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transport planning

Royal UK Property Holdings LLP

# 1&2 Longwalk Road, Stockley Park, Uxbridge

## Healthy Streets Transport Assessment

October 2026







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# Healthy Streets Transport Assessment


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# 1. Introduction

## 1.1 Overview

1.1.1 This Healthy Street Transport Assessment (HSTA) has been prepared by mode transport planning (mode) on behalf of Royal UK Property Holdings LLP (the Applicant) to support the planning application associated with the proposed redevelopment of Plots 1 and 2, Longwalk Road, Uxbridge, within the administrative boundary of the London Borough of Hillingdon (LBH).

1.1.2 The site is located within Stockley Park, an established employment area recognised as a Locally Significant Employment Location (LSEL) within the LBH's Local Plan. The site is accessed via Longwalk Road, which bounds the site to the east and forms the internal spine road of Stockley Park. Longwalk Road is accessed from the A408 Stockley Road (to the west) via Bennetsfield Road, which bounds the site to the north, whilst additional units bound the site to the south.

1.1.3 The site currently comprises two office buildings with a total Gross Internal Area (GIA) of 12,267sqm and circa 380 car parking spaces. The two units are situated in the north western corner of Stockley Park, adjacent to the Stockley Park access.

1.1.4 The development proposals comprise the redevelopment of both existing units to B2/B8/Class E (g)(iii), with a total GIA of 11,006sqm (6,052sqm for Unit 100 / 4,954sqm for Unit 200). Access for vehicles, pedestrians and cyclists will remain via Longwalk Road, though parking provision will be reduced to 88 spaces and redistributed across the site. It should be noted that although the development proposals reduce the quantum of vehicle parking, parking provision has been provided in proportion to the future use of the site (B2/B8/Class E(g)(iii)), with regard to relevant parking standards set out within the London Plan.

1.1.5 The proposed site layout is presented in Appendix A.

## 1.2 Pre-application Engagement

1.2.1 Pre-application discussions have been undertaken with the LBH, which were supported by an initial Transport Scoping Note (TSN) submitted in September 2025 and a subsequent TSN submitted in March 2026. As part of the pre-application discussions, the principles of the development proposals relating to transport were discussed, and the contents and methodologies outlined within this HSTA align with the feedback received.

## 1.3 Purpose of Report

1.3.1 This HSTA has been prepared to present the transport assessment undertaken to support the development proposals, as required by national, regional and local planning policies. This report has also been prepared with regard to previous pre-application application materials.

1.3.2 The following points represent the key objectives of this HSTA:

- Provide a clear picture of the policy landscape at a national and local scale, to identify key points of interest in terms of what needs to be considered further and assessed.
- Provide a comprehensive appraisal of the baseline conditions at the site and in the surrounding area in terms of identifying strengths and weaknesses in relation to the development proposals, including an ATZ assessment.
- Demonstrate that the development proposals will provide safe and suitable access to the site for all users.
- Demonstrate that servicing undertaken as part of the development proposals can be appropriately accommodated, having regard to operational requirements and the local context of the site.
- Provide an assessment of the development impact on the local and strategic road networks.

## 1.4 Document Structure

1.4.1 The remainder of this report is structured as follows:

### Chapter 2: Policy and Guidance

- This chapter outlines the National and Local policies that relate to the application site and development proposals.

### Chapter 3: Baseline Conditions

- This chapter provides an overview of the existing situation from a transport and highways perspective, including an overview of the site location, a review of the local highway network and the connectivity of the site, in terms of sustainable travel modes.

### Chapter 4: Healthy Streets and Vision Zero

- This chapter outlines the findings of the ATZ assessment, which includes maps, photos and commentary of each identified route from the site. Detail is also provided on 'Vision Zero', which seeks to eradicate deaths and serious injuries and make London a safer, healthier and greener place.

### Chapter 5: Development Proposals

- This chapter outlines the development proposals, including details on the car and cycle parking provision, access arrangements, pedestrian/cycle access, and the proposed servicing strategy.

### Chapter 6: Trip Generation

- This chapter outlines the methodology of the trip generation assessment for the existing and proposed land uses and provides a net comparison. The chapter also considers the likely potential impacts on the surrounding highway network.

### Chapter 7: Car Parking Demand Assessment

- This chapter presents a car park accumulation assessment to determine that the level of car parking provided at the site will be able to accommodate the anticipated parking demand at the site.

### Chapter 8: Summary and Conclusion

- This chapter provides a summary of the findings of the report and concludes the HSTA.

## 1.5 Supporting Documents

1.5.1 The submission of this HSTA will be accompanied by the following documents, which will assist in the transport strategy of the development proposals, and should be read in conjunction with this report:

- Framework Travel Plan (FTP);
- Delivery and Servicing Plan (DSP);
- Car Parking Management Plan (CPMP); and
- Outline Construction and Logistics Plan (CLP).

# 2. Policy and Guidance

## 2.1 Overview

2.1.1 This chapter provides a review of the following adopted National and Local transport and land use policies, which relate to the application site and development proposals:

- National Planning Policy Framework (NPPF) (2026);
- The London Plan (2021);
- London Borough of Hillingdon Local Plan Part 1: Strategic Policies (2012); and
- London Borough of Hillingdon Local Plan Part 2: Development Management Policies (2020).

2.1.2 It should be noted that whilst the Draft London Plan (2026) was published in July 2026, at the time of writing, the Draft London Plan is in a public consultation period, before the examination in public and final adoption stages progress in 2027/2028. As such, it has not been reviewed in detail as part of this assessment.

## 2.2 National Policy

### National Planning Policy Framework (2026)

2.2.1 The NPPF, published in August 2026, sets out the Government's planning policies for England and how these should be applied. The NPPF includes national decision-making policies which are directly relevant to the consideration of development proposals.

2.2.2 The NPPF provides specific policy guidance in relation to freight and logistics development, together with the location, design and assessment of development which generates significant levels of movement. The policies of particular relevance to the development proposals are summarised below.

#### Policy E3: Freight and Logistics

2.2.3 Policy E3 relates specifically to freight and logistics development and associated infrastructure. The policy states that, to support the effective and efficient movement of goods, development proposals for freight and logistics uses should:

- have good access to transport networks, including via sustainable transport modes where possible, appropriate to the type of development;
- be sited and designed to limit environmental impacts, including through measures which can limit vehicle movements, with impacts on local residents and neighbouring uses being acceptable taking into account proposed mitigation; and

- provide sufficient and secure parking for lorries and other vehicles to cater for the anticipated use.

2.2.4 Policy E3 therefore recognises the particular locational and operational requirements associated with freight and logistics development, including the importance of appropriate access to transport networks and suitable provision for the vehicles associated with such uses.

### Policy TR3: Locating Development in Sustainable Locations

2.2.5 Policy TR3 states that development proposals which could generate a significant amount of movement should be located where they can support sustainable patterns of movement, enable good accessibility for different users and make effective use of existing or proposed transport infrastructure.

2.2.6 In particular, development proposals should be located so as to limit the need to travel by private car and offer a genuine choice of transport modes, taking into account the nature of the development and its location. Opportunities should also be taken to utilise existing or proposed transport infrastructure.

2.2.7 Policy TR3 further requires any significant adverse impacts from development on the transport network, in terms of capacity and congestion, or on highway safety, to be mitigated to an acceptable degree using a vision-led approach.

### Policy TR4: Street Design, Access and Parking

2.2.8 Policy TR4 requires transport considerations to be integral to the design of development proposals. Development should provide safe, suitable and inclusive access for all users and incorporate facilities which prioritise sustainable transport.

2.2.9 The policy also requires development proposals to minimise conflicts between different road users, allow for the efficient delivery of goods and access by service and emergency vehicles, and provide an appropriate level of parking having regard to the nature and location of the development.

### Policy TR6: Assessing Transport Impacts

2.2.10 Policy TR6 states that development proposals likely to generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, depending on the extent and significance of the transport issues involved, which is proportionate to the nature and scale of development. Such proposals should also be supported by a Travel Plan setting out how sustainable transport objectives will be delivered, monitored and managed over time.

2.2.11 Transport Assessments, Transport Statements and Travel Plans should reflect the transport vision for the development and the wider transport strategy for the area in which it is located.

2.2.12 In assessing movement patterns and potential impacts, including whether impacts are considered to be severe, reasonable future scenarios should be considered. This should take account of impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation, the promotion of sustainable modes of travel and the transport vision for the development.

2.2.13 Policy TR6 confirms that development proposals should be refused where they would result in a severe adverse impact on the transport network, in terms of capacity and congestion including cumulative impacts, or an unacceptable impact on highway safety. This assessment should take into account proposed mitigation measures and any wider network improvements, including measures which support sustainable patterns of movement. The policy applies both during the construction phase and following completion of the development.

## 2.3 The London Plan

### The London Plan (2021)

2.3.1 The London Plan 2021 sets out the strategic framework for how London will develop over the next 20-25 years. All London Borough Local Planning Authorities' Development Plans are legally required to be in 'general conformity' with the London Plan. This is to ensure an integrated London planning system, which is joined up and reflective of the overall strategy for London, can develop sustainably.

2.3.2 Chapter 10 of the London Plan focuses on Transport and outlines key policies to support sustainable development, with the policies relating to the development proposals summarised below:

#### Policy T1: Strategic Approach to Transport

2.3.3 Policy T1 states that an integrated strategic approach to transport is needed, along with ambitious aims to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. As such, "all *development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

2.3.4 In addition, Policy T1 highlights that development proposals should facilitate the delivery of the target of 80% of all trips in London being made by active and public transport by 2041.

### Policy T2: Healthy Streets

2.3.5 Policy T2 focuses on the Healthy Streets approach to development proposals, which has been applied to the preparation of the accompanying Transport Assessment. Furthermore, this policy states that development proposals should "*promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities*".

### Policy T4: Assessing and mitigating transport impacts

2.3.6 Policy T4 states that development proposals "*should reflect and be integrated with current and planned transport access, capacity and connectivity*". In addition, it is noted that when required in accordance with national or local guidance, transport assessments "*should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development"*.

### Policy T5: Cycling

2.3.7 Policy T5 states that "*development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle*", which will be achieved by "*supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*" and "securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located".

2.3.8 Furthermore, cycle parking should be provided in accordance with the minimum standards set out within the relevant national and local policies.

2.3.9 Policy T5 also recommends that in places of employment, supporting facilities are provided, including changing rooms, lockers and shower facilities, recommending that least two lockers are be provided per three long-stay spaces and at least one shower is provided per ten long-stay spaces. Accessible facilities should also be provided.

2.3.10 Further detail on the proposed cycle parking provision is set out in Chapter 5.

### Policy T6: Car Parking

2.3.11 Policy T6 states that "*car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity*", whilst appropriate provision is provided for Blue Badge holders and electric vehicle charging infrastructure for "*electric or other Ultra-Low Emission vehicles*". In addition, it is noted that redeveloped sites should provide parking to reflect the development proposals and "*not be re-provided at previous levels where this exceeds the standards set out in this policy*".

2.3.12 Further detail on the proposed car parking strategy is set out in Chapter 5.

### Policy T7: Deliveries and Servicing

2.3.13 Policy T7 requires development proposals to facilitate safe, clean and efficient deliveries and servicing. Adequate provision should be made for servicing, storage and deliveries off-street, with DSPs prepared with regard to TfL guidance and the scale and complexity of the development.

## 2.4 Local Policy

### The LBH Local Plan Part 1 (2012)

2.4.1 The LBH Local Plan Part 1 sets out the strategic planning framework for the Borough, including the overarching approach to transport and employment development.

2.4.2 The site is located within a designated Strategic Industrial and Business Area and forms part of Stockley Park, which is identified as an important employment location within the Borough. The Local Plan seeks to protect and enhance employment land and support appropriate employment-generating uses.

2.4.3 The Local Plan seeks to promote sustainable forms of transport, improve accessibility and reduce reliance on the private car. Strategic Objective 12 seeks to:

*"Reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans."*

2.4.4 Policy T1, 'Accessible Local Destinations', supports access to development by sustainable modes, including walking, cycling and public transport. Of particular relevance to the development proposals, the policy also seeks to encourage freight traffic to use the highest order roads wherever possible.

2.4.5 Policies T2 and T3 further support improvements to public transport connectivity and sustainable transport links between residential areas, employment areas and transport interchanges.

### LBH Local Plan Part 2 (2020)

2.4.6 The LBH Local Plan Part 2 provides detailed development management policies which build upon the strategic objectives established within Part 1. The transport policies of particular relevance to the development proposals are summarised below.

2.4.7 Policy DM3, 'Office Development', identifies Stockley Park as a preferred location for office growth. Where proposals involve the loss of office floorspace, the policy establishes criteria relating to marketing, the continued viability of the site for office use and the potential effect upon surrounding employment uses. The planning considerations associated with the proposed change in employment use are addressed separately within the wider planning submission.

### Policy DMT 1: Managing Transport Impacts

2.4.8 Policy DMT 1 requires development proposals to meet their transport needs and address transport impacts in a sustainable manner. Development should be accessible by public transport, walking and cycling; maximise safe and inclusive accessibility; adequately address delivery and servicing requirements; and avoid significant adverse transport impacts on the local and wider environment, particularly the Strategic Road Network (SRN).

### Policy DMT 2: Highways Impacts

2.4.9 Policy DMT 2 requires safe and efficient vehicular access to the highway network and seeks to minimise impacts upon highway safety, local amenity and congestion. Of particular relevance to the development proposals, traffic should be routed by the most direct means to the SRN, avoiding local distributor and access roads, with suitable mitigation provided where necessary to address impacts upon the capacity and operation of the highway network.

### Policy DMT 5: Pedestrians and Cyclists

2.4.10 Policy DMT 5 requires development proposals to provide safe, direct and inclusive access for pedestrians and cyclists, connecting development to the wider network. This includes the retention and enhancement of existing routes where appropriate, provision of a high-quality interface with the public realm and suitable cycle parking and changing facilities.

### Policy DMT 6: Vehicle Parking

2.4.11 Policy DMT 6 requires development proposals to have regard to the Council's adopted parking standards to facilitate sustainable development and address potential impacts relating to congestion and amenity. Variations may be considered where appropriately justified through the supporting transport assessment and Travel Plan.

### Policy DMT 7: Freight

2.4.12 Policy DMT 7 is of particular relevance to the industrial and warehouse elements of the development proposals. Development generating a high number or intensity of freight movements, including logistics and distribution uses, is required to demonstrate that:

- it is conveniently located to enable direct routing to the SRN; and
- there would be no deleterious impact upon residential areas, local air quality, local amenity or the highway network.

2.4.13 The transport strategy and assessment presented within this HSTA have therefore been developed having regard to the above policy requirements, including the accessibility of the site by sustainable modes, the safe and efficient operation of the highway network, appropriate provision for parking and servicing, and the routing and potential impacts of freight traffic.

## 2.5 Summary

2.5.1 On the basis of the above, national, regional and local planning policy seeks to support sustainable economic and employment growth, including the provision of appropriately located industrial, logistics and employment uses, whilst promoting sustainable patterns of travel and reducing reliance on the private car.

2.5.2 The development proposals respond positively to these policy objectives through the provision of employment-generating uses within an established strategic employment location. In particular, national and local policy recognises the specific locational and operational requirements of industrial, logistics and freight-generating development, including the importance of good access to the transport network and the ability for freight traffic to route efficiently towards the SRN.

2.5.3 Transport policy also requires development to maximise opportunities for travel by walking, cycling and public transport; provide appropriate parking, servicing and delivery arrangements; and ensure that development can be safely and satisfactorily accommodated by the surrounding transport network.

2.5.4 The policy and guidance identified within this chapter have informed the transport strategy, methodologies and assessments presented throughout this TA. As demonstrated within the subsequent chapters, the site benefits from access by a range of transport modes, appropriate provision is made for the operational and servicing requirements of the proposed uses, and the development would not result in an unacceptable impact on highway safety or a severe adverse impact on the operation of the transport network.

2.5.5 Overall, the development proposals are considered to accord with the relevant national, London-wide and LBH transport policy objectives, whilst supporting the continued economic and employment function of Stockley Park.

# 3. Baseline Conditions

## 3.1 Overview

3.1.1 This chapter reviews the existing transport and highways conditions within the vicinity of the site, with a focus on sustainable transport and connectivity.

## 3.2 Site Location

3.2.1 The site is located within the north western corner of Stockley Park, an established business park approximately 2.5km southwest of Uxbridge. As an established business park, it also benefits from ancillary retail units, a Nuffield Health Fitness and Wellbeing Gym and a hotel.

3.2.2 The site is bounded by Bennetsfield Road to the north, Longwalk Road to the east and the A408 Stockley Road to the west, with the wider area comprising predominantly industrial and employment uses.

3.2.3 The site comprises two adjacent plots, 1 & 2 Longwalk Road (Units 100 and 200), with a combined GIA of 12,267sqm, with the individual units comprising 7,410sqm and 4,857sqm, respectively.

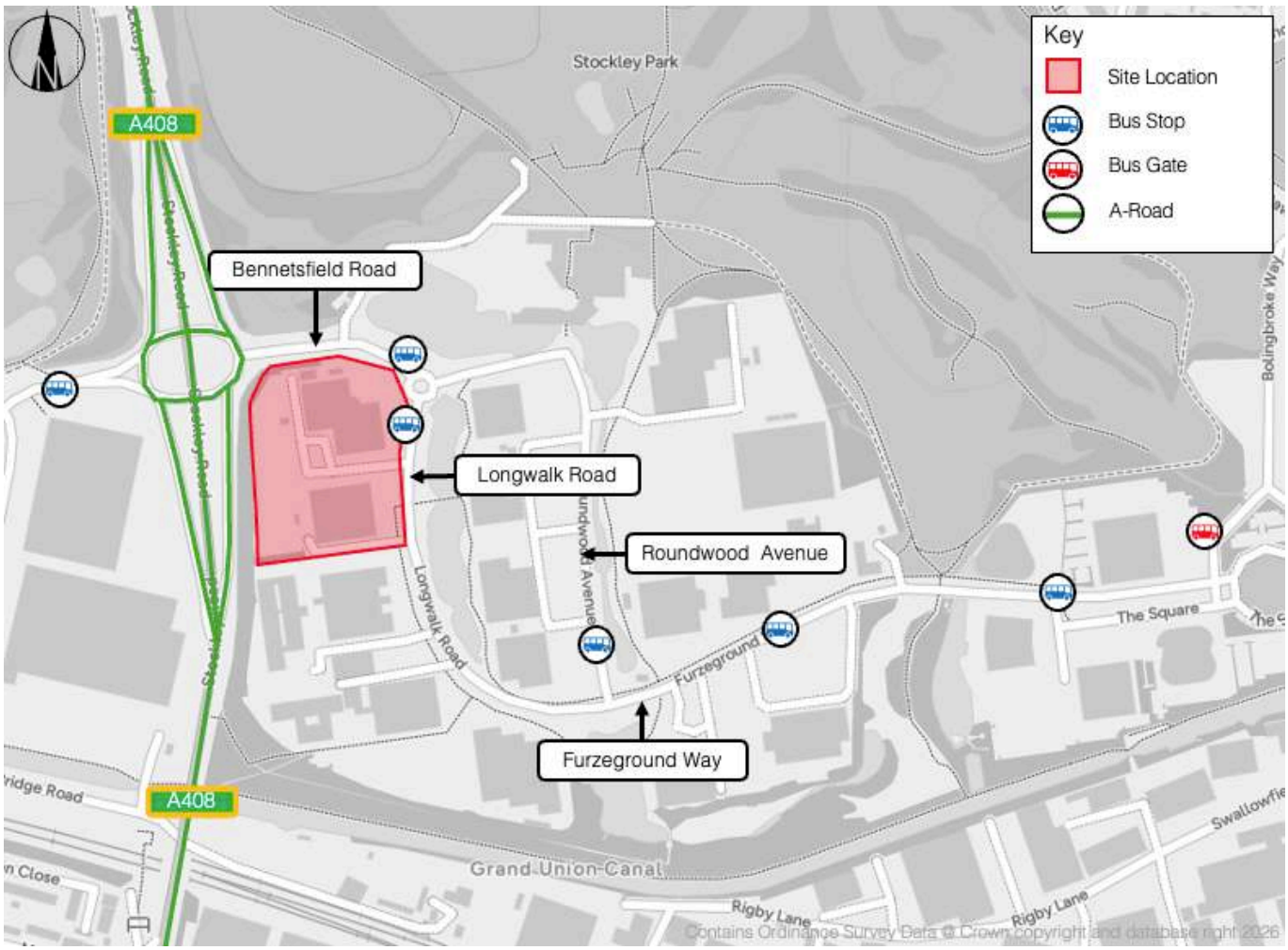
3.2.4 The site currently has 380 car parking spaces, equating to one space per 32 sqm. Parking is predominantly to the rear of the units in the form of surface-level car parks.

3.2.5 Stockley Park is accessed from the A408 Stockley Road via Bennetsfield Road, to the north, which provides direct access onto Longwalk Road and Roundwood Avenue. Shared use paths facilitate pedestrian and cycle movements into the site from Stockley Park Roundabout to Longwalk Road and the existing site access.

3.2.6 A secondary access is provided to the east of Stockley Park from the A437 Dawley Road via Bolingbroke Way, although this is restricted to buses and emergency vehicles. A bus gate and no-entry signs at the southern end of The Square prevent general traffic from travelling north via Bolingbroke Way. A footway is located adjacent to the bus gate on Bolingbroke Way, providing pedestrian and cycle access into the site from the east.

3.2.7 The site location in relation to the local road network and nearest bus stops is demonstrated on Figure 3.1.

Figure 3.1 Site Location




## 3.3 Sustainable Transport Infrastructure

### Walking and Cycling

3.3.1 Existing pedestrian and cycle infrastructure is provided within Stockley Park, supporting active travel movements within the site and connectivity to the wider area. Footways within Stockley Park are noted to be of good quality and well-landscaped with tree-lined shaded paths. The footways also benefit from being well-lit, with several crossings provided within the site, characterised by dropped kerbs and tactile paving. The area also benefits from wayfinding signage and street furniture that support inclusive access and encourage active travel.

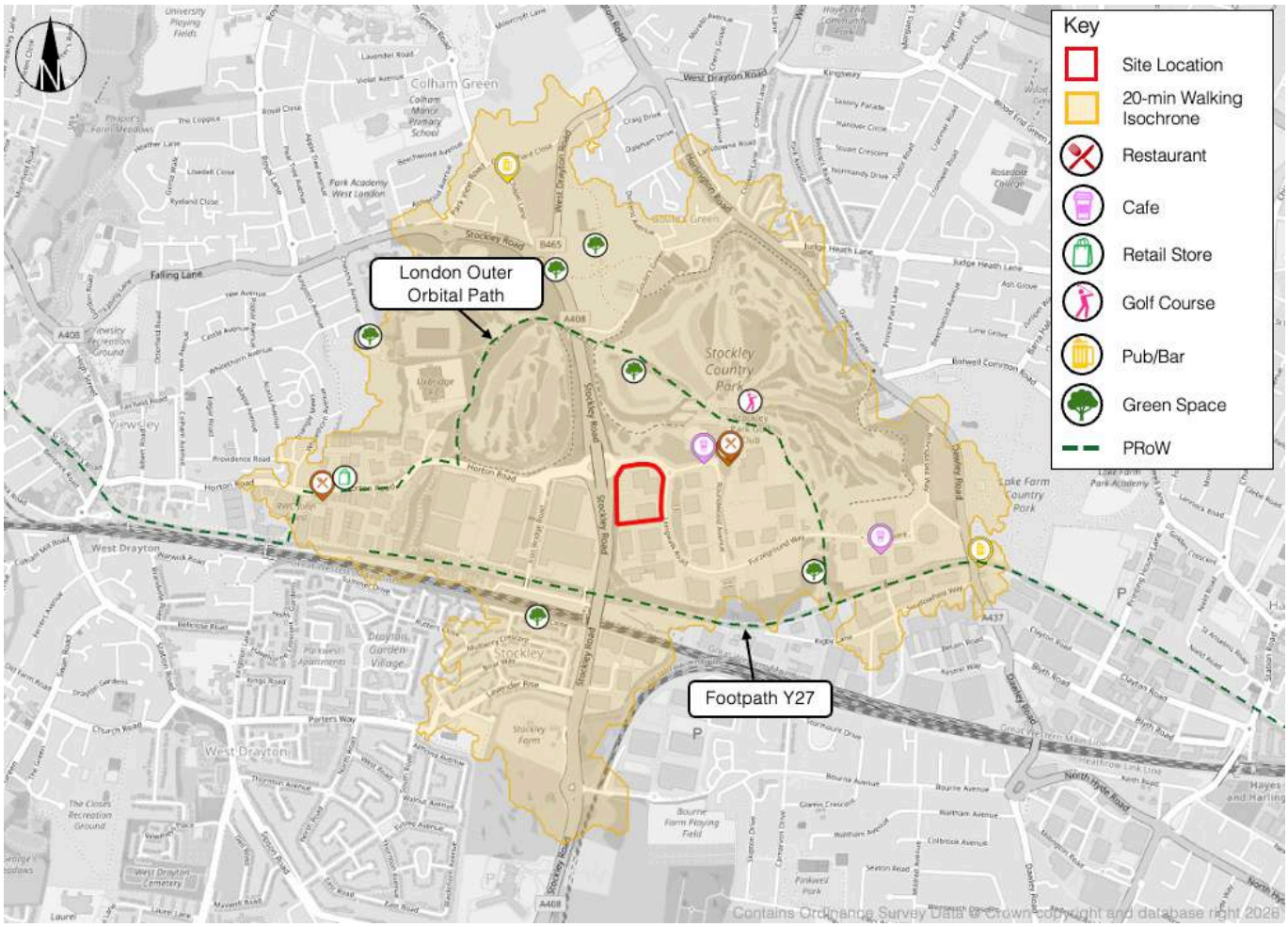
3.3.2 It should also be noted that raised table crossings are present throughout Stockley Park, in addition to a zebra crossing located approximately 50m north of the site access, on the southern arm of the Bennetsfield / Longwalk Road roundabout.

3.3.3 Footpath Y27, which forms part of the Public Right of Way (PRoW) network within the vicinity of the site, is located approximately 500m south of the site along the Grand Union Canal towpath and accessed via Longwalk Road and a footpath within Stockley Park. This route provides pedestrian and cycle access to surrounding residential areas, including West Drayton and Uxbridge, in addition to the West Drayton and Hayes & Harlington Railway Stations.

3.3.4 Additionally, Section 11 of the London Outer Orbital Path (LOOP) is located approximately 500m to the north of the site and connects Hayes and Harlington Railway Station to Uxbridge. This route runs through Stockley Country Park, where a shared footway/cycleway is present to facilitate pedestrians and cyclists crossing over the A408 Stockley Road.

3.3.5 A pedestrian accessibility plan, including a 20-minute walking isochrone, is presented in Figure 3.2.

Figure 3.2 Pedestrian Accessibility




3.3.6 There are several local amenities and facilities that are accessible within a 20-minute walking distance from the site, as demonstrated in Figure 3.2. The local amenities accessible by foot from the site are also noted Table 3.1, including their approximate distance and walking duration.

Table 3.1 Local Amenities

| Amenities | Journey Purpose | Approximate Distance | Approximate Walking Time |
|---|---|---|---|
| Synchronised Swimmers | Leisure | 180m | 3 minutes |
| Subway | Retail | 350m | 5 minutes |
| Greggs | Food | 400m | 5 minutes |
| Nuffield Health Fitness | Health/Leisure | 280m | 4 minutes |
| Stockley Park Golf Club | Leisure | 600m | 9 minutes |
| Costa Coffee | Food | 750m | 10 minutes |
| Smoky Boys | Food | 1.3km | 18 minutes |
| Huqqa Garden | Food | 1.3km | 18 minutes |
| The Woolpack | Food/Bar | 1.3km | 18 minutes |

3.3.7 With regard to cycling, secure cycle parking facilities are available throughout Stockley Park, supporting the use of active modes by staff and visitors of the site. Advisory cycle lanes are also provided on the A408 Stockley Park roundabout, which then merge with the traffic lanes upon each exit arm. In addition to the above, there are a number of 'borrow bikes' available for occupiers of the site to travel around the wider Stockley Park site during the working day.

