be submitted with any future application, alongside an appropriate tree survey. Tree protection details could also be submitted upfront to avoid conditions. Landscaping around the boundary of the site should be protected and retained and if there is opportunity to add additional soft landscaping in appropriate areas, the provisions are welcomed.

Air Quality:

Policy SI1 of The London Plan states to tackle poor air quality, protect health and meet legal obligations, the following criteria should be addressed:

1) Development proposals should not: a) lead to further deterioration of existing poor air quality
2) In order to meet the requirements in Part 1, as a minimum:
a) development proposals must be at least Air Quality Neutral.
c) major development proposals must be submitted with an Air Quality Assessment. Air quality assessments should show how the development will meet the requirements of B1.

Paragraph 9.1.5 of The London Plan states for major developments, a preliminary Air Quality Assessment should be carried out before designing the development to inform the design process. The aim of a preliminary assessment is to assess the most significant sources of pollution in the area, constraints imposed on the site by poor air quality, appropriate land uses for the site, and appropriate design measures that could be implemented to ensure that development reduces exposure and improves air quality.

Paragraph 9.1.6 of The London Plan states that further assessments should then be carried out as the design evolves to ensure that impacts from emissions are prevented or minimised as far as possible and to fully quantify the expected effect of any proposed mitigation measures, including the cumulative effect where other nearby developments are also underway or likely to come forward.

Policy EM8 of Hillingdon Council's Local Plan Part 1 states that the Council will seek to safeguard and improve all land, water, air, and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

Policy DMEI 14 of Hillingdon Council's Local Plan Part 2 states:

A) Development proposals should demonstrate appropriate emissions reductions to sustain compliance with and contribute to meeting EU limit values and national air quality objectives for pollutants.
B) Development proposals should, as a minimum:
i) be at least "air quality neutral";
ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and
iii) actively contribute towards improving air quality, especially within the Air Quality Management Area.

Please also refer the London Borough of Hillingdon's Air Quality Local Action Plan which will inform the Council's decision making.

The Site is in the Hillingdon Air Quality Management Area and Air Quality Focus Area.

An Air Quality Assessment with appropriate mitigation must be provided with any future planning application. The reduction of emissions to be achieved by each measure to be proposed needs to be quantified, or a flat rate discount agreed with the Local Planning Authority. Any remaining S106 contribution would be calculated based on total emissions.

The Transport Assessment must present the total daily trip generation (not net) to support the air quality calculations. The Applicant must tabulate daily trip generation associated with the proposed development per land use class as these would have different trip generations per sq. m.

Given the size of the proposed development and its sensitive location with regards air quality, the LBH requires the Applicant to follow an air quality positive approach to reduce, to the maximum possible extent, emissions into the atmosphere of NOx and PM10/2.5.

Contaminated Land:

Policy DMEI 11 of Hillingdon Council's Local Plan Part 2 states that all development proposals within a Source Protection Zone, Safeguard Zone, or Water Protection Zone must assess any risk to groundwater resources and demonstrate that these would be protected throughout the construction and operational phases of development.

Policy DMEI 12 of Hillingdon Council's Local Plan Part 2 requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented prior to the commencement of development.

The site is located upon potentially contaminated land. Due to the nature of the proposed physical works (internal layout alterations, glazing replacement, material facade changes, infill roof extension, single storey entrance extension). The proposed development is unlikely to unearth contaminants. Nevertheless, if a formal application were submitted, the Councils Land Contamination Officer would be consulted and conditions could be imposed requiring ground investigation surveys and other appropriate actions to ensure that contamination is dealt with properly, if found.

Crime Prevention:

Policy D11 of The London Plan states that development proposals should maximise building resilience and minimise potential physical risks, including those arising because of extreme weather, fire, flood, and related hazards. Development should include measures to design out crime. These measures should be considered at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and the wider area. Measures to design out crime should be integral to development proposals and considered early in the design process, considering the principles contained in guidance such as the Secured by Design Scheme.

Policy DMHB 15 of Hillingdon Council's Local Plan Part 2 states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. These should be included in the Design and Access Statement. Developments will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

i) providing entrances in visible, safe and accessible locations;
ii) maximising natural surveillance;
iii) ensuring adequate defensible space is provided;
iv) providing clear delineations between public and private spaces; and
v) providing appropriate lighting and CCTV.

To obtain further advice, the Council advise you to contact the Metropolitan Police's Secure by Design Officer, PC Robert Palin, who you can contact at 020 8733 5245 or by e-mail at Robert.Palin@met.pnn.police.uk. Any grant of planning permission would be subject to a secure by

design condition to achieve appropriate accreditation.

Fire Safety:

Policy D12 of The London Plan states the following:

A) In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:
1) identify suitably positioned unobstructed outside space:
a) for fire appliances to be positioned on
b) appropriate for use as an evacuation assembly point
2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; appropriate fire alarm systems and passive and active fire safety measures
3) are constructed in an appropriate way to minimise the risk of fire spread
4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users
5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

Applicants must consider fire safety early in the development process and major applications must be accompanied by a Fire Statement prepared by a suitably qualified assessor.

Flood Risk:

Policy SI12 of The London Plan states that proposals should ensure that flood risk is minimised and mitigated and that residual risk is addressed.

Policy EM6 of Hillingdon Council's Local Plan Part 1 states that Applicants must demonstrate that Flood Risk can be suitably mitigated.

Policy DMEI 9 of Hillingdon Council's Local Plan Part 2 states the Council will refuse proposals that fail to make appropriate provision for flood risk mitigation or which would increase the risk or consequences of flooding.

The building is located within Flood Zone 1 as defined by the Environment Agency and is therefore recognised to have a low probability of flooding and is not within a Critical Drainage Area to small sections of the Site are susceptible to surface water flooding. Due to the scale of the development (Major), a Flood Risk Assessment (FRA) must be submitted in support of any future application.

Drainage:

Policy SI13 of The London Plan states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the following drainage hierarchy:

1) rainwater use as a resource (for example, rainwater harvesting, blue roofs for irrigation)
2) rainwater infiltration to ground at or close to source
3) rainwater attenuation in green infrastructure features for gradual release (for example, green roofs and rain gardens)

Policy DMEI 10 of Hillingdon Council's Local Plan Part 2 states that developments should be drained

by a Sustainable Urban Drainage Systems (SUDS) and must include appropriate methods to avoid pollution of the water environment. Preference should be given to utilising the drainage options in the SUDS hierarchy which remove the key pollutants that hinder improving water quality in Hillingdon. Major development should adopt a 'treatment train' approach where water flows through different SUDS to ensure resilience in the system.

Any future application should be supported by a Drainage Assessment and plans, including details of SUDS, run off rates, discharge locations, and the water cycle strategy, i.e. reduce, reuse, recycle.

Noise:

Policy D13 of The London Plan places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

Policy D14 of The London Plan states that to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:

1) avoiding significant adverse noise impacts on health and quality of life
2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)
5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated by applying good acoustic design principles
7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

As mentioned in the neighbouring amenity section of this report, a Noise Impact Assessment would be required at the submission stage to demonstrate that the noise levels would be within an acceptable range, considering noise generated by the development and any associated plant, ventilation, cooling units, etc.

Agent of Change and Design Mitigation:

Policy D13 of The London Plan requires adherence to Agent of Change principles and places responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new sensitive development.

Policy E7 of The London Plan also requires appropriate design mitigation regarding safety and security, minimising conflict between site uses, design quality, and amenity agent of change, vibration and noise and air quality and potential contamination.

The development involves the provision of a Hotel, near to A road, in a busy mixed use area. The applicant must demonstrate that appropriate mitigation measures are incorporated into the design to ensure that suitable internal and external environments are provided.

Carbon Reduction, Energy, and Sustainability:

Policy SI2 of The London Plan states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the energy hierarchy. Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35 per cent beyond Building Regulations152 is required for major development. Non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

1) through a cash in lieu contribution to the borough's carbon offset fund, or
2) off-site

This policy further states that major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment not covered by Building Regulations, i.e., unregulated emissions.

