

Prepared on behalf of

Jigar Suresh Chheda

**Proposed Mixed-Use Development
139 North Hyde Road, Hayes, UB3 4NR**

Transport Statement

Acknowledgements:

National Geographic Society MapMaker has been utilised to generate figures used in the report.

The Crashmap database has been utilised to obtain collision records for the local highway network.

An extract from the online WebCAT tool has been used in this report.

TfL's London Travel Demand Survey (LTDS) 2018/19 and Travel in London Report 12 (2019) have been used to predict trip generations of the development.

Disclaimer

The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd, unless otherwise expressly stated within this report.

This report was checked and approved on the 4th March 2021 and the Report is therefore valid on this date, circumstances, regulations and professional standards do change which could subsequently affect the validity of this Report.

Copyright

All intellectual property rights in or arising out of or in connection with this report are owned by Sanderson Associates (Consulting Engineers) Ltd. The report has been prepared for Jigar Suresh Chheda (the 'Client') who has a licence to copy and use this report only for the purposes for which it was provided. The licence to use and copy this report is subject to other terms and conditions agreed between Sanderson Associates (Consulting Engineers) Ltd and the Client.

This document cannot be assigned or transferred to any third party and no third party may rely upon this document without the express written agreement of both Sanderson Associates (Consulting Engineers) Ltd and the Client.

Report Ref:	11778-001-04		
Author:	Brett Littlewood		
Checked & Approved:	Simon Burkinshaw	Date:	4 th March 2021

Contents

Page No

1	Introduction.....	5
2	Planning Policy	7
3	Existing Situation	9
4	Accessibility by Sustainable Travel Modes	13
5	Development Proposals	20
6	Trip Generations	25
7	Summary and Conclusions.....	28

Appendices

APPENDIX A

Pre-Application Consultation

APPENDIX B

Crashmap Data

APPENDIX C

Proposed Site Layout

APPENDIX D

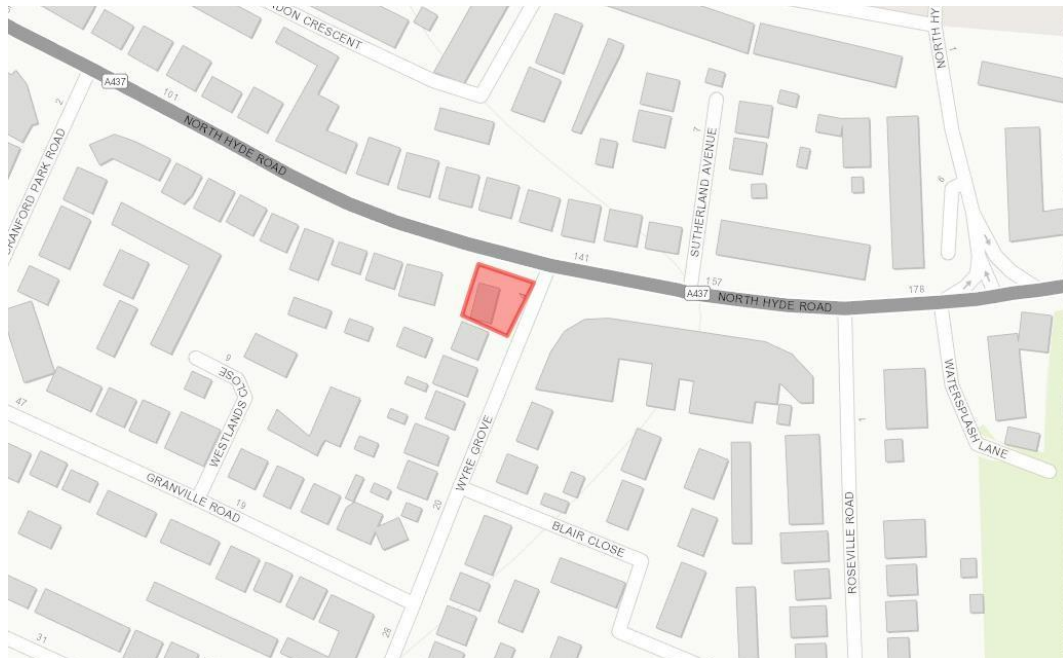
Drawing: 11778-001 Swept Path Analysis

1 Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Limited has been appointed by Jigar Suresh Chheda to advise on traffic and transportation issues relating to a planning application for a proposed mixed-use development at 139 North Hyde Road, Hayes, UB3 4NR.

Figure 1 – Site Location

[NatGeo]



- 1.2 The current proposal comprises the demolition of the existing single storey bungalow and the construction of a three storey mixed-use development including 2 N° two bedroom flats, 1 N° one bedroom flat and a ground floor commercial unit with associated amenity space, parking, refuse and recycling.
- 1.3 Pre-application discussions have taken place with the local authority, London Borough of Hillingdon (LBH), with details of two similar but larger schemes submitted to the Council on 4th September 2020. For clarity, the two design options included; a) 6 flatted units (5x2 and 1x1 bedrooms), and b) 4 flatted units (3x2 and 1x1 bedrooms) with 3 commercial units (GIFA 60/60/45m²). Each option included a total of 4 N° off-street parking spaces accessed via a new crossover from North Hyde Road. An Officers Report was issued in response by the Council on 23rd October 2020, a copy of which is included at **Appendix A**, for reference.

-
- 1.4 In terms of 'Highways & Transportation', concerns were raised to the previous development options due to an under-provision of parking facilities, and the inability of the proposed layouts to accommodate vehicle turning manoeuvres, allowing them to enter and exit the site in forward gear. The current scheme has taken these comments into consideration and details of the revised proposals are provided within the following chapters of this report.
- 1.5 In accordance with the Planning Practice Guidance 'Transport evidence bases in plan making and decision taking' this Transport Statement addresses key transport issues including:
- the local highway network
 - the access arrangements to the proposed development
 - the existing use of the site
 - the proposed development and its operational facilities
 - the impact of the development on the local highway network in terms of highway safety
 - accessibility of the site in relation to sustainable transport and local facilities

2 Planning Policy

2.1 National Planning Policy

2.1.1 The revised National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.

2.1.2 Paragraphs 108 and 109 of the National Planning Policy Framework state:

“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; and*
- c) 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.*

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.”

2.2 Local Planning Policy

2.2.1 The London Plan, March 2016, is “the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years”. The local development documents for each London Borough are to be “in general conformity’ with the London Plan”. A new draft London Plan is currently being prepared which is to be a material consideration in planning decisions.

2.2.2 Following the Examination in Public (EiP) on the London Plan which was held between 15th January and 22nd May 2019 the appointed Panel of Inspectors issued their report and recommendations to the Mayor on 8th October 2019. In December 2019 the Mayor of London confirmed the “Intend to Publish” New London Plan document. This document is considered to be material consideration in planning decision given its advanced progress in its adoption.

2.2.3 The London Mayor’s Transport Strategy 2018 has the vision of reducing “Londoners’ dependency on cars in favour of increased walking, cycling and public transport use”.

2.3 *The Development in Planning Policy Context*

2.3.1 This Transport Statement seeks to demonstrate that there would not be an unacceptable impact on highway safety associated with the development and that the residual cumulative impacts of the development are not severe. As such, there are no transport reasons why planning should not be granted.

3 Existing Situation

3.1 *The Site and Surrounding Area*

3.1.1 The subject site comprises a single storey bungalow within a large site of approximately 435sqm (0.045 ha). No vehicle access to the site are currently present. The site is broadly bound by North Hyde Road to the north, Wyre Grove to the east, and residential properties to the south and west.