3.3.8 The site is located approximately 300m north of the London Cycle Network Route C, which provides connectivity between the site and Central London. The route begins at West Drayton and runs in a west-east direction towards Kensal Town.

3.3.9 Additionally, two National Cycle Network (NCN) routes are located to the northwest of the site, accessible from the site within an approximate 19-minute cycle. These routes (NCN Route 6 and Route 61) can be accessed via The Grand Union Canal, partially utilising London Route C. Route 6 routes north from London towards the Lake District, passing through Market Harborough, Kendal and Windermere. Route 61 routes from Maidenhead to Hatfield, Welwyn Garden City, Hertford, and Hoddesdon.

3.3.10 The Grand Union Canal also provides off-road cycle connectivity between the site and Hayes and Harlington Railway Station, in addition to West Drayton Railway Station, both of which provide rail connectivity into central London and towards Reading. In 2020/2021, the Grand Union Canal had approximately 3.8km of towpaths widened and resurfaced between Hayes and Yiewsley, enhancing the accessibility of the route.

3.3.11 Images of the Grand Union Canal, captured during the Active Travel Zone (ATZ) assessment undertaken to inform the HSTA, are provided in Figure 3.3.

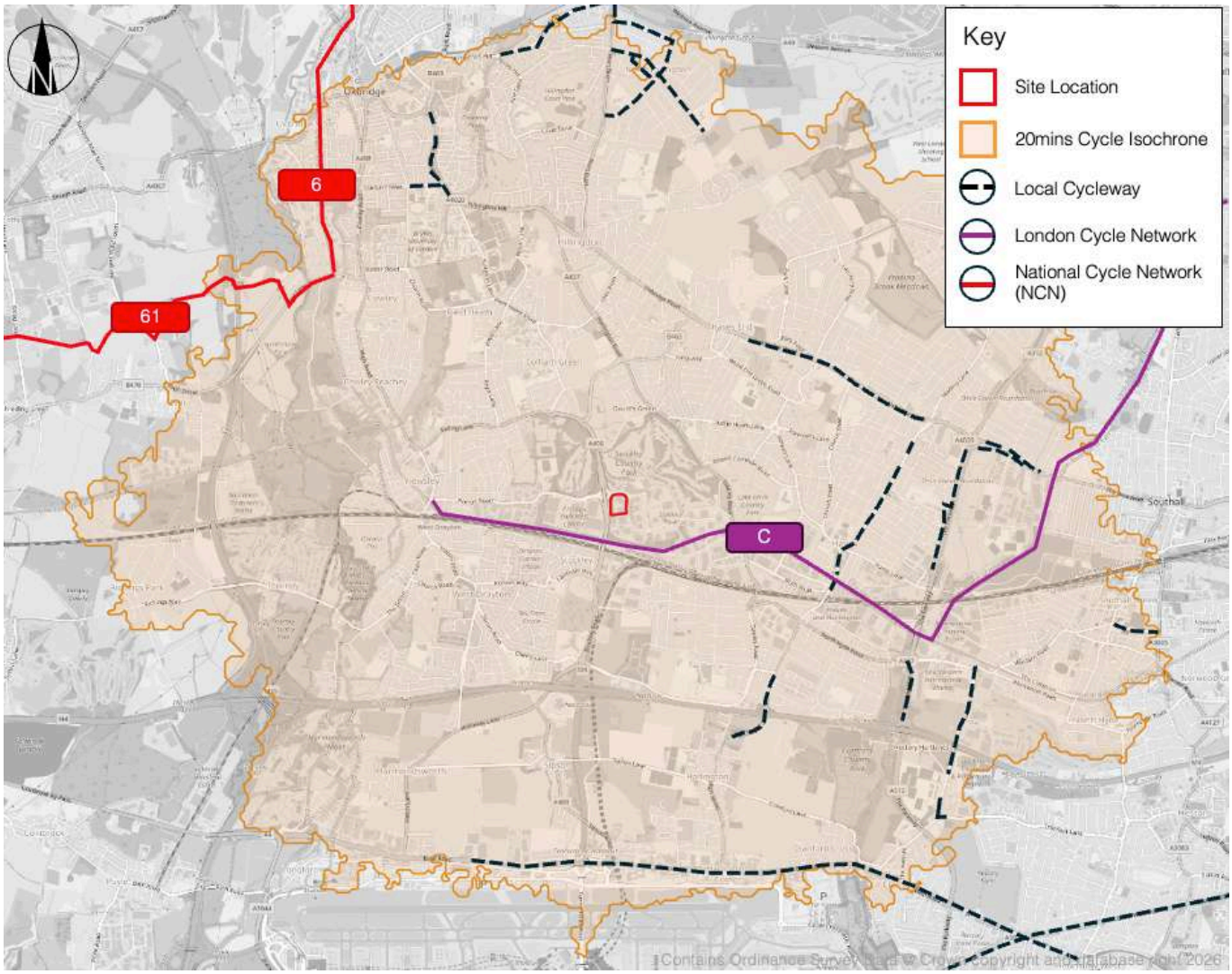
## Figure 3.3 Grand Union Canal





3.3.12 A cycle accessibility plan, showing the local and national cycle routes within a 20-minute cycle from the site is presented in Figure 3.4.

## Figure 3.4 Cycling Accessibility



3.3.13 In addition to the above, it should be noted that Stockley Park operates a number of sustainable transport initiatives, including a walking club every first Monday of the month and a pop-up bike clinic to encourage people to take up sustainable travel modes, with the information provided via the Stockley Park website as well as on signs throughout the park.

3.3.14 This is also supported by the site-wide Stockley Park Travel Plan, which seeks to further encourage employees and visitors at the park to travel by more sustainable modes.

## 3.4 Public Transport Accessibility

3.4.1 The site is noted to have a Public Transport Accessibility Level (PTAL) 1B and 2, with the site access and a section of the northern section having a PTAL of 2, whilst the remaining area of the site has a PTAL of 1B. Although this represents a relatively poor accessibility level, the site is located within an established employment zone, with its surrounding local active and public transport network providing opportunities for sustainable travel to and from the site.

3.4.2 In addition, the Public Transport Accessibility Index (PTAI) assesses the public transport accessibility of a site based on available public transport services surrounding the site. The PTAI assessment typically uses the Tra 01 Calculator to provide an indicator of the accessibility and density of the public transport networks at a point of interest and issues BREEAM credits in accordance with the building type being assessed. The PTAI is determined by entering the following information:

- The distance (m) from the main building entrance to each compliant public transport node (any bus service within 650m and any railway station within 1000m via safe pedestrian routes);
- The public transport type(s) serving the compliant node (e.g. bus or rail);
- The average number of services stopping per hour at each compliant node during the standard operating hours of the building for a typical day.

3.4.3 As the site falls within Greater London, the PTAI should be taken from TfL's Webcat 3.0 online PTAL score, which is automatically calculated using the same methodology as outlined above.

3.4.4 As the site lies across a number of different sectors within the PTAL calculator, an average has been taken of the four most central sectors to determine the PTAI of the site. This gives the site a PTAI score of 4.84. The PTAL reports used to determine the PTAI are provided in Appendix B.

3.4.5 This PTAI score will be used to inform the BREEAM assessment from a transport perspective, which is detailed further in the FTP submitted alongside this TA.

### Bus

3.4.6 Longwalk Road (Stop J) bus stop is the nearest bus stop to the site, located approximately 15m south of the site access on Longwalk Road. The bus stops are provided with a sheltered waiting area and flag poles with bus information and are also accessible via a step-free route. Additionally, TfL bus services are all fitted with access ramps to support step-free access.

3.4.7 This bus stop is served by the U5, 350 and A10 services operated by Transport UK London Bus and Metroline. An overview of the services is provided in Table 3.2.

**Table 3.2 Local Bus Services Overview**

| Bus Service | Route | Average Weekday Frequency |
|---|---|---|
| U5 | Uxbridge – Hayes Town | Every 10-14 minutes |
| 350 | Heathrow T5 – Hayes Town | Every 20 minutes |
| A10 | Heathrow Central Bus Station – Uxbridge | Every 20 minutes |

3.4.8 It should also be noted that Stockley Park provides a free shuttle bus service (easitStockley Plus+) between the site and Hayes and Harlington Railway Station as part of their easitStockley Park sustainable travel initiative. As noted within the 2026 Stockley Park Travel Plan, the shuttle bus operates every 20-minutes during weekdays (Monday to Friday) between 06:45-10:05 and 16:00-19:00 to account for peak commuting hours.

### Rail

3.4.9 The nearest railway station to the site is the Hayes & Harlington Railway Station, which is located approximately 2.6km east of the site and served by the Elizabeth Underground Line. Hayes & Harlington Railway Station is accessible from the site within a 12-minute bus journey via the U5 or 350 bus services, or a ten-minute cycle via the Grand Union Canal.

3.4.10 Hayes & Harlington Railway Station provides step-free access from all platforms to the street and benefits from approximately 76 cycle parking spaces. The station benefits from approximately 116 car parking spaces, of which four are blue badge spaces, provided in the form of surface level car park.

3.4.11 An overview of the railway services operating at Hayes & Harlington Railway Station are summarised in Table 3.3.

Table 3.3 Rail Services from Hayes & Harlington Rail Station

| Destination | Weekday | | Saturday | | Sunday | |
|---|---|---|---|---|---|---|
| | Operating Hours | Average Frequency | Operating Hours | Average Frequency | Operating Hours | Average Frequency |
| Shenfield | 06:32 – 23:43 | 30 minutes | 08:32 – 23:44 | 30 minutes | 07:46 – 22:12 | 30 minutes |
| Abbey Wood | 02:53 – 23:35 | 6 minutes | 05:27 – 23:40 | 15 minutes | 07:58 – 22:06 | 15 minutes |
| Reading | 03:51 – 23:05 | 30 minutes | 03:50 – 23:05 | 30 minutes | 07:02 - 22:57 | 30 minutes |
| Heathrow Airport (T4/T5) | 04:53 – 23:44 | 15 minutes | 04:53 – 23:45 | 15 minutes | 05:28 – 23:34 | 15 minutes |

3.4.12 West Drayton Rail Station is also located approximately 2.2km west of the site, approximately a seven-minute cycle or 14-minutes utilising the U5 or 350 bus service. West Drayton Station is also served by the Elizabeth Line, with comparable services to those at Hayes & Harlington Station.

3.4.13 On the basis of the above, it is evident that the site is well connected by rail services, providing frequent services throughout the day to a range of destinations across London, westbound towards Reading and eastbound towards Shenfield.

## 3.5 Local Road Network

3.5.1 The road network within Stockley Park, including Bennetsfield Road, Longwalk Road, Roundwood Avenue, Furzeground Way and The Square, is subject to a 20mph speed limit.

3.5.2 The primary vehicle access is to the northwestern corner of Stockley Park, via the A408 Stockley Road and Bennetsfield Road. To the east, vehicular access is only permitted for buses, emergency and servicing vehicles.

3.5.3 The site is within proximity to key strategic roads, including the A408 Stockley Road. The A408 Stockley Road is a dual carriageway located to the west of the site and comprises a 50mph speed limit. It forms the primary arterial route between Uxbridge, Hayes, Heathrow Airport and routes southbound towards the M4 Junction 4, providing onward connections to central London and the wider SRN via the M25 Junction 15.

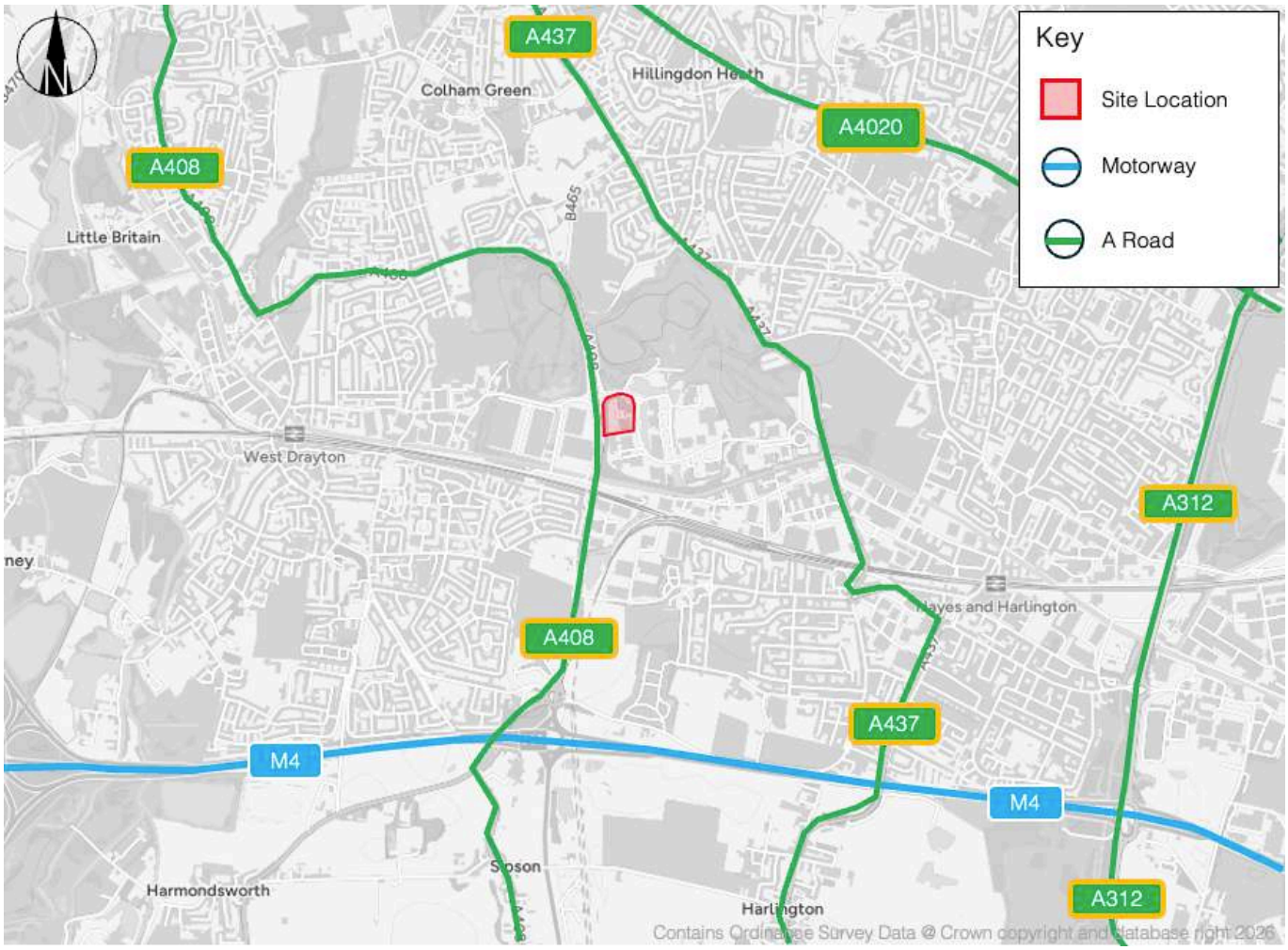
3.5.4 The M4 provides connectivity to the wider area, forming an essential east-west corridor between London and South Wales, enabling access to Slough, Reading and Swindon, serving both regional and national demand.

3.5.5 The A437 is located to the east of the site, which is a single carriageway subject to a 30-mph speed limit. The A437 routes through Hayes on a north-south alignment, connecting to Heathrow Airport to the south and Hillingdon in the north.

3.5.6 With regard to wider connectivity, the A312 is located to the east of the site and routes from Hampton to Hayes, connecting to the M4 and Heathrow Airport to the south and the A4020 and M40 to the north. In addition, the A4020 is located to the north of the site, which is a dual carriageway providing east-west connectivity between Acton and Uxbridge

3.5.7 The local highway network within the vicinity of the site is demonstrated on Figure 3.5.

Figure 3.5 Local Road Network




## 3.6 Stockley Park Access and Parking Management

3.6.1 Stockley Park operates as a managed business park, with access, parking and movement within the estate subject to established management arrangements.

3.6.2 Access to Stockley Park is monitored from a security lodge located at the main entrance to the estate. The presence of the security lodge provides a visible management presence at the point of entry and assists with the monitoring and management of vehicles entering and leaving the business park.

3.6.3 Parking within Stockley Park is also controlled. Parking restrictions exist along the internal road network, including in the vicinity of the accesses to individual units and the site, restricting indiscriminate on-street parking and helping to maintain clear routes for vehicles travelling through the estate.

3.6.4 More generally, the internal road network forms part of a managed employment environment, with vehicle access, parking and servicing activity capable of being managed as part of the wider operation of Stockley Park. This provides a greater degree of control over vehicle movements and parking behaviour than would typically be available on an unrestricted highway network.

3.6.5 The development proposals would operate within these established management arrangements, alongside the site-specific access, parking, servicing and delivery management measures set out within this HSTA.

## 3.7 Personal Injury Collision Analysis

3.7.1 Personal Injury Collision (PIC) data has been obtained from TfL for the most recent available five-year period between April 2021 and March 2026 to assess the safety of the local road network.

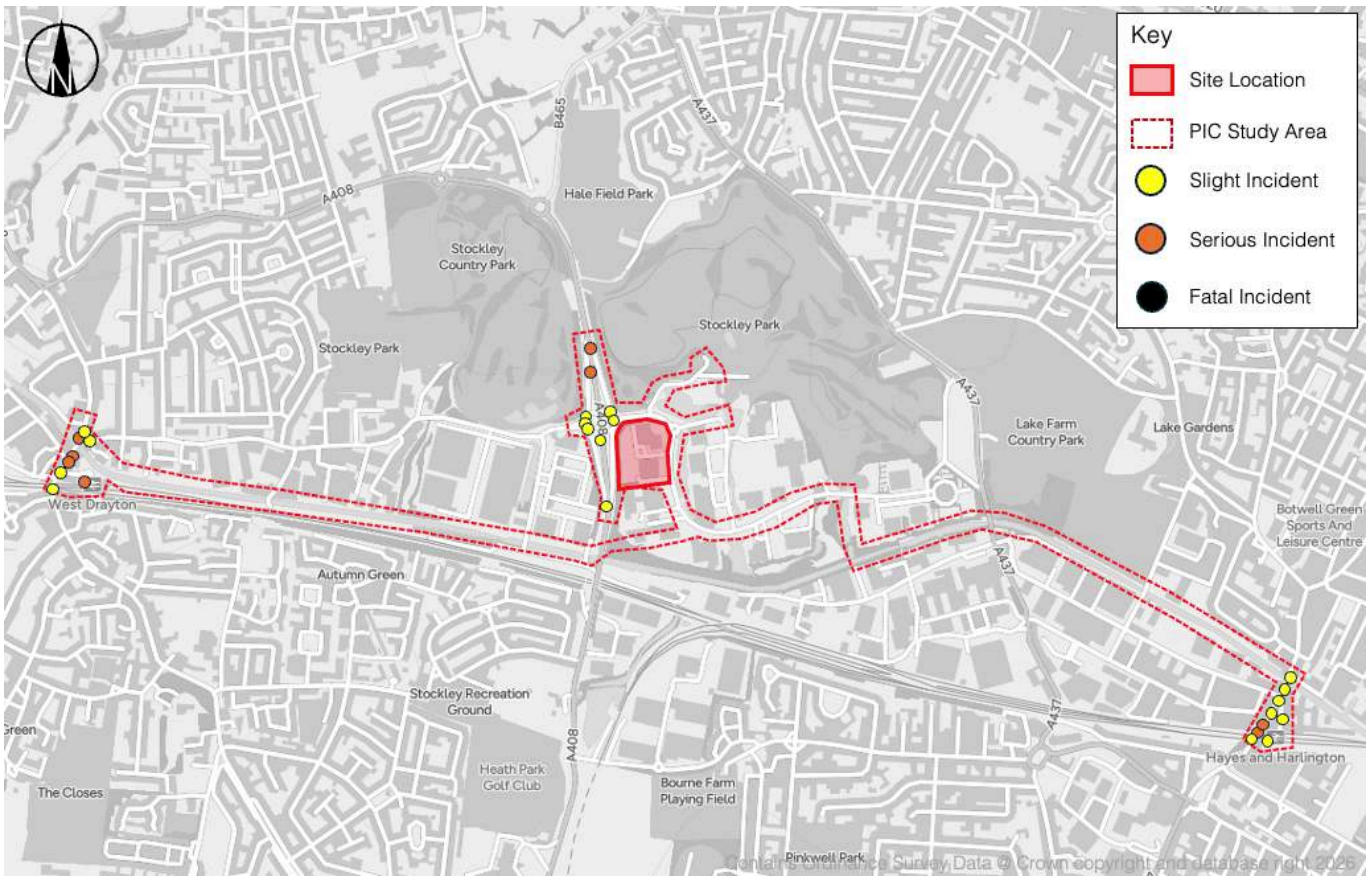
3.7.2 In accordance with the Healthy Streets Transport Assessment Guidance (2019), the scope of the PIC study area covers the extent of the ATZ assessment (detailed in Chapter 4) and key junctions within the vicinity of the site, including Stockley Park Roundabout.

3.7.3 The number and severity of PICs within the study area are shown in Figure 3.6 and presented in Table 3.4.

Table 3.4 Overview of PICs within the Study Area

| Severity | Total | Pedestrian Casualties | Cycle Casualties |
|---|---|---|---|
| Slight | 35 | 14 | 5 |
| Serious | 8 | 5 | 1 |
| Fatal | 0 | 0 | 0 |
| Total | 43 | 19 | 6 |

## Figure 3.6 PIC Data




3.7.4 The data demonstrate that 43 PICs were recorded within the study area across the five-year period, of which 35 (81%) were slight accidents, and eight (19%) were serious. There were no fatal collisions recorded within the study area during this period.

3.7.5 Furthermore, the data presented in Figure 3.6 indicates that there are three clusters of PICs within the study area, including the approach to Hayes and Harlington Railway Station to the east, the approach to West Drayton Railway Station to the west and the Stockley Park Roundabout. The number and severity of collisions at these locations are summarised in Table 3.5.

## Table 3.5 Overview of PICs within the Study Area

| Severity | Stockley Park Roundabout | West Drayton Station (ATZ Route 1) | Hayes and Harlington Station (ATZ Route 2) |
|---|---|---|---|
| Slight | 6 | 9 | 19 |
| Serious | 0 | 4 | 2 |
| Fatal | 0 | 0 | 0 |
| Total | 6 | 13 | 21 |

3.7.6 In line with TfL's ATZ guidance, locations along ATZ routes with clusters of two or more serious collisions, or a single fatality, should be reviewed in more detail. As such, the cluster of collisions located within the vicinity of West Drayton and Hayes and Harlington Railway Stations has been reviewed in more detail below.

3.7.7 Whilst four serious PICs were recorded along the ATZ route from the site to West Drayton Railway Station, a cluster of two serious collisions was recorded on the High Street, within the immediate vicinity of the High Street / Station Road / Bentick Road staggered priority junction. An overview of each collision is provided below:

- The first collision at this location occurred in 2023, approximately 10m south of the junction between High Street and Bentinck Road, during wet conditions and involved one pedestrian and one vehicle.
- The second collision also occurred in 2023 on the High Street near the junction with Horton Road, though did not involve a pedestrian or cyclist. This collision occurred during fine, daylight conditions.
- The third collision occurred in 2025, near the junction between High Street and Bentinck Road and involved one vehicle and one cyclist. At the time of the collision, the conditions were dark and rainy.
- The fourth collision occurred in 2026 on Station Approach during fine but dark conditions and involved one pedestrian and one vehicle.

3.7.8 The cluster of two serious collisions within the vicinity of Hayes and Harlington Railway Station both occurred on the Station Road railway overbridge. Both collisions occurred in 2021 and included a collision between a car and pedestrian at the zebra crossing. The first collision occurred during wet, daylight conditions, whilst the second occurred during dry and daylight conditions.

3.7.9 It should be noted that whilst a cluster of six collisions were also recorded at Stockley Park Roundabout, all collisions at this location were classified with a slight severity. Furthermore, this equates to approximately one collision per year at this location, which is not considered to be a highway safety issue at this junction.

3.7.10 On the basis of the above, it is considered that whilst a small cluster of serious collisions have occurred within the vicinity of the nearest railway stations, there are no significant patterns of concern with the safety of the local highway network surrounding the site. Furthermore, no collisions were recorded within Stockley Park itself.

## 3.8 Staff Mode Share

3.8.1 A staff travel survey was undertaken in late 2025 for the wider Stockley Park site to understand the existing modal split of staff journeys to Stockley Park. The outputs of the survey are presented in Table 3.6.

Table 3.6 Existing Travel Patterns of Stockley Park Staff

| Mode | Modal Split | Number of Respondents |
|---|---|---|
| Walking | 1.68% | 6 |
| Cycling (Manual) | 1.12% | 4 |
| Cycling (EV Bike) | 0.28% | 1 |
| Shuttle Bus | 4.75% | 17 |
| Public Bus | 8.10% | 29 |
| Train | 22.63% | 81 |
| Car (Driver – Alone) | 55.31% | 198 |
| Car Share (Driver) | 2.79% | 10 |
| Car Share (Passenger) | 1.12% | 4 |
| Taxi | 0% | 0 |
| Motorcycle / Scooter | 0% | 0 |
| Other | 2.23% | 8 |
| **Total** | **100%** | **358** |

3.8.2 The data presented above indicates that single occupancy car driver trips are the most prominent mode of travel used by employees at Stockley Park, with 55.31% of surveyed staff travelling by this mode.

3.8.3 However, the data also demonstrates that train is a popular mode of travel to the site, comprising 22.63% of staff trips made to Stockley Park. Public bus accounts for 8.10% of staff trips, whilst shuttle bus accounts for 4.75% of staff trips. Travel by active modes (i.e. walking and cycling) comprises circa 3% of staff trips made to Stockley Park.

3.8.4 It should also be noted that the 2026 Stockley Park Travel Plan indicates that there has been an overall reduction in single-occupancy vehicle trips when compared to the 2021 mode share recorded at the site. The results also show an increase in public transport trips, though a slight decline in active travel trips to the wider park. A contributing factor to the uptake of public transport could be related to the opening of the Elizabeth Line at the Hayes & Harlington Railway Station in May 2022.

## 3.9 Baseline Traffic Position

3.9.1 To establish baseline vehicle movements at Stockley Park, an Automatic Traffic Count (ATC) survey was undertaken within the park between Monday 9th February and Sunday 15th February 2026. ATCs were located on Bennetsfield Road and Longwalk Road, with the Longwalk Road ATC located between the existing two access points to the proposed development site.

3.9.2 As part of the ATC survey, the existing HGV movements were recorded, with the 5-day average for the peak periods and daily period summarised in Table 3.7.

