



TRANSPORT STATEMENT ISLAMIC COMMUNITY CENTRE

The Angel Public House, Hayes

May 2019

MCS Design Architectural Services

TPS Transport Consultants Ltd | TPS Business Hub | Stonebridge Court | 151-153 Wakefield Road | Wakefield | WF4 5HQ



tpsconsultants.co.uk



info@tpsconsultants.co.uk



+44 1924 664638

Registered number: 05973261



Document Record

Project Name	P1303_20190529_Transport Statement			
	Issue 1	Revision 1	Revision 2	Revision 3
Remarks:	Draft			
Date:	29/05/2019			
Prepared by:	GH			
Checked by:	CG			
Authorised by:	CG			

Copyright Statement

This report is the copyright of TPS Transport Consultants Ltd.

The information, ideas and other intellectual property set out in this report and supporting technical appendices are the property of TPS Transport Consultants Ltd and are for the sole benefit of MCS Design Architectural Services in respect of a change of use application at The Angel Public House on Uxbridge Road, Hayes.

TPS Transport Consultants Ltd. requires that the information, ideas and other intellectual property set out in this report are:

- Not shared with third parties and particularly with direct or indirect competitors of TPS Transport Consultants Ltd;
 - Not conveyed to other consultants or personnel without the prior approval of TPS Transport Consultants Ltd; and
 - Not copied in part or in whole.
-



Contents

Chapter	Title	Page
1.	INTRODUCTION	1
	Introduction	1
	Development Proposals	1
2.	POLICY REVIEW	3
	Introduction	3
	National Policy Context	3
	Local Policy	3
3.	ACCESSIBILITY	7
	Introduction	7
	Active Travel	7
	Public Transport	10
	PTAL Assessment	11
4.	ROAD NETWORK	14
	Introduction	14
	Local Highway Network	14
	Road Safety	15
5.	TRIP GENERATION	17
	Introduction	17
	Trip Generation	17
6.	PARKING AND SERVICING	21
	Introduction	21
	Parking	21
	Servicing	22
7.	SUMMARY & CONCLUSIONS	24
	Summary	24
	Conclusion	24

1. INTRODUCTION

Introduction

- 1.1 TPS Transport Consultants Ltd. (TPS) has been appointed by MCS Design Architectural Services to prepare a Transport Statement to accompany a planning application for the change of use of the Angel Public House (A4) into an Islamic Community Centre (D1).

Development Proposals

- 1.2 The site is bound by A4020 Uxbridge Road to the north, Angel Lane to the east and residential properties to the south and west. The site location is illustrated in **Figure 1.1** below, whilst a site layout is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

- 1.3 The site formerly was occupied by The Angel Public House, a Grade II listed Public House, which was sold in 2018. The development proposals seek to provide an Islamic Community Centre on the site. The proposed Islamic Community Centre will provide new facilities for the Islamic community in the area, by providing religious and educational programmes.
- 1.4 The development proposals seek to retain the existing car park and access points, eleven car parking spaces. The site benefits from two access points into the car park, from the



A4020 Uxbridge Road to the north and Angel Lane to the east. As Angel Lane is one-way, a left-in, left-out only movement is permitted.

Report Structure

1.5 Following this introductory section:

Section 2 - describes the transport planning policy context within which the proposals will be assessed;

Section 3 - details the accessibility of the development site, focusing on the means by which attendees could access the site by non-car modes of travel;

Section 4 – describes the highway network in the vicinity of the site with reference to historic road safety records;

Section 5 - summarises the likely trip generation of the development;

Section 6 - considers the opportunities for parking at and near the site alongside the servicing requirements; and

Section 7 - offers a summary and conclusion.



2. POLICY REVIEW

Introduction

- 2.1 This section of the Transport Statement identifies the policy context within which the development proposals have been assessed; it clearly demonstrates how the proposed development would contribute to the overarching principles of national and local transport policy.

National Policy Context

National Planning Policy Framework (NPPF – DCLG, February 2019)

- 2.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework, published in July 2018.
- 2.3 The NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development.
- 2.4 The NPPF states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"* (Paragraph 109).
- 2.5 This Transport Statement will demonstrate that the development proposals take full advantage of existing facilities for sustainable travel. As a Centre which serves the local community it will be demonstrated that the proposals will not result in a severe impact upon the local road network, and as such, will satisfy the requirements of NPPF.

Local Policy

The London Plan – March 2016

- 2.6 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years.
- 2.7 There are a number of policies within the London Plan which are of relevance to the proposals, as set out below:



- **Policy 6.1 - Strategic Approach** - The Mayor will work with all relevant partners to encourage the closer integration of transport and development:
 - Encouraging patterns and nodes of development that reduce the need to travel, especially by car;
 - Seeking to improve the capacity and accessibility of public transport, walking and cycling;
 - Supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and
 - Seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate.
- **Policy 6.9 – Cycling** - Developments should:
 - Provide secure, integrated, convenient and accessible cycle parking facilities;
 - Provide on-site changing facilities and showers for cyclists; and
 - Contribute positively to an integrated cycling network for London.
- **Policy 6.10 – Walking** - Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance.

2.8 The development proposals comply with the policies outlined within the London Plan, as the Islamic Cultural and Community Centre is highly accessible on foot, bicycle and by public transport.

The Mayor's Transport Strategy (2018)

2.9 In March 2018, the Mayor of London published the 'Mayor's Transport Strategy'. The document contains several policies and proposals aimed at 're-shaping transport in London to 2041' and places particular emphasis on reducing car dependency and increasing active and sustainable travel.

2.10 The following policies have been noted as of relevance to this application:

- Policy 1: Reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel;



- **Policy 2:** Make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel; and
- **Policy 10:** Use the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.

2.11 The application complies with the Mayor's Transport Strategy as the site is located in a highly sustainable location, which will ensure that all opportunities to travel sustainably will be maximised by users of the Centre.

Hillingdon Local Plan - Strategic Policies (Adopted 2012)

2.12 The Hillingdon Local Plan is a key strategic planning document which supports the delivery of the spatial elements of the sustainable community strategy. It sets out the long-term vision for the borough of Hillingdon, which will allow the borough to:

- Take full advantage of its distinctive strengths with regard to its places, communities and heritage;
- Close the social and economic inequality gaps across the borough;
- Provide improvements to the environment and infrastructure which will support healthier living and will help the borough mitigate and adapt to climate change;
- Ensure economic growth will be concentrated in all areas, including Uxbridge, Heathrow and the Hayes / West Drayton Corridor alongside growth in local centres;
- Improve accessibility to local jobs, housing and facilities will be improved, improving the quality of life of residents;
- Provide improvements to north / south public transport routes and improved public transport interchanges; and
- Ensure that the presence of Heathrow will allow the borough to prosper.

2.13 The following policies and strategic objectives are of relevance to the development proposals, which comprise a new Islamic Community Centre.

2.14 Strategic Objective 018: "Improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport."



- 2.15 **Policy T1** – Accessible Local Destinations: “The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision. The Council will ensure access to local destinations which provide services and amenities.”
- 2.16 **Policy CI1** - Community Infrastructure Provision: The Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by:
- 4.) Encouraging the development of multi-purpose facilities that can provide a range of services and facilities to the community at one accessible location;
 - 6.) Requiring development to contribute towards the provision of community facilities to meet the needs of new communities and mitigate impacts on existing communities;
 - 7.) Locating libraries, health facilities, police facilities, leisure facilities and community centres in town centres or other accessible locations to maximise community access, sustainable transport and build a sense of local community identity; and
 - 9.) Providing facilities and services that are accessible and inclusive to all potential users regardless of age, ability, gender or socio-economic status.
- 2.17 The development proposals will provide new community facilities for the Islamic community in Hayes and the surrounding area, that are located in a highly accessible location. Furthermore, the proposed Islamic Community Centre will provide facilities for a range of religious and educational community programmes which are detailed in **Section 5** of this Transport Statement.

3. ACCESSIBILITY

Introduction

- 3.1 This section of the Transport Statement describes the existing amenities and infrastructure that will facilitate and encourage visitors to walk, cycle or use public transport.

Active Travel

Pedestrian Access

- 3.2 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those under two kilometers. The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose and this is summarised in **Table 3.1** below.

Table 3.1: Walking Distances by Type

Criteria	Town Centres	Commuting / School
Desirable	200m	500m
Acceptable	400m	1000m
Preferred Maximum	800m	2000m

(Source: IHT, 2000)

- 3.3 Guidelines provided by IHT suggest that the maximum preferred walking distance to a community centre, which would be classed as 'elsewhere', would be 1.2km. A 1.2km catchment from the site is shown on **Figure 3.1**.
- 3.4 As can be seen in **Figure 3.1**, overleaf, the 1.2km walking catchment includes Hayes End, Hayes and Hillingdon Heath. It is anticipated that the majority of the users of the proposed Islamic Community Centre would reside within a walking distance of the site location.
- 3.5 The site fronts onto the A4020 Uxbridge Road there are continuous footways provided along both sides of the carriageway. A pedestrian guard rail is provided to the immediate north of the main entrance to the site, minimising potential pedestrian conflicts with A4020 Uxbridge Road.
- 3.6 There is a signalised pedestrian crossing, located some 30m to the east of the site. The signalised crossing benefits from a pedestrian refuge island, guard rails, tactile paving and dropped kerbs. In addition to the signalised crossing, there is also a subway underneath the A4020 which is located some 85m east of the site.

