



ttp consulting
transport planning specialists

**The National Farmers Union
Mutual Insurance Society
Limited**

PROSPECT HOUSE, UXBRIDGE

Transport Statement

June 2026

TTP Consulting Ltd
27 Beak Street
London W1F 9RU
Tel: 020 7100 0753

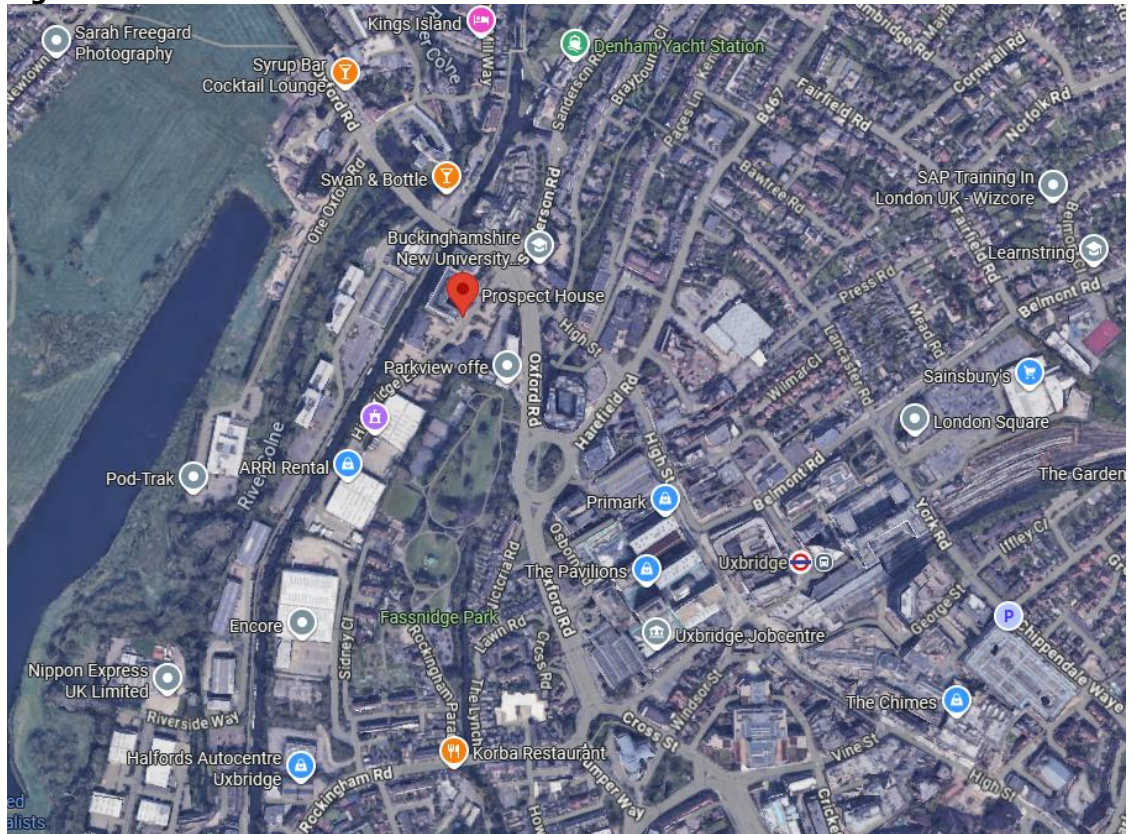
www.ttp-consulting.co.uk

Registered in England: 09931399

Introduction

1. TTP Consulting has been appointed provide highways and transport advice with the proposals for Prospect House (the Site) in Uxbridge.

Figure 1: Location Plan



2. The Site which is located to the north-west of Uxbridge town centre comprises and office building along with associated landscaping and parking; the building backs onto the canal with access taken from Highbridge Estate to the east.
3. This report has been prepared to accompany a planning application submission to refurbish the building along with enhancements to the landscaping and parking as shown on the plans in **Appendix A**. No changes are proposed to the overall gross floor area of the building.

The Site and Surrounding Area

4. The building has a gross floor area of approximately 7,655sqm GIA across six floors (ground + five) with parking for cars, motorbikes and bicycles in the basement / lower ground plus further parking for visitors in front of reception. Access to the car parking is taken from Highbridge Estate which is a private road that runs in a north-south orientation to the east of the building.

Figure 2: Photo of Site fronting the Canal



Figure 3: Photo of Site from Highbridge Estate



5. There is a mix of uses in the surrounding area which includes commercial and residential with Uxbridge Town Centre a short distance to the south-east.
- There are a number of similar scaled buildings that front the Canal and Oxford Road that runs to the north of the Site.
 - The Swan and Bottle public house is located to the north of the Site between the canal and River Colne, with Denham Lodge, a residential apartment block west of the River Colne within New Denham.
 - The Buckingham New University is located north-east of the Site.
 - Uxbridge Town Centre is located a short distance to the south-east of the Site; there are a number of shopping centres and supermarkets along with an underground station.

Access by Non-Car

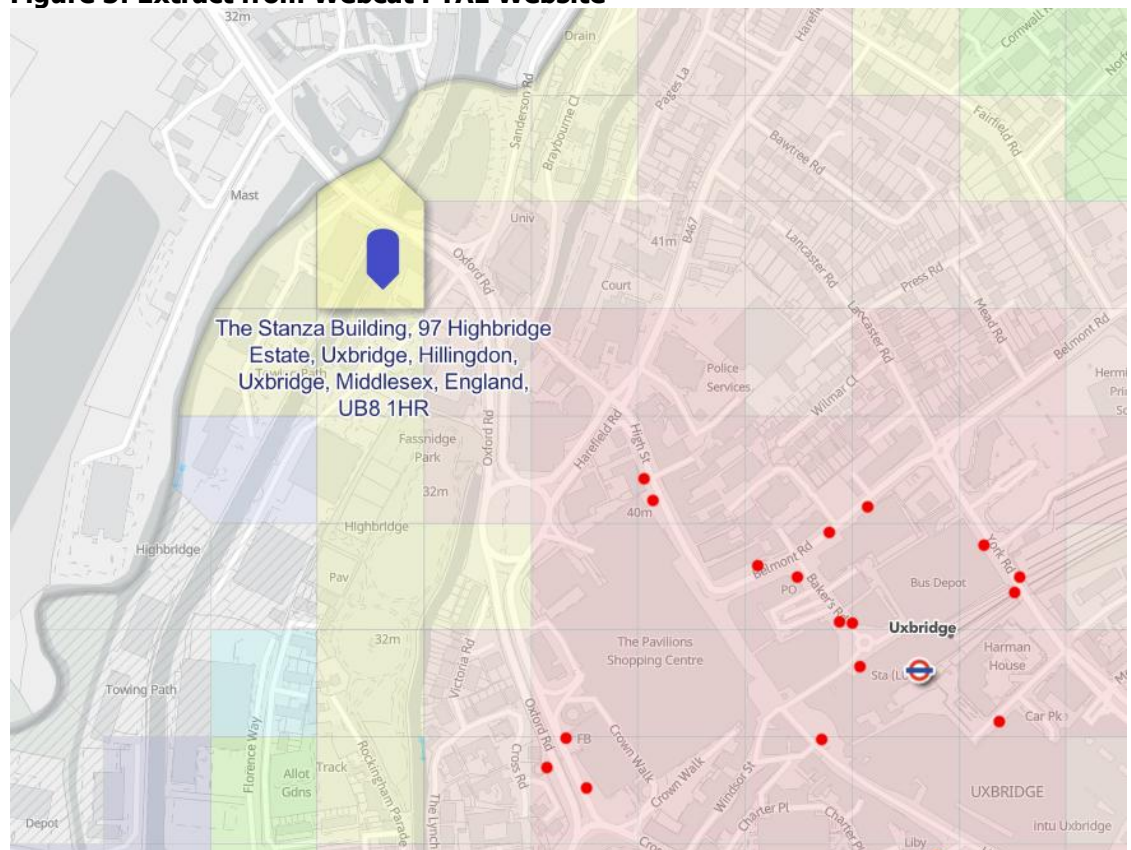
6. The Site which is located at the outer edge of the Hillingdon Borough to the north-west of Uxbridge Town Centre is accessible by all modes being within walking and cycling distance of commercial and residential along with public transport services. There are footways along both sides of Oxford Road along with pedestrian crossings including tactile paving and push button facilities at the Highbridge Estate access road junction.

