



Newyears Green Lane, Harefield

Highways Statement

Client: West London Composting Ltd

i-Transport Ref: BT/BB/IT200598-001A R

Date: 20 January 2025

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## Quality Management

Report No.	Comments	Date	Author	Authorised
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ITB200598-001A R	Second Issue	20/01/2025	BB	BT

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## Appendices

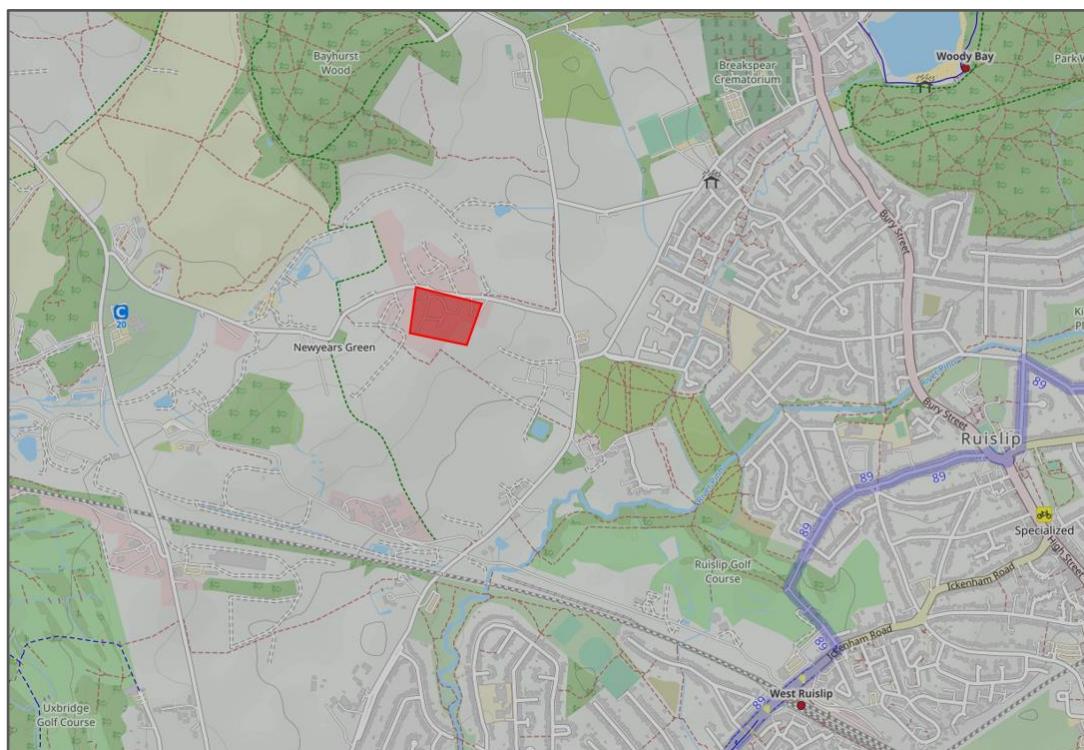
<b>APPENDIX A.</b>	<b>Proposed Site Layout</b>
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## SECTION 1 Introduction

### 1.1 Overview

- 1.1.1 West London Composting Ltd has commissioned i-Transport LLP to provide transport and highways advice in respect of a planning application to construct a replacement waste transfer station at their existing waste management site on land off Newyear's Green Lane in Harefield, London Borough of Hillingdon.
- 1.1.2 The existing waste management operation straddles both sides of Newyear's Green Lane, with the southern side comprising a weighbridge, weighbridge offices, reception area, buildings and structures associated with the in-vessel composting operation and a building associated with the existing bulky waste transfer station. The northern side of the operation includes the composting maturation area, which recently obtained planning permission (June 2024) to regularise and extend the green waste composting operations.
- 1.1.3 The application site comprises the existing bulky waste transfer station located on the southern side of Newyears Green Lane, which is to be replaced by a new waste transfer station facility. The replacement waste transfer station will have a potential throughput of 50,000 tonnes per annum (tpa) and will operate in conjunction with the existing waste management operation. The location of the site is presented as **Image 1.1**.

**Image 1.1: Site Location Plan**



## 1.2 Report Purpose

- 1.2.1 In line with the requirements of the National Planning Policy Framework (NPPF) (December 2024), this Highways Statement has been prepared to assess the transport impacts expected to arise from the development proposal.
- 1.2.2 Specifically, the Highways Statement has been prepared to consider the relevant *key transport tests* set out in the NPPF paragraph 115, namely:
- Will safe and suitable access be provided?
  - Will the traffic impacts be acceptable?
- 1.2.3 Paragraph 116 of the NPPF also 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.

