

# TECHNOLOGY HOUSE, WEST DRAYTON

## TRANSPORT STATEMENT

PROJECT NO. 25/072    DOC NO. D001

DATE: JUNE 2025

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CLIENT: THE KINGSBOROUGH CENTRE

Velocity Transport Planning Ltd

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# 1 INTRODUCTION

## 1.1 APPOINTMENT

- 1.1.1 Velocity has been appointed by The Kingsborough Centre (the 'applicant') to prepare a Transport Statement (TS) in support of an application for change of use of building from mixed Class E (offices) and Class B8 (storage and distribution) to mixed Class E (offices and nursery), Class B8 (storage and distribution) and Class F1 (use as a community space and a place of worship (the 'proposed development')). This relates to a site known as Technology House, 215 High St, West Drayton UB7 7QP (the 'site').
- 1.1.2 The site is located within the administrative boundary of the London Borough of Hillingdon (LBH) who form the Local Planning Authority and Highway Authority.

## 1.2 PROPOSAL CONTEXT

- 1.2.1 Technology House is a two-storey building consisting of 1,202sqm of floorspace and is bound by a Tesco superstore to the south, Home Bargains retail unit to the north, Grand Union Canal to the west and a Shell garage to the east. The site has rights of access to pass with or without vehicles through the existing access of the adjacent Shell garage which leads to the A408 High Street further east.
- 1.2.2 The site features 22 parking spaces and is well located in terms of the public transport network, with West Drayton Elizabeth line station a 13-minute walk away, and nearby bus stops serving multiple bus routes including the U1, U3, U5 and 222 available a three-minute walk away.
- 1.2.3 The proposed development seeks to retain about 448sqm of Class E floorspace for offices and nursery space and 266sqm of B8 storage and distribution space for use by Hillingdon Foodbank, and for some 238sqm of existing Class E floorspace and 250sqm of the existing Class B8 storage and distribution space to be converted to provide 488sqm of Class F1 floorspace for community use and a place of worship with capacity for up to 150 members. The community use will include recreational space for wraparound care, including before and after school care.

## 1.3 PRE-APPLICATION

- 1.3.1 The applicant engaged in a pre-application meeting with LBH on the 6<sup>th</sup> of September 2024, the relevant highway comments are outlined below:
- 1) *A Transport Statement and Travel Plan are required in support of the application;*
  - 2) *The TS should explain the days of the week and the time that worshippers would be present. It should also outline how they would arrive – mode split and for those that arrive by car and where they would park. Similarly plans should show where the minibus would stop to pick up and drop off passengers.*
  - 3) *Any forthcoming proposal that would result in parking displacement and stress which presents a risk to road safety and impedes the free flow of traffic is likely to generate highway objections*



- 4) *There would appear to be a relatively low number of parking spaces compared with the number of potential attendees. In terms of PTAL the site has a PTAL of 2, West Drayton station is 900m away and there are bus stops within 200m of the site. It is stated that the church has a local catchment and it is noted that attendees would be encouraged to use public transport and active travel.*
- 5) *The proposal to operate a minibus during church times is encouraged as this would reduce vehicle movements and pressure for parking. It is noted that there is little public parking immediately surrounding the site. Accumulation of parking in residential streets could therefore occur, as well as parking within the surrounding commercial premises which are for use by customers or staff only and this is a concern.*
- 6) *It is noted that pedestrian access to the site is very poor and involves the need to cross the adjoining petrol station forecourt and vehicular access into the site. There is no segregation between pedestrians and vehicles. Access is also over third-party land which is not under the applicants ownership so this cannot realistically be improved. Clear concerns in terms of the final part of the journey into the site.*
- 7) *Many of the measures proposed to manage pedestrian over the Shell site are dependent on third party agreement to allow for the erection of signs, addition of markings and marshalling of pedestrians over land that the applicant does not control.*

## 1.4 REPORT STRUCTURE

- 1.4.1 This Transport Statement (TS) has been prepared to support the current planning application and considers the highways and transport matters associated with the proposals.
- 1.4.2 This TS reviews the proposals in terms of accessibility, parking, servicing and deliveries, traffic impact, and movement by sustainable modes of transport. In particular, the TS considers the highways and transport related concerns raised by highway officers following pre-application engagement and demonstrates that each respective matter has been addressed. The TS then determines the suitability of the proposal with respect to highways and transport.
- 1.4.3 Following this introduction, this report will be structured as follows:
  - ⦿ **Section 2:** Review of relevant planning policy;
  - ⦿ **Section 3:** Baseline conditions and accessibility;
  - ⦿ **Section 4:** Proposed development;
  - ⦿ **Section 5:** Trip generation; and
  - ⦿ **Section 6:** Conclusions



## 2 PLANNING POLICY REVIEW

### 2.1 INTRODUCTION

2.1.1 This section reviews the development proposal for compliance with national, regional and local relevant transport policy. The following policy documents have been considered:

- ⦿ National Planning Policy Framework ('NPPF', 2024);
- ⦿ The London Plan (2021);
- ⦿ Mayors Transport Strategy (2018);
- ⦿ LBH Local Plan: part 2 Strategic Policies Development Management Policies (2020);

2.1.2 It is noted that LBH are currently reviewing the emerging Hillingdon Local Plan. The Local Plan Review is forecast to become adopted in 2026/2027 and therefore the current Local Plan represents the current guidance.

### 2.2 NATIONAL POLICY

#### NATIONAL PLANNING POLICY FRAMEWORK (2024)

2.2.1 The National Planning Policy Framework (NPPF) was revised in December 2024 and sets out the Government's planning policies for England and provides a framework within which locally prepared plans for housing and other development can be produced.

2.2.2 Paragraph 109 states that transport issues that should be considered from the earliest stages for development proposals:

- 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.*

2.2.3 Paragraph 116 of 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.2.4 In regard to the above, paragraph 117 of the NPPF states applications for development should:



- a. *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b. *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c. *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d. *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e. *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.2.5 The NPPF defines ‘sustainable transport modes’ as any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.

## 2.3 REGIONAL POLICY

### THE LONDON PLAN (2021)

2.3.1 The London Plan was published in March 2021. The London Plan is part of the statutory development plan and aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages more walking and cycling.

2.3.2 Policy T1 notes that development proposals should target 80% of all trips in London to be made by foot, cycle or public transport by 2041. It states that:

*"All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

2.3.3 Policy T2 relates to 'Healthy Streets' and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle, with reduced vehicle dominance. The policy states that:

*"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."*

2.3.4 Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Transport Assessments are required to support development proposals assessing any impacts on the capacity of the transport network and should focus on embedding the Healthy Streets approach within, and in the vicinity of the new development.



2.3.5 Policy T5 sets out that development should encourage cycling and provide cycle parking in accordance with minimum standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for larger and adapted bikes and all cyclists. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers and shower facilities. The policy also states that all cycle parking should be designed in accordance with the guidance contained within the London Cycle Design Standards (LCDS).

2.3.6 Policy T6 sets out that 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. Policy T6.5 states that all non-residential elements of a development should provide at least one on or off-street disabled persons parking bay.

2.3.7 Policy T7 regarding deliveries, servicing and construction states:

*“...Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.*

*Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.”*

## MAYOR’S TRANSPORT STRATEGY (2018)

2.3.8 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor’s policies and proposals to reshape transport in London over the next 25 years. The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

2.3.9 Three key themes are at the heart of the strategy:

1. Healthy Streets and healthy people.
2. A good public transport experience.
3. New homes and jobs.

2.3.10 The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:

- ⦿ Create high-density, mixed-use places; and
- ⦿ Unlock growth potential in underdeveloped parts of the city.

2.3.11 The proposed development would deliver the transport principles of Good Growth through:

- ⦿ Providing high-density office development in an appropriate location. The central London location provides a number of local facilities and amenities which will mean shorter journeys to key destinations and further encourage travel by foot, supporting car-free lifestyles;
- ⦿ Providing facilities that will encourage walking and cycling such as cycle parking and end-of-trip facilities;
- ⦿ Providing a ‘car-free’ approach;



- ⦿ Ensuring inclusive and accessible design enabling access for everyone travelling to and from the development; and
- ⦿ Promoting efficient freight by preparing a DSP to be secured by planning.