Figure 3.1: 1.2km Walking Catchment



(Source: OSM Tools, QGIS)

- 3.7 To the east of the site, footways on A4020 Uxbridge Road connect with those on Angel Lane, which facilitate pedestrian access to the residential areas south of the site. At the junction of A4020 Uxbridge Road and Angel Lane, to the immediate east of the site, an uncontrolled crossing is provided which benefits from tactile paving and dropped kerbs.
- 3.8 **Figure 3.2** identifies the locations of the pedestrian crossings close to the site location.

Figure 3.2: Pedestrian Crossing Facilities

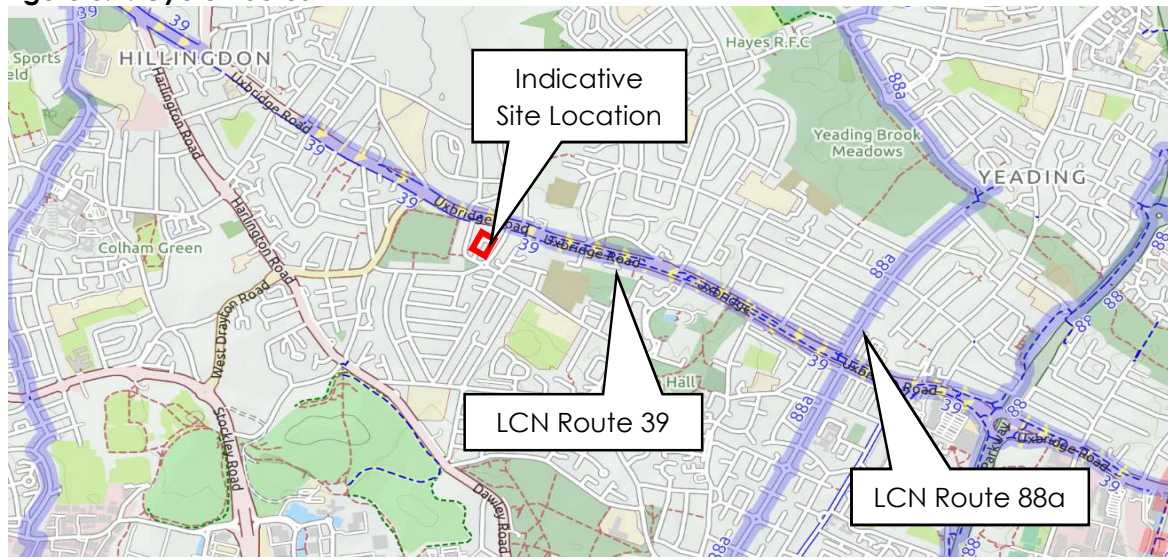


(Source: Google Maps)

Cycling

- 3.9 Cycling can substitute for short car trips, particularly those of up to 5km, as well as, forming part of a longer journey by public transport. There are a number of cycle routes that can be accessed from the site. **Figure 3.3** shows the cycle routes in the vicinity of the site.

Figure 3.2: Cycle Routes



(Source: Open Street Map)

- 3.10 As can be seen in **Figure 3.3**, an on-road cycle route is provided along the A4020 Uxbridge Road, which forms part of the London Cycle Network (LCN) Route 39. LCN Route 39 facilitates travel east – west along A4020 Uxbridge Road, in the vicinity of the site, via marked on-road cycle lanes. More broadly LCN Route 39 facilitates travel between Hillingdon in the west and Bank in the east.
- 3.11 LCN Route 39 can be used to access LCN Route 88a, which is located approximately 2km (5-minute cycle) east of the site on Shakespeare Avenue (to the north) and Central Avenue (to the south). LCN Route 88a broadly runs north – south, to Northolt Park in the north, to Harlington (Heathrow Airport) in the south.
- 3.12 As the site is located within close proximity to several major cycle routes, it is considered that cycling would be an attractive option for visitors travelling to the site. To further encourage this, as can be seen in the layout provided at **Appendix A**, 6 secure cycle parking spaces are to be provided on the ground floor of the Centre.

Public Transport

Bus

- 3.13 The nearest bus stops are located along A4020 Uxbridge Road. The west-bound stop is located 60m east of the site and the east-bound stop is located 110m from the site, across both stops are within a 1-minute walk. The bus stops in the vicinity of the site on A4020 Uxbridge Road benefit from a bus layby, waiting shelter, timetable information and flag.
- 3.14 Further stops are located on Kingsway, the east-bound stop is located 350m (4-minute walk) southwest of the site and the westbound stop located 500m southwest of the site (6-minute walk). The west-bound stops on Kingsway benefit from a bus cage, flag and timetable information, whilst the eastbound stop also benefits from a shelter.
- 3.15 The location of the nearest bus stops to the site are shown in **Figure 3.3**, whilst **Table 3.2** summarises the services and frequencies that can be accessed from the stops.

Figure 3.3: Bus Stop Locations



(Source: Google Maps)

Table 3.2: Bus Services and Frequency

No	Route	Monday - Saturday	Sunday
A4020 Uxbridge Road			
427	Uxbridge – Hayes End – Southall – Ealing Hospital - Hanwell – West Ealing – Ealing Broadway – Ealing Common – Acton High Street	8 mins	10 mins
607	Uxbridge – Hayes End – Southall – Ealing Broadway – Acton – White City	10 mins	12 mins
697	Hayes End – Lansbury Drive – Yeading – Uxbridge Road – Long Lane – Hillingdon Station - Ickenham	7 services	-
698	West Drayton – Hayes – Ickenham	8 services	-
N207	Uxbridge – Hayes – Ealing – Shepherds Bush – Holborn (Night Bus)	30 mins	20 mins
A4020 and Kingsway			
H98	Hounslow Bus Station – Hounslow West – Harlington – Hayes – Church Road – Hayes End	10 mins	15 mins

(Source: Public Transport Operators)

- 3.16 It has been demonstrated that the site is accessible by a number of high frequency bus services, as such, it is considered that visitors would be able to easily travel to the site by bus.

Rail

- 3.17 The nearest train station to the site is Hayes & Harlington Station, which is located 2.9km southeast of the site. The station can be accessed within 12-minutes on the H98 bus, an 11-minute cycle or a 38-minute walk.
- 3.18 Hayes & Harlington station is located along the Great Western Main Line, it benefits from regular services to local destinations including; Southall, Ealing Broadway and Royal Oak and to regional destinations including London Paddington, Slough, Bath and Bristol Temple Meads.
- 3.19 The station will also benefit from services between Reading and Heathrow Airport with the opening of Crossrail (known as the Elizabeth Line) which will begin in 2020. Currently, a similar service operates between London Paddington and Heathrow as part of TfL Rail.

PTAL Assessment

- 3.20 Transport for London (TfL) has produced a method of assessing access to public transport, which provides a comparison of accessibility relative to areas within London. The assessment provides a rating between 0-6B, with 6B being the most accessible rating.

- 3.21 The results of the PTAL assessment have established that the site location sits on the boundary of ratings of 2 and 3. **Figure 3.4** below shows the relative PTAL rating for the site and its surrounding areas, whilst the full PTAL output is provided at **Appendix B**.

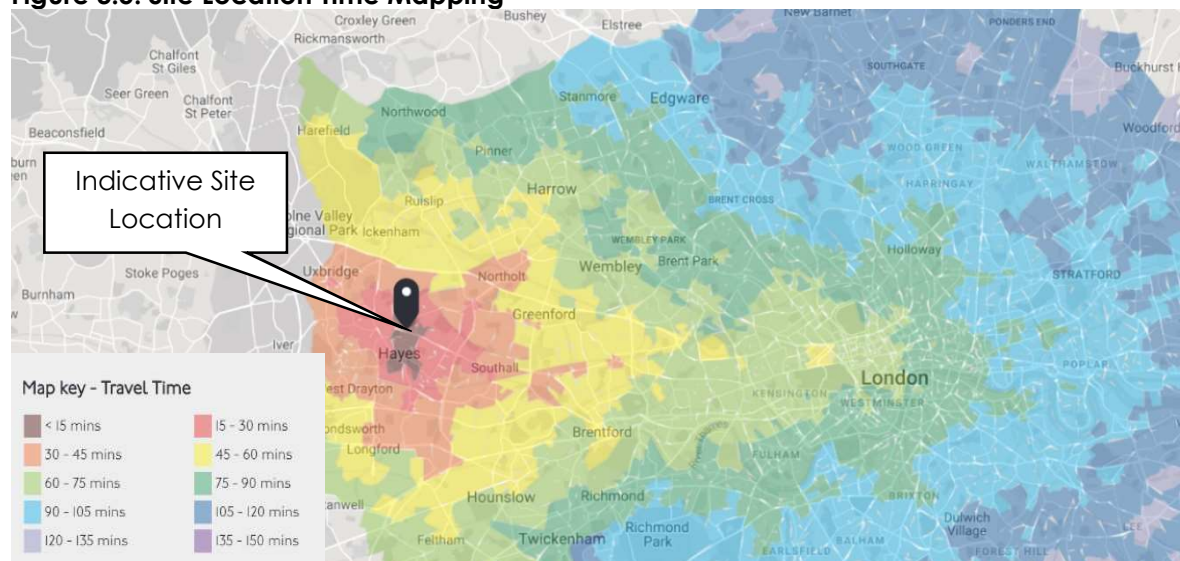
Figure 3.4: PTAL Rating



(Source: Transport for London)

- 3.22 In addition to the PTAL assessment, time mapping (TIM) of the site location for public transport journeys has been undertaken, this is shown in **Figure 3.5**, whilst the full TIM output is provided at **Appendix B**.