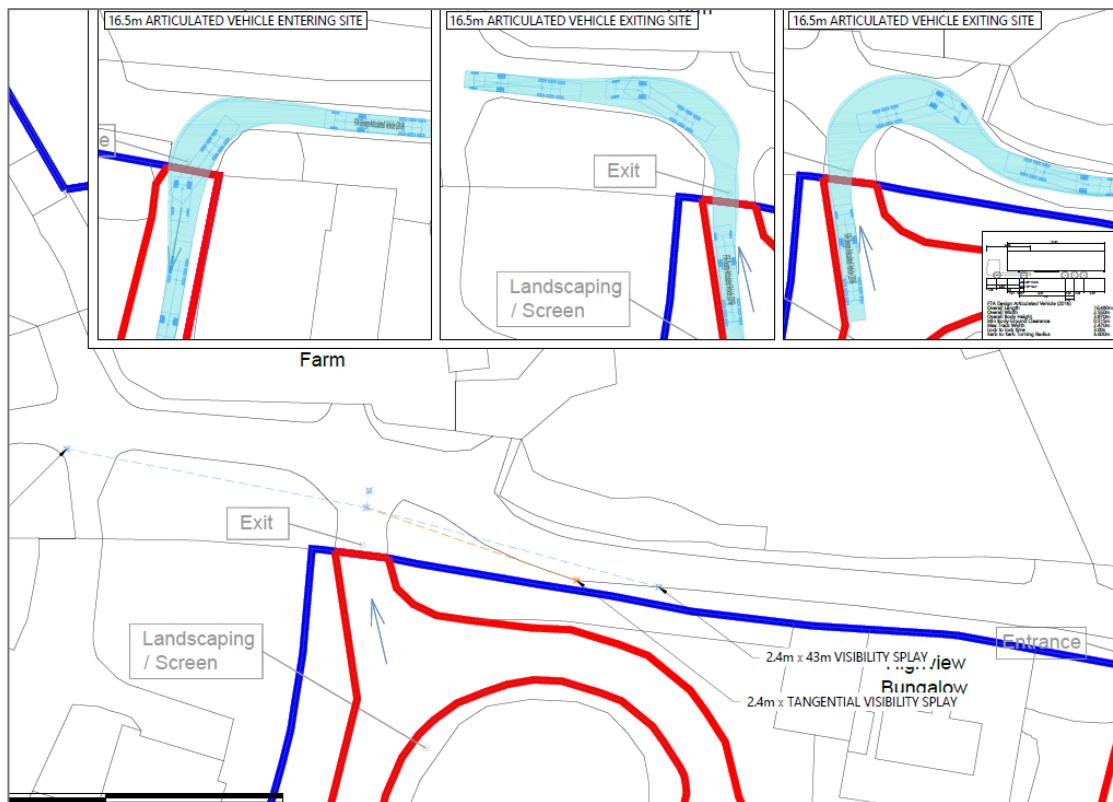
## SECTION 2 Access Arrangements

### 2.1 Existing Highway Conditions

- 2.1.1 The application site fronts onto Newyears Green Lane, which within the vicinity of the site is a single carriageway, two-way road that is some 6m wide. The road is broadly straight in alignment as it passes the site frontage, with a minor bend located to the west.
- 2.1.2 Newyears Green Lane meets Breakspear Road South and Harvill Road at simple priority junctions to the east and west of the site respectively. Access to the A40, which forms part of the strategic road network, can be achieved to the south or east of the site via B467 through Ickenham or A4180 through Ruislip respectively.
- 2.1.3 A review of Personal Injury Collision (PIC) Data (using the online resource CrashMap) indicates that Newyears Green Lane has a nearly unblemished highway safety record over the last 20 years, with only a single incident having been recorded (which resulted in slight injuries). This does not indicate a pattern that is likely to be exacerbated by the replacement waste transfer station proposals at the application site.

### 2.2 Access Arrangements

- 2.2.1 Access to the existing waste management operation is provided through two points of access onto the southern side of Newyears Green Lane. The access junctions comprise two priority junctions positioned at the north-western and north-eastern extents of the service yard respectively.
- 2.2.2 To ensure there is no conflict of vehicle movements, a one-way in/out arrangement is in place at the site, with the eastern access providing access only for vehicles and the western access providing egress only. It is understood that all vehicles that operate at the existing waste management site adhere to this access strategy.
- 2.2.3 Access to the proposed replacement waste transfer station will be provided via the existing access arrangements. Consistent with the current arrangements, all vehicles will enter the site via the eastern access and egress via the western access. The existing access arrangements have been in-situ for some significant time and on this basis are well-established as being safe and suitable for the waste management use at the site. Notwithstanding this, a review of the existing access arrangements is provided as i-Transport drawing no. **ITB200598-GA-001**, an extract of which is presented as **Image 2.1**.