## 2.4 LOCAL POLICY

### HILLINGDON LOCAL PLAN PART 2

- 2.4.1 The Local Plan part 2 was first adopted in January 2020 and is currently the key document used to determine planning applications in the LBH.
- 2.4.2 The local planning policy document embeds significant transport issues within the transport policies. The issues range from sustainable transport, road safety and healthy streets to public realm improvements, walking and cycling and reducing vehicle ownership.
- 2.4.3 The following policies are the most relevant when reviewing the development proposals against the Local Plan Part 2 (2020):
- ⦿ Policy DMT1: Managing Transport Impacts
  - ⦿ Policy DMT2: Highway Impacts
  - ⦿ Policy DMT4: Public Transport
  - ⦿ Policy DMT5: Pedestrians and Cyclists
  - ⦿ Policy DMT6: Vehicle Parking
- 2.4.4 Any relevant standards of the above policies will be included in the body of this report and will be utilised when determining cycle and car parking provision.

## 2.5 SUMMARY

- 2.5.1 The location of the site is in accordance with the prevailing national, regional and local transport planning policy by being in an established location for the proposals and supporting travel by modes other than private car.
- 2.5.2 Specific reference is made to paragraph 116 of the NPPF, which states: *“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.”*
- 2.5.3 Where relevant within the TS, the key policy aspects will be referred to, to demonstrate how the proposals are ultimately in accordance with these policy requirements.



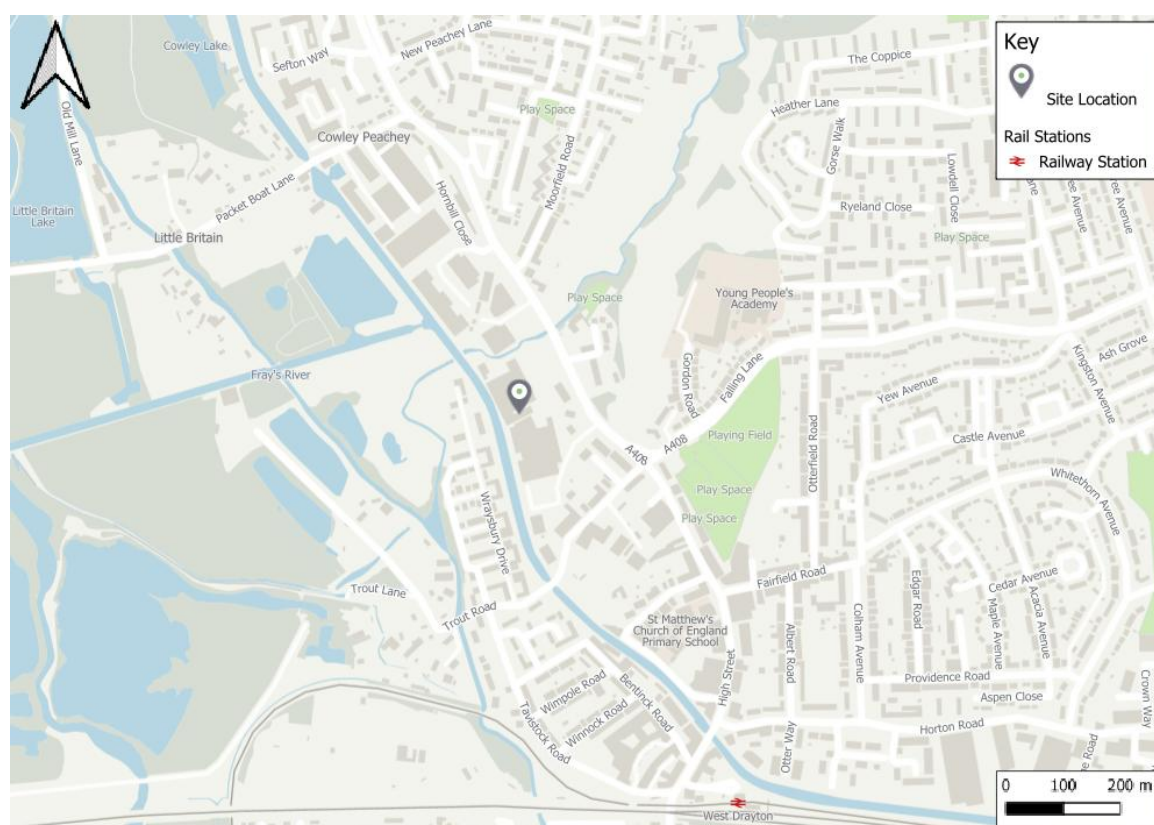
## 3 BASELINE CONDITIONS AND ACCESSIBILITY

### 3.1 SITE LOCATION

3.1.1 The site is located within West Drayton, approximately 900m north of West Drayton Station and is bound by a Tesco superstore to the south, Home Bargains retail unit to the north, Grand Union Canal to the west and a Shell garage to the east. The site has rights of access to pass with or without vehicles through the existing access of the adjacent Shell garage which leads to the A408 High Street further east.

3.1.2 The location of the site is presented below in **Figure 3-1**.

**Figure 3-1: Site Location**



### 3.2 HIGHWAY CONTEXT

3.2.1 The site is accessible from the east via a private access that passes through the forecourt of the Shell garage connecting onto the A408 High Street. Access onto the A408 is shown in **Figure 3-2**.



Figure 3-2: Access from Private Road onto A408 High Street



- 3.2.2 The site has rights of access to pass with or without vehicles through the existing access of the adjacent Shell garage.
- 3.2.3 The A408 runs in a north south arrangement and spans from Uxbridge Moor to West Drayton. The A408, in the vicinity of the site, consists of a multi lane road that is subject to 30mph speed limits. The road is lined with a variety of different uses including large retail units, residential properties and industrial/warehouse units. The buildings are typically set back from the road with parking spaces or small loading areas at the front.
- 3.2.4 The surrounding residential streets are subject to parking restrictions in operation Monday-Friday between 08:30-17:00.
- 3.2.5 A signal-controlled junction is present 40m south of the site access and controls movement and release of traffic from the A408 to Chantry Close which provides access to the neighbouring Tesco superstore.
- 3.2.6 Continuous sections of wide and well-maintained footway are present on both sides of the A408. Immediately adjacent to the site access, dropped kerbs equipped with tactile paving are present and facilitate crossing for those with visual impairments. A pedestrian island with dropped kerbs and tactile paving is also provided across the access to the neighbouring residential properties to the south of the Shell garage.
- 3.2.7 Signalised staggered pedestrian crossings are provided at the junction between the A408 and Chantry Close facilitating pedestrian movement across the A408, to the Tesco superstore and to bus stops along the High Street. These also provide dropped kerbs and tactile paving.



- 3.2.8 Given that the majority of the local area is subject to some form of parking control, including private land, there are limited opportunities for any unrestricted or displacement parking to take place.

### 3.3 WALKING AND CYCLING

- 3.3.1 It is generally accepted that for journeys of up to 2km, walking is an appropriate mode to replace car trips which is set out in the Chartered Institution of Highways and Transportation (CIHT) guidance, 'Guidelines for Providing for Journeys on Foot' (2000), which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 3.3.2 The existing access arrangements involves a shared strategy whereby pedestrians, and cyclists use the Shell garage forecourt area to access the site. This pedestrian access route connects to footways provided on the A408.
- 3.3.3 As shown in **Figure 3-2** and **Figure 3-3**, the site is accessible from the rear via the Grand Union Canal footpath, however, at present this access is closed. This site access is not currently used to its full potential, as it can provide an attractive, traffic free path that links directly to West Drayton Elizabeth Line station to the south.