3.1.2 The surrounding area comprises mainly two storey semi-detached residential dwellings. On the opposite corner of Wyre Road there is a small commercial parade (Nos 141 to 171 North Hyde Road) consisting of two storey premises with commercial on the ground floor and residential above.

3.2 *Highway Network*

3.2.1 North Hyde Road is a classified road with a carriageway width of approximately 7.3m along the site frontage, excluding the unrestricted on-street parking layby which is present along the northern side of the road, opposite the site. The remainder of the local highway features waiting restrictions in the form of double yellow lines.

3.2.2 North Hyde Road is a major thoroughfare providing access to / from the A312 'The Parkway', ~300m to the east of the site at Bulls Bridge Roundabout, which in turn provides access to Junction 3 of the M4 motorway ~600m to the south.

3.2.3 Wyre Grove is a residential collector road which meets North Hyde Road as the minor arm of a priority junction at the north-eastern corner of the site.

3.2.4 A recent highway improvement scheme has been implemented by the Council in proximity to this junction by introducing a 'Stop & Shop' parking scheme outside North Hyde Road shopping parade, which is intended to provide a turnover of parking spaces for customers to the businesses along this parade of shops. The improvements include:

- i) Two pay & display parking bays operational 'Monday to Saturday 8am to 6.30pm' outside N^os 167 and 169 North Hyde Road;
- ii) Three pay & display parking bays operational 'Monday to Saturday 8am to 6.30pm' outside N^os 145 and 147 North Hyde Road;
- iii) Disabled parking bay outside No. 149 North Hyde Road in which only Blue Badge holders may park 'at any time'; and,
- iv) Three pay & display parking bays operational 'Monday to Saturday 8am to 6.30pm' in Wyre Grove adjacent to Nos. 143 and 141 North Hyde Road.

3.2.5 The charges for the parking bays associated with North Hyde Road Shopping Parade are summarised below:

CHARGES FOR THE PROPOSED PAY & DISPLAY PARKING BAYS NORTH HYDE ROAD SHOPPING PARADE		
Parking Period	Standard Charge	HillingdonFirst Cardholder Tariff
30 minutes	Free(on displaying a ticket)	Free(on displaying a ticket)
60 minutes	70p	20p
90 minutes	£1.40	40p
Up to 2 hours	£2.10	60p

3.3 Accident Analysis

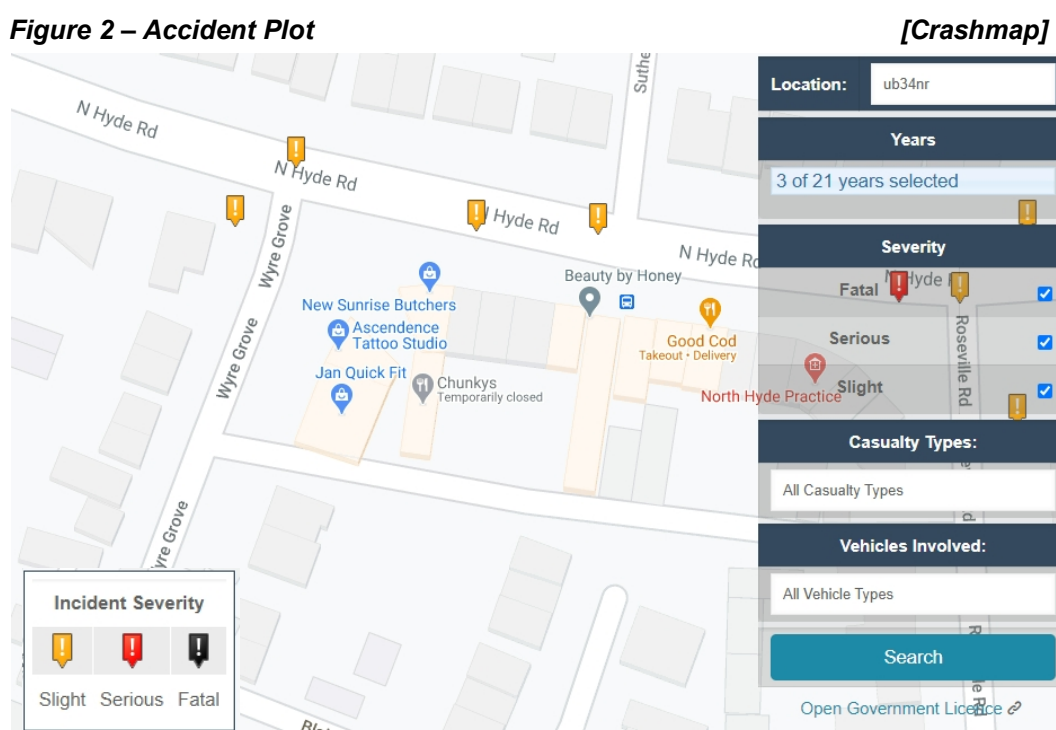
3.3.1 National guidance on Travel Plans, Transport Assessments and Statements states that assessments should include;

“an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area;”

3.3.2 As the site is not considered to be located within a “high accident area”, in line with national guidance, this section of the report provides an analysis of the injury accident records on the public highway in the vicinity of the site for the most recent 3-year period.

- 3.3.3 Road traffic collision data has been reviewed using the online Crashmap database for the most recent three year period available (2017-2019). Figure 2 shows the location and severity of recorded incidents in proximity to the site.

Figure 2 – Accident Plot



- 3.3.4 Crashmap indicates a total of 2 incidents have been recorded in proximity to the North Hyde Road / Wyre Grove junction; both of which were incidents classified as being 'slight' in severity. The incidents are described below with the full reports included at **Appendix B**.

- Incident ref 2018010087029 occurred at the junction of North Hyde Road / Wyre Grove on the 31st January 2018 at 9:50pm in fine and dry conditions. The incident involved a collision between the front of a car described as proceeding normally along the carriageway, and the offside of a car in the act of turning left.
- Incident ref 2018010102356 occurred at the junction of North Hyde Road / Wyre Grove on the 18th April 2018 at 9:05am in fine and dry conditions. The incident involved a collision between the front and offside of two vehicles described as proceeding normally along the carriageway.

-
- 3.3.5 From the information available it is considered that there are no significant accident trends on the highway network in proximity to the site that are likely to be adversely affected by the development proposals.