**Image 2.1: Existing Access Arrangements – Waste Management Site**


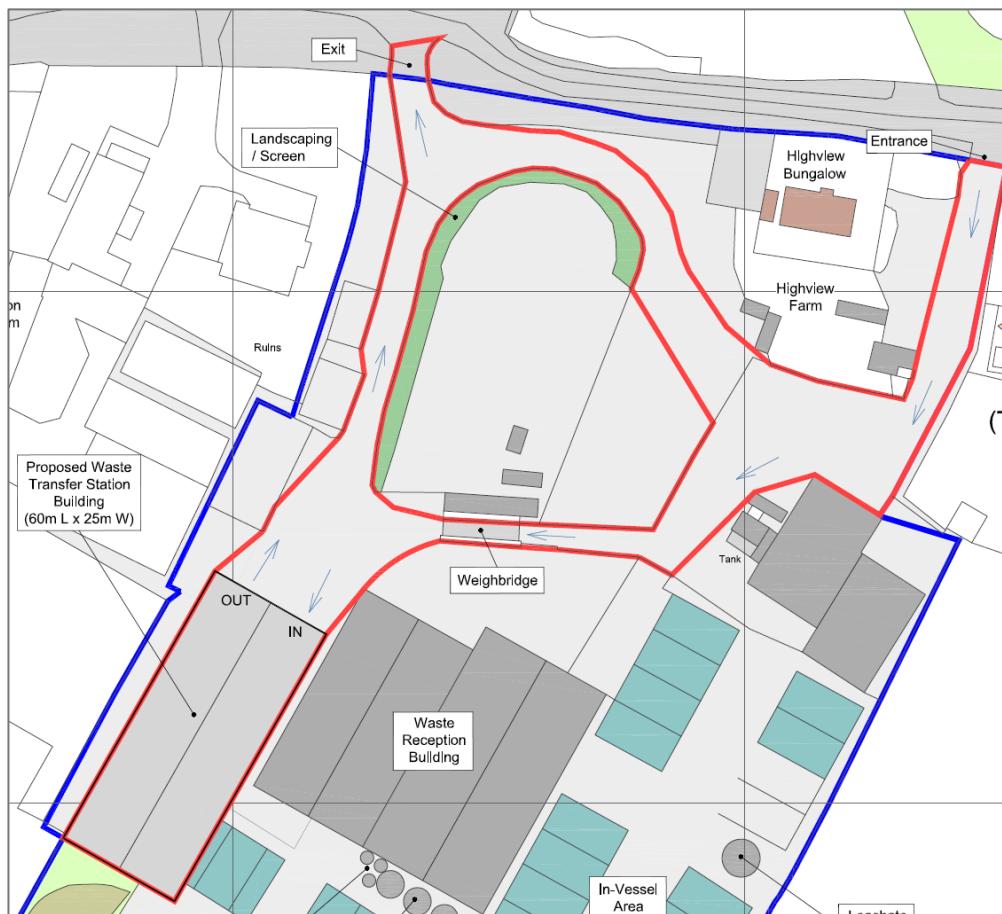
Source: Extract of GA-001

- 2.2.4** The access review demonstrates that existing visibility splays of at least 2.4m x 43m are achievable to the east and west of the 'egress only' access junction onto Newyears Green Lane respectively.
- 2.2.5** These existing visibility splays are appropriate for vehicle speeds of 30mph and the existing form and horizontal alignment of Newyears Green Lane as it routes within the vicinity of the site controls the prevailing vehicle speeds to around this speed. The suitability of the existing sight lines is supported by the nearly unblemished PIC record along Newyears Green Lane over the last 20 year period.
- 2.2.6** Furthermore, swept path analysis of a max-legal articulated lorry accessing/egressing the site demonstrates clearly that the largest vehicle that requires regular access/egress to the site can do so safely in a forward gear.
- 2.2.7** On this basis, the existing arrangements provide safe and suitable access to the existing waste management operation at the site and will continue to provide safe and suitable access for the proposed replacement waste transfer station.

## 2.3 Internal Site Layout

- 2.3.1 The proposed site layout is contained at **Appendix A**, an extract of which is presented as **Image 3.1**.

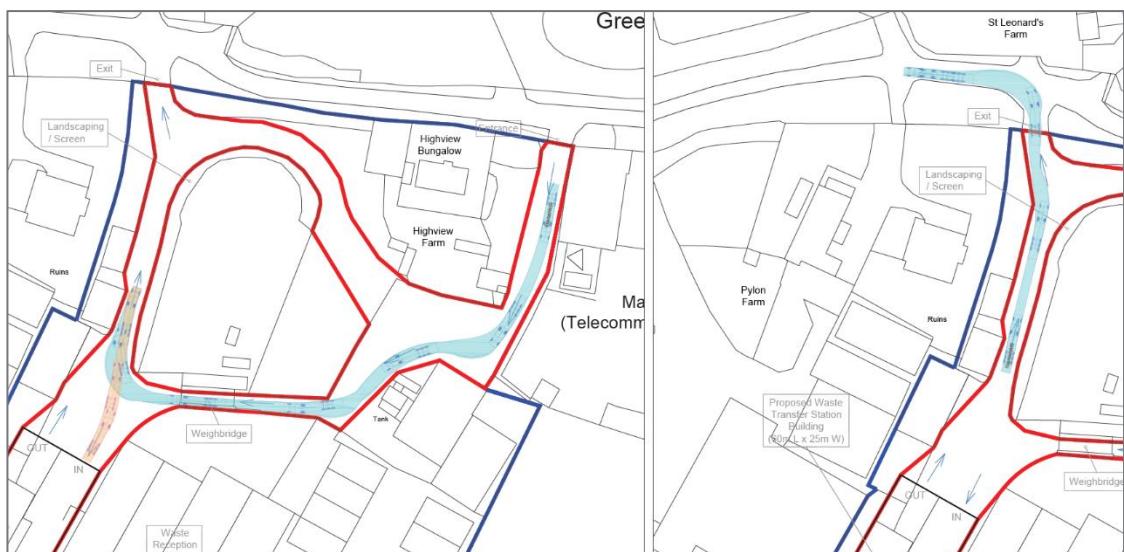
**Image 2.2: Proposed Site Layout**



Source: GP Planning Ltd drawing no. GPP/E/WLC/WTS/24/03 – v1

- 2.3.2 The proposed replacement waste transfer station will utilise the site's existing infrastructure including hardstanding, drainage and weighbridge. To demonstrate that the internal site layout is suitable for the proposed use, swept path analysis of a max-legal articulated vehicle entering, circulating and egressing the proposed site has been undertaken. The swept path analysis is presented i-Transport drawing no. **ITB200598-GA-002**, an extract of which is presented as **Image 2.3**.