Figure 3.5: Site Location Time Mapping



(Source: Transport for London)



- 3.23 As can be seen in **Figure 3.5**, Hayes, Uxbridge, Southall, Northolt and West Drayton are all within a 30-minute journey of the site location. Much of west London including Greenford, Hounslow and Wembley is located within a 60-minute journey of the site.

Summary

- 3.24 The site is located in a highly accessible location for walking and cycling and is also well located to access a range of public transport options which provide both local and national services, which could be utilised by visitors to the Centre.

4. LOCAL ROAD NETWORK

Introduction

- 4.1 This section of the Transport Statement provides a summary of the existing local highway network in the vicinity of the site location. In addition, accident trends on the local highway network over the latest 5-year period have been summarised.

Local Highway Network

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease it is also shown in **Figure 4.1** below.

Figure 4.1: Local Highway Network



(Source: Google Maps)

A4020 Uxbridge Road

- 4.3 The site fronts onto A4020 Uxbridge Road, which runs along the northern boundary of the site. A4020 Uxbridge Road is a dual carriageway which runs east – west between Uxbridge in the east and Shepherds Bush Green in the west.
- 4.4 In the vicinity of the site there is a single yellow line restriction on both sides of A4020 Uxbridge Road, which prohibits stopping Monday – Saturday 08:00 – 17:30. The yellow line restriction terminates some 30m west of the site. On-street parking occurs on the southern side of the carriageway. There are marked pay and display spaces adjacent to the parade of shops

on the northern side of the carriageway some 300m northwest of the site. Vehicles travelling past the site on the A4020 Uxbridge Road are subject to a 40mph speed limit.

- 4.5 To the immediate east of the site, the A4020 Uxbridge Road forms the major approach to a T-junction with Angel Lane. Angel Lane, the minor approach, is a one-way street meaning all access is taken from A4020 Uxbridge Road. Further to the northeast of the site, A4020 Uxbridge Road meets Hayes End Road, via a signalised T-junction.

Angel Lane

- 4.6 Angel Lane forms the eastern boundary of the site, it is some 210m in length and 5m wide. It runs one-way southwest from A4020 Uxbridge Road to the roundabout of Angel Lane / Morgan's Lane / Wood End Green Road / Kingsway at the south-eastern terminus.
- 4.7 Angel Lane is subject to a 30mph speed limit and restricts vehicles above 7.5t, except for access. A single yellow line restriction is in place along the entire eastern side of the carriageway along the lane and for a 42m portion of the western side of the carriageway adjacent to the site, the single yellow line restricts waiting Monday – Saturday 08:00 – 17:30. Along the western side of the carriageway, there is on-street parking which is not subject to restriction, which has space for approximately 24 vehicles to park.

Road Safety

- 4.8 Accident data for the most recent 5-year period (2014-2018) has been obtained from Crashmap for the network surrounding the site. The locations of the accidents are shown in **Figure 4.2**.

Figure 4.2: Accident Locations



(Source: Crash Map)



4.9 As can be seen in **Figure 4.2**, a total of 14 accidents have been recorded in the vicinity of the. Of the 14 recorded accidents, 13 were recorded as slight, whilst 1 was recorded as serious and no fatal accidents were recorded. No accidents were recorded at the either the A4020 Uxbridge Road or Angel Lane accesses into the site car park.

4.10 **Table 4.1** below summaries the year and severity of the accidents recorded in the vicinity of the site.

Table 4.1: Accidents by Year and Severity

Severity	2014	2015	2016	2017	2018	Total
Slight	4	2	5	2	0	13
Serious	0	0	0	1	0	1
Fatal	0	0	0	0	0	0
Total	4	2	5	3	0	14

(Source: Crash Map)

4.11 As can be seen in **Table 4.1** above, a relatively low level of accidents have occurred within the immediate vicinity of the site, the 14 accidents recorded over the most recent 5-year period equate to 2.8 accidents per year which would not be considered as severe given the importance of A4020 Uxbridge Road as a key route into London.

4.12 It is therefore considered, that the development proposals will not result in an undue impact onto road safety.

5. TRIP GENERATION

Introduction

- 5.1 This section of the Transport Statement considers the likely trip generation associated with the change of use from the Angel Public House to an Islamic Community Centre. Vehicle trip rates for 'Public House' will be derived and will be compared with the likely vehicle trip generation of the proposed Centre.

Trip Generation

Former Use

- 5.2 The site was formerly occupied by The Angel Public House, which operated as a Public House until 2018. The TRICS database has been interrogated in order to derive the trip generation associated with The Angel, the following TRICS parameters have been used:
- Land Use: Hotel, Food & Drink – Public House (without Restaurant);
 - Size: 120 – 750m² Gross Floor Area;
 - Date Range: 01/01/2011 – 10/07/2016; and
 - Location: Town Centre, Edge of Town Centre.

- 5.3 **Table 5.1** below summarises the trip rates and resultant trip generation of the former Public House. The TRICS outputs for the Public House use are provided at **Appendix C**.

Table 5.1: Former Public House, Vehicle Trip Generation

Land Use	AM			PM		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates	0	0	0	3.333	2.703	6.036
Trip Generation	0	0	0	14	11	25

(Source: TRICS)

- 5.4 As can be seen in the table above, the former Public House would be anticipated to have generated some 25 two-way vehicle trips in the PM peak hour. No vehicle trips would be generated in the AM peak hour due to it occurring before a Public House would typically open.

Proposed Use

- 5.5 In order to determine the level of trip generation anticipated as a result of the change of use to the Islamic Community Centre, information supplied by the client. This sets out the intended programme of events and likely level of attendees, which are based on those at the established Hayes Muslim Centre, this information is provided at **Appendix D. Table 5.2** summarises the activities hosted at the Centre, identifying time, day and the number of attendees.

Table 5.2: Masjid-Al-Falah Centre Programme

Event	Day(s)	Time	Attendance
Prayer Times			
Fajar	Daily	Early Morning 07:00 – 07:30	30 - 40
Zohar	Daily	Midday 13:00 – 13:30	20 – 30
Asr	Daily	Mid-afternoon 14:45 – 15:00	30 - 40
Magrib	Daily	Dusk 15:45 – 16:15	30 – 40
Isha	Daily	Evening 19:00 – 19:30	30 - 40
Friday Prayer	Friday	13:00 – 13:30	200
Ladies Programme			
Ladies Programme	Wednesday	10:00 -12:00	20 - 30
Ladies Programme	Sunday	11:00 – 12:00	20 – 30
Community Events			
Community Service	Monday / Wednesday	10:00 – 12:00	10 – 20
Support School	Saturday	09:30 – 12:00	15 - 40
Islamic Studies and Quran Classes	Monday – Friday	16:15 – 18:30	30 - 40

(Source: Information Submitted by the Client)

- 5.6 As can be seen from **Table 5.2** most of the Islamic Culture and Community Centre's activities occur outside the typical highway network peaks. Indeed, only the Islamic Studies and Quran Classes during this time occur within the typical highway peaks Monday – Friday 16:15 –18:30. It is anticipated some 30 – 40 visitors may be on site.

- 5.7 It is anticipated that the highest level of visitors to the Centre will be during the Friday Prayer (13:00 – 13:30), approximately 200 attendants are anticipated. The peak trip generation for the Community Centre therefore falls outside the typical network peak hours.
- 5.8 Further information based on Hayes Islamic Centre has been provided by the client, detailing the anticipated modal split of attendants attending the various events at the Centre. The breakdown of trips by mode for Friday Prayer is shown in **Table 5.3**.