**Figure 3-3: Rear Pedestrian Access**



A distance of 5km is generally deemed as the distance from which cycling can effectively replace private car trips. As shown in **Figure 3-4**, the site is within a 20-minute cycle to West Drayton, Hayes End, Cowley, Uxbridge Moor, and Hillingdon Heath, which provide access to other retail, and commercial uses and a London Underground station.

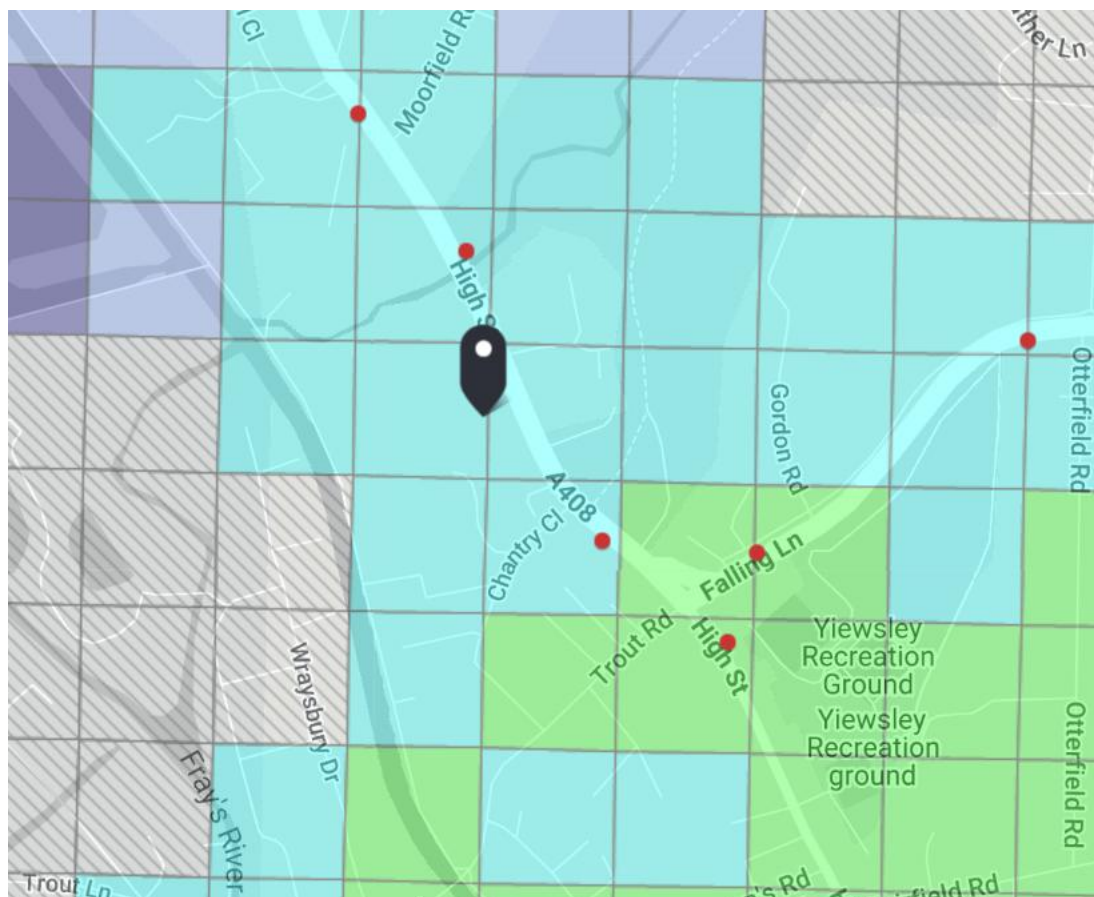
## VEHICLE

CYCLE

## PUBLIC TRANSPORT ACCESSIBILITY LEVEL

TfL's online WebCAT tool shows the site has a PTAL of 2 ('Poor') as shown in **Figure 3-5**:

Figure 3-5: PTAL Mapping



### 3.6 PUBLIC TRANSPORT – BUS SERVICES

- 3.6.1 The site is located within 300m (representing a four-minute walk) of four bus stops, Falling Lane, Philpot's Bridge, Moorfield Road, and Yiewsley Library (stops U and W). These provide service for routes 222, U1, U3, and U5. These routes provide access to multiple destinations including Hounslow, Uxbridge, West Drayton, Ruislip, Heathrow Airport, and Hayes Town.
- 3.6.2 As shown in **Table 3-1**, these routes have regular frequencies. The nearest stop to the site is Falling Lane (approximately 170m representing a two-minute walk) and is serviced by route 222, with buses running at high frequencies of 12 per hour on weekdays, five per hour on Saturdays and four per hour on Sundays.

Table 3-1: Local bus service frequency

Bus Stop	SERVICE NO	ROUTE	WEEKDAY		WEEKEND	
			PEAK FREQUENCY	HOURS OF OPERATION	FREQUENCY	HOURS OF OPERATION
Falling Lane (Stop B)	222	Hounslow - Uxbridge	12 per hour	00:28 - 00:27	Sat: 5 per hour Sun: 4 per hour	Sat: 00:39 - 00:27 Sun: 00:37 - 00:25
Philpots Bridge (Stop T)	222	Uxbridge - Hounslow	11 per hour	00:15 - 00:02	Sat: 5 per hour Sun: 4 per hour	Sat: 00:18 - 00:06 Sun: 00:17 - 00:06
Moorfield Road (Stop C)	222	Hounslow - Uxbridge	12 per hour	00:29 - 00:28	Sat: 5 per hour	Sat: 00:40 - 00:28



					Sun: 4 per hour	Sun: 00:38 - 00:26
Yiewsley Library (Stop U)	U1	West Drayton - Ruislip	4 per hour	05:04 - 00:31	Sat: 3 per hour Sun: 2 per hour	Sat: 05:06 - 00:31 Sun: 05:56 - 00:31
	U3	Heathrow Airport - Uxbridge	5 per hour	04:29 - 00:41	Sat: 3 per hour Sun: 2 per hour	Sat: 04:29 - 00:41 Sun: 04:29 - 00:41
	U5	Hayes Town - Uxbridge	5 per hour	05:32 - 00:32	Sat: 3 per hour Sun: 2 per hour	Sat: 05:28 - 00:30 Sun: 06:09 - 00:29
Yiewsley Library (Stop W)	222	Uxbridge - Hounslow	11 per hour	00:16 - 00:03	Sat: 5 per hour Sun: 4 per hour	Sat: 00:19 - 00:07 Sun: 00:18 - 00:07
	U1	Ruislip - West Drayton	4 per hour	06:15 - 01:40	Sat: 3 per hour Sun: 2 per hour	Sat: 06:13 - 01:40 Sun: 07:10 - 01:40
	U3	Uxbridge - Heathrow Airport	5 per hour	03:37 - 00:09	Sat: 3 per hour Sun: 2 per hour	Sat: 03:37 - 00:09 Sun: 03:38 - 00:09
	U5	Uxbridge - Hayes Town	5 per hour	05:19 - 00:22	Sat: 3 per hour Sun: 2 per hour	Sat: 05:19 - 00:22 Sun: 06:19 - 00:19

### 3.7 PUBLIC TRANSPORT – ELIZABETH LINE AND RAIL SERVICES

- 3.7.1 West Drayton Station is located approximately 900m south of the site, representing a 13-minute walk and provides Rail and Elizabeth Line services.
- 3.7.2 The Elizabeth line services provide frequent services to multiple destinations across Greater London and beyond including Reading, Maidenhead, Abbey Wood, Liverpool Street, Canary Wharf, Paddington among others.
- 3.7.3 The rail services are offered by Great Western Railway and provides frequent services to multiple destinations including Iver, Ealing Broadway, Paddington, Slough, Hayes & Harlington, Southall, Langley and Burnham among others.
- 3.7.4 West Drayton Station offers step free access to the whole station including lifts, ramp assistance, and accessible seating. The station benefits from ten car parking spaces of which two are accessible and 24 fully sheltered and secure cycle parking spaces supporting multi-modal transport options.