**Image 2.3: Swept Path Analysis (Articulated Lorry) – Proposed Site Layout**



- 2.3.3** The analysis demonstrates that the largest vehicle that will be required to enter the site on a regular basis can safely enter, circulate and egress in a forward gear.
- 2.3.4** On the basis of the above, safe and suitable access to the site can be achieved in line with guidance in the NPPF.

## SECTION 3 Traffic Impacts

### 3.1 Existing Waste Transfer Station Operation

- 3.1.1 The existing waste transfer station at the site benefits from a Certificate of Lawful Use (dated 1991) which permits up to 24 deliveries of waste per week (48 two-way movements). On this basis, **Table 3.1** summarises the typical traffic generation of the existing waste transfer station on a daily, weekly, monthly and annual basis respectively.

**Table 3.1: Existing Waste Transfer Station – Typical Traffic Profile**

Vehicle Type	Typical Vehicle Movements (Two-way)			
	Daily	Weekly	Monthly	Annually
Refuse Vehicle	3	18	72	863
Rigid Vehicle (RO-RO)	1	6	24	282
Articulated Lorry	0-1	2-3	10	124
Light vehicles	3-4	21-22	86	1,035
<b>Total</b>	<b>8</b>	<b>48<sup>1</sup></b>	<b>192</b>	<b>2,304</b>

Source: Consultant's calculations

Note: Information on vehicle types obtained from Applicant and estimated across a daily, weekly, monthly and annual basis based on Consultant's calculations

- 3.1.2 The existing waste transfer station generates some 8 two-way vehicle movements per day, and up to 2,304 two-way vehicle movements per annum. This is a nominal amount of vehicular traffic.

### 3.2 Proposed Waste Transfer Station Operation

- 3.2.1 The proposed development will see the existing waste transfer station replaced with a new facility that can accommodate a throughput of 50,000 tpa. The replacement facility will continue to operate in conjunction with the existing waste management operation at the site.
- 3.2.2 A summary of the estimated traffic generation of the replacement waste transfer station is set out in **Table 3.2**.

<sup>1</sup> 24 deliveries equates to 48 two-way vehicle movements per week

**Table 3.2: Proposed Waste Transfer Station – Estimated Traffic Profile**

Vehicle Type	Typical Vehicle Movements (Two-way)			
	Daily	Weekly	Monthly	Annually
Refuse Vehicle	10	58	231	2,778
Rigid Vehicle (RO-RO)	3	19	76	909
Articulated Lorry	1	8	33	400
Light vehicles	12	69	278	3,333
<b>Total</b>	<b>26</b>	<b>155</b>	<b>618</b>	<b>7,420</b>

Source: Consultant's calculations

Note: Estimates on trips by vehicle type derived from payload information provided by the Applicant

- 3.2.3** The operation of the proposed replacement waste transfer station is forecast to generate some 26 two-way vehicle trips per day, and up to 7,420 two-way vehicle movements per annum. This broadly equates to between 2-3 vehicle trips per hour during operational hours<sup>2</sup>. Under any reasonable assessment, this is a negligible volume of traffic, which equates to one additional movement every 20-30 minutes, that will likely be imperceptible and will lead to no discernible impact on the operation of the local highway network.

### 3.3 Net Traffic Impact

- 3.3.1** The proposed waste transfer station will replace the existing facility at the site. As such, a number of these forecast vehicle movements will not be 'new' to the local highway network. The estimated net traffic impact of the proposed waste transfer station is provided in **Table 3.3**.

**Table 3.3: Net Traffic Impact**

Use	Typical Vehicle Movements (Two-way)			
	Daily	Weekly	Monthly	Annually
Existing Use	8	48	192	2,304
Proposed Use	26	155	618	7,420
<b>Net Traffic Impact</b>	<b>+18</b>	<b>+107</b>	<b>+426</b>	<b>+5,116</b>

Source: Consultant's calculations

- 3.3.2** When compared to the extant operation, the proposed replacement waste transfer station is forecast to result in an increase of some 18 two-way vehicle movements per day, and up to 5,116 two-way vehicle movements per annum.

<sup>2</sup> Operational hours of 07:30-18:00 6-days per week (Monday to Saturday) – Information provided by the applicant.

- 3.3.3** This broadly equates to between 1-2 additional vehicle trips per hour during operational hours, equating to one extra movement every 30-60 minutes. This is a negligible volume of additional traffic that will have no noticeable, let alone 'severe' impact on the operation of the local highway network, or indeed the existing site access arrangements.
- 3.3.4** It is also important to note that, due to the nature of the operation, the majority of these vehicle movements will be undertaken outside of the traditional peak network hours.

## SECTION 4 Framework Construction Logistics Plan

**4.1** The applicant is willing to accept the production of a detailed Construction Logistics Plan (CLP) to be secured via a suitably worded Condition. Notwithstanding this, a Framework for the CLP is presented below.

### Purpose

**4.1.1** The purpose of the CLP is to minimise the impacts of construction traffic on the environment and the surrounding highway network, including any impacts to existing users in terms of delay and amenity.

**4.1.2** The main issues and measures that will be considered in the full CLP are as follows:

### Off-Site Issues

- Construction traffic type and volume.
- Management of construction traffic, including access, routeing and turning.
- Period of construction and timing/phasing of works/deliveries to avoid sensitive periods.