Table 3.7 Existing Two-Way Traffic Movements (5-day average)

| Time | Total Vehicles | HGVs | | Bus | |
|---|---|---|---|---|---|
| | | Total | % | Total | % |
| Bennetsfield Road (Stockley Park Access) | | | | | |
| AM Peak (08:00-09:00) | 203 | 24 | 12% | 6 | 3% |
| PM Peak (17:00-18:00) | 195 | 22 | 11% | 7 | 4% |
| Daily (24-Hour) | 2,251 | 372 | 17% | 116 | 5% |
| Longwalk Road (Adjacent to Proposed Development) | | | | | |
| AM Peak (08:00-09:00) | 65 | 13 | 20% | 5 | 8% |
| PM Peak (17:00-18:00) | 69 | 10 | 14% | 4 | 6% |
| Daily (24-Hour) | 819 | 177 | 22% | 72 | 8% |

3.9.3 As demonstrated in Table 3.7, Stockley Park is noted to have a number of HGV and bus movements recorded, making up between 10-20% of peak hour traffic and circa 20-30% of daily traffic. On this basis, larger servicing vehicles are already noted to serve Stockley Park, and therefore, the existing road surfacing is considered to be suitable.

3.9.4 Notwithstanding this, the Stockley Park estate management team regularly monitor vehicle activity across the wider site, and defects to road surfacing are noted and made good as appropriate.

## 3.10 Summary

3.10.1 The site is located within the established Stockley Park business park, approximately 2.5km southwest of Uxbridge, and benefits from a good level of pedestrian and cycle infrastructure, including well-maintained and lit footways, shared-use paths, raised table crossings, tactile paving and wayfinding. The site has access to the Grand Union Canal towpath and wider PRoW network, while London Cycle Network Route C and National Cycle Network Routes 6 and 61 provide wider cycling connectivity. A range of local amenities are also accessible on foot.

3.10.2 Despite the site's PTAL rating of 1B/2, the surrounding public transport network provides opportunities for sustainable travel to the site via the nearby bus stops on Longwalk Road and railway stations served by the Elizabeth Line, offering connectivity to London, Reading, Shenfield and Heathrow Airport. This is further complemented by initiatives run within Stockley Park, including the easitStockley Plus+ bus service.

3.10.3 The site is well connected to the local and strategic highway network. The site is accessed primarily via Bennetsfield Road and Longwalk Road, with a secondary restricted access from Dawley Road. The surrounding Stockley Park network is subject to a 20mph speed limit, while the nearby A408 provides strategic connectivity towards Uxbridge, Hayes, Heathrow Airport and the wider SRN.

# 4. Healthy Streets and Vision Zero

## 4.1 Introduction

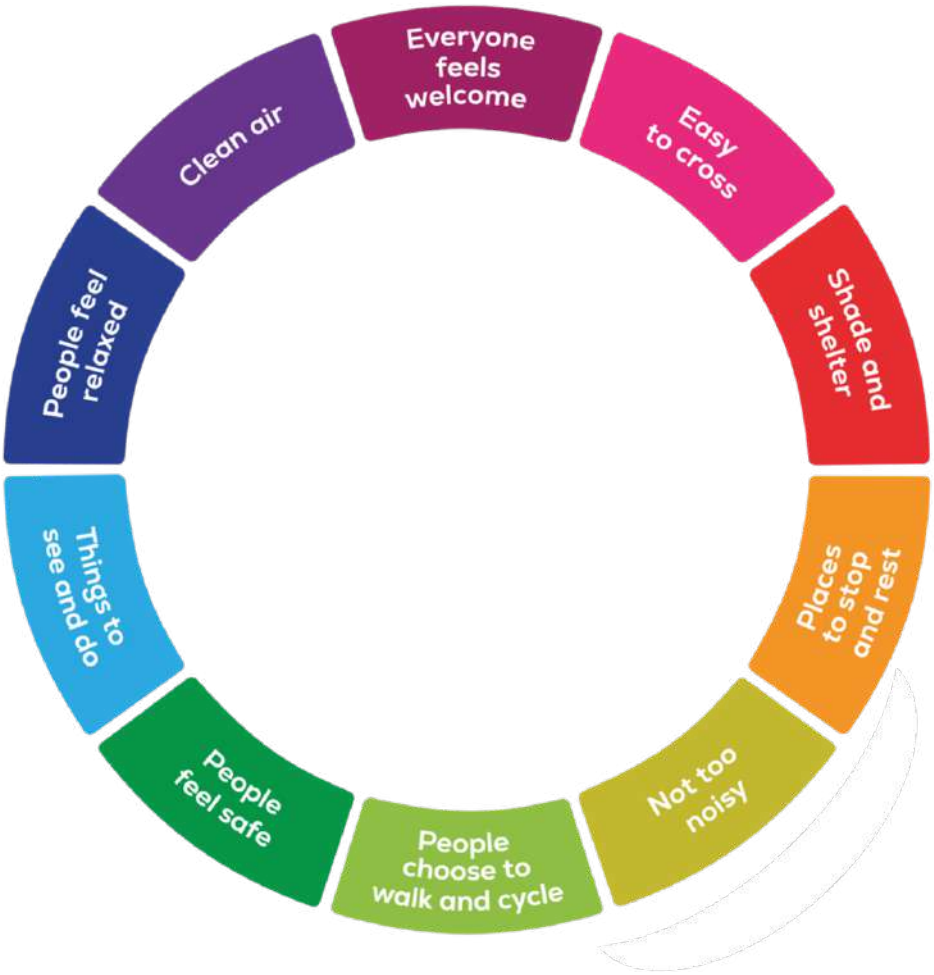
4.1.1 This chapter outlines the approach to TfL's Healthy Streets and Vision Zero guidance in relation to transport and new development, in addition to the outputs of the ATZ assessment undertaken during the preparation of this HSTA.

## 4.2 Healthy Streets for London

4.2.1 The Healthy Streets for London document sets out TfL's vision for encouraging people to be more active and to shift away from a sedentary lifestyle, with an aim to increase the number of people walking, cycling and using public transport.

4.2.2 TfL's ambition is for everyone living in London to enjoy the benefits of being active through walking and cycling for at least 20 minutes a day. To realise this vision, TfL has created a 'Healthy Streets' approach to development, which is to be adopted by developers and be informed by the ten 'Healthy Streets' indicators, which are demonstrated in Figure 4.1.

Figure 4.1 TfL's Healthy Street Indicators



4.2.3 The ten Healthy Streets indicators are detailed as follows:

- Pedestrians from all walks of life: London's streets should be welcoming places to walk, spend time in and engage in community life.
- People choose to walk, cycle and take public transport: Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if the volume and dominance of motor traffic is reduced and the experience of being on streets is improved.
- Easy to cross: Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.
- Places to stop and rest: A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on streets.
- Clean Air: Improving air quality delivers benefits for everyone and reduces unfair health inequalities.
- Shade and Shelter: High winds, heavy rain and direct sun exposure can impact the ability for people to travel and spend time in the street and as such shade and shelter is important.
- People feel safe: The whole community should feel comfortable and safe on streets at all times. People should not feel worried about road danger or experience threats to their personal safety.
- People feel relaxed: A wider range of people will choose to walk or cycle if streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.
- Not too noisy: Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments, and encourage active travel and human interaction.
- Things to see and do: People are more likely to use streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances, so they do not need to drive to get to them.

4.2.4 This HSTA has been developed in accordance with the ten 'Healthy Streets' indicators noted above and is in line with the policy's vision, aiming to create a development that encourages future users of the site to choose sustainable modes of transport over private car journeys, where possible.

## 4.3 Vision Zero

4.3.1 The Mayor's Transport Strategy aims to eliminate all deaths and serious injuries on the London transport network by 2041.

4.3.2 To achieve the above aim, the Vision Zero Action Plan sets out the following:

- Safe speeds: Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of lower speed limits.
- Safe streets: Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes.
- Safe vehicles: Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles.
- Safe behaviours: Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders.
- Post-collision response: Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

4.3.3 As noted in Chapter 3, an assessment of collisions on the local highway network has been undertaken to identify existing road safety issues within the vicinity of the site. Whilst it is noted that there is a cluster of collisions within the vicinity of the nearby railway stations and on Stockley Park Roundabout, there were no significant patterns of concern in relation to the collision data reviewed. Nevertheless, details on potential safety enhancements within the vicinity of the accident clusters, with regard to Vision Zero, are discussed within the outputs of the ATZ assessment.

## 4.4 ATZ Assessment

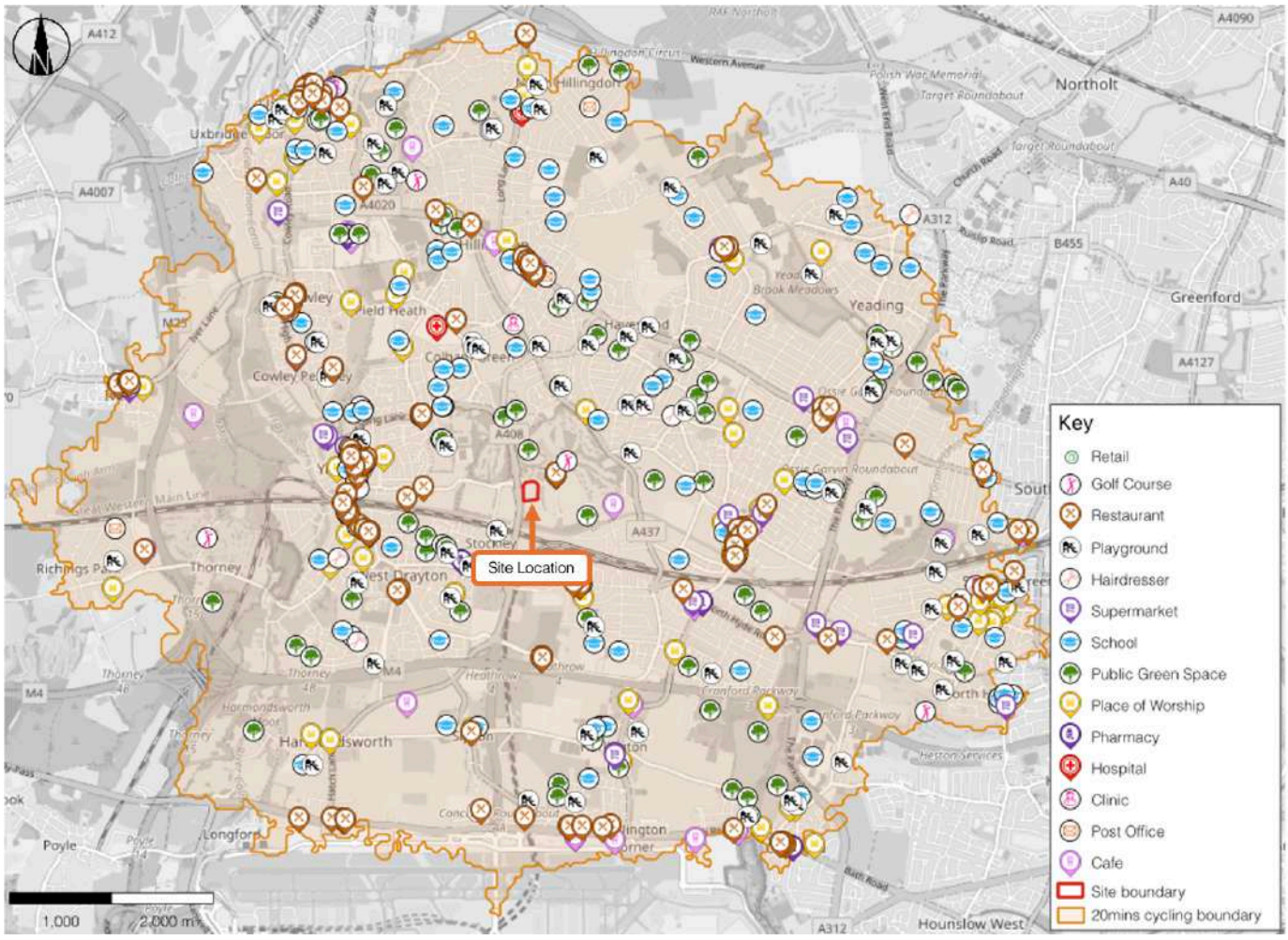
4.4.1 An ATZ assessment has been undertaken in line with TfL's Healthy Streets guidance to assess the existing active and public transport facilities within the vicinity of the site and determine their suitability to support sustainable travel journeys made by people of all abilities.

4.4.2 The ATZ assessment comprises a 20-minute cycling catchment to key destinations, which are considered to be appropriate for users of the site. A particular emphasis has been placed on routes connecting to public transport nodes.

4.4.3 The ATZ assessment has been undertaken with regard to two key considerations; the local amenities that are accessible within a 20-minute cycle and active travel destinations and routes accessible at a neighbourhood scale.

4.4.4 The local amenities that are accessible from the site within a 20-minute cycle, and could be utilised by future staff and visitors of the site, are presented in Figure 4.2. Such amenities include public transport stops, education facilities, places of worship, local medical centres and hospitals, post offices, restaurants, cafés and leisure facilities (i.e. public green spaces).

Figure 4.2 Local Amenities Accessible within a 20-minute Cycle



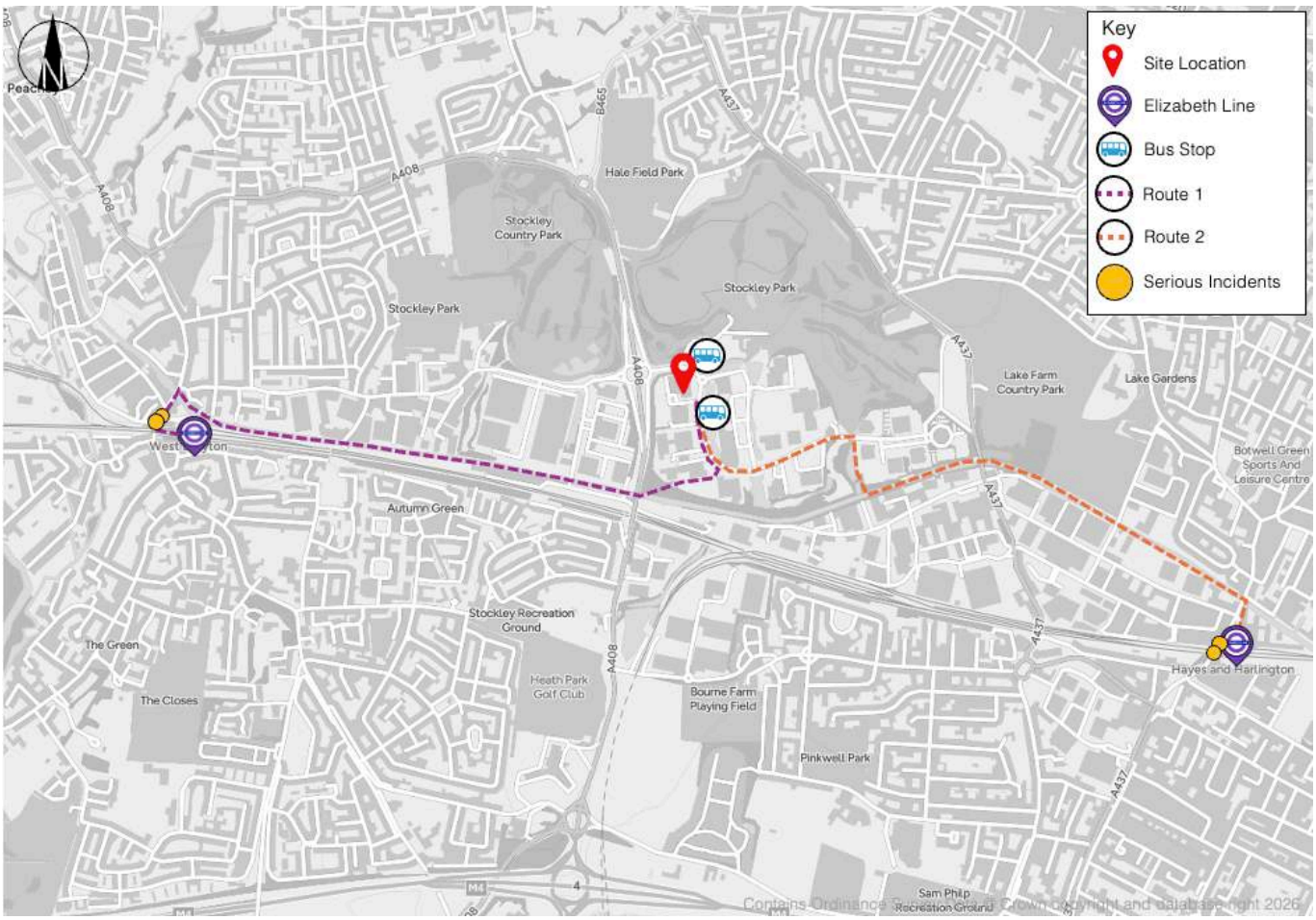

### Key Neighbourhood Routes Assessment

4.4.5 The ATZ assessment has been undertaken with consideration for the key neighbourhood routes likely to be used by future users of the site. The assessment was undertaken on 12th August 2026 between 17:30 and 23:00 to assess the routes during daylight and night-time periods. The weather was clear and dry, with no rain on the day or the day prior.

4.4.6 It is important to note that the routes undertaken as part of the ATZ assessment were agreed with LBH during pre-application discussions and are presented in Figure 4.3.

4.4.7 In accordance with the ATZ assessment guidance, the clusters of serious collisions identified along the key routes are also shown in Figure 4.3.

## Figure 4.3 Key Routes Assessment




4.4.8 The assessment was carried out with consideration to how people would feel using the routes across all times of the day and all weather types. To align with TfL's ATZ assessment guidelines, photos of the surrounding area, at 150m intervals, were taken in addition to photos of the 'worst' point on each route.

4.4.9 As detailed within TfL's "Healthy Streets Explained" document, there are no "healthy" or "unhealthy" streets. However, all could be improved in different ways to encourage people to be more active. Each street has its own strengths and weaknesses, and while each route has been assessed against the relevant criteria and the 'worst' point identified, this does not necessarily indicate an issue that would require mitigation or improvement as part of the development proposals.

4.4.10 The observations made along each route, as well as the Point of View (POV) photographs, have been assessed against eight of the Healthy Streets criteria in line with relevant guidance, which are listed below:

- Easy to cross;
- People feel safe;

- Things to see and do;
- Places to stop and rest;
- People feel relaxed;
- Not too noisy;
- Clean air; and
- Shade and shelter.

4.4.11 A collection of photos taken along the key routes presented in Appendix C.

### Route 1 – West Drayton Railway Station

4.4.12 Route 1 forms the westbound route between Stockley Park and West Drayton Railway Station. The route begins by travelling south on Longwalk Road, utilising the internal footways within Stockley Park and a short path before joining the Grand Union Canal approximately 500m south of the site. The route then follows the Grand Union Canal for approximately 1.7km, leaving the canal to connect onto Horton Street, before walking for approximately four minutes south on High Street to access West Drayton Railway Station, where the route finishes. Route 1 takes approximately eight minutes by cycle and 35 minutes on foot.

4.4.13 The "worst" point along this route has been identified as a short path linking Stockley Park to the Grand Union Canal Walk, as illustrated in Figure 4.4. Whilst the path was only approximately 100m in length and therefore a relatively short section of the route, it was unpaved/uneven. During the dark-hour periods, this path felt unsafe due to its narrow nature and woodland environment. Its immediate proximity to Stockley Park allowed some degree of safety, as it was not an entirely isolated route. This "worst" point could benefit from lighting to allow for better security and visibility in the dark.

Figure 4.4 Route 1 "Worst" Point





4.4.14 Key Route 1 has been assessed according to the following eight healthy streets indicators, with the outputs as follows:

- Easy to cross – The route benefits from dropped kerbs and tactile paving at crossing points towards the start and end of the route. As most of the route was along the Grand Union Canal towpath, crossing points were not required, and the path was well paved, utilising resin bonded paving, to West Drayton made the route accessible, for both pedestrians and cyclists using the canal path.

- People feel safe – The route felt generally safe during the daylight periods. During the night-time, the section of the Grand Union Canal towpath approaching West Drayton Railway Station benefits from lighting associated with the railway station and extended lights along the train tracks for a significant portion of the route. However, there is limited lighting provided on the path itself, with some areas of the route, notably those closer to Stockley Park, lacking lighting, creating feelings of isolation.

- Things to see and do – The Grand Union Canal towpath was an attractive walk, whilst there were no amenities along the canal, the natural and tranquil characteristics of the route make it suitable for leisure activities.

- Places to stop and rest – There were a number of benches along the canal for places to stop and rest.

- People feel relaxed – Due to the nature of the route and it being largely segregated from its surrounding urban areas, there are more opportunities for users to feel relaxed along the Grand Union Canal towpath. However, it is noted that when the route reaches the busier High Street, these feelings may change.

- Not too noisy – The Grand Union Canal towpath was quiet and tranquil as it was largely located away from the local road network and noise of vehicles, with the surrounding vegetation providing a sound barrier.

- Clean air – According to the London Air Quality Network, the vast majority of the route recorded low levels of NO2 and fine particle matter (PM2.5 and PM10), far below the legal limit.

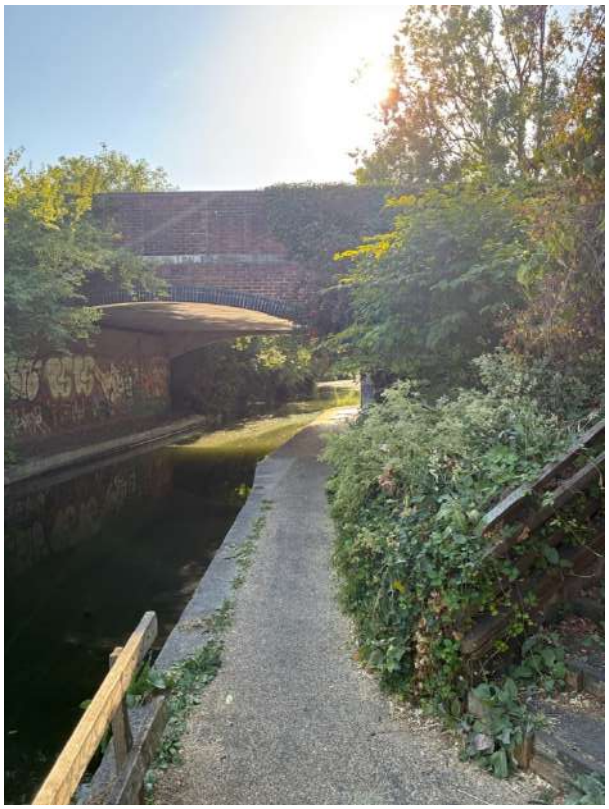
- Shade and shelter – Some parts of the route were shaded due to trees and foliage cover, with shade also covering some of the benches provided along the route.

### Route 2 – Hayes and Harlington Station

4.4.15 Route 2 forms an eastbound route between the site and Hayes and Harlington Railway Station. The route begins by travelling east from Longwalk Road to Furzeground Way, before accessing the Grand Union Canal towpath via the LOOP network and ending at Hayes and Harlington Railway Station, approximately 2.7km from the site. The route can be undertaken by a ten-minute cycle or 35-minute walk. As with Route 1, the Grand Union Canal towpath comprises most of the route.

4.4.16 The "worst" point along Route 2 was identified along the Grand Union Canal towpath and is illustrated in Figure 4.5. This area had graffiti, which spoilt the visual appeal of the route and lacked lighting to aid travel during darker hours. However, there were stairs and a path, as shown below, that provide access to the road, reducing feelings of isolation. This "worst" point of the route could benefit from street lighting to allow for better security and visibility in the dark.

Figure 4.5 Route 2 "Worst" Point





4.4.17 Route 2 has been assessed according to the following eight healthy streets indicators, with the outputs as follows:

- Easy to cross – The section of the route within Stockley Park had good crossing points with zebra crossings, dropped kerbs and tactile paving. Similar to Route 1, the Grand Union Canal towpath did not require any crossing points. Approximately half of the route along the Grand Union Canal towpath towards Hayes and Harlington Railway Station had been repaved, creating a more accessible route for pedestrians and cyclists.

- People feel safe – The beginning of the route within Stockley Park felt safe due to the constant presence of on-site security and design of the internal transport network, i.e. street lighting, wide pavements and clear crossing points. Similar to Route 1, the journey along the Grand Union Canal towpath felt safe during daylight hours, however, at night there were some darker and more isolated sections. Furthermore, the presence of graffiti, as shown in Figure 4.5, can often be linked to anti-social behaviour, especially after dark. Due to the presence of the Stockley Park shuttle bus providing free travel to Hayes and Harlington Railway Station during peak times (06:40-09:30 and 16:00-19:00), this route is unlikely to be travelled during typical commuting hours, which would be especially beneficial during winter and days of reduced daylight, where it would likely be dark along the canal in these peak hours.

- Things to see and do - The Grand Union Canal towpath was an attractive walk, whilst there were no amenities along the canal, the natural and tranquil aspect ensured there was enough to see and do.

- Places to stop and rest - There were a number of benches along the canal for places to stop and rest.

- People feel relaxed - The route within Stockley Park includes public realm and high-quality infrastructure allowing people to feel relaxed. As per Route 1, the Grand Union Canal towpath was quieter than the surrounding urban areas, allowing people to feel relaxed.

- Not too noisy – Both Stockley Park and the Grand Union Canal towpath were quiet and tranquil with limited noise from vehicles on the local highway network, especially where the trees and foliage provided a sound barrier.

- Clean air - According to the London Air Quality Network, the vast majority of the route recorded low levels of NO2 and fine particle matter (PM2.5 and PM10), far below the legal limit.

- Shade and shelter – Most of the route within Stockley park had tree lined footways. Similarly, along the Grand Union Canal towpath, there were good tree and foliage coverage, with some benches also being shaded.

## 4.5 Summary

4.5.1 On the basis of the above ATZ assessment, it is considered that the routes assessed in the vicinity of the site are generally of good quality and are likely to encourage future staff and visitors at the site to travel to the nearby rail stations by active modes (walking and cycling). Given that the site is an existing employment site and is located within the industrial area of Hillingdon, this is to be expected.

4.5.2 Whilst the routes provide access to West Drayton and Hayes and Harlington Station respectively, it is worth noting that these are not the only available routes to reach the stations, with other options along main roads available when the canal may be less appealing, for example when dark. In the case of Hayes and Harlington, the free Stockley Park Shuttle runs during peak hours (06:40-09:30 and 16:00-19:00), reducing the need for this route during typical commuting hours, which would be especially beneficial during winter and days of reduced daylight, where it would likely be dark along the canal in these peak hours.

4.5.3 Potential improvements on all key routes have been identified at each “worst” point, in line with TfL’s ATZ guidelines. In line with the guidance, all routes should identify a “worst” point even if that point is not necessarily of significant concern and any suggested improvements are only indicative. As such, the development is not necessarily reliant on any improvements coming forward.

# 5. Development Proposals

## 5.1 Overview

5.1.1 This chapter describes the development proposals associated with the planning application for the site, including details on access arrangements, the proposed level of vehicle parking and the proposed refuse and servicing arrangements.

## 5.2 Development Proposals

5.2.1 The development proposals comprise the redevelopment of two existing office units at Stockley Park, comprising a total GIA of 11,006 sqm (6,052sqm for Unit 100 / 4,954sqm for Unit 200). Planning permission is sought for flexible industrial, storage and distribution uses (B2/B8/E(g)(iii)) with ancillary office, replacing the existing vacant offices and reconfiguring the site layout to provide appropriate servicing and vehicle parking arrangements.

5.2.2 The site layout is shown in Figure 5.1 and provided in Appendix A.

Figure 5.1 Proposed Site Layout




5.2.3 As shown on Figure 5.1, the development proposals seek to retain the amenity space in the northeastern corner of the site. This will be enhanced and improved as part of the proposals to provide a key amenity space for workers, forming an important part of placemaking and aligning with the wider principles and character of Stockley Park. The proposed landscaping vision and approach for the site is illustrated in Appendix D.

## 5.3 Access Strategy

### Vehicle Access

5.3.1 Access to the site will remain from Longwalk Road, with the two existing access points being retained. A central spine road will run between the two units from the northern access, facilitating access to the rear service yards, in addition to the parking area fronting Unit 100. The southern access will continue to provide direct access into the parking associated with Unit 200.