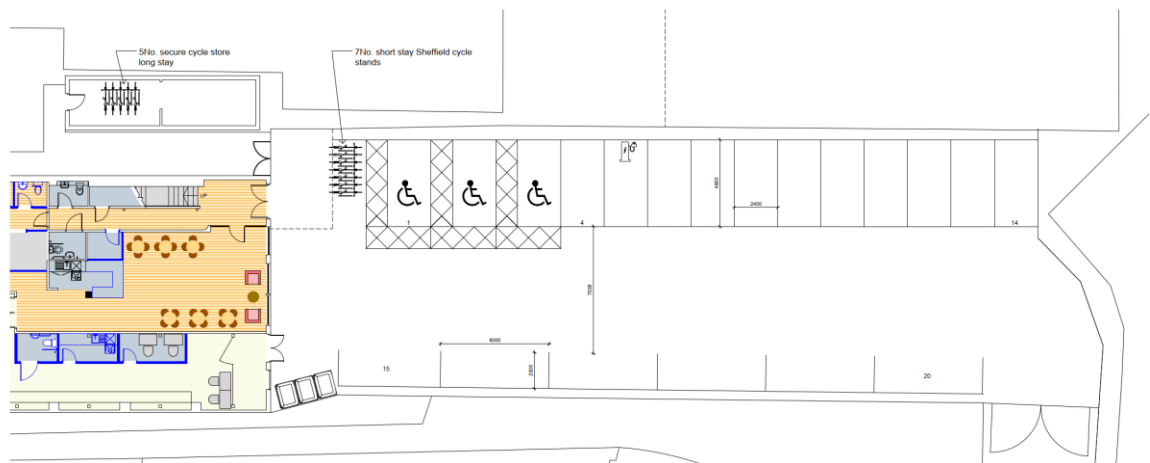


## 4 PROPOSED DEVELOPMENT

### 4.1 OVERVIEW

- 4.1.1 The proposal is to retain about 448m<sup>2</sup> of Class E floorspace for offices and nursery space and 266m<sup>2</sup> of B8 storage and distribution space for use by Hillingdon Foodbank, and for some 238m<sup>2</sup> of existing Class E floorspace and 250m<sup>2</sup> of the existing Class B8 storage and distribution space to be converted to provide 488m<sup>2</sup> of Class F.1 floorspace for community use and a place of worship with capacity of up to 150 adult members. The community use will include recreational space for wraparound care, including before and after school care.
- 4.1.2 The Kingsborough Centre would host two regular weekly events, one on Wednesday evenings (19:00-20:00) and another on Sunday mornings (10:00-11:30). The Wednesday sessions are less attended with a maximum of around 50 attendees, whereas the Sunday sessions are expected to generate approximately 120 visitors. This is based on attendance data from the existing church site. There will be other events held which will occur on an infrequent basis.
- 4.1.3 To promote sustainable travel to the site, cycle parking will be provided immediately outside the building footprint. Provision will also be made for dedicated waste storage facilities.
- 4.1.4 **Figure 4-1** below shows the proposed developments access and parking approach.

**Figure 4-1 Proposed Parking and Access Approach**



### 4.2 ACCESS

- 4.2.1 The applicant has engaged with Shell to improve access for pedestrians and cyclists by introducing a formal, segregated path delineated by painted markings, across the Shell garage forecourt.
- 4.2.2 The red line application site boundary will include the access through the Shell forecourt to the adopted highway.



#### 4.2.3

This strategy is agreed with Shell, who have permitted the demarcation and signage of a dedicated pedestrian route across the Shell garage forecourt. This will be secured by a legal agreement. This would be accompanied by a dedicated signage strategy indicating the presence of pedestrians and cyclists to private vehicles associated with the Shell garage. Moreover, during Wednesday and Sunday sessions traffic marshals wearing high visibility vests will be presents to assist pedestrians accessing from High Street. This is an improvement over the current strategy for pedestrian access to the site. An indicative plan of these proposals is shown in **Figure 4-2** and **Figure 4-3**.

**Figure 4-2 Proposed Access Strategy**

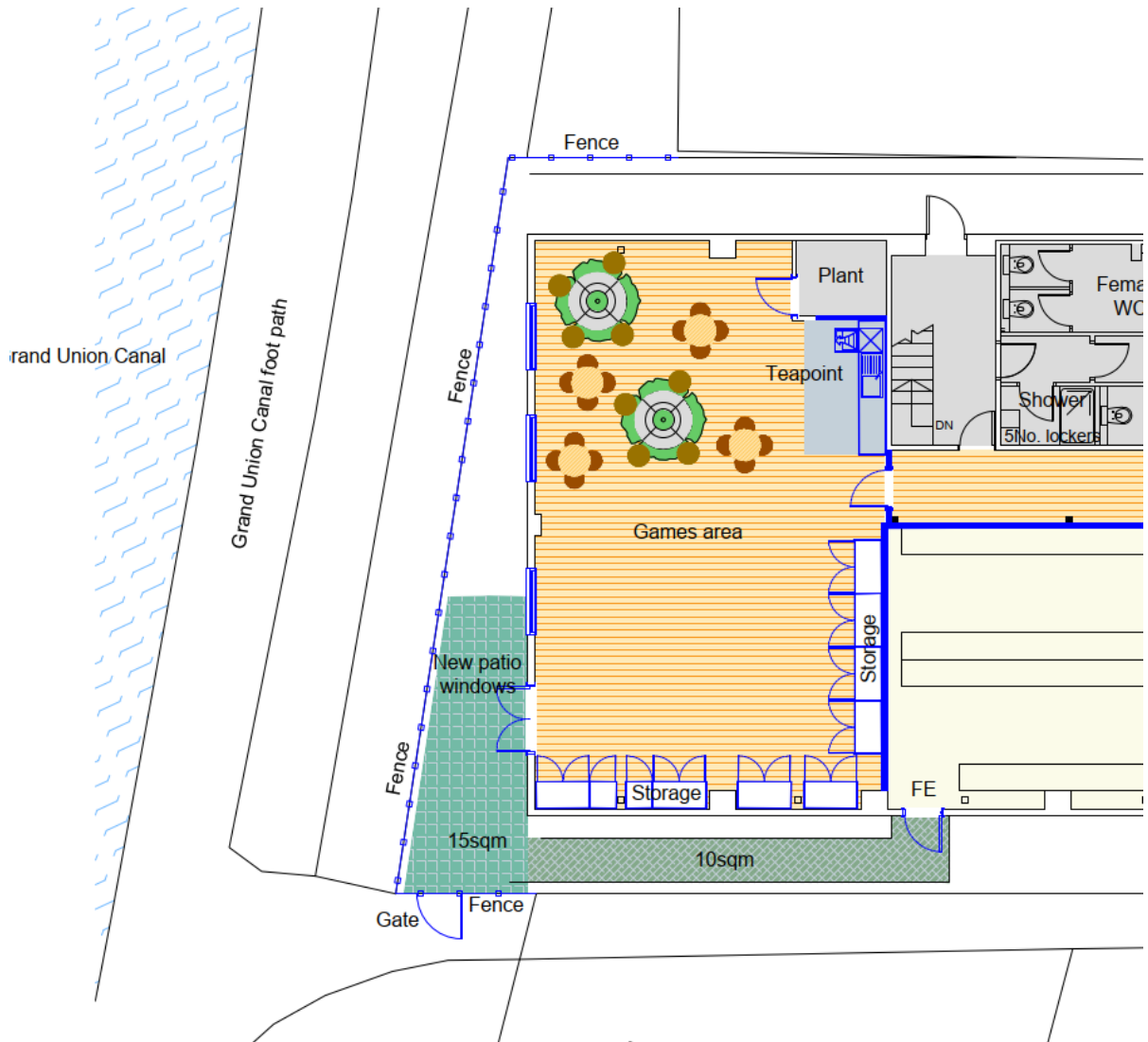


**Figure 4-3 Proposed Access Strategy Plan View**



- 4.2.4 As well as this, the rear access will be opened, providing a more attractive, traffic free route that would encourage future users to travel by active modes of travel via the Grand Union Canal towpath. It also provides a more direct route to West Drayton Elizabeth line and Railway station. The improvements at the rear access of the site are shown in **Figure 4-4**.

