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BBC PENSION TRUST LIMITED

STOCKLEY PARK TRAVELODGE,

THE ARENA, STOCKLEY PARK, LONDON, UB11

TRANSPORT STATEMENT

January 2025

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Ref: File path P:\P2876 Stockley Park Travelodge Transport Statement January 2025

1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by BBC Pension Trust Limited in relation to a proposed extension to the existing Stockley Park Travelodge, The Arena, Stockley Park, Hayes, London, UB11.

1.2 The application site's location is presented on a map in Figure 1 of this report, the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A. The local planning and highway authority is the London Borough of Hillingdon (LBH).

Site Conditions

1.3 'The Arena' comprises a late 1980's purpose built, leisure, retail, and office scheme with a total internal area of 6,115 sqm within a 1.31-hectare landscaped site. The property is built on two levels around a central circular courtyard and features four retail units and two restaurant / bar units at ground level, a Nuffield Health Club on ground and first floor levels, and 797sqm of office space at first floor level.

1.4 Adjacent to 'The Arena' is Stockley Park Golf Club which shares the same vehicle access route via Bennetsfield Road providing access to two parking areas dedicated to the golf club.

1.5 In January 2018 LBH granted planning permission for the erection of an 81-room hotel (Use Class C1) with ancillary bar/cafe and associated ancillary works including extension and reconfiguration of the car park and landscaping (LBH planning application reference 37800/APP/2016/1430). The planning permission has since been fully implemented and the hotel is operated by Travelodge Hotels Limited.

1.6 Paul Mew Associates prepared a Transport Assessment and a Travel Plan for submission with the above-mentioned planning application.

1.7 'The Arena' car park currently comprises a total of 185 car parking spaces for users of the Travelodge hotel, the Nuffield Health Club, as well as the retail, restaurant/bar, and office space. The car park consists of 168 parking spaces, 12 disabled parking spaces, and five electric vehicle (EV) parking spaces.

1.8 The car park is privately operated and for authorised users of 'The Arena' site only, with a maximum duration of stay of three-hours. Automatic number plate recognition (ANPR) cameras are in place to detect number plates and issue fines where breaches of the time restrictions or non-authorised use occurs.

1.9 Exemptions to the time restrictions are permitted by the businesses where required, such as in the case for hotel guests, gym users, or site staff under the discretion of the businesses. If a user intends to stay for more than three-hours, they are required to enter number plate details via tablet computers within the facilities provided. Penalty charge notices (PCN's) are issued by the site's parking enforcement contractor if any visit is more than the three-hour maximum duration of stay limit, unless the user's number plate details have been logged within the facilities provided.

1.10 The Nuffield Health Club in addition to shared use of 'The Arena' car park has an overflow car park to the northwest of 'The Arena' comprising 74 additional parking spaces and two disabled parking spaces. The golf club also has its own additional car parks to the north of 'The Arena' which are operated by barrier controls.

1.11 The area adjoining the site to the south comprises of business offices and associated car parking comprising the wider Stockley Park. Stockley Park is accessed via Bennetsfield Road which connects from the A408 Stockley Road around 280-metres east of 'The Arena'.

1.12 There is a second vehicular access to the east of the Stockley Park site from the A437 Dawley Road via Bolingbroke Way. Only buses have permitted access in/out of the site via this road. There is a bus gate, and no-entry signs are provided

at the southern end of The Square to prevent general traffic travelling northbound via Bolingbroke Way.

1.13 The internal road system including associated accessways and parking spaces comprise of private unadopted land. Management and enforcement of this wider area is undertaken by the Stockley Park management company. This ensures that there is no parking, stopping, or loading on 'The Arena' access road or any other roads in Stockley Park. Any public adopted roads are some distance from the site and would not be parked on or impacted by conditions on Stockley Park.

1.14 The site has a public transport accessibility level (PTAL) rating of 2, which is a 'poor' rating as defined by Transport for London (TfL). Bus stops are located on Bennetsfield Road and Longwalk Road approximately 290-metres from the site. London Underground and National Rail services are available further afield. Stockley Park also implements sustainable travel initiatives which are set out in further detail within this document. Therefore whilst TfLs PTAL assessment tool suggests that the development site is located in an area of 'poor' public transport accessibility, the site benefits from better accessibility than the PTAL assessment suggests as good connections exist to a wider range of public transport services.

The Proposed Development

1.15 The proposal comprises of the provision of 58 additional bedrooms at the Stockley Park Travelodge, to be delivered as follows:

- 13 additional rooms on the ground floor within the vacant Wetherspoons demise with a new ancillary café/bar restaurant.
- 38 additional rooms on the first floor of the serviced office suites.
- 7 additional rooms within the existing hotel at second floor level (where the existing café is located).

1.16 In addition to this, the development is also expected to see an uplift of 11 staff members to cover the proposed additional bedrooms.

1.17 A new pedestrian footway and a loading bay is also proposed to be provided adjacent to the new hotel reception. The loading bay is proposed to be provided at this location for ease of access to the new kitchen/bar store and linen intake adjacent to the new reception.

1.18 The proposed block plan and proposed floor plans are attached at Appendix B of this report.

1.19 It should be noted that this planning application also seeks regularisation of additional parking spaces in the Arena car park. A total of 25 car parking spaces have been constructed immediately north of the vacant Wetherspoons. These spaces are included in the total of 185 car parking spaces referenced in paragraph 1.7 of this chapter and as referenced throughout this report.

1.20 Of this total, 20 car parking spaces are proposed to be retained/regularised in planning terms and five are proposed to be removed to facilitate the new pedestrian footway and loading bay adjacent to the new hotel reception. These parking spaces are illustrated on the proposed ground floor plan at Appendix B of this report, with further clarity provided in the image below:

1.21 As is shown, of the 20 car parking spaces proposed to be retained/regularised in planning terms four bays are proposed to be provided with an Active electric vehicle (EV) charge point and a further six bays are proposed to be provided with Passive infrastructure for ease of future charge point installation.

1.22 The applicant has commissioned the preparation of this Transport Statement to assess the traffic and parking impacts of the proposal. 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 overall 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 several planning and guidance documents.

2.4 The Local Plan Part Two, Development Management Polices (adopted 16th January 2020) includes the detailed 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 developments11 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 As referenced in Policy DMT6, the Council's parking standards are outlined in Appendix C Table 1 of the adopted Local Plan. For hotels, the following maximum parking standards apply to this development:

- *"Car and other vehicle parking (maximum requirement); hotels and guesthouses – on an individual basis and in addition to car parking requirements: (a) provision for taxi pick up and set down to be provided (b) one coach space is required per 50 rooms (c) within existing and proposed hotel developments, the use of any of the hotel car parking for car rental operations or short/long stay airport or other public car parking will require planning permission (d) hotels which include function/banquet and dining rooms (which may include: ballrooms, conference and meeting rooms, exhibition space, restaurants, cafes/bar areas, nightclubs and any other rooms capable of use for hosting functions, business meetings or for eating/drinking) will require a transport appraisal to assess the level of car parking;*
- *Cycle parking (maximum requirement); hotels and guesthouses – 1 space per 10 staff."*

2.7 Part (a) 'specific requirements' number two 'multiple users of parking facilities' outlined in Appendix C Table 1 of the adopted Local Plan is also of relevance to this assessment and is extracted below for ease of reference:

"(a) Where a scheme consists of more than one land use, the parking requirement will be calculated separately for each use. However, where mixed uses generate demands at different times of day, consideration will be given to parking provision based on the maximum amount of parking space required at any one time.

(b) Applicants may consider the multiple use of parking facilities (for use by different sections of the community, for different uses and either at the same or at different times). It should be noted that multiple use of parking facilities may require planning permission."

The London Plan (March 2021)

2.8 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."

2.9 Policy T2 of the London Plan sets out the Mayor's strategy for 'healthy streets' and is an important feature 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."

2.10 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."

2.11 Specific to this assessment, Policy T6.4 of the London Plan relates to the provision of parking for hotel and leisure uses in new development at the regional strategic level. Policy T6.4 is extracted as follows:

"Policy T6.4 Hotel and leisure uses parking

A In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.

B In locations of PTAL 0-3, schemes should be assessed on a case-by- case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels.

C All operational parking must provide infrastructure for electric or other Ultra Low Emission vehicles, including active charging points for all taxi spaces.

D Disabled persons parking should be provided as set out in Policy T6 .5 Non-residential disabled persons parking."

National Planning Policy Framework (NPPF)

2.12 At the national level, the National Planning Policy Framework (updated December 2024) 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:

"109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
a) making transport considerations an important part of early engagement with local communities;
b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
c) understanding and addressing the potential impacts of development on transport networks;
d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

"112. 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."

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

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
b) safe and suitable access to the site can be achieved for all users;
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and
d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

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

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

3.0 SITE ACCESSIBILITY

3.1 'The Arena' site is located adjacent to Stockley Park - a business estate covering 88 acres with 23 office buildings, offering ~165,000sqm of B1 office space. Approximately 5,500 people work within the Stockley Park estate.

3.2 The estate was one of Europe's most prestigious business parks. Since opening in 1986, Stockley Park has attracted many large multinational companies such as Apple Inc., Gilead Sciences, IMG, Lucozade Ribena Suntory, Sharp Electronics, and Marks and Spencer. The business estate site is bound by Stockley Park Golf Course to the north, the A437 Dawley Road to the east, Grand Union Canal to the south and the A408 Stockley Road and Stockley Park Roundabout to the west.

3.3 The park management actively promote sustainable travel via the Stockley Park website and the publication of travel information. The information presented in the travel section of the park website is relevant to 'The Arena' site and is discussed below. A Travel Plan for the wider Stockley Park business estate (excluding 'The Arena' and the adjacent golf club) is being implemented in consultation with 'easit' and the Stockley Park Estate Management Company Limited (SPECL).

3.4 'easit' is an organisation that supports and encourages businesses and organisations across the UK to adopt alternative and sustainable transport behaviours for staff across Stockley Park, and across the south-east of England. They facilitate this by providing staff from membership organisations with a range of benefits including discounted public transport and cycling offers, a bespoke car-share database, one-one business engagement via travel roadshows, and thus making travel by non-car modes that more attractive, cheaper and provide more choice for both commuting and business travel.

Public Transport

3.5 In terms of public transport, in order 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.

3.6 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.

3.7 The level of available public transport at a point of interest in London is quantified and measured using Transport for London's (TfL) PTAL model.

3.8 TfL provides an online GIS-based PTAL tool on their website. 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 Public Transport Accessibility Index (PTAI) and PTAL score.

3.9 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAI and 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. The full PTAL output file is presented in Appendix C. TfL's PTALs table is extracted as follows:

Table 3 Public Transport Accessibility Levels

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

3.10 Figure 2 present a public transport accessibility map showing the nearby bus stops as prescribed within the PTAL report and the walk routes to them.

3.11 Three bus routes can be accessed from bus stops within a 330m walking distance of the site as summarised in Table 1.

Table 1. Local Bus Services

Access Point & Distance from Site	Route	Destinations	First & Last Services	Peak Hour Frequency*
Bennetsfield Road Stop B (220m)	350	Hayes & Harlington Station	04:28 & 00:51	3
	A10	Uxbridge	04:15 & 00:49	3
	U5	Hayes & Harlington Station	05:27 & 00:31	5
Longwalk Road Stop J (330m)	350	Heathrow Terminal 5	03:36 & 00:07	3
	A10	Heathrow Central	03:45 & 00:13	3
	U5	Uxbridge	05:22 & 00:20	5

Source: Transport for London

* Number of services per direction during period 0815-0915

3.12 During the morning peak hour around 21 bus services arrive at and leave from local bus stops. An extract of the TfL local bus network map is presented in Appendix D.

3.13 All London buses are wheelchair accessible. An audit of local bus stops found that they all feature; 'flags' identifying which bus routes call each stop, timetables for those routes, shelters, maps, seating, and lighting.

3.14 In the case of London Underground services, there are no services that fall within the PTAL-prescribed walking distance from the site. The nearest London Underground services available from stations are detailed in Table 2 and can be reached by bus.

Table 2. Local Underground Services

Service	Station	First & Last Services	Peak Hour Frequency*	Bus Access from Site
Metropolitan Line	Uxbridge	05:12 & 00:35	8	A10 or U5
Piccadilly Line	Uxbridge	05:20 & 00:20	7	A10 or U5
Piccadilly Line	Heathrow Terminal 2&3	05:10 & 01:11	12	A10
	Heathrow Terminal 5	05:22 & 00:18	6	350

Source: Transport for London

* Number of services per direction during period 0815-0915

3.15 Table 2 shows that during the daytime peak period, there are 33 underground departures per hour from local Underground stations.

