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BBC PENSION TRUST LIMITED

THE ARENA / QUAYSIDE,
STOCKLEY BUSINESS PARK, HAYES, UBI 1 1AA

TRANSPORT STATEMENT

August 2023

Contents

- 1.0 INTRODUCTION
- 2.0 POLICY CONTEXT
- 3.0 SITE ACCESSIBILITY
- 4.0 BASELINE PARKING CONDITIONS
- 5.0 PARKING PROVISION & DEVELOPMENT IMPACTS
- 8.0 SUMMARY

Figures

- 1. Site Location
- 2. Public Transport Accessibility Map
- 3. Parking Survey Area
- 4. Parking Survey Inventory of the Site Car Park

Appendices

- A Site Boundary
- B Proposed Site Plan
- C TfL PTAL Output File
- D Lambeth Parking Survey Methodology

Ref: File path P:\P2876 The Arena / Quayside Transport Statement August 2023

I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed by BBC Pension Trust Limited in relation to a proposed change of use application at The Arena / Quayside, Stockley Business Park, Hayes, UBI I IAA.
- I.2 The local planning and highway authority is the London Borough of Hillingdon (LBH).

Site Location / Existing Site

- I.3 The application site's location is presented on a map in Figure I of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- I.4 'The Arena' / 'Quayside' (the site) is a collection of businesses located at the northern extent of the Stockley Business Park. The site contains a Travelodge hotel, a Greggs, a Subway, a Nuffield Health gym, and the former location of a Wetherspoon pub.
- I.5 There is also a car park associated with the Arena containing a total of 185 car parking spaces for users of the site, consisting of 168 general needs spaces, 12 disabled parking spaces and 5 electric vehicle parking.
- I.6 All parking spaces within the associated car park are private and only authorised for users of the site, with a max stay of 3 hours. ANPR cameras are in place on-site to detect number plates and issue fines where breaches of the time restrictions occur. Exemptions to the time restrictions are made for users by the businesses where required, such as in the case for hotel guests, gym users or staff, under the discretion of the businesses who operate at the Arena.
- I.7 Fly Parking is not authorised at the Arena car park and users who don't use the on-site facilities are issued with Penalty Charge Notices (PCN).

- I.8 The area adjoining to the south of the site mainly comprises of business offices and associated car parking. The area to the north contains the location of the Stockley Park Golf Club and its associated parking.
- I.9 The site is accessed via an access road from Bennetsfield Road which connects onto the A408 Stockley Road ~280m east of the site.
- I.10 The site is not located within a controlled parking zone (CPZ).
- I.11 The site has a public transport accessibility level (PTAL) rating of 2, which is a 'poor' rating as defined by Transport for London (TfL).
- I.12 Bus stops are located on Bennetsfield Road / Longwalk Road approximately 290m from the site.

Proposal

- I.13 This application concerns the former Wetherspoon pub located on-site (currently vacant). The proposed application seeks to establish a change of use for the existing pub (Sui Generis use class) to be used as a restaurant (Use class E(b)). Additionally, the proposal will consist of a small extension to the proposed restaurant, adding an additional 98.5m³ of Gross Internal Area (GIA) which will result in the loss of 4 parking spaces within the car park.
- I.14 The total GIA of the existing vacant pub is 652m³ and the proposed restaurant will have a total GIA of 750.5m³.
- I.15 The proposed restaurant use will have an expected customer capacity of 130 and an expected staff capacity of 25.
- I.16 The proposed site plans are attached at Appendix B of this report.

Transport Statement

- I.17 The applicant has commissioned the preparation of this Transport Statement report to assess the traffic and parking impacts of the proposed change of use on the site's existing car parking arrangement for planning submission to the local planning authority.
- I.18 The following chapter sets out the transport policy context relevant to this assessment.

2.0 POLICY CONTEXT

- 2.1 This section sets out the transport policy context in relation to this study at the local, regional and national level.

London Borough of Hillingdon

- 2.2 LBH's Local Plan is the overarching framework for development in the Borough and sets out the over all level and broad locations of growth up to 2026.
- 2.3 The Local Plan sets out the priorities for the development of the borough and is used for making decisions on planning applications. It consists of a number of planning documents and guidance.
- 2.4 Local Plan Part two, Development Management Policies (adopted 16th January 2020) outlines the policies for transport planning strategy within the borough. The policies seek to maximise the use of sustainable transport modes, ensure free flow of traffic, and ensure safety of the road network and public highway.
- 2.5 The following sections of policy have been copied herein for ease of reference:

"Policy DMT 1: Managing Transport Impacts

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

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;*
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;*
- iii) provide equal access for all people, including inclusive access for disabled people;*
- iv) adequately address delivery, servicing and drop-off requirements; and*
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.*

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments / I that fall below these thresholds will be required to produce a

satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2: Highways Impacts Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;*
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;*
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;*
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and*
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.*

Policy DMT 4: Pedestrians and Cyclists

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

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;*
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;*
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and*
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.*

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.

Policy DMT 6: Vehicle Parking

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

relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."

- 2.6 Specific car and cycle parking policy requirements are not set out within the Hillingdon local policy for the specified use classes which are relevant to this application (Sui Generis & E(b)).

The London Plan (March 2021)

- 2.7 The Mayor of London, through the legislation establishing the Greater London Authority (GLA), must produce a spatial development strategy (SDS) which has become known as the London Plan. Chapter 10 of the London Plan relates to London's Transport. Policy T1 of the London Plan sets out the strategic approach to transport:

"Policy T1 Strategic approach to transport

A) Development Plans should support and development proposals should facilitate:

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B) 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."

- 2.8 Policy T2 of the London Plan sets out the Mayor's strategy for 'healthy streets' and is an important feature of this version of the London Plan. Policy T2 is extracted as follows:

"Policy T2 Healthy Streets

A) Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B) Development Plans should:

1) 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.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C) In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D) Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.

2) reduce the dominance of vehicles on London's streets whether stationary or moving.

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

- 2.9 Policies T5 and T6 of the London Plan relate to the provision of cycle parking and car parking respectively in new development at the regional strategic level. The policies are extracted as follows:

"Policy T5 Cycling

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and

two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied."

"Policy T6 Car parking

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D) The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.