Policy DMEI 2 of Hillingdon Council's Local Plan Part 2 states that all major development proposals must be accompanied, at submission stage, by an Energy Strategy showing how reductions will be achieved in accordance with Policy SI of The London Plan. Applicants should follow the GLA Energy Assessment Guidance 2022, which details the information that should be provided within the assessment.

Overheating Assessment:

Policy SI4 of The London Plan states:

A) Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.

B) Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:

1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
2) minimise internal heat generation through energy efficient design;
3) manage the heat within the building through exposed internal thermal mass and high ceilings;
4) provide passive ventilation;
5) provide mechanical ventilation; and
6) provide active cooling systems.

An Overheating Assessment must be undertaken in line with the cooling hierarchy. This must be included at the planning submission stage. The assessment should consider natural and mechanical ventilation measures to address the potential for unacceptable levels of overheating. If mechanical ventilation is proposed, it should be minimal, clearly illustrated on proposed drawings and have a sympathetic location, design, and screening. Technical details (including a brochure) of the proposed plant or ventilation equipment must be provided at the submission stage.

Refuse and Recycling:

Policy DMHB 11 states 'Development proposals should make sufficient provision for well designed

internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours'.

The applicant must submit a Refuse Management Plan and Servicing Plan with any future formal planning application, including a swept path analysis of how waste will be collected. Detailed waste and recycling storage design should be submitted at the submission stage. Details should be provided on size and quantity of containers, as well as waste type. If enclosures are proposed, the Application must include annotated scaled drawings detailing their material, dimensions, and location.

Airport Safeguarding:

Paragraph 101 of the NPPF requires that planning decisions promote public safety and consider wider security and defence requirements by:

a) anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate. Policies for relevant areas (such as town centre and regeneration frameworks) and the layout and design of developments should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security; and
b) recognising and supporting development required for operational defence and security purposes and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.

Policy DMAV 1 of the Local Plan Part 2 states that:

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.
B) In consultation with the Airport Operator, the Council will ensure that:
i) areas included in Airport Public Safety zones are protected from development, which may lead to an increase in people residing, working or congregating in these zones; and
ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

Developments exceeding 15 metres in height in this location will be referred to the National Air Traffic Service (NATS) and Heathrow Airport. As such, an Airport Safeguarding Report is a validation requirement. Any development likely to attract birds will also be referred to Denham Airport and Ministry of Defence. Taking into consideration the nature of the proposed developments, it is not anticipated that there would be any aviation related concerns.

6. Planning Obligation and CIL (Mayor and LBH)

Policy DMCI 7 of Hillingdon Council's Local Plan Part 2 states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:
i) to secure the provision of affordable housing in relation to residential development schemes;
ii) where a development has infrastructure needs that are not addressed through CIL; and
iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6 April 2010) to request planning obligations that do not meet the following tests:

i. necessary to make the development acceptable in planning terms
ii. directly related to the development, and
iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and can only request planning obligations that are genuinely necessary and directly related to the development. Should the Council request planning obligations that do not meet the policy tests, the Council would have acted unlawfully and could be subject to a High Court challenge.

Community Infrastructure Levy (CIL):

Please be advised that as of 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100 sq. m. or more will be liable for the Mayoral CIL, as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will equal £60 per sq. m. (from April 2019). The London Borough of Hillingdon Council is a collecting authority for the Mayor of London, and this liability shall be paid to the London Borough of Hillingdon Council in the first instance.

In addition, the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1 August 2014. The liability payable is as follows:

- Large-format retail development (A1) greater than 1,000 sq. m., outside of designated town centres - £215 per sq. m.
- Offices (B1) - £35 per sq. m.
- Hotels (C1) - £40 per sq. m.
- Residential Dwelling Houses (C3) - £95 per sq. m.
- Industrial (B8) - £5 per sq. m.

Should you require further information, please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

It is important to note that this CIL liability will be in addition to the Section 106 planning obligations that the Council may seek from your proposed development.

7. Application Submission

The Council's adopted Local Planning Validation Checklist (February 2024) is available on the Council website. This is a comprehensive list of the information that will be required at the submission stage to validate a full planning application. The specialist reports requested within this report should also be submitted.

Please ensure your full application is accompanied by site photographs covering the site, the site's relationship with neighbouring buildings, and the site within the context of the canal and street. The location and direction of site photos must be annotated on a map.

8. Conclusion

As submitted, concerns exist regarding the robustness of the sequential test and therefore the principle of the proposed development. Concerns are also raised regarding the design of the scheme

and the quality of accommodation it would provide for its future users. Numerous specialist reports are missing from the submission which restrict the LPA from making a full assessment into the developments highways and other related impacts.

Whilst the provision of a hotel in this location could be acceptable. The applicant is encouraged to review and amend the proposal in light of the report findings before submitting any future application. Seeking follow up pre application advice could assist in reaching a supportable scheme.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Councils pre-application advice service and I trust you have found this service of assistance.

Haydon Richardson
Principal Planning Officer
London Borough of Hillingdon

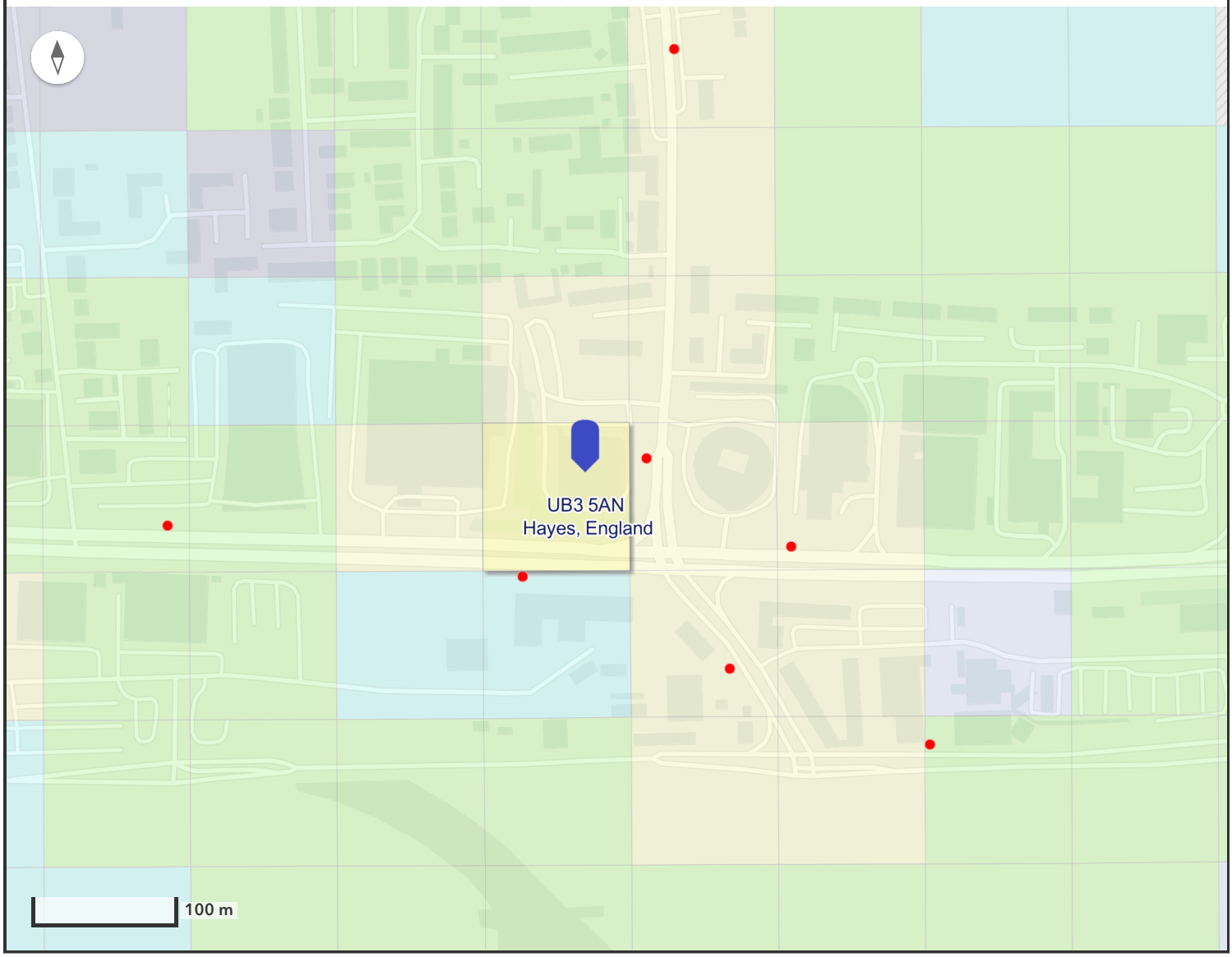
Planning Guarantee
For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all Planning Performance Agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined in a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.