3.16 Uxbridge station provides step-free access to the station and platforms with assisted ramp access to trains. The stations at Heathrow Terminals 2 & 3 and Heathrow Terminal 5 provide step-free access throughout.

3.17 As with London Underground services, there are no National Rail services that fall within the PTAL-prescribed walking distance from the site. The nearest National Rail services available from stations are detailed in Table 3 and can be reached by bus.

Table 3. Local National Rail Services

Service	Station	Destination	First & Last Services	Peak Hour Frequency*	Bus Access from Site
Elizabeth Line	West Drayton	Abbey Wood / Shenfield	05:31 & 023:48	6	350 or U5
		Reading / Heathrow Terminal 4 / Terminal 5	05:38 & 00:10	4	
	Hayes & Harlington	Abbey Wood / Shenfield	06:28 & 00:21	10	350 or U5
		Reading / Heathrow Terminal 4 / Terminal 5	04:53 & 00:07	10	
Heathrow Express	Heathrow Central (Terminals 2&3)	Paddington	05:17 & 00:04	4	A10
	Heathrow Terminal 5	Paddington	05:12 & 23:58	4	350

Source: Train Operating Companies

* Number of services per direction during period 0815-0915

3.18 Table 3 shows there are up to 38 rail services per hour from the nearest stations.

3.19 West Drayton Station and Hayes & Harlington Station provide sept free access from the platform to the train only, while Heathrow Terminals 2 & 3 and 5 provide full step-free accessibility for wheelchair users.

Pedestrian and Cycle Access

3.20 The connectivity of a development site, in addition to the factors that contribute to a PTAL rating, also relates to pedestrian and cycle access as well as access by wheelchair users.

3.21 In terms of pedestrian facilities in the area around the Arena and the wider Stockley Park, footways are of a high standard, are level and trip-free. There is a direct pedestrian link from the Arena to the junction of Bennetsfield Road / Roundwood Avenue.

3.22 Within Stockley Park a number of footpaths are provided as segregated routes away from roads. Pedestrian crossings of the business park's roads are provided as raised crossings or level carriageway crossings with dropped kerbs, tactile paving and surface treatments. The speed limit on most roads within the business park is 25mph.

3.23 There are a number of recommended and signed cycle routes in the area including a suggested route through Stockley Park and a car-free link from the business park to the Grand Union Canal towpath cycle route. Appendix B presents a map extract showing local cycle routes and cycle facilities.

Vehicle Access

3.24 Vehicle access to the Arena is provided from Bennetsfield Road which forms part of the private road through Stockley Park. Bennetsfield Road links with the local public road network at the Stockley Park roundabout on the A408 Stockley Road which runs from M4 Junction 4 and the Heathrow spur to the south and Uxbridge to the north.

3.25 As a private estate, Stockley Park is not subject to local authority parking controls. Duration of stay regulations are in operation in the Arena car park. These limit parking to a maximum of 3 hours. Parking on estate roads is not permitted with enforcement in operation by park management.

3.26 As detailed above the speed limit on most roads within the business park is 25mph.

Local Facilities

3.27 The proposed hotel development site is located within the Arena business centre which provides a range of facilities that might be used by guests of the proposed hotel. These include:

- Subway Takeaway: Monday to Friday 7am to 10pm, Saturday 9am to 8pm, Sunday 10am to 6pm.
- Greggs Takeaway: Monday to Friday 6am to 6pm, Saturday 8:30am to 6pm, Sunday closed.
- Costa Coffee: Monday to Friday 7am to 4:30pm, Saturday and Sunday 8am to 4pm.
- Nuffield Health Gym: Monday to Friday 6am to 10pm, Saturday 8am to 8pm, Sunday 8am to 8pm.

3.28 The presence of these local facilities within close proximity of the site add to the sustainability of the proposed development.

3.29 In summary, the site benefits from better public transport accessibility than the PTAL assessment suggested in addition to good pedestrian and cycle links with the local and wider area and a good range of local amenities.

4.0 BASELINE PARKING CONDITIONS

4.1 To illustrate the baseline parking levels of the site car park a parking stress study has been carried out.

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 E.

4.3 An inventory was carried out of the associated car parks to map out all available parking opportunities on site. this included the main Arena car park as well as the Nuffield Health gym's overspill car park. 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 4 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 4. 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
Gym Overspill Car Park ^	74	2	0

Notes:

* All Parking in the Arena car park is for staff and customers/visitors only, with 3 hours maximum stay. Exemptions to time restrictions are permitted where required at the discretion of the businesses.

^ All Parking in the car park is for Nuffield Health Gym users only, with 4 hours maximum stay.

Source: PMA Survey

4.5 The parking survey inventory demonstrates that there are 168 general needs parking opportunities within the Arena car park for customers of all businesses

that operate at the arena and 74 general needs parking opportunities within the gym overflow car park, which is only available to users of the gym facility. As per the methodology, Blue Badge 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 parks, both car parks were assessed between the hours of 10am to 10pm, at hourly beats over the course of a typical weekday and weekend day. The parking surveys were carried out on Friday 19th and Saturday 20th of April 2024 respectively.

4.7 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. Tables 5 a-c and Tables 6 a-c show the results for the weekday and weekend surveys respectively, for both individual car parks as well as their combined total.

Table 5a. Weekday Parking Survey Results – The Arena Car Park

The 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	131	78%
11:00	168	125	74%
12:00	168	104	62%
13:00	168	104	62%
14:00	168	93	55%
15:00	168	84	50%
16:00	168	87	52%
17:00	168	118	70%
18:00	168	146	87%
19:00	168	140	83%
20:00	168	122	73%
21:00	168	103	61%

Source: PMA Survey

Table 5b. Weekday Parking Survey Results – Gym Overflow Car

Gym Overspill 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	74	5	7%
11:00	74	3	4%
12:00	74	8	11%
13:00	74	4	5%
14:00	74	5	7%
15:00	74	1	1%
16:00	74	2	3%
17:00	74	5	7%
18:00	74	3	4%
19:00	74	9	12%
20:00	74	7	9%
21:00	74	7	9%

Source: PMA Survey

Table 5c. Weekday Parking Survey Results – Combined

The Arena Car Park + Gym Overspill 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	242	136	56%
11:00	242	128	53%
12:00	242	112	46%
13:00	242	108	45%
14:00	242	98	40%
15:00	242	85	35%
16:00	242	89	37%
17:00	242	123	51%
18:00	242	149	62%
19:00	242	149	62%
20:00	242	129	53%
21:00	242	110	45%

Source: PMA Survey

4.8 The results in Table 5c demonstrate that the busiest beat of the combined car parks on a typical weekday was at the hours of 18:00 and 19:00, with an observed

parking stress of 62%. Of the 242 total available general needs parking spaces, 149 cars were parked, leaving 93 spaces free.

Table 6a. Weekend Parking Survey Results – The Arena Car Park

The 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	158	94%
11:00	168	143	85%
12:00	168	148	88%
13:00	168	135	80%
14:00	168	114	68%
15:00	168	117	70%
16:00	168	114	68%
17:00	168	114	68%
18:00	168	112	67%
19:00	168	96	57%
20:00	168	58	35%
21:00	168	39	23%

Source: PMA Survey

Table 6b. Weekend Parking Survey Results – Gym Overflow Car

Gym Overspill 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	74	26	35%
11:00	74	21	28%
12:00	74	21	28%
13:00	74	13	18%
14:00	74	9	12%
15:00	74	9	12%
16:00	74	2	3%
17:00	74	2	3%
18:00	74	2	3%
19:00	74	3	4%
20:00	74	3	4%
21:00	74	0	0%

Source: PMA Survey

Table 6c. Weekend Parking Survey Results – Combined

The Arena Car Park + Gym Overspill 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	242	184	76%
11:00	242	164	68%
12:00	242	169	70%
13:00	242	148	61%
14:00	242	123	51%
15:00	242	126	52%
16:00	242	116	48%
17:00	242	116	48%
18:00	242	114	47%
19:00	242	99	41%
20:00	242	61	25%
21:00	242	39	16%

Source: PMA Survey

4.9 The results in Table 6c demonstrate that the busiest beat of the combined car parks on a typical weekend was at the hour of 10:00, with an observed parking stress of 76%. Of the 242 total available general needs parking spaces, 184 cars were parked, leaving 58 spaces free. However, this period is typically not impacted by the hotel as most hotel guests would be checking out during the morning. The busiest period for the hotel would likely be from 15:00 on a weekend due to it being the earliest time guest would normally be allowed to check in on the standard hotel fare.

4.10 The results in Table 6c demonstrate that at 15:00 on a weekend, the observed parking stress was 52%, with 126 cars parked in the 242 total available spaces, leaving 116 spaces free.

4.11 From the parking survey results, it is illustrated that the Arena car park is well utilised on a typical weekday evening and weekend morning but still falls below the 85% threshold typically representative of 'high' parking stress. During these periods, parking is limited in the Arena car park, but the results show that there is plenty of spare capacity with the gym's overspill car park.

4.12 It should be noted that any increase in parking demand generated by the proposed hotel extension is expected to result in a 'smoothing out' of parking demand across the Arena car park and the gym overflow car park. This is because gym users will seek parking availability in the designated gym overflow car park to avoid competing for a parking space within the Arena car park due to increased demand. This point is expanded upon in the following chapter.

4.13 Therefore, it is shown that the combined car parks provide a large reserve surplus capacity to absorb additional demand that the proposal might generate. This is assessed in the following chapter.

5.0 PARKING PROVISION, DEMAND & IMPACT

5.1 The proposal comprises of the provision of 58 additional bedrooms at the Stockley Park Travelodge, to be delivered as follows:

- 13 additional rooms on the ground floor within the vacant Wetherspoons demise with a new ancillary café/bar restaurant.
- 38 additional rooms on the first floor of the serviced office suites.
- 7 additional rooms within the existing hotel at second floor level (where the existing café is located).

5.2 In addition to this, the development is also expected to see an uplift of 11 staff members to cover the proposed additional bedrooms.

5.3 As discussed, this planning application also seeks regularisation of additional parking spaces in the Arena car park. A total of 25 car parking spaces have been constructed immediately north of the vacant Wetherspoons. Of this total, 20 car parking spaces are proposed to be retained/regularised in planning terms and five are proposed to be removed to facilitate the new pedestrian footway and loading bay adjacent to the new hotel reception.

5.4 Of the 20 car parking spaces proposed to be retained/regularised, four bays are proposed to be provided with an Active electric vehicle (EV) charge point and a further six bays are proposed to be provided with Passive infrastructure for ease of future charge point installation.

Cycle Parking

5.5 In accordance with the London Plan, the cycle parking requirements for the total number of bedrooms from the existing and proposed hotel (139 bedrooms) would require a minimum of eight long stay and three short stay spaces.

5.6 The existing site already provides a total of eight long-stay cycle parking spaces within a secure and sheltered cycle store located on-site. Additionally, 12 short-

stay cycle parking spaces are also provided on-site to accommodate short-term use for the whole Arena site. This provision is provided in excess for the existing 81-bedroom hotel currently on-site.

5.7 The proposal will see the relocation of the existing cycle store to a different location on site but still within an accessible location. The provision of eight long-stay cycle parking spaces will continue to be accommodated within the store and will now accommodate both the existing and proposed number of bedrooms as this was previously provided in excess. A new short-stay cycle stand accommodation two cycle spaces will also be provided next to the cycle store for visitors to the site to accommodate the increase in visitors that the proposal might generate. The proposed cycle parking layout is shown on the proposed site plan in Appendix B.

5.8 The provision of cycle parking is considered to acceptable and compliant with policy expectations. The utilisation of the cycle parking spaces for the hotel will be regularly reviewed to ensure an appropriate provision is provided for any increase in demand.

Parking

5.9 In accordance with the London Plan, the parking demand of hotel developments in PTAL zones 0-3 should be assessed on a case-by-case basis and with a Healthy Streets approach applied to the parking provision.

5.10 Therefore, the need to provide additional spaces should be avoided where sufficient parking provision already exists at the site location.

Hotel Parking Demand

5.11 To understand any required parking provision, the level of parking demand for the existing 81-room hotel was assessed through an on-site questionnaire. The questionnaire asked any staff and guests entering the hotel about their main

method of travel to the site on the parking survey assessment days (Friday 26th April and Saturday 27th April).

5.12 Table 7a shows the weekday and weekend mode split for staff and hotel guests based on the questionnaires. The table also shows the projected number of staff and guest trips which will be generated by the 58-bedroom and 11 staff uplift from the proposed extension to the hotel.