F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

2.10 The London Plan does not prescribe specific car or cycle parking standards for Sui Generis or E(b) use classes.

2.11 Where standards are not specified for use classes within the regional or local plans, the required number of car and cycle parking spaces are to be assessed on an individual case-by-case basis. This will be set out in **Chapter 5** of this report.

National Planning Policy Framework (NPPF)

2.12 At the national level, the National Planning Policy Framework (updated July 2021) sets out national policy considerations. Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant key extracts have been copied herein:

“104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

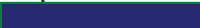







a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users; and
c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

III. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

2.13 The following chapter sets out the site’s accessibility to local amenities and public transport nodes.

3.0 SITE ACCESSIBILITY

- 3.1 In terms of public transport, to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility level (PTAL) assessment have been undertaken. The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.
- 3.2 Transport for London (TfL) provides an online GIS-based PTAL tool. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's PTAL score.
- 3.3 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. The results indicate that the application site has a PTAL score of 2 which is a 'Poor' accessibility rating as defined by TfL.
- 3.4 The TfL PTAL output file is presented in Appendix C. TfL's PTAL table is extracted as follows:

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

- 3.5 A total of three different bus services with high hourly service frequencies can be accessed from stops near the site, refer to Figure 2 for the locations of the nearby bus stops. The Bus stops are located between Bennetsfield Road and Longwalk Road and provide access to bus services U5, 350 & A10.

4.0 BASELINE PARKING CONDITIONS

- 4.1 In order to illustrate the baseline parking levels of the site car park a parking stress study has been carried out. As the pub associated with the proposed change of use is currently closed, the observed parking from this assessment will show the default baseline to which the previous and proposed parking demand can then be applied onto.
- 4.2 The local planning authority does not prescribe a parking survey methodology for this type of study however we have considerable experience in carrying out this type of work. Our assessments are predominantly based on the London Borough of Lambeth parking survey methodology document, a copy of which is presented in Appendix D.
- 4.3 An inventory was carried out of the site's associated car park to map out all available parking opportunities on site. The parking survey area is presented in Figure 3.
- 4.4 The parking survey inventory, demonstrating the car park layout including all general needs, disabled and EV parking is presented in Table 1 as follows. Additionally, refer to Figure 4 for a detailed map of the car park inventory, plotted to scale onto an OS map base:

Table 1. Parking Survey Inventory

Road / Section of Road	PARKING SURVEY INVENTORY		
	Number of General Needs Parking	Number of Disabled Parking	Number of EV Parking
The Arena Car Park *	168	12	5

Notes:

* All Parking on site is for customers only, with 3 hours maximum stay.

Source: PMA Survey

- 4.5 The parking survey inventory demonstrates that there are 168 general needs parking opportunities within the site's car park for customers which can be used

by users of any business located on site. As per the methodology, wheelchair-accessible and EV bays have been omitted from further analysis.

- 4.6 In accordance with the Lambeth methodology and to understand the peak demand for the associated car park, the entire extent of the car park was assessed between the hours of 10am to 9pm, with hourly beats over the course of a typical weekday and weekend day.
- 4.7 The parking surveys were carried out on Friday 14th July and Saturday 15th July 2023 respectively.
- 4.8 The results, showing the number of cars parked within the general needs parking spaces at each hourly beat alongside the parking stress at the time are presented below. Table 2 shows the weekday surveys and Table 3 shows the weekend surveys.

Table 2. Weekday Parking Survey Results - Friday 14th July 2023

Arena Car Park			
Time of Day	Number of general needs parking	Total number of cars parked in general needs parking spaces	Parking Stress (%) of general needs parking
10:00	168	121	72%
11:00	168	105	63%
12:00	168	100	60%
13:00	168	100	60%
14:00	168	91	54%
15:00	168	85	51%
16:00	168	108	64%
17:00	168	142	85%
18:00	168	157	93%
19:00	168	147	88%
20:00	168	105	63%
21:00	168	101	60%

Source: PMA Survey

Table 3. Weekend Parking Survey Results - Saturday 15th July 2023

Arena Car Park			
Time of Day	Number of general needs parking	Total number of cars parked in general needs parking spaces	Parking Stress (%) of general needs parking
10:00	168	151	90%
11:00	168	157	93%
12:00	168	144	86%
13:00	168	139	83%
14:00	168	132	79%
15:00	168	128	76%
16:00	168	119	71%
17:00	168	100	60%
18:00	168	109	65%
19:00	168	104	62%
20:00	168	49	29%
21:00	168	37	22%

Source: PMA Survey

- 4.9 The results in Table 2 demonstrate that the busiest beat on a typical weekday was at 18:00 with an observed parking stress of 93%. Of the 168 total available general needs parking spaces, 157 cars were parked, leaving 11 spaces free.
- 4.10 The results in Table 3 demonstrate that the busiest beat on a typical weekend day was at 11:00 with an observed parking stress of 93%. Of the 168 total available general needs parking spaces, 157 cars were parked, leaving 11 spaces free.
- 4.11 It is widely accepted that a threshold of 90% typically represents a 'high' parking stress.
- 4.12 From the parking survey beats, it can be deciphered that the car park sees a high volume of demand on a typical weekday evening and weekend morning. During these periods parking is limited.
- 4.13 The following chapter sets out the parking provision and parking impacts of the development.

5.0 PARKING PROVISION & DEVELOPMENT IMPACTS

- 5.1 The proposal concerns a change of use application for the former Wetherspoons pub (currently vacant) on site (Sui Generis use class), to be converted to a restaurant (Use class E(b)). Additionally, the proposal will consist of a small extension to the proposed restaurant, adding an additional 98.5m³ GIA to the site which will result in the loss of 4 parking spaces within the car park.

Car Parking

- 5.2 Parking standards for the Sui Generis or E(b) use class developments are not specified within either the regional (London) or Local (Hillingdon) policy. Typically, it is expected that the parking provision and ratios for these types of developments are to be assessed on an individual demand basis.
- 5.3 The industry standard Trip Rate Information Computer System (TRICS) database is typically consulted to find comparable sites and to apply the trip rate to the proposal in order to generate an estimated demand.
- 5.4 However, as this development involves two somewhat niche use classes within the database, and due to its unique location within a business park, comparable sites within the database are not available.
- 5.5 Due to this, car parking demand will have to be assumed on a first principles basis for the site without the use of trip data.
- 5.6 From a first principles viewpoint, the change of use from a Wetherspoon pub to a restaurant is unlikely to see any significant change in terms of expected parking demand within the associated car park.
- 5.7 Wetherspoon pubs are typically considered as 'gastro-pubs' in which food is often ordered alongside drinks and therefore operate similarly to a restaurant. It can be assumed therefore that the site's customer catchment and its associated number of trips will remain the same.