**Figure 4-4 Proposed Rear Access**



- 4.2.5 The vehicle access to the site would also be the same as existing, across the Shell garage forecourt.

### 4.3 CYCLE PARKING

- 4.3.1 With respect to cycle parking standards, the London Plan sets out minimum cycle parking standards for office, warehousing and distribution centres, and place of worship land uses.
- 4.3.2 **Table 4-1** outlines the long stay and short stay requirements.



Table 4-1: London Plan Cycle Parking standards

LAND USE	LONDON PLAN STANDARDS		DEVELOPMENT QUANTUM	LONDON PLAN MINIMUM REQUIREMENT	
	Long Stay	Short Stay		Long Stay	Short Stay
B2-B8	1 space per 500 sqm (GEA)	1 space per 1000 sqm (GEA)	266sqm	1	1
B1 Office	1 space per 150 sqm (GEA)	first 5,000 sqm: 1 space per 500 sqm, thereafter: 1 space per 5,000 sqm (GEA)	448sqm	3	1
D1 (Other e.g, Library, Church etc.)	1 space per 8 FTE staff 1 space per 100 sqm (GEA)	1 space per 100 sqm (GEA)	488sqm	1	5
<b>Total</b>	-	-	<b>1,202sqm</b>	<b>5</b>	<b>7</b>

- 4.3.3 The proposed development will provide five long stay cycle parking spaces, and seven short stay cycle parking spaces. As such, the proposed development will provide cycle quantum in accordance with London Plan standards. The location of the cycle parking storage is shown on **Figure 4-1**.
- 4.3.4 These will be located externally as part of a dedicated, secure and covered cycle store. In line with London Plan, one of the spaces will be in the form of a non-standard Sheffield stand to accommodate for larger and adapted cycles.
- 4.3.5 End of trip facilities will also be provided in the form of one shower and five lockers, meeting London Cycle Design Standards (LCDS) requirements. This will encourage staff to travel via active modes.

## 4.4 CAR PARKING

- 4.4.1 In line with pre-application feedback, minimum parking standards for the office and warehouse aspects of the proposed development will align with the London Plan, however, LBH local Plan will be referred to for the place of worship use. **Table 4-2** outlines the relevant standards for each use.



Table 4-2: Parking standards LBH and London Plan

LAND USE	LONDON PLAN STANDARDS	LBH LOCAL PLAN STANDARDS	DEVELOPMENT QUANTUM	LONDON PLAN MAXIMUM PROVISION	LBH LOCAL PLAN MAXIMUM PROVISION
B2-B8	<b>Case by Case basis, starting pointy is up to 1 space per 100 sqm (office standards)</b>	2 spaces plus 1 space per 50 – 100 sqm of gross floorspace	266sqm	<b>3</b>	7 (based on 50 sqm)
B1 Office	<b>Up to 1 space per 100 sqm</b>	1 space per 50-100 sqm gross floor area	448sqm	<b>5</b>	9 (based on 50 sqm)
D1 (Other e.g, Library, Church etc.)	Case by case basis, no specific standards	<b>Case by case basis, no specific standards</b>	488sqm	-	-
<b>Total</b>	-	-	<b>1,202sqm</b>	<b>8</b>	<b>16</b>

*\*text in bold text indicate the applied standards*

4.4.3 **Table 4-2** indicates that the London Plan standard permit up to five spaces for the proposed office use and three spaces for the proposed B2-B8 use. LBH's standards regarding places of worship outline parking should be determined on a case-by-case basis.

4.4.4 Considering the applicable standards, the site's PTAL of 2 and to prevent parking displacement during church sessions, the development proposals seek to retain 20 of the existing 22 spaces. Further to the on-site parking, the applicant has an agreement with Tesco for the use of 30 parking spaces during worships sessions, for when this parking is required. The use of these spaces has been agreed in writing, and as part of the application will be confirmed by legal agreement. This increases total potential provision to 50 spaces which is sufficient to accommodate for expected demand.

4.4.5 Notably, the food distribution centre will not be operational during place of worship events and so any parking demand at these times will only be generated by the place of worship.

4.4.6 The London Plan standards for non-residential disabled persons parking are set out in **Table 4-3**.

Table 4-3: Non-residential disabled persons parking standards

LAND USE	LONDON PLAN STANDARDS (DESIGNATED BAYS, % OF TOTAL PARKING PROVISION)	LONDON PLAN MAXIMUM PROVISION
Workplace	5%	1
Religious building	Minimum two spaces or 6 per cent, whichever is the greater	2



LAND USE	LONDON PLAN STANDARDS (DESIGNATED BAYS, % OF TOTAL PARKING PROVISION)	LONDON PLAN MAXIMUM PROVISION
----------	---	----------------------------------

**Total**

-

**3**

- 4.4.7 In line with London Plan standards, the proposed development will provide three blue badge spaces. These are located at the entrance to the proposed development, as shown in **Figure 4-1**.
- 4.4.8 In line with LBH Local Plan Part 2, 5% of parking spaces will be equipped with active electric vehicle charging infrastructure.
- 4.4.9 Considering the community nature of places of worship, and that many attendees will be families, there is a very high proportion of car sharing. The applicant has provided mode share data which indicates 93% of existing car trips involved some level of car sharing. This is likely to remain consistent with the proposed development and would reduce car parking demand and therefore minimise impact on the local highway network.
- 4.4.10 In addition, a shuttle bus service is proposed. This would provide door to door pick up and drop off service that would reduce parking demand and therefore mitigate parking accumulation during church sessions. The shuttle bus service would have capacity for 17 people. Drop offs would take place on-site in a dedicated pick-up/set-down area within the car parking area.
- 4.4.11 The proposed retention of car parking spaces permitted use of up to 30 spaces from Tesco, and the 17-seater shuttle bus service, mean that there is unlikely to be any associated displacement car parking impacts.
- 4.4.12 To ensure that the parking provision is sufficient for the demand, an assessment of the parking accumulation is provided below. It determines that the parking provision is appropriate and there will not be any capacity issues.

#### CAR PARKING IMPACT

- 4.4.13 The development proposal will retain 20 on-site car parking spaces. In addition, the applicant has an agreement with Tesco for the use of 30 parking spaces, for when additional parking may be required. Overall, there are a potential 50 parking spaces available.
- 4.4.14 The proposed development is expected to have a maximum attendance of 150 members. This considers peak attendance during Sunday sessions when more members would attend (e.g. Easter Sundays, Thanksgiving Sundays etc.). This is also based on the existing place of worship which has a maximum peak attendance of 134 people during the busiest Sunday sessions.
- 4.4.15 Mode share data has been provided by the applicant and has subsequently been applied to the expected maximum number of attendees to understand how these translate to different mode trips. The results are displayed in **Table 4-4**.



