



Transport Statement

Hillingdon House, Wren Ave, Uxbridge UB10 0FZ

February 2022

Prepared by: Fotom Consulting Ltd

711 Whitton Avenue West

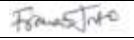
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On behalf of:



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1 Executive Summary

- 1.1 Fotom Consulting has been commissioned by Compliance Direct Ltd on behalf of the client “Abshar Banqueting & Events” to prepare a Transport Statement (TS) in support of a planning application to formalise the use of the ground and basement floors of Hillingdon House, Wren Ave, Uxbridge UB10 0FZ, (“the site”) as a banqueting suite and events venue for weddings and other social events.
- 1.2 This TS will evaluate the parking demand and trip generation associated with the arrival and departure of guests at events. Site surveys were undertaken on two separate dates, 12/12/21 and 16/12/21, to determine the profile and number of vehicles arriving and leaving the site. Two events of varying sizes were evaluated with the second being the larger of the two with over 160 guests attending. In both cases, the number of personal private cars, taxis arriving or departing every 15 minutes during the event duration were recorded. In addition, the number of guests who used public transport as their main mode of transport to the venue was also noted.
- 1.3 This TS considers the potential impact of the proposal to formalise the use of the site as a banqueting suite and events venue for weddings and other social events on the local highway network. This TS is written in accordance with the Department for Communities and Local Government’s guidance contained within the Planning Practice Guidance (PPG). Also, the TS has been written with due regard to relevant planning policies at national, regional, and local levels. It concludes that the impact of the proposal on the local highways network is unlikely to be significant.
- 1.4 A Travel Plan Statement (TPS) has also been included in this Transport Statement (TS) which will be submitted with the planning application. It contains sustainable initiatives to influence the travel choices of the guests and other users of the proposed development including the provision of Travel Information Packs.
- 1.5 The site has a private car park immediately opposite the main building on its southern side. The car park can accommodate 40 vehicles at a time. In addition, 6 parking spaces are located to the eastern side of the building for disabled visitors plus about 4 unmarked spaces. Therefore, the maximum capacity at the car parking area on site is about 50 spaces. It is noted that on both dates surveyed, the main car park did not reach full occupancy. In addition, there is a forecourt at the front of the building, which can accommodate up to 5 cars associated with the event. This is used to provide parking for the bridal party. The site lies in an area devoid of local amenities, and as such, very few vehicles that were not associated with the events were recorded on Wren Avenue during events.
- 1.6 There was no evidence of parking associated with the event on surrounding rounds and no queuing of vehicles was observed before, during and after the event.

- 1.7 Delivery and servicing vehicles also utilised the parking bays along the southern border of the site building as short-stay car park for unloading. The unloaded items were then taken into the building via the side access on the southern side of the building.
- 1.8 The site is located on a quiet road with hardly any traffic flow and that the car park alongside the space on Wren Avenue provided ample car parking space for guests. There was no traffic congestion in the vicinity of the site as arrivals and departures and for events typically occurred within a one-hour period with a maximum of 10 cars arriving during the peak 15 minutes segment.
- 1.9 There was no evidence of parking associated with the event on surrounding roads and no queuing of vehicles was observed before, during and after the event.
- 1.10 Refuse storage is provided with the use of two large commercial bins, which are located on the southern side of the building.
- 1.11 The applicant is willing to provide cycle parking in the form of Sheffield stands in accordance with London Plan standards and this can be secured through a planning condition.
- 1.12 Based on our site observations and survey records, it is considered that the use of the site, as a 200-seater banqueting suite and events hall will not have a significant impact on the local network or parking conditions on the surrounding roads.
- 1.13 In accordance with the National Planning Policy Framework (NPPF) Paragraph 111, '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'
- 1.14 It is therefore considered that there are no justifiable reasons to refuse this application on highway grounds.
- 1.15 An aerial view of the site can be seen below in **Figure 1**.

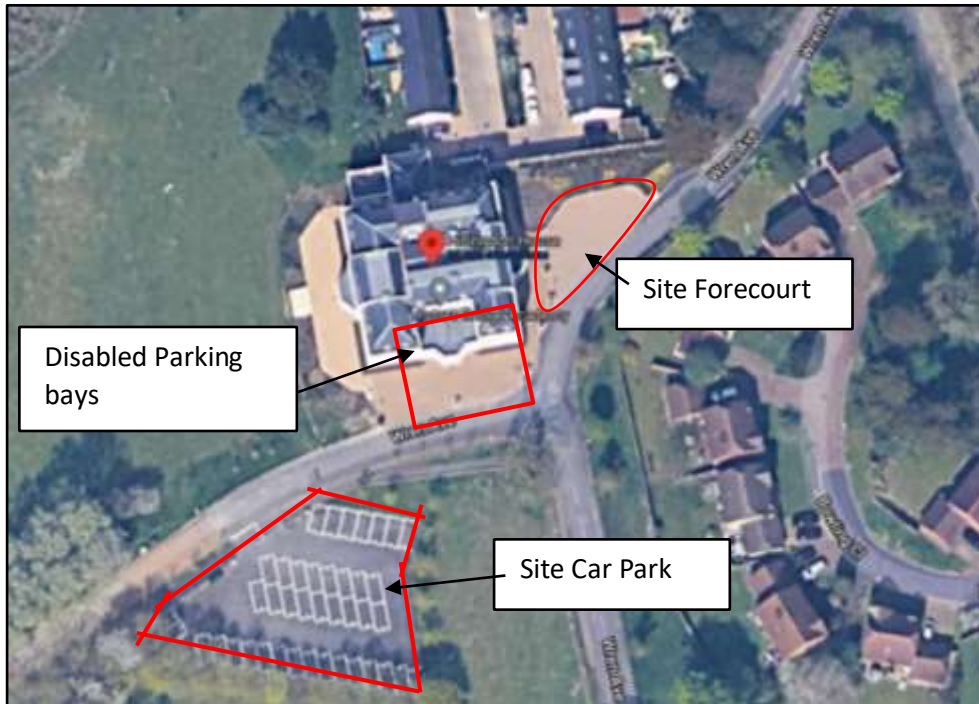


Figure 1: Site Aerial View

2 Introduction

2.1 Fotom Consulting has been commissioned by Compliance Direct Ltd on behalf of the client “Abshar Banqueting & Events” to prepare a Transport Statement (TS) in support of a planning application to formalise the use of the ground and basement floors of Hillingdon House, Wren Ave, Uxbridge UB10 0FZ (“the site”) as a banqueting suite and events venue for weddings and other social events.