Table 5.3: Friday Prayer Trips by Mode

Mode of Transport	Percentage	Number of Trips
Walk	51%	77
Car	19%	29
Bicycle	10%	14
Bus	20%	30
Total	100%	150

(Source: Information Submitted by the Client)

- 5.9 As can be seen in **Table 5.3**, 81% of trips to Friday Prayer are likely to be via sustainable modes of transport (walking, bus and bicycle), whilst only 19% of trips would be undertaken by car. The level of car trips (29) to Friday Prayer falls under the 30 two-way trip threshold which would not be classed as a severe impact from the NPPF test.
- 5.10 **Table 5.4** details the anticipated mode split for the Islamic Studies and Quran Classes – which is the only event to occur during the PM peak hour (17:00 -18:00).

Table 5.4: PM Peak Trips by Mode

Mode of Transport	Percentage	Number of Trips
Walk	51%	20
Car	19%	8
Bicycle	10%	4
Bus	20%	8
Total	100%	40

(Source: Information Submitted by Client and Consultant Calculation)

- 5.11 As can be seen in **Table 5.4**, the trip generation for the Centre during the network PM peak hour would likely generate a quantum of 16 two-way vehicle trips. A total of 16 two-way vehicle trips would not be considered to result in a severe impact upon the operation of the highway network.



Net Trip Generation

- 5.12 As has been previously discussed, the site was formerly occupied by The Angel Public House, **Table 5.5** details the net difference in vehicle trips of the former Public House and the proposed Community Centre.

Table 5.5: Vehicle Trip Comparison

	AM			PM		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Former Public House	0	0	0	14	11	25
Proposed Community Centre	0	0	0	8	8	16
Difference	0	0	0	-6	-3	-9

(Source: Consultant Calculation)

- 5.13 As can be seen in **Table 5.5** above, the proposed Community Centre would generate 9 fewer two-way vehicle trips in the PM peak. It is considered that as the development proposals will generate fewer vehicle trips than the Angel, that the impact of the proposed Community Centre would could not be considered to result in a severe impact.



6. PARKING AND SERVICING

Introduction

- 6.1 This section of the Transport Statement considers parking and servicing requirements of the proposed Islamic Community Centre.

Parking

- 6.2 The maximum parking standards for the London Borough of Hillingdon as set out in Hillingdon's Unitary Development Plan. They can be summarised as follows:
- *D1 – Community Centre: 1 space per 50m²; and*
- 6.3 With a proposed GFA of 800m², a maximum of 16 spaces would be permitted for the Community Centre. The parking standards establish a maximum level of permitted parking. However, it is considered, due to the sustainable location of the site, that a lower level of parking is more appropriate.
- 6.4 As the former Public House building is Grade II listed, no material changes will be made to the building or to the site layout, the current car park for the Public House will be retained. There are 11 car parking spaces, of which two spaces are disabled parking bays. Access to the car park is taken from A4020 Uxbridge Road on the northern boundary of the site and from Angel Lane on the eastern boundary of the site.
- 6.5 Although it is anticipated that the majority of the attendants to the Centre will walk, it is acknowledged that some attendants may still drive, therefore, **Figure 6.1**, overleaf, details further available parking in the vicinity of the site outside of the 11 on-site parking spaces.
- 6.6 The closest available parking is located to the immediate east of the site on the southern side of A420 Uxbridge Road, where space for 4 vehicles (26m) is available. Additional on-street parking is possible on the southern side A4020 Uxbridge Road, 40m west of the site and consists of unrestricted parking in-front of residential properties and shops. There is space for approximately 33 vehicles (198m) to park on-street.
- 6.7 On the northern side of A4020 Uxbridge Road, there are 34 marked on-street bays (three of which are disabled) which run parallel with a parade of shops. The bays are subject to pay and display restrictions Monday – Saturday maximum stay of 2 hours between 08:00 – 18:30.

Figure 6.1: Available On-street Parking



(Source: Google)

6.8 On Angel Lane, along the eastern boundary, side of the carriageway, on-street parking is permitted whilst a single yellow line restriction restricts parking Monday – Saturday 06:00 – 20:30. There is space for up to 24 vehicles (144m) to park.

6.9 In total, there is space for 95 spaces available on A4020 Uxbridge Road and Angel Lane.

It is considered that the existing car park on the site and the nearby on-street parking provision will be sufficient to accommodate any attendants wishing to drive to the proposed Centre.

Cycle Parking

6.10 As part of the development proposals, a total of 14 cycle parking spaces will be provided, as shown on the site layout drawing, provided at **Appendix A**. The cycle parking spaces will be provided in the existing car park of the site and will comprise of secure, sheltered, spaces underneath a shelter.

6.11 Additional on-street cycle parking is also provided to the north of the site on A4020 Uxbridge Road some 25m from the site in the form of two Sheffield stands, which can accommodate 4 bicycles.

Servicing

6.12 Servicing of the Centre will occur within the site and is considered to be in line with the previous servicing of the Public House.



- 6.13 Manual for Streets (MfS) indicates that the access requirements for emergency vehicles are generally stipulated by the Fire Service. Consulting national guidance, *The Building Regulations 2010 'Fire Safety' (2013) Approved Document B Section 5 'Access and Facilities for the Fire and Rescue Service'*, Table 8 sets out that 'Typical Fire and Rescue Service Vehicle Access Route Specification' which stipulates that a minimum road width of 3.7m be provided and turning facilities should be provided in any cul-de-sac that is more than 20m long. Emergency vehicle access can take place both A4020 Uxbridge Road and from Angel Lane.



7. SUMMARY & CONCLUSIONS

Summary

7.1 This Transport Statement has been prepared to accompany a change of use application for the former The Angel Public House, to a D1 Islamic Community Centre. The change of use application seeks to provide new community facilities for the existing Islamic community in the area, the following summarises the key findings:

- The proposals are in keeping with both the local and national transport and the land use planning policy agenda;
- The site is in a highly accessible location, and the has a 2 / 3 PTAL rating;
- The development proposals seek to provide new community and education facilities for the local Islamic community. Information regarding events, attendance and mode split, provided by the client, has demonstrated that the trip generation associated with the site will be predominantly outside of the AM and PM highway network peaks;
- A comparison of the likely vehicle trip generation for the former Public House use and the proposed Community Centre use has identified that the proposed Community Centre would generate 9 fewer vehicle trips in the PM peak hour that the Public House;
- 11 car parking spaces will be retained, further opportunities to park have also been identified in the near vicinity of the site on A4020 Uxbridge Road and on Angel Lane albeit, the majority of trips will be undertaken by sustainable modes;
- Servicing will occur within the curtilage of the site, mirroring the arrangement from the previous use.

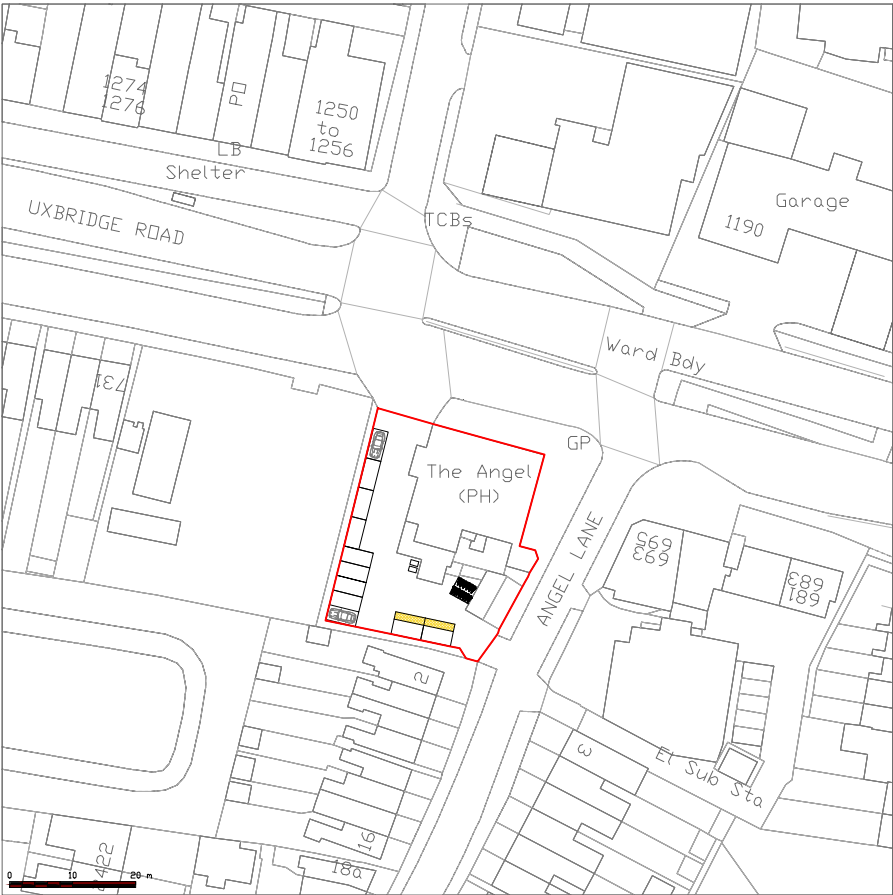
Conclusion

7.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF); indeed, they will be complementary to the prevailing policy agenda. As such, there are no substantive highway grounds why the development should not be granted consent.



