



Chandigrah
Summerhouse Lane
Harefield
Uxbridge

TRANSPORT STATEMENT

On behalf of
Ms Nye
Mr Rashkov
Ms Merdinyan

DE/5893/TS.1
August 2023



Document Control Sheet

Client: Ms Nye, Mr Rashkov, Ms Merdinyan
Jacks Mill
Harefield
Uxbridge
UB9 6HL

Report Issue No.	Status	Date	Author	Authorised
ITR/DE/5893/TS.1	Final	August 2023	DE	ITR

COPYRIGHT© Bellamy Roberts.

The material presented in this report is confidential. This report has been prepared for the exclusive use of Ms Nye, Mr Rashkov and Ms Merdinyan within the terms of the contract and shall not be distributed or made available to any other company or person without the knowledge and written consent of Bellamy Roberts.

Any such party relies on the report at their own risk.



CONTENTS

SECTIONS

1	INTRODUCTION	1
2	SITE LOCATION & LOCAL HIGHWAY NETWORK	2
3	ACCESSIBILITY	5
4	DEVELOPMENT PROPOSAL	9
5	SUMMARY & CONCLUSION	12

APPENDICES

Appendix 1	Site Location Plan (5893/301)
Appendix 2	Highway Boundary Plan
Appendix 3	Pedestrian Isochrone (5893/302)
Appendix 4	PRoWs
Appendix 5	Cycle Isochrone (5893/303)
Appendix 6	Bus Route Plan (5893/304)
Appendix 7	Proposed Site Layout Plan
Appendix 8	Swept Path Analysis (5893/201 Rev.B,202 Rev.B & 203)
Appendix 9	TRICS Printout

1 INTRODUCTION

1.1 Bellamy Roberts has been instructed by Michael Conoley Associates on behalf of Ms Nye, Mr Rashkov & Ms Merdinyan to prepare a Transport Statement for the replacement of existing buildings with new residential dwellings at Chandigrah in Harefield.

1.2 The Transport Statement will consider the four key requirements set out in the National Planning Policy Framework 2021 (NPPF). Paragraph 110 states:

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

1.3 Additionally, the Transport Statement will consider the parking standards set out in the Hillingdon Local Plan found at Appendix C and set out below at Table 1 for convenience.

Table 1: Hillingdon Parking Standards

No. Bedrooms	Car Parking Provision	Cycle parking Provision
1 or 2	2 spaces per dwelling	1 per unit
3+		2 per unit

2 SITE LOCATION AND LOCAL HIGHWAY NETWORK

Site Location

- 2.1** The application site is accessed via private access road, and a shared access which is served from Bellevue Terrace, immediately west of the application site. The site comprises developed land with hardstanding and two large buildings.
- 2.2** A mixed, residential and employment area is situated 200m north of the site and is well within walking distance (circa 600m).
- 2.3** A site location plan is attached at [Appendix 1](#), and an extract is provided at Figure 1, below for reference.