**Table 4-4: Proposed Place of Worship Peak Travel Demand (Sunday Service)**

MODE	MODE SHARE (%)	TRIPS (BASED ON PEAK ATTENDANCE OF 150)
Car / Van Driver	5%	8
Car Sharing	67%	100
Public Transport (Bus)	22%	33
On Foot	6%	9
<b>Total</b>	<b>100%</b>	<b>150</b>

- 4.4.16 **Table 4-4** highlights that the majority of vehicle trips will be associated with car sharing (100 trips). A further eight trips are associated with single-occupant vehicles, alongside 33 bus trips and nine active travel trips.
- 4.4.17 To determine parking demand, assumptions have been made regarding the number of passengers per shared vehicle. These are informed by the mode share and age profile of attendees, as provided by the applicant.
- 4.4.18 Analysis of age data (Sunday services only) identifies an average adult-to-youth/child ratio of approximately 1.3:1. Notably, 72% of youth attendees are aged 0–12, with the remaining 28% aged 13–17. This demographic pattern strongly suggests a family-oriented attendance, consistent with the inherently social nature of places of worship.
- 4.4.19 Given this family-oriented profile, particularly the high proportion of younger children, it is reasonable to assume an average occupancy of three persons per vehicle for shared trips. Applying this robust assumption to the 100 car-sharing attendees equates to approximately 34 vehicles ( $100 \div 3 = 34$ ). Including the eight single-occupant vehicles, peak parking demand is therefore expected to be at 42 spaces. As such, the proposed 50 spaces would be able to accommodate peak parking demand and provide spare capacity, ensuring that no parking displacement occurs and minimising impact on the local highway network.
- 4.4.20 Staff have not been considered as requiring separate parking spaces as church sessions rely on volunteers who are likely already members.
- 4.4.21 Furthermore, a shuttle bus is proposed to assist with local access. The shuttle service will have capacity for 17 people and be equipped with features that can accommodate wheelchairs and other mobility requirements. This service ensures accessibility for any members with particular mobility requirements that would otherwise be driven to place of worship events. As such, it is reasonable to assume this service would reduce the number of vehicle trips further, reducing parking demand and support the mitigation of any potential displacement in surrounding areas.
- 4.4.22 At full capacity the shuttle bus service can transport 17 members. Assuming this would reduce 15 car sharing trips (to 85) and two car driver trips (to six), the resultant car parking demand is expected to be 36 vehicles.. Therefore, at peak demand of 36 vehicles there would be 14 parking spaces available. This represents ample spare capacity, ensuring no parking displacement occurs and so minimising impact on the local highway network.

## 4.5 SERVICING AND REFUSE

- 4.5.1 Regarding servicing and refuse vehicle access, this would take place as existing with vehicles via the Shell garage forecourt leading onto the A408.



- 4.5.2 The proposed food distribution centre would generate the most trips related to delivery and servicing.
- 4.5.3 The applicant has confirmed that the existing food distribution centre receives food stock deliveries daily, food parcel collection every Monday and Wednesday from clients who prefer direct collection and distributes food parcels on Tuesdays and Wednesdays. To reduce impact on the local road network, deliveries would be restricted to avoid peak AM and PM periods of traffic.
- 4.5.4 Refuse collection would take place as per the existing arrangement.



# 5 TRIP GENERATION

## 5.1 METHODOLOGY

- 5.1.1 As a means of assessing the impact of the proposed development, a combination of first principles approach and the TRICS database (the latest version of the industry standard software, v.7.11.3 TRICS) has been employed to understand the total person trips that could be expected for the proposed land uses.
- 5.1.2 A first principles-based approach will be used to understand the trips generated during Sunday services. This applies the same methodology used to understand car parking impact mentioned in the previous section.
- 5.1.3 The TRICS database has been reviewed to provide total person trip rates for the total peak hours, and daily total for the existing and proposed office and foodbank distribution centre elements of the proposed scheme.

## 5.2 EXISTING TRAVEL DEMAND

- 5.2.1 The applicant has provided data on trip generation for the existing site users. This covers both the office and warehousing elements of the existing site.

### OFFICE

- 5.2.2 On average, 36 people travel to the site on a daily basis, with a capacity of up to 50 people. 60% of employees travel by car, 35% by public transport and 5% walking. 21 cars use the car park, with any overflow using the Tesco car park.
- 5.2.3 For robustness, a trip generation for the existing office facility has also been calculated using the TRICS database for the category “02 – Employment/A-Office” to reflect the existing use occupied by the site.
- 5.2.4 To ensure robustness, the site with the most comparable context was selected (e.g. edge of the town centre, moderate PTAL, outer London Boroughs) to better align with the context of the proposed development. The site selected was:

- ⊙ BN-02-A-01, MOON LANE OFFICES, BARNET, Edge of Town Centre, 1,366sqm, PTAL 1B

- 5.2.5 The total people trip generation for the existing site is provided in **Table 5-1**.

**Table 5-1: Existing Office – Total People Trip Rates and Trips Generated (686sqm)**

PEAK HOUR	TOTAL PEOPLE TRIP RATES			TOTAL PEOPLE TRIPS		
	In	Out	Total	In	Out	Total
AM Peak (08:00-09:00)	1.302	0	1.302	9	0	9
PM Peak (17:00-18:00)	0.077	1.455	1.532	1	10	11

*\*Note: Numbers may not sum due to rounding.*

- 5.2.6 The trip generation assessment suggests that the existing office site could generate nine people trips in the AM peak and 11 people trip in the PM peak.



5.2.7 **Table 5-2** presents the resultant mode trips when applying the existing mode share data to the trips identified in **Table 5-1**.

**Table 5-2: Mode Trips Existing Office**

MODE	MODE SHARE (%)	TRIPS (AM)	TRIPS (PM)
Car / Van Driver	60%	5	6
Public Transport (Bus)	35%	3	3
On Foot	5%	1	1
<b>Total</b>	<b>100%</b>	<b>9</b>	<b>10</b>

## WAREHOUSE

5.2.8 As mentioned above, the applicant has provided data on trip generation for the existing site users. This covers both the office and warehousing elements of the existing site.

5.2.9 For robustness, a trip generation for the existing office facility has also been calculated using the TRICS database for the category “02 – Employment/F-Warehousing (Commercial)” to reflect the existing use occupied by the site.

5.2.10 For completeness, a copy of the TRICS output file is included in **APPENDIX A**.

5.2.11 To ensure robustness, the site with the most comparable context was selected (e.g. edge of the town centre, moderate PTAL, outer London Boroughs) to better align with the context of the proposed development. The site selected was:

- HD-02-F-01, NINE ACRES CLOSE, FOOD DISTRIBUTOR, HILLINGDON, Edge of Town, 8,673sqm, PTAL 1B

5.2.12 The total people trip generation for the existing site is provided in **Table 5-3**.

**Table 5-3: Existing B2/B8 – Total People Trip Rates and Trips Generated (516sqm)**

PEAK HOUR	TOTAL PEOPLE TRIP RATES			TOTAL PEOPLE TRIPS		
	In	Out	Total	In	Out	Total
AM Peak (11:00-12:00)	0.542	0.553	1.095	3	3	6
PM Peak (12:00-13:00)	0.899	0.738	1.637	5	4	8

*\*Note: Numbers may not sum due to rounding.*

5.2.13 The trip generation assessment suggests that the existing B2/B8 site could generate six people trips in the AM peak and nine trips in the PM peak.

5.2.14 **Table 5-4** presents the resultant mode trips when applying the existing mode share data to the trips identified in **Table 5-3**.



Table 5-4: Mode Trips Existing B2/B8

MODE	MODE SHARE (%)	TRIPS (AM)	TRIPS (PM)
Car / Van Driver	60%	4	5
Public Transport (Bus)	35%	2	3
On Foot	5%	0	0
<b>Total</b>	<b>100%</b>	<b>6</b>	<b>8</b>

## 5.3 PROPOSED TRIP GENERATION

### PLACE OF WORSHIP

- 5.3.1 A first principles trip generation approach has been applied to understand the maximum vehicle and people trips the proposed place of worship would likely generate.
- 5.3.2 Although the proposed place of worship would generate more infrequent people and vehicle trips compared to the existing office and B2/B8 use, it has the potential to generate more overall trips during events (i.e. Wednesday and Sunday sessions). The proposed place of worship will accommodate a maximum of 150 attendees.
- 5.3.3 As mentioned previously, the applicant has provided mode share data of the existing place of worship. This has been applied to the expected peak attendance. **Table 5-5** presents the resultant trips and accounts for mode share changes as a result of the proposed shuttle bus service and car sharing assumptions (detailed in **Section 4.4**).