Table 7. Staff and Guest Percentage Mode Split & Projected Trips

	Staff Mode Split		Projected Staff Trips		Guest Mode Split		Projected Guest Trips	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
Driver	36%	29%	4	3	62%	38%	36	22
Passenger	0%	7%	0	1	31%	27%	18	16
Bus/Train	57%	29%	6	3	6%	10%	3	6
Coach	0%	0%	0	0	0%	9%	0	5
Taxi	0%	14%	0	2	1%	12%	1	7
Cycle	7%	14%	1	2	0%	1%	0	1
Walk	0%	7%	0	1	0%	2%	0	1
Other	0%	0%	0	0	0%	0%	0	0
Total	100%	100%	11	11	100%	100%	58	58

5.13 As shown in Table 7, based on the staff and guest questionnaire at the site, 36% of staff trips on the weekday and 29% of staff trips on the weekend consist of car driver trips. The result of this will mean four and three additional staff car driver trips on the weekday and weekend respectively.

5.14 In addition to this, 62% of guest trips on the weekday and 38% of guest trips on the weekend consist of car drivers. The result of this will mean 36 and 22 additional guest car driver trips on the weekday and weekend respectively.

Development Impact

5.15 To recap from the parking surveys, the busiest weekday hourly beat of the combined Arena and gym overspill car parks was 62%, observed during the hours

of 18:00 and 19:00. Of the 242 total available general needs parking spaces, 149 cars were parked, leaving 93 spaces free.

5.16 Assuming the worst-case scenario where all of the proposed 58 rooms are occupied and all 11 additional staff are present at the site at the same time, during the busiest weekday peak hours, the addition of 40 cars parked within the Arena car park and the removal of five spaces as part of the proposal would result in an increase to the combined parking stress by 18%, from 62% to 80%. This is an isolated worst-case peak period, at all times before and after 18:00-19:00 the parking demand in the car parks is significantly less.

5.17 To put these results into context the parking stress of the combined car parks would remain below the 85% 'high stress' threshold and should therefore be considered acceptable.

5.18 The busiest weekend hourly beat of the combined Arena and gym overspill car parks is 76%, observed during the hour starting at 10:00. However as stated previously the hotel has little impact on this period as guests would typically be checking out in the morning and checking in at 15:00 at the earliest due to the minimum check in time based on the hotel's standard requirement. The combined parking stress at 15:00 is observed to be 52%. Of the 242 total available general needs parking spaces, 126 cars were parked, leaving 116 spaces free.

5.19 Assuming the worst-case scenario where all of the proposed 58 rooms are occupied and all 11 additional staff are present at the site at the same time, during the check-in time, the addition of 25 cars parked within the Arena car park and the removal of five spaces as part of the proposal would result in an increase to the combined parking stress by 12%, from 52% to 64%.

5.20 Again, to put these results into context the parking stress of the combined car parks would remain well below the 85% 'high stress' threshold and should therefore be considered acceptable.

5.21 The worst-case scenarios for both the weekday and weekend conditions of the combined car park capacity shows that the uplift in demand can be accommodated within the existing parking provision and therefore additional parking is not required at the site. It is likely that the increased level of parking stress would naturally encourage more gym users to use the overspill car park where they can guarantee finding a parking space without having to search for a space in the Arena car park.

5.22 This approach to not providing additional parking for the development is therefore considered to be acceptable and in line with the 'Healthy Streets' expectations, and general policy requirements which seek to avoid excessive car parking provision.

Other Material Considerations

5.23 The approach to the parking assessment for the proposed hotel extension set out in this chapter is broadly consistent with the assessment methodology submitted in the Transport Assessment (September 2016) submitted with the original application for an 81-room hotel which was granted planning permission by LBH in January 2018 (LBH planning application reference 37800/APP/2016/1430). The principles established as part of the original hotel application are therefore a material consideration in the context of this current planning application.

5.24 The original hotel planning application depended on the capacity/usage of The Arena car park and the gym overflow car park to justify adequate parking provision for the hotel. It is important to note that, like now, the gym overflow car park was not included in the red line boundary of the original hotel application.

5.25 The predicted utilisation of The Arena car park and the gym overflow car park in the original hotel application transport report illustrated that parking stress across both car parks on a weekday from 18:00-20:00 would be over 100%. This was based on weekday parking survey data collected in 2015 and 2016 as summarised in the Transport Assessment (September 2016) plus forecast hotel parking demand. It should also be noted that the original hotel application resulted in an

uplift of 20 new parking spaces in the Arena car park (these spaces are separate from the parking spaces referenced in paragraphs 1.19-1.20 in the introduction of this report). The hotel application was consented on this basis notwithstanding.

5.26 It is also material to note that the parking situation is better now than it was when the car parks were surveyed in 2015 and 2016 ahead of the original hotel application. There is around 30% less parking demand across both car parks on a weekday at peak times from 18:00-20:00 comparing the recent April 2024 data set out in Chapter 4 of this report with the data from the original hotel application.

5.27 Notably, the gym overflow car park is far less used now than it was then. A summary of the parking survey data from 2015 and 2016 as per Table 7 of the Transport Statement (September 2016) submitted with planning application 37800/APP/2016/1430 is presented as follows:

Table 8. Average Weekday Parking Survey Data from 2015/2016

Hour	The Arena Car Park			Gym Overflow Car Park			Combined Car Parks		
	Occupied	Vacant	% Stress	Occupied	Vacant	% Stress	Occupied	Vacant	% Stress
06:00	12	128	9%	1	74	1%	13	202	6%
07:00	127	13	91%	18	57	24%	145	70	68%
08:00	103	37	74%	27	48	35%	130	85	60%
09:00	96	44	69%	16	59	22%	112	103	52%
10:00	130	10	93%	35	40	47%	165	50	77%
11:00	121	19	86%	71	4	95%	192	23	89%
12:00	114	26	81%	26	49	35%	140	75	65%
13:00	131	9	94%	23	53	30%	154	62	71%
14:00	114	26	81%	23	53	30%	137	79	63%
15:00	110	30	79%	19	56	25%	129	86	60%
16:00	121	19	86%	21	54	27%	142	73	66%
17:00	135	5	97%	49	26	65%	184	31	86%
18:00	139	1	99%	72	3	97%	211	4	98%
19:00	138	2	98%	67	8	90%	205	10	95%
20:00	131	9	93%	54	22	71%	184	31	86%
21:00	93	47	66%	19	56	25%	112	103	52%
22:00	36	104	26%	4	72	5%	39	176	18%
23:00	11	129	8%	1	74	1%	12	203	6%

Source: PMA

5.28 As is shown in the table above, an average of 211 cars were observed to be parked across the Arena car park and the gym overflow car park on a typical weekday between 18:00-19:00 (98% stress) and 205 cars parked between 19:00-20:00 (95% stress), and the average number of occupied parking bays from 10:00-22:00 was 163 (76% stress).

5.29 By contrast, as is shown in Table 5c in this report, a total of 149 cars have more recently been observed to be parked across the Arena car park and the gym overflow car park on a typical weekday between 18:00-19:00 and 19:00-20:00 (62% stress), and the average number of occupied parking bays from 10:00-22:00 was 118 (49% stress).

5.30 Parking demand for the extension to the hotel has more recently been forecast using staff and guest travel mode data obtained from the hotel on a weekday and a weekend. This shows that 58 bedrooms and 11 additional staff would generate an additional peak parking demand of 40 parking spaces on a weekday and 25 parking spaces on a weekend and that parking stress across the combined cars parks will remain below the 85% 'high stress' threshold. This includes the loss of five parking spaces adjacent to the new hotel lobby entrance

5.31 The recent parking survey data and parking impact assessment for the hotel extension is therefore entirely supportable based on the 'smoothing out' of demand principle set out herein and established as part of the original hotel application.

5.32 The comparison of the parking utilisation data of the Arena car park and the gym overflow car park from 2015/2016 and 2024 gives credence to the 'smoothing out' of demand principle. In 2015/2016 the gym overflow car park was utilised almost to capacity at peak times on an average weekday, whereas in 2024 just nine cars (12% utilisation) parked in the gym overflow car park in the evening peak hour.

5.33 It can be surmised from the data that at times when the Arena car park is busy gym members use the overflow car park, but at times when the Arena car park

less busy gym members opt to use the Arena car park instead. Therefore, the additional demand for parking in the Arena car park generated by the hotel extension will result in gym members using the overflow car park and therefore smoothing out demand across the two car parks.

5.34 On this point, it must be remembered that the application site currently comprises of 803sqm office space and a Wetherspoons pub which, whilst currently vacant and therefore not generating demand for parking at-present, is extant established development and therefore could generate demand for parking in the Arena car park.

5.35 In terms of local parking standards, Appendix C of the Hillingdon Local Plan Part 2 (January 2020) sets out that offices are permitted to provide 1 space per 50 to 100 sqm of floorspace, hence with 803 sqm of current office floorspace, between 8 and 16 car parking spaces would be permitted. Parking standards for Sui Generis use classes (i.e. the Wetherspoons pub) are not specified in either regional (London Plan) or Local (Hillingdon Council) policy documents. Since the pub is vacant it is not possible to survey associated parking demand, however it is reasonable to assume that the Wetherspoons would have generated a noticeable amount of parking demand at peak times including weekday evenings.

5.36 The proposals will therefore not give rise to conditions prejudicial to highway capacity or road safety. The proposals will not result in any overspill parking demand or impact on free-flowing traffic on the adjoining public highway, which it should be noted is the A408 Stockley Road around 280-metres east of 'The Arena'. The traffic flow and parking demand associated with the proposed development will be entirely contained within private land off the public highway.

6.0 DELIVERY & SERVICING

6.1 To summarise, the delivery and servicing arrangements on site will largely remain the same as those currently taking place at the site and as approved within the 2018 planning application for the 81-room hotel (LBH planning application reference 37800/APP/2016/1430).

6.2 The existing established delivery and servicing arrangements for the hotel take place from the Arena car park immediately to the north of the current hotel entrance.

6.3 Any increase in demand for deliveries and servicing occurring from the additional rooms will be able to be accommodated by the existing vehicle trips that occur on-site already i.e. there will be no increase in the frequency of delivery or servicing trips under the proposals.

6.4 The proposal includes the relocation of the linen intake storeroom and the kitchen/bar storeroom to the side of the new hotel entrance lobby as indicated on the proposed ground floor plan at Appendix B. Therefore, delivery vehicles will access the Arena car park and briefly stop outside the planned new hotel entrance to load/unload.

6.5 A partially inset shared-surface loading bay is proposed to be provided outside the new hotel entrance. The interface with the car park would comprise of a flush kerb. The design plan of the proposed loading bay is presented on the ground floor plan at Appendix B of this report.

6.6 A vehicle swept path diagram of an 18 tonne 10-metre long rigid-bodied truck entering and exiting the site via the planned loading bay to the front of the new hotel lobby is presented at Figure 5 of this report. As is shown the manoeuvring is safely accommodated without obstructing adjacent parking bays.

6.7 The location of the bin store for the hotel will remain in its current position immediately to the north of the current hotel entrance. The bin collection process

under the proposals will therefore remain the same as per the existing established arrangement.

6.8 The delivery and servicing activities under the proposals are satisfactory and largely in keeping with the existing established arrangements at the site.

7.0 TRAVEL PLAN STATEMENT

7.1 To recap, the proposal comprises of the provision of 58 additional bedrooms at the Stockley Park Travelodge. In addition, the development is also expected to see an uplift of 11 staff members to cover the proposed additional bedrooms.

7.2 In accordance with TfL's Travel Plan Guidance, the proposed hotel extension will require the implementation of a Travel Plan Statement as set out in Table 2.1 of the document, and extracted below for ease of reference:

Figure 2.1: Development scale guidelines for travel plans

	Travel Plan Statement	Full Travel Plan
A1 (Food/Non-Food Retail)	More than 20 staff but less than 1,000sqm	Equal or more than 1,000sqm
A1 (Garden centres)	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm
A2 (Financial Services)	More than 20 staff but less than 1,000sqm	Equal or more than 1,000sqm
A3/A4/A5 (Food/Drink)	More than 20 staff but less than 750sqm	Equal or more than 750sqm
B1 (Business)	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm
B2 (Industrial)	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm
B8 (Warehouse and Distribution)	More than 20 staff but less than 5,000sqm	Equal or more than 5,000sqm
C1 (Hotels)	More than 20 staff but less than 100 beds	Equal or more than 100 beds
C3 (Residential)	Between 50 and 80 units	Equal or more than 80 units
D1 (Hospitals/Health Centres)[3]	Between 20 and 50 staff	Equal or more than 50 staff

7.3 The Travel Plan Statement is primarily aimed at the staff of the hotel, however best endeavours will be made to ensure that hotel guests are made aware of the sustainable travel options available and the importance of reducing car travel, particularly single-occupancy vehicle trips.

7.4 Chapter 3 of this document sets out the site's accessibility and highlights that there is a range of sustainable travel options available to staff and guests. Staff and guest travel mode data is set out in Chapter 5 of this document in relation to the extant hotel operations which illustrates that staff predominantly use non-car modes to get to/from work, however car travel by guests is more common especially on a weekday.