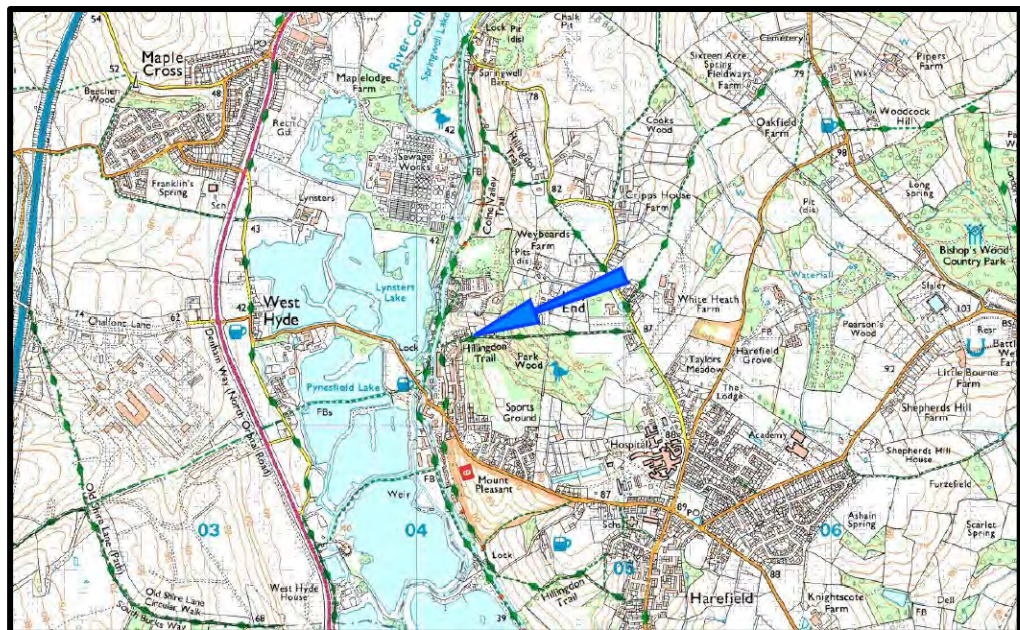


Figure 1 – Site Location Ordnance Survey Extract

Local Highway Network

- 2.4** The private access road runs broadly east/west for some 200m and serves several residential properties including the application site width and no footways. Bellevue Terrace is designated as a public footpath.

- 2.5** Bellevue Terrace is a private road, see [Appendix 2](#). The Bellevue Terrace carriageway width varies across the length and the carriageway width is approximately 2.7m along the western half of the site frontage, narrowing to approximately 2.5m width along the eastern half of the site frontage. The road is relatively straight and affords good visibility for all road users. The road is lightly trafficked, particularly east of the junction with Barrington Drive, where traffic is generated from only two existing properties, Chandigrah and Parkwood Farm Kennels. The remaining properties are accessed from their rear.
- 2.6** From the west, Bellevue Terrace connects to Summerhouse Lane. Bellevue Terrace separates into two arms, both named Bellevue Terrace, circa 35m from the Summerhouse Lane junction. The northern arm serves properties no.1 to 12 where car parking associated with these properties is provided. The southern arm continues 35m eastward before arriving at the Barrington Drive junction on the south side of the carriageway. The southern arm continues east past Barrington Drive for another 90 metres before reaching the shared site access with Chandigarh. The southern arm of Bellevue Terrace continues for a further 130m east of the shared access before reaching Parkwood Farm Kennels.
- 2.7** Bellevue Terrace has a footway on the south side of the road for 80m between Summerhouse Lane and Barrington Drive which continues onto the aforementioned roads. The southern arm of Bellevue Terrace then acts as a shared surface east of the Barrington Drive junction. According to Manual for Streets this is likely to work well where the volume of motor traffic is below 100 vehicles per hour at peak hours, such as is the case in this stance. The footway and shared surface on Bellevue Terrace are classified as part of the U9 Public Rights of Way footpath, which connects to the pedestrian network on Hill End Road c.700m to the east from the site and Summerhouse Lane in the west.

Collision Data

- 2.8** To determine whether there is an existing accident or safety problem with the local highway network, which may be exacerbated by the proposed development, Crashmap has been queried. An accident search using latest 3 years of available data (2019-2021) has been undertaken in line with industry standards. The search extent is shown below in Figure 2. The site location is denoted by the blue arrow.