Figure 4: Photo of Oxford Road / Highbridge Estate Junction



7. The closest bus stops which are located on the High Street approximately 325m to the south-east of the Site are served by a number of bus routes including those on Routes U1, U3, U4, U5, U7, U9 and U10 with a copy of the TfL Bus map included at **Appendix B**.
8. These services along with the London Underground services from Uxbridge Station which is approximately 615m to the south-east which provides access to Metropolitan and Piccadilly Line services is such that the Site has a Public Transport Accessibility Level (PTAL) Rating of 4 as indicated on **Figure 5**.

Figure 5: Extract from Webcat PTAL Website



Local Highway Network

9. Access to the car parking and Building is via Highbridge Estate which is a private cul-de-sac road that runs in a broadly north-south orientation to the east of the Site; it is a single carriageway road with one lane in each direction and footways along both sides. It connects to Oxford Road in the north via a signal controlled junction.
10. Oxford Road which forms part of the A4020 is the primary route into Uxbridge from the north connecting to the M40. It is a single carriageway with one lane in each direction to the west of the Site, widening to two lanes with a central reserve to the east. There are footways with street lighting at regular intervals along both sides.

The Proposed Development

11. The proposals are to refurbish the building along with enhancements to the landscaping and parking as shown on the plans in **Appendix A**. No changes are proposed to the overall gross floor area of the building.

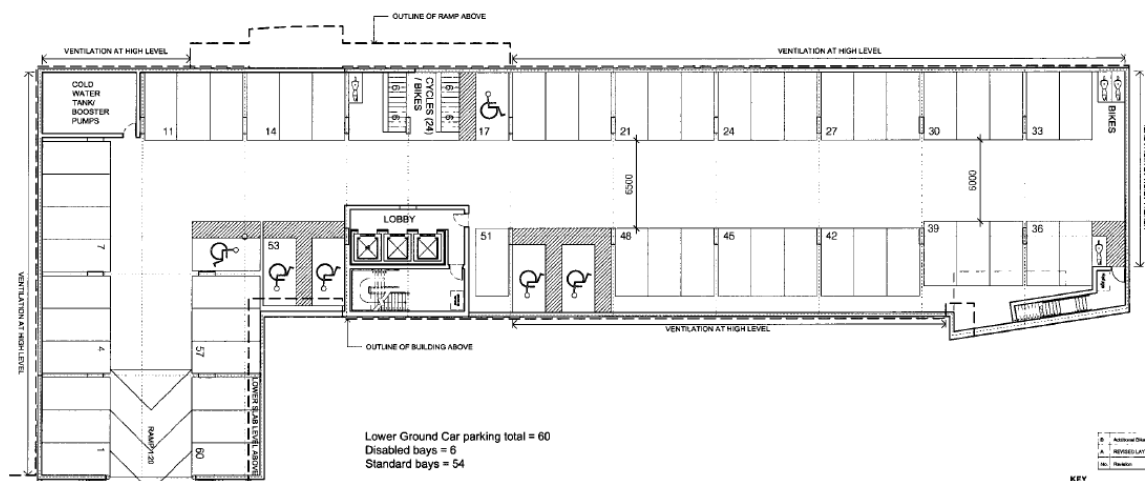
Access Arrangements

12. The proposals do not include any changes to the access arrangements which will remain from Highbridge Estate.

Car Parking

13. The 2008 consented layout (**Appendix D**) includes parking for 68 cars which includes 60 spaces at lower ground and 8 spaces in front of the reception; the provision includes 6 spaces reserved for Blue Badge holders at lower ground.

Figure 6: 2008 Consented Lower Ground Layout



14. The existing lower ground layout varies slightly from the consented layout with 57 parking spaces which includes 6 spaces reserved for Blue Badge holders and 3 spaces on the left hand side on entry not currently available and used for storage.
15. The proposals include reinstating the 3 spaces on the left hand side along with some minor reconfiguration of the lower ground and ground floor parking to provide a total of 63 spaces overall including 58 at lower ground and 5 in front of reception with extracts of the proposed lower ground and ground floor parking shown at **Figures 7** and **8** respectively. A swept path assessment of a car accessing the bay closest to reception is included at **Appendix E**.
16. As such, there would be no more car parking than currently consented.

Figure 7: Proposed Lower Ground Layout

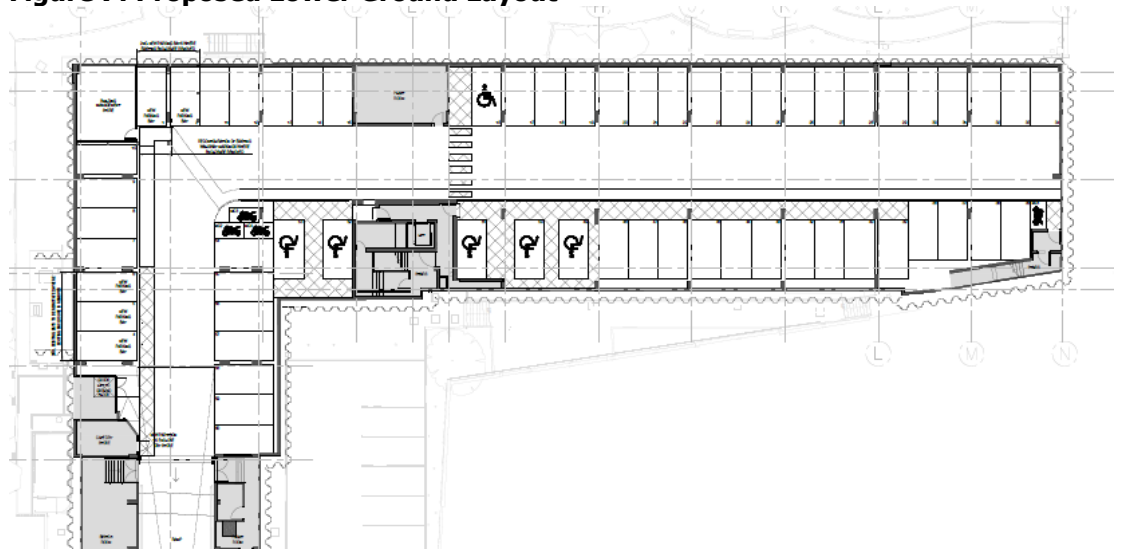
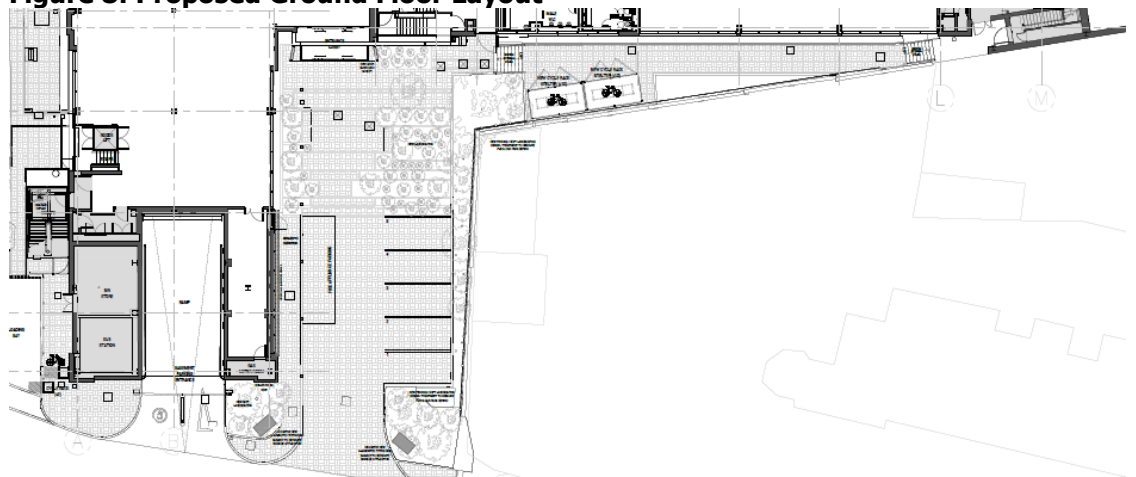