APPENDIX B. PTAL Output

Toyoko Inn, Heathrow PTAL Report



Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

TfL Stations

Underground Stations

National Rail Stations

Bus Stops

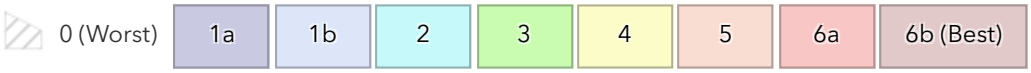
Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations

PTAL 2023 RESULT



PTAL 2023 Score

4

Grid ID: 62909

Coordinates: 508745,176952 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins

▼

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Harlington Corner	111	6.67	113.34
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Harlington Corner	222	6.00	113.34
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Harlington Corner	H98	6.00	113.34
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Harlington Corner	81	5.00	113.34
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Harlington Corner	SL9	5.00	113.34
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Harlington Corner	90	5.33	159.75
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Harlington Corner	105	4.67	113.34

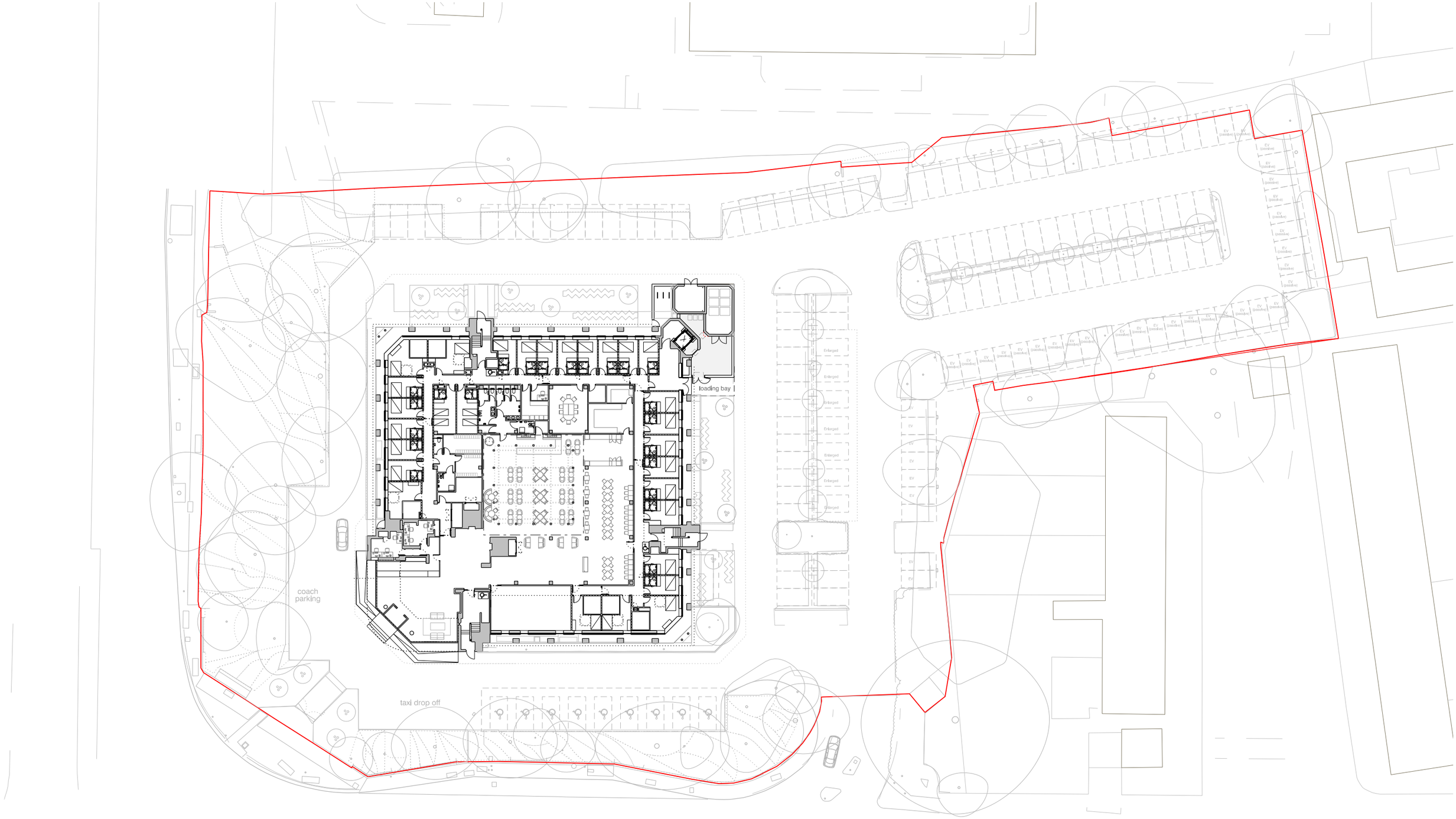
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Harlington Corner	285	4.67	113.34

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Harlington Corner	278	4.00	113.34

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Harlington Corner	423	3.00	113.34

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Unknown	555	1.00	361.86

APPENDIX C. Site Layout Plan



revision:	date:	note:
P01	20251217	initial planning issue

key:

site boundary

152	car spaces
9	blue badge spaces
8	EV charging car spaces
1	coach parking

project
Toyoko Inn, Heathrow

job no.
7697

title
Proposed site plan

scale
1:500 @ A3

drawing no.
7697-al(05)0005

stephenson hamilton risley
STUDIO

3 riverside mews
4 commercial street
manchester, M15 4RQ
www.shr.studio
email@shr.studio
0161 832 0244

APPENDIX D. TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total People

Selected regions and areas:

01	**GREATER LONDON**		
	HD	HILLINGDON	1 day
	LB	LAMBETH	1 day
02	**SOUTH EAST**		
	HF	HERTFORDSHIRE	1 day
	WS	WEST SUSSEX	2 days
03	**SOUTH WEST**		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 day
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 day
08	**NORTH WEST**		
	MS	MERSEYSIDE	2 days
09	**NORTH**		
	IM	ISLE OF MAN	1 day
	TW	TYNE & WEAR	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	2114 to 16350 (units:sqm)
Range Selected by User:	2000 to 20000 (units:sqm)
Parking Spaces Range:	1 - 496

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/18 to 05/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	3 days
Monday	4 days
Tuesday	3 days
Wednesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	13
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Edge of Town	5 days
Edge of Town Centre	7 days
Suburban Area	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	4 days
Commercial Zone	2 days
Development Zone	1 days
Industrial Zone	1 days
No Sub Category	3 days
Residential Zone	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	9 days
Servicing vehicles Unknown	4 days

Secondary Filtering Selection:

Use Class:

Not Known	13 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 10189

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	2 surveys
100,001 or More	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	4 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	5 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
500,001 or More	5 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	7 surveys
1.1 to 1.5	5 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	11 surveys
Yes	2 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 - Good	1 surveys
6b - Excellent	1 surveys
No PTAL Present	11 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