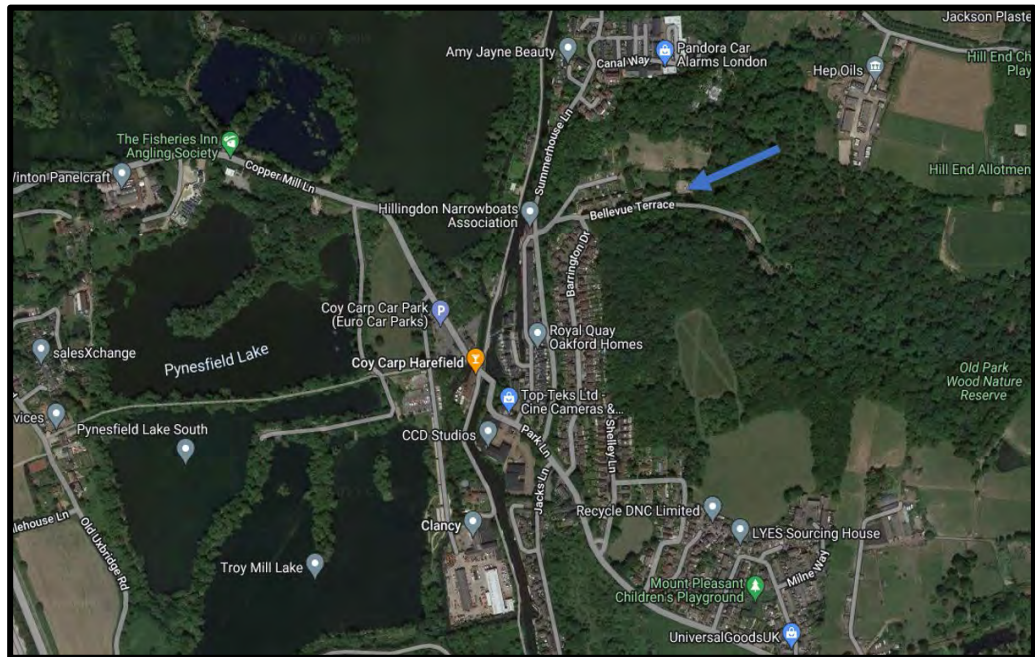


Figure 2 – Collision Data Search Extent

2.9 The search did not reveal any accidents that have occurred in proximity to the site or the wider search area, as shown in Figure 2. In the absence of any accident reports, the local highway network within the search area is considered safe.

Summary

2.10 The application site is well located to take advantage of the existing pedestrian and highway network. No accidents have occurred on the local highway network in proximity to the site. The local highway network within the search area is considered safe.

3 ACCESSIBILITY

Access by Sustainable Transport Modes

3.1 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (circa 1.6 kilometres) – Planning for Walking, 2015;
- The bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) – Planning for Cycling 2015; and,
- Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations – Planning for Walking, 2015.

3.2 The Department for Transport's 'Manual for Streets' (MfS, March 2007) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800 metres) walking distance of residential area which residents may access comfortably on foot". However, MfS does not consider 800 metres to be a maximum walking distance and the publication contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres. Further, 82% of all trips that cover a maximum distance of 1 mile are completed on foot (National Travel Survey, 2021). See Figure 3.

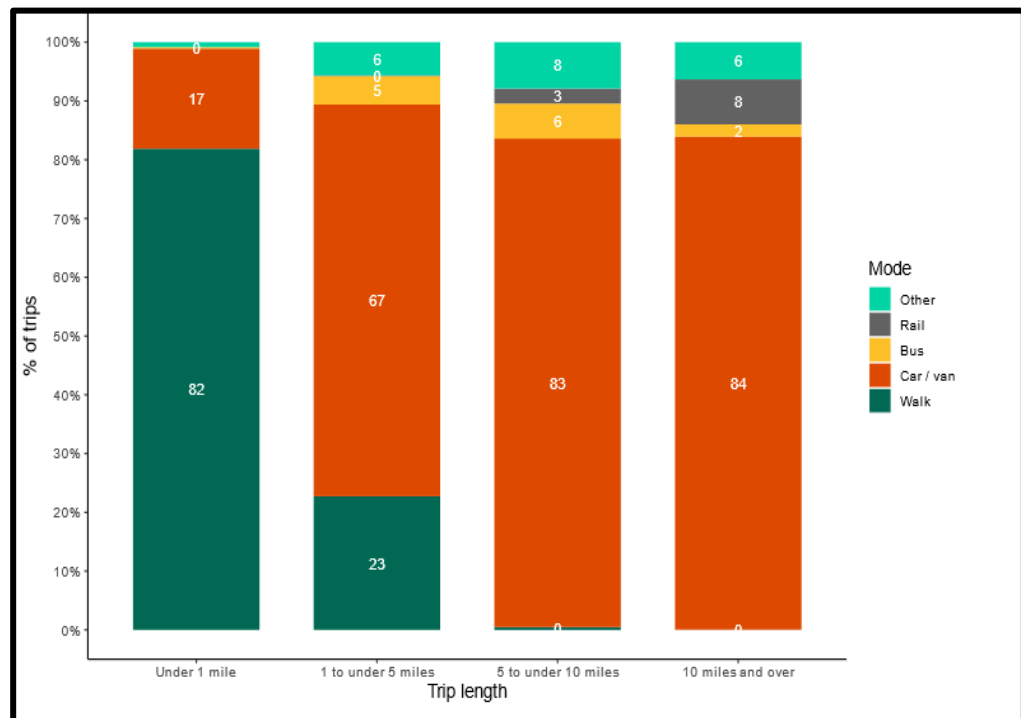


Figure 3: National Travel Survey 2021

3.3 The following paragraphs outline the existing opportunities to travel to the site via more sustainable forms of transport, including on-foot, by cycle and public transport.