Appendix A

Indicative Site Layout



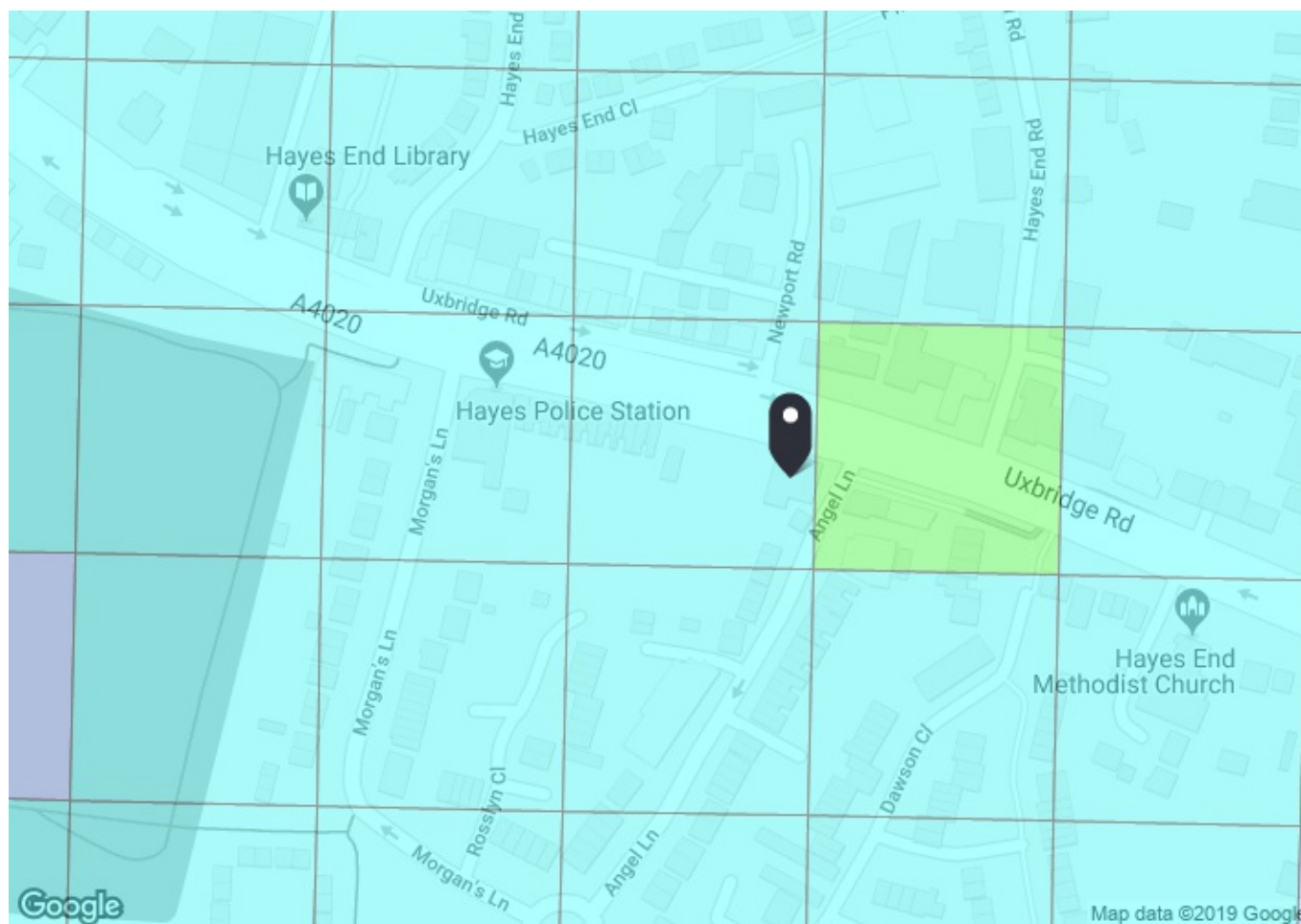
SITE LOCATION PLAN (1:1250)

<div>M C S DESIGNArchitectural Services</div> <div>Millennium Creative Services Design</div> <div>53 Westmead, Windsor, SL4 3NN</div>	
<div>mob: 07989319224</div> <div>tel: 01753 869117</div> <div>fax: 01753 869117</div> <div>www.mcsdesignservices.co.uk</div> <div>email: info@mcsdesignservices.co.uk</div>	
client	MR OBAID SIDDIQUE
site	THE ANGEL PH, 697 UXBRIDGE ROAD, HAYES END, UB4 8HX
project	CHANGE OF USE FROM PH (CLASS USE A4) TO ISLAMIC COMMUNITY CENTRE (CLASS USE D1)
title	SITE LOCATION PLAN
status	FULL PLANNING APPLICATION
drawing number: ANGEL/PLAN/006	
scale	drawn
1:1250 @ A3	Kaleem Janjua BArch
date	revision
8th April 2019	



Appendix B

PTAL / TIM Outputs



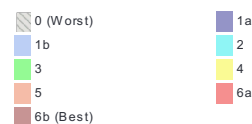
PTAL output for Base Year 2

697 Uxbridge Rd
697 Uxbridge Rd, Hayes UB4 8HX, UK
Easting: 508786, Northing: 181830

Grid Cell: 87156

Report generated: 08/05/2019

Map key - PTAL

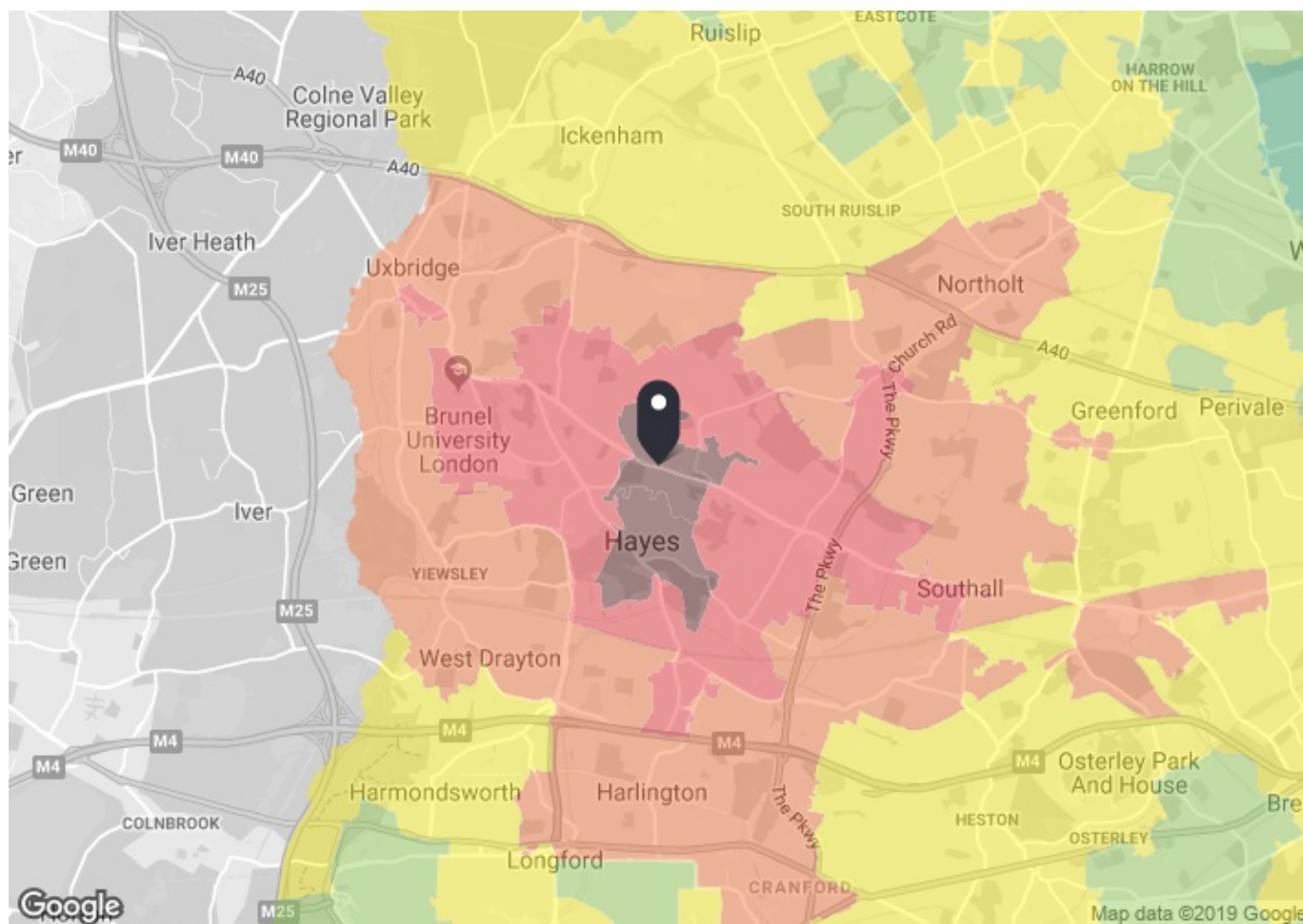


Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus 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