- 5.8 As the site is not located close to any large residential surroundings, the customer base will mostly come from the wider Stockley Business Park area, consisting of office workers and customers of the nearby Travelodge hotel or Nuffield Health gym. These customers are unlikely to require driving to the site as they would be located within walking distance.
- 5.9 With regard to the peak periods of demand observed within the parking surveys (Chapter 4), it is likely that the proposed restaurant's peak evening period will conflict with that of the car park with a 93% parking stress observed at 6pm on a weekday.
- 5.10 Much of this lack of capacity during this period is due to the Nuffield Health gym also peaking during the same hours (after work) and therefore causing a high volume of demand within the site car park. However, this demand is seen to fall immediately after the peak, and space becomes available within the car park over the next hours. The high demand within the car park only concerns a 1-hour period on a weekday evening and is unlikely to take place at other points of the day as all the business within The Arena will peak at different times to the restaurant during the rest of the day.
- 5.11 There is still likely to be enough capacity within the car park for users of the restaurant during the peak period nevertheless and the car park maintains a large surplus in capacity over the rest of the day with a small peak observed during the weekend morning by gym users which is unlikely to conflict with the restaurant.
- 5.12 During the abovementioned 1-hour weekday evening peak period, it can be expected that the lack of capacity within the car park will be self-enforcing. Fly parking or customers parking within other car parks within the Stockley Business Park area would also be unlikely to occur as all car parks in the vicinity of the site are private and are controlled by monitoring measures. This, alongside the lack of capacity within the site car park, will incentivise people to travel to the site by more sustainable means, either by public transport or active travel (walk/cycle).

- 5.13 From a first principles perspective, the proposal can be considered to not change the expected parking demand if the site were to change from a Weatherspoon pub to a restaurant as both uses operate similarly and bring in similar customer bases. The same demand would take place if the current approved Wetherspoon pub were to be in operation now and therefore the situation would remain the same as what is proposed. Therefore, the change of use for a restaurant instead of a pub can be considered to be compliant and in keeping with the existing situation at the site.

Cycle Parking

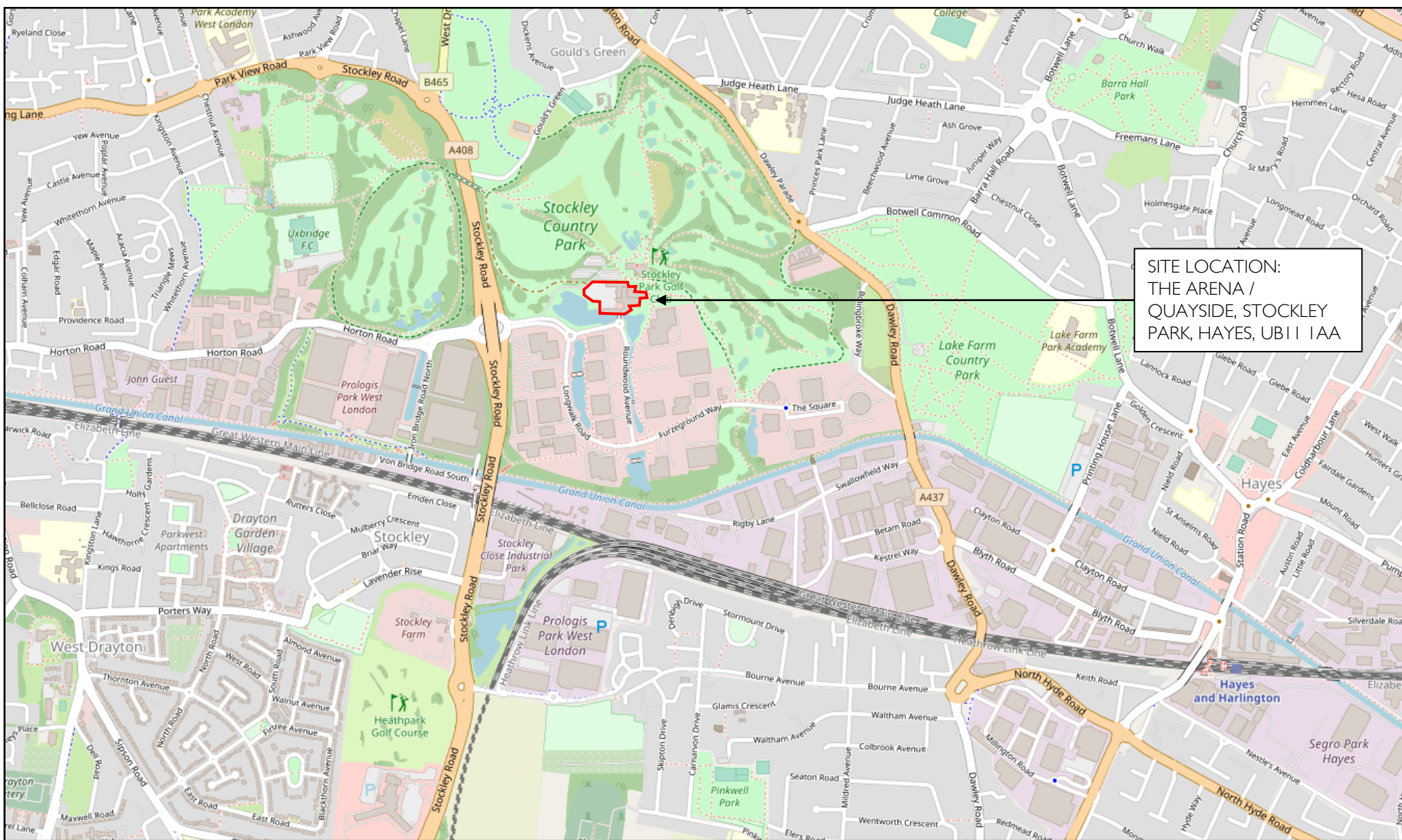
- 5.14 Eight existing cycle parking spaces are provided on-site for the existing Arena site within a safe and secure locker which will be relocated as part of the proposal to be more accessible to the proposed restaurant. This is presented in Appendix B of this report.
- 5.15 In terms of cycle parking provision, Hillingdon's local policy and London's regional policy do not set out specific cycle parking standards for the use classes relevant to this application (Sui Generis or E(b)). Therefore, cycle parking is to be provided in line with expected demand.
- 5.16 As the proposed change of use is not expected to create any significant change in the expected number of trips to the site, the existing cycle parking provision for the development is suitable for the expected demand. Therefore, the proposal can be considered to be satisfactory and compliant from a cycle parking perspective.