Walking

3.4 A pedestrian isochrone plan is attached at [Appendix 3](#). The plan shows the area easily accessible to pedestrians from the site up to a 2km distance.

3.5 There is an abundance of Public Rights of Way (PRoW) in proximity to the site and in the local area. This includes the U9 footpath that runs parallel to the application site. A plan of the PRoW in proximity to the site is attached at [Appendix 4](#).

Cycling

3.6 A cycle isochrone plan is attached at [Appendix 5](#). The plan shows the area easily accessible to cyclists from the site up to an 8km distance in accordance with the guidance set out in Planning for Cycling 2015.

Bus Services

3.7

The nearest bus stop is located at the Shelly Lane/Park Lane junction some 650m from the site. The bus stop is served by the U9 route which is a regular all week service to Uxbridge as shown below in Table 2. A plan of the route is presented at [Appendix 6](#).

Table 2: Bus Service

Route No	Route Summary	Mon-Fri			Saturday			Sunday		
		First	Last	Max Freq	Frist	Last	Max Freq	First	Last	Max Freq
U9	Harefield Hospital – Belmont Road (Uxbridge)	05:58	21:09	3/hr	05:58	21:08	3/hr	07:57	21:07	1/hr
U9	Uxbridge Station – Harefield Hospital	05:58	21:09	3/hr	05:58	21:08	3/hr	07:57	21:07	1/hr

Rail Services

3.8

Rickmansworth railway and underground stations are situated 3.4km northeast of the application site and are accessible via cycling. The station provides cycle parking for those that do choose to cycle to the stations. A summary of the services available at the train station and underground are summarised below in Tables 3 and 4.

Table 3: Rickmansworth Railway Station - Summary of Rail Services

Destination	Maximum Frequency				Average Duration
	Peak	Off-Peak	Saturday	Sunday	
London Marylebone	2/hr	2/hr	2/hr	2/hr	27 mins
Aylesbury	2/hr	2/hr	1/hr	1/hr	36 mins
Aylesbury Vale Parkway	2/hr	1/hr	1/hr	1/hr	44 mins

Table 4: Rickmansworth Underground Station - Summary of Rail Services

Destination	Maximum Frequency				Average Duration
	Peak	Off-Peak	Saturday	Sunday	
Aldgate	2/hr	2/hr	2/hr	1/hr	72 mins
Amersham	2/hr	2/hr	1/hr	1/hr	13 mins

3.9 Denham Station is situated slightly further away, approximately 3.7km to the south of the application site and is accessible via cycling. The station is run by Chiltern Railways and provides cycle storage and services to London Marylebone and High Wycombe. A summary of the rail services available at Denham Station is summarised below at Table 5.

Table 5: Denham Railway Station - Summary of Rail Services

Destination	Maximum Frequency				Average Duration
	Peak	Off-Peak	Saturday	Sunday	
London Marylebone	3/hr	2/hr	3/hr	3/hr	30 mins
High Wycombe	2/hr	2/hr	2/hr	2/hr	23 mins

Summary

3.10 It is evident that the application site is located in a sustainable location with a mix of realistic sustainable travel modes and facilities available to the application site.

4 DEVELOPMENT PROPOSAL

- 4.1** The development will comprise four new dwellings that will replace both buildings. The housing mix is set out below.
- 2 x 3-bedroom dwellings
 - 2 x 4-bedroom dwellings

- 4.2** A copy of the proposed site layout has been provided at [Appendix 7](#).

Access

- 4.3** The existing access arrangement will be replaced with a direct access onto Bellevue Terrace. The access carriageway has been designed to accommodate a refuse vehicle and allow it to turn around.

- 4.4** The proposed access visibility splays are 2.4m x 2.5 and is commensurate with a vehicle speed of 20mph on Bellevue Terrace, which is in excess of the likely speed of traffic and is therefore considered robust.

Swept Path Analysis

- 4.5** Swept path analysis has been undertaken at the access and internal layout using a refuse vehicle, Fire Tender and estate cars, these are presented at [Appendix 8](#). The swept path analysis shows that the site accommodates the vehicles that are likely to visit the site.