7.5 The objectives of the Travel Plan Statement are:

- To reduce the impact and frequency of car travel, especially single occupancy vehicle use.
- To reduce the impact of the development on the local road network.
- To enable all staff and guests to have informed choice about local sustainable travel options by means of new or improved facilities and the provision of suitable information.
- To improve the health and wellbeing of staff and guests.
- To reduce the need for travel to and from the site.
- To promote healthy lifestyles and sustainable, vibrant communities.
- To reduce the pressure on local highway capacity, particularly at peak times.
- To cut carbon emissions and their contribution to climate change.
- To encourage more active travel with gains for health

7.6 To meet these objectives, as part of the implementation of the Travel Plan Statement, the action targets and target dates will be:

- Appoint a Travel Plan Coordinator for the hotel. Target date: As soon as practicable and prior to the extension opening. Full Travel Plan Coordinator details will be provided to LBH at least 3 months prior to occupation. A secondary contact to the Travel Plan Coordinator will be provided along with the full Travel Plan Coordinator contact details.
- Provide up to date and easily accessible public transport, active travel, and sustainable travel information on site (via Travel Guides for staff and Travel Information Posters displayed in communal areas), in promotional literature, on the hotel website, and at all other opportunities for use by staff, guests, and visitors. Target date: Prior to the extension opening.
- Review the provision of on-site secure cycle parking, lockers and changing facilities. Target Date: Once the hotel extension is in operation, and ongoing.

7.7 TfLs Travel Plan Guidance sets out that every Travel Plan should have an action plan which is a clear implementation programme, detailing who, what, when and

how activity will happen. The action plan tasks, responsibilities and timings are shown in Table 9.

Table 9. Action Plan

Measure	Responsible for Implementation	Timescale	Expected Impact
Appointment of a Travel Plan Coordinator	Developer / Hotel Operator	As soon as practicable and at least 3 months prior to the new hotel extension being brought in to use	To encourage all users to make sustainable travel choices
Provide all site staff with Travel Guides plus copies for hotel reception to aid guest enquiries. Provide Travel Information Posters for display in communal areas.	Travel Plan Coordinator & Hotel Operator	Upon Implementation of the Travel Plan	To inform staff and guests of the sustainable travel links and credentials of the development.
Promotion of pedestrian and cycle links between the site and the local area	Travel Plan Coordinator	Upon Implementation of the Travel Plan	To encourage staff and guests to walk or cycle to / from the site
Promotion of National Walk to Work events, National Bike Week, local cycle training (i.e. Bikeability) and the Cycle to Work scheme in Travel Guide	Travel Plan Coordinator	Upon Implementation of the Travel Plan	To encourage staff and guests to walk or cycle to / from the site
Provision of secure on-site cycle parking facilities for staff and guests	Developer	As part of construction	To encourage staff and guests to cycle to / from the site
Promotion of secure on-site cycle parking facilities in Travel Guide	Travel Plan Coordinator	Upon Implementation of Travel Plan	To encourage staff to cycle to / from the site
Review the provision of lockers and changing facilities.	Travel Plan Coordinator	Throughout the duration of the Travel Plan	To encourage staff to cycle to / from the site
Review and update hotel operator website with travel information as appropriate.	Hotel operator	Prior to the new development being brought in to use and ongoing	To encourage all users to make sustainable travel choices
Provision of minimal on-site car parking (car parking demand being met by the Areana car park)	Developer	As part of construction	To encourage staff and guests not to drive to the site but to travel by sustainable modes
Promotion of local public electric vehicle charging facilities in Travel Guide	Travel Plan Coordinator	Throughout the duration of the Travel Plan	To encourage staff and guests to use electric vehicles
Promotion of existing local car share schemes in Travel Guide	Travel Plan Coordinator	Throughout the duration of the Travel Plan	To encourage staff and guests to reduce private car use for trips to / from the site

8.0 SUMMARY

8.1 Paul Mew Associates is instructed by BBC Pension Trust Limited in relation to a proposed extension to the existing Stockley Park Travelodge, The Arena, Stockley Park, Hayes, London, UB11.

8.2 The proposal comprises of the provision of 58 additional bedrooms at the Stockley Park Travelodge, to be delivered as follows:

- 13 additional rooms on the ground floor within the vacant Wetherspoons demise with a new ancillary café/bar restaurant.
- 38 additional rooms on the first floor of the serviced office suites.
- 7 additional rooms within the existing hotel at second floor level (where the existing café is located).

8.3 In addition to this, the development is also expected to see an uplift of 11 staff members to cover the proposed additional bedrooms.

8.4 This planning application also seeks regularisation of additional parking spaces in the Arena car park. A total of 25 car parking spaces have been constructed immediately north of the vacant Wetherspoons. Of this total, 20 car parking spaces are proposed to be retained/regularised in planning terms and five are proposed to be removed to facilitate the new pedestrian footway and loading bay adjacent to the new hotel reception.

8.5 Of the 20 car parking spaces proposed to be retained/regularised, four bays are proposed to be provided with an Active electric vehicle (EV) charge point and a further six bays are proposed to be provided with Passive infrastructure for ease of future charge point installation.

8.6 The proposed cycle parking arrangements are satisfactory and in line with the policy expectations for the development.

8.7 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 Arena car park experiences a peak in demand during the weekday evening and weekend morning, however the adjacent gym overflow car park is highly unutilised at-present.

8.8 A parking demand assessment found that despite the increase in parking arising from the planned hotel extension during the weekday evening peak and weekend morning peak, the parking stress across the Arena car park and the gym overflow car park remains below the 'high-stress' threshold of 85%.

8.9 During both the weekday and weekend conditions of the combined car park capacity shows that the uplift in demand can be accommodated within the existing parking provision and therefore additional parking is not required at the site. It is likely that the increased level of parking stress would naturally encourage more gym users to use the overspill car park where they can guarantee finding a parking space without having to search for a space in the Arena car park.

8.10 Overall, the approach to not providing additional parking for the development is therefore considered to be acceptable and in line with the 'Healthy Streets' expectations, and general policy requirements which seek to avoid excessive car parking provision.

8.11 The approach to the parking assessment for the proposed hotel extension set out in this chapter is broadly consistent with the assessment methodology submitted in the Transport Assessment (September 2016) submitted with the original application for an 81-room hotel which was granted planning permission by LBH in January 2018 (LBH planning application reference 37800/APP/2016/1430). The principles established as part of the original hotel application are therefore a material consideration in the context of this current planning application.

8.12 The original hotel planning application depended on the capacity/usage of The Arena car park and the gym overflow car park to justify adequate parking provision

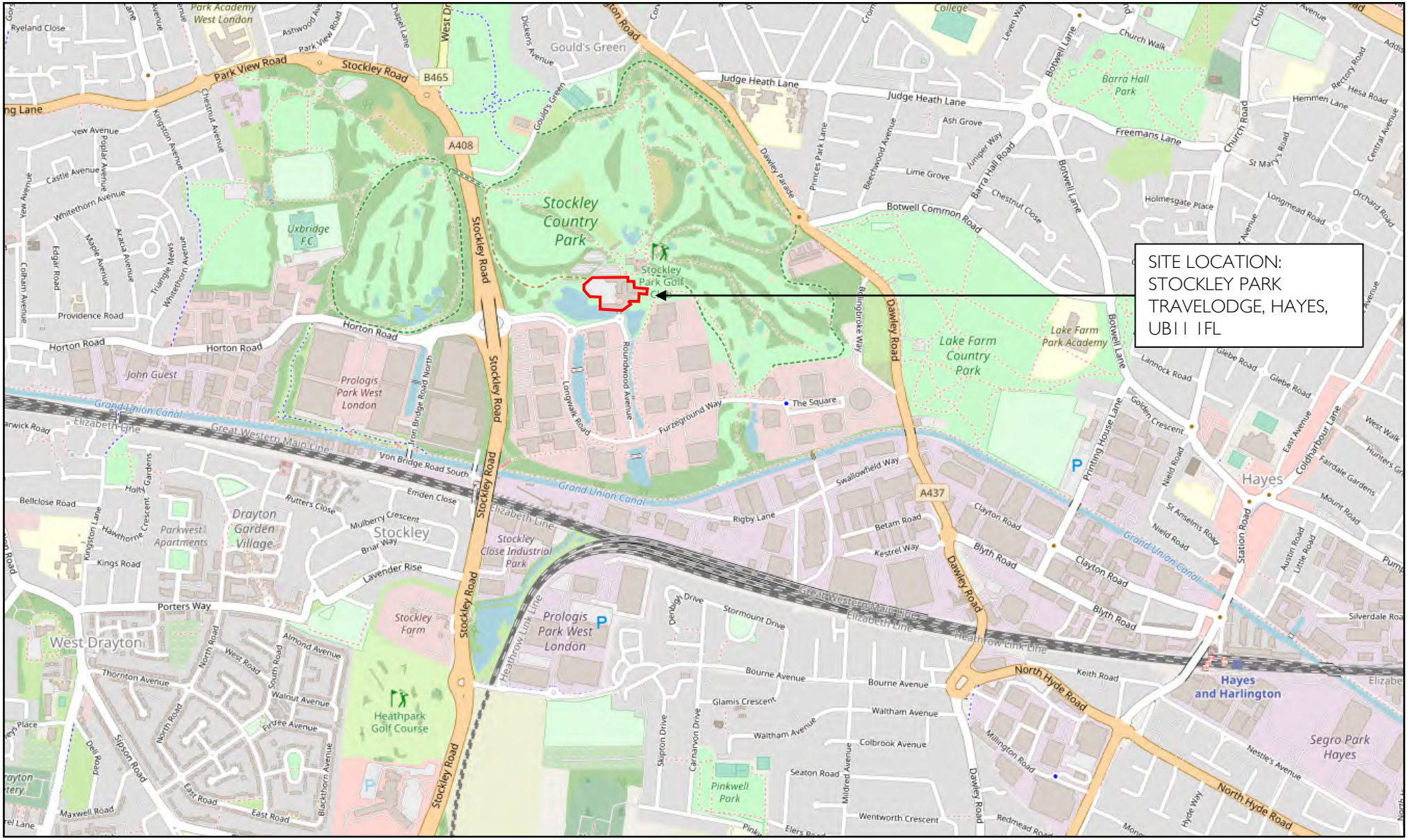
for the hotel. It is important to note that, like now, the gym overflow car park was not included in the red line boundary of the original hotel application.

8.13 Moreover, it is also material to note that the parking situation is better now than it was when the car parks were surveyed in 2015 and 2016 ahead of the original hotel application. There is around 30% less parking demand across both car parks on a weekday at peak times from 18:00-20:00 comparing the recent April 2024 data set out in Chapter 4 of this report with the data from the original hotel application.

8.14 The proposals will therefore not give rise to conditions prejudicial to highway capacity or road safety. The proposals will not result in any overspill parking demand or impact on free-flowing traffic on the adjoining public highway, which it should be noted is the A408 Stockley Road around 280-metres east of 'The Arena'. The traffic flow and parking demand associated with the proposed development will be entirely contained within private land off the public highway.

8.15 The delivery and servicing activities under the proposals have been assessed and are satisfactory and largely in keeping with the existing established arrangements at the site.