4 Accessibility by Sustainable Travel Modes

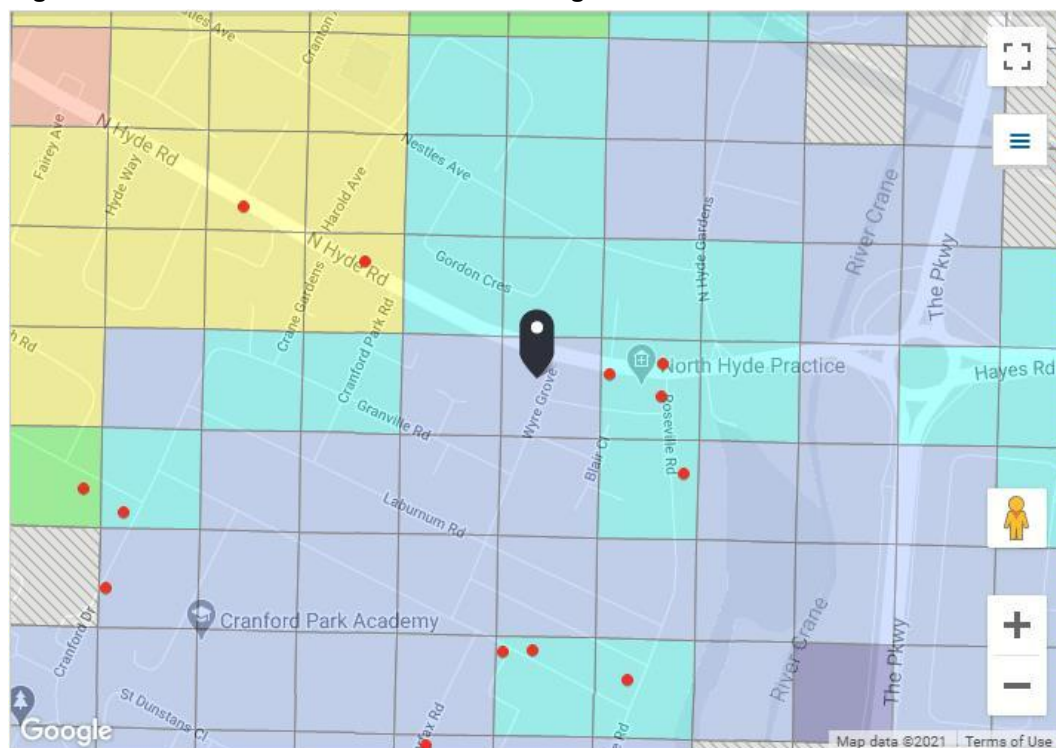
4.1 Overview

4.1.1 This section of the report considers the accessibility of the development by the following modes of transport in order to review the opportunities that will exist for residents and visitors.

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail and tube

4.1.2 A PTAL (public transport access level) assessment has been undertaken using the online WebCAT tool. As can be seen from the extract below, the site has a PTAL Rating of 1b, on a scale of 1a (lowest) to 6b (highest).

Figure 3 – Extract from TfL WebCAT Planning Tool



4.2 Accessibility on Foot

4.2.1 Walking is the most common form of travel in Britain and has the greatest potential to replace short car trips, particularly those under 2km.

4.2.2 It is important to consider the routes that would be taken to get to locations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice.

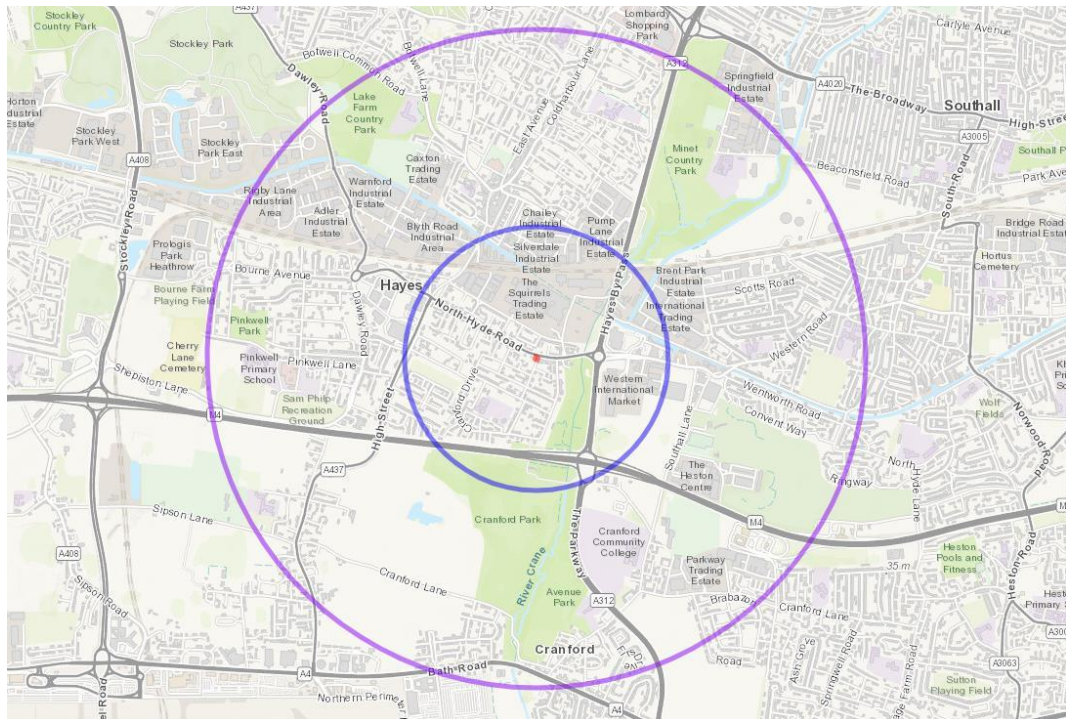
"Walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."

4.2.3 In terms of pedestrian infrastructure, all roads in the vicinity of the site have footways on both sides and are street-lit. A tactile paved crossing is provided across the Wyre Grove junction and signalised pedestrian crossing facilities exist approximately 90m east of the site and 220m to the west of the site on North Hyde Road.

4.2.4 Figure 4 identifies 800m and 2km walking radii from the site. It is noted that walking routes will not follow the simple radius of this plan and it is provided as an indication of where destinations lie and the general extent to which the local area can be accessed on foot.

Figure 4 – Indicative Walking Distance

[NatGeo]



4.2.5 The following amenities and facilities are all located within an 800m walking distance of the site.

- Bus stops on North Hyde Road and Roseville Road
- North Hyde Road Shopping Parade
- North Hyde Medical Practice and MSK Dental
- ASDA supermarket
- Various food outlets

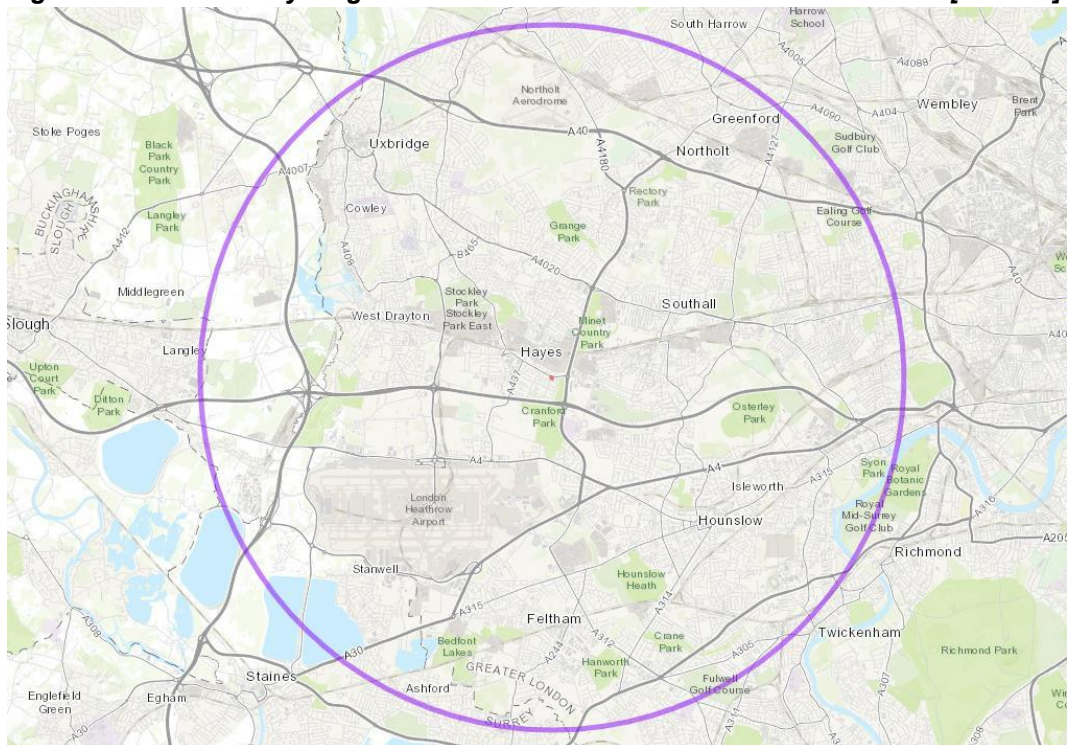
4.3 Accessibility by Cycle

4.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.