TIM output for Base Year

Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

697 Uxbridge Rd
697 Uxbridge Rd, Hayes UB4 8HX, UK
Easting: 508786, Northing: 181830

Report generated: 08/05/2019


Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT086A05A

Map key - Travel Time

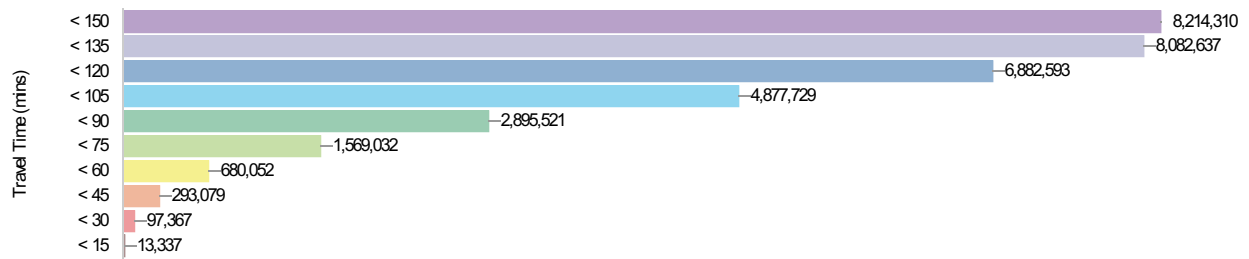
< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	135 - 150 mins

Map layers

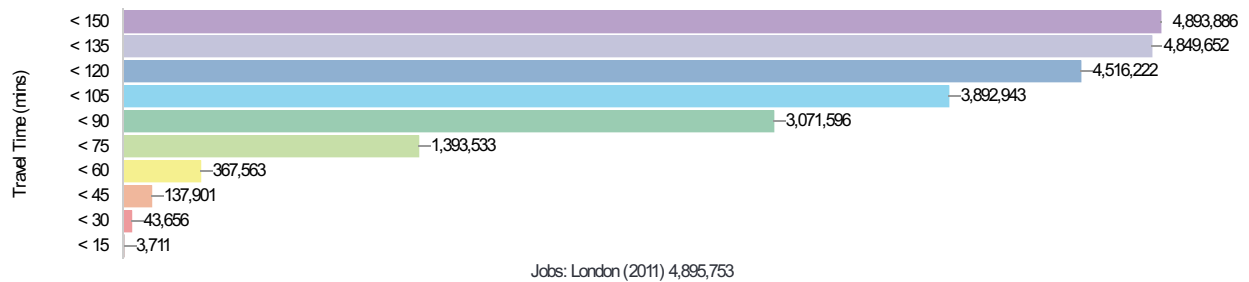
 Travel Times

Catchment data for your current selection

Population - Total: London 2011



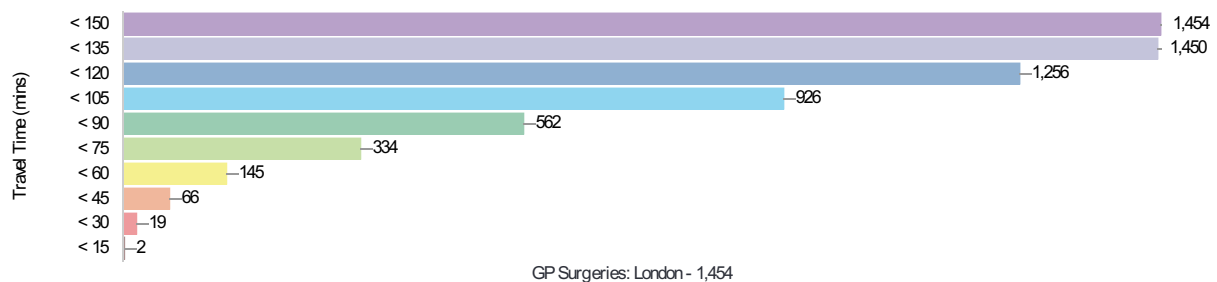
Employment - Jobs: London 2011



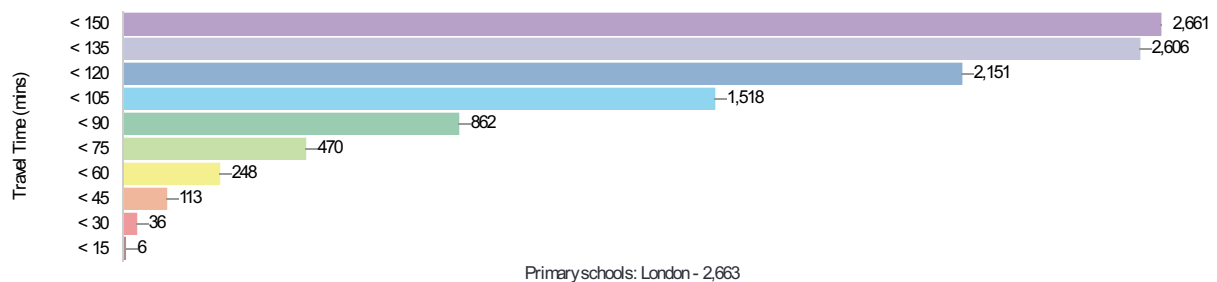
Town centres - Metropolitan, major and district: London



Health services - GP Surgeries: London



Education establishments - Primary schools: London



Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAYES POLICE STATION	H98	111.96	7.5	1.4	6	7.4	4.05	0.5	2.03
Bus	HAYES POLICE STATION	427	111.96	7.5	1.4	6	7.4	4.05	1	4.05
Bus	HAYES POLICE STATION	607	111.96	6	1.4	7	8.4	3.57	0.5	1.79
Bus	HEWENS RD UXBRIDGE RD	U7	422.43	2	5.28	17	22.28	1.35	0.5	0.67
Total Grid Cell AI:										8.54



Appendix C

TRICS Output

Calculation Reference: AUDIT-640801-190508-0524

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)
 VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 510 to 600 (units: sqm)
 Range Selected by User: 120 to 750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 10/07/16

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

Selected survey days:

Friday 2 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1

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

Selected Location Sub Categories:

Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

A4 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LN-06-I-01 NORTH STREET GRANTHAM	PUBLIC HOUSE	LINCOLNSHIRE
	Town Centre Built-Up Zone Total Gross floor area:	510 sqm	
	Survey date: FRIDAY	14/06/13	Survey Type: MANUAL
2	WY-06-I-01 HALIFAX ROAD LIVERSEDGE	PUBLIC HOUSE	WEST YORKSHIRE
	Edge of Town Centre No Sub Category Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	25/04/14	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	510	0.196	1	510	0.000	1	510	0.196
12:00 - 13:00	2	555	0.180	2	555	0.090	2	555	0.270
13:00 - 14:00	2	555	0.631	2	555	0.541	2	555	1.172
14:00 - 15:00	2	555	0.450	2	555	0.450	2	555	0.900
15:00 - 16:00	2	555	1.532	2	555	0.541	2	555	2.073
16:00 - 17:00	2	555	2.162	2	555	1.171	2	555	3.333
17:00 - 18:00	2	555	3.333	2	555	2.703	2	555	6.036
18:00 - 19:00	2	555	1.441	2	555	2.432	2	555	3.873
19:00 - 20:00	2	555	1.261	2	555	1.892	2	555	3.153
20:00 - 21:00	2	555	1.532	2	555	1.712	2	555	3.244
21:00 - 22:00	2	555	0.901	2	555	1.351	2	555	2.252
22:00 - 23:00	2	555	0.901	2	555	1.351	2	555	2.252
23:00 - 24:00	1	510	0.392	1	510	0.588	1	510	0.980
Total Rates:			14.912			14.822			29.734

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	510 - 600 (units: sqm)
Survey date date range:	01/01/11 - 10/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

TAXI S

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	510	0.000	1	510	0.000	1	510	0.000
12:00 - 13:00	2	555	0.000	2	555	0.090	2	555	0.090
13:00 - 14:00	2	555	0.180	2	555	0.180	2	555	0.360
14:00 - 15:00	2	555	0.000	2	555	0.000	2	555	0.000
15:00 - 16:00	2	555	0.090	2	555	0.000	2	555	0.090
16:00 - 17:00	2	555	0.180	2	555	0.270	2	555	0.450
17:00 - 18:00	2	555	0.450	2	555	0.450	2	555	0.900
18:00 - 19:00	2	555	0.180	2	555	0.180	2	555	0.360
19:00 - 20:00	2	555	0.541	2	555	0.450	2	555	0.991
20:00 - 21:00	2	555	0.450	2	555	0.541	2	555	0.991
21:00 - 22:00	2	555	0.541	2	555	0.541	2	555	1.082
22:00 - 23:00	2	555	0.721	2	555	0.721	2	555	1.442
23:00 - 24:00	1	510	0.392	1	510	0.392	1	510	0.784
Total Rates:			3.725			3.815			7.540