1	**BC-02-A-08**	**OFFICES**	**BOURNEMOUTH CHRISTCHURCH & POOLE**
HOLDENHURST ROAD BOURNEMOUTH Edge of Town Centre Built-Up Zone Gross floor area: 2600 sqm Survey date: Wednesday 14/09/2022			Survey Type: Manual
2	**CA-02-A-04**	**OFFICE**	**CAMBRIDGESHIRE**
MADINGLEY RISE CAMBRIDGE Edge of Town No Sub Category Gross floor area: 5463 sqm Survey date: Tuesday 28/01/2025			Survey Type: Manual
3	**HD-02-A-10**	**DATA CENTRE**	**HILLINGDON**
MILLINGTON ROAD HAYES Edge of Town Centre Commercial Zone Gross floor area: 16350 sqm Survey date: Wednesday 02/03/2022			Survey Type: Manual
4	**HF-02-A-05**	**OFFICES**	**HERTFORDSHIRE**
CRANBORNE ROAD POTTERS BAR Edge of Town Commercial Zone Gross floor area: 3378 sqm Survey date:			Survey Type: Manual
5	**IM-02-A-02**	**OFFICES**	**ISLE OF MAN**
HOPE STREET DOUGLAS Edge of Town Centre Built-Up Zone Gross floor area: 2400 sqm Survey date: Friday 24/05/2024			Survey Type: Manual
6	**LB-02-A-01**	**START UP OFFICES & STUDIOS**	**LAMBETH**
DURHAM STREET VAUXHALL Edge of Town Centre Built-Up Zone Gross floor area: 10200 sqm Survey date:			Survey Type: Manual
7	**LN-02-A-01**	**OFFICES**	**LINCOLNSHIRE**
LINCOLN WAY LOUTH FAIRFIELD Edge of Town Industrial Zone Gross floor area: 2114 sqm Survey date:			Survey Type: Manual
8	**MS-02-A-02**	**SCIENCE PARK OFFICES**	**MERSEYSIDE**
MOUNT PLEASANT LIVERPOOL Edge of Town Centre Built-Up Zone			

Gross floor area: 11250 sqm
Survey date: Tuesday 13/11/2018 Survey Type: Manual

9	**MS-02-A-04**	**OFFICES**	**MERSEYSIDE**

MANN ISLAND
LIVERPOOL
MANN ISLAND
Edge of Town Centre
Development Zone
Gross floor area: 15000 sqm
Survey date: Tuesday 05/04/2022 Survey Type: Manual

10	**NF-02-A-05**	**COUNCIL OFFICES**	**NORFOLK**

YARMOUTH ROAD
NORWICH
Edge of Town
Residential Zone
Gross floor area: 3697 sqm
Survey date: Survey Type: Manual

11	**TW-02-A-08**	**HOUSING ASSOCIATION OFFICE**	**TYNE & WEAR**

BENTON PARK ROAD
NEWCASTLE UPON TYNE
LONGBENTON
Suburban Area
Residential Zone
Gross floor area: 4800 sqm
Survey date: Friday 19/10/2018 Survey Type: Manual

12	**WS-02-A-06**	**SOUTHERN WATER OFFICES**	**WEST SUSSEX**

YEOMAN ROAD
WORTHING
Edge of Town
No Sub Category
Gross floor area: 5700 sqm
Survey date: Wednesday 18/05/2022 Survey Type: Manual

13	**WS-02-A-07**	**BUSINESS TECHNOLOGY**	**WEST SUSSEX**

HAM ROAD
SHOREHAM-BY-SEA
Edge of Town Centre
No Sub Category
Gross floor area: 2780 sqm
Survey date: Friday 11/11/2022 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-A-06	20-11-2018	not GB

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.331	20.250	0.043	2.638	0.374	22.888
08:00-09:00	13	6595	0.677	41.356	0.112	6.845	0.789	48.201
09:00-10:00	13	6595	0.357	21.819	0.103	6.275	0.460	28.094
10:00-11:00	13	6595	0.150	9.198	0.113	6.916	0.263	16.114
11:00-12:00	13	6595	0.113	6.916	0.121	7.416	0.234	14.332
12:00-13:00	13	6595	0.133	8.129	0.173	10.553	0.306	18.682
13:00-14:00	13	6595	0.163	9.983	0.156	9.555	0.319	19.538
14:00-15:00	13	6595	0.092	5.633	0.138	8.414	0.230	14.047
15:00-16:00	13	6595	0.072	4.421	0.204	12.478	0.276	16.899
16:00-17:00	13	6595	0.077	4.706	0.384	23.459	0.461	28.165
17:00-18:00	13	6595	0.068	4.136	0.549	33.584	0.617	37.720
18:00-19:00	13	6595	0.035	2.139	0.171	10.482	0.206	12.621
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			2.268	138.685	2.267	138.614	4.535	277.300

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 28/01/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total People

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.583	35.652	0.048	2.923	0.631	38.575
08:00-09:00	13	6595	1.465	89.557	0.145	8.842	1.610	98.399
09:00-10:00	13	6595	1.039	63.532	0.170	10.410	1.209	73.942
10:00-11:00	13	6595	0.364	22.247	0.233	14.261	0.597	36.508
11:00-12:00	13	6595	0.283	17.327	0.336	20.535	0.619	37.862
12:00-13:00	13	6595	0.568	34.725	0.658	40.215	1.226	74.940
13:00-14:00	13	6595	0.726	44.351	0.702	42.925	1.428	87.276
14:00-15:00	13	6595	0.381	23.316	0.384	23.459	0.765	46.775
15:00-16:00	13	6595	0.192	11.765	0.412	25.170	0.604	36.935
16:00-17:00	13	6595	0.145	8.842	0.888	54.262	1.033	63.104
17:00-18:00	13	6595	0.113	6.916	1.296	79.218	1.409	86.134
18:00-19:00	13	6595	0.052	3.209	0.540	33.014	0.592	36.223
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			5.911	361.438	5.812	355.235	11.723	716.672

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 28/01/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cyclists

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.027	1.640	0.000	0.000	0.027	1.640
08:00-09:00	13	6595	0.086	5.276	0.002	0.143	0.088	5.419
09:00-10:00	13	6595	0.047	2.852	0.000	0.000	0.047	2.852
10:00-11:00	13	6595	0.015	0.927	0.005	0.285	0.020	1.212
11:00-12:00	13	6595	0.007	0.428	0.010	0.642	0.017	1.070
12:00-13:00	13	6595	0.013	0.784	0.016	0.998	0.029	1.782
13:00-14:00	13	6595	0.013	0.784	0.014	0.856	0.027	1.640
14:00-15:00	13	6595	0.005	0.285	0.007	0.428	0.012	0.713
15:00-16:00	13	6595	0.003	0.214	0.017	1.070	0.020	1.284
16:00-17:00	13	6595	0.003	0.214	0.047	2.852	0.050	3.066
17:00-18:00	13	6595	0.001	0.071	0.065	3.993	0.066	4.064
18:00-19:00	13	6595	0.000	0.000	0.028	1.711	0.028	1.711
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.220	13.476	0.211	12.977	0.431	26.454

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 28/01/2025
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.002	0.143	0.001	0.071	0.003	0.214
08:00-09:00	13	6595	0.005	0.285	0.006	0.357	0.011	0.642
09:00-10:00	13	6595	0.005	0.285	0.005	0.285	0.010	0.570
10:00-11:00	13	6595	0.002	0.143	0.002	0.143	0.004	0.286
11:00-12:00	13	6595	0.001	0.071	0.001	0.071	0.002	0.142
12:00-13:00	13	6595	0.001	0.071	0.001	0.071	0.002	0.142
13:00-14:00	13	6595	0.002	0.143	0.002	0.143	0.004	0.286
14:00-15:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	13	6595	0.001	0.071	0.001	0.071	0.002	0.142
17:00-18:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.019	1.212	0.019	1.212	0.038	2.424