2.2 This TS considers the potential impact of the proposal to formalise the use of the site as a banqueting suite and events venue for weddings and other social events on the local highway network. This TS is written in accordance with the Department for Communities and Local Government’s guidance contained within the Planning Practice Guidance (PPG). The TS has also been written with due regard to relevant planning policies at national, regional, and local levels.

2.3 In addition to the executive summary in **Section 1** and introductory statements in **Section 2**, the remaining sections of this TS report are structured as follows:

- **Section 3 – Policy review**

Provides the review of national, regional, and local transport policies which are relevant to the proposed development

- **Section 4 – Existing Conditions**

Briefly describes the existing site, surrounding local highway network, sustainable transport options and the local amenities

- **Section 5 – Highway Impact**

Outlines the development proposal

- **Section 6 – Trip Generation**

Sets out the predicted trip generation by the development and the impact on the local highway network

- **Section 7 – Travel Plan Statement**

Briefly describes the sustainable measures to influence travel choices to the site

- **Section 7 – Summary and Conclusion**

Summarises the findings of the report and sets out why the proposed development is acceptable in transport and highway terms.

3 Policy Review

- 3.1 This section of the report provides an analysis of current planning policy at national, regional, and local levels.
- 3.2 The preparation of the TS for the proposed development is supported by National, Regional and Local Planning Policies and has been written in accordance with the current good practice guidance. The relevant policies identified include:

National Policy

- National Planning Policy Framework (Department for Housing, Communities and Local Government, 2021)
- Manual for Streets (DfT, 2007)

Regional Policy

- Mayor's Transport Strategy (2018)

3.3 National Planning Policy Framework (NPPF) (2021)

- 3.3.1 The NPPF sets out the Government's expectations and requirements from the planning system. It is meant as high level guidance for Local Councils to use when defining their local and neighbourhood plans. This approach allows the planning system to be tailored to reflect the needs and priorities of individual communities.
- 3.3.2 The NPPF defines the delivery of sustainable development through three roles:
- i. Planning for prosperity (an economic role);*
 - ii. Planning for people (a social role); and*
 - iii. Planning for places (an environmental role).*
- 3.3.3 It notes that to achieve sustainable development, these roles should be sought jointly and simultaneously through the planning system.
- 3.3.4 At the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 11).
- 3.3.5 **Paragraph 11** states that;

For plan-making this means:

- a) *All plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;*
- b) *Strategic policies should, as a minimum, provide for basic needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
 - i. *The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area, or*
 - ii. *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

3.3.5 For decision-taking this means:

- c) *Approving development proposals that accord with an up-to-date development plan without delay; or*
- d) *Where there are no relevant development plan policies or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. *The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or*
 - ii. *Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

3.3.6 NPPF recognises that transport policies have an important role to play in wider sustainability and health objectives as well as their direct influence on development. It

seeks to ensure that *'the transport system is balanced in favour of sustainable transport modes giving people a real choice about how they travel'*.

3.3.7 Paragraph 104 states that

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

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

3.3.8 Paragraph 105 states that

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

3.3.9 Paragraph 111 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.

3.3.10 Paragraph 112 states that developments should:

- Give priority 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;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- Create places that are safe, secure and attractive – which minimises the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local characters and design standards;
- Allow for the efficient delivery of goods and access by services and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations

3.3.11 Paragraph 113 states that

All developments that generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

3.4 Regional Policy

3.4.1 London Plan (2021)

The London Plan is a Spatial Development Strategy for Greater London, which was adopted in March 2021 and sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. Chapter Six of the London Plan covers transport including parking standards for car and cycling to support the wider policies that encourage the use of sustainable transport.

3.4.2 Policy T1 relates to the strategic approach to transport, and it states that

“Development Plans should support, and development proposals should facilitate:

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

2) 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.'

3.4.3 Policy T3 'Transport capacity, connectivity and safeguarding' states:

3.4.4 'Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.

3.4.5 Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London's needs, including by:

1) safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)

2) identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing

3) safeguarding London's walking and cycling networks

3.4.6 Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.

3.4.7 In Development Plans and development decisions, particular priority should be given to securing and supporting the delivery of upgrades to Underground lines, Crossrail 2, the Bakerloo line extension, river crossings and an eastwards extension of the Elizabeth line.

3.4.8 Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.'

3.5 Local Policy

3.5.1 London Borough of Hillingdon's Local Plan (2012)

3.5.2 The Hillingdon Local Plan is the key strategic planning document for Hillingdon and supports the delivery of the spatial elements of the Sustainable Community Strategy. It sets out how the long-term vision and objectives for the Borough, what is going to happen and where and how this will be achieved.

3.5.3 The plan has the following overarching priority themes:

- Putting residents/guests first at the heart of everything we do and promoting civic pride,
- Protecting and enhancing the borough's natural environment,
- Improving buildings, roads and footways and ensuring that new buildings fit in with the natural environment; and
- Maintaining the solid approach to financial management that has delivered our success to date and which is vital for going forward.

3.5.4 **Policy DMT 1** – Managing Transport Impacts states that:

- Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:
 - i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development,
 - ii) maximise safe, convenient, and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users,
 - iii) provide equal access for all people, including inclusive access for disabled people,
 - iv) adequately address delivery, servicing, and drop-off requirements; and
 - v) have no significant adverse transport or associated air quality and noise impacts on the local and wider

environment, particularly on the strategic road network.

- Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments (i.e., residential development of 10 dwellings or more, any building with a floor space of 1,000m² or more; development of a site of 1 hectare or more) that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

3.5.5 Policy DMT 2 – Highways Impacts states that:

Development proposals must ensure that:

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

3.5.6 Policy DMT 6: Vehicle Parking States that:

- Development proposals must comply with the parking standards outlined in Appendix 1, Table C in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- The variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- A transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.
- All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

3.5.7 Paragraph 8.30 states that:

Hillingdon's parking standards are based on those contained in the London Plan with some variance to address local circumstances in terms of employment sites and residential uses.

4 Existing Conditions

4.1 Location

- 4.1.1 The site is located in the London Borough of Hillingdon. It is situated on Wren Avenue near its junction with Yew Tree Road. The site lies in a residential area mainly consisting of detached houses, most of which have a private parking space in their driveway. To the east of the site is Dowding Park, which is an approximate 3 minutes' walk away.
- 4.1.2 The site fronts directly onto Wren Avenue, about 150 metres towards its cul-de-sac.
- 4.1.3 There is a forecourt in front of the main building entrance which can accommodate up to 5 cars, however during events it is reserved for use by only the host or bride and groom of the event. On the eastern side of the building are 6 parking spaces for use by disabled visitors. This area is also used by staff for parking when the spaces are available.
- 4.1.4 At the bottom end of Wren Avenue along the southern border of the site is the private car park which is marked out for up to 40 vehicles at a time. However, the car park can accommodate close to 50 cars when parking is organised and supervised.
- 4.1.5 A site location plan can be seen at **Appendix A**. However, a google map extract as well as a photograph of Hillingdon House can be seen below.