- 4.3.2 CIHT's Planning for Cycling (2014) states that the majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.
- 4.3.3 Figure 5 indicates destinations that lie within a 5 mile (8km) radius of the application site. Again, it is noted that cycling will not follow the simple radius shown on this plan and it is provided to give an indication of where destinations lie and the general extent to which the site is accessible by cycle.

Figure 5 – Indicative cycling radii

[NatGeo]



- 4.3.4 For the benefit of future residents or staff who choose to travel by cycle, G S Cycles is located along Station Road ~750m from the site which specialises in new and used cycles, parts and repairs.

4.4 Accessibility by Bus

4.4.1 The closest bus stops are located on North Hyde Road within ~70m to 150m from the site. Further services are available on Roseville Road within ~135m walking distance from the site. Figure 6 shows the location of these stops and a summary of the available facilities and services is provided within Table 1 and Table 2.

Figure 6 – Bus Stop Locations

[TfL]

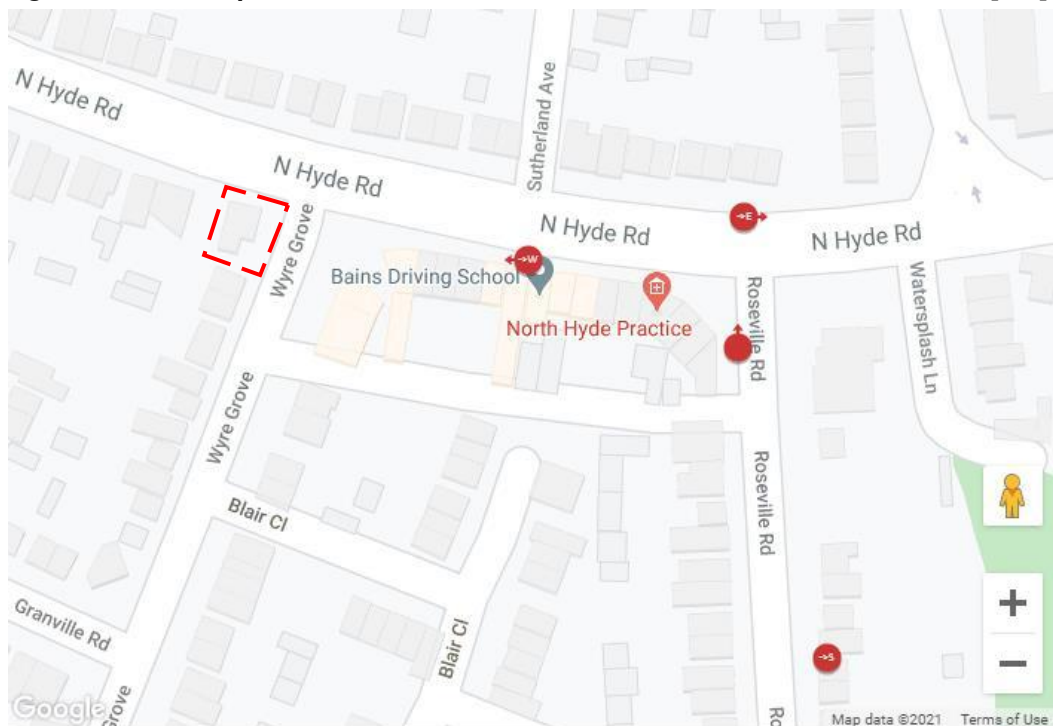


Table 1 – Summary of North Hyde Road Bus Stops

North Hyde Road	
Reference	Roseville Road (-> W)
Direction of travel	Westbound
Distance from site	~70m
Facilities	Shelter with seating
Services	195
Reference	Roseville Road (-> E)
Direction of travel	Eastbound
Distance from site	~150m
Facilities	Pole with flag and timetable
Services	195

Table 2 - Summary of Roseville Road Bus Stop

Roseville Road	
Reference	North Hyde Road
Direction of travel	Towards Hayes
Distance from site	~135m
Facilities	Pole with flag and timetable
Services	E6

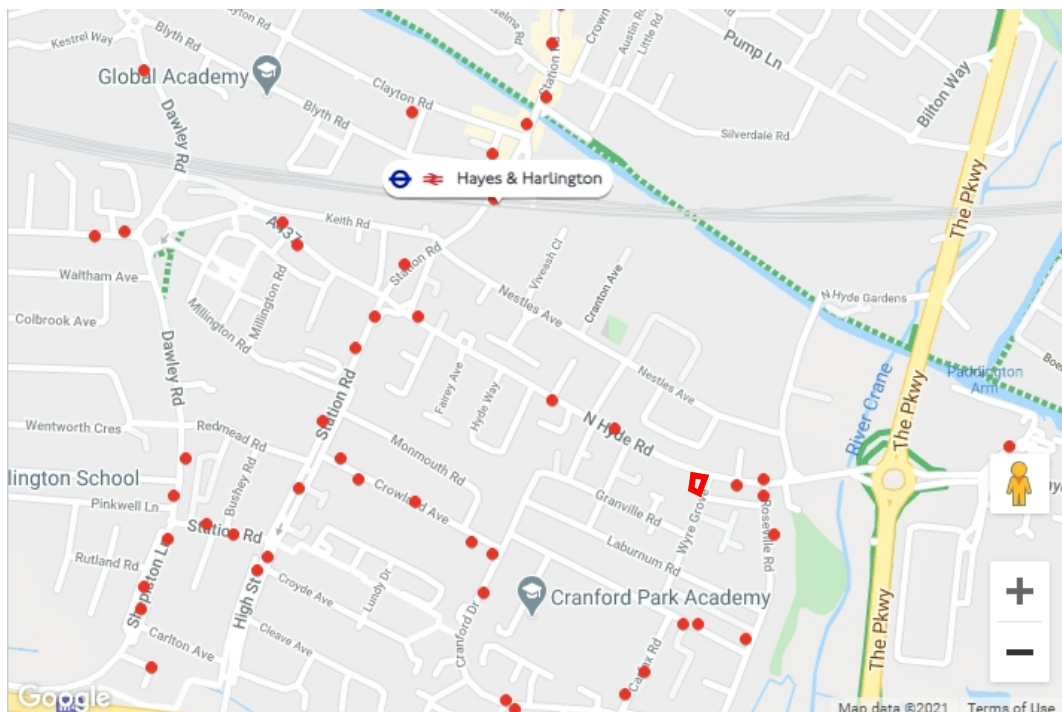
- 4.4.2 The 195 bus operates ~5 services per hour between Romney Road and Brentford (County Court), whilst the E6 services provides ~5 services per hour between the site and Bulls Bridge Tesco.