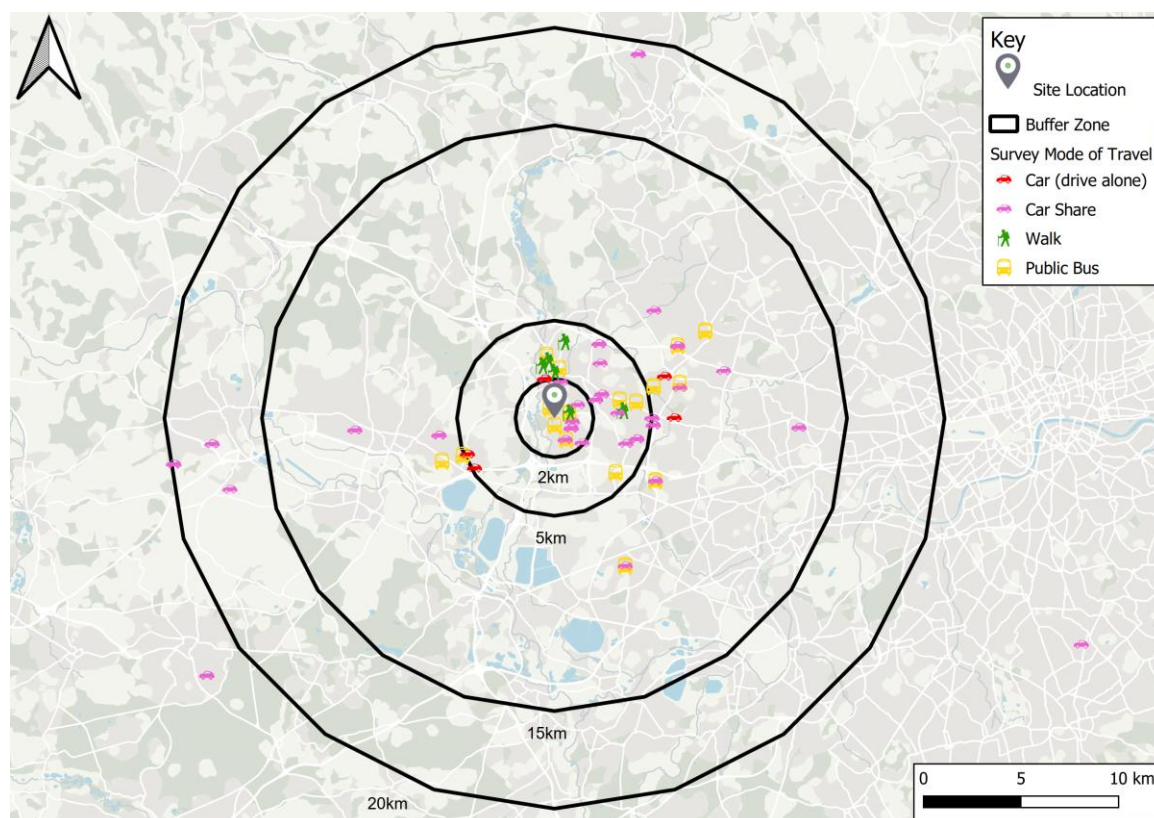
Table 5-5: Mode Share Data and Expected Travel Demand (Including Shuttle Bus Service)

MODE	MODE SHARE (%)	PEOPLE TRIPS (BASED ON PEAK ATTENDANCE)	VEHICLE TRIPS (BASED ON PEAK ATTENDANCE)
Car / Van Driver	4%	6	6
Car Sharing	57%	85	29
Public Transport (Bus)	22%	33	-
Shuttle Bus	11%	17	1
On Foot	6%	9	-
<b>Total</b>	<b>100%</b>	<b>150</b>	<b>36</b>

- 5.3.4 **Table 5-5** highlights that most vehicle trips will be associated with car sharing with 85 trips. A further six trips are associated with single-occupant vehicles, alongside 33 bus trips and nine active travel trips. In total, at full capacity the proposed place of worship would generate 36 vehicle trips (including the shuttle bus) indicating the 50 parking spaces available can accommodate expected peak demand.
- 5.3.5 The majority place of worship trips will take place around the Wednesday evening session (8-9pm) and around the Sunday morning session (10-11:30am). This is outside of typical network peak hours and as such the trip generation will have an insignificant impact on the highway network.
- 5.3.6 Postcode and mode share data has been provided by the applicant and this is presented in **Figure 5-1**.



**Figure 5-1: Postcode and Mode Share Data Mapped**



- 5.3.7 Although this is shown in the context of the existing site, **Figure 5-1** shows that most members would still live within a 5km radius of the site, indicating the possibility for members to travel to the site via sustainable modes of transport.
- 5.3.8 This suggests the proposed development has the potential to generate a high proportion of sustainable trips as the proposed location is well suited regarding access to public transport.

## OFFICE

- 5.3.9 The same trip rates used for the existing office site have been applied to the proposed use.
- 5.3.10 The resultant total people trip generation for the proposed site is provided in **Table 5-6**.

**Table 5-6: Proposed Office – Total Vehicle Trip Rates and Trips Generated (448sqm)**

PEAK HOUR	TOTAL PEOPLE TRIPS		
	In	Out	Total
AM Peak (08:00-09:00)	6	0	6
PM Peak (17:00-18:00)	0	7	7

*\*Note: Numbers may not sum due to rounding.*

- 5.3.11 The trip generation assessment suggests that the proposed office site could generate six people trips in the AM peak and seven trips in the PM peak.
- 5.3.12 **Table 5-7** presents the resultant mode trips when applying the existing mode share data to the trips identified in **Table 5-6**.



Table 5-7: Mode Trips Proposed Office

MODE	MODE SHARE (%)	TRIPS (AM)	TRIPS (PM)
Car / Van Driver	60%	4	4
Public Transport (Bus)	35%	2	3
On Foot	5%	0	0
<b>Total</b>	<b>100%</b>	<b>6</b>	<b>7</b>

## WAREHOUSE

5.3.13 The same trip rates used for the existing B2/B8 site have been applied to the proposed use.

5.3.14 The resultant total people trip generation for the proposed site is provided in **Table 5-8**.

Table 5-8: Proposed B2/B8 – Total People Trip Rates and Trips Generated (266sqm)

PEAK HOUR	TOTAL PEOPLE TRIPS		
	In	Out	Total
AM Peak (11:00-12:00)	1	1	3
PM Peak (12:00-13:00)	2	2	4

*\*Note: Numbers may not sum due to rounding.*

5.3.15 The trip generation assessment suggests that the proposed B2/B8 site could generate three people trips in the AM peak and four people trips in the PM peak.

5.3.16 **Table 5-9** presents the resultant mode trips when applying the existing mode share data to the trips identified in **Table 5-8**.

Table 5-9: Mode Trips Proposed B2/B8

MODE	MODE SHARE (%)	TRIPS (AM)	TRIPS (PM)
Car / Van Driver	60%	2	3
Public Transport (Bus)	35%	1	1
On Foot	5%	0	0
<b>Total</b>	<b>100%</b>	<b>3</b>	<b>4</b>

## 5.4 NET TRIP GENERATION

5.4.1 The proposed place of worship would generate travel patterns that differ to the existing office and B2/B8 uses. In addition, the TRICS has identified the office and B2/B8 have different peak hours of movement, for office this is 08:00-09:00 & 17:00-18:00 and for B2/B8 this is 11:00-12:00 & 12:00-13:00. As such, the net trip generation has been analysed separately for each respective use.

5.4.2 TRICS data has been used to determine net trip generation for the office and B2/B8 uses.

### OFFICE

5.4.3 The resultant net trip generation for office land use is shown in **Table 5-10**.



**Table 5-10: Net Trip Generation People Trips (Office)**

PEAK HOUR	TOTAL PEOPLE TRIPS		
	In	Out	Total
AM Peak (08:00-09:00)	-3	0	-3
PM Peak (17:00-18:00)	-1	-3	-4

5.4.4 **Table 5-10** shows that the proposed office use would result in a net reduction of three people trips in the AM and a net reduction of four trips in the PM peak periods.

5.4.5 **Table 5-11** presents the net trip generation across the different modes.