6.0 SUMMARY

- 6.1 To summarise, the proposal concerns the former location of a Wetherspoon pub (currently vacant) located at the Arena within Stockley Business Park, Hayes, UBL IAA.
- 6.2 The proposed application seeks to establish a change of use for the existing pub (Sui Generis use class) to be used as a restaurant (Use class E(b)). Additionally, the proposal will consist of a small extension to the proposed restaurant, adding an additional 98.5m³ of Gross Internal Area (GIA) which will result in the loss of 4 parking spaces within the car park.
- 6.3 Parking surveys were conducted of the associated car park related to the site over the course of a typical weekday and weekend. The results indicate that the car park sees a high demand during the weekday evening and weekend morning. The weekday evening peak is likely to conflict with the peak of the proposed restaurant use.
- 6.4 Local and regional policies do not specify specific parking provisions for the previous or proposed use classes for the site and therefore parking is usually decided on a case-by-case basis.
- 6.5 Typically, the TRICS database is consulted to find comparable sites, and the trip rate of these sites is applied to the proposal to work out parking demand to understand how much parking is required. However, due to the limitations of the TRICS database for the proposed use class and the unique locality of the site, comparable sites are not available within the database. Therefore, the proposal has been assessed on a first principles assessment.
- 6.6 From a first principles viewpoint, it is our professional opinion that the proposed change of use will not create any significant change in the existing situation on site. The previous pub was used as a Wetherspoon pub which operates similarly to a restaurant, and therefore this will likely result in a similar about of trips if a restaurant is proposed on site.

- 6.7 It is recognised that the car park's capacity will be limited during a 1-hour period on a weekday evening, but this would still provide enough space for users of the restaurant. This arrangement would also be self-enforcing as car park motoring systems are in place to restrict fly parking or illegal parking within the surrounding car parks. The site's customer base will likely all come from the surrounding catchment within the business park and therefore negate the need for cars.
- 6.8 The existing cycle parking arrangements for the proposed site will be in keeping with the expected demand for the site and therefore satisfactory.
- 6.9 The proposed change of use of the former pub to a resultant at the Arena site is therefore considered to be acceptable from a first principles approach and will not see any significant change to the existing situation at the site.