5.3.2 It is important to note that Unit 100 and Unit 200 are the first units accessible from the Stockley Park entrance, and as such, vehicles will be able to access the site without the need to travel through the wider Stockley Park road network. This will reduce the impact of the development proposals on the other units within Stockley Park.

5.3.3 Within the TSN submitted during pre-application discussions, a slight amendment to northern access was proposed to facilitate two-way 16.5m articulated vehicle movements. However, a further review of the site layout and topographical survey demonstrates that this amendment is not required to accommodate these movements. As such, no changes to the existing vehicle access are proposed.

5.3.4 Additionally, swept path analysis has been undertaken to assess whether a 16.5m articulated vehicle can safely access and egress the northern access in forward gear. As shown in mode drawing J32-8841-AT-A02 (attached in Appendix E), the northern site access can accommodate two-way HGV movement (inclusive of a 300mm buffer), without impeding existing vegetation, landscaping and pedestrian infrastructure at the access.

### Pedestrian/Cycle Access

5.3.5 The development proposals will retain the principle of access for pedestrians and cyclists. Pedestrian access will be provided via the existing footways on Longwalk Road, which will connect into the site's internal pedestrian network. A pedestrian-only access will also be provided to the northeast of the site, facilitating access from the existing footway on Bennetsfield Road.

5.3.6 Cyclists will also access the site via Longwalk Road, which is considered suitable for cycling given the width of the carriageway and 20mph speed limit.

5.3.7 There will also be a well-connected set of direct internal footways within the site to provide access to both units, along with demarcated and convenient crossing points throughout the site to facilitate safe pedestrian movements. Crossing points will benefit from dropped kerbs and tactile paving provision, with step-free access to the development is also integrated into the design.

## 5.4 Parking Strategy

### Car Parking

5.4.1 The development proposals comprise the reconfiguration and reduction of car parking spaces at the site to provide appropriate provision for the nature and scale of the proposed land uses.

5.4.2 A total of 88 car parking spaces (one per 125sqm) will be provided at the site, which represents an approximate net reduction of 292 car parking spaces. Not only does this represent a significant reduction when compared to the existing level of parking at the site, but the proposed parking provision is also compliant with the London Plan standards for a B2/B8/E(g)(iii) land use (up to one space per 100sqm), as noted in Table 5.1.

Table 5.1 London Plan Car Parking Standards

| Land Use | Location | Maximum Parking Provision |
|---|---|---|
| Class E(g)(iii), B2 and B8 | Outer London | Up to 1 space per 100 sqm (GIA) |

5.4.3 The 88 car parking spaces will be split between the two units, with Unit 100 benefiting from 34 parking spaces to the front of the unit and 13 to the rear of the unit. Unit 200 will benefit from 41 spaces, all of which will be provided at the front of the unit.

5.4.4 The London Plan Policy T6.5 requires 5% of the total number of workplace car parking spaces to be allocated as disabled bays. The proposals include six blue badge bays, three attributed to each unit, aligning with the standards set out within the London Plan.

5.4.5 The proposed car parking provision also includes 26 electric vehicle charging points, equating to 30% of car parking bays being allocated for electric vehicles. In addition, 6% of the total parking provision will be allocated to car sharing bays to actively encourage car sharing among future users of the site.

5.4.6 The proposed parking provision at the site reflects the future use of the site and demonstrates how the development proposals seek to encourage sustainable travel to the site, whilst also meeting operational requirements and policy standards. Furthermore, parking at the site will be managed by the future occupiers of each unit, whilst the CPMP submitted alongside this TA will be used to inform the management and monitoring of car parking at the site.

### Cycle Parking

5.4.7 The site currently provides 40 cycle parking spaces associated with Unit 100. The development proposals will retain the existing 40 cycle parking spaces, and provide an additional 28 cycle parking spaces, equating to a total provision of 68 cycle parking spaces. The cycle parking provision will comprise 54 long-stay and 14 short-stay spaces, with long-stay cycle parking provided in the form of sheltered Sheffield stands and two-tiered racks. Short-stay provision will be provided in the form of sheltered Sheffield stands.

5.4.8 The provision of cycle parking at the site has been considered against the minimum cycle parking standards set out within the London Plan for a B2/B8 land use, which are summarised in Table 5.2.

Table 5.2 London Plan Cycle Standards

| Land Use | Cycle Parking Standard |
|---|---|
| B2/B8 (General industrial, storage or distribution) | 1 space per 500 sqm long-stay<br>1 space per 1000 sqm short-stay |

5.4.9 Based on this guidance, a minimum of 22 long-stay and 11 short-stay cycle parking spaces would be required at the site to support the development proposals for a B2/B8 land use. The proposed provision of 54 long-stay cycle parking spaces (one per 204sqm) and 14 short-stay cycle parking spaces (one per 786sqm) is considered to be appropriate and exceeds policy standards. It should also be noted that the proposed provision meets the cycle parking standards for Class E(g)(iii), which requires one long-stay cycle parking space per 250sqm. Furthermore, 5% of the total cycle parking will be provided to accommodate accessible cycles.

5.4.10 A total of six showers will be provided within the amenity building to the north of the site, including changing facilities and approximately 63 lockers. An accessible shower facility will be provided for each of the units. This provision complies with Policy T5 of the London Plan overviewed within Chapter 2.

## 5.5 Deliveries, Servicing and Refuse Collection

### Servicing and Delivery

5.5.1 Delivery/servicing bays will be provided to meet the operational requirements of each of the units. A total of eight loading bays will be provided at the rear of Unit 100, whilst seven loading bays will be provided at the rear of Unit 200.

5.5.2 It is important to note that when considering servicing activity associated with the development proposals, Unit 100 and Unit 200 are the closest units to the Stockley Park entrance. As such, vehicles associated with the servicing of the site will not route through the wider Stockley Park to access the site. As noted previously, there is no through access to the southeast of Stockley Park, and servicing vehicles will route to the site via the A408 Stockley Park.

5.5.3 Swept path analysis has been undertaken to ensure that the largest vehicle anticipated to access the site (a 16.5m articulated vehicle) can safely manoeuvre into, and park within, the rear service yards. The outputs are presented in mode drawing J32-8841-AT-A03, A04, A05 and A06, included within Appendix E, and demonstrate that HGVs can access the service yard and servicing bays suitably.

5.5.4 Additionally, swept path analysis has been undertaken to assess the safety of a 16.5m articulated vehicle travelling through the wider Stockley Park site (mode drawing J32-8841-AT-A12 and A13 included within Appendix E), should they miss the access to the site (as per LBH comments in pre-application engagement). This demonstrates that a HGV can route through the internal Stockley Park road network without conflict with existing landscaping, street furniture and accesses. However, it should be noted that this is considered to be a worst-case scenario and unlikely to happen in practice.

5.5.5 Furthermore, as noted in Chapter 3, Stockley Park operates as a managed business park, with access monitored from a security lodge located at the main entrance to the estate. The presence of the security lodge provides a visible management presence at the point of entry and assists with the monitoring and management of vehicles entering the business park. Therefore, HGVs will be made aware of how to access the proposed development on arrival to Stockley Park, reducing the possibility of the access being missed.

5.5.6 During pre-application discussions, it was suggested that HGVs may cause increased damage to the road/grassed areas withing Stockley Park. The swept path analysis indicates no conflict between HGVs and existing infrastructure within the site, and as such, this is not anticipated to be an issue. Notwithstanding this, Stockley Park has an onsite management team in charge of the maintenance and upkeep of the estate. Should any issues arise, the occupier will liaise with the onsite management team to decide if any action should be required.

5.5.7 Further detail on the level of anticipated HGV movements is provided in Chapter 6.

5.5.8 Servicing activity will be managed to avoid congestion on the internal access road and surrounding highway network, with a DSP submitted alongside this TA to inform the monitoring

**Refuse Collection**

5.5.9 Dedicated refuse storage facilities will be provided within the rear service areas associated with Units 100 and 200.

5.5.10 Refuse collection arrangements will be coordinated by the future occupiers in liaison with the Stockley Park Estates Team, having regard to the wider waste management arrangements operating across the estate.

5.5.11 Refuse collection activity will take place within the site and will be coordinated with other servicing activity where necessary to minimise potential conflict within the service yards.

5.5.12 The relevant refuse vehicle tracking is included within Appendix E.

## 5.6 Summary

5.6.1 The development proposals comprise the redevelopment of two existing office units at Stockley Park to provide a combined 11,006 sqm GIA of flexible B2/B8/E(g)(iii) use with ancillary office space. The site layout will be reconfigured to provide appropriate vehicle parking, servicing and pedestrian and cycle facilities, including new shower and changing facilities.

5.6.2 Vehicle access will continue to be provided via the two existing accesses on Longwalk Road, with the northern access serving the rear service yards and Unit 100 car park and the southern access serving Unit 200 car park. Pedestrian and cycle access will also be retained, providing connectivity between the internal and external active travel network.

5.6.3 A review of the existing site access has found that the primary access serving Unit 100 and both rear service yards will not need to be altered to accommodate future HGV movements to/from the site.

5.6.4 A total of 88 car parking spaces will be provided, which is compliant with the parking standards set out within the London Plan for a B2/B8/E(g)(iii) land use. This includes the provision of six accessible bays, 26 electric vehicle charging points and designated car-sharing spaces. The proposals will also provide 42 cycle parking spaces, exceeding the minimum standards set out within the London Plan.

5.6.5 Servicing will be accommodated through 15 loading bays split across the two units, with swept path analysis demonstrating that 16.5m articulated vehicles can safely access and manoeuvre within this site, service yards and wider Stockley Park network.

# 6. Trip Generation

## 6.1 Overview

6.1.1 This chapter provides an overview of the trip generation associated with the existing and proposed uses of the site and provides a net comparison between them to determine the likely impacts of the proposed development on the surrounding road.

## 6.2 Existing Trip Generation

6.2.1 During pre-application discussions, it was agreed with the LBH that baseline traffic surveys to establish the existing movements at the site would not be undertaken, as Unit 100 is vacant and therefore would not generate any representative trip activity.

6.2.2 On the basis of the above, the existing trip generation of the site has been derived using the industry standard Trip Rate Information Computer System (TRICS) V.8 database for sites categorised under '02 Employment - A Office', using the following filtering criteria:

- Region: Greater London
- Date Range: 01/01/16 – 05/06/2025
- Location: Edge of Town, Suburban Area and Neighbourhood Centre

6.2.3 The full TRICS outputs are provided in Appendix F, whilst the total person trip rates and associated trip generation are summarised in Table 6.1. It should be noted that the trips generated have been based upon the existing office space floor area of 12,267sqm.

**Table 6.1 Total Person Trip Rates and Trip Generation (Office)**

| | AM Peak Hour (08:00-09:00) | | | PM Peak Hour (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Arrival | Departure | Two-Way | Arrival | Departure | Two-Way |
| Trip Rates | 1.543 | 0.063 | 1.605 | 0.085 | 1.701 | 1.786 |
| Trip Generation | 189 | 8 | 197 | 10 | 209 | 219 |

6.2.4 The trip generation presented in Table 6.1 anticipates that the are 197 two-way person movements associated with the site during the AM peak, of which 189 movements are arrivals, and eight are departures. During the PM peak, it is anticipated that there are 219 two-way person movements associated with the existing site, of which ten are arrivals and 209 are departures.

6.2.5 The existing HGV and LGV trip generation have also been calculated using trip rates obtained from TRICS for the existing office use. The outputs of these calculations are presented in Table 6.2.

Table 6.2 HGV / LGV Trip Rates and Trip Generation (Office)

| | AM (08:00-09:00) | | | PM (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Arrival | Departure | Two-Way | Arrival | Departure | Two-Way |
| HGV Trip Rates | 0.002 | 0.002 | 0.004 | 0.000 | 0.000 | 0.000 |
| HGV Trip Generation | 0 | 0 | 0 | 0 | 0 | 0 |
| LGV Trip Rates | 0.012 | 0.007 | 0.019 | 0.001 | 0.008 | 0.009 |
| LGV Trip Generation | 1 | 1 | 2 | 0 | 1 | 1 |

6.2.6 The data presented in Table 6.2 indicates that there are no HGV movements and limited LGV movements associated with the existing office use during peak hours, with a total of two two-way LGV movements during the AM peak and only one LGV movement during the PM peak.

6.2.7 It should be noted that whilst the trip generation associated with the existing site does not generate HGV movements, traffic data obtained from ATC surveys undertaken at the site during February 2026 indicates that HGV movements are recorded within the park, with 177 two-way HGV movements on Longwalk Road across a daily period, of which 13 occur during the AM peak, and ten in the PM peak.

## 6.3 Existing Staff Mode Share

6.3.1 To determine the total person movements made by each mode, the mode share presented within the Stockley Park 2026 Travel Plan has been used to estimate the mode share of the existing office use, which is considered to provide a more representative assessment than Census 2011 travel to work data.

6.3.2 It should be noted that the HGV and LGV trip generation presented in Table 6.2 has been removed from the total person trip generation for this calculation, but is presented alongside the multi-modal movements summarised in Table 6.3.

Table 6.3 Existing Office Trip Generation

| Mode | Mode Share | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | |
|---|---|---|---|---|---|---|---|
| | | Arrival | Depart | Two-way | Arrival | Depart | Two-way |
| Shuttle Bus | 4.75% | 9 | 0 | 9 | 0 | 10 | 10 |
| Train | 22.63% | 42 | 1 | 44 | 2 | 47 | 49 |
| Public Bus | 8.10% | 15 | 1 | 16 | 1 | 17 | 18 |
| Taxi | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle, scooter or moped | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 |
| Driving a car or van | 58.10% | 109 | 4 | 113 | 6 | 121 | 127 |
| Passenger in a car or van | 1.12% | 2 | 0 | 2 | 0 | 2 | 2 |
| Bicycle | 1.40% | 3 | 0 | 3 | 0 | 3 | 3 |
| On foot | 1.68% | 3 | 0 | 3 | 0 | 3 | 4 |
| Other method of Travel | 2.23% | 4 | 0 | 4 | 0 | 5 | 5 |
| HGV | - | 0 | 0 | 0 | 0 | 0 | 0 |
| LGV | - | 1 | 1 | 2 | 0 | 1 | 1 |
| **Total** | **100%** | **189** | **8** | **197** | **10** | **209** | **219** |

*Discrepancies due to rounding

6.3.3 As demonstrated in Table 6.3, private vehicle is the most common mode of travel to the existing site, with 113 two-way movements during the AM peak and 127 two-way movements during the PM peak. This reflects the existing parking provision at the site, which is approximately 380 parking spaces. The above represents a likely scenario for the existing office use, although vehicle trip generation could be higher given the significant level of on-site parking.

6.3.4 The above mode share also suggests that the site attracts a low level of active travel trips, with six two-way active travel movements in the AM peak and seven two-way active travel movements during the PM peak. Public transport has a higher mode share, comprising 69 two-way movements during the AM peak and 77 two-way movements during the PM peak.

## 6.4 Proposed Trip Generation

6.4.1 To determine the trip generation associated with the development proposals, the TRICS V8 database has been used to derive trip rates for the use class '02 – Employment – F – Warehousing (Commercial)', which represents a B8 land use.

6.4.2 Whilst it is noted that the proposals seek planning permission for flexible B2/B8/E(g)(iii) permission with ancillary offices, following a review of the TRICS database, there are a limited number of comparable sites for Class E(g)(iii) and B2 uses. In addition, the trip rates available for Class E(g)(iii) and B2 sites resulted in fewer trips than the B8 use, and as such, the assessment undertaken for B8 is considered to be robust.

6.4.3 The filtering criteria that has been applied when examining the TRICS data is as follows:

- Region: Greater London
- Date Range: 01/01/2016 – 24/06/2025
- Location: Edge of Town, Suburban Area and Neighbourhood Centre

6.4.4 When considering site selection to inform proposed total person trip rates, sites not considered to be comparable have been removed. For example, sites with significantly different characteristics, such as parking provision, location and accessibility, have not been included. On this basis, only two sites have been used to inform the trip rates used for this analysis. The full TRICS outputs can be found in Appendix F.

6.4.5 The total person trip rates and trip generation associated with the proposed development have been based on a GIA of 11,006sqm and are presented in Table 6.4.

Table 6.4 Total Person Trip Rates and Trip Generation (Warehousing - Commercial)

| | AM (08:00-09:00) | | | PM (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Arrival | Departure | Two-Way | Arrival | Departure | Two-Way |
| Total Person Trip Rates | 0.406 | 0.134 | 0.540 | 0.241 | 0.578 | 0.819 |
| Total Person Trip Generation | 45 | 15 | 59 | 27 | 64 | 90 |

6.4.6 The data presented in Table 6.4 suggests that the development proposals will generate 59 two-way person movements during the AM peak, of which 45 will be arrivals and 15 will be departures. During the PM peak, it is anticipated that there will be 90 two-way person movements, of which 27 will be arrivals and 64 will be departures.

6.4.7 In addition to the above, the anticipated HGV/LGV trip generation associated with the development proposals have been calculated and are presented in Table 6.5.

Table 6.5 HGV/LGV Trip Rates and Trip Generation (Warehousing)

| | AM (08:00-09:00) | | | PM (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Arrival | Departure | Two-Way | Arrival | Departure | Two-Way |
| HGV Trip Rates | 0.028 | 0.031 | 0.059 | 0.021 | 0.038 | 0.059 |
| HGV Trip Generation | 3 | 3 | 6 | 2 | 4 | 6 |
| LGV Trip Rates | 0.031 | 0.024 | 0.055 | 0.024 | 0.024 | 0.048 |
| LGV Trip Generation | 3 | 3 | 6 | 3 | 3 | 5 |

6.4.8 As shown in Table 6.5, the proposed B8 use is anticipated to generate six two-way HGV movements in both the AM and PM peak hours. Regarding LGV movements, it is anticipated that there will be six two-way LGV movements during the AM peak and five two-way LGV movements during the PM peak.

6.4.9 As noted previously within this HSTA, the two units are the two closest units to the entrance of Stockley Park. As such, HGV movements would not need to route through Stockley Park to access the site, which would limit the impact of HGV activity on adjacent occupiers and the wider Stockley Park site. In addition, the anticipated level of HGV movements in the AM and PM peak hour periods is not considered to be significant. Notwithstanding this, an additional HGV assessment is provided later in this section.

6.4.10 As with the existing uses, the existing Stockley Park mode share has been applied to the anticipated person trip generation, which is considered to be more representative than Census 2011 travel to work data or TRICS default mode share assumptions. The results of this analysis are summarised in Table 6.6.

Table 6.6 Proposed Trip Generation by Mode

| Mode | Mode Share | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | |
|---|---|---|---|---|---|---|---|
| | | Arrival | Depart | Two-way | Arrival | Depart | Two-way |
| Shuttle Bus | 4.75% | 2 | 0 | 2 | 1 | 3 | 4 |
| Train | 22.63% | 9 | 2 | 11 | 5 | 13 | 18 |
| Public Bus | 8.10% | 3 | 1 | 4 | 2 | 5 | 6 |
| Taxi | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle, scooter or moped | 0.00% | 0 | 0 | 0 | 0 | 0 | 0 |
| Driving a car or van | 58.10% | 22 | 5 | 27 | 13 | 33 | 46 |
| Passenger in a car or van | 1.12% | 0 | 0 | 1 | 0 | 1 | 1 |
| Bicycle | 1.40% | 1 | 0 | 1 | 0 | 1 | 1 |
| On foot | 1.68% | 1 | 0 | 1 | 0 | 1 | 1 |
| Other method of Travel | 2.23% | 1 | 0 | 1 | 0 | 1 | 2 |
| HGV | - | 3 | 3 | 6 | 2 | 4 | 6 |
| LGV | - | 3 | 3 | 6 | 3 | 3 | 5 |
| **Total** | **100%** | **45** | **15** | **59** | **27** | **64** | **90** |

*Discrepancies due to rounding

6.4.11 As demonstrated in Table 6.6, the proposed development is anticipated to generate 27 two-way private car movements during the AM peak and 46 two-way private car movements during the PM Peak. On this basis, the car parking provision at the site is sufficient to accommodate the number of vehicles anticipated to travel to the site. A further car park accumulation assessment is provided in Chapter 7.

6.4.12 The above also demonstrates that the site is anticipated to generate 17 two-way public transport movements in the AM peak and 28 two-way public transport movements in the PM peak.

## 6.5 Net Change in Trip Generation

6.5.1 To determine the total net change in trips associated with the site, a comparison between the existing and proposed trip generation is summarised in Table 6.7.

### Table 6.7 Net Total People Trip Generation

| Mode | AM Peak (08:00-09:00) | | | PM Peak (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | Arrival | Departure | Two-way | Arrival | Departure | Two-way |
| Shuttle Bus | -7 | 0 | -7 | 1 | -7 | -7 |
| Train | -34 | 0 | -33 | 3 | -34 | -32 |
| Public Bus | -12 | 0 | -12 | 1 | -12 | -11 |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle, scooter or moped | 0 | 0 | 0 | 0 | 0 | 0 |
| Driving a car or van | -87 | 1 | -86 | 7 | -88 | -81 |
| Passenger in a car or van | -2 | 0 | -2 | 0 | -2 | -2 |
| Bicycle | -2 | 0 | -2 | 0 | -2 | -2 |
| On foot | -3 | 0 | -2 | 0 | -3 | -2 |
| Other method of Travel | -3 | 0 | -3 | 0 | -3 | -3 |
| HGV | 3 | 3 | 6 | 2 | 4 | 6 |
| LGV | 2 | 2 | 4 | 3 | 2 | 4 |
| **Total** | **-145** | **7** | **-137** | **16** | **-145** | **-129** |

*Discrepancies due to rounding

6.5.2 As shown in Table 6.7, the proposed development will generate fewer total person trips than the existing office use, with a reduction of 137 two-way movements during the AM peak and a reduction of 129 two-way movements during the PM peak.

6.5.3 More specifically, there will be a net reduction of 86 two-way private car trips during the AM peak and a net reduction of 81 two-way private car trips in the PM peak. There are also fewer trips made by public transport and active travel, given the reduced trip generation associated with the development proposals.

6.5.4 On this basis, the scale of change is not considered to result in a material impact on the surrounding highway or public transport networks, and therefore, detailed junction capacity modelling has not been undertaken.

6.5.5 To further understand the level of vehicular impact, vehicle flows have been converted to PCUs, using the following factors:

- Car – Factor of 1
- LGV – Factor of 1.5
- HGV – Factor of 2

6.5.6 Based on the application of the above factors, the existing and proposed two-way vehicle flows in PCUs are summarised in Table 6.8.

Table 6.8 PCU Trip Generation Analysis

| Peak Period | Existing | Proposed | Net Change |
|---|---|---|---|
| AM Peak (08:00-09:00) | 116 | 48 | -68 |
| PM Peak (17:00-18:00) | 129 | 66 | -63 |

6.5.7 Table 6.8 indicates that, as a result of the development proposals, there will be a net decrease of 68 PCUs during the AM peak hour and a decrease of 63 PCUs during the PM peak hour. This supports the conclusions reached above, that the development proposals will result in a reduction in vehicle movements, and therefore not significantly impact the surrounding highway network.

6.5.8 Notwithstanding the above, a further assessment of the HGV movements associated with the development proposals is provided in the following section of this chapter.

## 6.6 Assessment of HGV Movements

6.6.1 In line with comments provided by LBH, a further assessment of HGV movements is provided in Table 6.9 for the period between 07:00-21:00 (in alignment with the duration of HGV vehicle movements for the TRICS data obtained for B8 use). Whilst it is acknowledged that HGVs could access the site between 21:00 and 07:00, the TRICS data indicates that no HGV movements are anticipated during this period. Should HGV movements occur during these hours, it is anticipated that they will be low in volume.

6.6.2 This assessment provides a review of the baseline HGV flows recorded through the ATC data on Bennetsfield Road and Longwalk Road and compares these movements against the anticipated HGV movements associated with the development proposals.

Table 6.9 Existing and Proposed HGV Movement Comparison (Two-Way Daily Movements)

| Time | Baseline HGV Flows (Bennetsfield Road) | Baseline HGV Flows (Longwalk Road) | Proposed HGV Flows |
|---|---|---|---|
| 07:00-08:00 | 21 | 12 | 6 |
| 08:00-09:00 | 24 | 13 | 6 |
| 09:00-10:00 | 21 | 16 | 9 |
| 10:00-11:00 | 26 | 14 | 10 |
| 11:00-12:00 | 22 | 9 | 8 |
| 12:00-13:00 | 20 | 9 | 11 |
| 13:00-14:00 | 17 | 9 | 11 |
| 14:00-15:00 | 19 | 9 | 6 |
| 15:00-16:00 | 24 | 12 | 6 |
| 16:00-17:00 | 24 | 13 | 5 |
| 17:00-18:00 | 22 | 10 | 6 |
| 18:00-19:00 | 20 | 8 | 5 |
| 19:00-20:00 | 12 | 7 | 6 |
| 20:00-21:00 | 13 | 3 | 3 |
| **Total** | **285** | **144** | **98** |

6.6.3 As demonstrated in Table 6.9, the typical level of HGV activity associated with the development proposals ranges between approximately three and 11 two-way HGV movements per hour. There is a maximum of 11 two-way HGV movements between 12:00-13:00 and 13:00-14:00, which equates to a HGV movement every five to six minutes. This is not considered to be a material addition to the network, given the existing commercial environment of the wider Stockley Park site and level of HGVs already travelling on its internal road network.

6.6.4 As previously noted, the development proposals comprise the two units that are closest to the Stockley Park entrance. On this basis, HGVs would not need to route through Stockley Park to access the site and therefore the impact of HGV movements is likely to be minimal. Furthermore, given that Stockley Park is already carrying HGV traffic, the increase in HGV movements as a result of the development proposals is unlikely to cause detrimental impacts to the road network within Stockley Park, including the existing road surfacing.

6.6.5 Notwithstanding the above, a DSP will be prepared as part of the planning application to ensure that HGV activity is appropriately managed and monitored. Furthermore, the Applicant will liaise with the Stockley Park estates management team to monitor the condition of roads within the park, particularly Bennetsfield Road and Longwalk Road.

6.6.6 On the basis of the above, it is considered that the increase in HGV trips can be accommodated within Stockley Park and the surrounding highway network. As such, no further assessment is required.

6.6.7 It is worth noting that HGV vehicles can also be divided into subcategories (OGV1 and OGV2). Vehicles over 3.5 tonnes in weight, alongside 2-axles and rigid 3-axle vehicles, would all fall within the OGV1 category and articulated 3-axle vehicles or any vehicle with four or more axles would fall within the OGV2.

6.6.8 Analysis of the TRICS data obtained for the B8 land use indicates that approximately 32% of HGV movements comprise OGV1 vehicles, with the remaining 68% comprising OGV2 vehicles. It is important to note that OGV2 represents a broad category of larger goods vehicles and does not exclusively comprise 16.5m articulated vehicles. As such, only a proportion of the identified OGV2 movements would be expected to comprise 16.5m articulated vehicles.

### HGVs and Amenity

6.6.9 IEMA's Environmental Assessment of Traffic and Movement (2023) identifies a doubling of HGV traffic as a tentative starting point for considering potentially significant effects on pedestrian amenity. However, this is not a definitive threshold, and consideration should also be given to local highway conditions.

6.6.10 As presented in Table 6.9, Bennetsfield Road currently accommodates 285 two-way HGV movements over the surveyed period, increasing to 383 movements with the development (34% increase). Similarly, Longwalk Road accommodates 144 two-way HGV movements, increasing to 242 movements (68% increase). Whilst HGV movements would increase, neither road would experience a doubling of existing HGV traffic.