Figure 8: Proposed Ground Floor Layout



Cycle Parking

17. The 2008 consented layout includes parking for 66 bicycles which includes 24 spaces at lower ground level and 16 in the landscaping in front of reception, with 26 spaces in a room opposite the ground floor car park.
18. As with the car parking, the existing layout varies from the consented layout with parking for 20 bicycles provided externally to the south of the building and for 30 bicycles at lower ground level, with the 16 spaces located in the landscaping as per the consented scheme.
19. The proposals include providing parking for up to 80 bicycles along with the provision of changing facilities, lockers and showers within the building at ground level with an extract at

Figure 9.

Deliveries

21. The proposals do not include any changes to the delivery strategy for the building which would take place from the existing loading bay located to the south of the building accessed from Highbridge Estate.

Figure 11: Photo of Existing Loading Bay



Refuse Storage and Collection

22. The proposals do not include any changes to the refuse storage and collection strategy, with the bin store located immediately to the north of the loading bay. Refuse would be collected daily by cleaners and taken to the bin store where it will be placed in the relevant bins for recycling and general waste, with bins transferred to the refuse vehicle by the Waste Collection Team in cooperation with the Estate Management Team.

Trip Generation

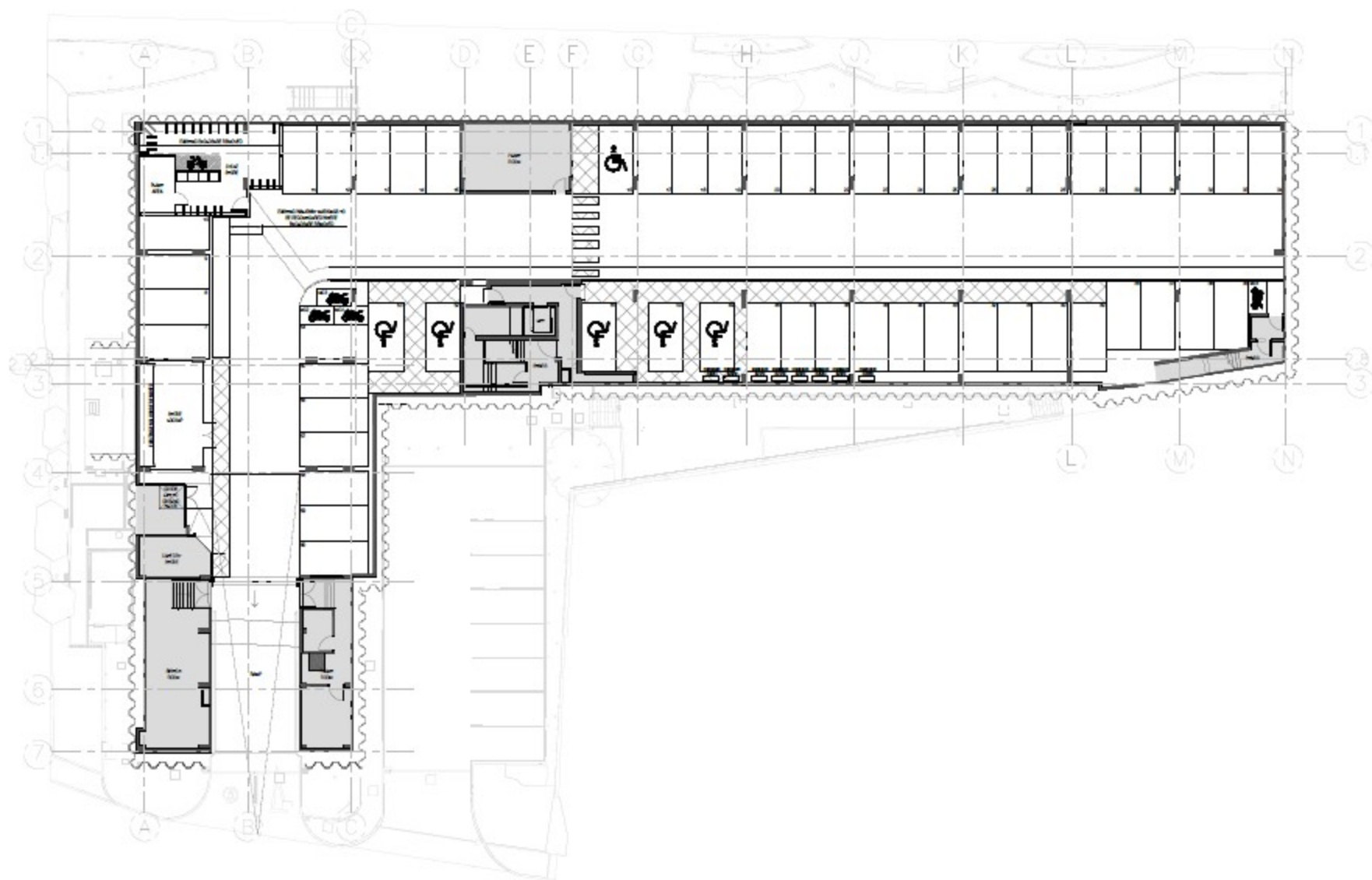
23. The proposals do not include any change of use nor additional floor area and as such there would not be any change in the anticipated number of trips associated with the Site.