FIGURES

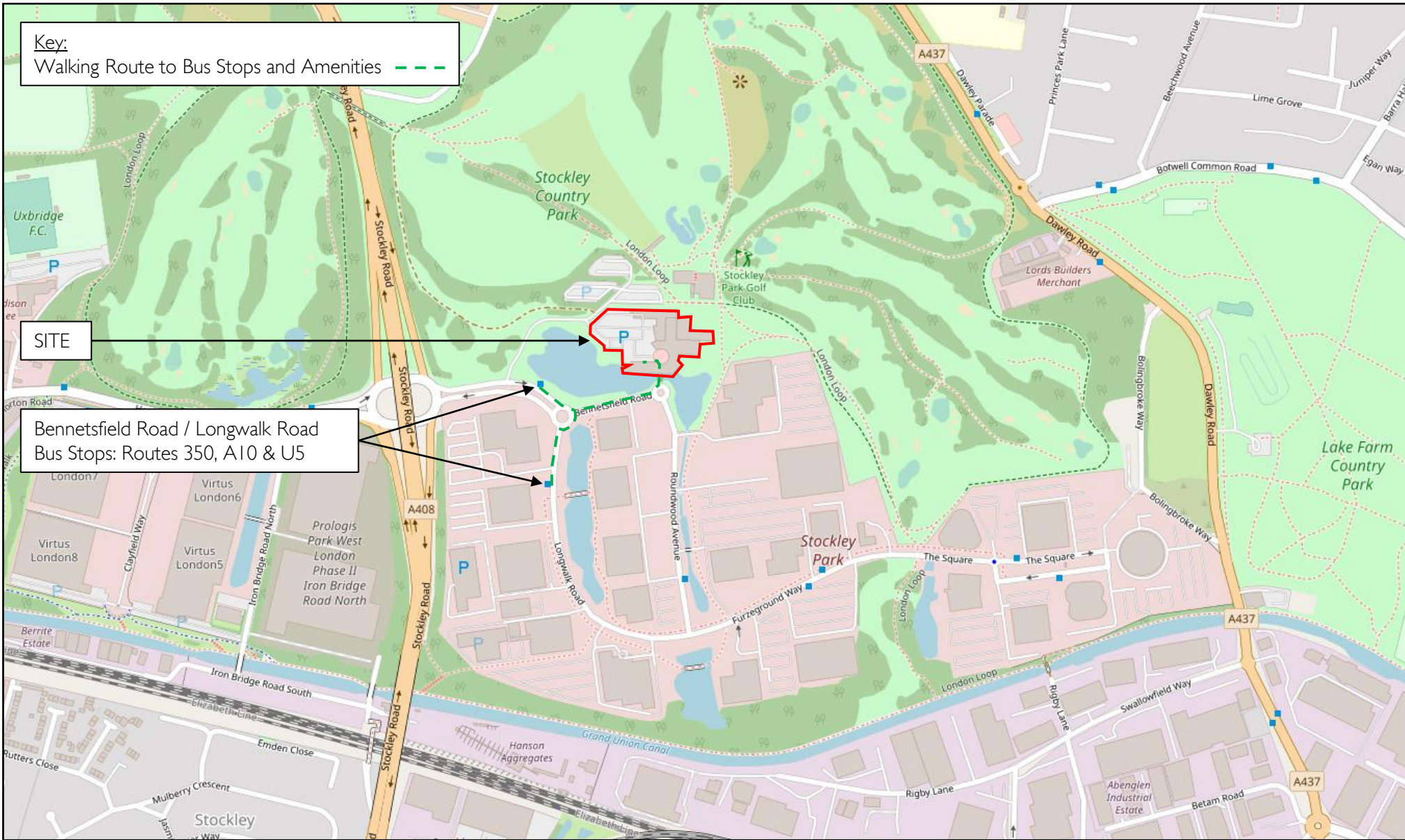


Date: 20-July-2023
Scale: NTS
Source: OpenStreetMap
Drawing No: P2879/TS/01



P2876: THE ARENA / QUAYSIDE, STOCKLEY PARK, HAYES, UB11 1AA

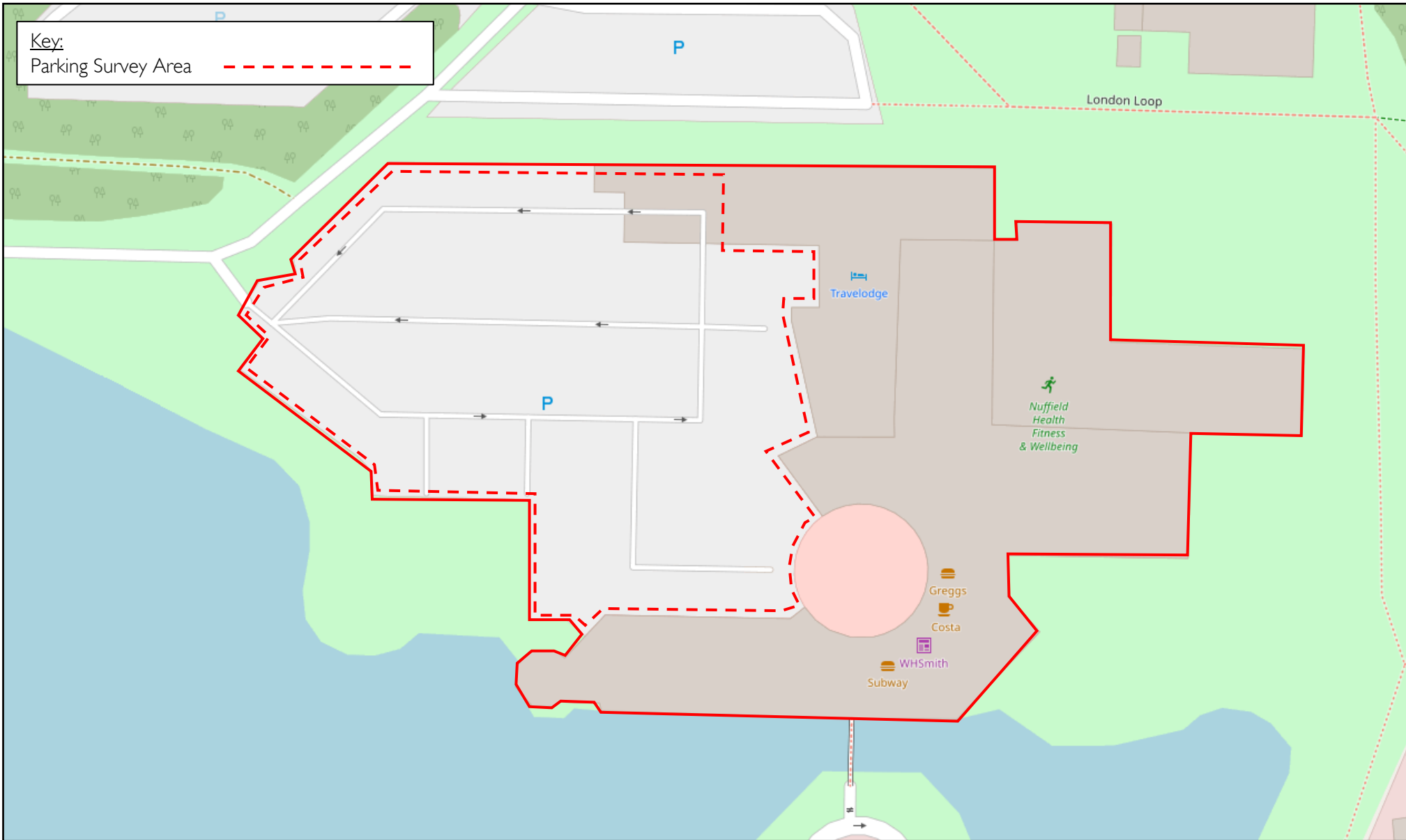
Figure 1.
Site Location



Date: 20-July-2023
Scale: NTS
Source: OpenStreetMap
Drawing No: P2879/TS/02



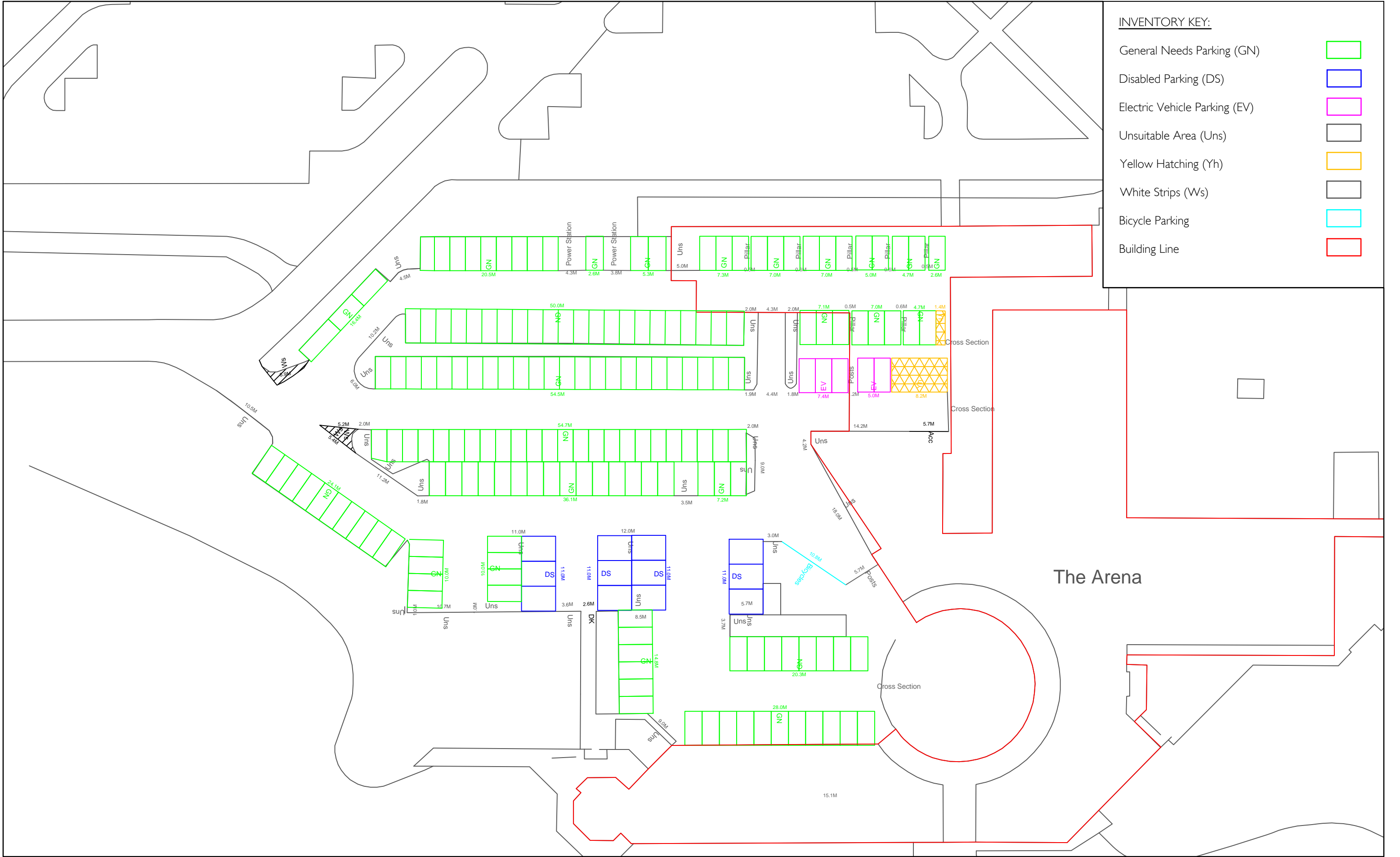
P2876: THE ARENA / QUAYSIDE, STOCKLEY PARK, HAYES, UBI | IAA
Figure 2.
Public Transport Accessibility Map