### On-site Issues

- Site access arrangements and management during construction.
- Proposed storage area, turning provision and contractor car parking provision.

### Measures

- Measures to protect existing users of Newyears Green Lane and the surrounding local highway network within the vicinity of the site.
- Measures to minimise the effect of construction on the local community in the surrounding areas of Harefield and Ruislip.
- Safety measures to ensure the safe operation of existing users of the waste management operation.
- Other environmental control measures such as surface water management, tree protection measures, noise, dust and mud, and ecology considerations.
- Enforcement of the CLP.

**4.1.3** The following principles will be adopted to ensure that the construction at the Site will occur in a safe, efficient and effective manner which minimises local impacts:

- The full CLP will provide an estimate of construction traffic movements. This will identify vehicle types, the proposed phasing of the construction, the proposed access arrangements, vehicle routeing protocols and unloading arrangements.
- The delivery of construction materials will be managed to generally occur outside of the network peak periods (0800-0900, 1700-1800) and, wherever practicable, allocated delivery times will be secured, taking note of journey times to the site. Construction staff will also arrive prior to the peak periods under normal circumstances. This will minimise the impact that these vehicles may have on the use of the local highway network.
- Construction materials will be sourced from local suppliers where practically possible in order to reduce the length of vehicle trips to the site.
- All materials will be mechanically unloaded and handled and will be stored on-site. An area large enough to store any materials will be provided and maintained.
- All traffic associated with construction will be instructed to park on-site where an area (large enough to accommodate necessary contractor vehicles) will be provided and maintained. No off-site parking will be permitted and this will be monitored by the Site Manager.
- The area provided on-site for contractor vehicles will be large enough to ensure all vehicles can turn internally within the site. This will ensure all contractor vehicles can enter and egress the site in a forward gear.
- Waste from the construction process will be managed effectively through recycling aggregate on-site, sending any scrap steel to BFA Recycling (sited at 9 Newyears Green Lane) and other waste to LJ Grundon Limited (a local waste operator). Additionally, all compostable waste and biomass from any land clearance shall be treated on site.
- All vehicles providing deliveries to the site shall comply with all required statutory legislation and hauliers or suppliers who are working towards FORS accreditation will be appointed.
- Effective wheel/body washing facilities will be used before vehicles egress the site.

- Dust suppression will be achieved by ensuring that all materials transported to/from the site are enclosed or fully sheeted. During dry periods at the site, the surface will be dampened to control the generation of dust.
- Appropriate signage will be in place to ensure all users of the existing waste management operation and Newyears Green Lane are aware of construction at the site and that no unauthorised access is permitted (**Image 4.1**).

**Image 4.1: Example Construction Traffic Signs**



- Appropriate hoarding will be in place around the site to ensure the safety of all users on site and on Newyears Green Lane.
  - A complaints procedure will be implemented to ensure that any complaints are recorded and responded to promptly.
  - The Site Manager will ensure that all contractors/operatives adhere to the CLP and its measures can be monitored by the Local Highway Authority. The full CLP will set out how the community and key stakeholders will be consulted and engaged through the build period.
- 4.1.4** Whilst a detailed CLP will be secured by Condition, this framework sets out the principles to ensure that any construction impacts on the local highway network are minimised. A comprehensive approach will be implemented to ensure that the number of construction traffic movements are kept to a minimum, dust and dirt generation is limited and the impacts on the local community are minimised as a priority.

## SECTION 5 Framework Delivery and Servicing Plan

5.1 The applicant is willing to accept the production of a detailed Delivery and Servicing Plan (DSP) to be secured via a suitably worded Condition. Notwithstanding this, a Framework for the DSP is presented below.

### Purpose

5.1.1 The purpose of the DSP is to ensure that the operational efficiency of the development is increased by reducing delivery and servicing impacts to premises, specifically in relation to CO<sub>2</sub> emissions, congestion and collisions. DSP's aim to reduce delivery trips, particularly during network peak periods.

### Benefits

5.1.2 DSP's are expected to accrue the following benefits:

- Reduce the environmental impact of organisations and developments.
- Improve the safety of delivery and servicing at sites.
- Demonstrate that services, and waste, can be removed in a safe, efficient and environmentally friendly way.
- Identify deliveries that could be reduced, re-timed or consolidated.
- Help cut congestion on the road network and lessen environmental impacts.
- Improve the reliability of deliveries.
- Reduce the operating costs of freight companies.
- Reduce the impact of delivery activity on the local community.

5.1.3 The main issues that will be considered in the full DSP are as follows:

- The proposed access arrangements for deliveries / the exporting of waste – including the proposed routeing strategy for deliveries and exports.
- The procedure for accepting and handling deliveries – in the case of the application site, this will relate to the handling and transport of waste deliveries within the waste transfer station.
- The procedure for exporting waste from the site – this will occur when a sufficient quantity of material has been bulked up.

- The anticipated number of delivery / export movements associated with the site – this is also detailed in Section 3 of this Highways Statement.