Refuse Collection

- 4.6** Refuse collection will take place at the access. Residents will be expected to move their bins to the refuse collection point ahead of collection day. The refuse collection point will be provided in proximity to the proposed turning head. The bin carry distance will be in general accordance with Manual for Streets guidance.

Parking Provision

- 4.7** The Hillingdon Council sets out its parking standards in the Local Plan at Appendix C. The relevant parking standards pertaining to dwellings are summarised below.

Table 6: Hillingdon Parking Standard

No. Bedrooms	Car Parking Provision	Cycle parking Provision
1 or 2	2 spaces per dwelling	1 per unit
3+		2 per unit

4.8 The minimum standard car parking dimension is set out as 2.4m x 4.8m and a minimum internal garage width of 3m x 6m.

4.9 The standard recommends two car parking spaces and two cycles spaces per house. This represents a total of 8 car parking spaces and 8 cycle spaces across the site.

4.10 The scheme will provide the required car and cycle parking to accord with the local standard. Additionally, each dwelling will be provided with one EV charging point.

Traffic Generation

Existing Use

4.11 The traffic generation and hence impact on the local highway network can be assessed and would be the net impact is the difference between the traffic generated by the lawful use compared with the traffic generated by the proposal.

4.12 The existing use of the site with two buildings is equestrian and equestrian storage. It is unknown how many vehicle movements were generated from these buildings. However, it is likely that the existing site use generates movements for both large vehicles and cars daily. Such movements would include welfare, safety, food, bedding, health and riding trips.

Proposed Use

4.13 The proposed site use has been classified within TRICS as 'Houses Privately Owned', within edge of town areas. All sites within England and Wales have been considered, and sites within Greater London have been excluded. The calculated trip rate and subsequent traffic generation is summarised in Table 7, and the full TRICS output is presented at [Appendix 9](#).

Table 7: Summary of Proposed Trip Rate and Traffic Generation

Time Period	Trip Rate (per unit)			Traffic Generation (4 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Morning Peak 0800-0900	0.200	0.394	0.594	0.800	1.576	2
Evening Peak 1700-1800	0.361	0.206	0.567	1.444	0.824	2
Daily (12hrs) 0700-1900	2.427	2.472	4.899	9.708	9.888	20

4.14 It is clear from Table 7 that the proposed scheme would result in traffic generation of 2 vehicles during the peak hours which can be compared to the potential traffic movements. Traffic generated from the proposed scheme would be primarily cars, rather than larger equestrian vehicles generated from the existing site use. The removal of these large vehicles would have a positive impact on local highway safety and benefit local highway users. The proposed traffic generation will not have a severe impact on the local highway network.

Summary

4.15 The access has been designed to assist with the manoeuvring of a refuse vehicle, which currently cannot turn around easily once entered the lane.

4.16 The internal layout can accommodate the vehicles and pedestrians safely.

4.17 The scheme will provide car and cycle parking in accordance with the local parking standards.

4.18 The proposed scheme would result in a negligible increase in traffic generation and will not result in a severe impact on the local highway network.