4.5 Accessibility by Rail

- 4.5.1 The closest station to the site is Hayes & Harlington Station which is located at a distance of approximately 1km to the north-west. The station provides access to overground services on the Reading to London Paddington line and also provides access to Heathrow Airport (Terminal 5).

Figure 7 – Station Location

[NatGeo]



4.6 *Summary*

- 4.6.1 Despite the site's low PTAL rating of 1b, it is considered that a reasonable range of facilities are present within the site's walkable neighbourhood which will reduce the need for future residents to travel by car. The commercial element of the proposals will also serve to enhance the walkable neighbourhood of the existing residential properties in the surrounding area.

5 Development Proposals

5.1 Overview

- 5.1.1 The proposal comprises the demolition of the existing single storey bungalow and the construction of a three storey mixed-use development including 2 N° two bedroom flats, 1 N° one bedroom flat and a ground floor commercial unit (107.21m² GIA) with associated amenity space, parking, refuse and recycling. The proposed layout is included at **Appendix C**.

5.2 Parking

- 5.2.1 The site will provide a total of 6 N° parking spaces; 4 served via a new access from North Hyde Road and 2 via a new access on to Wyre Grove. A total of 4 cycle parking spaces are also proposed within a secure storage area to the rear of the building.
- 5.2.2 Guidance on parking standards is set out within Hillingdon Council's Local Plan: Part 2 Policy DMT 6: Vehicle Parking. It should be noted that at this stage, no specific Use Class has been assigned to the commercial element of the proposal, therefore, for the purpose of providing a robust assessment, the standards for 'A1 Retail' are to be applied. The relevant standards are presented overleaf:

Extract from Local Plan: Part 2: Appendix C

CAR AND OTHER VEHICLE PARKING			BICYCLE PARKING
MAXIMUM REQUIREMENT			MAXIMUM REQUIREMENT
			(1 space per sqm of gross floorspace unless otherwise stated)
A1 NON FOOD			
Parking space per sqm of gross floorspace:			(a) A1 (shops)
PTAL 6-5	PTAL 4 -2	PTAL1	Out of centre – 1 per 500 sqm
60 - 40	50 – 30	30	In Centre - 1 per 300
			(b) A2 financial services –
			1 per 125
FLATS			
3 - 4 or more bedrooms - 2 spaces per unit			(a) 1 per studio, 1 or 2 bed unit.
1 – 2 bedrooms - 1.5 - 1 spaces per unit			(b) 2 per 3 or more bed unit.
Studio - 1 space per 2 units			
(a) Proposals must also accommodate visitor's car parking on-site additional to the above			
(b) Car parks must be allocated to dwellings.			

- 5.2.3 Based on the site's PTAL rating of 1b, it is considered that the proposal requires a provision of 3 - 4 spaces for the commercial element of the development (107.21m² GIA) and 3 spaces for the residential element. The proposed 6 N° car parking spaces are therefore considered to meet the minimum requirement.

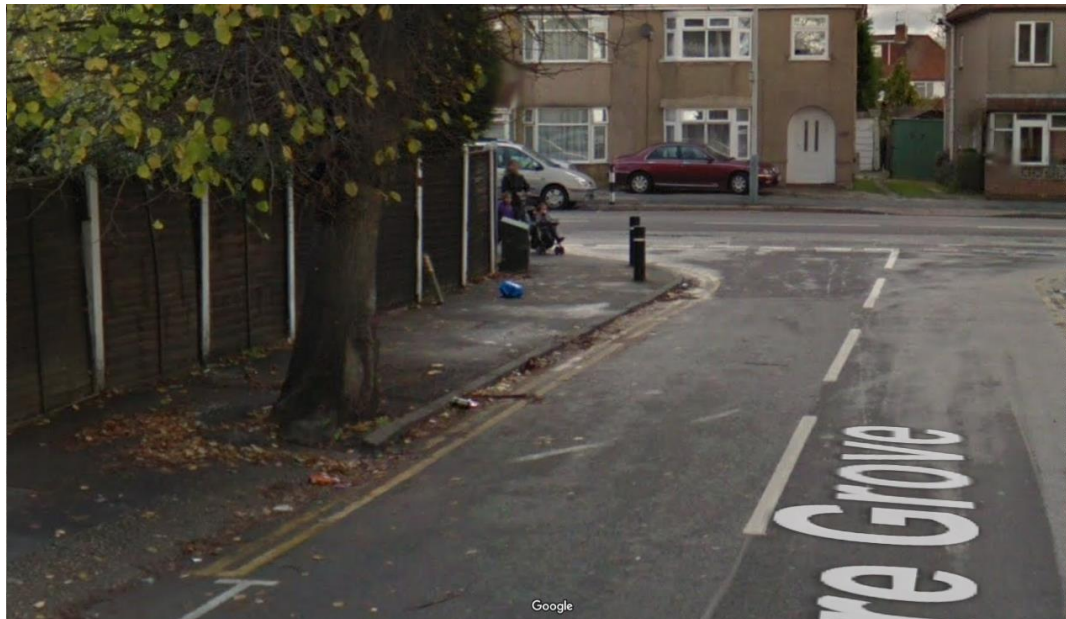
-
- 5.2.4 Policy DMT 6 states that: “The Council may agree to vary these requirements [the standards set out within LPP2 Appendix C] when:
- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*
 - ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*
- 5.2.5 It is considered that the application of the lower end of the standard (3 spaces) would be appropriate given the small scale of the unit which is unlikely to generate a significant level of vehicular traffic in its own right. However, should it be deemed that 4 spaces are required for the commercial element, then it should be noted that there may be an opportunity for shared utilisation of spaces within the site as the peak demand for residential parking will be in the morning / evening when the demand for commercial parking will be low, and conversely the peak demand for commercial parking will be through typical working hours when the residents are likely to be out at work. There are also various opportunities for on-street parking within close proximity to the site, which could be utilised by visitors should a surplus demand for parking on site occur.
- 5.2.6 1 parking space will be allocated with active electric vehicle charging (EVC) provisions and the remaining 5 spaces will be dedicated as passive EVC bays. 1 bay shall also be designated as a disabled bay in accordance with the Council’s Accessible Hillingdon SPD.
- 5.2.7 In terms of cycle parking, the minimum requirements are interpreted as 1 space for the commercial element and 3 spaces for the residential element (1 per unit). The proposed 4 cycle parking spaces are therefore considered adequate.

5.3 Access

- 5.3.1 Two vehicle crossovers are proposed to provide access to the site; one via North Hyde Road and one via Wyre Grove.
- 5.3.2 The Council noted in their pre-application consultation that; *“In highway impact terms there is no objection ‘in principle’ to the new carriageway crossing onto North Hyde Road”*. It is also considered that the crossover onto Wyre Grove is an acceptable arrangement and in keeping with the existing access arrangements for a significant number of other residences along this road.
- 5.3.3 One issue raised to the previous schemes was that; *“the internal parking layout is inadequate and does not allow for passenger vehicles to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds.”*
- 5.3.4 Due to the reduction in scale of the development, additional space is now afforded to vehicles accessing the site. Drawing 11778-001 Rev A attached at **Appendix D** demonstrates that vehicles are able to access each parking space simultaneously and are able to enter and exit the site in forward gear.
- 5.3.5 In order to ensure sufficient inter-visibility is maintained between vehicles leaving the site and extraneous vehicles / pedestrians the boundary walls along each frontage will be kept below a height of 0.6m.
- 5.3.6 With further regards to visibility, it is considered that the access on to North Hyde Road is favourably located on the outside of a gentle bend in the road, and as such, can readily accommodate visibility splays of 2.4 x 43m, commensurate with the 30mph speed limit of the road. Visibility from the proposed access onto Wyre Grove is unrestricted to the left (north) of the access to the junction with North Hyde Road, and also has no conflict with any third party land boundaries to the right (south) as the site benefits from a ~2.5m wide footway along its Wyre Grove frontage.