6.6.11 Furthermore, the development benefits from a short and direct HGV route to the SRN with HGVs travelling along Bennetsfield Road and only a short section of Longwalk Road. All servicing and manoeuvring would take place within the rear service yards. Considering the established HGV activity, existing pedestrian infrastructure and limited extent of HGV routing, the development is not expected to result in a significant adverse effect on amenity.

## 6.7 Summary

6.7.1 It can be concluded from the above analysis that the development proposals are considered a net reduction on the overall use of the surrounding local highway network and as such, no junction impact assessment is required.

6.7.2 Furthermore, the proposed development proposals are unlikely to have a significant impact on the public transport network.

6.7.3 On this basis, the proposed development would not constitute a severe development on the transport network or highway safety.

# 7. Car Parking Demand Assessment

## 7.1 Overview

7.1.1 To establish the likely parking demand associated with the proposed development, a parking accumulation assessment using the TRICS database has been undertaken, using the TRICS sites identified in Section 6 for the proposed development.

## 7.2 Operational Assessment of Parking Accumulation

7.2.1 The results of the parking accumulation assessment for the B8 land use are summarised in Figure 7.1, with the full assessment provided at Appendix G.

Figure 7.1 Anticipated Vehicle Parking Accumulation (B8)

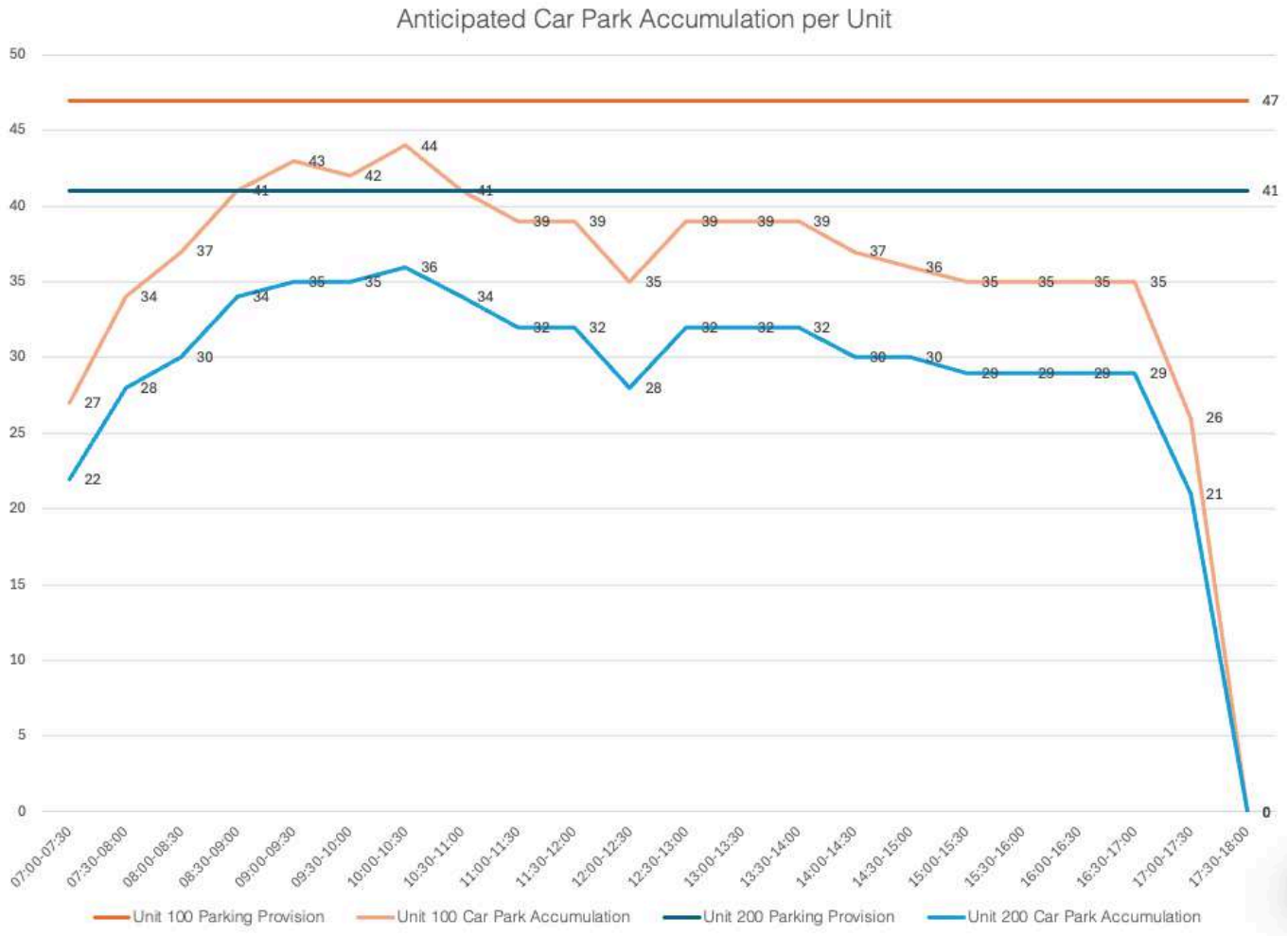



7.2.2 As demonstrated in Figure 7.1, the anticipated maximum parking demand at the proposed development is expected to be 80 vehicles between 10:00-10:30 during a typical weekday. Based on a car parking provision of 88 spaces, overspill car parking onto Longwalk Road is not expected to occur.

7.2.3 The above also demonstrates that the parking demand fluctuates between 47 and 80 spaces across the day, and therefore, there will be sufficient capacity within the car parks across the day to accommodate fluctuations in demand. As such, the proposed car parking provision is appropriate, whilst also aligning with London Plan standards.

7.2.4 In addition, a car park accumulation assessment has been undertaken for each unit, which is presented in Figure 7.2 and demonstrates that both car parks will operate with spare capacity. The maximum parking demand for Unit 100 is expected to be 44 vehicles between 10:00-10:30 during a typical weekday, whilst the maximum parking demand for Unit 200 is expected to be 36 vehicles during the same time period. The full assessment is provided in Appendix G.

Figure 7.2 Car Park Accumulation per Unit



# 8. Summary and Conclusion

## 8.1 Summary

8.1.1 The following key conclusions are drawn as per the findings of this TA:

- The development proposals comprise the redevelopment of the site, comprising 11,006sqm (GIA), with planning permission sought for flexible B2/B8/E(g)(iii) use classes with ancillary office space.
- The site is well located for the development to capitalise on a range of sustainable travel connections, including the existing pedestrian and cycle network within Stockley Park. This includes multiple high-frequency bus services, and two train stations, which connect the site to Central London, Reading, Shenfield, and Heathrow Airport.
- The ATZ assessment undertaken demonstrates that the local pedestrian network benefits from direct and safe footway provision that pedestrians can facilitate access to key amenities identified.
- Analysis of personal injury collision data has demonstrated that there are no significant concerns in regard to safety on the local highway network. In line with ATZ guidance, potential safety improvements for the local active travel area (i.e. lighting) have been presented.
- A total of 88 car parking spaces will be provided, which is in line with London Plan guidance and appropriate to meet likely parking demands of the site, as shown in the car parking accumulation assessment.
- Cycle parking has also been provided in line with London Plan (2021) guidance, with 54 long-stay and 14 short-stay spaces provided in the form of sheltered cycle parking spaces across the site. Suitable provision is also afforded to accommodate larger cycles.
- Appropriate provision will be made for servicing at the site, with 15 HGV parking spaces located across the two units. The layout will accommodate 16.5m articulated vehicles within the service yards to the rear of the site. When considering HGV activity, it is important to note that the two units are located close to the business park access, which will negate the need for HGVs to route through Stockley Park.
- Swept path analysis confirms that 16.5m articulated vehicles can safely access the site and service yards without conflict with existing landscaping and infrastructure.
- The trip generation analysis demonstrates that the development will result in a net decrease in movements (except for HGVs) when compared to the existing uses at the site. As such, no additional assessments of the surrounding highway network or public transport network are required.
- Noting the proposed uses (B2/B8/E(g)(iii)), the proposed development will generate higher HGV trips than the existing use, with an additional six HGV trips during both AM and PM peak periods. However, this is not considered to be significant, and given the connections to the SRN, these can be accommodated without detriment to the surrounding area.
- Further assessment of HGV movements across a day demonstrates that there is not expected to be a significant increase to that already experienced within Stockley Park. When converting

vehicles to PCUs, there is also an overall decrease in total two-way vehicle flows and as such, no further assessment of the wider highway network has been undertaken. Furthermore, the impacts of the proposed development not expected to be significant.

## 8.2 Conclusion

8.2.1 Given the findings within this TA, it is considered that the development proposals are acceptable from a transport and highways perspective and are in accordance with TfL, Local and National Policy. It is therefore concluded that the planning permission should not be withheld on transport grounds.

# APPENDICES

# APPENDIX A

Proposed Site Layout

## Schedule of Accommodation

| Unit 100 | | |
|---|---|---|
| Warehouse Area | 55,359 ft² | 5,143 m² |
| Ground Floor Core | 1,410 ft² | 131 m² |
| Ground Floor Escape Stair | 291 ft² | 27 m² |
| First Floor Office | 8,084 ft² | 751 m² |
| **Total GIA Area** | **65,144 ft²** | **6,052 m²** |

| Unit 100 | | |
|---|---|---|
| Warehouse Area | 56,554 ft² | 5,254 m² |
| Ground Floor Core | 1,518 ft² | 141 m² |
| Ground Floor Escape Stair | 323 ft² | 30 m² |
| First Floor Office | 8,428 ft² | 783 m² |
| **Total GEA Area** | **66,823 ft²** | **6,208 m²** |

| Unit 200 | | |
|---|---|---|
| Warehouse Area | 44,455 ft² | 4,130 m² |
| Ground Floor Core | 1,098 ft² | 102 m² |
| North GF Escape Stairs | 291 ft² | 27 m² |
| South GF Escape Stairs | 291 ft² | 27 m² |
| First Floor Office | 7,190 ft² | 668 m² |
| **Total GIA Area** | **53,325 ft²** | **4,954 m²** |

| Unit 200 | | |
|---|---|---|
| Warehouse Area | 45,510 ft² | 4,228 m² |
| Ground Floor Core | 1,141 ft² | 106 m² |
| North GF Escape Stairs | 323 ft² | 30 m² |
| South GF Escape Stairs | 323 ft² | 30 m² |
| First Floor Office | 7,535 ft² | 700 m² |
| **Total GEA Area** | **54,832 ft²** | **5,094 m²** |

| | | |
|---|---|---|
| **Total GIA Area** | **118,469 ft²** | **11,006 m²** |
| **Total GEA Area** | **121,655 ft²** | **11,302 m²** |

| | | |
|---|---|---|
| **Site Area** | **6.26 acres** | **2.53 ha** |





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- Scaling of this document is not recommended.

North

Document Scale(s)

10m SCALE 1:500

Project Name

**1 & 2 Longwalk Road**

| Employer | Project Address |
|---|---|
| **Royal UK Property Holdings LLP** | **Stockley Park Uxbridge** |

| RIBA Workstage | Suitability |
|---|---|
| **1 - Preparation and Brief** | **S2 - Information** |

| Drawn | Checked | Created | Size |
|---|---|---|---|
| **KRW** | **MT** | **07.10.26** | **A1** |

| UMC Project Reference | Scale | LOD | LOI |
|---|---|---|---|
| **23517** | **As Indicated** | **1** | **1** |

Document Title

**Site Layout**

Document Reference

**23517 - UMC - XXXX - SI - DR - A - 0606**

Revision Note

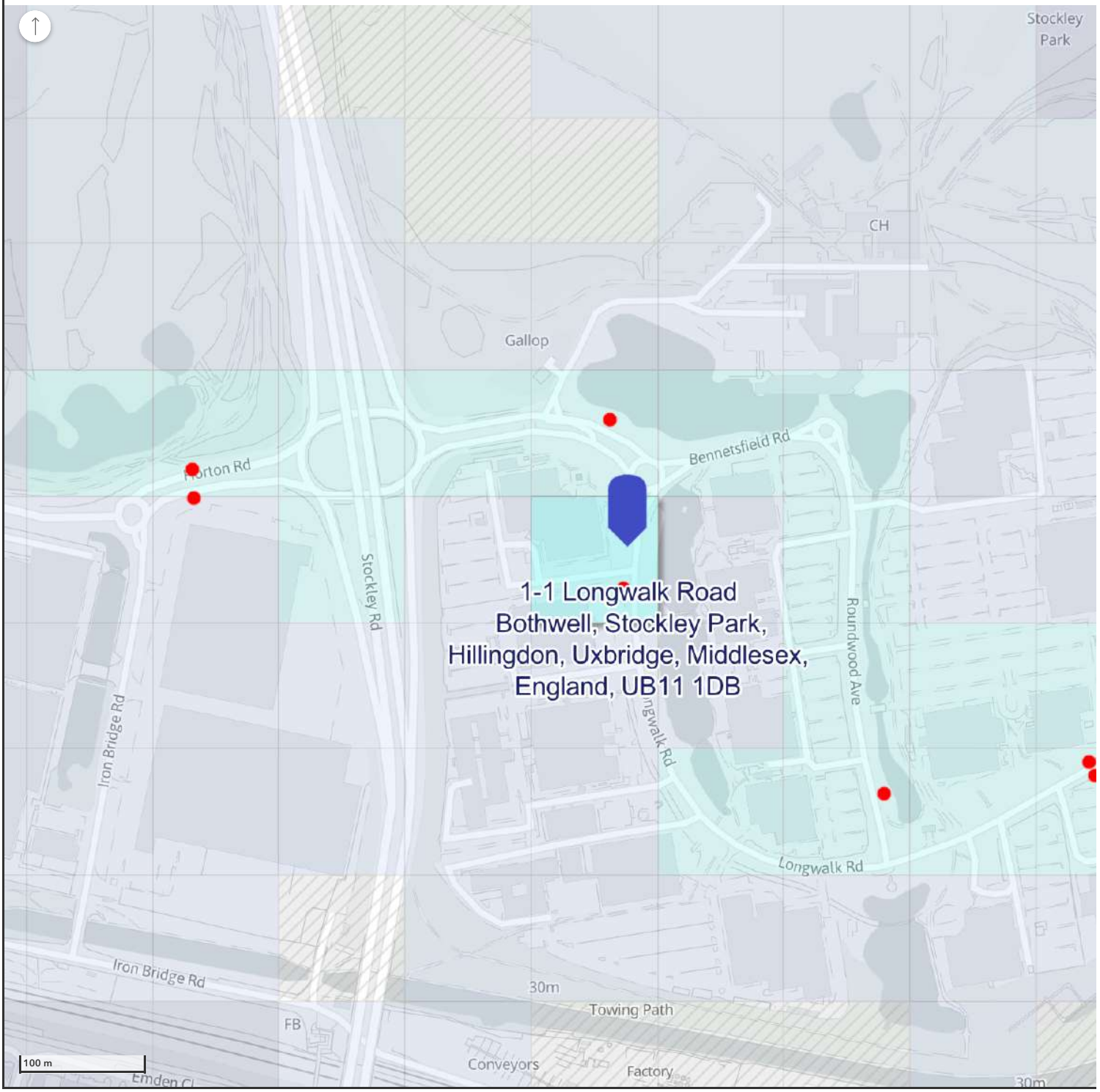
**Initial Issue**

| Issue Date | Status | Current Revision |
|---|---|---|
| **07.10.26** | | **P01** |

# APPENDIX B

PTAL Report

PTAL Report




Transport for London © Crown copyright and database rights 2026 OS AC0000806239 | Transport for London (TfL) | Transport for London

**TfL Stations**
**Underground Stations**

**National Rail Stations**

**Bus Stops**

**PTAL 2023 RESULT**

0 (Worst) | 1a | 1b | 2 | 3 | 4 | 5 | 6a | 6b (Best)

**Elizabeth Line Stations**

**DLR Stations**

**Overground Stations**

Tramlink Stations



## PTAL 2023 Score

2

**Grid ID:** 79093

**Coordinates:** 507845,180252 (BNG)

**Accessibility Index (PTAI) :** 5.41

### 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 | Bennetsfield Road | U5 | 5.00 | 114.48 |

| Mode | Stop | Route | Service Frequency | Walk Distance (m) |
|---|---|---|---|---|
| BUS | Bennetsfield Road | 350 | 3.00 | 114.48 |

| Mode | Stop | Route | Service Frequency | Walk Distance (m) |
|---|---|---|---|---|
| BUS | Bennetsfield Road | A10 | 3.00 | 114.48 |

# APPENDIX C

## ATZ Assessment Route Summary

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Key
Site Location
Elizabeth Line
Key Route 2
Longwalk Road
Furzeground Way
Grand Union Canal Walk
Stockley Park
Botwell Common Road
Lake Farm Country Park
Compton Road
West Avenue
Church Road
Moray Avenue
Forris Avenue
Botwell Lane
Stockley Road
Dawley Road
Rigby Lane
Kestrel Way
Clayton Road
Blyth Road
Keith Road
Station Road
Bourne Avenue
Waltham Avenue
Bourne Farm Playing Field
Pump Lane
Hunters Grove
Minet Drive
Halsway
Birchway
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# APPENDIX D

Proposed Landscaping Vision

# Landscape Vision & Approach

## *Landscape Vision*

**REFLECT THE PAST**

RETAIN THE ORIGINAL DESIGN INTENT AND REFLECT THE SITE HISTORY



Preserve the intention of landscape as the main benefit to workers

Retain site formality as a reference to the 17th Century garden design



**CELEBRATE THE PRESENT**

PRESERVE THE PARK'S GATEWAY WITH KEY VIEWS TO THE LANDSCAPE



Celebrate the existing entrance and arrival experience to the park

Preserve layouts with inward views to the landscape and lakes



**ANTICIPATE THE FUTURE**

EXPAND THE CLIMATE RESILIENT ASPECTS OF THE HERITAGE DESIGN



Retain areas of drought tolerant planting currently within the plots

Increase planted spaces for landscape cooling and resilience



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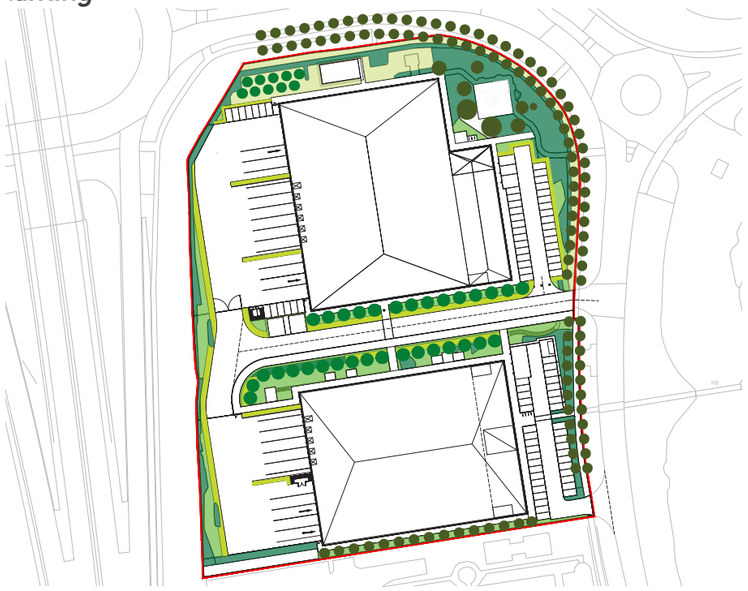
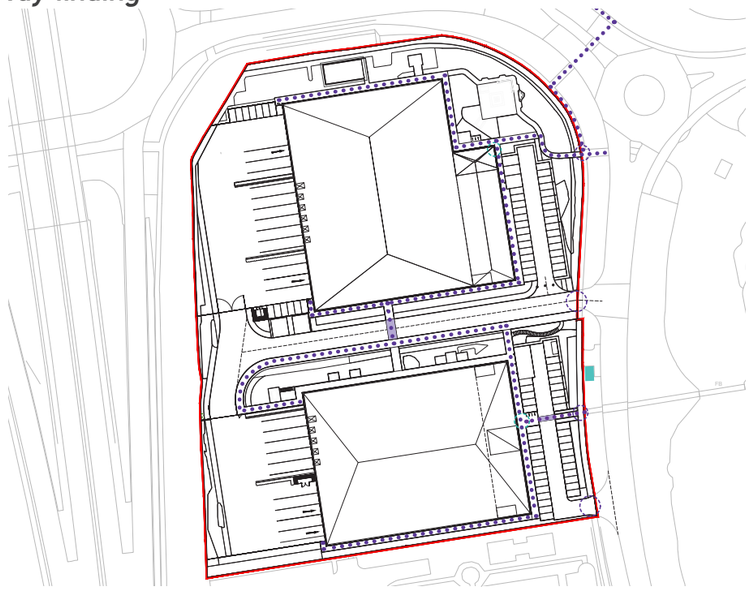
# Landscape Vision & Approach

## *Site-wide Strategies*

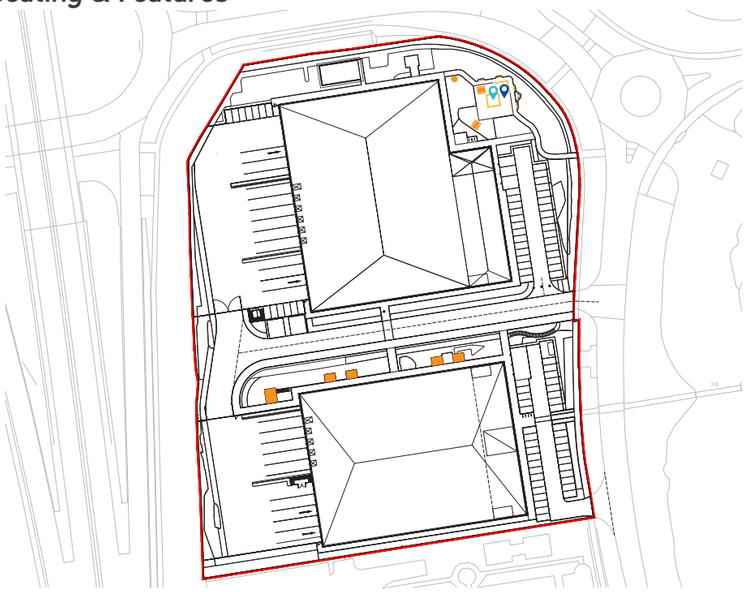
### *Planting*



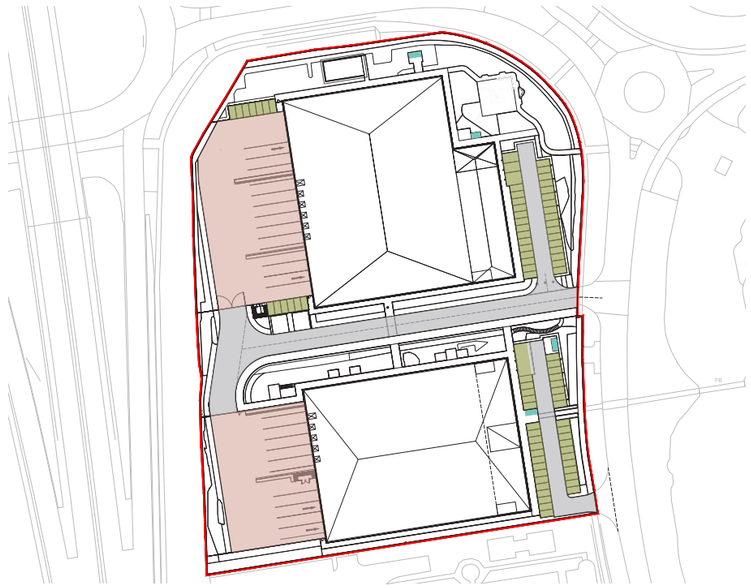
### *Way-finding*



### *Seating & Features*



### *Vehicular Circulation*



### *Spatial Programming Key*

#### *Planting*

- Existing grass to be retained
- Existing shrubbery to be retained
- Proposed evergreen shrubbery
- Proposed native hedgerow
- Existing trees to be retained
- Proposed trees

#### *Way-finding*

- Site entrance node
- Building entrance node
- Safe crossings
- Pedestrian routes
- Bus stops

#### *Seating and Features*

- Small seating pockets
- Social seating & meeting points
- Destination social area
- Sculptural/art feature

#### *Vehicular Circulation*

- Dedicated road surface
- HGV yard
- Car parking
- Cycle provision

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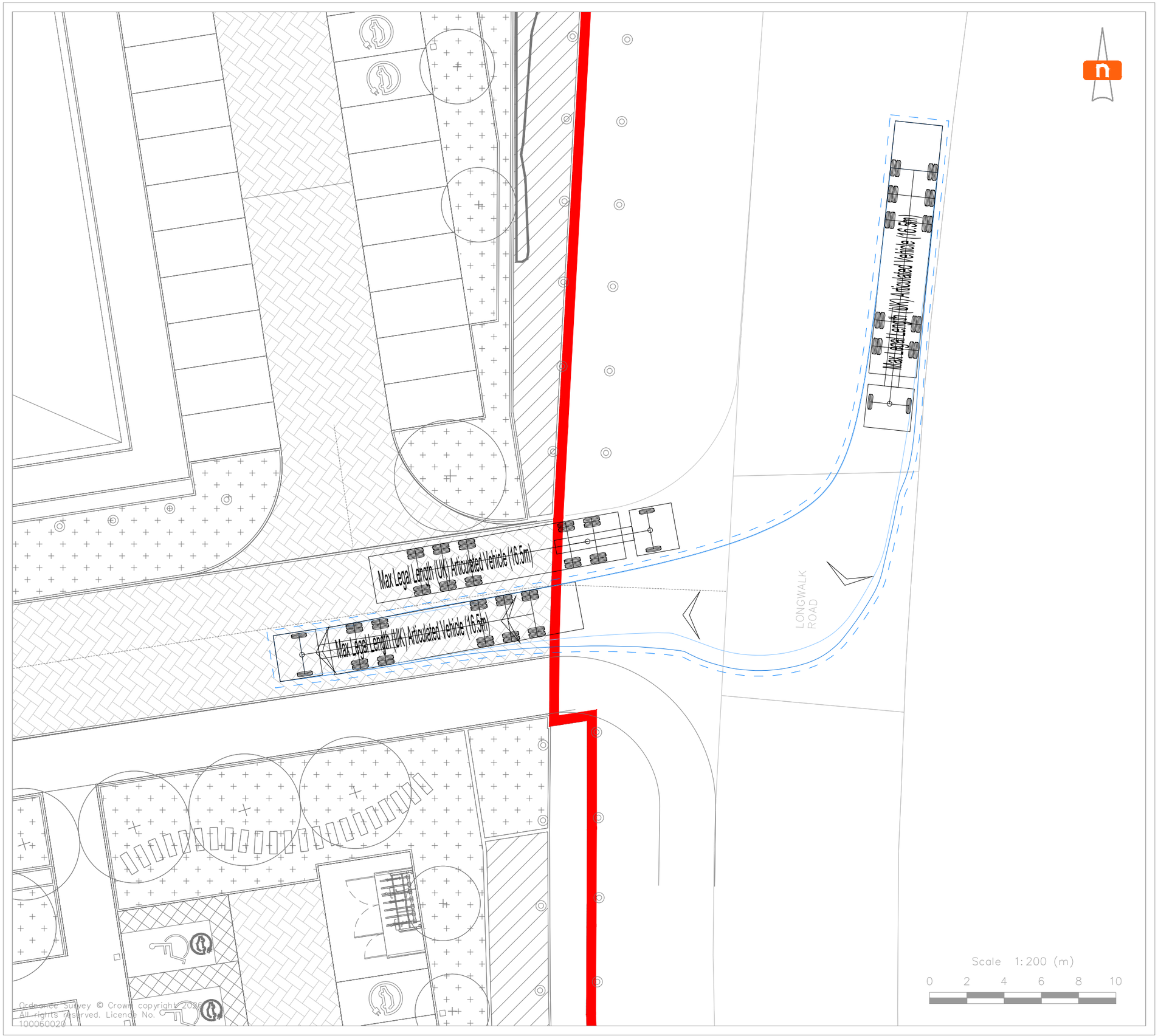
# APPENDIX E

Swept Path Analysis

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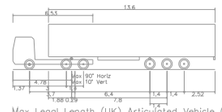
Existing layout

Architects layout

Site boundary



Max Legal Length (UK) Articulated Vehicle (16.5m)

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |







| RE V | DATE | REMARKS | DR. | CH. |
|---|---|---|---|---|
| C | 09.10.2026 | Layout updated | SP | JW |
| B | 12.08.2026 | Layout updated | MC | JW |
| A | 30.03.2026 | Second Issue | AW | JW |
| - | 12.03.2026 | Initial Issue | CD | JW |

CLIENT

Zinc Real Estate

JOB TITLE

1&2 Longwalk Road, Stockley Park, Uxbridge

DRAWING TITLE

Swept Path Analysis
16.5m Articulated Vehicle
Entering Site

DRAWING NO.