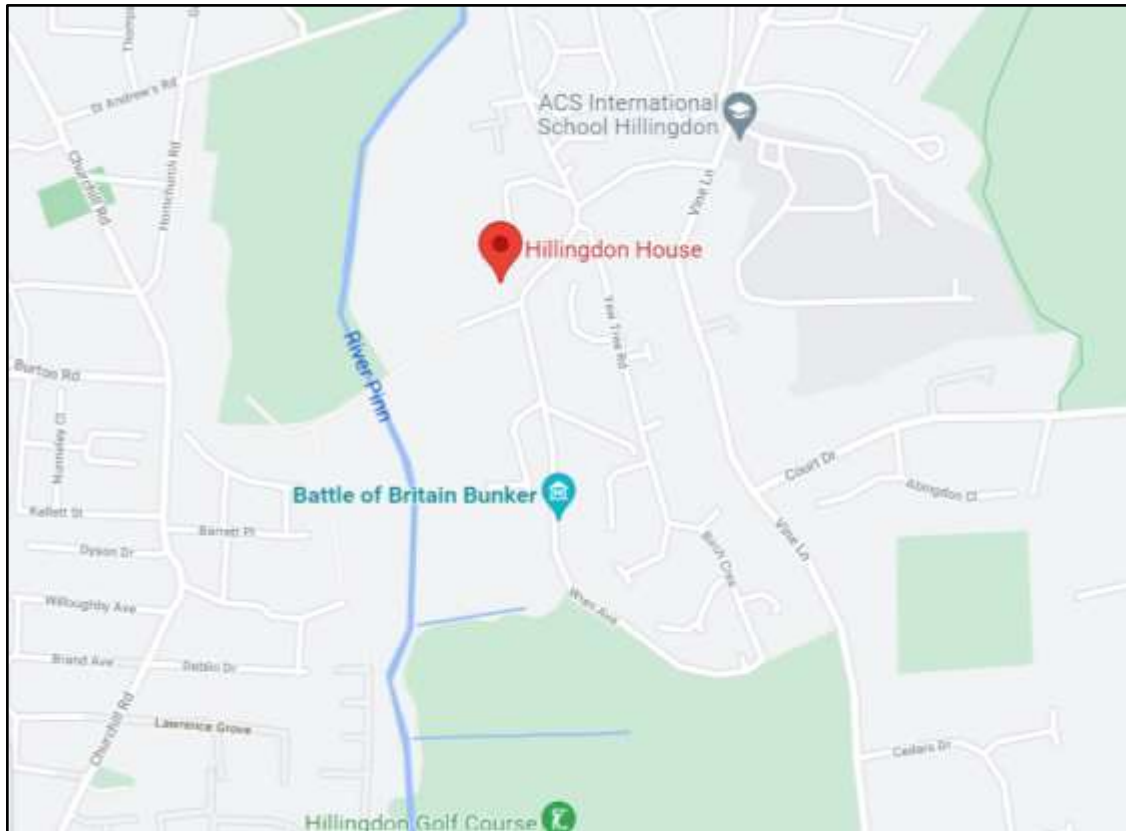


Figure 2: Site Location (Google Maps)

4.2 Site Access

- 4.3.1 The site is accessed directly from Wren Avenue, by its junction with Yew Tree Road. Immediately after turning onto Wren Avenue the site forecourt comes into view a few seconds drive into the road.
- 4.3.2 Wren Avenue is a 6.0m wide carriageway that provides ample room for safe passage of vehicles. There is an unnamed service road which runs along the southern side of Hillingdon House. It provides access to the car park and joins Wren Avenue at its northern end in the form of a T-junction. The road continues further south as a wide surfaced path providing access on foot through Dowding Park to Churchill Road. There are bollards just south of the car park entrance, which prevent vehicles from driving into the park.



Figure 3: Site – View of front forecourt

4.3 Function

- 4.3.1 The site is occupied by a Grade II Listed Mansion with associated front parking spaces and a private car park to the eastern rear of the building. It comprises three upper floors and a basement. The ground floor consists mainly of event spaces, large halls filled with dinery and separate male and female changing areas.
- 4.3.2 The toilets for use by guests and the kitchen used in events are situated on the basement floor. The upper floors are mostly rented out office space, which is not associated with the events team of the first floor.
- 4.3.3 The site has a maximum capacity of 200 guests per function, with the most booked function being wedding receptions. Most events begin at mid-afternoon and run until midnight.
- 4.3.4 The site can be reached easily by using sustainable transport as it is only a 10 minutes' walk from the nearest TfL bus stop, however most of the guests arrive via either private vehicles or taxi services.
- 4.3.5 Many of the guests who arrived in their own vehicles also provided car sharing lifts to other guests both to and from the site. Only a few of the vehicles that arrived at the venue had a single occupant.

4.4 Deliveries and Servicing

- 4.4.1 A site location plan can be seen at **Appendix A**. A photograph of the site access can be seen below. Delivery vehicles use the forecourt in front of the main building entrance or the

unnamed service road which leads to the car park at the southern part of the site. Refuse collection takes place mainly on the street from the unnamed road leading to the car park. Refuse storage for the site is provided by heavy metal bins, which have a dedicated holding area at the end of the row of 6 car parking spaces reserved for disabled visitors. A map showing the location of bin stores and the designated areas for loading and unloading can be seen below.

Figure 4: Site map of loading and refuse areas





Figure 5: Rear view of site

4.5 Highway Conditions

- 4.5.1 The site is situated along Wren Avenue, which is a quiet road that connects to St Andrews Road at its northern end and Birch Crescent on its southern end. Wren Avenue is a 6m wide carriageway with 1.5m wide footpaths along either side of it.
- 4.5.2 The site is located immediately after the turn onto Wren Avenue, whilst south of the site is the Battle of Britain Bunker, an RAF Operation Room.
- 4.5.3 There are no road markings on Wren Avenue and the area is not located in a Controlled Parking Zone. However, given the lack of public amenities, lack of homes situated on the road and that both buildings on the road are for private use and feature their own private car parks, vehicles tend not to park on Wren Avenue.
- 4.5.4 During events when the car park reaches maximum occupancy, the guests to the site are permitted to park along Wren Avenue by the green near the site car park.
- 4.5.5 Observational surveys on the 12th and 16th of December 2021 indicated that there is space to accommodate overspill from the site car park during busier events.