Summary and Conclusion

24. The proposals associated with the planning application include the refurbishment of the building which includes a reconfiguration of the wider building with no change of use nor increase in the gross floor area, with a minor reduction in the number of car parking spaces when compared to the 2008 consent and an enhanced provision for cyclists which includes changing facilities with showers plus lockers.
25. As such, the proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 116 which states that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

Appendix A

(Application Plans)



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SUBJECT TO SITE SURVEY
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BUILDING PARAMETERS TAKEN FROM
DRAWINGS PROVIDED

NOTES
THIS DESIGN INTENT SUBJECT
TO ARCHITECT CONTRACTOR
STRUCTURAL & FUNCTIONAL REVIEW
TO BE COMPLETED



DATE	10/10/2024	BY	10/10/2024
REVISION		REVISION	
PLANNING			
Morgan Lovell			
10/10/2024 - Design Plan - Revised - Details - 10/10/2024 10/10/2024 - Design Plan - Revised - Details - 10/10/2024 10/10/2024 - Design Plan - Revised - Details - 10/10/2024			
NFU			
PROSPECT HOUSE			
ST OXFORD ROAD			
UNDERIDGE			
UBA TJU			
BASEMENT			
EXISTING GENERAL ARRANGEMENT PLAN			
DATE	10/10/2024	BY	10/10/2024
REVISION		REVISION	
DATE	10/10/2024	BY	10/10/2024
REVISION		REVISION	
DATE	10/10/2024	BY	10/10/2024
REVISION		REVISION	

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1	NAME	2	DATE
3	AGE	4	SEX

PLANNING

Morgan Lovell

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 Journal of Internal Medicine 258: 105–111
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NFU

PROSPECT HOUSE
ST OXFORD ROAD
UNSWING
UNSWING

GROUND FLOOR
EXTERNAL GENERAL ARRANGEMENT PLAN

Year	1990	1991	1992	1993
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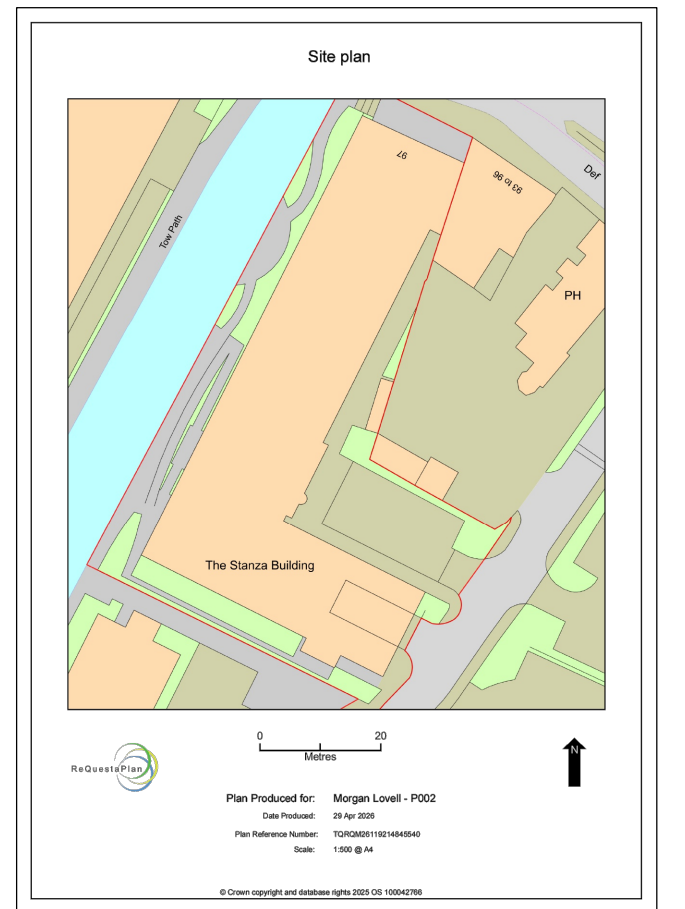
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Topic	Rev	Sample	No
HR-0011	0	P-10	A

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A	PLANNING ISSUE	106	22/05/20
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Rev	Description	By	Date
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PLANNING

Morgan Lovell

MAXIS 1 Western Road, Bracknell, Berkshire RG12 1RT
T: 01344 435 3800 E: contact@morganlovell.com
W: http://www.morganlovell.com