- 5.3.7 However, it is noted that a mature tree is located within the footway, near the edge of carriageway, approximately 5m north of the proposed access. Whilst this tree does lie within the visibility envelope of vehicles exiting the site, it is considered that this would act as a 'spot obstruction' and would not fully obscure visibility to an oncoming vehicle. Due to the proximity of the tree to the edge of carriageway, drivers emerging the site would be positioned behind the tree, and would therefore be able to have clear visibility to any approaching vehicles. Also, due to the proximity of the give-way junction with North Hyde Road, any approaching vehicles are likely to be travelling at a slow speed.

Figure 8 – Image of tree adjacent to proposed Wyre Grove access [©Google 2021]



5.4 Servicing

- 5.4.1 A bin collection area is proposed to be located to the back of footway to the western extent of the site's frontage onto North Hyde Road. This is considered to conform with the accepted 'waste distance' collection standard of <10m from the point of collection on the public highway.

6 Trip Generations

- 6.1 It is standard practice to utilise the TRICS database to obtain representative trip rates for a proposed development. However, very little multimodal information is available that closely matches the characteristics of this development. Therefore, in order to predict the number of person trips by each mode the development could be expected to generate the following method has been used.
- 6.2 The London Travel Demand Survey (LTDS) is carried out annually by Transport for London (TfL) whereby randomly selected households in the city complete a questionnaire with questions relating to the travel patterns of its residents. The LTDS 2018/19 has been used in order to determine how many trips could be expected to be generated by the residents of the dwelling in the weekday AM and PM peak periods.
- 6.3 The table below shows the trip rates per person for households within Greater London and the resulting generations when applied to this site. To provide a robust assessment each dwelling has been assumed to be at full occupancy i.e. 2 people per 1 bed and 4 people per 2 bed, in line with the proposed schedule of accommodation. This results in a total occupancy of 10 residents.

Time period	Trip rate	2 Way Trips
AM Peak	0.57	6
PM Peak	0.51	5

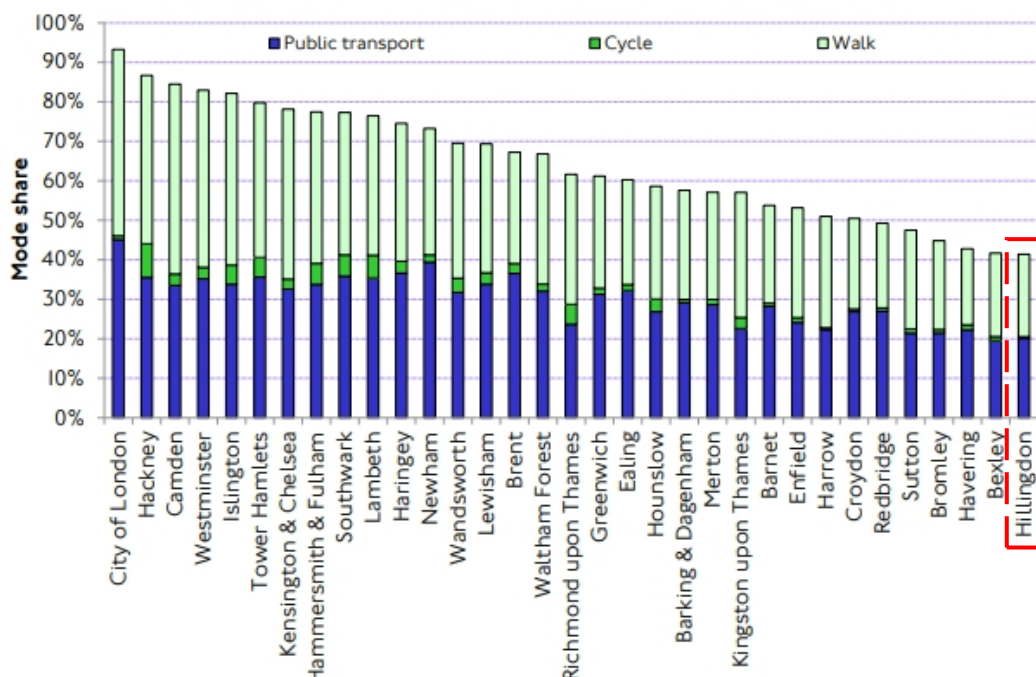
Table 3 – AM & PM residential trip rates and resulting trips

- 6.4 In order to identify the modal share of these trips TfL's 'Travel in London' Report 12 (2019) has been used. This is TfL's annual publication that summarises evident trends and developments relating to travel and transport in London. The report highlights overall travel and mode share, in Greater London by all people.

6.5 Figure 4.10 from TfL's report, included at Figure 11, indicates the recorded modal share for each London Borough. The modal split for Lambeth identifies that 42% of travel is by 'active, efficient and sustainable modes' which comprises 21% by public transport, 21% by foot and 1% by cycle. The remaining 58% of trips are therefore considered to be journeys undertaken by private transport modes (including car, motorcycle, taxi etc.) as either the driver or passenger.

Figure 9 – Extract from TfL's Report 12

Figure 4.10 Trip-based mode share for active, efficient and sustainable modes, by borough of residence, LTDS 3 year average, 2016/17-2018/19.



Source: Strategic Analysis, TfL City Planning.

6.6 Applying the above modal share to the predicted person trips generated by the proposed development results in the multimodal generations shown below.

Method of Travel	Modal Split	AM Peak	PM Peak
Public transport	21%	1	1
Walking	20%	1	1
Cycling	1%	0	0
Vehicle occupants	58%	4	3

Table 4 – Multimodal generations – Proposed dwellings

6.7 The combined predicted demand for walking, cycling and public transport is, therefore, considered to be modest and could be readily accommodated within the existing infrastructure.

-
- 6.8 With regards to the level of trips generated by the proposed ~100m² ground floor commercial element of the development, it is considered that due to the modest scale of the unit, it is unlikely that it will draw any material level of vehicle trips from further-a-field and that the majority of visitors will be people travelling on foot from the local surrounding area.

7 Summary and Conclusions

- 7.1 Sanderson Associates (Consulting Engineers) Limited has been appointed by Jigar Suresh Chheda to advise on traffic and transportation issues relating to a planning application for a proposed mixed-use development at 139 North Hyde Road, Hayes, UB3 4NR.
- 7.2 The current proposal comprises the demolition of the existing single storey bungalow and the construction of a three storey mixed-use development including 2 N° two bedroom flats, 1 N° one bedroom flat and a ground floor commercial unit with associated amenity space, parking, refuse and recycling.
- 7.3 Both vehicle and cycle parking provisions meet the minimum requirements set out within the Council's Parking Standards. The layout is also adequate to allow vehicles to access each space simultaneously and to allow vehicles to enter and exit the site in forward gear.
- 7.4 It is not considered that there is a particular trend in road traffic incidents that would be cause for concern with regards to the proposals.
- 7.5 The site is considered to be accessible by both active and public transport, despite its low PTAL rating of 1b. As such, residents and visitors to the site will have a practicable choice of sustainable travel options.
- 7.6 Based on the dwellings being fully occupied, the development could be expected to generate 6 person trips in the AM peak period and 5 in the PM peak. With the area of Hillingdon generating 21% of travel by public transport, 20% by foot and 1% by cycle. The predicted demand for walking, cycling and public transport is considered to be modest and could be readily accommodated within the existing infrastructure.
- 7.7 This Transport Statement demonstrates that there would not be an unacceptable impact on highway safety associated with the development and that the residual cumulative impacts of the development are not severe. As such, there are no transport reasons why planning should not be granted.