4.6 Pedestrian and Cyclist access

- 4.6.1 As the site lies in a residential area, many of the roads are quiet and they do not carry heavy traffic. Therefore, the roads are deemed suitable for cyclists.

- 4.6.2 All the roads within a 200m walking distance of the site have wide and well-lit footways on both sides, providing ample room for pedestrians to walk in both directions. The footways are typically between 1.5m and 2.0m
- 4.6.3 There are no cycle lanes in the vicinity of the site, however the roads are wide enough to accommodate cyclists on them safely. This along with the fact the site lies in a largely residential area with light traffic allows cyclists to safely use the surrounding road network. There is no secure cycle parking on site at present, but the applicant is willing to install cycle-parking in accordance with London Plan standards. This can be secured through planning conditions.
- 4.6.4 Maps showing the nearest designated cycle routes and cycle friendly roads in Hillingdon are provided at **Appendices E & F**.

4.7 PTAL & Public Transport

- 4.7.1 The public Transport Accessibility Level (PTAL) rating indicates the level of public transport accessibility of a location in London. The level ranges from 1 to 6 with subdivisions 1a, 1b, 6a and 6b. A level of 6 indicates excellent access to public transport whilst a level of 1 indicates poor access.
- 4.7.2 The site lies in an area with a PTAL rating of zero (0). However, it is noted the site is situated only a 10 minutes' walk from a TfL bus stop. A PTAL map can be seen at **Appendix B**.

4.8 Buses

- 4.8.1 The closest bus stop can be found on Hillingdon Road to the east of the site, an approximately 10 minutes' walk from the site. This bus stop is served by 6 daytime routes and 1 night-time route.
- 4.8.2 Below is Table 1 providing details of the bus routes that pass-through Hillingdon Road bus stop.

Route	Frequency y/hr	Northbound		Southbound	
		First Bus	Last Bus	First Bus	Last Bus
427 York Road – King Street	7	05:30	23:35	04:35	23:50
A10 Uxbridge Station – Heathrow Central Bus Station	3	05:05	00:40	04:20	00:00
U1 Ruislip Station – West Drayton Station	4	05:03	00:30	05:45	01:10
U3 Uxbridge Station – Heathrow Central Bus Station	5	05:10	00:20	04:20	11:50
U4					

Prologis Park – Belmont Road	5	05:15	00:00	05:15	00:00
U7 Uxbridge Station – Lombardy Retail Park	2	05:25	00:50	05:15	00:05
N207 Uxbridge Station – Bloomsbury Square	2	23:55	5:15	00:00	4:09

Table 1: Bus services

4.9 Rail

- 4.9.1 The nearest station to the site is Uxbridge Underground, which provides access to both the Metropolitan and Piccadilly London Underground lines.
- 4.9.2 The station is approximately 4 minutes' bus ride from Hillingdon Road bus stop or alternatively a 20 minutes' walk from the site.
- 4.9.3 **Table 2** below shows the train services at Uxbridge Station.

Route	Destinations	Frequency/hr
Metropolitan	Amersham – Aldgate	12
Piccadilly	Cockfosters – Heathrow Terminals 1,2,3 + 5	24

Table 2: Uxbridge Underground Station Services

4.10 Local Amenities

- 4.10.1 The site is in an area with very few local amenities, commercial stores are few, with the closest convenience store a 15 minutes' walk from the site.

5 Highways Impact

- 5.1 Given that the site is situated in an area far removed from public transport and local amenities, the roads within a 5 minutes' walk of the site do not experience a lot of traffic flow nor pedestrian movement.
- 5.2 Car parking surveys were undertaken during events on both 12th and 16th of December 2021. The aim of these surveys was to evaluate how the site dealt with parking demands during events. During events, the guests utilised the private car park adjacent to the site building which had a maximum capacity of 40-50 spaces.
- 5.3 During an observation of the first event, it was recorded that only 4 vehicles not associated with the event travelled on Wren Avenue during the duration of the event. During the second event only 2 vehicles un-associated with the event were recorded along the road during the event duration. This section of Wren Avenue is lightly trafficked and so traffic congestion is unlikely to be a significant problem.

5.4 Vehicle access and visibility

- 5.4.1 The car park and its entrance are located directly opposite the southern side of the building. Vehicles enter the car park via a no-through road off Wren Avenue on the southern side of the site.
- 5.4.2 All recorded vehicles entered the site via the junction between Wren Avenue and Yew Tree Road. When entering via this route, the car park and its leading cul-de-sac road can be seen within seconds of travelling Wren Avenue.

5.5 Car parking provision and demand

- 5.5.1 Both surveyed events occurred between 18:00 – 00:00hrs as most events booked at the site occurred within this time frame. The first event had an expected guest attendance of 120 whilst the second event had 160 guests attended. On both occasions the number of vehicles that arrived at the site either for long-stay or drop-off were recorded every 15 minutes.
- 5.5.2 The venue operates under a casual staffing system as such the number of employees at the site for any given event may vary. In both events 2 security personnel were put in charge of managing attendees' parking and drop-off as well as the safe entry and exit of guests.
- 5.5.3 An hourly summary of the results of the parking surveys can be seen below. The full results can be seen in **Tables 3 & 4** below.

Event 1, 12th December 2021, 05:30 - 00:30

Time	No. of vehicles parked in car park	No. of vehicles parked - forecourt	No. of vehicles parked - eastern side of site	No. of taxis (drop-off/pick-up)
05:30	0	1	2	0
06:00	13	2	2	5
07:00	28	2	2	7
08:00	35	2	2	6
09:00	33	2	2	0
10:00	35	1	2	2
11:00	16	1	2	3
00:00	11	1	2	1
00:30	0	1	2	0

Table 3: Hourly Parking Beat - Event 1

Event 2, 16th December 2021, 05:30 - 00:30

Time	No. of vehicles parked in car park	No. of vehicles parked - forecourt	No. of vehicles parked - eastern side of site	No. of taxis (drop-off/pick-up)
05:30	11	2	5	4
06:00	22	1	6	11
07:00	35	2	6	7
08:00	32	0	7	2
09:00	32	0	7	4
10:00	32	0	7	4
11:00	27	2	7	10
00:00	3	0	6	7
00:30	0	0	2	0

Table 4: Hourly Parking Beat - Event 2

- 5.5.4 As seen in the tables above, the events follow a similar timeline with parking initially starting out very lightly at the start of the event, before becoming heavy by the midpoint and again tapering off at the end.
- 5.5.5 In both instances the car park did not reach maximum capacity, with the peak number of parked cars recorded on both days being 35. As such there was no parking overspill onto Wren Lane or any of the surrounding roads. All long-stay vehicles were able to park within the car park.
- 5.5.6 Only employees and disabled persons were permitted to park in the parking bays along the southern side of the site
- 5.5.7 Security was on site during the entirety of the event directing traffic towards the car park and controlling the flow of traffic to and from the event.