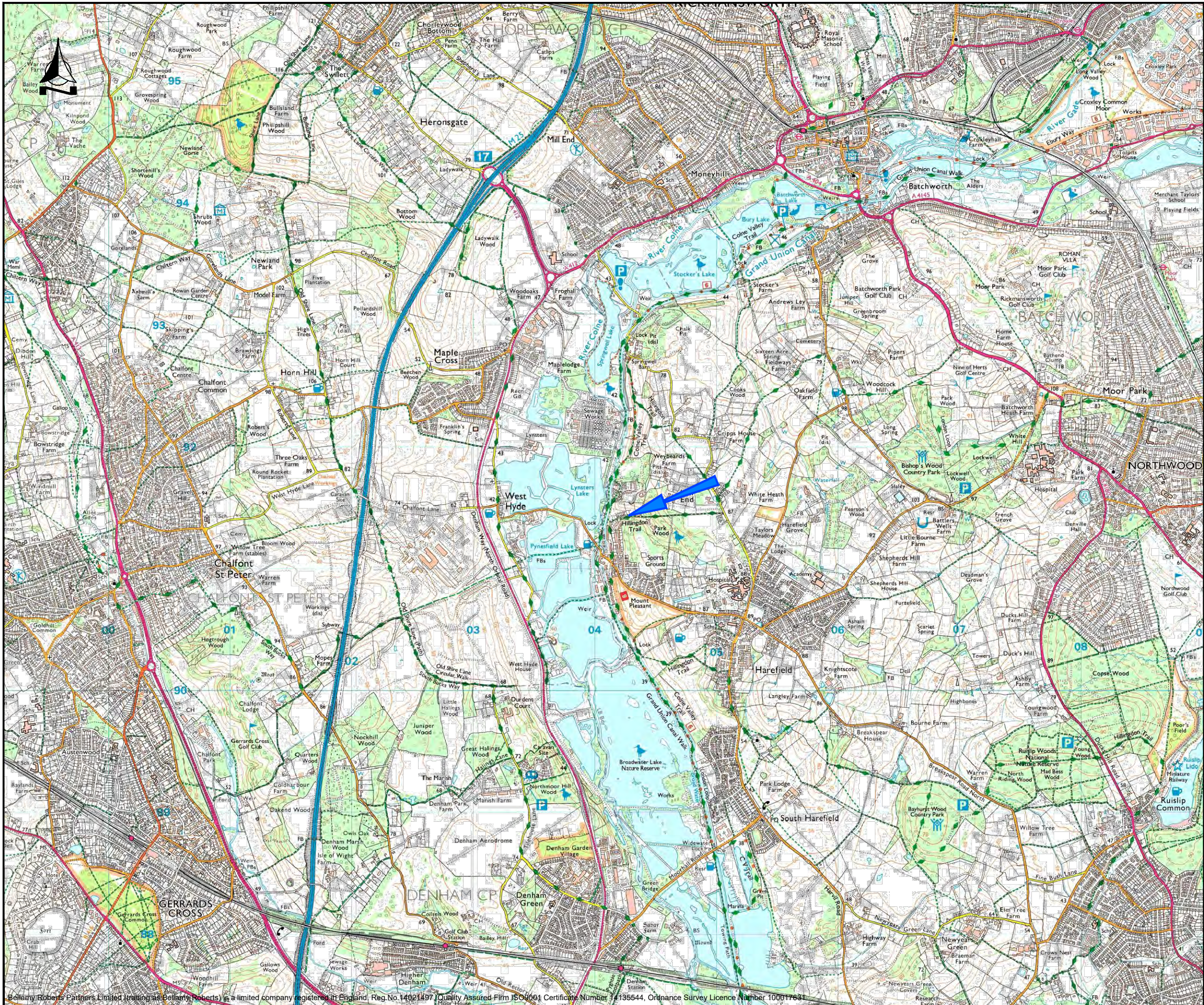
5 SUMMARY AND CONCLUSION

- 5.1** Consideration has been given to the development proposal in light of the current local and national policies.
- 5.2** The scheme would generate a negligible traffic generation and would not impact on the network severely.
- 5.3** The scheme accommodates a refuse vehicle and allows it to turn around and leave the lane in a forward gear. Such provision is considered a significant improvement to that which currently takes place.
- 5.4** The scheme would provide car and cycle parking in accordance with the council's standards.
- 5.5** In transport terms the proposal is acceptable.


APPENDICES

APPENDIX 1

Site Location Plan



Notes



Bellamy Roberts

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT

Ms Nye, Mr Rashkov & Mrs Merdinyan

PROJECT

Chandighra, Summerhouse Lane, Harefield

TITLE

Site Location Plan

DRAWN BY	MB	DESIGN BY	-	CHK BY	IR
DATE	28/03/23	DRAWING No.	5893 / 301		
SCALE	NTS @ A3		REV No.		

Bellamy Roberts Partners Limited (trading as Bellamy Roberts) is a limited company registered in England. Reg No. 14921497. Quality Assured Firm ISO 9001 Certificate Number 14135544. Ordnance Survey Licence Number 100017631

APPENDIX 2

Highway Boundary Plan

Highways Browser

- Bridleway
- Byway Open To All Traffic
- Footpath
- Road Widening Line (Indicative only)
- Adopted Highway
- Housing Department Maintained
- Housing but right of way (not public)
- Privately maintained
- Section 38 or 228 -subject to adoption
- Other - see map notes
- Heathrow Airport
- Borough Boundary