Date: 20-July-2023
Scale: NTS
Source: OpenStreetMap
Drawing No: P2879/TS/03



P2876:THE ARENA / QUAYSIDE, STOCKLEY PARK, HAYES, UBI | IAA
Figure 3.
Parking Survey Area



INVENTORY KEY:

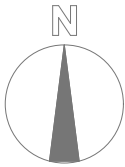
- General Needs Parking (GN) 
- Disabled Parking (DS) 
- Electric Vehicle Parking (EV) 
- Unsuitable Area (Uns) 
- Yellow Hatching (Yh) 
- White Strips (Ws) 
- Bicycle Parking 
- Building Line 

APPENDIX A Site Boundary

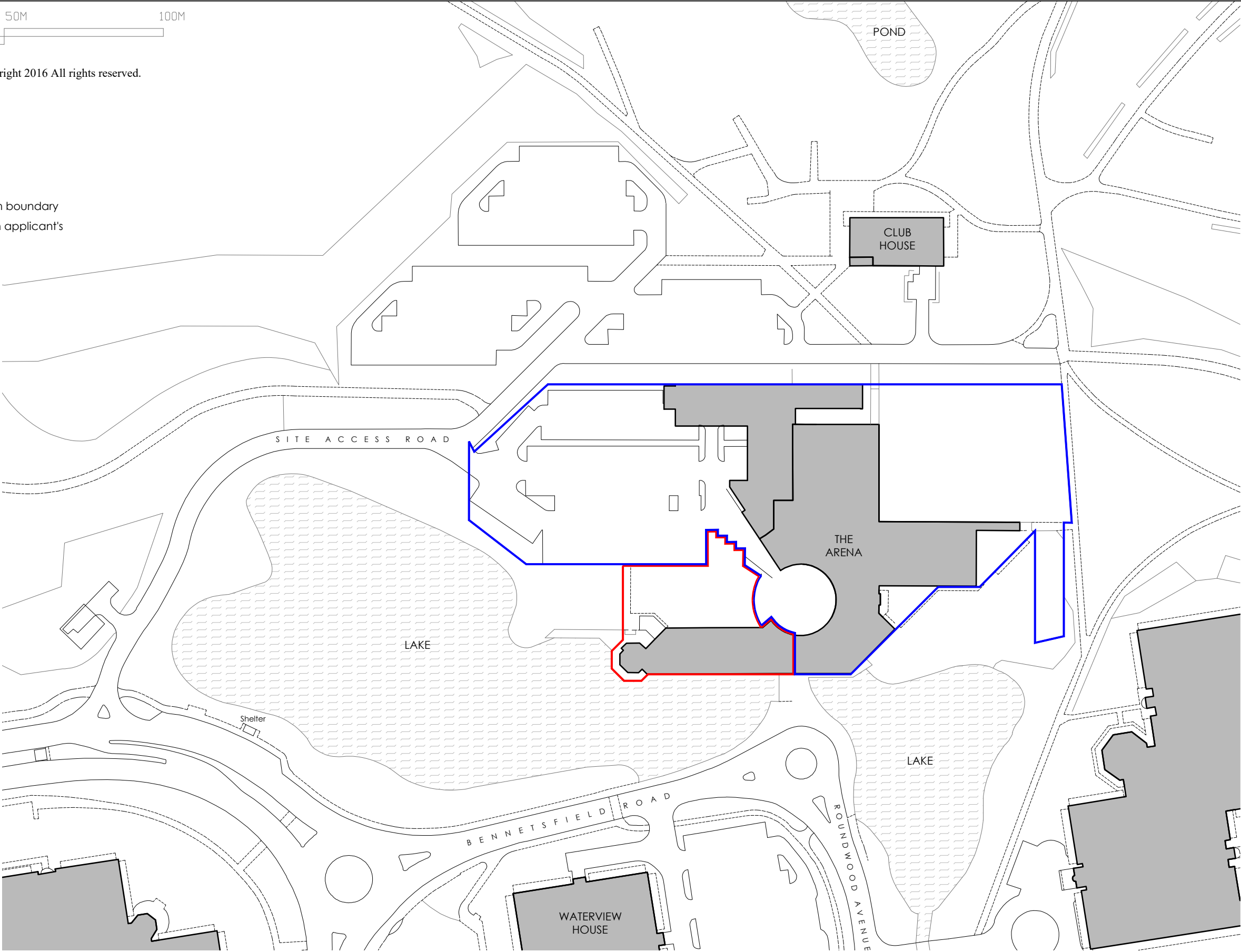
0 10M 50M 100M

5M 20M

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Licence number 100048520



— denotes Application boundary
— denotes Land within applicant's ownership



OS1
OS1
Ordnance Survey Location Plan
Scale 1:1250

FOR INFORMATION

NOTES:

1. Do not scale dimensions from this drawing (except for the purposes of planning applications).
2. No unauthorised copying of this drawing without the prior written authority of Trinder Architectural Ltd.
3. All boundaries, dimensions and levels are to be checked/verified on site before construction and any discrepancies are to be reported to Trinder Architectural Ltd prior to building on site.
4. Partial Service: Any discrepancies with site or other information is to be advised to Trinder Architectural Ltd and direction or approval is to be sought before the implementation of the detail.
5. For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to Trinder Architectural Ltd.