### **Measures**

**5.1.4** The following measures will be set out in the DSP to ensure the benefits of the DSP are realised:

- Assign responsibility for the DSP to the Site Manager.
- Ensure the vehicle routeing strategy is made clear to all staff/operators/contractors and that any areas required on-site to accept waste deliveries/prepare the export of waste are maintained and kept clear.
- 'No Idling' signage to be installed to ensure that engines are 'switched off' when deliveries of waste are being accepted.
- Commitment to organise and consolidate deliveries of waste/export of waste where possible.
- Close management of the delivery and export of waste to the site – this could include the implementation of a Delivery Management System (DMS) (or similar) to coordinate deliveries and exports to/from the site and allow for efficient recording of delivery activity to ensure efficient loading/unloading.
- Commitment to organise for deliveries of waste / the exporting of waste to occur outside the network peak periods where possible – the nature of the development is such that this will predominately be the case (see Section 3).

### **Management and Monitoring**

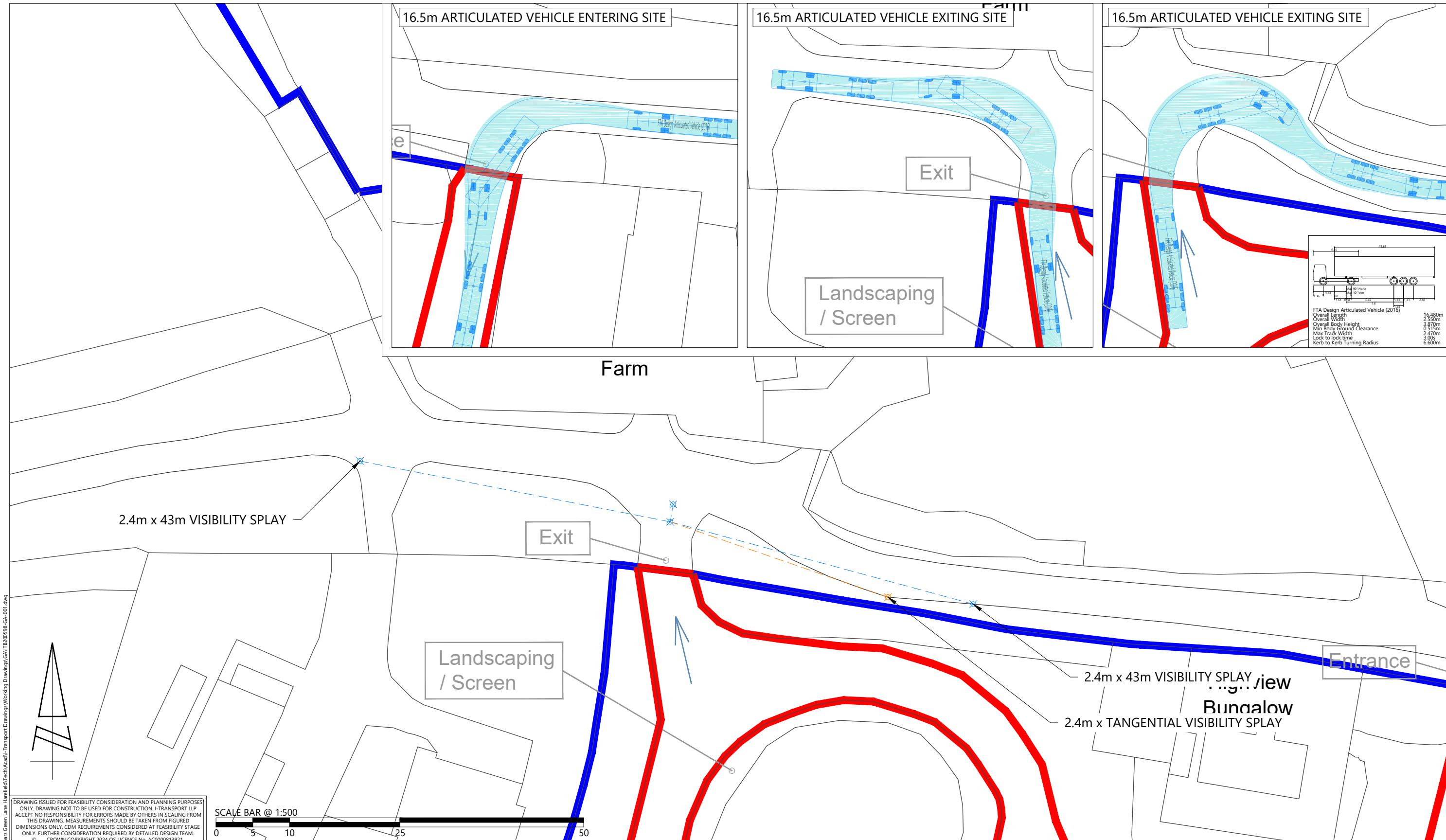
- The Site Manager will be responsible for the management and monitoring of the DSP. Contact details for the Site Manager will be included within the detailed DSP.
- The DSP will apply for the lifetime of the development and will be in place once the development becomes operational.
- The DSP will be regularly reviewed during the lifetime of the development to ensure it reflects the changing requirements of the development and that it is kept up to date (including taking account of any complaints received, or requests made by the Local Highway Authority).
- The individual(s) responsible for the implementation, management and monitoring of the DSP will be responsible for investigating any complaints raised by third parties and, if necessary, take steps to resolve any problems.