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	510	0.000	1	510	0.000	1	510	0.000
12:00 - 13:00	2	555	0.000	2	555	0.000	2	555	0.000
13:00 - 14:00	2	555	0.000	2	555	0.000	2	555	0.000
14:00 - 15:00	2	555	0.000	2	555	0.000	2	555	0.000
15:00 - 16:00	2	555	0.090	2	555	0.090	2	555	0.180
16:00 - 17:00	2	555	0.000	2	555	0.000	2	555	0.000
17:00 - 18:00	2	555	0.000	2	555	0.000	2	555	0.000
18:00 - 19:00	2	555	0.000	2	555	0.000	2	555	0.000
19:00 - 20:00	2	555	0.000	2	555	0.000	2	555	0.000
20:00 - 21:00	2	555	0.000	2	555	0.000	2	555	0.000
21:00 - 22:00	2	555	0.000	2	555	0.000	2	555	0.000
22:00 - 23:00	2	555	0.000	2	555	0.000	2	555	0.000
23:00 - 24:00	1	510	0.000	1	510	0.000	1	510	0.000
Total Rates:			0.090			0.090			0.180

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	510	0.196	1	510	0.000	1	510	0.196
12:00 - 13:00	2	555	0.090	2	555	0.000	2	555	0.090
13:00 - 14:00	2	555	0.090	2	555	0.090	2	555	0.180
14:00 - 15:00	2	555	0.180	2	555	0.270	2	555	0.450
15:00 - 16:00	2	555	0.541	2	555	0.090	2	555	0.631
16:00 - 17:00	2	555	0.541	2	555	0.270	2	555	0.811
17:00 - 18:00	2	555	1.261	2	555	0.991	2	555	2.252
18:00 - 19:00	2	555	0.811	2	555	1.261	2	555	2.072
19:00 - 20:00	2	555	0.090	2	555	0.360	2	555	0.450
20:00 - 21:00	2	555	0.270	2	555	0.270	2	555	0.540
21:00 - 22:00	2	555	0.090	2	555	0.270	2	555	0.360
22:00 - 23:00	2	555	0.000	2	555	0.090	2	555	0.090
23:00 - 24:00	1	510	0.000	1	510	0.196	1	510	0.196
Total Rates:			4.160			4.158			8.318

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	510	0.000	1	510	0.000	1	510	0.000
12:00 - 13:00	2	555	0.000	2	555	0.000	2	555	0.000
13:00 - 14:00	2	555	0.180	2	555	0.090	2	555	0.270
14:00 - 15:00	2	555	0.180	2	555	0.090	2	555	0.270
15:00 - 16:00	2	555	0.000	2	555	0.090	2	555	0.090
16:00 - 17:00	2	555	0.270	2	555	0.180	2	555	0.450
17:00 - 18:00	2	555	0.270	2	555	0.090	2	555	0.360
18:00 - 19:00	2	555	0.090	2	555	0.180	2	555	0.270
19:00 - 20:00	2	555	0.000	2	555	0.090	2	555	0.090
20:00 - 21:00	2	555	0.000	2	555	0.180	2	555	0.180
21:00 - 22:00	2	555	0.000	2	555	0.000	2	555	0.000
22:00 - 23:00	2	555	0.000	2	555	0.000	2	555	0.000
23:00 - 24:00	1	510	0.000	1	510	0.000	1	510	0.000
Total Rates:			0.990			0.990			1.980

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

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



Appendix D

Information submitted by Client

DESIGN AND ACCESS STATEMENT

**Change of use from PH (class use A4) to Islamic Community Centre (class use D1) THE
ANGEL PH, 697 UXBRIDGE ROAD, HAYES END, UB4 8HX**

18th April 2019

Our Reference: **ANGEL/PLAN/18/2019/DS**

Introduction

The site is located in a suburban area, close to the Hayes Town Centre. Planning permission for change of use from a Public House, (Class A4), to an Islamic Culture and Education Community Centre (Class D1), is sought. The building currently had been used as a Public House premises since its construction in 1926. It has been available for sale to the public for the past 12 months. Pre-application advice was sought from the council, prior to purchasing the building, whether there was feasibility of change of use to an Islamic Culture and Community Centre. The positive response encouraged the clients to proceed with the purchase. The intention for the project is to establish a Community and Culture Centre which is self-financed and based on charitable contributions from the local community. Currently members of the Community centre in the Hayes End area have been using an established Centre at Hayes Muslim Centre, on Pump Lane, for Friday prayers and educational classes on a daily basis.

Around 150 persons are expected to use the centre during Friday prayers and around 30-40 on daily basis including weekends.

The Trust is targeting the local community by providing social, religious, recreational and educational activities. Therefore the main priority of the Centre management is to ensure that no harm or disruption is caused by its presence in the area and to provide every possible support to the society through all possible means.

The centre is expected to attract visitors that will vary in number throughout the week. Nearly 81% of the visitors are expected to be local, and are residing within walking distance. Due to this mode of transport, the centre will not have any impact on the local traffic and parking, mainly during its peak period which is every Friday around lunchtime for one 30 minutes (Friday Prayer). During this period, the centre is expected to receive around 200 visitors. Therefore it is essential to highlight the fact that the majority of the visitors will not drive to the Centre. Since Friday will be the busiest period at the centre, attendance at other prayer halls in Hayes area (Pump Lane) have been recorded to be trouble free. The purposes of such meetings are vital to provide useful information and advice, to the local community. The

meeting is likely to last no more than 30 minutes. Majority of persons attending the centre are local, and are encouraged to walk.

The on-site parking is available for 11 vehicles, including 2 for disabled persons. The staffs are also encouraged to share their transport, where possible. There are controlled parking zone in the close vicinity to the site should the visitor decide to opt for car as a mode of transport, but the amount of persons using this is expected to be around 19%, during Friday.

It is essential to highlight the fact that the local Muslim community have a desperate need for a community centre for social and educational activities. The demand for a community Centre for Muslims in the Hayes End area has been put forward to the council in the past without success. The local Police have given their backing as the members of the community centre would be encouraged to be vigilant for any crime in the area.

Due to the centralised location, the Centre will be useful for Muslim families living in close proximity to the Centre. The patrons will be encouraged to walk to and from the centre. It should be noted that majority of the persons attending, live less than 1.0 mile from the Centre, which will not cause on-street parking to the detriment of highway and pedestrian safety.

The centre is at least four bus stops at close proximity of less than 50 metres, with more than eight further bus stops less than a distance of 1.0 mile.

Description

Project Type: Change of use from a Public House (Class A4), to an Islamic Culture and Education Community Centre (Class D1).

Full Address: The Angel PH, 697 Uxbridge Road, Hayes End, UB4 8HX

Location Type: Commercial and Residential Area.

Site Area: 961.19 msq 0.96 Ha

Parking Layout: 11 on site

Gross Internal Area: 815 msq

Use

The proposal is for an Islamic Culture and Education Community Centre to provide Islamic education to the Muslims and non-Muslims alike, as well understanding about the Islamic religion. The demand for a community Centre in the Hayes End area for Muslims has been put forward to the council in the past without success. The Centre will enable migrants who have recently settled in the area and who lack the basic English culture education as well as poor language skills, to be educated. Help will be provided in all matters, i.e. legal, civilian and housing to persons where language and culture may be a hindrance. The centre will be useful in helping and advising the Muslim youth in integrating with the British society as well as having respect for the laws of the land.

As this is a Grade II Listed building no changes are to be made externally expect for installation of CCTV security cameras and removal of the bar counter and platform on the ground floor.

An application has been made for the change of use from a Public House building (vacant for 12 months), to a vibrant Islamic Culture and Community Centre. The centre aims to provide services to people who live in the West Slough Area. During prayer times, on average period, the centre can expect to receive in the region of 30 to 40 persons daily. Those attending various programs such as learning the English Language and culture are expected to be in the region of 20 to 30. The centre will play a major part in providing useful information to the local community, especially those who may encounter domestic, financial, housing or other related problems. The staff at the centre will be committed in providing helpful solutions as and when necessary and aim to work closely with the local government, in order to relay important source of information to and from the local community.

It can be mentioned that Friday will be the busiest period at the centre, due to the Congregational Friday Prayers. Approximately 200 persons are likely to attend the prayers. The meeting is likely to last no more than 30 minutes. This peak time is the subject of concern to the highways as majority of the persons will walk. Please refer to Appendixes (1) and (2) for expected Frequency of Visitors in detail. Appendix (3) shows the expected method of transport.