FIGURES

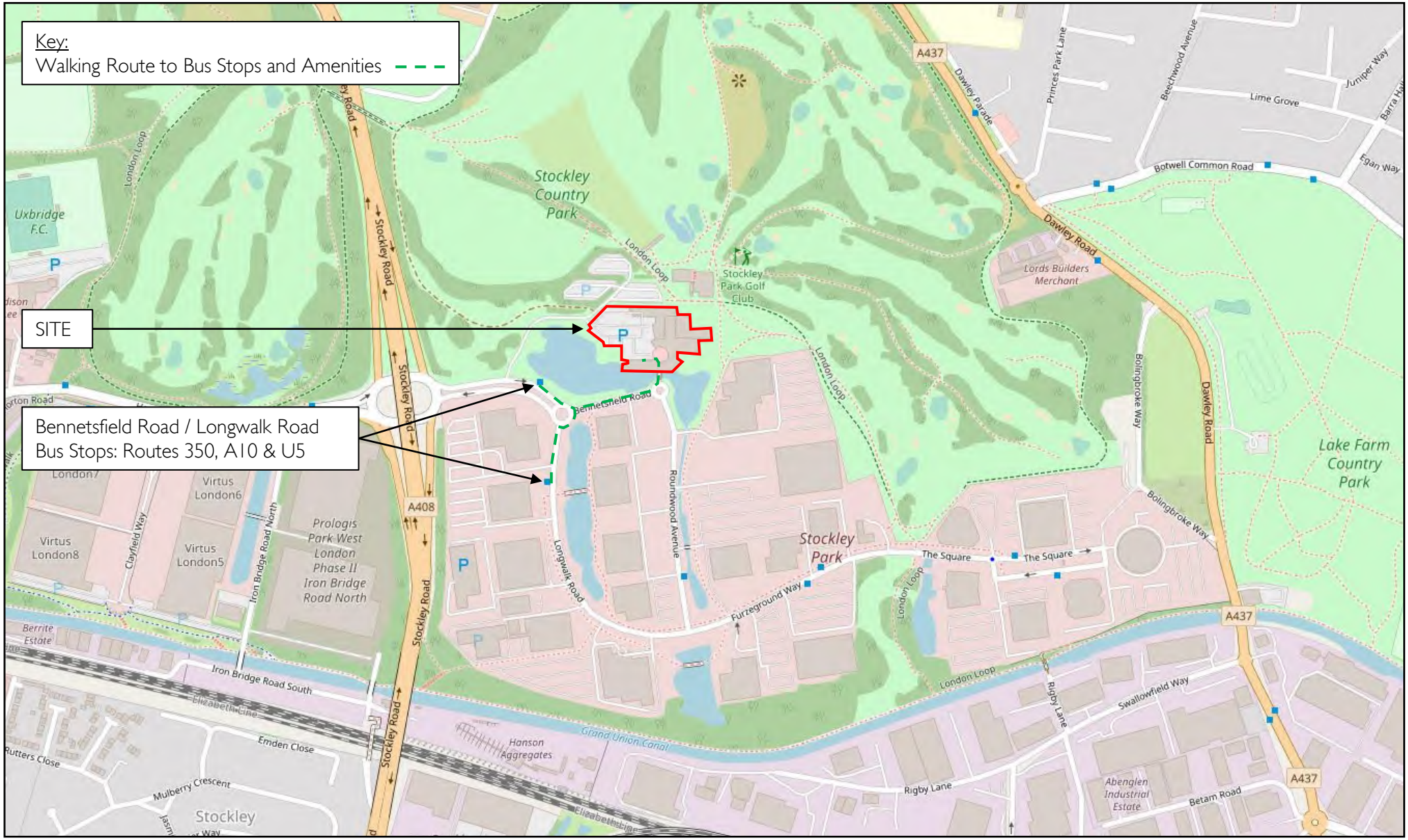


Date: 17-May-2024
Scale: NTS
Source: OpenStreetMap
Drawing No: P2879/TS/01

P2876: STOCKLEY PARK TRAVELODGE, HAYES, UB11 1FL

Figure 1.
Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
T: 0208 780 0426 W: www.pma-traffic.co.uk



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Scale: NTS
Source: OpenStreetMap
Drawing No: P2879/TS/02

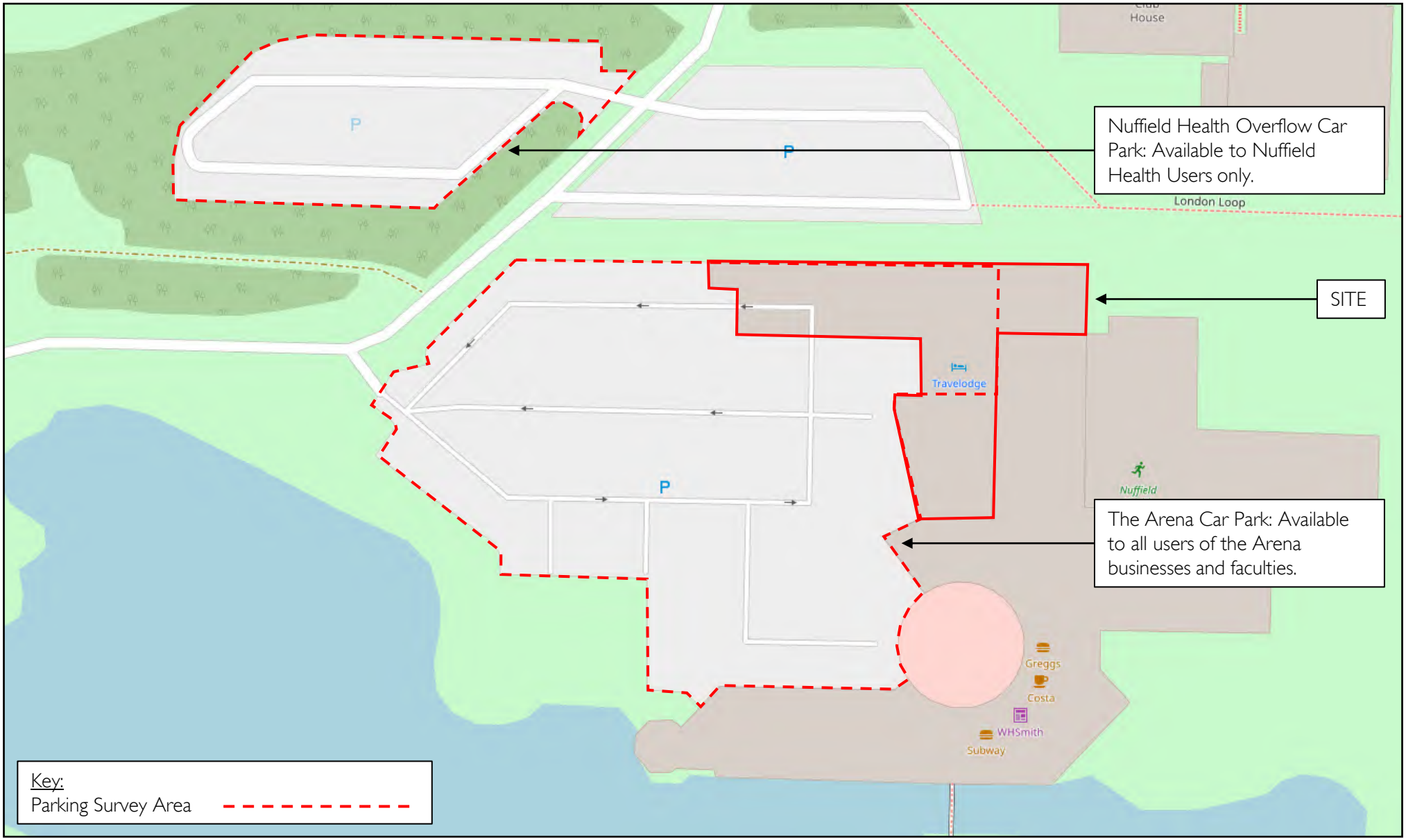
N

P2876: STOCKLEY PARK TRAVELODGE, HAYES, UB11 1FL

Figure 2.

Public Transport Accessibility Map

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
T: 0208 780 0426 W: www.pma-traffic.co.uk



Date: 17-May-2024
Scale: NTS
Source: OpenStreetMap
Drawing No: P2879/TS/03

N

P2876: STOCKLEY PARK TRAVELODGE, HAYES, UB11 1FL

Figure 3.
Parking Survey Area

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
T: 0208 780 0426 W: www.pma-traffic.co.uk

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

GYM OVERFLOW CAR PARK
74 GENERAL NEEDS SPACES
2 DISABLED SPACES

THE ARENA CAR PARK
168 GENERAL NEEDS SPACES
12 DISABLED SPACES
5 ELECTRIC VEHICLE SPACES

Cross Section

Cross Section

Cross Section

The Arena

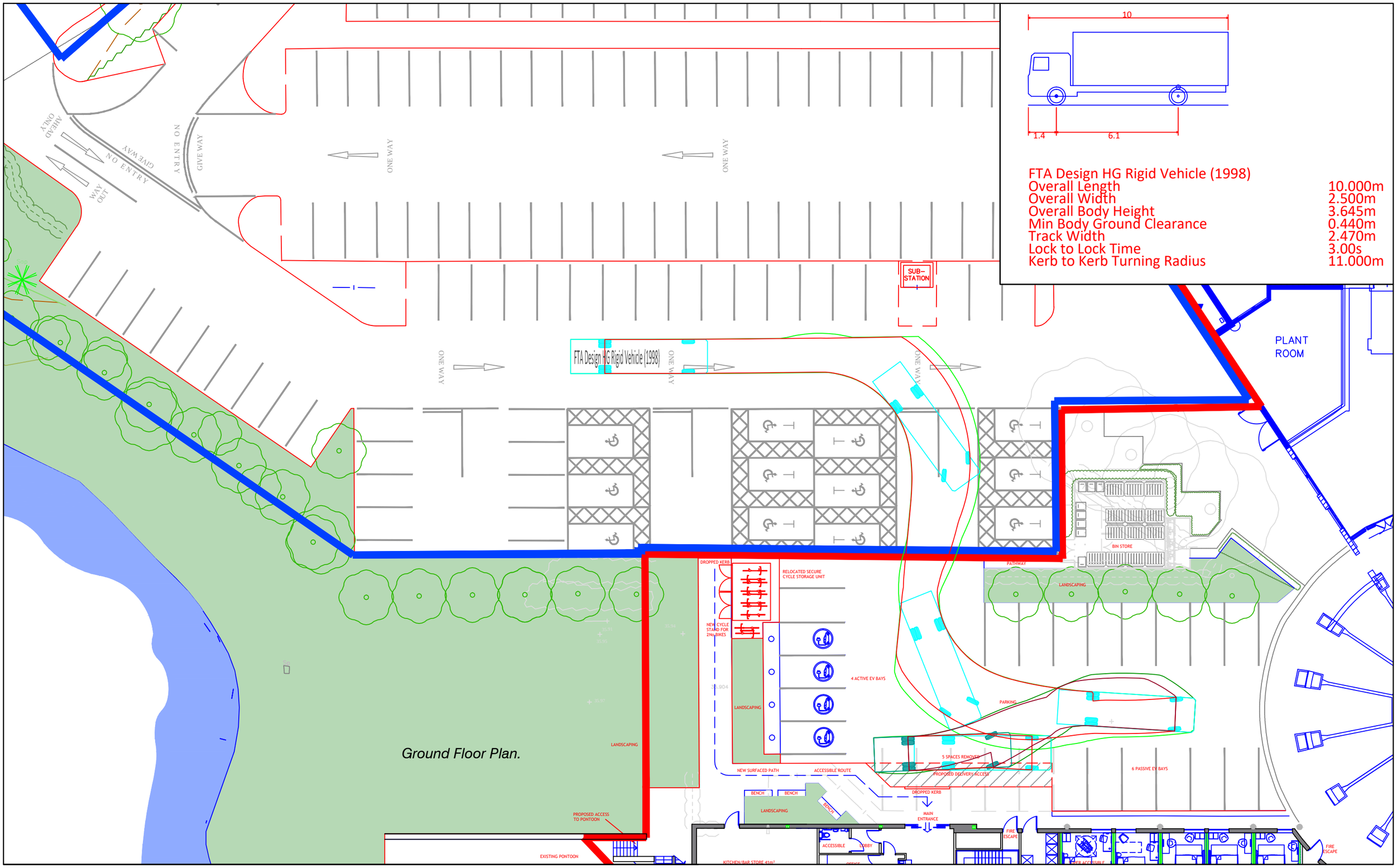
Date: 17-May-2024
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2876/TS/04

N

P2876: STOCKLEY PARK TRAVELODGE, HAYES, UB11 1FL

Figure 4.
Parking Survey Inventory of the Arena and Gym Overspill Car Parks

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 21-January-2025
Scale: 1:250@A3
Source: JWA/PMA
Drawing No. P2876/TS/5a