J32-8841-AT-A02

DRAWING STATUS

PRELIMINARY

| DRAWN | CHECKED |
|---|---|
| SP | JW |
| CREATED | SCALE |
| MAR '26 | 1:200 at A3 |

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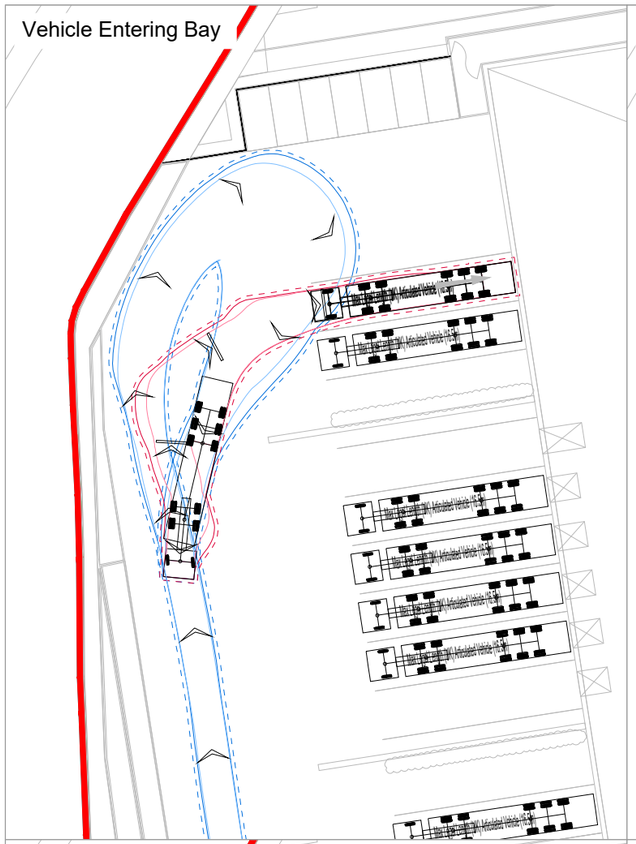
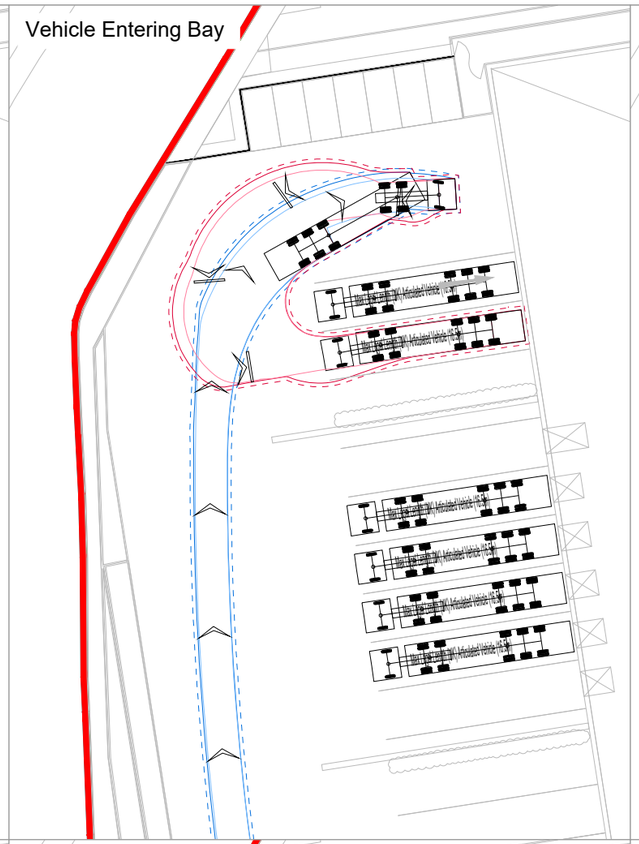
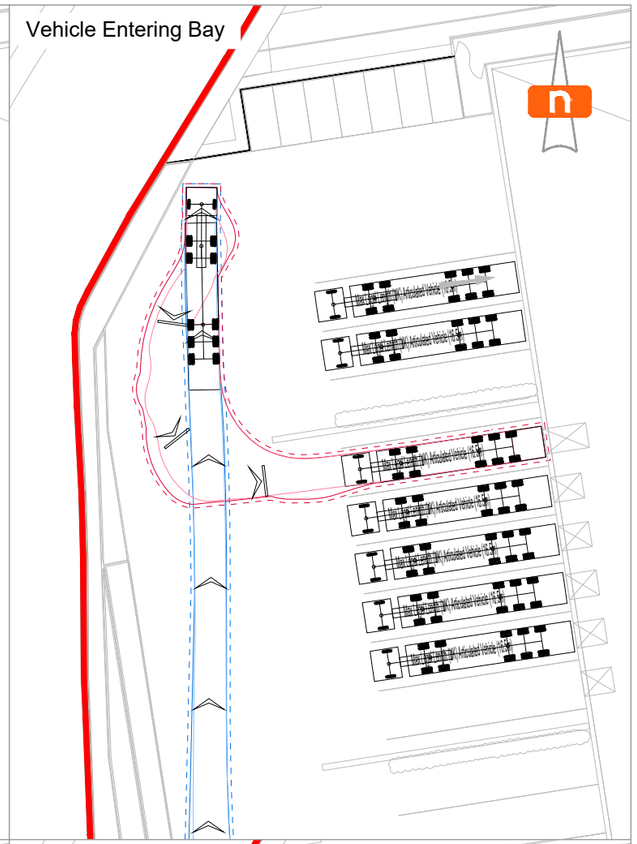
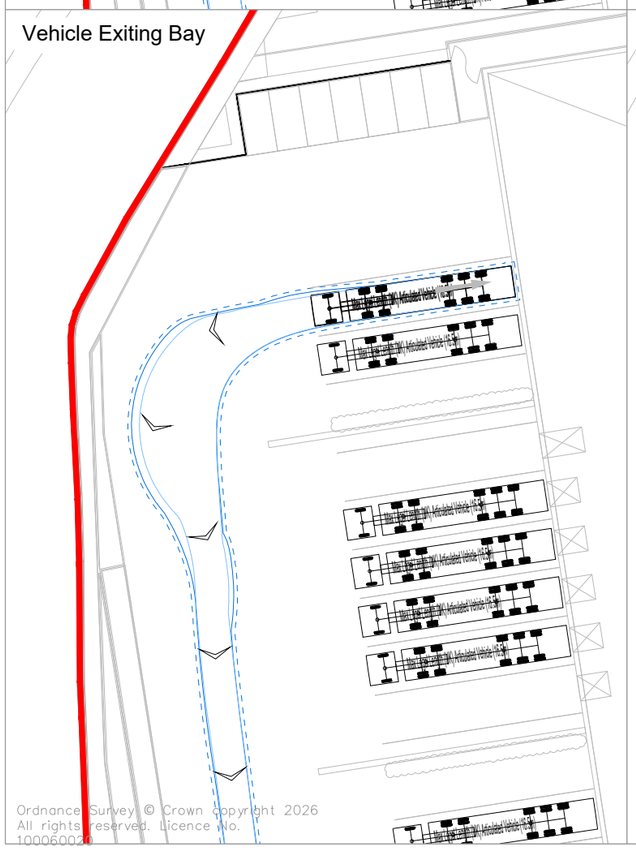
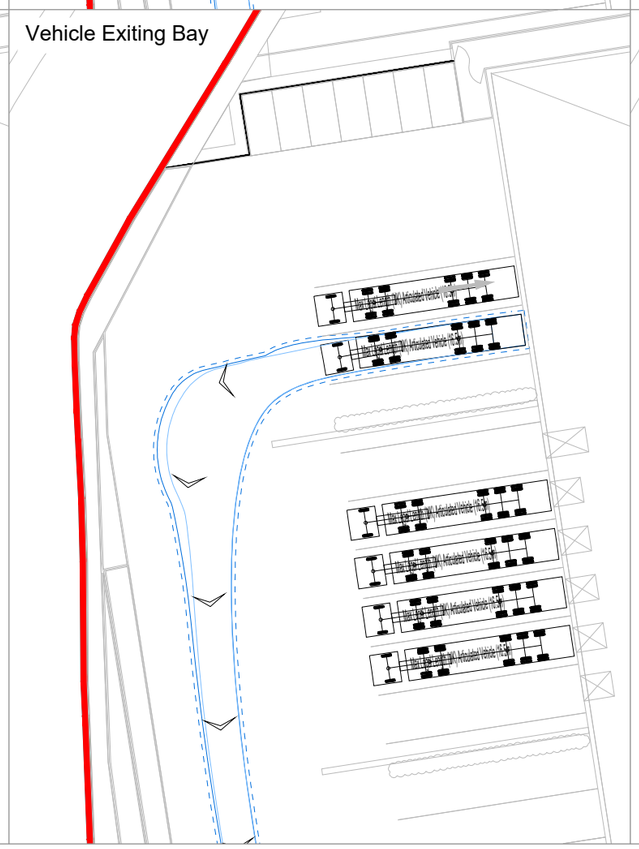
transport planning

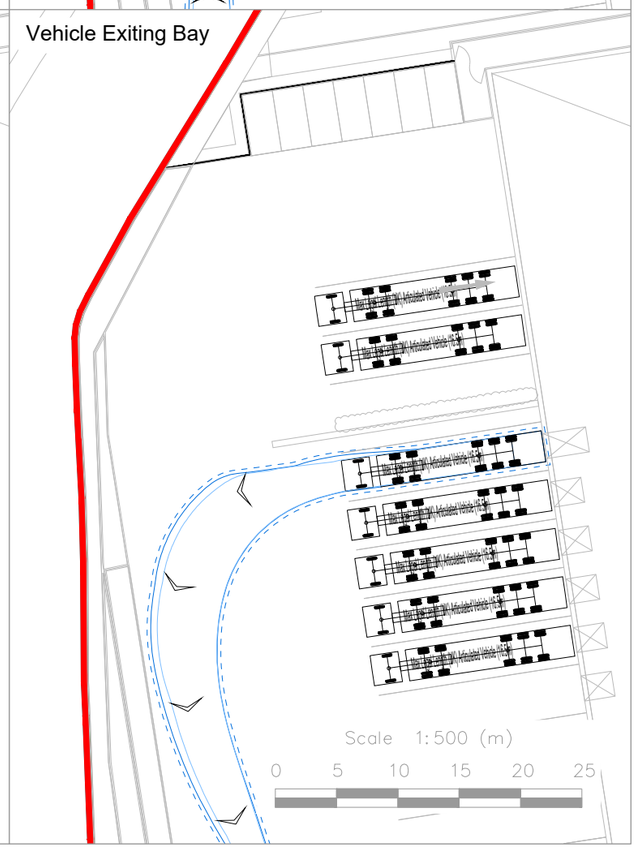
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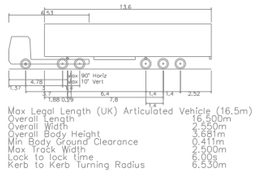
Existing layout

Architects layout

Site boundary




Max Legal Length (UK) Articulated Vehicle (16.5m)

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| REV | DATE | REMARKS | DR. | CH. |
|---|---|---|---|---|
| C | 12.10.2026 | Layout updated | SP | JW |
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| - | 12.03.2026 | Initial Issue | CD | JW |

CLIENT

Zinc Real Estate

JOB TITLE

1&2 Longwalk Road, Stockley Park, Uxbridge

DRAWING TITLE

Swept Path Analysis
16.5m Articulated Vehicle
Unit 100 Loading Bays

DRAWING NO.

J32-8841-AT-A03

DRAWING STATUS

PRELIMINARY

| DRAWN | CHECKED |
|---|---|
| SP | JW |
| CREATED | SCALE |
| MAR '26 | 1:500 at A3 |

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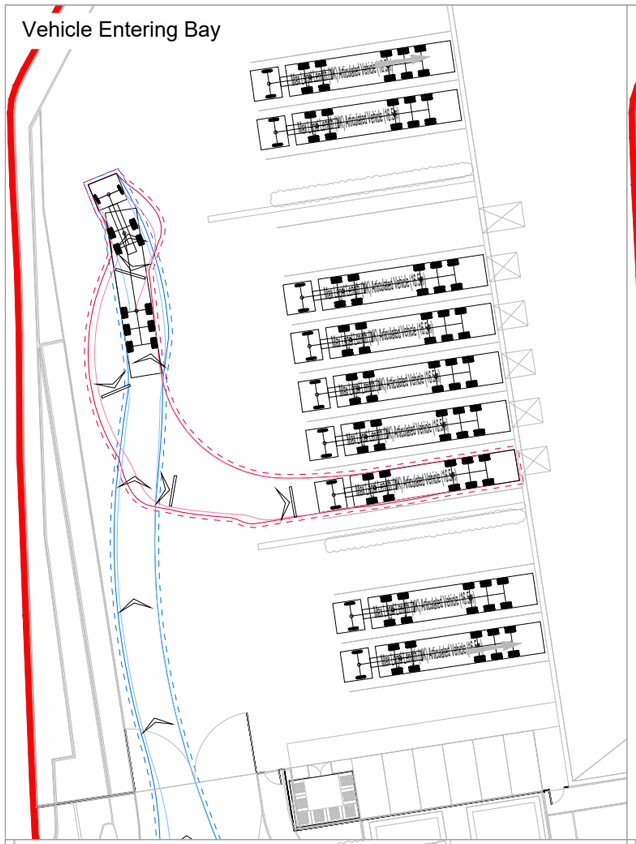
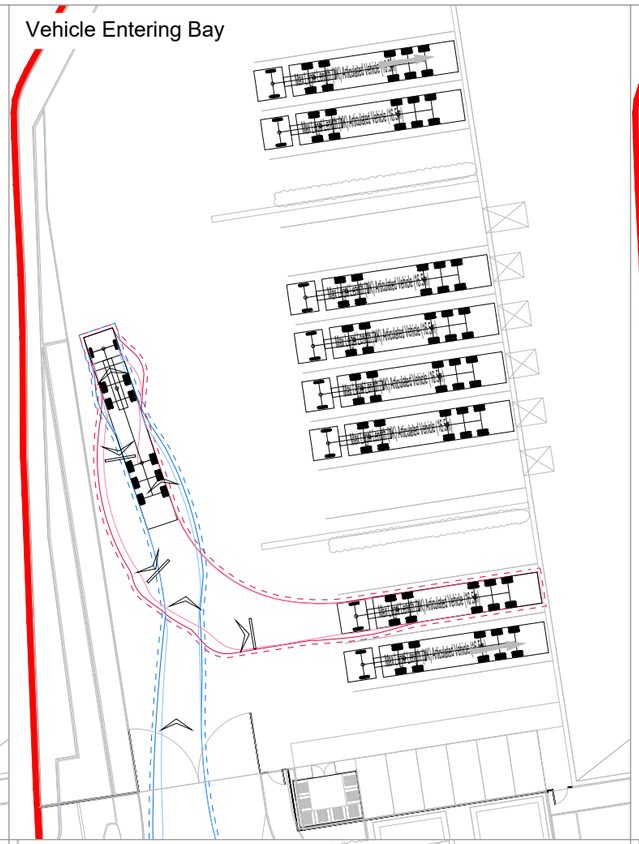
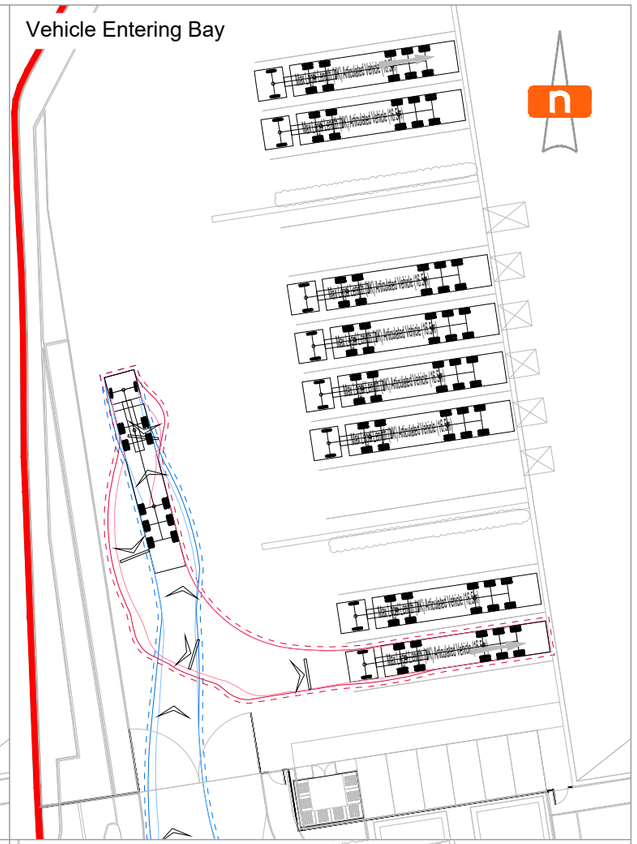
mode
transport planning

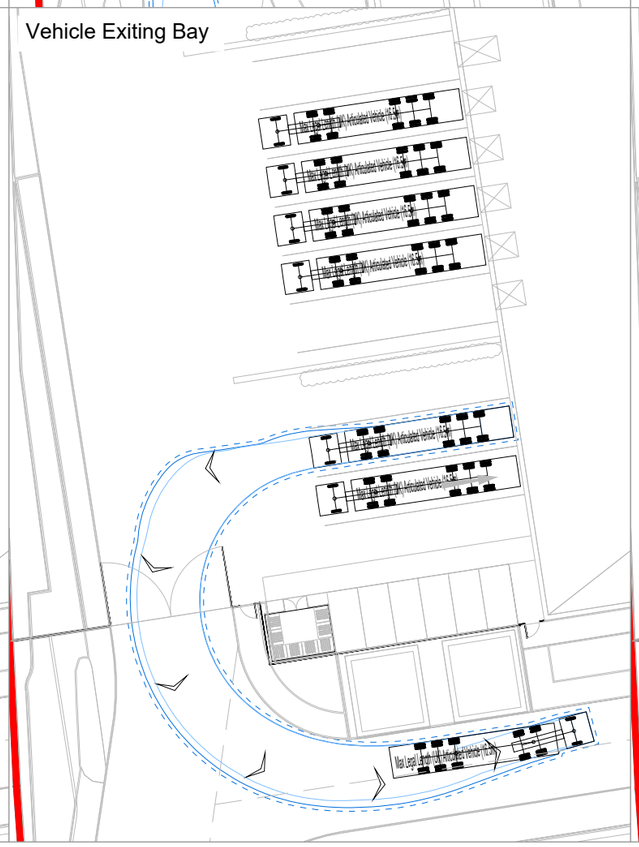












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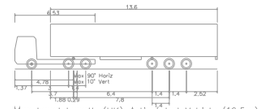
Existing layout

Architects layout

Site boundary



Forward Gear

Reverse Gear

Max Legal Length (UK) Articulated Vehicle (16.5m)

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

| REV | DATE | REMARKS | DR. | CH. |
|---|---|---|---|---|
| C | 12.10.2026 | Layout updated | SP | JW |
| B | 12.08.2026 | Layout updated | MC | JW |
| A | 30.03.2026 | Second Issue | AW | JW |
| - | 12.03.2026 | Initial Issue | CD | JW |

CLIENT

Zinc Real Estate

JOB TITLE

1&2 Longwalk Road, Stockley Park, Uxbridge

DRAWING TITLE

Swept Path Analysis
16.5m Articulated Vehicle
Unit 100 Loading Bays

DRAWING NO.

J32-8841-AT-A04

DRAWING STATUS: PRELIMINARY

| DRAWN | CHECKED |
|---|---|
| SP | JW |
| CREATED | SCALE |
| MAR '26 | 1:500 at A3 |

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mode transport planning




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Note:

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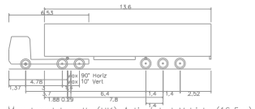
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Layout based on UMC ARCHITECTS drawing: 23517-UMC-ZZZZ-SI-DR-A-0606

Existing layout

Architects layout

Site boundary




Max Legal Length (UK) Articulated Vehicle (16.5m)

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

| REV | DATE | REMARKS | DR. | CH. |
|---|---|---|---|---|
| C | 12.10.2026 | Layout updated | SP | JW |
| B | 12.08.2026 | Layout updated | MC | JW |
| A | 30.03.2026 | Second Issue | AW | JW |
| - | 12.03.2026 | Initial Issue | CD | JW |

CLIENT

Zinc Real Estate

JOB TITLE

1&2 Longwalk Road, Stockley Park, Uxbridge

DRAWING TITLE

Swept Path Analysis
16.5m Articulated Vehicle
Unit 200 Loading Bays

DRAWING NO.

J32-8841-AT-A05

DRAWING STATUS

PRELIMINARY

| DRAWN | CHECKED |
|---|---|
| SP | JW |
| CREATED | SCALE |
| MAR '26 | 1:500 at A3 |

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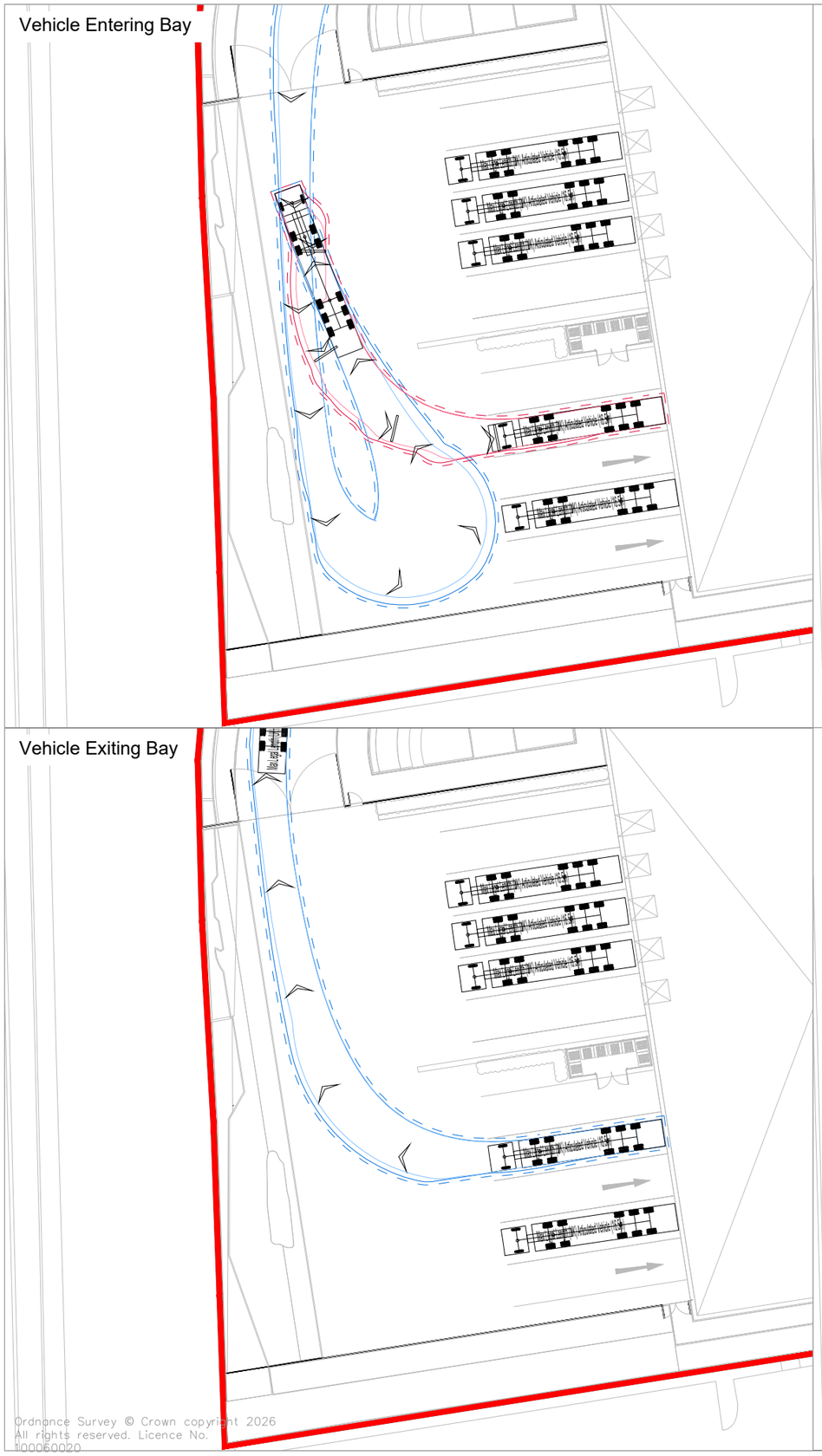


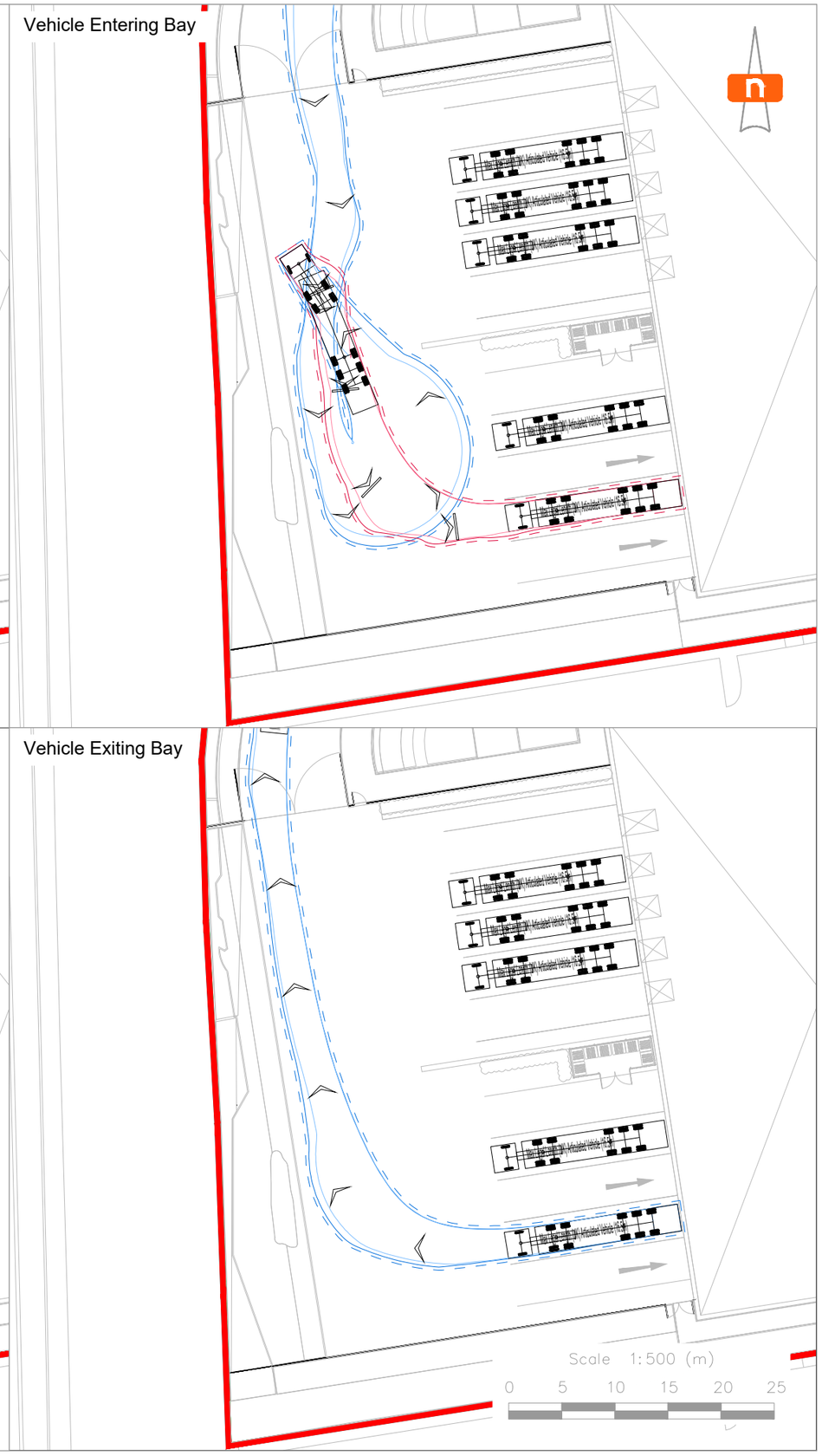


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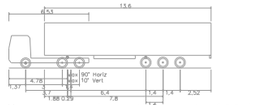
5. Layout based on UMC ARCHITECTS drawing: 23517-UMC-ZZZZ-SI-DR-A-0606

Existing layout

Architects layout

Site boundary




Max Legal Length (UK) Articulated Vehicle (16.5m)

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

| REV | DATE | REMARKS | DR. | CH. |
|---|---|---|---|---|
| C | 12.10.2026 | Layout updated | SP | JW |
| B | 12.08.2026 | Layout updated | MC | JW |
| A | 30.03.2026 | Second Issue | AW | JW |
| - | 12.03.2026 | Initial Issue | CD | JW |

CLIENT

Zinc Real Estate

JOB TITLE

1&2 Longwalk Road, Stockley Park, Uxbridge

DRAWING TITLE

Swept Path Analysis
16.5m Articulated Vehicle
Unit 200 Loading Bays

DRAWING NO.