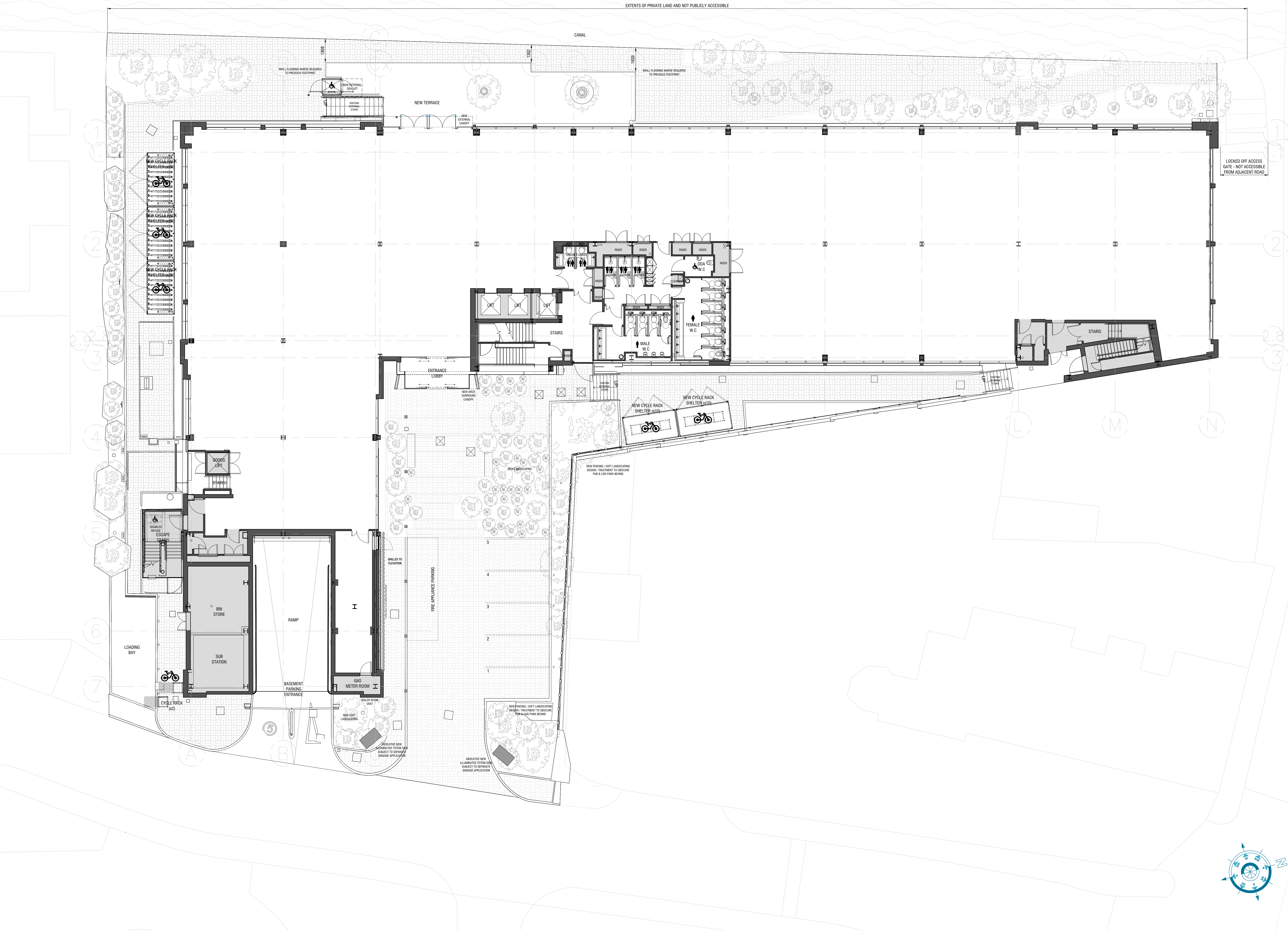
Client
NFU

Project
**PROSPECT HOUSE
97 OXFORD ROAD
UXBRIDGE
UB8 1LU**

Title
**BASEMENT
PROPOSED GENERAL ARRANGEMENT PLAN**

Scale	Date	Designer/Drawn By	Checked By/ Date
1:100 @ A0	05/09/25	DB	CWG

Project No.	Floor	Drawing No.	Rev
MA6311	B	P106	A



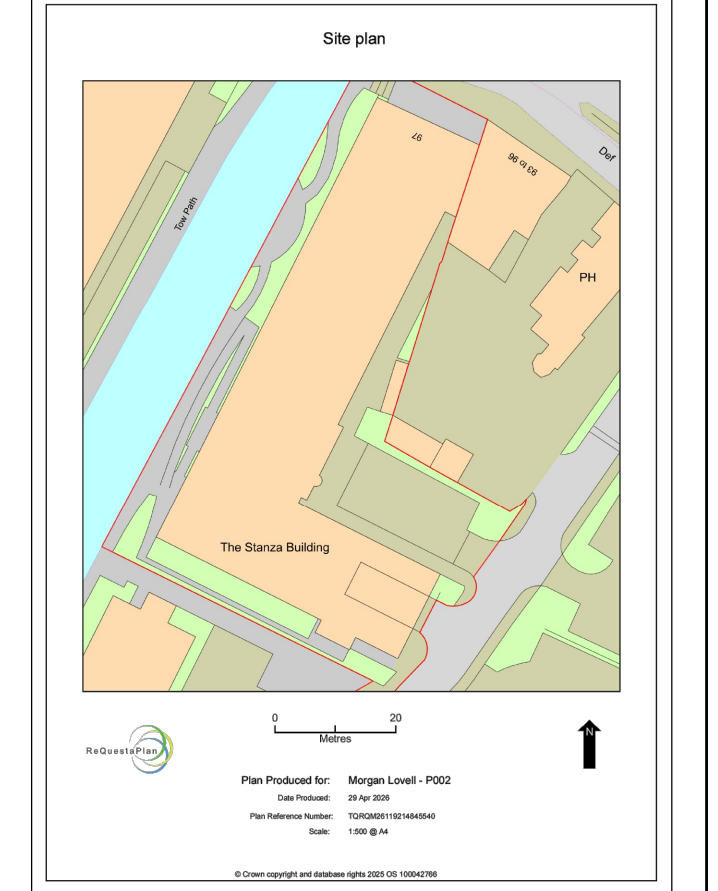
PR PROPOSED GENERAL ARRANGEMENT PLAN
SCALE - 1:100

Scale 1:100
2m 0 2m 4m 6m 8m 10m

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A	PLANNING ISSUE	108	22.05.20
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Rev	Description	By	Date
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PLANNING

Morgan Lovell

MAXIS 1 Western Road, Bracknell, Berkshire RG12 1RT
T: 01344 435 3800 E: contact@morganlovell.com
W: http://www.morganlovell.com

Client

NFU

Project
PROSPECT HOUSE
97 OXFORD ROAD
UXBRIDGE
UB8 1LU

Title

GROUND FLOOR
PROPOSED GENERAL ARRANGEMENT PLAN

Scale	Date	Designer/Drawn By	Checked By / Date
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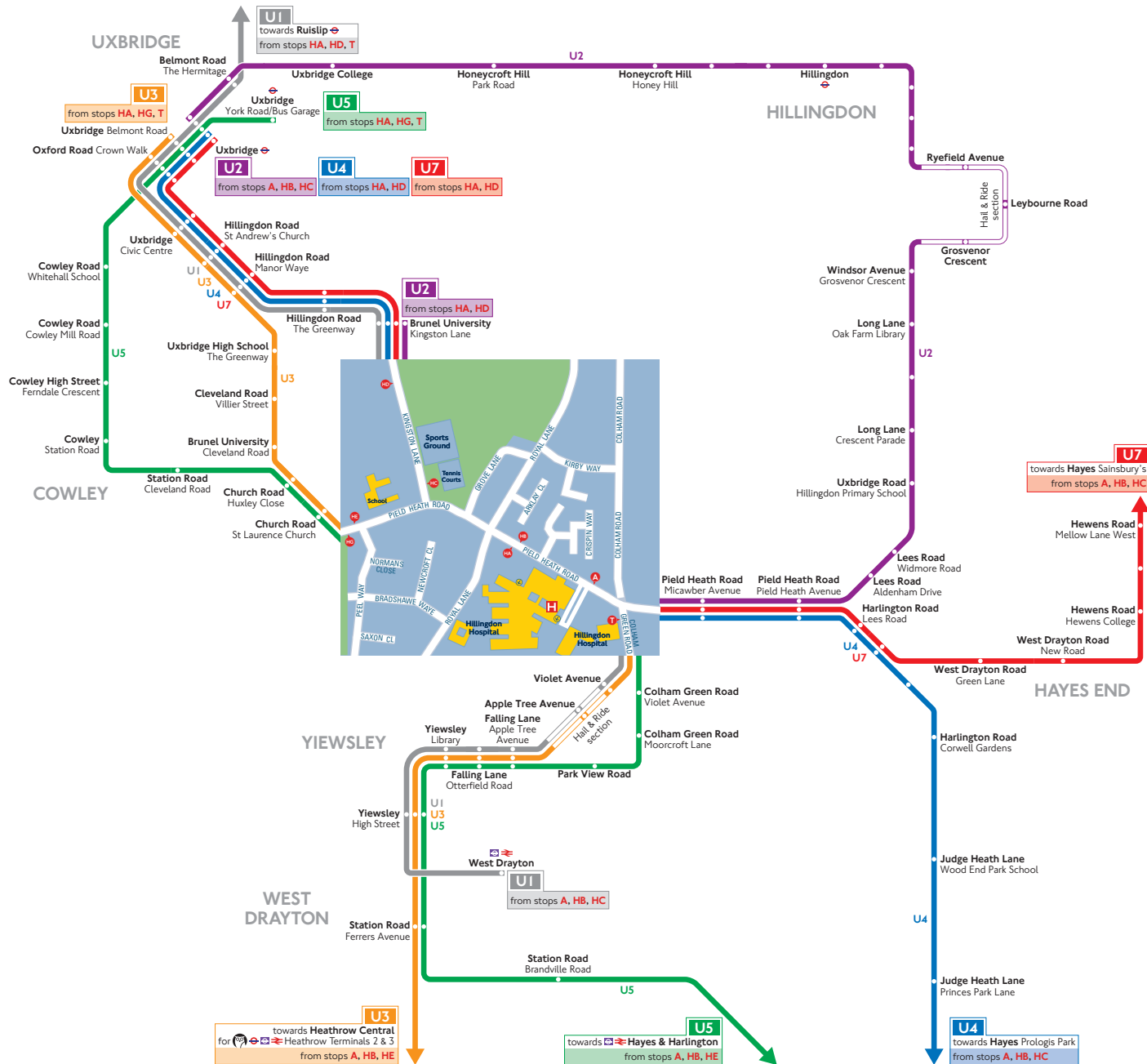
Drawing Number

Project No.	Floor	Drawing No.	Rev
MA6311	0	P100	A

Appendix B

(Bus Map)

Buses from Hillingdon Hospital



How to use this map

- Find your destination on the map or in the Destination finder
- See the coloured lines on the map and numbers in the Destination finder for the bus routes that go to your destination
- Check the Destination finder and map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)