APPENDIX A
Pre-Application Consultation

Officers Report

Sf Planning Ltd
12 Royal Crescent
Cheltenham
GL50 3DA

Planning Applications Team
London Borough of Hillingdon
Civic Centre, High Street
Uxbridge

Tel: 01895 250230
Case Officer: Diane Verona
Email: dverona@hillingsdon.gov.uk
Date: 23rd October 2020

Dear Sf Planning Ltd

RE: Demolition of the existing single storey bungalow and the construction of a three storey block comprising 6 flats together with associated amenity space, parking, refuse and recycling.

SITE: 139 North Hyde Road Hayes

I refer to your request for pre-application planning advice dated 4/9/2020 and our subsequent telephone meeting on 30/9/2020 relating to the above development. The advice provided is based on the following drawings and documents issued to the Local Planning Authority for consideration:

Plan Numbers: 5348 00 100 00 Ground Floor - received 04 Sep 2020
5348 01 100 00 Ground Floor - received 04 Sep 2020
5348 00 101 00 First Floor Plan - received 04 Sep 2020
5348 00 102 00 Second Floor Plan - received 04 Sep 2020
5348 00 103 00 Roof Plan - received 04 Sep 2020
5348 00 300 00 Elevations 01 - received 04 Sep 2020
5348 00 301 00 Elevations 02 - received 04 Sep 2020
5348 00 100 00 Alternative Ground Floor Plan - received 17 Sep 2020
5348 00 001 00 - received 04 Sep 2020

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

The subject site comprises a single storey bungalow within a large site of approximately 435 sqm (0.045 ha). The site is located on the south side of North Hyde Road (a classified Road) at its junction with Wyre Grove. The surrounding area comprises mainly two storey semi-detached residential dwellings. On the opposite corner of Wyre Road there is a small commercial parade (Nos 141 to 171 North Hyde Road) consisting of two storey premises with commercial on the ground floor and residential above.

The site is located within an established residential area of Hayes and is within walking distance of Hayes and Harlington Station. The application site falls within the Hayes Opportunity Area

identified within the Intend to Publish version of the London Plan (2019). The application site is located within an Air Quality Management Area and the Hayes Air Quality Focus Area.

The Proposal

This pre-application seeks advice on the proposed demolition of the existing single storey bungalow and the construction of a three storey block comprising 6 flats together with associated amenity space, parking, refuse and recycling.

Option 1

The construction of a three storey block comprising 6 flats together with associated parking. The proposed mix of units would comprise 1 x 1 bedroom and 5 x 2 bedroom.

The proposal includes 6 allocated car parking bays together with cycle parking. A refuse area is proposed to the front of the site on the north east corner facing North Hyde Road and Wyre Grove.

Option 2

The construction of a three storey block comprising three commercial units on the ground floor with four flats above which would comprise 1 x 1 bedroom and 3 x 2 bedroom together with allocated parking for the four flats.

The proposal includes 4 allocated car parking bays and cycle parking. A refuse area is proposed to the front of the site on the north east corner facing North Hyde Road and Wyre Grove.

Planning Policy

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
West London Waste Plan (2015)
The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- (a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- (b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- (c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Intend to Publish Version, December 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

The Mayor has considered the Inspectors' recommendations and, on the 19th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for any of the Inspectors' recommendations that the Mayor does not wish to accept.

Limited weight should be attached to draft London Plan policies that have not been accepted by the Mayor or that have only been accepted in part/with significant amendments. Greater weight may be attached to policies that were subject to the Inspector's recommendations and have since been accepted by the Mayor through the 'Intend to Publish' version of the Plan. The weight will then increase as unresolved issues are overcome through the completion of the outstanding statutory process. Greater weight may also be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made).

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.H1	(2012) Housing Growth

Other Policies:

DMH 4	Residential Conversions and Redevelopment
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture

Main Planning Issues

1. Principle of development

The National Planning Policy Framework (NPPF, 2019) has a requirement to encourage the effective use of land in meeting the need for homes and other uses. This is an existing residential unit set in a spacious plot. The site lies within an established residential area where there would be no objection in principle to the intensification of the residential use of the site, subject to all other material planning considerations being acceptable, in accordance with policies outlined in the Hillingdon Local Plan (2012 and 2020).

Policy DMH 2 of the Local Plan: Part Two - Development Management Policies (2020) advises the Council will require the provision of a mix of housing units of different sizes to reflect the latest information on housing need.

Policy DMH 4 advises residential conversions and redevelopment of dwellings into new blocks of flats will only be permitted where: i) it is on a residential street where the proposal will not result in more than 10% of properties being redeveloped; ii) on streets longer than 1km the proposed development should be taken as the midpoint of a 1km length of road for assessment purposes.

2. Design

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place. The NPPF also notes the importance of achieving design which is appropriate to its context stating in paragraph 130 that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

Policy DMHB 11 advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should take into account aspects including the scale of the development considering the height, mass and bulk of adjacent structures; building plot sizes and established street patterns; building lines and streetscape rhythm and landscaping.

Policy DMHB 12 advises that development should be well integrated with the surrounding area. It should ensure public realm design takes account of the established townscape character and quality of the surrounding area.

The proposed development is located on a prominent corner site at the junction of North Hyde Road and Wyre Road. On the opposite corner site there is a small shopping parade Nos 141 to 171 (odds) North Hyde Road.

The existing dwelling is not considered to be of sufficient value to resist its loss. It will however be important to ensure that any replacement building is of a suitable scale and design which fits into the streetscene. The proposed building would be a three storey block set under flat roof design and whilst the second floor would be visually reduced by the use of dormers to the front (north), east and west facing elevations and the ridge height would be similar to that of the neighbouring properties on North Hyde Road and Wyre Grove, the design of the development would not in any way reflect the character of the surrounding area.

The existing house and site has a relatively open and verdant character, in this visually prominent location, with a number of trees within and adjacent to the site which are of amenity value. The proposed built form would extend across much of the width of the site for its full height. Whilst it would be set back from the boundary by 5.7 m on the north (front) elevation facing North Hyde Road and by between 4.6 m and 5.6 m on the east (side) elevation facing Wyre Grove, the overall site coverage with building and hardstanding/access etc, is considered to result in an unacceptable overdevelopment of the site.

TREES AND LANDSCAPING

Policy DMHB 14 of Local Plan: Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

There are no TPO's or Conservation Area designations affecting the site. An aerial map suggest there are existing trees that could be impacted by the development. Any future application at this site would be required to submit an arboricultural impact assessment to consider the trees that would be lost to make way for this development and would need to include comprehensive landscaping proposals.

3. Amenity

Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020) advises that all development will be required to be designed to the highest standards and incorporate principles of good design. It should also not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space. The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties or onto private open spaces. A minimum of 21m separation distance between windows of habitable rooms will be required to maintain privacy. The Council will also expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook.