FOR INFORMATION

Rev No.	Description.	Date.
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TRINDER
ARCHITECTURAL LIMITED

No. 2 Ardington Courtyard, Roke Lane, Witley Nr. Godalming, Surrey, GU8 5NF.
Tel: 01428 685 829. Fax: 01428 681 912. E-Mail: trinderarchitect@btconnect.com

Title:
Location Plans
PROPOSALS - RESTAURANT CONVERSION - MIZUMI

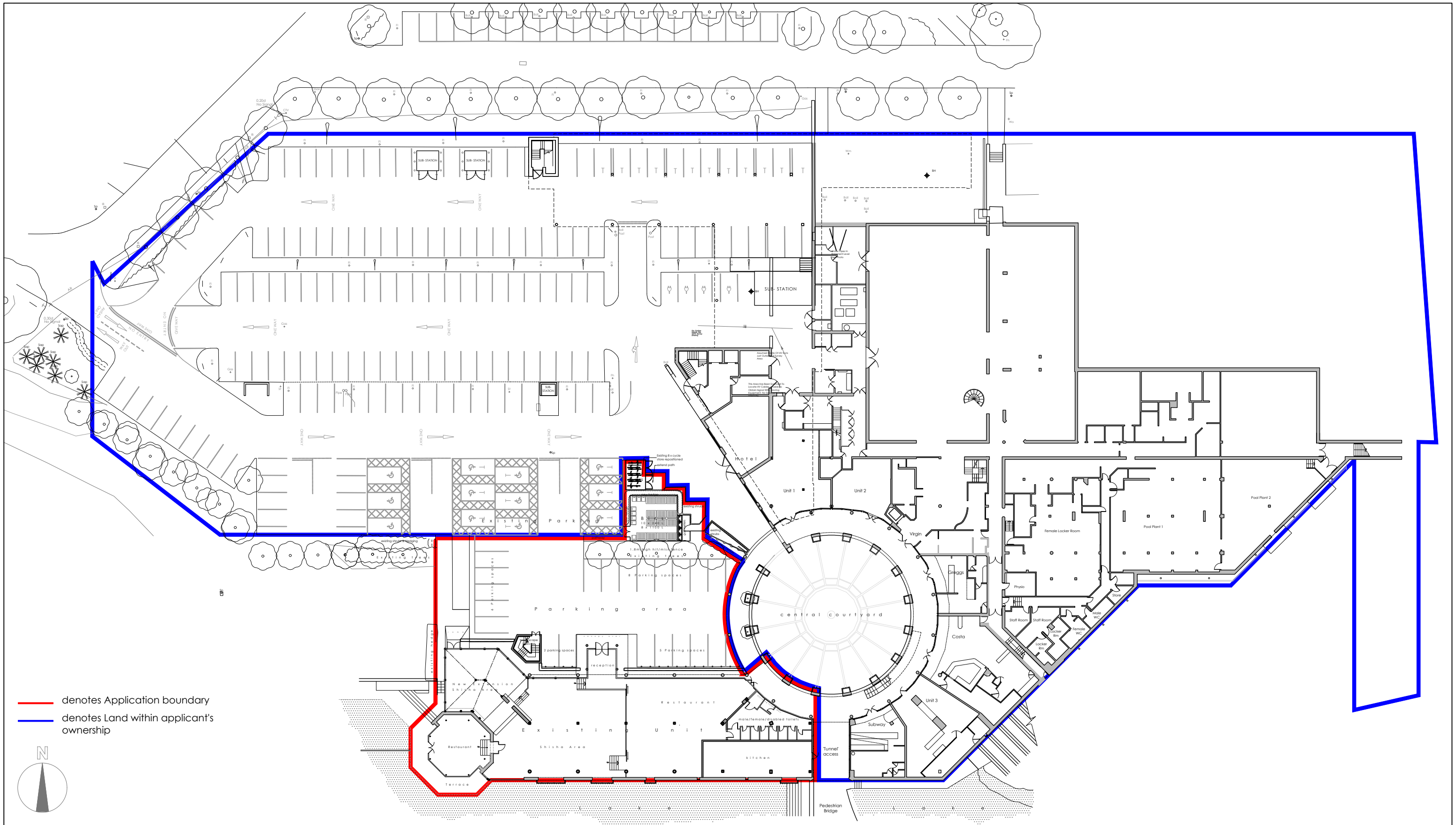
Address:
ARENA BUILDING
Stockley Park, Uxbridge

Client:
BBC PENSION TRUST Ltd.
Commercial Unit [Former Public House]

Scale: 1:1250	Disk Ref: --	No: 1126/OS1	Rev: --
Date: 27.06.2023	Paper Size: A3		

APPENDIX B

Proposed Site Plan



— denotes Application boundary
— denotes Land within applicant's ownership



NOTES:

1. Do not scale dimensions from this drawing (except for the purposes of planning applications).
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3. All boundaries, dimensions and levels are to be checked/verified on site before construction and any discrepancies are to be reported to Trinder Architectural Ltd prior to building on site.
4. Partial Service: Any discrepancies with site or other information is to be advised to Trinder Architectural Ltd and direction or approval is to be sought before the implementation of the detail.
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FOR INFORMATION

Rev No.	Description.	Date.
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TRINDER
ARCHITECTURAL LIMITED
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Tel: 01428 685 829. Fax: 01428 681 912. E-Mail: trinderarchitect@btconnect.com