Key

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

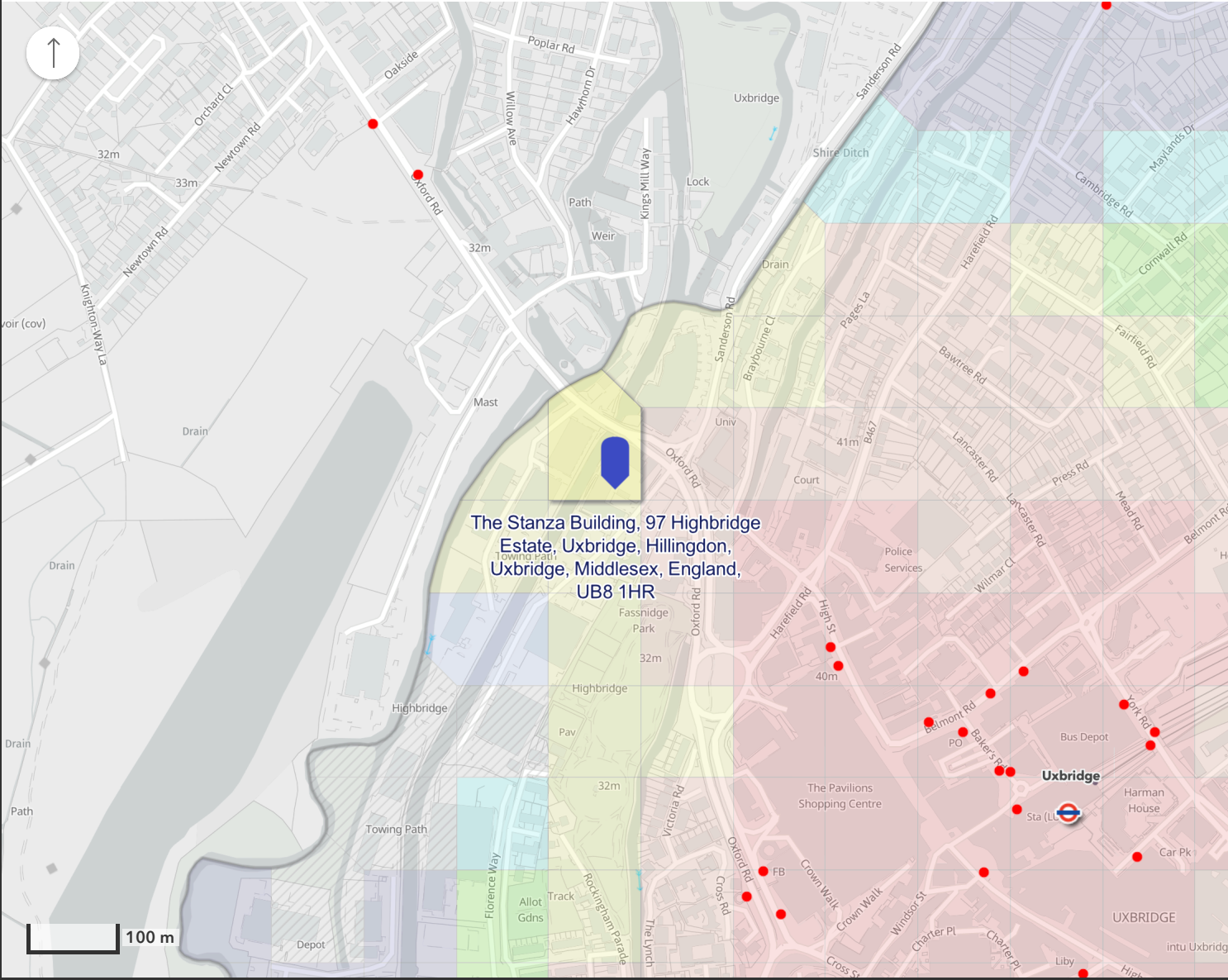
Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

Appendix C

(PTAL Output)

PTAL Report



TfL Stations
Underground Stations



National Rail Stations Bus Stops



Elizabeth Line Stations



DLR Stations



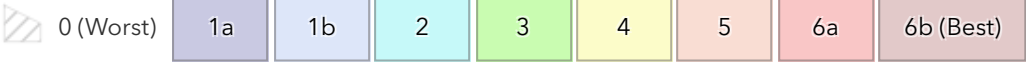
Overground Stations



Tramlink Stations



PTAL 2023 RESULT



PTAL 2023 Score

4

Grid ID: 101221

Coordinates: 505145,184565 (BNG)

Accessibility Index (PTAI) : 19.05

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmont Road	427	7.50	425.69

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmont Road	U4	7.00	425.69

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmont Road	222	6.00	425.69

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmont Road	U3	5.00	425.69

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmont Road	U5	5.00	425.69

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmont Road	U1	4.00	425.69

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Oakside	331	3.00	336.66

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmont Road	U9	2.33	425.69
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmont Road	3	2.00	425.69
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmont Road	U7	2.00	425.69
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Oakside	101	1.00	336.66
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Oakside	102	1.00	336.66
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Oakside	105	1.00	336.66
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Oakside	740	1.00	336.66
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Oakside	A40	1.00	336.66
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmont Road	U10	0.67	425.69
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Oakside	580	0.33	336.66
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Uxbridge	Uxbridge-Cockfosters	6.00	721.65
Mode	Stop	Route	Service Frequency	Walk Distance (m)

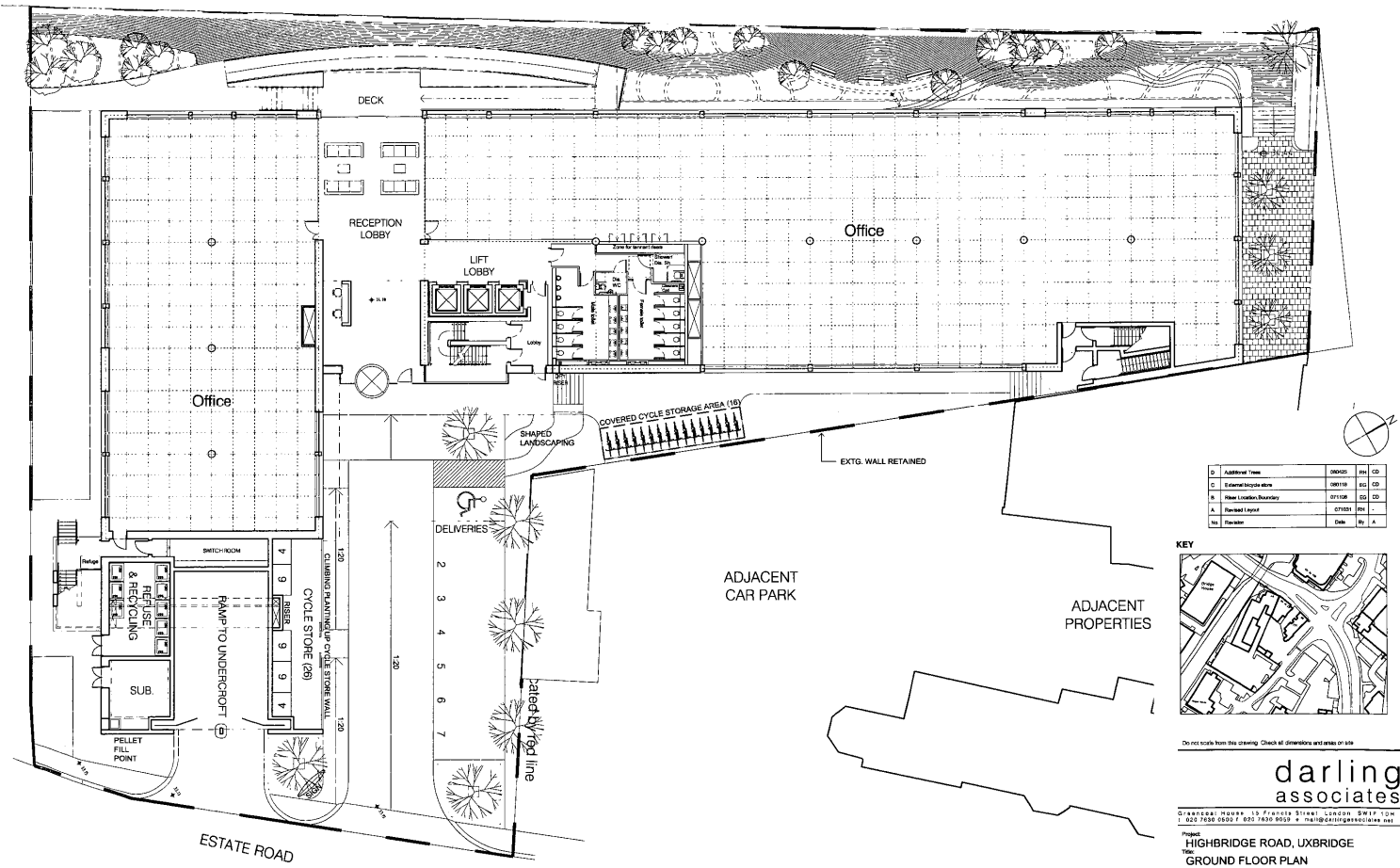
LUL	Uxbridge	Uxbridge-Aldgate	4.67	721.65
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Uxbridge	Uxbridge-Baker	3.00	721.65
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Uxbridge	Oakwood-Uxbridge	1.67	721.65
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Uxbridge	Baker	0.67	721.65
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Uxbridge	Aldgate-Uxbridge	0.67	721.65
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Uxbridge	Wembley	0.33	721.65
Mode	Stop	Route	Service Frequency	Walk Distance (m)
LUL	Uxbridge	South	0.33	721.65