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 28/01/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Taxis

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.001	0.071	0.001	0.071	0.002	0.142
08:00-09:00	13	6595	0.020	1.212	0.020	1.212	0.040	2.424
09:00-10:00	13	6595	0.005	0.285	0.005	0.285	0.010	0.570
10:00-11:00	13	6595	0.006	0.357	0.006	0.357	0.012	0.714
11:00-12:00	13	6595	0.001	0.071	0.001	0.071	0.002	0.142
12:00-13:00	13	6595	0.007	0.428	0.006	0.357	0.013	0.785
13:00-14:00	13	6595	0.002	0.143	0.003	0.214	0.005	0.357
14:00-15:00	13	6595	0.007	0.428	0.007	0.428	0.014	0.856
15:00-16:00	13	6595	0.003	0.214	0.003	0.214	0.006	0.428
16:00-17:00	13	6595	0.005	0.285	0.005	0.285	0.010	0.570
17:00-18:00	13	6595	0.008	0.499	0.008	0.499	0.016	0.998
18:00-19:00	13	6595	0.001	0.071	0.001	0.071	0.002	0.142
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.066	4.064	0.066	4.064	0.132	8.129

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 28/01/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cars

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.309	18.895	0.035	2.139	0.344	21.034
08:00-09:00	13	6595	0.604	36.935	0.061	3.708	0.665	40.643
09:00-10:00	13	6595	0.316	19.323	0.071	4.350	0.387	23.673
10:00-11:00	13	6595	0.106	6.489	0.072	4.421	0.178	10.910
11:00-12:00	13	6595	0.084	5.134	0.092	5.633	0.176	10.767
12:00-13:00	13	6595	0.097	5.918	0.139	8.485	0.236	14.403
13:00-14:00	13	6595	0.128	7.843	0.114	6.988	0.242	14.831
14:00-15:00	13	6595	0.061	3.708	0.100	6.132	0.161	9.840
15:00-16:00	13	6595	0.052	3.209	0.169	10.339	0.221	13.548
16:00-17:00	13	6595	0.058	3.565	0.349	21.320	0.407	24.885
17:00-18:00	13	6595	0.054	3.280	0.526	32.158	0.580	35.438
18:00-19:00	13	6595	0.027	1.640	0.162	9.911	0.189	11.551
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			1.896	115.940	1.890	115.583	3.786	231.523

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 28/01/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.019	1.141	0.006	0.357	0.025	1.498
08:00-09:00	13	6595	0.038	2.353	0.026	1.569	0.064	3.922
09:00-10:00	13	6595	0.024	1.497	0.021	1.283	0.045	2.780
10:00-11:00	13	6595	0.031	1.925	0.030	1.854	0.061	3.779
11:00-12:00	13	6595	0.026	1.569	0.027	1.640	0.053	3.209
12:00-13:00	13	6595	0.024	1.497	0.023	1.426	0.047	2.923
13:00-14:00	13	6595	0.027	1.640	0.033	1.997	0.060	3.637
14:00-15:00	13	6595	0.024	1.497	0.028	1.711	0.052	3.208
15:00-16:00	13	6595	0.015	0.927	0.029	1.783	0.044	2.710
16:00-17:00	13	6595	0.013	0.784	0.024	1.497	0.037	2.281
17:00-18:00	13	6595	0.006	0.357	0.009	0.570	0.015	0.927
18:00-19:00	13	6595	0.007	0.428	0.005	0.285	0.012	0.713
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.254	15.615	0.261	15.972	0.515	31.587

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 28/01/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Motorcycles

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	13	6595	0.009	0.570	0.000	0.000	0.009	0.570
09:00-10:00	13	6595	0.007	0.428	0.001	0.071	0.008	0.499
10:00-11:00	13	6595	0.005	0.285	0.002	0.143	0.007	0.428
11:00-12:00	13	6595	0.001	0.071	0.000	0.000	0.001	0.071
12:00-13:00	13	6595	0.003	0.214	0.003	0.214	0.006	0.428
13:00-14:00	13	6595	0.003	0.214	0.003	0.214	0.006	0.428
14:00-15:00	13	6595	0.000	0.000	0.002	0.143	0.002	0.143
15:00-16:00	13	6595	0.001	0.071	0.002	0.143	0.003	0.214
16:00-17:00	13	6595	0.000	0.000	0.005	0.285	0.005	0.285
17:00-18:00	13	6595	0.000	0.000	0.006	0.357	0.006	0.357
18:00-19:00	13	6595	0.000	0.000	0.003	0.214	0.003	0.214
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.029	1.854	0.027	1.783	0.056	3.636

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 11/03/2024
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Vehicle Occupants

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.364	22.247	0.041	2.496	0.405	24.743
08:00-09:00	13	6595	0.747	45.634	0.114	6.988	0.861	52.622
09:00-10:00	13	6595	0.402	24.600	0.110	6.703	0.512	31.303
10:00-11:00	13	6595	0.178	10.909	0.125	7.629	0.303	18.538
11:00-12:00	13	6595	0.127	7.772	0.136	8.343	0.263	16.115
12:00-13:00	13	6595	0.156	9.555	0.205	12.549	0.361	22.104
13:00-14:00	13	6595	0.191	11.694	0.185	11.337	0.376	23.031
14:00-15:00	13	6595	0.105	6.417	0.152	9.269	0.257	15.686
15:00-16:00	13	6595	0.076	4.635	0.225	13.762	0.301	18.397
16:00-17:00	13	6595	0.076	4.635	0.437	26.739	0.513	31.374
17:00-18:00	13	6595	0.075	4.563	0.617	37.720	0.692	42.283
18:00-19:00	13	6595	0.045	2.781	0.184	11.266	0.229	14.047
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			2.542	155.442	2.531	154.800	5.073	310.242

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 28/01/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Pedestrians

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.044	2.710	0.006	0.357	0.050	3.067
08:00-09:00	13	6595	0.139	8.485	0.022	1.355	0.161	9.840
09:00-10:00	13	6595	0.156	9.555	0.036	2.210	0.192	11.765
10:00-11:00	13	6595	0.054	3.280	0.063	3.850	0.117	7.130
11:00-12:00	13	6595	0.072	4.421	0.133	8.129	0.205	12.550
12:00-13:00	13	6595	0.317	19.395	0.344	21.035	0.661	40.430
13:00-14:00	13	6595	0.415	25.384	0.405	24.742	0.820	50.126
14:00-15:00	13	6595	0.229	13.976	0.166	10.125	0.395	24.101
15:00-16:00	13	6595	0.072	4.421	0.065	3.993	0.137	8.414
16:00-17:00	13	6595	0.037	2.282	0.091	5.562	0.128	7.844
17:00-18:00	13	6595	0.020	1.212	0.139	8.485	0.159	9.697
18:00-19:00	13	6595	0.003	0.214	0.070	4.278	0.073	4.492
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			1.558	95.333	1.540	94.121	3.098	189.454

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 28/01/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Public Transport Users

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.148	9.056	0.001	0.071	0.149	9.127
08:00-09:00	13	6595	0.492	30.090	0.006	0.357	0.498	30.447
09:00-10:00	13	6595	0.430	26.311	0.024	1.497	0.454	27.808
10:00-11:00	13	6595	0.117	7.130	0.041	2.496	0.158	9.626
11:00-12:00	13	6595	0.077	4.706	0.055	3.351	0.132	8.057
12:00-13:00	13	6595	0.080	4.920	0.092	5.633	0.172	10.553
13:00-14:00	13	6595	0.106	6.489	0.097	5.918	0.203	12.407
14:00-15:00	13	6595	0.043	2.638	0.059	3.636	0.102	6.274
15:00-16:00	13	6595	0.041	2.496	0.104	6.346	0.145	8.842
16:00-17:00	13	6595	0.027	1.640	0.311	19.038	0.338	20.678
17:00-18:00	13	6595	0.017	1.070	0.471	28.807	0.488	29.877
18:00-19:00	13	6595	0.003	0.214	0.258	15.758	0.261	15.972
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			1.581	96.759	1.519	92.909	3.100	189.668