Activities and Opening Times

The following activities are expected to take place in the Centre:

Friday prayer (1.00pm to 1.30pm)

Persons attending – 150

Method of transport: Car, walking, cycling and public transport

Daily prayer (Seven days)

Prayer Fajar (early morning 30 minutes before dawn)

Time: 7.00am to 7.30am

Persons attending: 30 to 40

Method of transport: Car, cycling and walking

Zohar (midday)

Time: 1.00pm to 1.30pm

Persons attending: 20 to 30

Method of transport: Car, cycling and walking

Asr (mid afternoon)

Time: 2.45pm to 3.00pm

Persons attending: 30 to 40

Method of transport: Car, cycling and walking

Magrib (dusk)

Time: 3.45pm to 4.15pm

Persons attending: 30 to 40

Method of transport: Car, cycling and walking

Isha (evening)

Time: 7.00pm to 7.30pm

Persons attending: 30 to 40

Method of transport: Car, cycling and walking

Ladies programs

Wednesday

Time: 10.00am to 12.00pm

Persons attending: 20 to 30

Programs: Arabic and English

Method of transport: Car, cycling and walking

Sunday

Time: 11.00am to 12.00pm

Persons attending: 20 to 30

Programs: Welfare and social/personal advice

Method of transport: Car, cycling and walking

Support School

Saturday

Time: 9.30am to 12.00pm

Children attending: 15 to 40

Programs: English, Science & Mathematics

Method of transport: School bus, cycling and walking

Community Service

Monday and Wednesday

Time: 10.00am to 12.00pm

Persons attending: 30 to 20

Method of transport: Cycling and walking

Programs: Community welfare; form filing; housing advice; social issues and personal welfare help.

Islamic Studies and Quran Classes

Monday to Friday

Time: 4.30pm to 6.00pm

Children attending: 30 to 40

Method of transport: Car, cycling and walking

Scale

The existing building dimensions are: 20.30 metres wide and 17.20metres deep.

These will remain unchanged.

Appearance and location

The site is well located to meet sustainability and transport criteria and to avoid undue harm to amenities. The site location benefits from:

- within close proximity to Uxbridge area and short walk to the Centre, which allows the locals to commute without the need for vehicles.
- near Uxbridge Road therefore has good public transport access.
- within 10 minute walk to bus routes H98, U7, 427 and 607 which have a 15 minute frequency throughout the day.

Architecturally the existing building will remain unchanged. The building was constructed in approximately the year 1926. The building is constructed from red brick walls with red concrete tiles. The ground floor which was used for commercial purposes with parking in the rear. The car park is accessible from Uxbridge Road and Angel Lane.

As daily prayer is an important 'pillar' of Islam, the Centre will be used as a prayer hall as well as a Community Educational Centre. The chart (Appendix 1) shows the average usage of the Centre by Muslims on a daily basis. As the Centre is located in a commercial area, it will have little or no impact on the amenities of residents of nearby properties. Further provisions to reduce noise pollution will be implicated by educating the visitors to keep the noise levels to a minimum.

Parking Layout

There is controlled parking zone parking in and around the site for at least 30 vehicles. The parking for 11 vehicles is available on site. The access to this parking area is via the Uxbridge Road and Angel Lane. Provisions have been made to accommodate stands for 14 bicycles in a sheltered area with more if the need arises.

Access

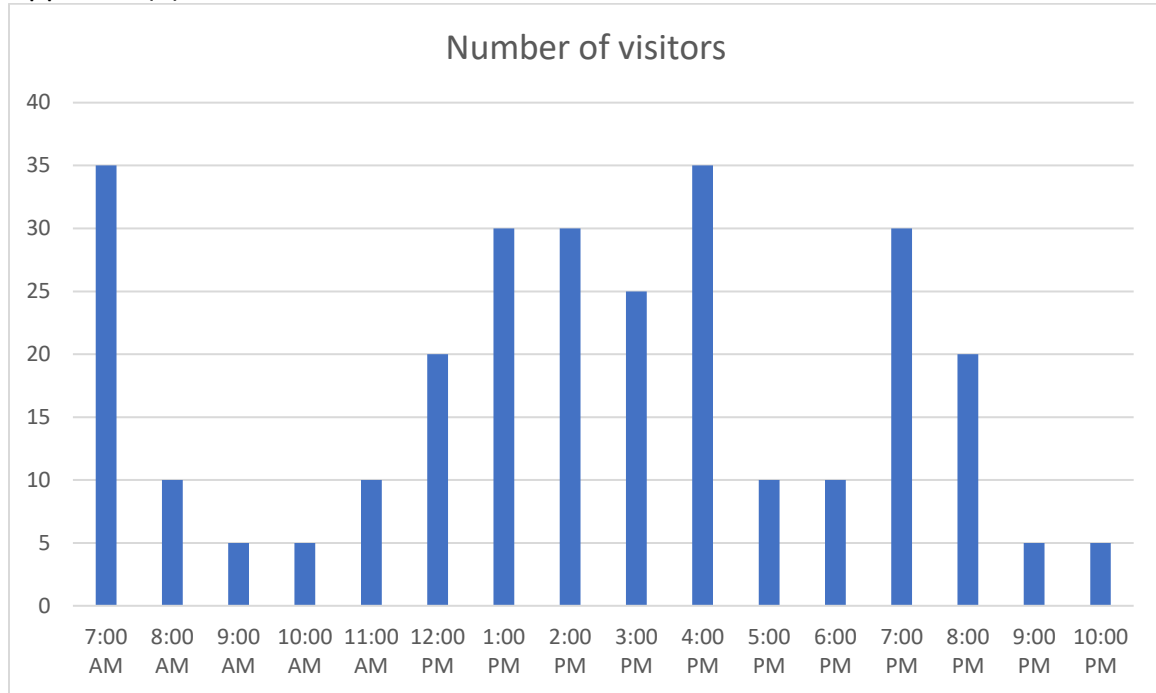
Access to the premises already comply with Part M – access to and Use of buildings, particularly, access to and into Dwellings.

The layout, at this stage has already been designed to comply with the requirement for circulation space on the entrance level and the minimum dimensions for the provision of a WC. The entrance step is place for a level access also in accordance with the requirements of Part M. towards the front of the building. The rear will benefit from a slope for easy wheelchair access.

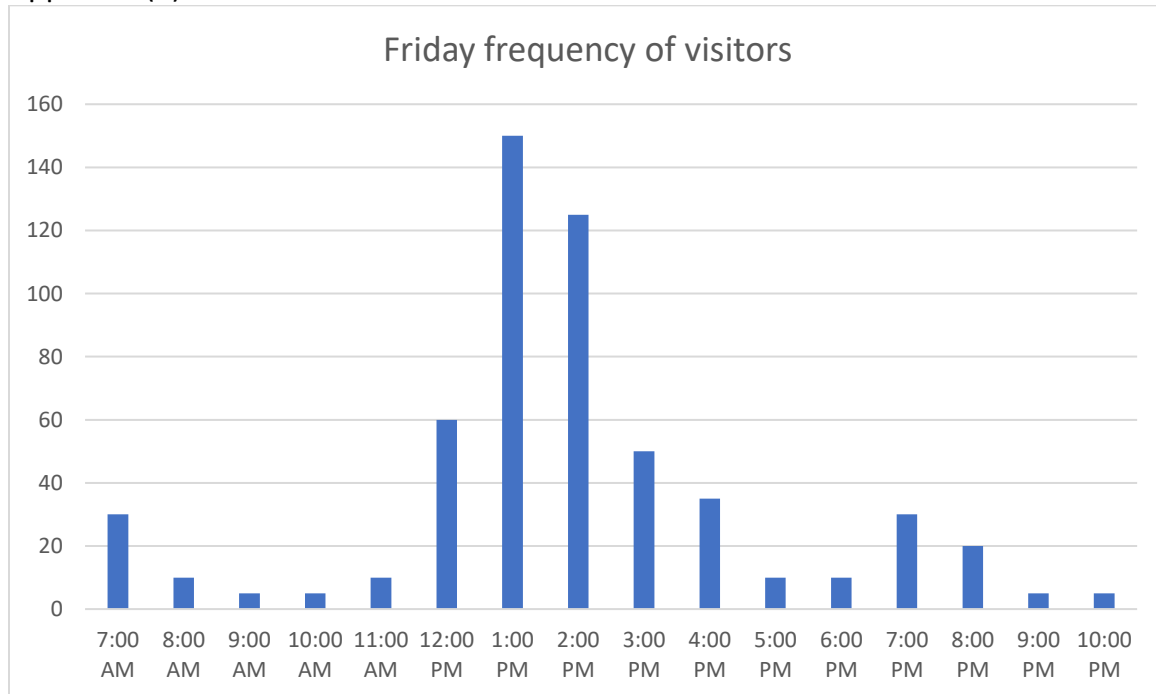
M C S DESIGN Architectural Services

Plans Drawn Submitted Approved

Appendix (1):



Appendix (2):



Appendix (3):

Friday (peak time) method of transportation survey to centre