Appendix D

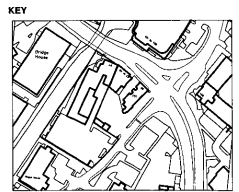
(2008 Consented Plans)

CANAL

NOTES:



D	Addressed Time	08/03/10	Rev	01
C	External Scope Area	08/03/10	Rev	01
A	Plan Location Boundary	07/11/08	Rev	01
A	Ground Floor Plan	07/11/08	Rev	01
Rev	Revision	Date	By	A



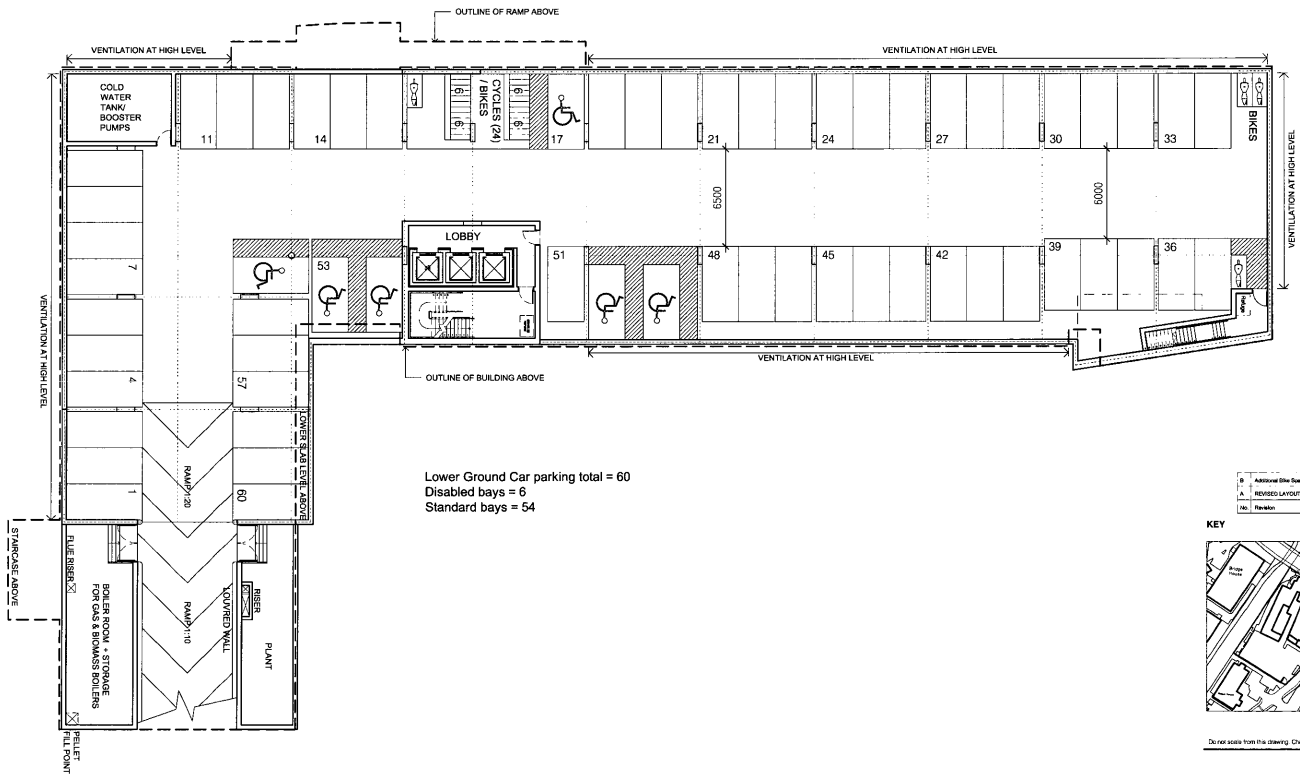
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associates

GRANDSAL HOUSE, 15 FRANCES STREET, LONDON, SW1P 1QH
T: 020 7630 0800 F: 020 7630 8050 E: mail@darlingassociates.net

Project: HIGHBRIDGE ROAD, UXBRIDGE
Type: GROUND FLOOR PLAN
Scale: 1:250 @ A3 1:125 @ A1 Drawing No: PL(003) Revision: 1 D
Date: 18-10-2007

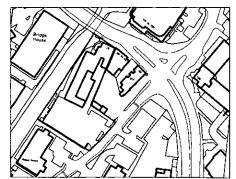
NOTES:



Lower Ground Car parking total = 60
Disabled bays = 6
Standard bays = 54

B	Additional Bike Space Shown	081127	EG	CD
A	REVISED LAYOUT	071001	RLH	-
No.	Revision	Date	By	A

KEY



Do not scale from this drawing. Check all dimensions and gages on site.