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 28/01/2025
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Bus/Tram Passengers

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.051	3.137	0.001	0.071	0.052	3.208
08:00-09:00	13	6595	0.153	9.341	0.003	0.214	0.156	9.555
09:00-10:00	13	6595	0.114	6.988	0.015	0.927	0.129	7.915
10:00-11:00	13	6595	0.047	2.852	0.016	0.998	0.063	3.850
11:00-12:00	13	6595	0.024	1.497	0.016	0.998	0.040	2.495
12:00-13:00	13	6595	0.038	2.353	0.047	2.852	0.085	5.205
13:00-14:00	13	6595	0.050	3.066	0.045	2.781	0.095	5.847
14:00-15:00	13	6595	0.022	1.355	0.030	1.854	0.052	3.209
15:00-16:00	13	6595	0.012	0.713	0.041	2.496	0.053	3.209
16:00-17:00	13	6595	0.013	0.784	0.125	7.629	0.138	8.413
17:00-18:00	13	6595	0.005	0.285	0.141	8.628	0.146	8.913
18:00-19:00	13	6595	0.003	0.214	0.035	2.139	0.038	2.353
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.532	32.586	0.515	31.587	1.047	64.173

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 28/01/2025
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Coach Passengers

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	13	6595	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	0.000	0.000	0.000

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Rail Passengers

Calculation factor: 100 sqm

Estimated TRIP rate value per 6113 sqm shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	13	6595	0.097	5.918	0.000	0.000	0.097	5.918
08:00-09:00	13	6595	0.339	20.749	0.002	0.143	0.341	20.892
09:00-10:00	13	6595	0.316	19.323	0.009	0.570	0.325	19.893
10:00-11:00	13	6595	0.070	4.278	0.024	1.497	0.094	5.775
11:00-12:00	13	6595	0.052	3.209	0.038	2.353	0.090	5.562
12:00-13:00	13	6595	0.042	2.567	0.045	2.781	0.087	5.348
13:00-14:00	13	6595	0.056	3.423	0.051	3.137	0.107	6.560
14:00-15:00	13	6595	0.021	1.283	0.029	1.783	0.050	3.066
15:00-16:00	13	6595	0.029	1.783	0.063	3.850	0.092	5.633
16:00-17:00	13	6595	0.014	0.856	0.187	11.409	0.201	12.265
17:00-18:00	13	6595	0.013	0.784	0.330	20.179	0.343	20.963
18:00-19:00	13	6595	0.000	0.000	0.223	13.619	0.223	13.619
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			1.049	64.173	1.001	61.321	2.050	125.494

Parameter Summary:

Trip rate parameter range selected:	2000 - 20000 (units: sqm)
Survey date date range:	19/10/2018 - 28/01/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: A - HOTELS

Selected Vehicle Type: Total People

Selected regions and areas:

01	**GREATER LONDON**		
	LB	LAMBETH	1 day
	TH	TOWER HAMLETS	1 day
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	DS	DERBYSHIRE	1 day
	LE	LEICESTERSHIRE	1 day
06	**WEST MIDLANDS**		
	TE	TELFORD & WREKIN	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	AL	CALDERDALE	1 day
	NY	NORTH YORKSHIRE	1 day
10	**WALES**		
	SW	SWANSEA	1 day
11	**SCOTLAND**		
	HI	HIGHLAND	2 days
13	**MUNSTER**		
	CL	CLARE	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	BEDRMS
Actual Range:	13 to 349 (units:BEDRMS)
Range Selected by User:	13 to 349 (units:BEDRMS)
Parking Spaces Range:	1 - 310

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	24/03/18 to 14/11/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	1 days
Monday	3 days
Thursday	3 days
Tuesday	2 days
Wednesday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	13
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Edge of Town	6 days
Edge of Town Centre	6 days
Suburban Area	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	3 days
Commercial Zone	2 days
Development Zone	3 days
Out of Town	1 days
Residential Zone	3 days
Retail Zone	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days
Servicing vehicles Included	7 days
Servicing vehicles Unknown	1 days

Secondary Filtering Selection:

Use Class:

C1	13 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

53 - 8085

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	3 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	6 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
50,001 to 75,000	1 surveys
500,001 or More	2 surveys
75,001 to 100,000	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	8 surveys
1.1 to 1.5	3 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	12 surveys
Yes	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 - Good	1 surveys
6b - Excellent	1 surveys
No PTAL Present	11 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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					
07:00-08:00	**13**	**130**	**0.044**	**0.099**	**0.143**
08:00-09:00	**13**	**130**	**0.106**	**0.161**	**0.267**
09:00-10:00	**13**	**130**	**0.109**	**0.114**	**0.223**
10:00-11:00	**13**	**130**	**0.085**	**0.081**	**0.166**
11:00-12:00	**13**	**130**	**0.044**	**0.063**	**0.107**
12:00-13:00	**13**	**130**	**0.079**	**0.056**	**0.135**
13:00-14:00	**13**	**130**	**0.080**	**0.059**	**0.139**
14:00-15:00	**13**	**130**	**0.074**	**0.065**	**0.139**
15:00-16:00	**13**	**130**	**0.092**	**0.068**	**0.160**
16:00-17:00	**13**	**130**	**0.087**	**0.088**	**0.175**
17:00-18:00	**13**	**130**	**0.095**	**0.077**	**0.172**
18:00-19:00	**13**	**130**	**0.097**	**0.075**	**0.172**
19:00-20:00	**13**	**130**	**0.068**	**0.049**	**0.117**
20:00-21:00	**13**	**130**	**0.053**	**0.030**	**0.083**
21:00-22:00	**13**	**130**	**0.039**	**0.029**	**0.068**
22:00-23:00					
23:00-00:00					
Total Rates:			**1.152**	**1.114**	**2.266**

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	19/04/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Total People

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					
07:00-08:00	13	130	0.072	0.210	0.282
08:00-09:00	13	130	0.158	0.353	0.511
09:00-10:00	13	130	0.186	0.251	0.437
10:00-11:00	13	130	0.159	0.181	0.340
11:00-12:00	13	130	0.099	0.140	0.239
12:00-13:00	13	130	0.137	0.136	0.273
13:00-14:00	13	130	0.145	0.122	0.267
14:00-15:00	13	130	0.168	0.126	0.294
15:00-16:00	13	130	0.200	0.116	0.316
16:00-17:00	13	130	0.213	0.161	0.374
17:00-18:00	13	130	0.258	0.164	0.422
18:00-19:00	13	130	0.218	0.149	0.367
19:00-20:00	13	130	0.187	0.108	0.295
20:00-21:00	13	130	0.145	0.057	0.202
21:00-22:00	13	130	0.110	0.044	0.154
22:00-23:00					
23:00-00:00					
Total Rates:			2.455	2.318	4.773

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	19/04/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Cyclists

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					
07:00-08:00	**13**	**130**	**0.001**	**0.002**	**0.003**
08:00-09:00	**13**	**130**	**0.003**	**0.007**	**0.010**
09:00-10:00	**13**	**130**	**0.003**	**0.004**	**0.007**
10:00-11:00	**13**	**130**	**0.002**	**0.001**	**0.003**
11:00-12:00	**13**	**130**	**0.001**	**0.001**	**0.002**
12:00-13:00	**13**	**130**	**0.002**	**0.001**	**0.003**
13:00-14:00	**13**	**130**	**0.002**	**0.003**	**0.005**
14:00-15:00	**13**	**130**	**0.002**	**0.000**	**0.002**
15:00-16:00	**13**	**130**	**0.001**	**0.001**	**0.002**
16:00-17:00	**13**	**130**	**0.003**	**0.004**	**0.007**
17:00-18:00	**13**	**130**	**0.001**	**0.002**	**0.003**
18:00-19:00	**13**	**130**	**0.002**	**0.001**	**0.003**
19:00-20:00	**13**	**130**	**0.002**	**0.000**	**0.002**
20:00-21:00	**13**	**130**	**0.002**	**0.001**	**0.003**
21:00-22:00	**13**	**130**	**0.001**	**0.001**	**0.002**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.028**	**0.029**	**0.057**