**Table 5-11: Net Trip Generation Across Modes (Office)**

MODE	MODE SHARE (%)	TRIPS (AM)	TRIPS (PM)
Car / Van Driver	60%	-1	-2
Public Transport (Bus)	35%	-1	0
On Foot	5%	-1	-1
<b>Total</b>	<b>100%</b>	<b>-3</b>	<b>-3</b>

## WAREHOUSE

5.4.6 The resultant net trip generation for office land use is shown in **Table 5-12**.

**Table 5-12: Net Trip Generation People Trips (B2/B8)**

PEAK HOUR	TOTAL PEOPLE TRIPS		
	In	Out	Total
AM Peak (11:00-12:00)	-2	-2	-3
PM Peak (12:00-13:00)	-3	-2	-4

5.4.7 **Table 5-12** shows that the proposed B2/B8 use would result in a net reduction of three people trips in the AM and a net reduction of four trips in the PM peak periods.

5.4.8 **Table 5-13** presents the net trip generation across the different modes.

**Table 5-13: Net Trip Generation Across Modes (B2/B8)**

MODE	MODE SHARE (%)	TRIPS (AM)	TRIPS (PM)
Car / Van Driver	60%	-2	-2
Public Transport (Bus)	35%	-1	-2
On Foot	5%	0	0
<b>Total</b>	<b>100%</b>	<b>-3</b>	<b>-4</b>



## PLACE OF WORSHIP

5.4.9 The peak hours for the proposed place of worship would be during the evenings on Wednesday (18:00 - 19:00 and 20:00 – 21:00) and on Sunday mornings (09:00 - 10:00 and 11:30 – 12:30). The Wednesday sessions are less attended with a maximum of around 50 attendees, whereas the Sunday sessions are expected to generate approximately 120 visitors. However, the proposed place of worship has capacity to accommodate 150 attendees.

5.4.10 The resultant net trip generation during these events are outlined in **Table 5-14**.

**Table 5-14: Net Trip Generation (Place of Worship)**

PEAK PERIODS	TOTAL PEOPLE TRIPS	
	In	Out
Wednesday Arrivals (18:00 - 19:00)	+50	0
Wednesday Departures (20:00 – 21:00)	0	+50
Sunday Arrivals (09:00 - 10:00)	+150	0
Sunday Departures (11:30 – 12:30)	0	+150

5.4.11 **Table 5-15** presents the net trip generation across the different modes. Notably, for the Wednesday session, the ten vehicle trips associated with car sharing is based on the robust assumption of three people per vehicle.

**Table 5-15: Net Trip Generation Across Modes (Place Of Worship)**

MODE	MODE SHARE (%)	TWO-WAY TRIPS	TWO-WAY VEHICLE TRIPS
WEDNESDAY			
Car / Van Driver	4%	+2	+2
Car Sharing	57%	+28	+10
Public Transport (Bus)	22%	+11	-
Shuttle Bus	11%	+6	+1
On Foot	6%	+3	-
<b>Total</b>	<b>100%</b>	<b>+50</b>	<b>+13</b>
SUNDAY			
Car / Van Driver	4%	+6	+6
Car Sharing	57%	+85	+29
Public Transport (Bus)	22%	+33	-
Shuttle Bus	11%	+17	+1
On Foot	6%	+9	-
<b>Total</b>	<b>100%</b>	<b>+150</b>	<b>+36</b>

5.4.12 **Table 5-15** highlights that the proposed place of worship would generate a net additional two-way; 11 public transport trips, three active travel trips, and 13 vehicle trips on Wednesday sessions. Regarding Sunday sessions, a net additional two-way; 33 public transport trips, nine active travel trips and 36 vehicle trips would be generated.



## 5.5 SUMMARY

- 5.5.1 In summary, the proposed change of use would result in differing patterns of travel compared with the existing use comprising of fewer trips in the traditional AM and PM peaks and increased people trips during Wednesday evenings and Sunday mornings.
- 5.5.2 The net trip generation analysis demonstrates that the proposed development would lead to a net reduction in trips across all modes, for the office and B2/B8 elements compared to the existing use. Regarding the proposed place of worship, this would lead to a net increase in trips however these would occur outside the identified AM and PM peak hours associated with the Office and B2/B8 uses. In addition, it has been shown that at peak demand (during Sunday sessions) 36 two-way vehicle trips would be generated. The proposed development will provide 50 parking spaces and so the peak vehicle demand can sufficiently be accommodated with 14 spaces residual capacity leftover. Therefore, no parking displacement nor impact on the local highway network will occur.
- 5.5.3 As such, the proposals are considered to be in accordance with paragraph 116 of the NPPF, as the proposals do not lead to any severe impacts on the surrounding highway network.
- 5.5.4 A Travel Plan (TP) supports the TS, and details the long-term strategies and measures to be implemented to increase and facilitate travel via sustainable modes of transport.



# 6 CONCLUSION

## 6.1 OVERVIEW

- 6.1.1 Velocity has been appointed by The Kingsborough Centre to prepare a Transport Statement (TS) in support of an application for change of use of building from mixed Class E (offices) and Class B8 (storage and distribution) to mixed Class E (offices and nursery), Class B8 (storage and distribution) and Class F.1 (use as community space and place of worship). This relates to a site known as Technology House, 215 High St, West Drayton UB7 7QP.
- 6.1.2 The place of worship element of the proposed development would have the capacity for 150 members. There will also be recreational space for wraparound care, including before and after school care treated as ancillary to the main community use.

## 6.2 ACCESSIBILITY

- 6.2.1 The Site located in an accessible location benefiting from multiple bus stops within 300m of the site as well as West Drayton Station located approximately 900m south of the site.
- 6.2.2 It is accessible for walking and cycling given the quality of the existing footway network and the proposed access enhancements which comprise of opening up the rear access to the Grand Union Canal Towpath and formalising the Shell garage forecourt with pedestrian priority measures. In addition, on Wednesday and Sunday worship sessions, when the peak movement of pedestrians would occur, traffic marshals will be present to ensure the safety of pedestrians during arrival and departure.

## 6.3 PARKING

- 6.3.1 In terms of cycle parking, it is proposed to provide five short-stay spaces and seven long-stay spaces. The long stay spaces will be provided in the form of a secure cycle store immediately outside the building footprint to facilitate access for cyclists and therefore encourage uptake of cycling. This approach is in line with policy requirements. Associated end of trip facilities will be provided.
- 6.3.2 With regards to car parking, the proposed change of use will retain 20 car parking spaces. In addition, the applicant has established an agreement with the neighbouring Tesco superstore to allocate 30 car parking spaces for visitors. This increases total overall provision to 50 spaces.
- 6.3.3 A worst-case scenario parking assessment has been undertaken for the proposed place of worship based on the maximum attendance of 150 visitors. This was informed by the mode share and age data provided by the applicant as well as reasonable assumptions regarding car sharing among attendees. This assessment identified that at peak demand, 36 vehicle trips would be generated. This accounts for the proposed shuttle bus service which would ensure accessibility to the place of worship for those with mobility requirements. Therefore, the proposed parking provision of 50 spaces can sufficiently accommodate peak demand while also providing spare capacity (14 spaces). This ensures that no parking displacement would occur and mitigates impact on the local highway network.
- 6.3.4 The proposed car parking provision complies with policy and meets the ambitions of the NPPF, by encouraging sustainable travel and mitigating the impact on the local highway network.



## 6.4 TRIP GENERATION

- 6.4.1 The net trip generation analysis demonstrates that the proposed development would lead to a net reduction in trips across all modes for the office and B2/B8 elements compared to the existing use.
- 6.4.2 Regarding the proposed place of worship, this would lead to a net increase in trips, however, these would occur outside the identified AM and PM peak hours associated with the Office and B2/B8 uses. In addition, it has been shown that at peak demand (during Sunday sessions) 36 vehicle trips would be generated. The proposed development will provide 50 parking spaces and so the peak vehicle demand can sufficiently be accommodated with 14 spaces residual capacity leftover. The trip generation analysis suggests future attendees will travel to the site by sustainable modes and that the impact on the local highway network will be negligible.

## 6.5 CONCLUSION

In conclusion, it is considered that there are no highways and transport reasons present that mean the proposed development should not be granted approval.