6 Trip Generation

- 6.1 The trip generation for the proposed development of the site has been estimated using the TRICS database to assess the impact on the local highway network. Multi-modal trip rates for the existing and proposed land uses have been based on similar sites throughout the UK.
- 6.2 As there are no surveys for banqueting centres in the TRICS database the trip generating has been calculated using first principles. As such, a few assumptions have been made using the observed data.
- Typical operating capacity of 90%
 - 40% of guest arrive via private vehicle with an average car share of 1.5 people
 - 40% of guests arrive via taxi with an average car share of 2 people
 - 20% of guests arrive via public transport
 - 50% guests arrive within 30mins of the event beginning, with 20% arriving before and another 20% arriving after
- 6.3 For the trip generation calculations, the operating capacity for events has been taken to be 90%. This is because very rarely does every expected guest attend the event.
- 6.4 Using the above first principles the tables below have been drawn depicting the expected trip generation.

Capacity	Number of private vehicles	Number of Taxis
Event 1 – 12/12/21 120 people	29	22
Event 2 – 16/12/21 160 people	38	29
Maximum Capacity 200 people	48	36

Table 5: Expected Trip Generation

- 6.5 As seen in the above Table 5, in both events 1 and 2, the maximum expected number of vehicles is less than the maximum capacity of the car park, 50.

- 6.6 Table 6 below shows the number of vehicles expected to arrive between the times; an hour before the event – 30mins after the event begins.

Capacity	Number of private vehicles			Number of Taxis		
	Hour Before than event	30mins before the event	30mins after event begin	Hour Before than event	30mins before the event	30mins after event begin
Event 1 – 12/12/21 120 people	15	8	7	11	6	5
Event 2 – 16/12/21 160 people	19	10	9	15	8	7
Maximum Capacity 200 people	24	12	12	18	9	9

Table 6: Hourly breakdown of expected Trip Generation

- 6.7 As seen in the above table, in both events 1 & 2 the maximum expected number of vehicles is less than the maximum capacity of the car park, 50
- 6.8 The calculated values of the number of private vehicles matched closely with the observed values during both the events with a theoretical difference of -6 and +3 respectively.
- 6.9 During events at maximum capacity, there was an expected overspill of 8 vehicles from the car park. These 8 vehicles could easily be accommodated on Wren Avenue which is not heavily trafficked.

7 Travel Plan

7.1 Objectives

7.1.1 The Travel Plan Statement (TPS) is a long-term management strategy for the site with clear objectives, supported by policies and targets. The primary objective of the TPS is to minimise the number of single occupancy car journeys by the guests and other users to and from the site, especially during the peak hours. This is to be achieved through actively encouraging the use of more sustainable modes of travel such as walking, cycling and public transport.

7.1.2 The objectives of the TPS are to:

- Reduce the percentage of single occupancy vehicular trips during the weekday AM and PM peak hours by 10% over the life of the TPS.
- Increase the percentage of trips undertaken by public transport to events by 50% over the life of the TPS.
- Increase the percentage of trips undertaken by bicycle to events by 100% over the life of the TPS.
- Reduce carbon emissions from travel associated with the development and minimise the environmental impacts of all aspects of the development's travel activity.
- Raise the awareness of sustainable travel options and ensure benefits of sustainable modes of transport are apparent to all guests and users of the site.

7.1.3 The objectives of this TPS include:

- To deliver a long-term commitment to changing travel habits, thereby delivering environmental, health and road safety improvements.
- To manage the travel demand of the site and encourage behavioural change towards the use of sustainable transport including public transport, walking, cycling and other forms of active travel.
- To reduce pressure on highway capacity, particularly at peak times.
- To create more attractive and liveable neighbourhoods and strengthen the local community.
- To minimise the traffic impact of the development on the wider highway network.
- To set targets and mechanisms for monitoring the traffic generation of the site.
- To offer every encouragement for those travelling to and from the site to be able to walk, cycle or use public transport in a safe and secure manner; and
- To ensure the site plays its part in assisting Hillingdon Council to achieve their sustainable travel goals and targets.

7.1.4 The objective of the TPS is to reduce guests and other users' dependence on private cars. As well as reducing the number of single-occupancy journeys made to and from the site by visitors in favour of more sustainable modes such as walking, cycling and public transport, it reflects on the current policies at both a national and local level. This will be achieved through a Travel Plan Strategy, which consists of the following main elements:

- A Travel Plan Coordinator (TPC) is to be appointed by Abshar Banqueting & Events team prior to the completion of the development.
- The TPC will conduct an audit to ensure that the information detailed within this TPS on sustainable options is up-to-date and to familiarise him/herself with the options available.

7.1.5 This will allow the TPC to gauge the extent to which the plan is meeting its target and will also allow feedback from guests and users regarding any new initiatives that could be introduced to make the TPS more effective.

7.2 Travel Plan Co-ordinator

7.2.1 'Abshar Banqueting & Events' will assign a site Travel Plan Coordinator (TPC), this role will be filled by Belal Tabibi whose contact details are as follows.

Telephone: 0203 633 6763 **Email:** info@absharbanqueting.com

7.2.2 The Co-ordinator who will oversee the proposed development, will be responsible for:

- Overseeing and implementing the various measures outlined in this TPS.
- Explaining the purpose and the opportunities offered by the Travel Plan Statement.
- Ensuring the management of the TPS as set out and run efficiently and cost effectively.
- Helping to establish and promote the TPS measures.
- Liaising with the public transport operators and other sustainable transport service providers including the bike shops etc.
- Overseeing the monitoring and reporting about the TPS as well as liaising with London Borough of Hillingdon about regional and local initiatives

7.3 Measures

7.3.1 The following are some of the proposed measures that are intended to increase the attractiveness of alternative modes of transport to the use of the private car:

- Welcome Pack containing information on the local facilities and sustainable modes of travel available to users of the site, including public transport information (maps, routes, timetables, fares, vouchers/tickets etc), healthy benefits associated with walking and cycling, cycle route maps will be produced and issued to the client.