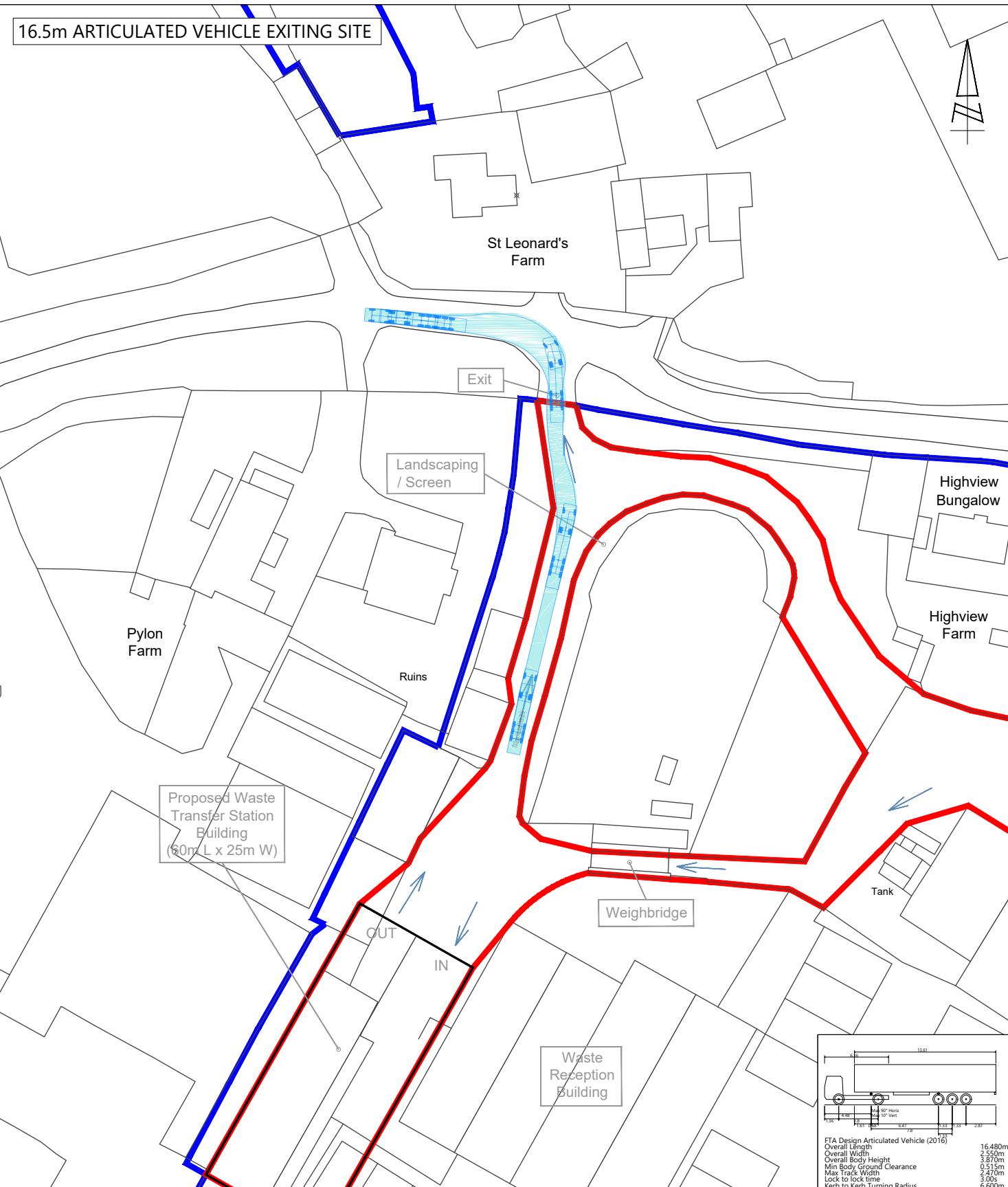
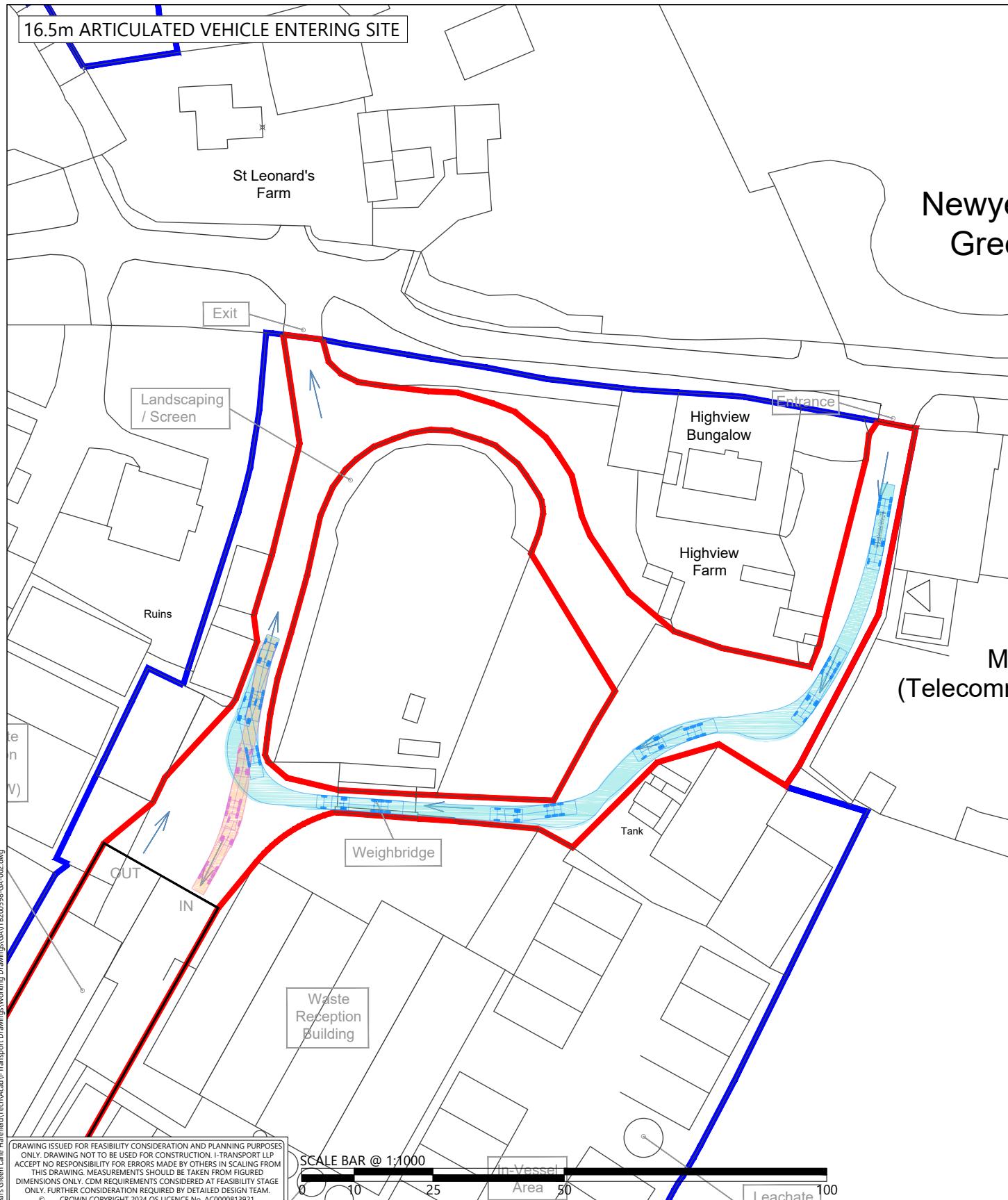
- 5.1.5** Whilst a detailed DSP will be secured by Condition, this framework sets out the main benefits of the document, as well as the measures to ensure these are realised. In addition, this framework sets out process through which the DSP will be monitored and managed for the lifetime of the development.