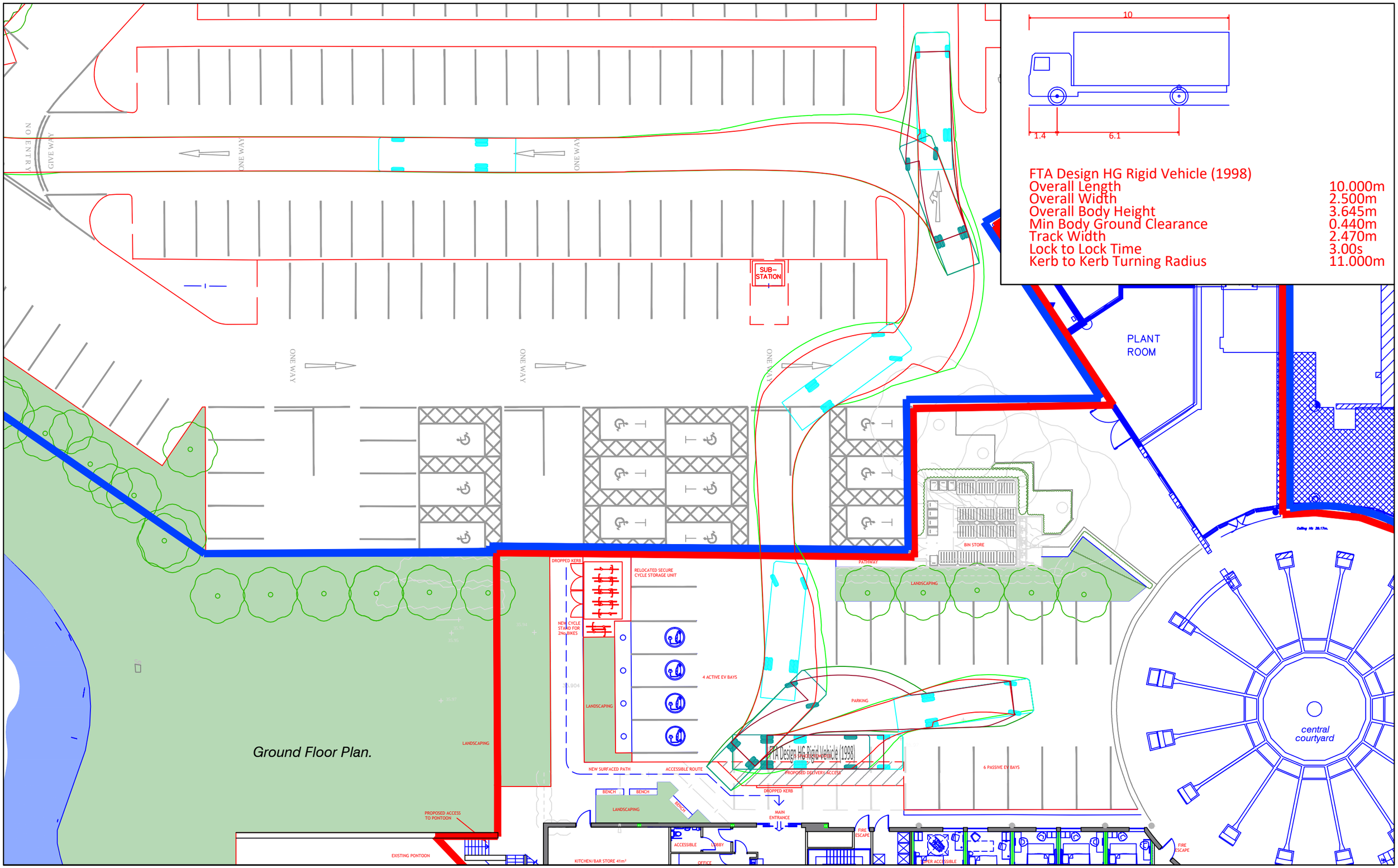
N

P2876: STOCKLEY PARK TRAVELODGE - PROPOSED EXTENSION

Figure 5a.

18t Rigid Truck Access Site via New Hotel Lobby - Partially Inset Loading Bay (Shared Surface)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 21-January-2025
Scale: 1:250@A3
Source: JWA/PMA
Drawing No. P2876/TS/5b

N

P2876: STOCKLEY PARK TRAVELODGE - PROPOSED EXTENSION

Figure 5b.

18t Rigid Truck Exiting Site via New Hotel Lobby - Partially Inset Loading Bay (Shared Surface)

PAUL MEW ASSOCIATES
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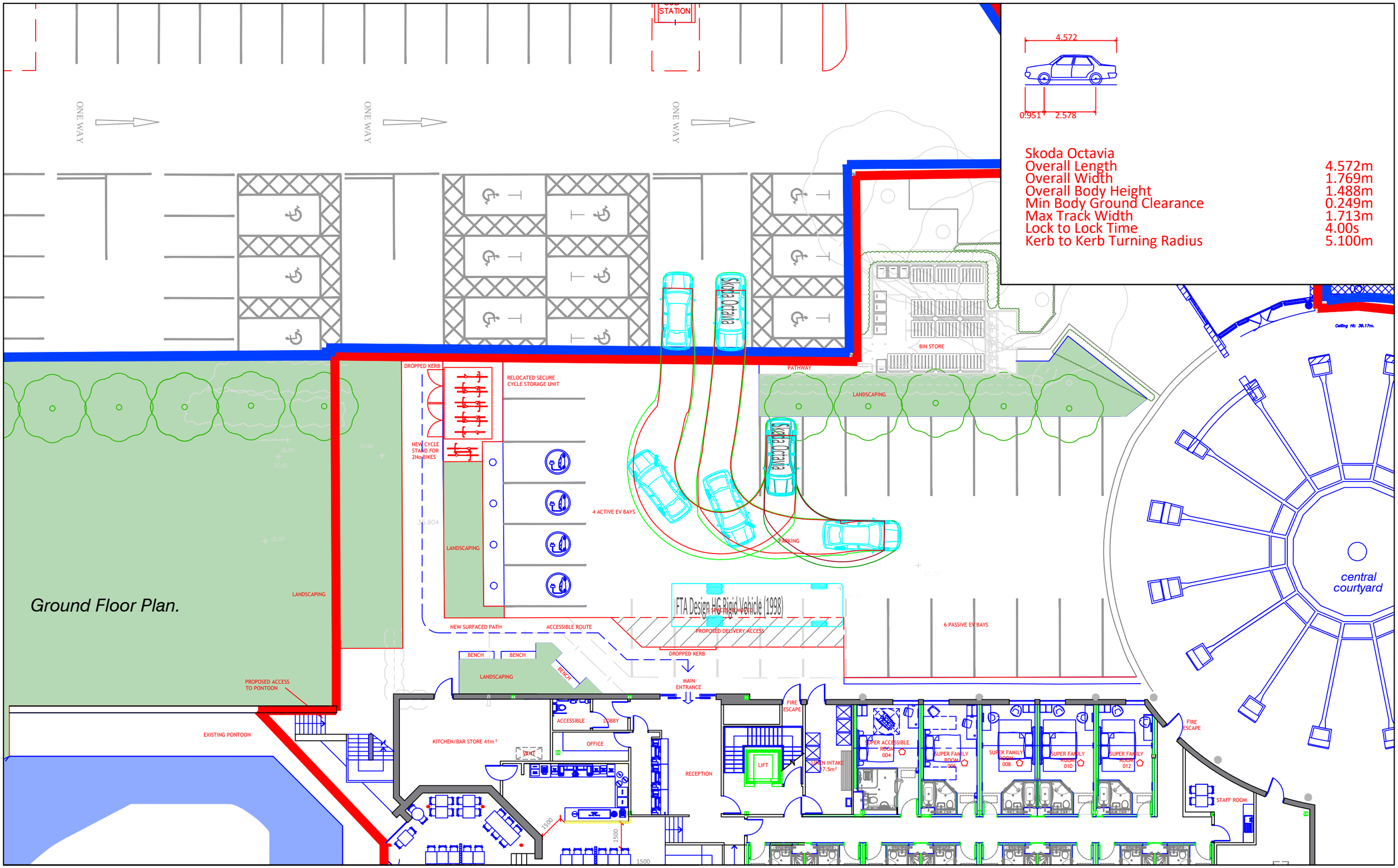
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 21-January-2025
Scale: 1:200@A3
Source: JWA/PMA
Drawing No. P2876/TS/5c

N

P2876: STOCKLEY PARK TRAVELODGE - PROPOSED EXTENSION

Figure 5c.

Typical Saloon Car Entering/Exiting Parking Bay Opposite Loading Bay

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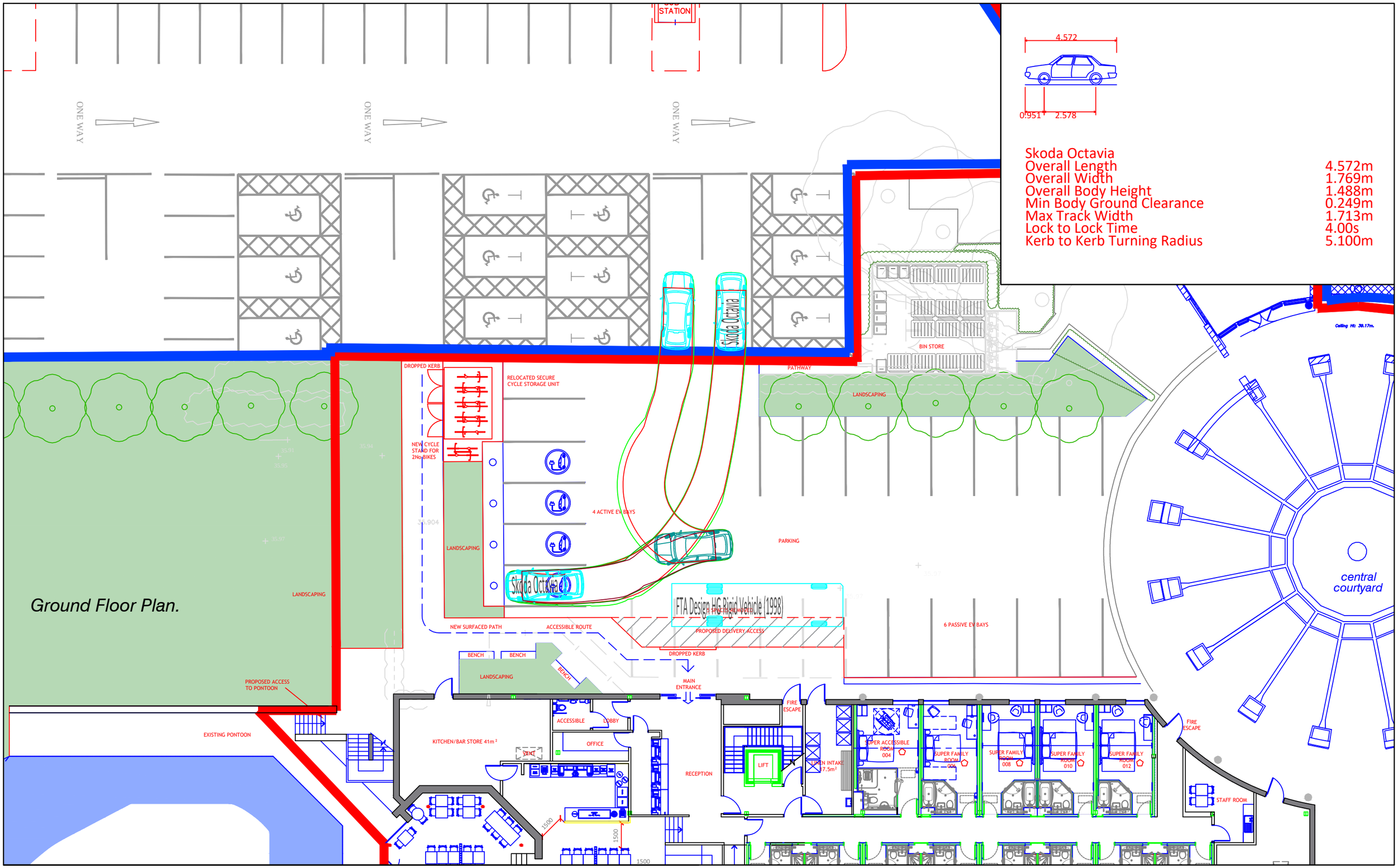
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 21-January-2025
Scale: 1:200@A3
Source: JWA/PMA
Drawing No. P2876/TS/5d

N

P2876: STOCKLEY PARK TRAVELODGE - PROPOSED EXTENSION

Figure 5d.