- The Welcome Pack will include 7-day travel vouchers for local buses. This will need to be discussed with Hillingdon Council.
- 7.3.2 Information on other pedestrian routes, key local facilities and online portals will be provided in the Welcome Pack and on Abshar Banqueting & Events webpage.
- 7.3.3 The www.walkit.com walking route planner is an extremely useful tool which can plot a journey from postcode to postcode using a 'direct' or 'less busy' option. The route maps also include journey time, calorie burn, step count and carbon saving. Information on this service will be provided in the Welcome Pack and a link to this website will be included on the webpage.
 - Cycling measures
- 7.3.4 The client is willing to provide secure cycle parking spaces on site of the development for use by the guests as well as washing and changing facilities. A key issue for cyclists is the safe and convenient storage of bicycles at the destination, it is therefore hoped that this will encourage guests to cycle.
 - Public transport services
- 7.3.5 There is a bus stop on Hillingdon Road an approximate 5 minutes' walk from the site. These transport facilities near the proposed development site will enhance and influence the choice of sustainable travel as the preferred mode of travel to and from the site so the TPC will continue to promote it.
 - Social media
- 7.3.6 Detailed information regarding sustainable modes of travel including walking, cycling and public transport will be incorporated into existing Twitter feeds and/Facebook pages. It will also be used to inform guests of upcoming events at site of the development and in the local area related to encouraging the use of sustainable modes of transport.

7.4 Implementation

- 7.4.1 The TPS is dependent on a nominated individual being given the time and resources for it to be successful. The TPC will be responsible for overseeing and implementing the various initiatives outlined in the Plan.
- 7.4.2 The management of Abshar Banqueting & Events team will appoint Bilal Tabibi as the TPC to plan, develop and manage the day-to-day running of the TPS. He will incorporate the TPS duties into his current job role and it will be ensured that he has sufficient time to carry out his TPC duty.
- 7.4.3 The co-ordinator will be in touch with the London Borough of Hillingdon's Sustainable Travel Planning Team to arrange membership of the steering group and the frequency of meetings at the appropriate time. The TPC will be responsible for implementing the measures, which will be funded by Abshar Banqueting & Events.
- 7.4.4 The time spent by the TPC to oversee the implementation of the TPS will vary. It is envisaged that this is likely to be approximately 3 hours per week or more depending on his workload.

7.5 Management

- 7.5.1 The implementation and subsequent management of the TPS will be managed by the TPC whose contact details are as follows:

Name: Bilal Tabibi

Telephone: 0203 633 6763

Email: info@absharbanqueting.com

The TPC will be responsible for the following:

- Preparation of the Welcome Pack
- Obtaining and maintaining the commitment and support from the management of Abshar Banqueting & Events to deliver the targets in the TPS.
- Designing and implementing effective marketing and awareness materials to promote the TPS

8 Summary and Conclusion

- 8.1 Fotom Consulting has been commissioned by Compliance Direct Ltd on behalf of Abshar Banqueting & Events (the client) to produce a Transport Impact Statement (TS) analysing the effect of events at Hillingdon House on the neighbouring highways.
- 8.2 Hillingdon House is accessed via Wren Avenue with its entrance 45m from the junction created between Wren Avenue and Yew Tree Road.
- 8.3 The site lies in an area that does not have any stores, amenities or public transport stops within a 10 minutes' walk of the site. There are only two buildings along Wren Avenue, Hillingdon House (the site) and the Battle of Britain Bunker (Tourist Destination). As such Wren Avenue experiences very little traffic flow and pedestrian movement.
- 8.4 The site has a maximum capacity of 200 guests with a private car park that holds a maximum of 40 vehicles plus about 10 spaces around the building.
- 8.5 Observational parking surveys were undertaken during two separate events on the 12th and 16th of December respectively. There were 120 guests in attendance during the first event and 160 guests in the second.
- 8.6 During both events it was observed that the maximum number of vehicles in the car park was 35, as such there was no overspill on the street. This can be attributed in part to most of the guest car-sharing and the notable use of taxis as a mode of transport to both events.
- 8.7 Given the lack of traffic flow and pedestrian movement on Wren Avenue, there is space along the road for guests to park should the car park reach maximum capacity.
- 8.8 It is considered with the available space in both the car parks and along Wren Avenue that alongside and the car parks capacity to handle the demand of the events, it is not believed that the event held at Hillingdon House have a significant nor a negative impact on the surrounding highways.
- 8.9 A Travel Plan Statement (TPS) sections have been included in the Transport Statement to support the planning application. The TPS contains sustainable initiatives to influence the guests and other users' travel choices including the provision of Travel Information Packs, which will be provided to them when they attend functions at Hillingdon House.
- 8.10 In accordance with the National Planning Policy Framework (NPPF) Paragraph 111, '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'
- 8.11 It is therefore considered that there will be no justifiable reasons why the proposal should be refused on highways/parking grounds.

APPENDICES

Appendix A: Site Location Plan

Hillingdon House



This Plan includes the following Licensed Data: OS MasterMap Colour PDF Location Plan by the Ordnance Survey National Geographic Database and incorporating surveyed revision available at the date of production. Reproduction in whole or in part is prohibited without the prior permission of Ordnance Survey. The representation of a road, track or path is no evidence of a right of way. The representation of features, as lines is no evidence of a property boundary. © Crown copyright and database rights, 2022. Ordnance Survey 0100031673