J32-8841-AT-A06

DRAWING STATUS

PRELIMINARY

| DRAWN | CHECKED |
|---|---|
| SP | JW |
| CREATED | SCALE |
| MAR '26 | 1:500 at A3 |

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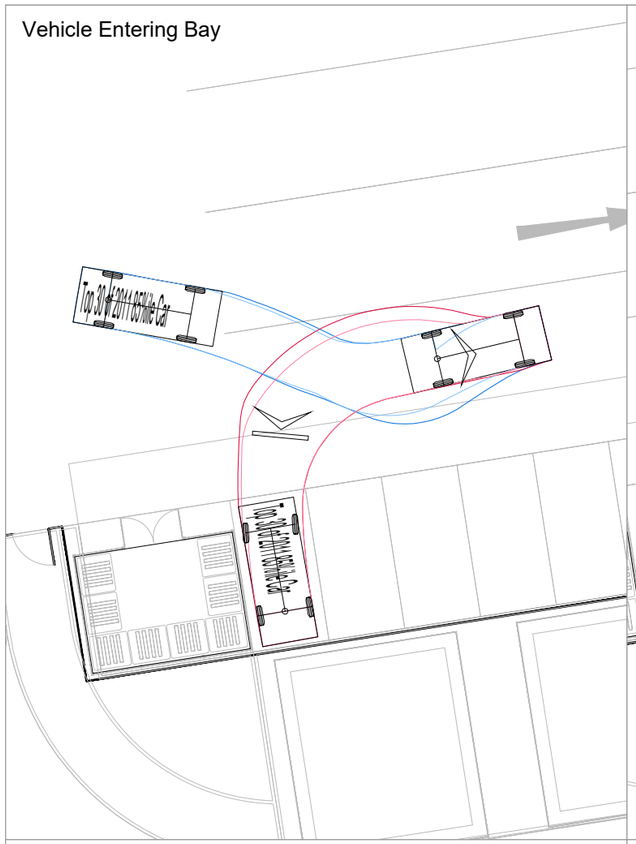


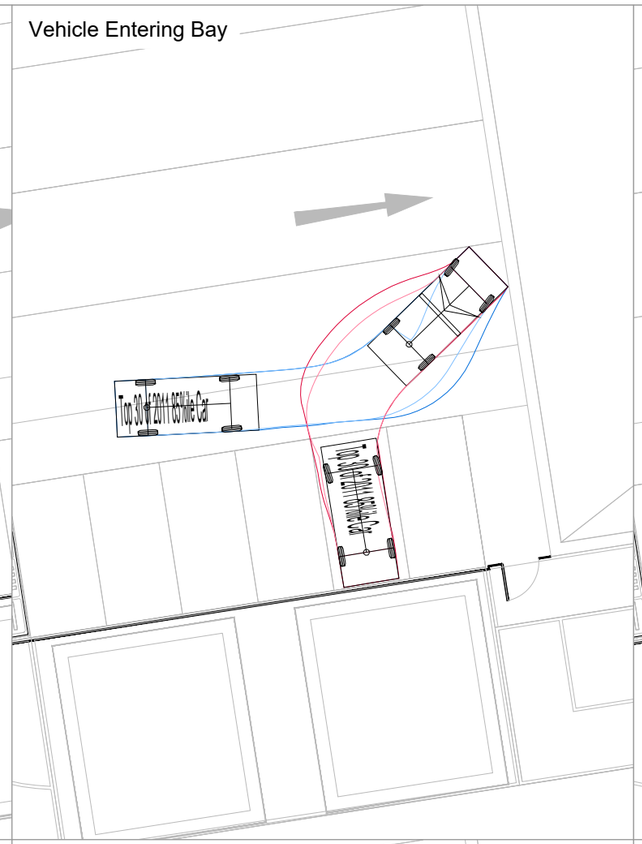


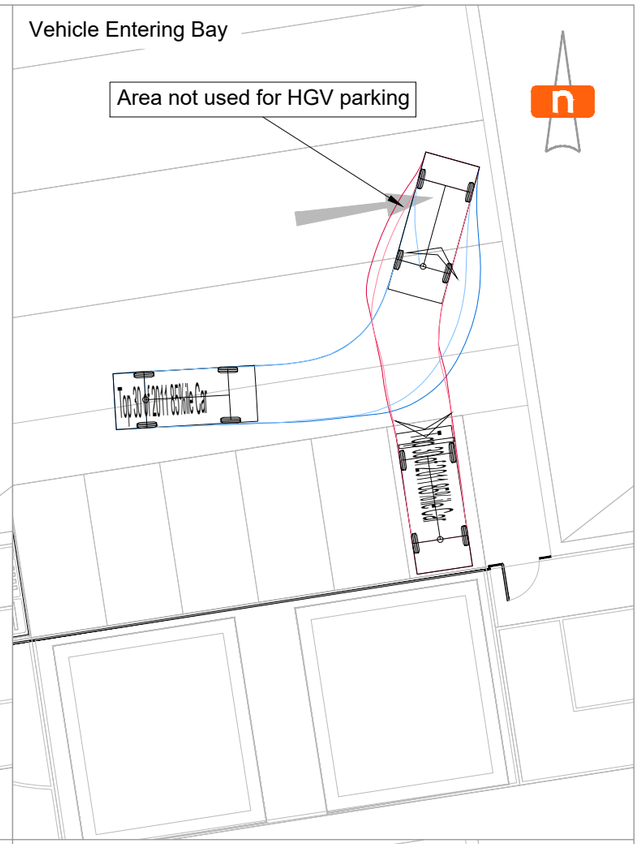


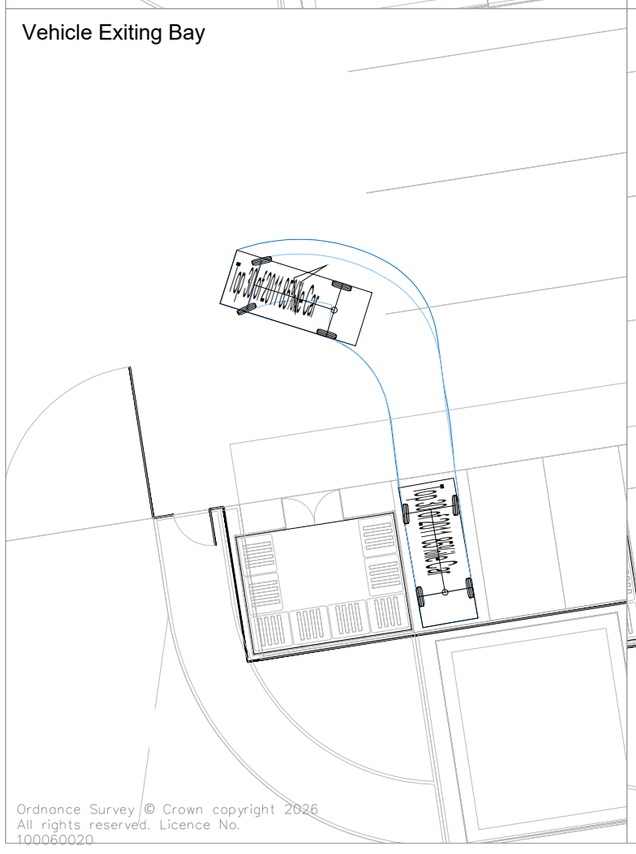


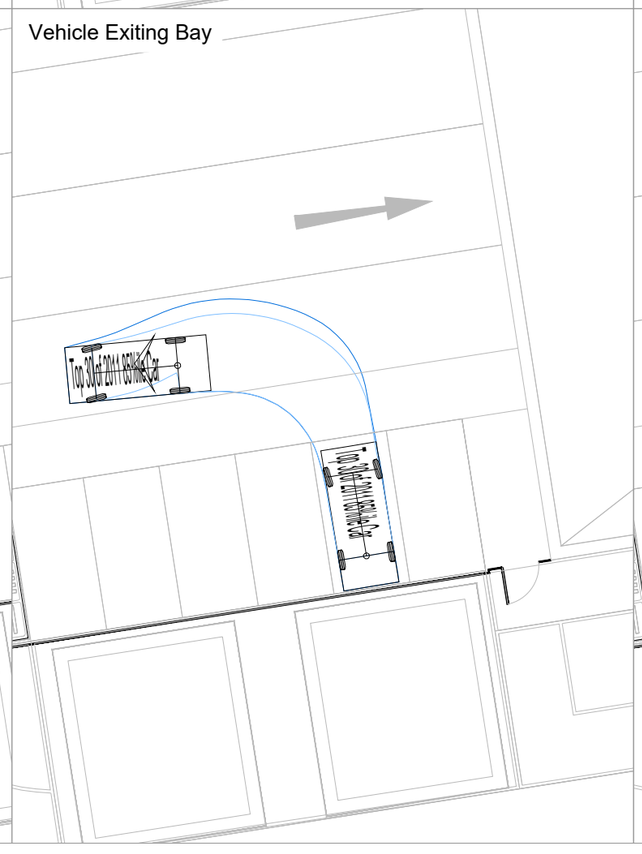


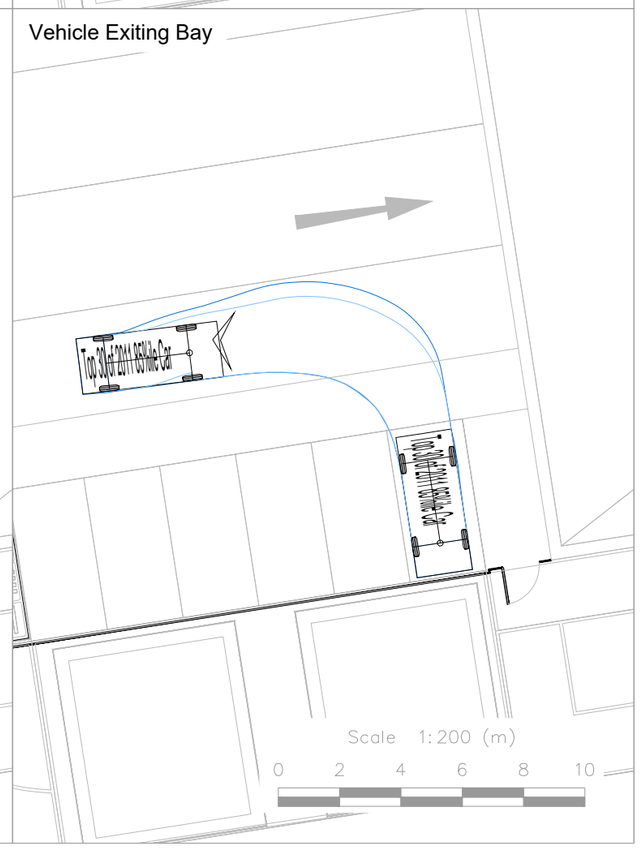


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Note:

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4. All dimensions are shown in metres unless noted otherwise.
5. Layout based on UMC ARCHITECTS drawing: 23517-UMC-ZZZZ-SI-DR-A-0606

Existing layout

Architects layout

Site boundary




Top 30 of 2011 85%ile Car

| | |
|---|---|
| Overall Length | 4.624m |
| Overall Width | 1.824m |
| Overall Body Height | 1.525m |
| Min Body Ground Clearance | 0.269m |
| Track Width | 1.824m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 5.503m |

Forward Gear

Reverse Gear

| REV | DATE | REMARKS | DR. | CH. |
|---|---|---|---|---|
| 1 | 09.10.2026 | Second Issue | SP | JW |
| - | 12.08.2026 | Initial Issue | MC | JW |

CLIENT

Zinc Real Estate

JOB TITLE

1&2 Longwalk Road, Stockley Park, Uxbridge

DRAWING TITLE

Swept Path Analysis
85th Percentile Car

DRAWING NO.

J32-8841-AT-A07

DRAWING STATUS

PRELIMINARY

| DRAWN | CHECKED |
|---|---|
| SP | JW |
| CREATED | SCALE |
| AUG '26 | 1:200 at A3 |

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Note:

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
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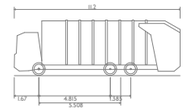
4. All dimensions are shown in metres unless noted otherwise.
5. Layout based on UMC ARCHITECTS drawing: 23517-UMC-ZZZZ-SI-M2-A-0606.P09 Site Layout.

Existing layout

Proposed layout

Site boundary

300mm buffer






Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

| | |
|---|---|
| Overall Length | 11.200m |
| Overall Width | 2.530m |
| Overall Body Height | 3.751m |
| Min Body Ground Clearance | 0.304m |
| Track Width | 2.500m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |

| REV | DATE | REMARKS | DR. | CH. |
|---|---|---|---|---|
| - | 04.09.2026 | Initial Issue | AW | BB |

CLIENT

Zinc Real Estate

JOB TITLE

1&2 Longwalk Road, Stockley Park

DRAWING TITLE

Swept Path Analysis -
Refuse Vehicle Unit 100

DRAWING NO.

J32-8841-AT-A010

DRAWING STATUS

PRELIMINARY

| DRAWN | CHECKED |
|---|---|
| AW | BB |
| CREATED | SCALE |
| Sep '26 | 1:1000 at A3 |

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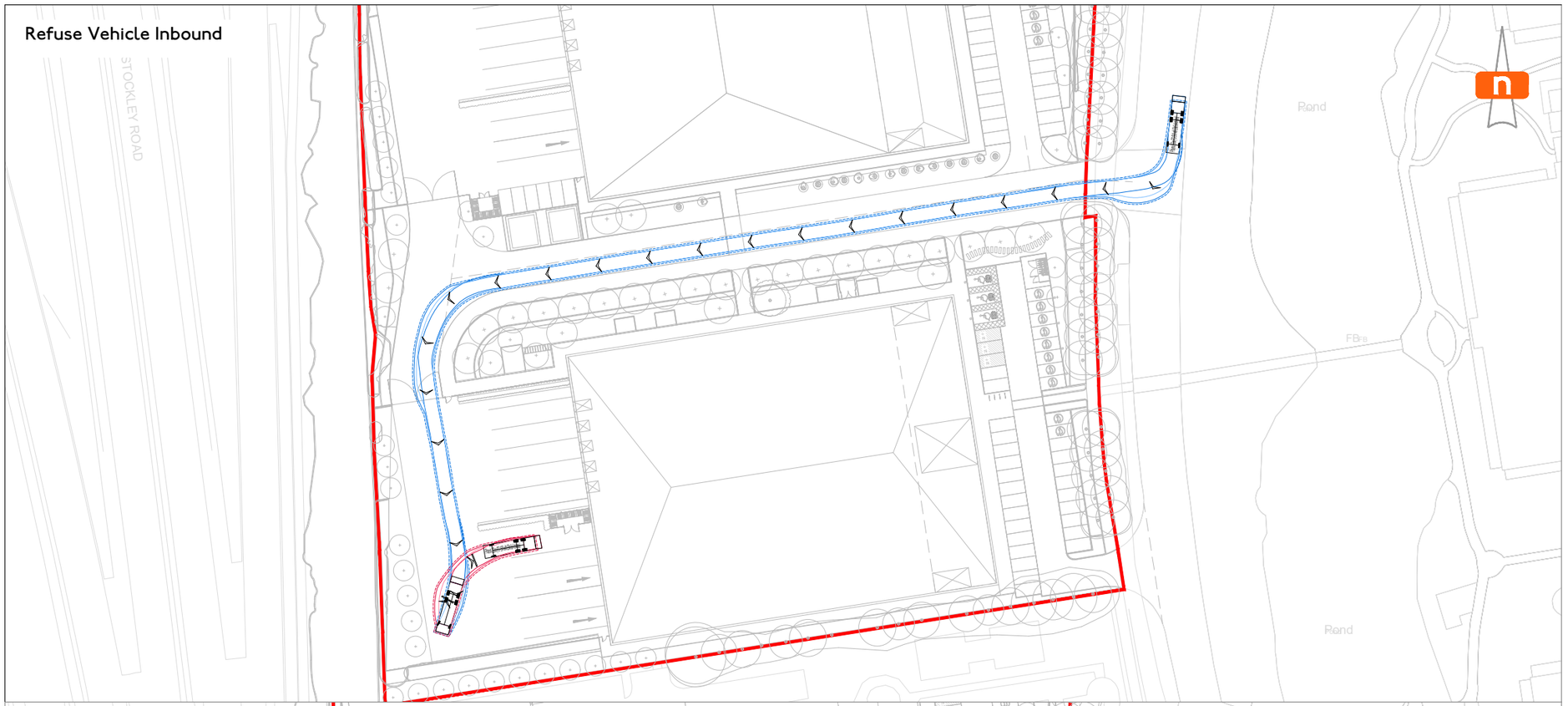
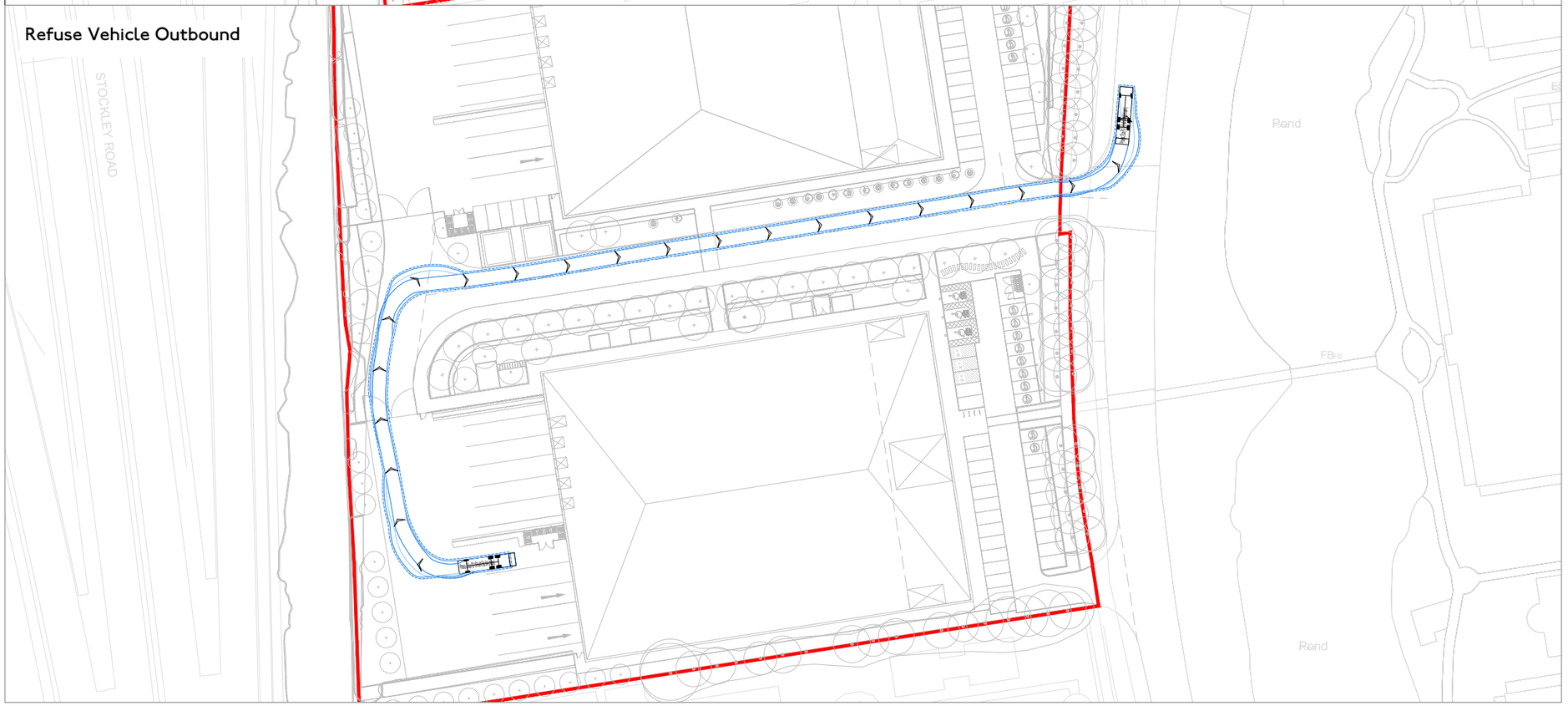
## Refuse Vehicle Inbound




## Refuse Vehicle Outbound




Note:

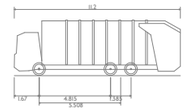
1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Layout based on UMC ARCHITECTS drawing: 23517-UMC-ZZZZ-SI-M2-A-0606.P09 Site Layout.

Existing layout

Proposed layout

Site boundary

300mm buffer




Forward Gear

Reverse Gear

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

| | |
|---|---|
| Overall Length | 11.200m |
| Overall Width | 2.530m |
| Overall Body Height | 3.751m |
| Min Body Ground Clearance | 0.304m |
| Track Width | 2.500m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |

| REV | DATE | REMARKS | DR. | CH. |
|---|---|---|---|---|
| - | 04.09.2026 | Initial Issue | AW | BB |

CLIENT

Zinc Real Estate

JOB TITLE

1&2 Longwalk Road, Stockley Park

DRAWING TITLE

Swept Path Analysis -
Refuse Vehicle Unit 200

DRAWING NO.

J32-8841-AT-A011

DRAWING STATUS

PRELIMINARY

| DRAWN | CHECKED |
|---|---|
| AW | BB |
| CREATED | SCALE |
| Sep '26 | 1:1000 at A3 |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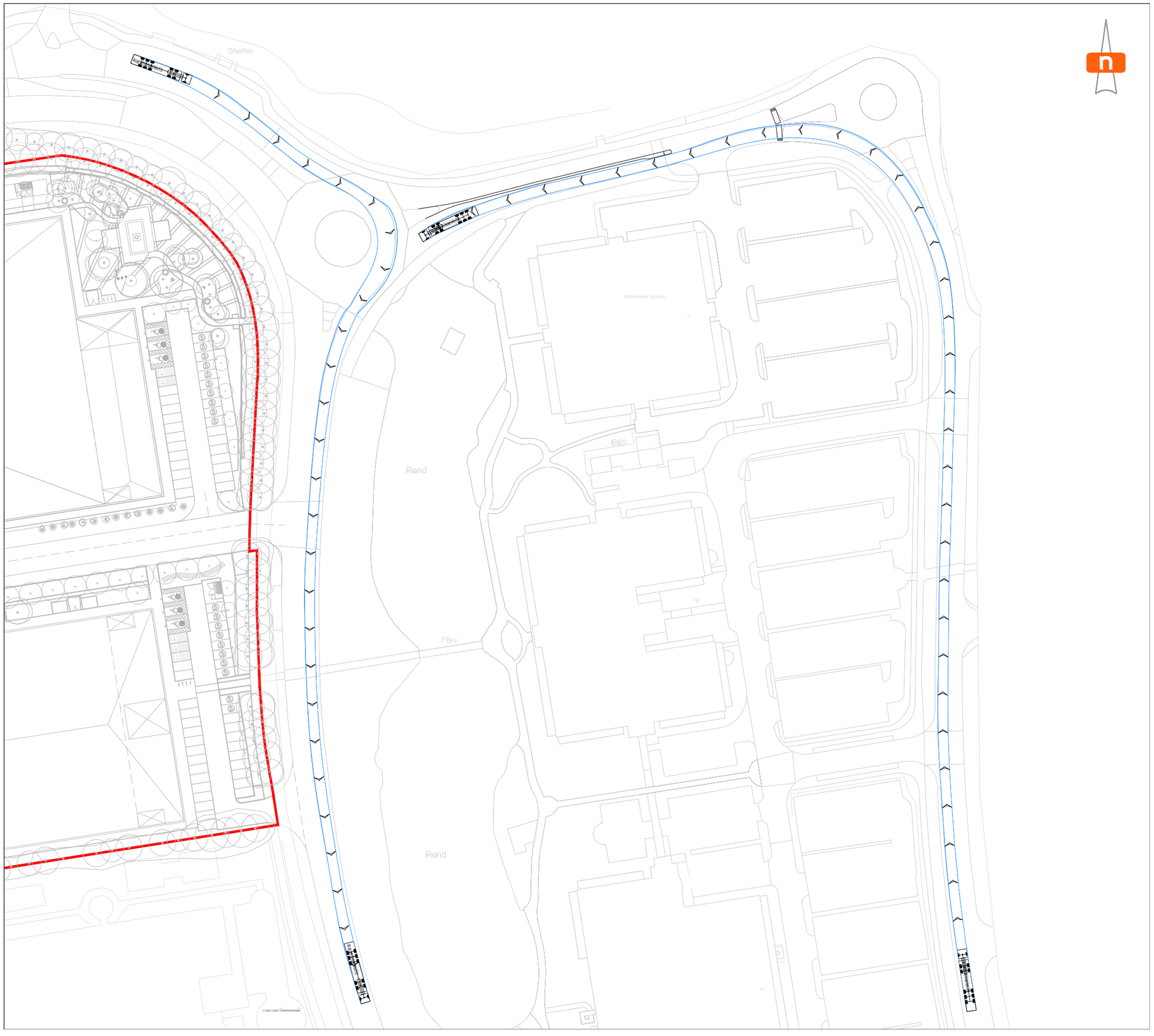



Note:

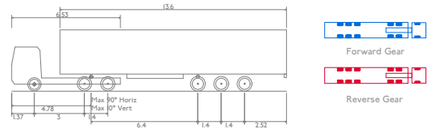
1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Layout based on UMC ARCHITECTS drawing: 23517-UMC-ZZZZ-SI-M2-A-0606.P09 Site Layout.