TOWN PLANNING

Title:
**SITE BLOCK PLAN
PROPOSALS - RESTAURANT CONVERSION - MIZUMI**

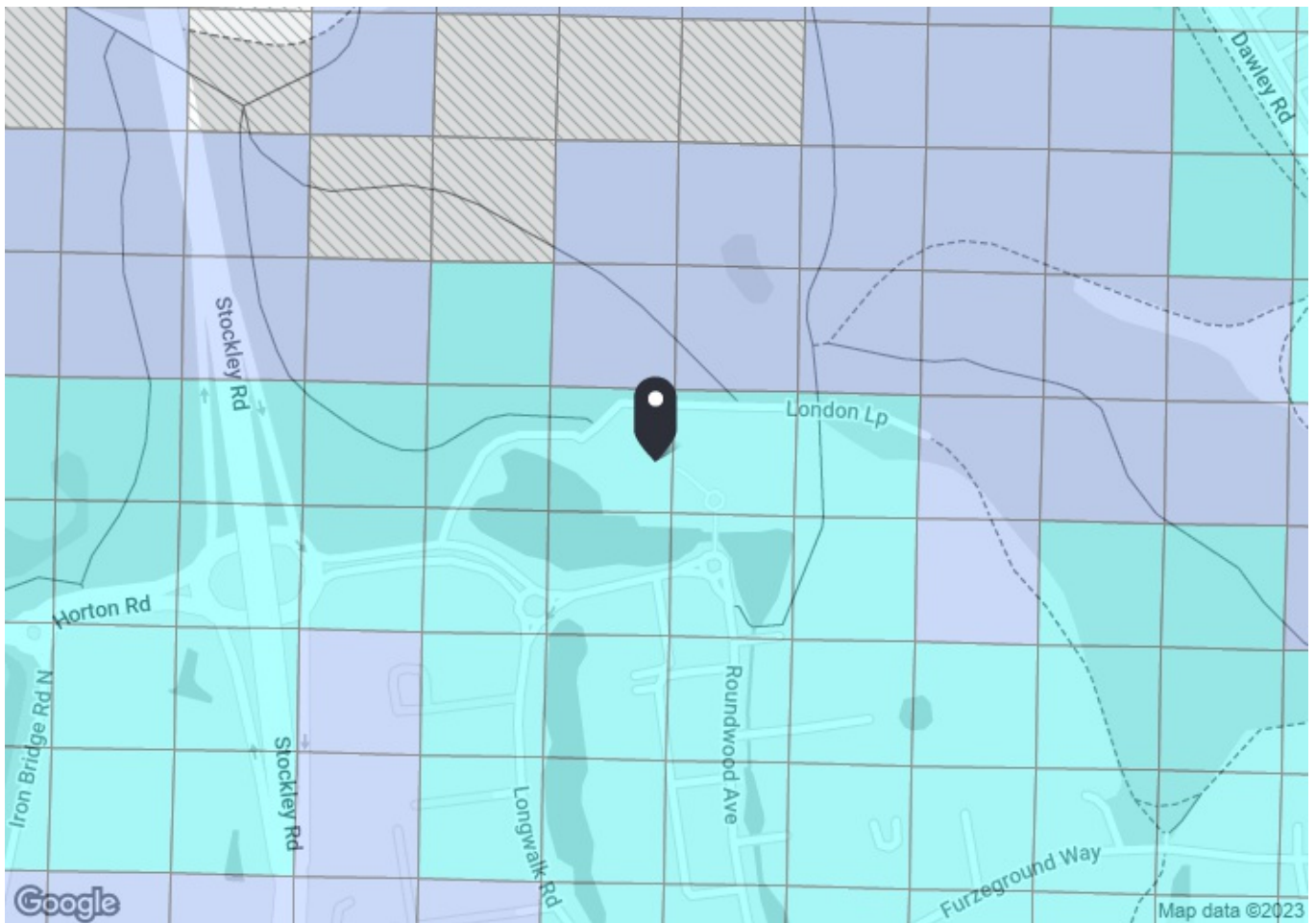
Address:
**ARENA BUILDING
Stockley Park, Uxbridge**

Client:
**BBC PENSION TRUST Ltd.
Commercial Unit [Former Public House]**

Scale: 1:500	Disk Ref: ---	No: 1126/044	Rev: T02
Date: June 2023	Paper Size: A3		

APPENDIX C

TfL PTAL Output File



PTAL output for 2021 (Forecast)

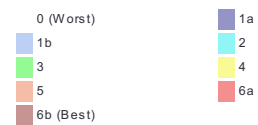
2

the arena, Hayes, Uxbridge UB11 1AA, UK
Easting: 507983, Northing: 180434


Grid Cell: 80093

Report generated: 03/07/2023

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus ReliabilityFactor	2.0
LU Station Max. Walk Access Time (mins)	12
LU ReliabilityFactor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail ReliabilityFactor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STOCKLEY PARK EAST	U5	286.61	5.18	3.58	7.8	11.38	2.64	0.5	1.32
Bus	STOCKLEY PARK EAST	350	286.61	5.18	3.58	7.8	11.38	2.64	1	2.64
Bus	STOCKLEY PARK EAST	A10	286.61	4.14	3.58	9.25	12.83	2.34	0.5	1.17
Total Grid Cell AI:										5.12

APPENDIX D

Lambeth Parking Survey Methodology

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

<http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp>

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm>

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to be taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing transportplanning@lambeth.gov.uk with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.

Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
 - If there is no possibility of parking somewhere within the 200m boundary
 - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

Areas Within A Controlled Parking Zone (CPZ)

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of parking spaces	No. of RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	350	70	70	100
B Street	250	50	40	80
C Street	150	30	10	33
Total	750	150	120	80

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	400	350	70	70	100
B Street	300	250	50	40	80
C Street	200	150	30	10	33
Total	900	750	150	120	80

UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

Spanish

Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese

Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

Yoruba

Tí ẹ ba fẹ ìmoràn yí, ní èdè Òmíràn, ẹjọ, ẹ kàn wà l'ágogo 020 7926 2618.

French

Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi

Se woƿe saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

Lambeth Council

Transport Planning & Strategy

1st Floor Blue Star House

234-244 Stockwell Road

London SW9 9SP

Telephone: 020 7926 9000

Fax: 020 7926 9001

Email: transportplanning@lambeth.gov.uk

www.lambeth.gov.uk