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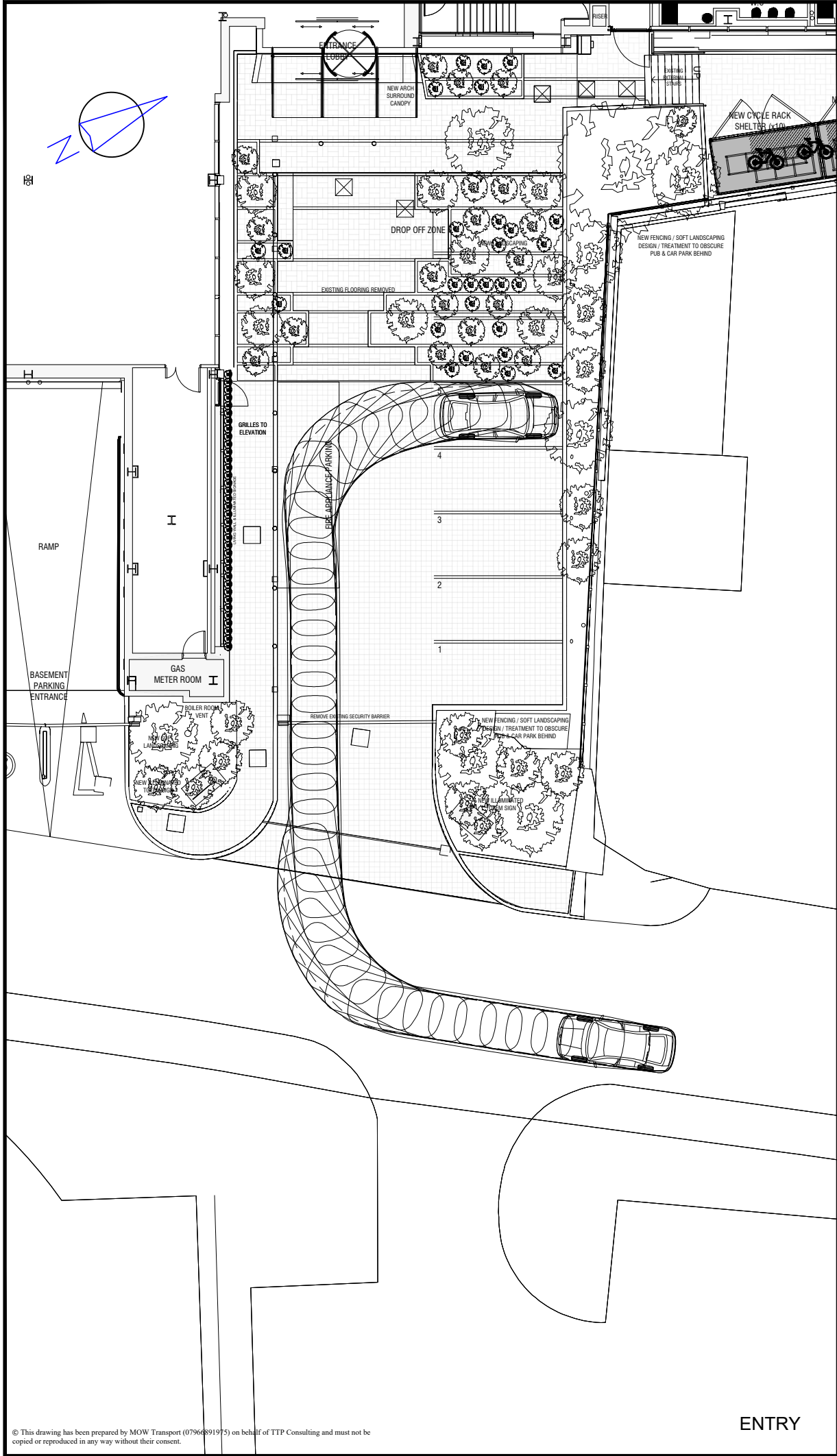
Greenoak House 16 Francis Street London SW1P 1DH
t 020 7630 0502 f 020 7630 9059 e mail@darlingassociates.net

Project:
HIGHBRIDGE ROAD, UXBRIDGE
Title:
LOWER GROUND FLOOR PLAN

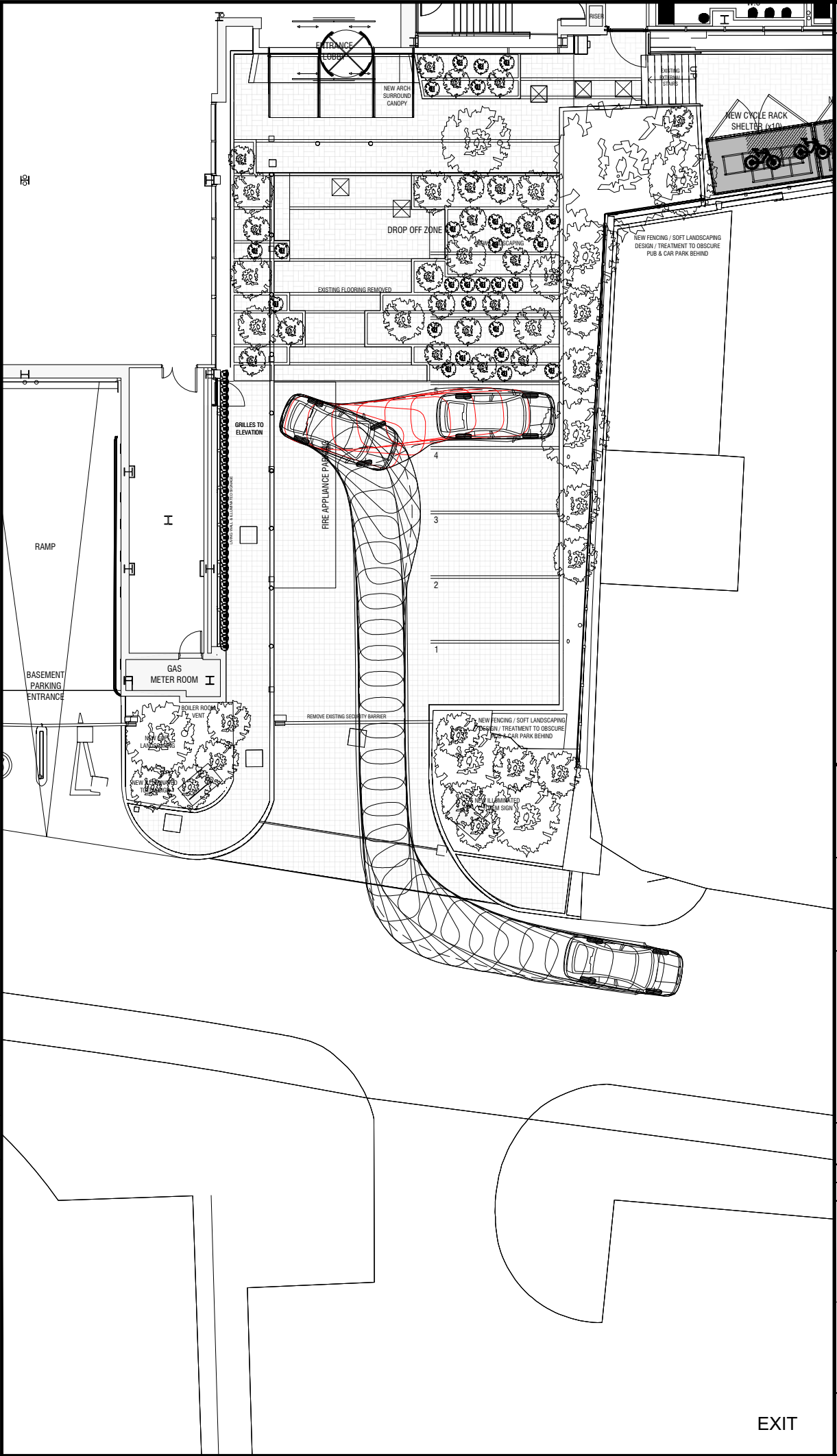
Scale:	1:250 @ A3	1:125 @ A1	Drawing No:	Revisiort
Date:	18-10-2007		PL(002)	/ B

Appendix E

(Swept Path Assessment)



ENTRY



EXIT

Rev	Details	Drawn	Checked	Date
•		•	•	•
4.572 0.951 2.578 Skoda Octavia Overall Length4.572m Overall Width1.769m Overall Body Height1.488m Min Body Ground Clearance0.249m Max Track Width1.713m Lock to Lock Time4.00s Kerb to Kerb Turning Radius5.100m				
Notes: 1. This is not a construction drawing and is intended for illustrative purposes only.				
Client -				
Project Prospect House, Uxbridge				
Drawing Title Swept Path Analysis using a Medium Car				
Scale 1:200 at A3				
Drawn		MW	04.06.26	
Checked		AM	04.06.26	
ttp consulting transport planning specialists 27 Beak Street London W1F 9RU Tel. No. 020 7100 0753				
Drawing Number				Rev
2026-5668-AT-101				•