Typical Saloon Car Entering/Exiting Parking Bay Adjacent Loading Bay

PAUL MEW ASSOCIATES
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Tel: 020 8780 0426
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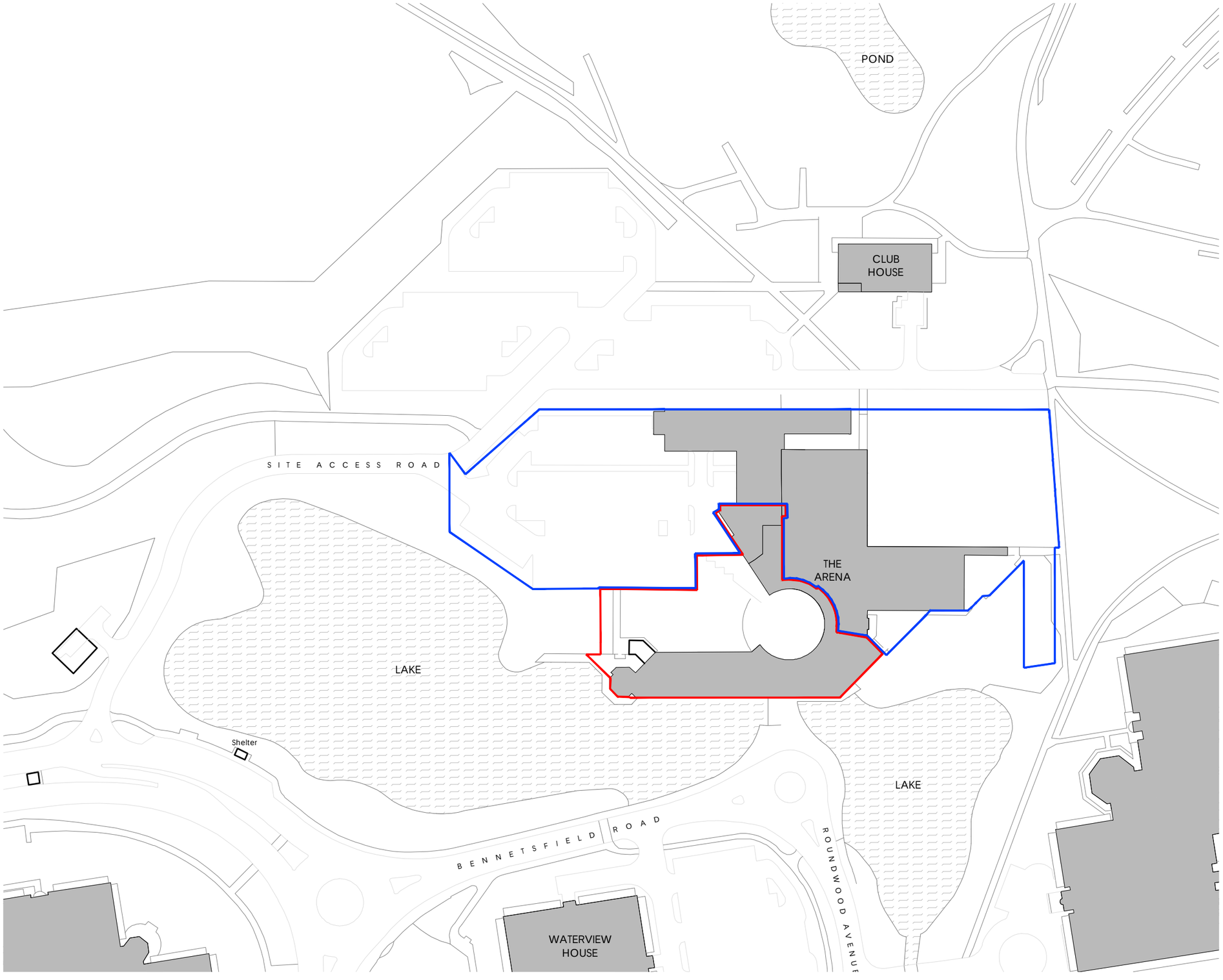
APPENDIX A
Site Boundary



A
200

LOCATION PLAN
1:1250@A3

C	09.05.24	APPLICATION BOUNDARY UPDATED	EC
B	15.04.24	APPLICATION BOUNDARY UPDATED	SMP
A	02.04.24	APPLICATION BOUNDARY UPDATED	EC

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1st Floor, Old Town Hall,
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Market Harborough
Leicestershire, LE16 7AA

T +44 (0) 1858 525343
E office@jwa-architects.co.uk
W www.jwa-architects.co.uk

Client: BBC PENSION TRUST LTD

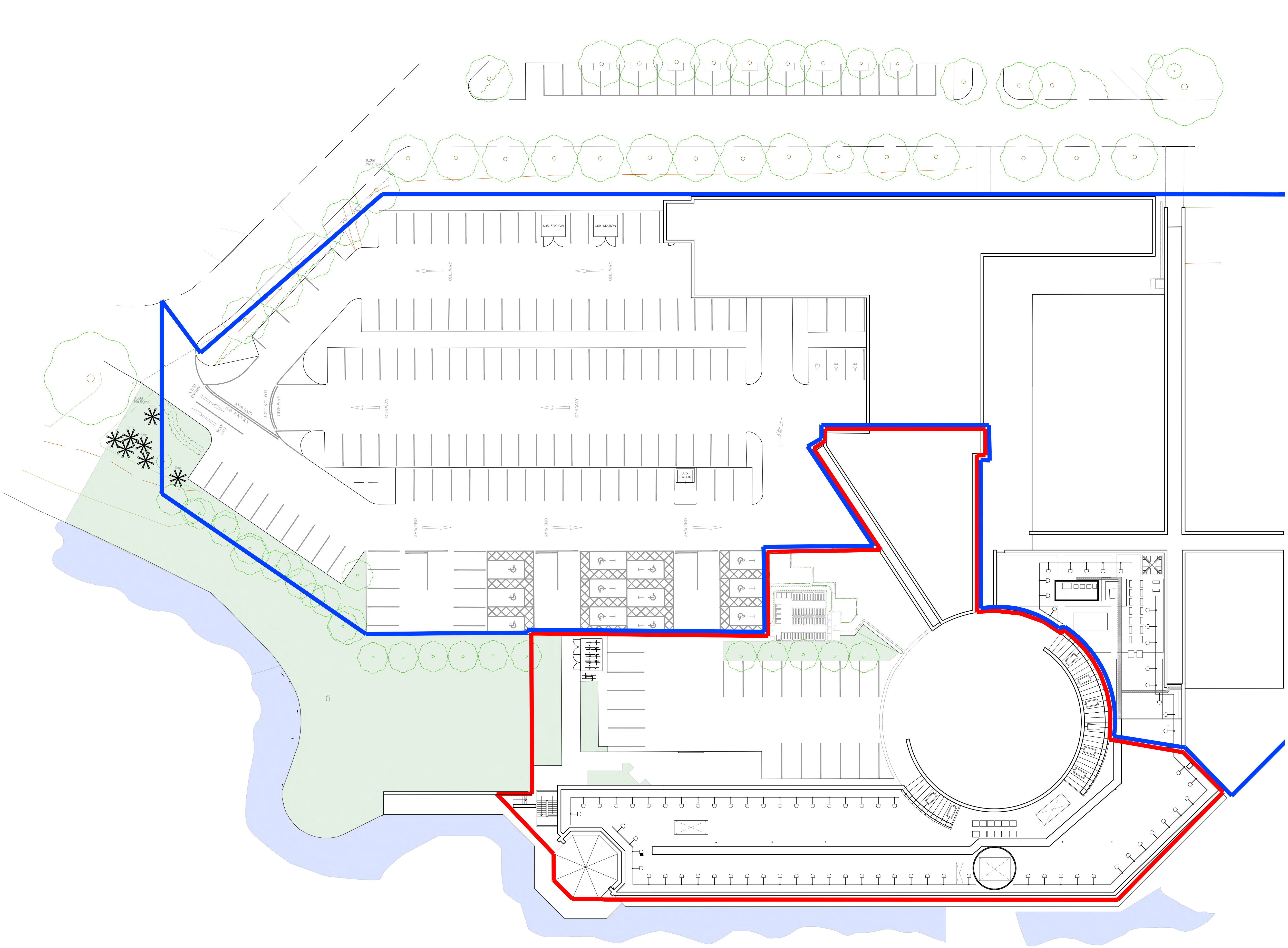
Project: TRAVELODGE
STOCKLEY PARK
UXBRIDGE

Drawing: LOCATION PLAN

Purpose: PLANNING
Scale: 1:1250@A3
Dwg. No: J9614 - 200

Date: FEB 2024
Drawn: EC
Revision: C

APPENDIX B
Proposed Block Plan & Floor Plans



Application Boundary

F	29.11.24	ROOF PLAN UPDATED	EC
E	17.10.24	PLAN UPDATED	EC
D	07.10.24	PLAN UPDATED	EC
C	09.05.24	APPLICATION BOUNDARY UPDATED	EC
B	15.04.24	APPLICATION BOUNDARY UPDATED	EC
A	02.04.24	APPLICATION BOUNDARY UPDATED	EC

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E office@jwa-architects.co.uk
W www.jwa-architects.co.uk

Client: BBC PENSION TRUST LTD

Project: TRAVELODGE
STOCKLEY PARK
UXBRIDGE

Drawing: PROPOSED BLOCK PLAN

Purpose: PLANNING
Date: MAR 2024
Scale: 1:500@A3
Drawn: EC
Dwg. No: J9614 - 202
Revision: F

A
202

PROPOSED BLOCK PLAN

1:500@A3

A	18.10.24	CYCLE STORE MOVED NEW STAND ADDED
B	17.10.24	UPDATED FLOOR PLAN
C	21.01.24	PROPOSED DELIVERY BAY ADDED

A
204

PROPOSED GROUND FLOOR PLAN

1:200@A3

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E office@jwa-architects.co.uk
W www.jwa-architects.co.uk

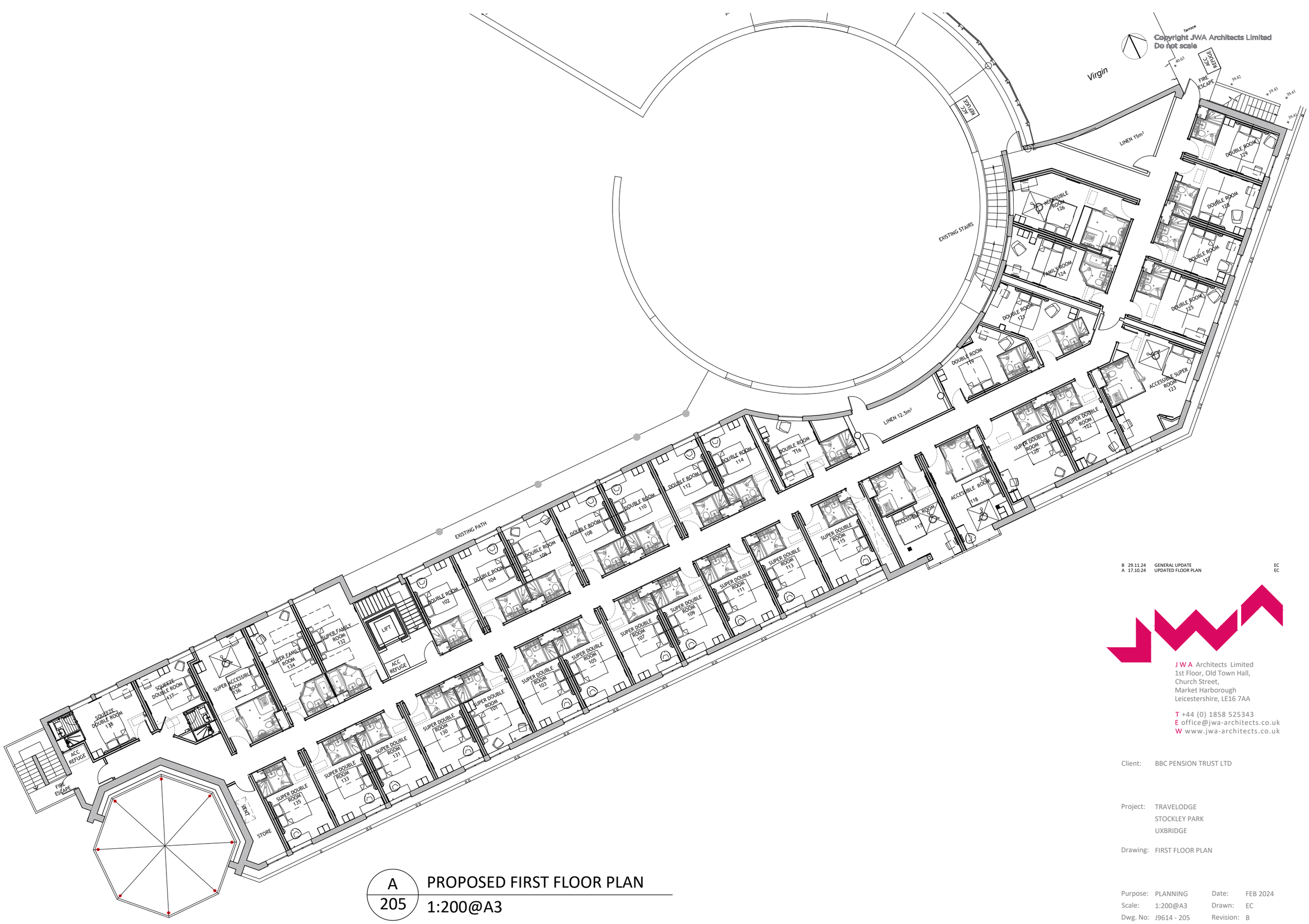
Client: BBC PENSION TRUST LTD

Project: TRAVELODGE
STOCKLEY PARK
UXBRIDGE

Drawing: GROUND FLOOR PLAN

Purpose: PLANNING
Scale: 1:200@A3
Dwg. No: J9614 - 204

Date: FEB 2024
Drawn: EC
Revision: C



A
205

PROPOSED FIRST FLOOR PLAN

1:200@A3

B	29.11.24	GENERAL UPDATE — EC
A	17.10.24	UPDATED FLOOR PLAN — EC

J W A Architects Limited
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Market Harborough
Leicestershire, LE16 7AA