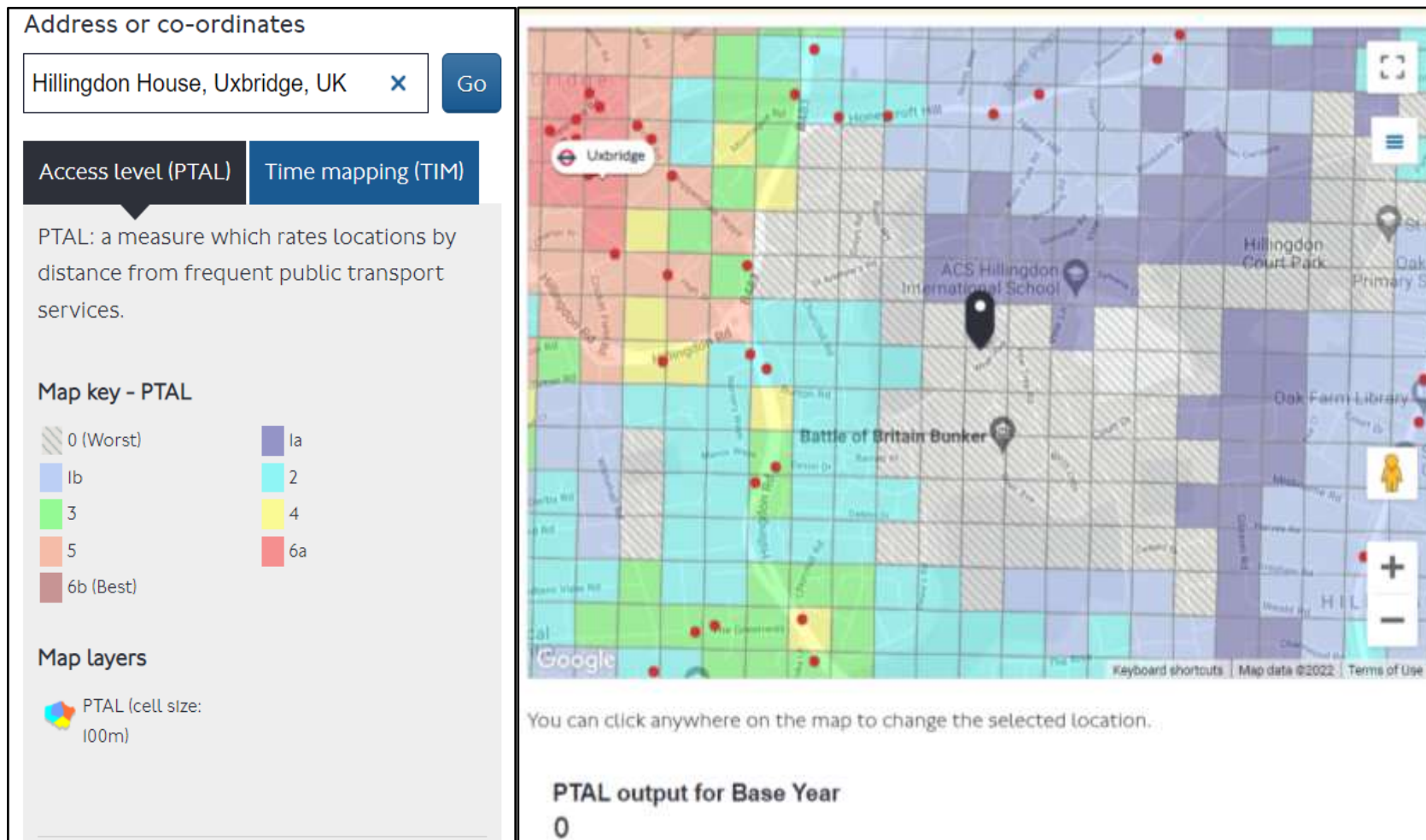
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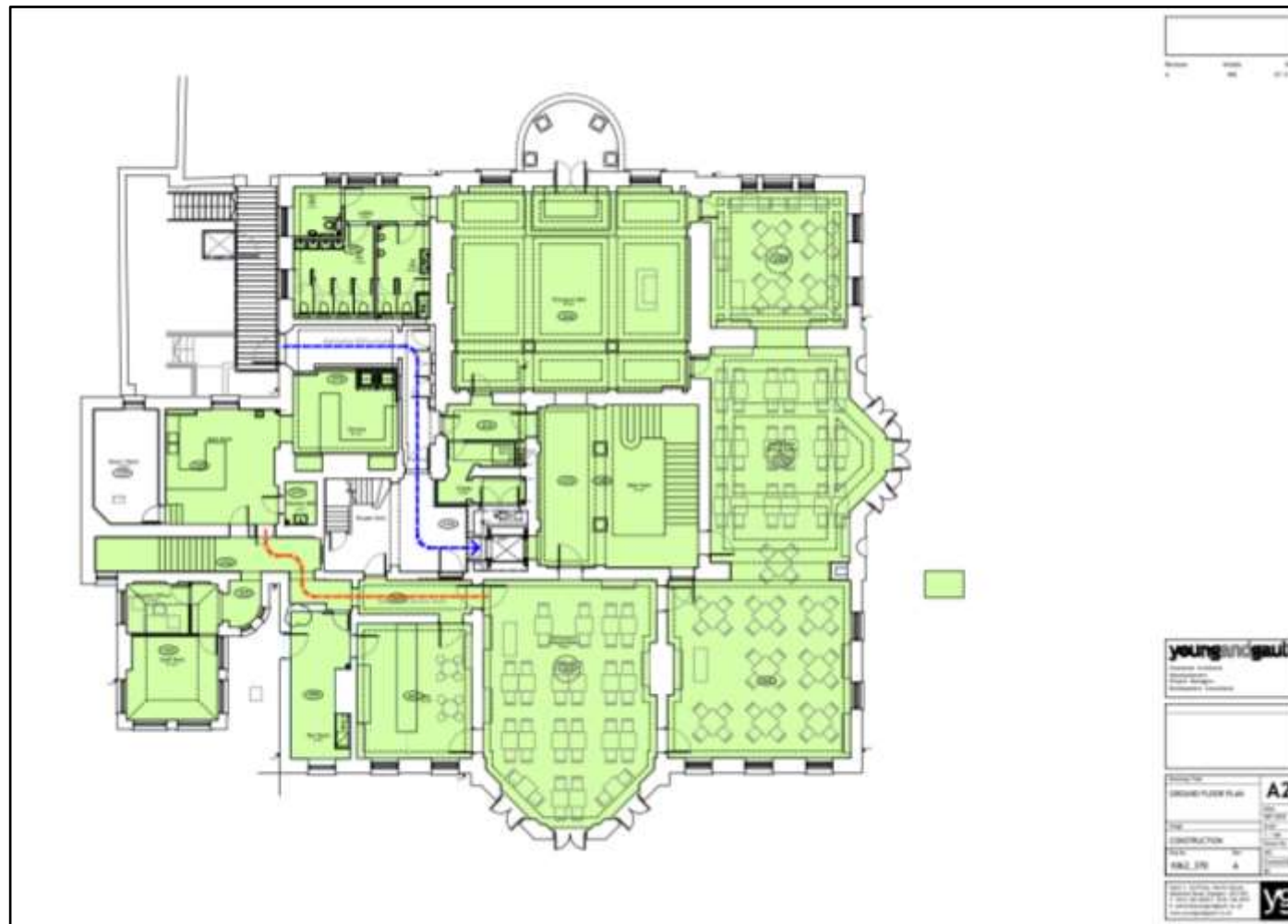
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Prepared by: shankar p Sivashankar, 18-01-2022