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	19/04/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

PSVs

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					
07:00-08:00	**13**	**130**	**0.001**	**0.001**	**0.002**
08:00-09:00	**13**	**130**	**0.000**	**0.000**	**0.000**
09:00-10:00	**13**	**130**	**0.000**	**0.000**	**0.000**
10:00-11:00	**13**	**130**	**0.002**	**0.001**	**0.003**
11:00-12:00	**13**	**130**	**0.000**	**0.000**	**0.000**
12:00-13:00	**13**	**130**	**0.000**	**0.001**	**0.001**
13:00-14:00	**13**	**130**	**0.000**	**0.000**	**0.000**
14:00-15:00	**13**	**130**	**0.000**	**0.000**	**0.000**
15:00-16:00	**13**	**130**	**0.000**	**0.000**	**0.000**
16:00-17:00	**13**	**130**	**0.001**	**0.000**	**0.001**
17:00-18:00	**13**	**130**	**0.001**	**0.001**	**0.002**
18:00-19:00	**13**	**130**	**0.000**	**0.001**	**0.001**
19:00-20:00	**13**	**130**	**0.000**	**0.000**	**0.000**
20:00-21:00	**13**	**130**	**0.000**	**0.000**	**0.000**
21:00-22:00	**13**	**130**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.005**	**0.005**	**0.010**

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	12/07/2018 - 12/07/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

OGVs

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					
07:00-08:00	13	130	0.002	0.001	0.003
08:00-09:00	13	130	0.003	0.002	0.005
09:00-10:00	13	130	0.002	0.001	0.003
10:00-11:00	13	130	0.001	0.002	0.003
11:00-12:00	13	130	0.001	0.001	0.002
12:00-13:00	13	130	0.001	0.002	0.003
13:00-14:00	13	130	0.001	0.000	0.001
14:00-15:00	13	130	0.000	0.001	0.001
15:00-16:00	13	130	0.001	0.000	0.001
16:00-17:00	13	130	0.001	0.001	0.002
17:00-18:00	13	130	0.000	0.001	0.001
18:00-19:00	13	130	0.000	0.000	0.000
19:00-20:00	13	130	0.001	0.000	0.001
20:00-21:00	13	130	0.000	0.000	0.000
21:00-22:00	13	130	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.014	0.012	0.026

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	12/07/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Taxis

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					
07:00-08:00	**13**	**130**	**0.009**	**0.009**	**0.018**
08:00-09:00	**13**	**130**	**0.017**	**0.016**	**0.033**
09:00-10:00	**13**	**130**	**0.011**	**0.012**	**0.023**
10:00-11:00	**13**	**130**	**0.009**	**0.011**	**0.020**
11:00-12:00	**13**	**130**	**0.007**	**0.007**	**0.014**
12:00-13:00	**13**	**130**	**0.006**	**0.006**	**0.012**
13:00-14:00	**13**	**130**	**0.007**	**0.007**	**0.014**
14:00-15:00	**13**	**130**	**0.011**	**0.009**	**0.020**
15:00-16:00	**13**	**130**	**0.007**	**0.007**	**0.014**
16:00-17:00	**13**	**130**	**0.008**	**0.008**	**0.016**
17:00-18:00	**13**	**130**	**0.005**	**0.006**	**0.011**
18:00-19:00	**13**	**130**	**0.011**	**0.011**	**0.022**
19:00-20:00	**13**	**130**	**0.005**	**0.004**	**0.009**
20:00-21:00	**13**	**130**	**0.007**	**0.006**	**0.013**
21:00-22:00	**13**	**130**	**0.006**	**0.006**	**0.012**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.126**	**0.125**	**0.251**

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	19/04/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Cars

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					
07:00-08:00	**13**	**130**	**0.031**	**0.075**	**0.106**
08:00-09:00	**13**	**130**	**0.075**	**0.120**	**0.195**
09:00-10:00	**13**	**130**	**0.084**	**0.082**	**0.166**
10:00-11:00	**13**	**130**	**0.063**	**0.059**	**0.122**
11:00-12:00	**13**	**130**	**0.031**	**0.048**	**0.079**
12:00-13:00	**13**	**130**	**0.066**	**0.043**	**0.109**
13:00-14:00	**13**	**130**	**0.064**	**0.045**	**0.109**
14:00-15:00	**13**	**130**	**0.057**	**0.052**	**0.109**
15:00-16:00	**13**	**130**	**0.072**	**0.055**	**0.127**
16:00-17:00	**13**	**130**	**0.069**	**0.074**	**0.143**
17:00-18:00	**13**	**130**	**0.072**	**0.066**	**0.138**
18:00-19:00	**13**	**130**	**0.075**	**0.057**	**0.132**
19:00-20:00	**13**	**130**	**0.052**	**0.038**	**0.090**
20:00-21:00	**13**	**130**	**0.039**	**0.018**	**0.057**
21:00-22:00	**13**	**130**	**0.028**	**0.018**	**0.046**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.878**	**0.850**	**1.728**

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	19/04/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

LGVs

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					
07:00-08:00	**13**	**130**	**0.002**	**0.013**	**0.015**
08:00-09:00	**13**	**130**	**0.010**	**0.023**	**0.033**
09:00-10:00	**13**	**130**	**0.012**	**0.017**	**0.029**
10:00-11:00	**13**	**130**	**0.008**	**0.007**	**0.015**
11:00-12:00	**13**	**130**	**0.006**	**0.008**	**0.014**
12:00-13:00	**13**	**130**	**0.005**	**0.003**	**0.008**
13:00-14:00	**13**	**130**	**0.009**	**0.008**	**0.017**
14:00-15:00	**13**	**130**	**0.005**	**0.003**	**0.008**
15:00-16:00	**13**	**130**	**0.011**	**0.007**	**0.018**
16:00-17:00	**13**	**130**	**0.008**	**0.004**	**0.012**
17:00-18:00	**13**	**130**	**0.014**	**0.001**	**0.015**
18:00-19:00	**13**	**130**	**0.009**	**0.003**	**0.012**
19:00-20:00	**13**	**130**	**0.005**	**0.004**	**0.009**
20:00-21:00	**13**	**130**	**0.005**	**0.004**	**0.009**
21:00-22:00	**13**	**130**	**0.004**	**0.004**	**0.008**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.113**	**0.109**	**0.222**

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	19/04/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Motorcycles

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					
07:00-08:00	**13**	**130**	**0.000**	**0.001**	**0.001**
08:00-09:00	**13**	**130**	**0.001**	**0.001**	**0.002**
09:00-10:00	**13**	**130**	**0.000**	**0.001**	**0.001**
10:00-11:00	**13**	**130**	**0.001**	**0.001**	**0.002**
11:00-12:00	**13**	**130**	**0.000**	**0.000**	**0.000**
12:00-13:00	**13**	**130**	**0.001**	**0.001**	**0.002**
13:00-14:00	**13**	**130**	**0.000**	**0.000**	**0.000**
14:00-15:00	**13**	**130**	**0.001**	**0.001**	**0.002**
15:00-16:00	**13**	**130**	**0.002**	**0.000**	**0.002**
16:00-17:00	**13**	**130**	**0.001**	**0.001**	**0.002**
17:00-18:00	**13**	**130**	**0.003**	**0.003**	**0.006**
18:00-19:00	**13**	**130**	**0.003**	**0.003**	**0.006**
19:00-20:00	**13**	**130**	**0.003**	**0.004**	**0.007**
20:00-21:00	**13**	**130**	**0.002**	**0.002**	**0.004**
21:00-22:00	**13**	**130**	**0.001**	**0.001**	**0.002**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.019**	**0.020**	**0.039**