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W www.jwa-architects.co.uk

Client: BBC PENSION TRUST LTD

Project: TRAVELODGE
STOCKLEY PARK
UXBRIDGE

Drawing: FIRST FLOOR PLAN

Purpose: PLANNING
Scale: 1:200@A3
Dwg. No: J9614 - 205
Date: FEB 2024
Drawn: EC
Revision: B

A
207

PROPOSED SECOND FLOOR PLAN 'EXISTING HOTEL'

1:200@A3

B	29.11.24	ROOM TITLES ADDED — EC
A	09.05.24	TITLE UPDATED — EC

J W A Architects Limited
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Market Harborough
Leicestershire, LE16 7AA

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E office@jwa-architects.co.uk
W www.jwa-architects.co.uk

Client: BBC PENSION TRUST LTD

Project: TRAVELODGE
STOCKLEY PARK
UXBRIDGE

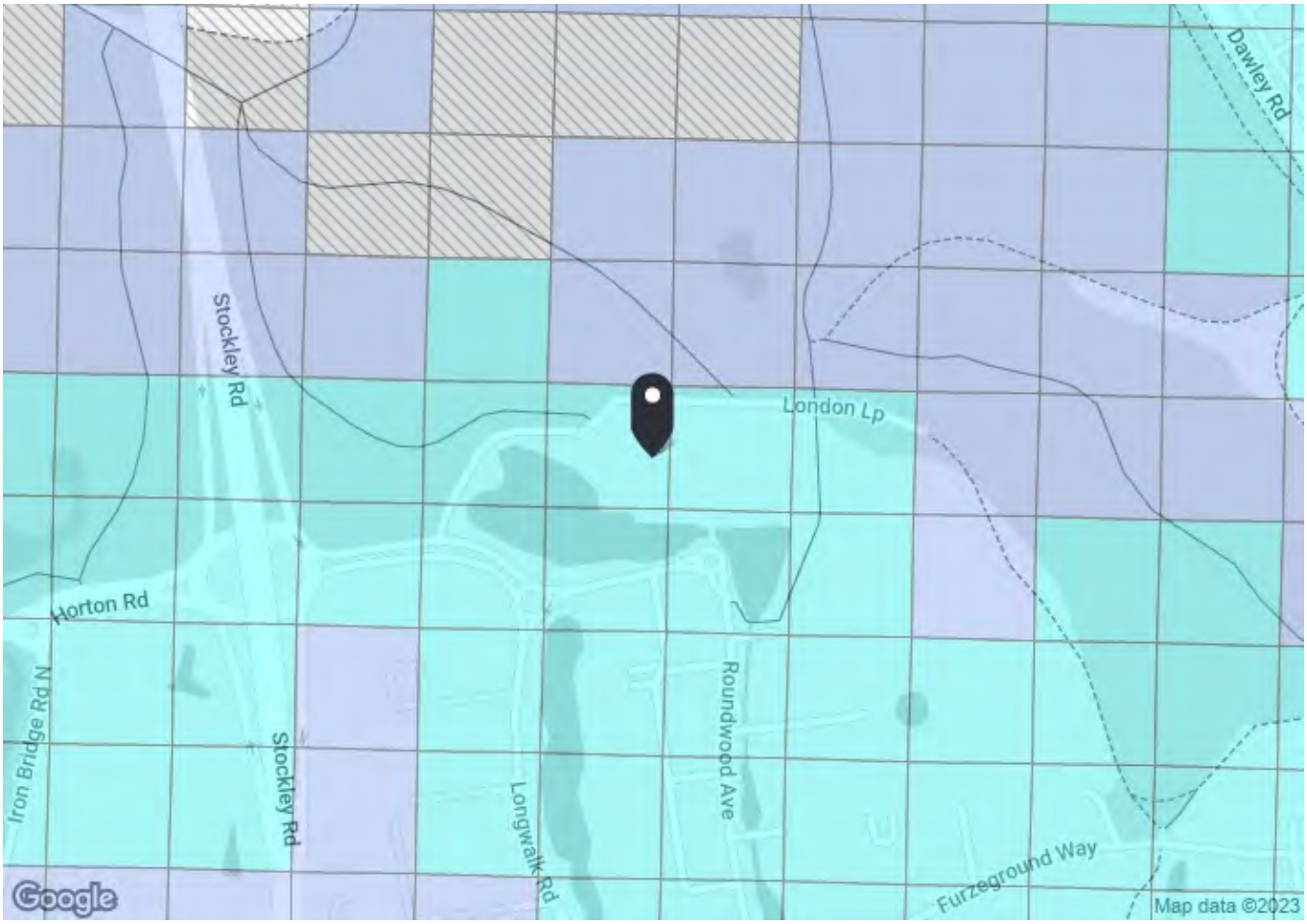
Drawing: THE ANNEX
SECOND FLOOR PLAN
EXISTING HOTEL

Purpose: PLANNING
Scale: 1:200@A3
Dwg. No: J9614 - 207

Date: MAR 2024
Drawn: EC
Revision: B

APPENDIX C
TfL PTAL Output File

TRANSPORT FOR LONDON



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

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

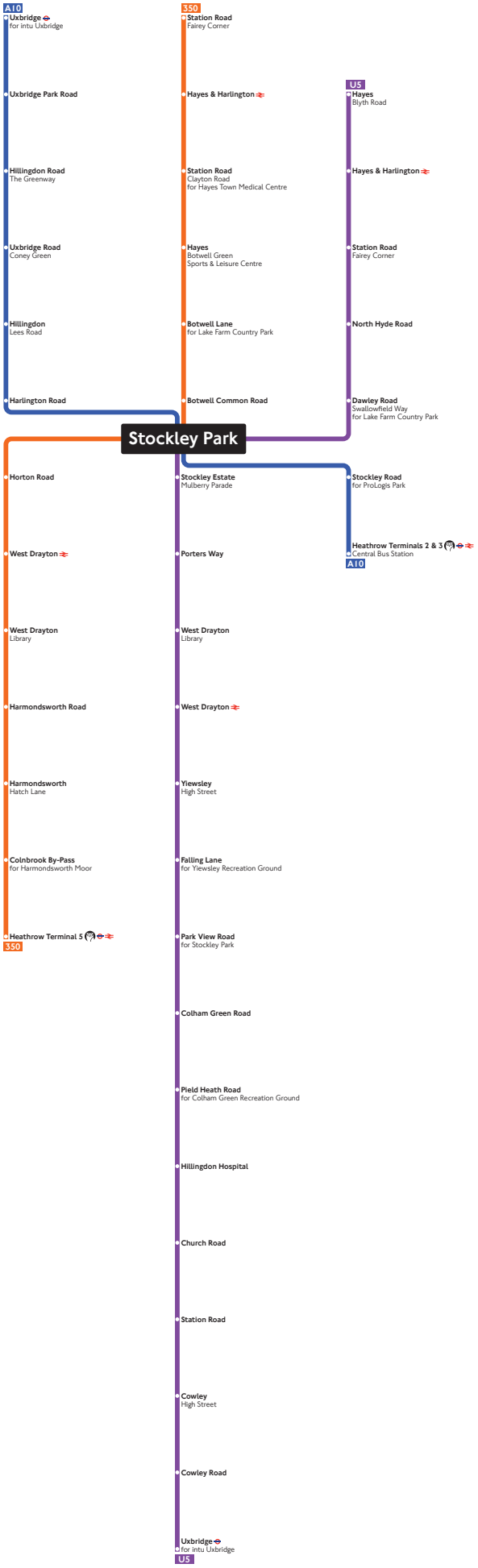
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

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**

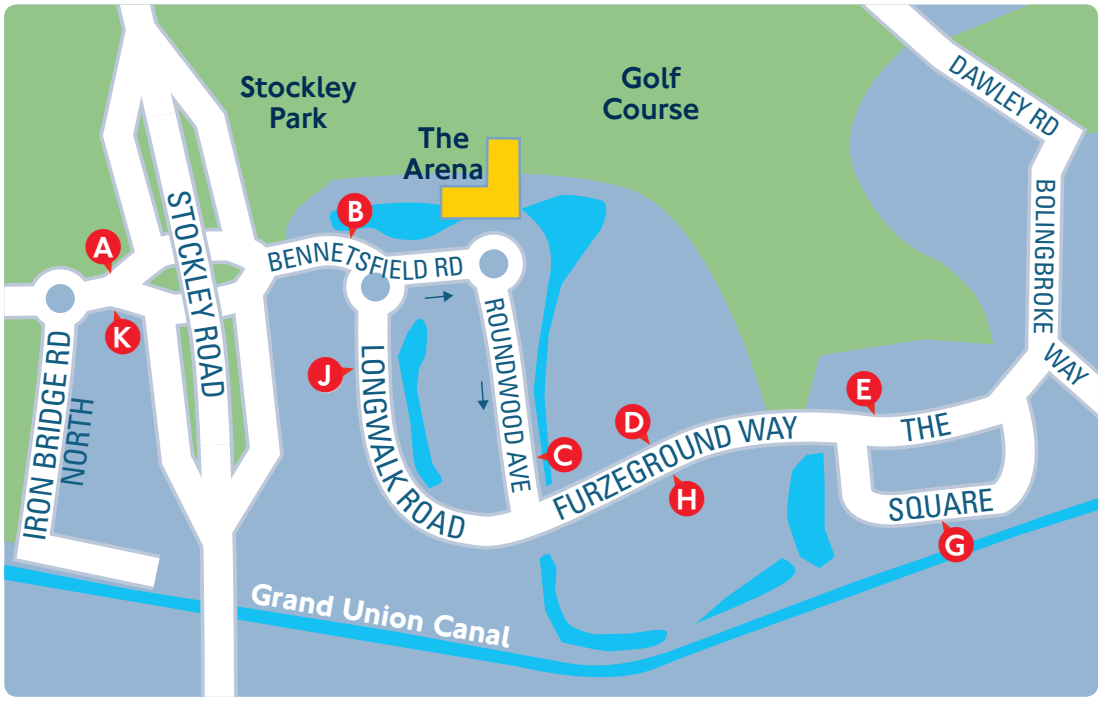
APPENDIX D
TfL Bus Network Map: Stockley Park

Buses from Stockley Park



Information correct from August 2017

TFL33380.08.17 (P)



Destination finder

Destination	Bus routes	Bus stops
B		
Botwell Common Road	350	A B C D E
Botwell Lane for Lake Farm Country Park	350	A B C D E
C		
Church Road	U5	G H J K
Colham Green Road	U5	G H J K
Colnbrook By-Pass for Harmondsworth Moor	350	G H J K
Cowley High Street	U5	G H J K
Cowley Road	U5	G H J K
D		
Dawley Road Swallowfield Way for Lake Farm Country Park	U5	A B C D E
F		
Falling Lane for Yiewsley Recreation Ground	U5	G H J K
H		
Harlington Road	A10	A B C D E
Harmondsworth Hatch Lane	350	G H J K
Harmondsworth Road	350	G H J K
Hayes Blyth Road	U5	A B C D E
Hayes Botwell Green Sports & Leisure Centre	350	A B C D E
Hayes & Harlington ⇄	350 U5	A B C D E
Heathrow Terminals 2 & 3 ⊖ ⇄ Central Bus Station	A10	G H J K
Heathrow Terminal 5 ⊖ ⇄	350	G H J K
Hillingdon Lees Road	A10	A B C D E
Hillingdon Hospital	U5	G H J K
Hillingdon Road The Greenway	A10	A B C D E
Horton Road	350	G H J K
N		
North Hyde Road	U5	A B C D E
P		
Park View Road for Stockley Park	U5	G H J K
Pield Heath Road for Colham Green Recreation Green	U5	G H J K
Porters Way	U5	G H J K
S		
Station Road	U5	G H J K
Station Road Clayton Road for Hayes Town Medical Centre	350	A B C D E
Station Road Fairey Corner	350 U5	A B C D E
Stockley Estate Mulberry Parade	U5	G H J K
Stockley Road for ProLogis Park	A10	G H J K
U		
Uxbridge ⊖ for intu Uxbridge	A10	A B C D E
	U5	G H J K
Uxbridge Park Road	A10	A B C D E
Uxbridge Road Coney Green	A10	A B C D E
W		
West Drayton ⇄	350 U5	G H J K
West Drayton Library	350 U5	G H J K
Y		
Yiewsley High Street	U5	G H J K

Ways to pay

	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
Ticket Stop	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
	Sign up for an online account to top up online and see your travel history and spending.

Key

⊖	Connections with London Underground
⇄	Connections with National Rail
⊖	Tube station with 24-hour service Friday and Saturday nights

APPENDIX E
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 ve 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.

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

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.

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

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.

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

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.

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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 yìí, ní èdè Òmíràn, ejọ̀, 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 wope saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

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