Existing layout

Proposed layout

Site boundary

Indicative location of restriction bollards




| Max Legal Length (UK) Articulated Vehicle (16.5m) | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

| REV | DATE | REMARKS | DR. | CH. |
|---|---|---|---|---|
| A | 16.09.2026 | Second Issue | CD | JW |
| - | 04.09.2026 | Initial Issue | AW | JW |

CLIENT

Zinc Real Estate

JOB TITLE

1&2 Longwalk Road, Stockley Park

DRAWING TITLE

Swept Path Analysis -
16.5 Articulated Vehicle North

DRAWING NO.

J32-8841-AT-A12

DRAWING STATUS

PRELIMINARY

| DRAWN | CHECKED |
|---|---|
| AW | JW |
| CREATED | SCALE |
| Sep '26 | 1:1000 at A3 |

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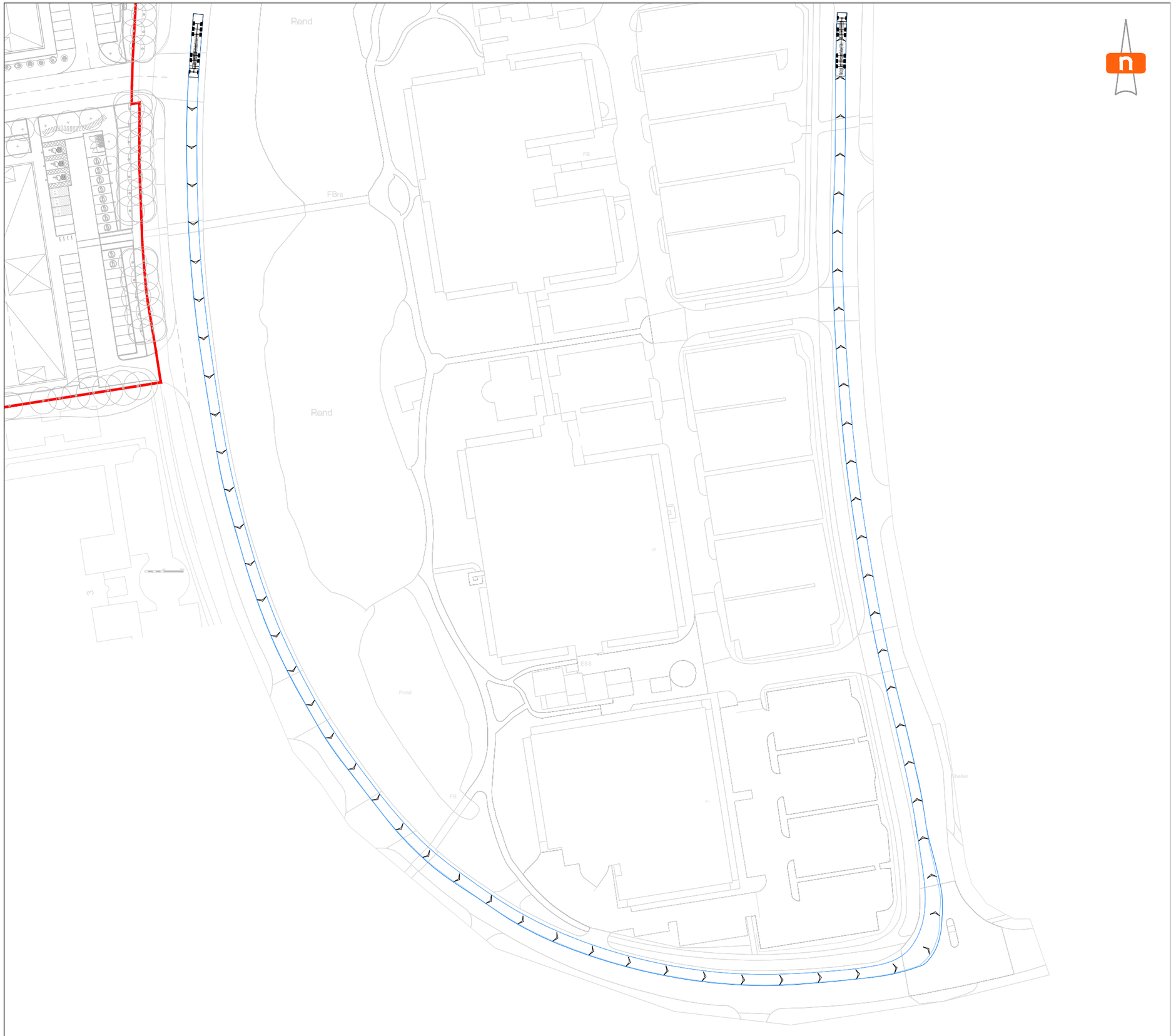


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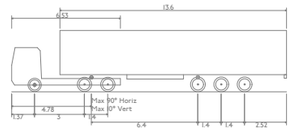
2. Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
3. Do not scale from this drawing. Work from figured dimensions only.
4. All dimensions are shown in metres unless noted otherwise.
5. Layout based on UMC ARCHITECTS drawing: 23517-UMC-ZZZZ-SI-M2-A-0606.P09 Site Layout.

Existing layout

Proposed layout

Site boundary







Max Legal Length (UK) Articulated Vehicle (16.5m)

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

| REV | DATE | REMARKS | DR. | CH. |
|---|---|---|---|---|
| A | 16.09.2026 | Second Issue | CD | JW |
| - | 04.09.2026 | Initial Issue | AW | JW |

CLIENT

Zinc Real Estate

JOB TITLE

1&2 Longwalk Road, Stockley Park

DRAWING TITLE

Swept Path Analysis -
16.5 Articulated Vehicle South

DRAWING NO.

J32-8841-AT-A13

DRAWING STATUS

PRELIMINARY

| DRAWN | CHECKED |
|---|---|
| AW | JW |
| CREATED | SCALE |
| Sep '26 | 1:1000 at A3 |

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# APPENDIX F

TRICS Outputs

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

**Selected Vehicle Type: Total Vehicles**

Selected regions and areas:

| | | | |
|---|---|---|---|
| **01** | **GREATER LONDON** | | |
| | HO | HOUNSLOW | 1 day |

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



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**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: | 6186 to 120000 (units:sqm) |
| Range Selected by User: | 6000 to 120000 (units:sqm) |
| Parking Spaces Range: | 1 - 1471 |

**Public Transport Provision:**

| | |
|---|---|
| Selection by: | All Surveys Included |
| Date Range: | 01/01/16 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:**

| | |
|---|---|
| Wednesday | 1 days |

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

**Selected survey types:**

| | |
|---|---|
| Manual count | 1 |
| 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:**

| | |
|---|---|
| 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:**

| | |
|---|---|
| No Sub Category | 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 Included | 1 days |


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**Secondary Filtering Selection:**

**Use Class:**

| | |
|---|---|
| Not Known | 1 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:**

**3100 - 3100**

**Population within 1 mile:**

| | |
|---|---|
| 25,001 to 50,000 | 1 surveys |

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

**Population within 5 miles:**

| | |
|---|---|
| 500,001 or More | 1 surveys |

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

**Car ownership within 5 miles:**

| | |
|---|---|
| 0.6 to 1.0 | 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.*


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**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:**

| | |
|---|---|
| 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:**

| | |
|---|---|
| 1b - Very poor | 1 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**


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**1** **HO-02-A-01** **SKY HEADQUARTERS** **HOUNSLOW**
SYON LANE
ISLEWORTH
Suburban Area
No Sub Category
Gross floor area: 120000.00 sqm
Survey date: Wednesday 05/07/2017 Survey Type: Unknown


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

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

| Time Range | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---|---|---|---|---|---|
| **00:00-01:00** | | | | | |
| **01:00-02:00** | | | | | |
| **02:00-03:00** | | | | | |
| **03:00-04:00** | | | | | |
| **04:00-05:00** | | | | | |
| **05:00-06:00** | | | | | |
| **06:00-07:00** | **1** | **120000** | **0.451** | **0.062** | **0.513** |
| **07:00-08:00** | **1** | **120000** | **0.753** | **0.105** | **0.858** |
| **08:00-09:00** | **1** | **120000** | **1.543** | **0.062** | **1.605** |
| **09:00-10:00** | **1** | **120000** | **1.208** | **0.068** | **1.276** |
| **10:00-11:00** | **1** | **120000** | **0.341** | **0.091** | **0.432** |
| **11:00-12:00** | **1** | **120000** | **0.176** | **0.112** | **0.288** |
| **12:00-13:00** | **1** | **120000** | **0.246** | **0.242** | **0.488** |
| **13:00-14:00** | **1** | **120000** | **0.223** | **0.200** | **0.423** |
| **14:00-15:00** | **1** | **120000** | **0.181** | **0.184** | **0.365** |
| **15:00-16:00** | **1** | **120000** | **0.108** | **0.339** | **0.447** |
| **16:00-17:00** | **1** | **120000** | **0.090** | **0.880** | **0.970** |
| **17:00-18:00** | **1** | **120000** | **0.085** | **1.701** | **1.786** |
| **18:00-19:00** | **1** | **120000** | **0.083** | **0.873** | **0.956** |
| **19:00-20:00** | **1** | **120000** | **0.049** | **0.480** | **0.529** |
| **20:00-21:00** | **1** | **120000** | **0.048** | **0.182** | **0.230** |
| **21:00-22:00** | **1** | **120000** | **0.058** | **0.106** | **0.164** |
| **22:00-23:00** | | | | | |
| **23:00-00:00** | | | | | |
| **Total Rates:** | | | **5.643** | **5.687** | **11.330** |

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

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

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

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

| Time Range | No. Days | Ave. GFA | Arrivals | Departures | Totals |
|---|---|---|---|---|---|
| 00:00-01:00 | | | | | |
| 01:00-02:00 | | | | | |
| 02:00-03:00 | | | | | |
| 03:00-04:00 | | | | | |
| 04:00-05:00 | | | | | |
| 05:00-06:00 | | | | | |
| 06:00-07:00 | 1 | 120000 | 0.001 | 0.000 | 0.001 |
| 07:00-08:00 | 1 | 120000 | 0.002 | 0.002 | 0.004 |
| 08:00-09:00 | 1 | 120000 | 0.002 | 0.002 | 0.004 |
| 09:00-10:00 | 1 | 120000 | 0.002 | 0.003 | 0.005 |
| 10:00-11:00 | 1 | 120000 | 0.002 | 0.002 | 0.004 |
| 11:00-12:00 | 1 | 120000 | 0.000 | 0.001 | 0.001 |
| 12:00-13:00 | 1 | 120000 | 0.000 | 0.000 | 0.000 |
| 13:00-14:00 | 1 | 120000 | 0.000 | 0.000 | 0.000 |
| 14:00-15:00 | 1 | 120000 | 0.000 | 0.000 | 0.000 |
| 15:00-16:00 | 1 | 120000 | 0.000 | 0.000 | 0.000 |
| 16:00-17:00 | 1 | 120000 | 0.000 | 0.000 | 0.000 |
| 17:00-18:00 | 1 | 120000 | 0.000 | 0.000 | 0.000 |
| 18:00-19:00 | 1 | 120000 | 0.000 | 0.000 | 0.000 |
| 19:00-20:00 | 1 | 120000 | 0.000 | 0.000 | 0.000 |
| 20:00-21:00 | 1 | 120000 | 0.000 | 0.000 | 0.000 |
| 21:00-22:00 | 1 | 120000 | 0.000 | 0.000 | 0.000 |
| 22:00-23:00 | | | | | |
| 23:00-00:00 | | | | | |
| **Total Rates:** | | | 0.009 | 0.010 | 0.019 |

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

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

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Calculation Reference: AUDIT-754101-250627-0609

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)

## MULTI-MODAL TOTAL VEHICLES

*Selected regions and areas:*

**01 GREATER LONDON**

| | | |
|---|---|---|
| BE | BEXLEY | 1 days |
| HD | HILLINGDON | 1 days |

*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: Gross floor area
Actual Range: 8673 to 20400 (units: sqm)
Range Selected by User: 8673 to 20400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 27/09/18

*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:*
Thursday 2 days

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

*Selected survey types:*
Manual count 2 days
Directional ATC Count 0 days

*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 2

*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:*
Industrial Zone 2

*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 Vehicles Counts:*
Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded X days - Selected

**Secondary Filtering selection:**

*Use Class:*
B8 2 days

*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®.*

*Filter by Site Operations Breakdown:*
All Surveys Included

*Population within 500m Range:*
All Surveys Included

**Secondary Filtering selection (Cont.):**

*Population within 1 mile:*

| | |
|---|---|
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 1 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 250,001 to 500,000 | 1 days |
| 500,001 or More | 1 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 2 days |

*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.*

*Travel Plan:*

| | |
|---|---|
| Yes | 1 days |
| No | 1 days |

*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:*

| | |
|---|---|
| 1a (Low) Very poor | 1 days |
| 2 Poor | 1 days |

*This data displays the number of selected surveys with PTAL Ratings.*

*LIST OF SITES relevant to selection parameters*

**1** **BE-02-F-01** **FRESH FRUIT DISTRIBUTOR** **BEXLEY**
THAMES ROAD
CRAYFORD

Edge of Town
Industrial Zone
Total Gross floor area: 20400 sqm
*Survey date: THURSDAY* *20/09/18* *Survey Type: MANUAL*

**2** **HD-02-F-01** **FOOD DISTRIBUTOR** **HILLINGDON**
NINE ACRES CLOSE
HAYES

Edge of Town
Industrial Zone
Total Gross floor area: 8673 sqm
*Survey date: THURSDAY* *27/09/18* *Survey Type: MANUAL*

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

## MULTI-MODAL TOTAL PEOPLE

## Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.62

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 14537 | 0.310 | 2 | 14537 | 0.096 | 2 | 14537 | 0.406 |
| 08:00 - 09:00 | **2** | **14537** | **0.406** | 2 | 14537 | 0.134 | 2 | 14537 | 0.540 |
| 09:00 - 10:00 | 2 | 14537 | 0.237 | 2 | 14537 | 0.155 | 2 | 14537 | 0.392 |
| 10:00 - 11:00 | 2 | 14537 | 0.258 | 2 | 14537 | 0.227 | 2 | 14537 | 0.485 |
| 11:00 - 12:00 | 2 | 14537 | 0.255 | 2 | 14537 | 0.251 | 2 | 14537 | 0.506 |
| 12:00 - 13:00 | 2 | 14537 | 0.375 | 2 | 14537 | 0.371 | 2 | 14537 | 0.746 |
| 13:00 - 14:00 | 2 | 14537 | 0.265 | 2 | 14537 | 0.313 | 2 | 14537 | 0.578 |
| 14:00 - 15:00 | 2 | 14537 | 0.241 | 2 | 14537 | 0.268 | 2 | 14537 | 0.509 |
| 15:00 - 16:00 | 2 | 14537 | 0.162 | 2 | 14537 | 0.248 | 2 | 14537 | 0.410 |
| 16:00 - 17:00 | 2 | 14537 | 0.224 | 2 | 14537 | 0.347 | 2 | 14537 | 0.571 |
| 17:00 - 18:00 | 2 | 14537 | 0.241 | **2** | **14537** | **0.578** | **2** | **14537** | **0.819** |
| 18:00 - 19:00 | 2 | 14537 | 0.227 | 2 | 14537 | 0.217 | 2 | 14537 | 0.444 |
| 19:00 - 20:00 | 1 | 20400 | 0.059 | 1 | 20400 | 0.294 | 1 | 20400 | 0.353 |
| 20:00 - 21:00 | 1 | 20400 | 0.020 | 1 | 20400 | 0.049 | 1 | 20400 | 0.069 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.280 | | | 3.548 | | | 6.828 |

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

## MULTI-MODAL OGVS

## Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 2 | 14537 | 0.024 | 2 | 14537 | 0.028 | 2 | 14537 | 0.052 |
| 08:00 - 09:00 | 2 | 14537 | 0.028 | 2 | 14537 | 0.031 | 2 | 14537 | 0.059 |
| 09:00 - 10:00 | 2 | 14537 | 0.034 | 2 | 14537 | 0.048 | 2 | 14537 | 0.082 |
| 10:00 - 11:00 | 2 | 14537 | 0.034 | **2** | **14537** | **0.055** | 2 | 14537 | 0.089 |
| 11:00 - 12:00 | 2 | 14537 | 0.041 | 2 | 14537 | 0.028 | 2 | 14537 | 0.069 |
| 12:00 - 13:00 | **2** | **14537** | **0.048** | 2 | 14537 | 0.052 | **2** | **14537** | **0.100** |
| 13:00 - 14:00 | 2 | 14537 | 0.048 | 2 | 14537 | 0.048 | 2 | 14537 | 0.096 |
| 14:00 - 15:00 | 2 | 14537 | 0.031 | 2 | 14537 | 0.028 | 2 | 14537 | 0.059 |
| 15:00 - 16:00 | 2 | 14537 | 0.028 | 2 | 14537 | 0.031 | 2 | 14537 | 0.059 |
| 16:00 - 17:00 | 2 | 14537 | 0.021 | 2 | 14537 | 0.021 | 2 | 14537 | 0.042 |
| 17:00 - 18:00 | 2 | 14537 | 0.021 | 2 | 14537 | 0.038 | 2 | 14537 | 0.059 |
| 18:00 - 19:00 | 2 | 14537 | 0.034 | 2 | 14537 | 0.014 | 2 | 14537 | 0.048 |
| 19:00 - 20:00 | 1 | 20400 | 0.020 | 1 | 20400 | 0.034 | 1 | 20400 | 0.054 |
| 20:00 - 21:00 | 1 | 20400 | 0.020 | 1 | 20400 | 0.005 | 1 | 20400 | 0.025 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.432 | | | 0.461 | | | 0.893 |

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

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

# APPENDIX G

Car Parking Accumulation

## Units 1 & 2 Longwalk Road, Stockley Park, Uxbridge
## Proposed Use Class B8 Parking Accumulation Assessment

| Time | Site Reference | |
|---|---|---|
| | HD-02-F-01 | BE-02-F-01 |
| 05:00-05:30 | | |
| 05:30-06:00 | | |
| 06:00-06:30 | | |
| 06:30-07:00 | | |
| 07:00-07:30 | 55 | 48 |
| 07:30-08:00 | 65 | 72 |
| 08:00-08:30 | 68 | 83 |
| 08:30-09:00 | 70 | 108 |
| 09:00-09:30 | 73 | 114 |
| 09:30-10:00 | 71 | 115 |
| 10:00-10:30 | 76 | 117 |
| 10:30-11:00 | 64 | 122 |
| 11:00-11:30 | 61 | 117 |
| 11:30-12:00 | 59 | 122 |
| 12:00-12:30 | 49 | 114 |
| 12:30-13:00 | 61 | 116 |
| 13:00-13:30 | 63 | 114 |
| 13:30-14:00 | 62 | 111 |
| 14:00-14:30 | 57 | 110 |
| 14:30-15:00 | 54 | 112 |
| 15:00-15:30 | 53 | 108 |
| 15:30-16:00 | 54 | 105 |
| 16:00-16:30 | 57 | 98 |
| 16:30-17:00 | 61 | 91 |
| 17:00-17:30 | 51 | 52 |
| 17:30-18:00 | | |
| 18:00-18:30 | | |
| 18:30-19:00 | | |
| 19:00-19:30 | | |
| 19:30-20:00 | | |
| 20:00-20:30 | | |
| 20:30-21:00 | | |

| TRICS Ref | HD-02-F-01 | BE-02-F-01 |
|---|---|---|
| GFA (sqm) | 8673 | 20400 |
| Parking Provision | 126 | 262 |
| Parking Ratio (1 space per sqm) | 69 | 78 |

**Parking Accumulation per 100 sqm**

| Time | Site Reference | | Average |
|---|---|---|---|
| | HD-02-F-01 | BE-02-F-01 | |
| 05:00-05:30 | 0.000 | 0.000 | 0.000 |
| 05:30-06:00 | 0.000 | 0.000 | 0.000 |
| 06:00-06:30 | 0.000 | 0.000 | 0.000 |
| 06:30-07:00 | 0.000 | 0.000 | 0.000 |
| 07:00-07:30 | 0.634 | 0.235 | 0.435 |
| 07:30-08:00 | 0.749 | 0.353 | 0.551 |
| 08:00-08:30 | 0.784 | 0.407 | 0.595 |
| 08:30-09:00 | 0.807 | 0.529 | 0.668 |
| 09:00-09:30 | 0.842 | 0.559 | 0.700 |
| 09:30-10:00 | 0.819 | 0.564 | 0.691 |
| 10:00-10:30 | 0.876 | 0.574 | 0.725 |
| 10:30-11:00 | 0.738 | 0.598 | 0.668 |
| 11:00-11:30 | 0.703 | 0.574 | 0.638 |
| 11:30-12:00 | 0.680 | 0.598 | 0.639 |
| 12:00-12:30 | 0.565 | 0.559 | 0.562 |
| 12:30-13:00 | 0.703 | 0.569 | 0.636 |
| 13:00-13:30 | 0.726 | 0.559 | 0.643 |
| 13:30-14:00 | 0.715 | 0.544 | 0.629 |
| 14:00-14:30 | 0.657 | 0.539 | 0.598 |
| 14:30-15:00 | 0.623 | 0.549 | 0.586 |
| 15:00-15:30 | 0.611 | 0.529 | 0.570 |
| 15:30-16:00 | 0.623 | 0.515 | 0.569 |
| 16:00-16:30 | 0.657 | 0.480 | 0.569 |
| 16:30-17:00 | 0.703 | 0.446 | 0.575 |
| 17:00-17:30 | 0.588 | 0.255 | 0.421 |
| 17:30-18:00 | 0.000 | 0.000 | 0.000 |
| 18:00-18:30 | 0.000 | 0.000 | 0.000 |
| 18:30-19:00 | 0.000 | 0.000 | 0.000 |
| 19:00-19:30 | 0.000 | 0.000 | 0.000 |
| 19:30-20:00 | 0.000 | 0.000 | 0.000 |
| 20:00-20:30 | 0.000 | 0.000 | 0.000 |
| 20:30-21:00 | 0.000 | 0.000 | 0.000 |

**Demand for the Proposed Development**

| GIA | 11,006 | sqm |
|---|---|---|

| Time | Provision | Parking Demand |
|---|---|---|
| 05:00-05:30 | 88 | 0 |
| 05:30-06:00 | 88 | 0 |
| 06:00-06:30 | 88 | 0 |
| 06:30-07:00 | 88 | 0 |
| 07:00-07:30 | 88 | 48 |
| 07:30-08:00 | 88 | 61 |
| 08:00-08:30 | 88 | 66 |
| 08:30-09:00 | 88 | 74 |
| 09:00-09:30 | 88 | 78 |
| 09:30-10:00 | 88 | 77 |
| 10:00-10:30 | 88 | 80 |
| 10:30-11:00 | 88 | 74 |
| 11:00-11:30 | 88 | 71 |
| 11:30-12:00 | 88 | 71 |
| 12:00-12:30 | 88 | 62 |
| 12:30-13:00 | 88 | 70 |
| 13:00-13:30 | 88 | 71 |
| 13:30-14:00 | 88 | 70 |
| 14:00-14:30 | 88 | 66 |
| 14:30-15:00 | 88 | 65 |
| 15:00-15:30 | 88 | 63 |
| 15:30-16:00 | 88 | 63 |
| 16:00-16:30 | 88 | 63 |
| 16:30-17:00 | 88 | 64 |
| 17:00-17:30 | 88 | 47 |
| 17:30-18:00 | 88 | 0 |
| 18:00-18:30 | 88 | 0 |
| 18:30-19:00 | 88 | 0 |
| 19:00-19:30 | 88 | 0 |
| 19:30-20:00 | 88 | 0 |
| 20:00-20:30 | 88 | 0 |
| 20:30-21:00 | 88 | 0 |

**Demand for the Proposed Development (Unit 100)**

| GIA | 6,052 | sqm |
|---|---|---|

| Time | Provision | Parking Demand |
|---|---|---|
| 05:00-05:30 | 47 | 0 |
| 05:30-06:00 | 47 | 0 |
| 06:00-06:30 | 47 | 0 |
| 06:30-07:00 | 47 | 0 |
| 07:00-07:30 | 47 | 27 |
| 07:30-08:00 | 47 | 34 |
| 08:00-08:30 | 47 | 37 |
| 08:30-09:00 | 47 | 41 |
| 09:00-09:30 | 47 | 43 |
| 09:30-10:00 | 47 | 42 |
| 10:00-10:30 | 47 | 44 |
| 10:30-11:00 | 47 | 41 |
| 11:00-11:30 | 47 | 39 |
| 11:30-12:00 | 47 | 39 |
| 12:00-12:30 | 47 | 35 |
| 12:30-13:00 | 47 | 39 |
| 13:00-13:30 | 47 | 39 |
| 13:30-14:00 | 47 | 39 |
| 14:00-14:30 | 47 | 37 |
| 14:30-15:00 | 47 | 36 |
| 15:00-15:30 | 47 | 35 |
| 15:30-16:00 | 47 | 35 |
| 16:00-16:30 | 47 | 35 |
| 16:30-17:00 | 47 | 35 |
| 17:00-17:30 | 47 | 26 |
| 17:30-18:00 | 47 | 0 |
| 18:00-18:30 | 47 | 0 |
| 18:30-19:00 | 47 | 0 |
| 19:00-19:30 | 47 | 0 |
| 19:30-20:00 | 47 | 0 |
| 20:00-20:30 | 47 | 0 |
| 20:30-21:00 | 47 | 0 |

**Demand for the Proposed Development (Unit 200)**

| GIA | 4,954 | sqm |
|---|---|---|

| Time | Provision | Parking Demand |
|---|---|---|
| 05:00-05:30 | 41 | 0 |
| 05:30-06:00 | 41 | 0 |
| 06:00-06:30 | 41 | 0 |
| 06:30-07:00 | 41 | 0 |
| 07:00-07:30 | 41 | 22 |
| 07:30-08:00 | 41 | 28 |
| 08:00-08:30 | 41 | 30 |
| 08:30-09:00 | 41 | 34 |
| 09:00-09:30 | 41 | 35 |
| 09:30-10:00 | 41 | 35 |
| 10:00-10:30 | 41 | 36 |
| 10:30-11:00 | 41 | 34 |
| 11:00-11:30 | 41 | 32 |
| 11:30-12:00 | 41 | 32 |
| 12:00-12:30 | 41 | 28 |
| 12:30-13:00 | 41 | 32 |
| 13:00-13:30 | 41 | 32 |
| 13:30-14:00 | 41 | 32 |
| 14:00-14:30 | 41 | 30 |
| 14:30-15:00 | 41 | 30 |
| 15:00-15:30 | 41 | 29 |
| 15:30-16:00 | 41 | 29 |
| 16:00-16:30 | 41 | 29 |
| 16:30-17:00 | 41 | 29 |
| 17:00-17:30 | 41 | 21 |
| 17:30-18:00 | 41 | 0 |
| 18:00-18:30 | 41 | 0 |
| 18:30-19:00 | 41 | 0 |
| 19:00-19:30 | 41 | 0 |
| 19:30-20:00 | 41 | 0 |
| 20:00-20:30 | 41 | 0 |
| 20:30-21:00 | 41 | 0 |

mode
transport planning

keep up with mode:

Birmingham
0121 794 8390

London
020 3848 9719

Manchester
0161 464 9495

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