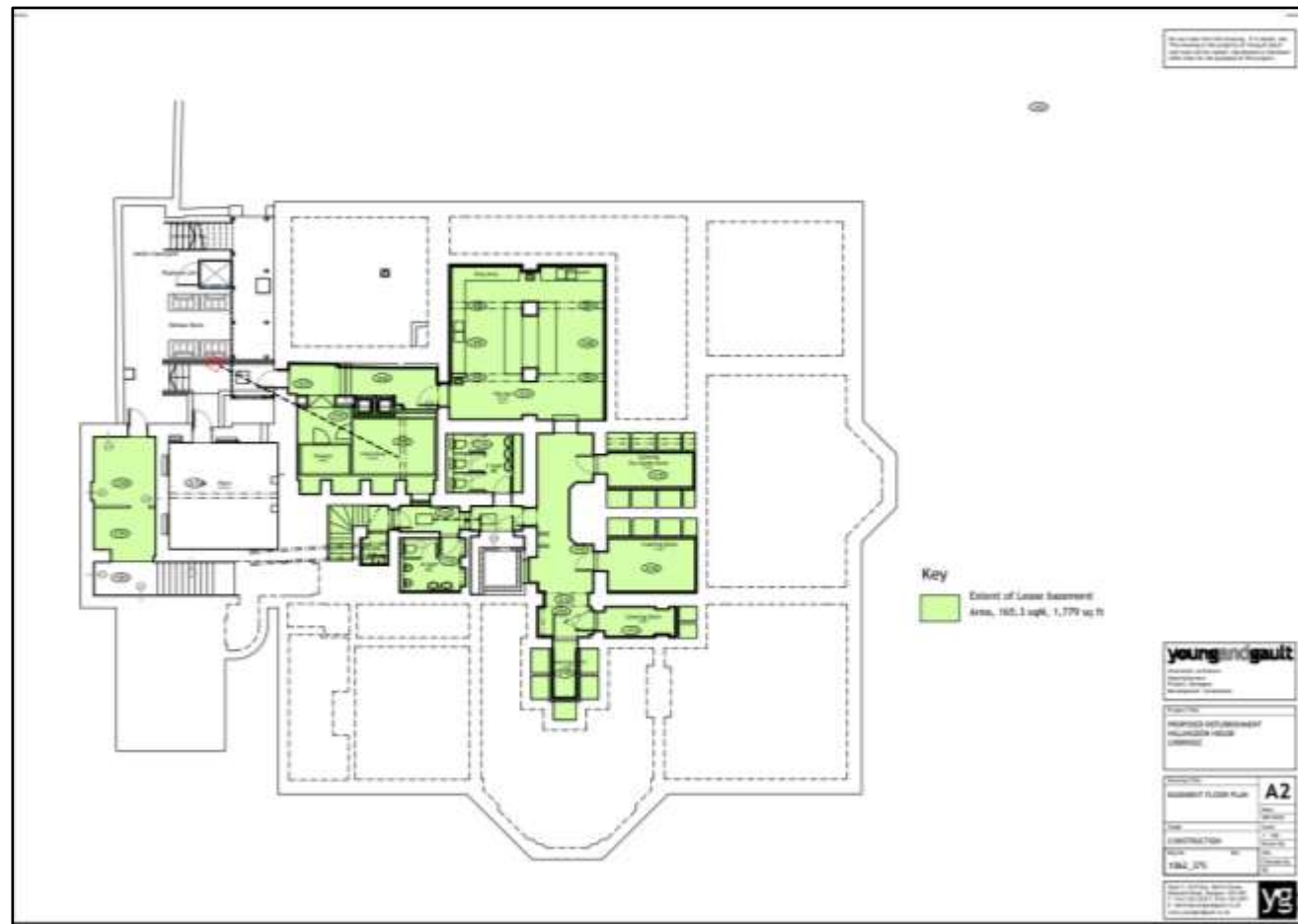
Appendix B: PTAL Map



Appendix C: Ground Floor Plan



Appendix D: Proposed Basement Plan



Appendix E: Cycle Routes

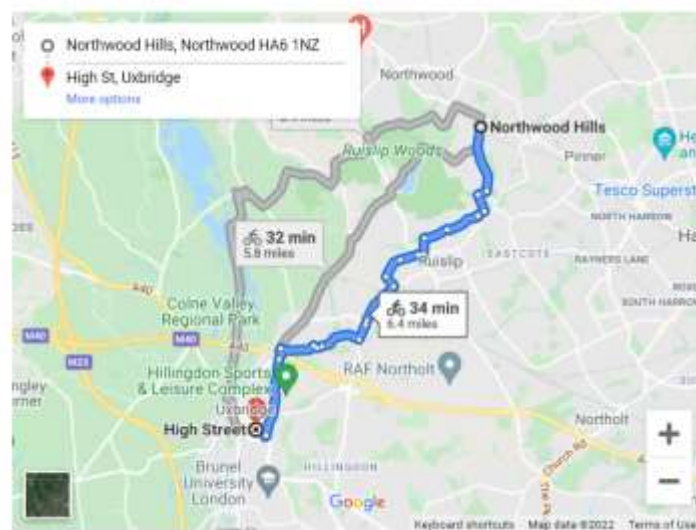
Eastcote station to Uxbridge High Street

A route from Eastcote to Uxbridge, also passing a number of other underground stations as well as district centres of Ruislip Manor and Ickenham.



Northwood Hills station to Uxbridge High Street

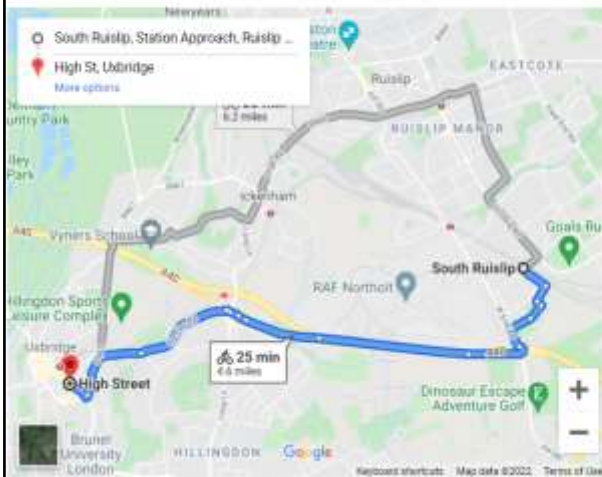
A route using quieter residential roads to travel from Northwood Hills to Uxbridge. Includes access to Ruislip and Ickenham district centres.



Appendix F: Cycle Routes Continued

South Ruislip station to Uxbridge High Street (route 2)

This route from South Ruislip to Uxbridge still utilises the off road cycle provision alongside the A40 but uses different residential roads in South Ruislip and Uxbridge.



South Ruislip station to Uxbridge High Street (route 1)

The route from South Ruislip to Uxbridge utilises the off road cycle provision alongside the A40.