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	19/04/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Vehicle Occupants

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					
07:00-08:00	13	130	0.045	0.126	0.171
08:00-09:00	13	130	0.104	0.210	0.314
09:00-10:00	13	130	0.126	0.143	0.269
10:00-11:00	13	130	0.107	0.107	0.214
11:00-12:00	13	130	0.053	0.084	0.137
12:00-13:00	13	130	0.090	0.068	0.158
13:00-14:00	13	130	0.097	0.066	0.163
14:00-15:00	13	130	0.102	0.073	0.175
15:00-16:00	13	130	0.123	0.082	0.205
16:00-17:00	13	130	0.120	0.103	0.223
17:00-18:00	13	130	0.142	0.091	0.233
18:00-19:00	13	130	0.142	0.092	0.234
19:00-20:00	13	130	0.100	0.060	0.160
20:00-21:00	13	130	0.074	0.028	0.102
21:00-22:00	13	130	0.059	0.031	0.090
22:00-23:00					
23:00-00:00					
Total Rates:			1.484	1.364	2.848

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	19/04/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Pedestrians

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					
07:00-08:00	**13**	**130**	**0.018**	**0.035**	**0.053**
08:00-09:00	**13**	**130**	**0.034**	**0.061**	**0.095**
09:00-10:00	**13**	**130**	**0.035**	**0.052**	**0.087**
10:00-11:00	**13**	**130**	**0.028**	**0.043**	**0.071**
11:00-12:00	**13**	**130**	**0.026**	**0.035**	**0.061**
12:00-13:00	**13**	**130**	**0.027**	**0.041**	**0.068**
13:00-14:00	**13**	**130**	**0.030**	**0.035**	**0.065**
14:00-15:00	**13**	**130**	**0.030**	**0.028**	**0.058**
15:00-16:00	**13**	**130**	**0.034**	**0.020**	**0.054**
16:00-17:00	**13**	**130**	**0.038**	**0.039**	**0.077**
17:00-18:00	**13**	**130**	**0.058**	**0.047**	**0.105**
18:00-19:00	**13**	**130**	**0.039**	**0.049**	**0.088**
19:00-20:00	**13**	**130**	**0.059**	**0.039**	**0.098**
20:00-21:00	**13**	**130**	**0.051**	**0.025**	**0.076**
21:00-22:00	**13**	**130**	**0.039**	**0.012**	**0.051**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.546**	**0.561**	**1.107**

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	19/04/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Public Transport Users

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					
07:00-08:00	13	130	0.008	0.047	0.055
08:00-09:00	13	130	0.017	0.074	0.091
09:00-10:00	13	130	0.021	0.052	0.073
10:00-11:00	13	130	0.022	0.031	0.053
11:00-12:00	13	130	0.018	0.020	0.038
12:00-13:00	13	130	0.018	0.025	0.043
13:00-14:00	13	130	0.015	0.018	0.033
14:00-15:00	13	130	0.034	0.025	0.059
15:00-16:00	13	130	0.041	0.012	0.053
16:00-17:00	13	130	0.052	0.015	0.067
17:00-18:00	13	130	0.057	0.024	0.081
18:00-19:00	13	130	0.034	0.007	0.041
19:00-20:00	13	130	0.025	0.008	0.033
20:00-21:00	13	130	0.018	0.003	0.021
21:00-22:00	13	130	0.012	0.001	0.013
22:00-23:00					
23:00-00:00					
Total Rates:			0.392	0.362	0.754

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	19/04/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Bus/Tram Passengers

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					
07:00-08:00	**13**	**130**	**0.003**	**0.016**	**0.019**
08:00-09:00	**13**	**130**	**0.004**	**0.027**	**0.031**
09:00-10:00	**13**	**130**	**0.009**	**0.021**	**0.030**
10:00-11:00	**13**	**130**	**0.006**	**0.006**	**0.012**
11:00-12:00	**13**	**130**	**0.005**	**0.005**	**0.010**
12:00-13:00	**13**	**130**	**0.005**	**0.007**	**0.012**
13:00-14:00	**13**	**130**	**0.006**	**0.004**	**0.010**
14:00-15:00	**13**	**130**	**0.012**	**0.011**	**0.023**
15:00-16:00	**13**	**130**	**0.014**	**0.005**	**0.019**
16:00-17:00	**13**	**130**	**0.015**	**0.007**	**0.022**
17:00-18:00	**13**	**130**	**0.020**	**0.011**	**0.031**
18:00-19:00	**13**	**130**	**0.008**	**0.004**	**0.012**
19:00-20:00	**13**	**130**	**0.010**	**0.002**	**0.012**
20:00-21:00	**13**	**130**	**0.005**	**0.001**	**0.006**
21:00-22:00	**13**	**130**	**0.004**	**0.000**	**0.004**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.126**	**0.127**	**0.253**

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	19/04/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Coach Passengers

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					
07:00-08:00	**13**	**130**	**0.002**	**0.007**	**0.009**
08:00-09:00	**13**	**130**	**0.000**	**0.000**	**0.000**
09:00-10:00	**13**	**130**	**0.000**	**0.000**	**0.000**
10:00-11:00	**13**	**130**	**0.009**	**0.004**	**0.013**
11:00-12:00	**13**	**130**	**0.000**	**0.000**	**0.000**
12:00-13:00	**13**	**130**	**0.000**	**0.000**	**0.000**
13:00-14:00	**13**	**130**	**0.000**	**0.000**	**0.000**
14:00-15:00	**13**	**130**	**0.000**	**0.000**	**0.000**
15:00-16:00	**13**	**130**	**0.000**	**0.000**	**0.000**
16:00-17:00	**13**	**130**	**0.001**	**0.000**	**0.001**
17:00-18:00	**13**	**130**	**0.005**	**0.005**	**0.010**
18:00-19:00	**13**	**130**	**0.000**	**0.000**	**0.000**
19:00-20:00	**13**	**130**	**0.000**	**0.000**	**0.000**
20:00-21:00	**13**	**130**	**0.000**	**0.000**	**0.000**
21:00-22:00	**13**	**130**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.017**	**0.016**	**0.033**

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	12/07/2018 - 12/07/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

Total Rail Passengers

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					
07:00-08:00	**13**	**130**	**0.003**	**0.024**	**0.027**
08:00-09:00	**13**	**130**	**0.013**	**0.047**	**0.060**
09:00-10:00	**13**	**130**	**0.012**	**0.030**	**0.042**
10:00-11:00	**13**	**130**	**0.007**	**0.021**	**0.028**
11:00-12:00	**13**	**130**	**0.014**	**0.015**	**0.029**
12:00-13:00	**13**	**130**	**0.012**	**0.018**	**0.030**
13:00-14:00	**13**	**130**	**0.009**	**0.014**	**0.023**
14:00-15:00	**13**	**130**	**0.022**	**0.014**	**0.036**
15:00-16:00	**13**	**130**	**0.027**	**0.007**	**0.034**
16:00-17:00	**13**	**130**	**0.036**	**0.009**	**0.045**
17:00-18:00	**13**	**130**	**0.032**	**0.008**	**0.040**
18:00-19:00	**13**	**130**	**0.026**	**0.003**	**0.029**
19:00-20:00	**13**	**130**	**0.015**	**0.006**	**0.021**
20:00-21:00	**13**	**130**	**0.014**	**0.002**	**0.016**
21:00-22:00	**13**	**130**	**0.008**	**0.001**	**0.009**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.250**	**0.219**	**0.469**

Parameter Summary:

Trip rate parameter range selected:	13 - 349 (units: BEDRMS)
Survey date date range:	19/04/2018 - 14/11/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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