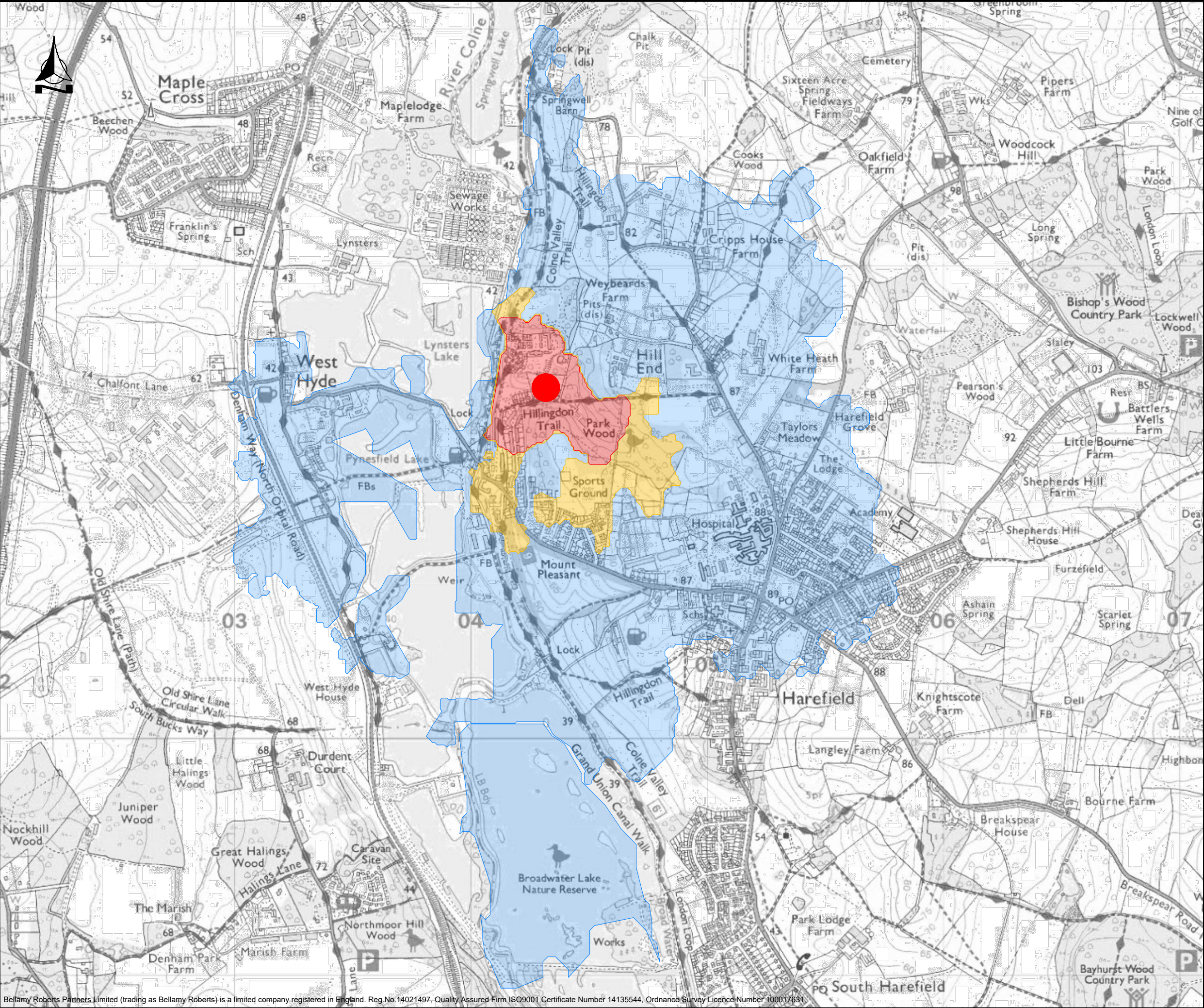


Map Notes

0 0.125 0.25 km

APPENDIX 3

Pedestrian Isochrone



Notes

Walking Isochrones

400m

800m

2km

Site Location



Bellamy Roberts

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT

Ms Nye, Mr Rashkov & Mrs Merdinyan

PROJECT

Chandighra, Summerhouse Lane, Harefield

TITLE

Pedestrian Isochrone

DRAWN BY

MB

DATE

28/03/23

SCALE

NTS @ A3

DESIGN BY

-

DRAWING No.

5893 / 302

CHK BY

IR

REV No.

APPENDIX 4

PRoWs