## SECTION 6 Summary and Conclusions

- 6.1 West London Composting Ltd is proposing to construct a replacement waste transfer station at their existing waste management site on land off Newyears Green Lane in Harefield. The replacement waste transfer station will be capable of accommodating a throughput of 50,000 tpa and will operate in conjunction with the existing waste management operation.
- 6.2 The proposed development will be served via the existing access arrangements onto Newyears Green Lane. Consistent with the existing waste management operation at the site, all vehicles will enter the site via the eastern access and egress via the western access. The existing access arrangements have been in-situ for some significant time and have a nearly unblemished highway safety record over the last 20 years. A review of the existing arrangements has demonstrated that they will continue to provide safe and suitable access to the proposed waste transfer station appropriate for the existing conditions on Newyears Green Lane.
- 6.3 The proposed replacement waste transfer station will utilise the site's existing infrastructure including hardstanding, drainage and weighbridge. Swept path analysis demonstrates that sufficient space is provided to accommodate the turning of a max-legal articulated vehicle, which is the largest vehicle that will require regular access to the site.
- 6.4 When compared to the extant operation, the proposed replacement waste transfer station is forecast to result in an increase of some 18 two-way vehicle movements per day. This broadly equates to between 1-2 additional vehicle trips per hour during operational hours. This is a negligible volume of additional traffic, equating to one extra movement every 30-60 minutes, that will have no noticeable, let alone 'severe' impact on the operation of the local highway network, or indeed the site access arrangements.
- 6.5 Framework versions of a CLP and DSP have been provided and the applicant is willing to accept detailed versions of these documents to be secured by appropriately worded Planning Conditions.
- 6.6 The development proposals are therefore in accordance with the relevant *key transport tests* in the NPPF:
  - Safe and suitable access to the site can be achieved.
  - The development traffic impacts will be acceptable.
- 6.7 There are therefore no reasons on highways or transport grounds that these proposals should not go ahead.

## DRAWINGS





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### PROPOSED INTERNAL SITE ACCESS ARRANGEMENTS AND VEHICLE TRACKING

PROJECT:  
ENVAR COMPOSTING, NEW YEARS  
GREEN LANE, HAREFIELD

CLIENT:  
GP PLANNING

TITLE:		DRAWN:	CHECKED:	APPROVED:			
REV	DATE	BY	CHK	APD	PROJECT No:	SCALE @ A3:	DATE:
					ITB200598	1:1000	04.12.24
					DRAWING No:	ITB200598-GA-002	REV: -

16.480m	2.850m
Overall Length	Overall Width
Overall Body Height	Overall Body Width
Min Body Bend Clearance	Min Body Bend Width
Lock to Lock	Lock to Lock
Kerb to Kerb	Kerb to Kerb
Radius	Radius

FTA Design Articulated Vehicle (2016)

16.480m  
2.850m  
3.870m  
0.217m  
2.417m  
3.00s  
6.600m

FOR INFORMATION

## **APPENDIX A. Proposed Site Layout**