Option 1

The proposed building would be approximately flush with the front building line along North Hyde Road but the increased bulk of the proposal extending beyond the rear of the neighbouring building at such an increased height could result in a sense of enclosure and over dominance. The proposed building would project 3 m to the rear of 137 Hyde Road North however, the building would be set in by 1 metre for the full height of the structure, albeit the equivalent of three storeys in height. That said, No. 137 North Hyde Road is set in by 4.5 m from this shared side boundary which, together with the set in of the proposed building from the boundary, would equate to a total separation distance of 5.5 m.

First floor windows are proposed in this west facing flank elevation which would overlook the side and rear garden area of 137 North Hyde Road. Two of these could be conditioned to be obscure glazed and non opening below 1.8 m with one serving a non habitable room and the other a habitable room but this particular room would have outlook to the front. That said, the middle window would serve a bedroom which would have no other access to outlook and therefore obscure glazing would be unacceptable. The second floor dormer windows in this elevation would all serve a habitable room but there is outlook to the front. However, this would leave the rear of this flat's main living area without any access to outlook if the dormer windows were all obscure glazed and therefore is also considered to be unacceptable.

To the south of the site the separation distance to north flank elevation of 4 Wyre Road would be a maximum of 4.9 m. This property has a first floor flank elevation window which would appear to serve a landing area however, no first or second floor windows are proposed in the new building that would serve habitable rooms. The

main entrance to the flats would be on the ground floor in this elevation and the first floor window would serve the stairs and landing giving access to the upper floor and should be obscure glazed and non opening below 1.8 m.

Option 2

The comments above remain the same for the proposed residential elements on the first and second floors. A ground floor window is proposed in the commercial unit's south elevation facing towards 4 Wyre Grove which should be obscure glazed and non opening. Please see Highways section for further comments.

Policy DMHB 16 sets out the minimum internal floor spaces required for developments in order to ensure that there is an adequate level of amenity for existing and future occupants.

Option 1

5 of the flats would appear to comply with the minimum space standards however the 2 bed flat on second floor falls below the minimum space standard of 70m² for a two bed four person flat at 63m²

Option 2

3 of the flats would appear to comply with the minimum space standards however the 2 bed flat on second floor falls below the minimum space standard of 70m² for a two bed four person flat at 63m²

External Amenity Space

Policy DMHB 18 requires all new residential development to provide good quality and usable private outdoor amenity space. For a one bed property a minimum of 20 sqm should be provided and for a 2 bed property a minimum of 25 sqm should be provided. It also advises that balconies should have a depth of not less than 1.5m and a width of not less than 2m.

Option 1

The two ground floor flats would have an external private amenity space of 20 sqm and 12 sqm both of which fall below the minimum requirement. In addition, the two bed flat on the east side of the building has an amenity space facing onto the highway known as Wyre Grove and adjacent to the access to two of the proposed parking spaces and is therefore considered to be unacceptable. The upper flats are provided with balconies that face onto either North Hyde Road or Wyre Grove. The balconies are approximately 2m (D) by 3.9 m (W) giving a usable external amenity space of approximately 7.5 sqm, which fall below the minimum requirement .

Option 2

The 4 flats are provided with balconies that face onto either North Hyde Road or Wyre Grove. The balconies are approximately 2m (D) by 3.9 m (W) giving a usable external amenity space of approximately 7.5 sqm, which fall below the minimum requirement

4. Highways

Highways & Transportation

Site Characteristics & Background

The site is located within a residential catchment in Hayes and consists of a corner property located on the junction of North Hyde Road (designated as 'Classified')/Wyre Road which is to be demolished to facilitate the proposal for a new block incorporating two options:-

Option 1 - 6 flatted units (5x2 and 1x1 bedrooms).

Option 2 - 4 flatted units (3x2 and 1x1 bedrooms) with 3 commercial units (GIFA - 60/60/45m2) at ground floor level fronting Wyre Road.

There is no existing vehicular access provision to the site but a new carriageway crossing off North Hyde Road is proposed to serve a total of 4 on-plot parking spaces. The immediate roadways are covered by a mix of waiting restrictions which include double yellow lines and unrestricted parking bays.

Due to the relatively isolated nature of this location from public transport facilities, the site exhibits a very low public transport accessibility level (PTAL) rating of 1b and therefore raises dependency on the ownership and use of the private motor car.

Parking Provision

Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

Option 1

It is proposed to provide 6 flats (5x2 & 1x1 bedrooms) on the ground and 1st & 2nd floors. The maximum parking standard requires 6-9 spaces to be provided on-plot in order to comply with the adopted standard. There is an indicated on-plot parking provision of 6 spaces which falls below the standard.

It is noted that the 2 proposed parking bays directly abutting the frontage of the new build are very constrained hence would be unusable in terms of manoeuvrability within the site with vehicles being forced to reverse onto the public highway which is not desirable on safety grounds. Hence these spaces are discounted leaving 4 functional on-plot parking spaces.

This level of provision is therefore considered too low for the scale of proposal which demands a parking ratio of at least 1:1 per unit to be considered i.e. with 6 functional on-plot parking bays. Therefore as presented, the proposal is considered unacceptable as it would cause potential undue and injudicious parking displacement onto the highway network.

Option 2

It is proposed to provide 4 flats (3x2 & 1x1 bedrooms) on the 1st & 2nd floors. The maximum parking standard requires 3-4 spaces to be provided on-plot in order to

comply with the adopted parking standard. The 3 commercial units (GIFA - 60/60/45m²) on the ground floor would demand 4-5 on-plot spaces.

As with Option 1, there is clear parking under-provision which would not benefit the proposal come a formal planning application submission.

Electric Vehicle Charging Points (EVCP's)

Within any final parking quantum there is a requirement for EVCPs to be provided in line with the emerging London Plan standard which would equate to at least 20% of spaces allocated for 'active' provision with the remaining 80% dedicated as 'passive'.

Cycling Parking Provision

Residential

There should be a provision of at least 1 secure and accessible space for each of the flatted units in order to conform to the adopted minimum borough cycle parking standard. A cycle store is indicated but no quantum is specified hence the required level of provision would need to be demonstrated.

Commercial

There should be a provision of at least 1 secure and accessible space for the whole commercial component in order to conform to the adopted minimum borough cycle parking standard.

Vehicular Access and Internal Parking Arrangements

In highway impact terms there is no objection 'in principle' to the new carriageway crossing onto North Hyde Road. However, as highlighted earlier, the internal parking layout is inadequate and does not allow for passenger vehicles to enter and leave the site in a forward gear which is the recommended practice on highway safety grounds.

With regards to the new crossing, there should be conformity with the Council's 'Domestic Vehicle Footway Crossover' Policy. Finalised detail would be arranged post permission and it should be noted that the new crossing would need to be constructed to this Council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's/developer's expense.

As North Hyde Road is a major thoroughfare, it is crucial that there is conformity to the relevant mutual inter-visibility sight-line requirement between vehicles leaving the site and extraneous vehicles/pedestrians on North Hyde Road. To assist with maintaining satisfactory sight-lines at the new site entrance for both vehicles and pedestrians entering and leaving the site envelope, it is recommended that a lower height of frontage wall is applied throughout or for at least two metres on either side of the new entrance. Ideally the height would not exceed 0.6m to achieve the aim of satisfactory visibility.

Refuse Bin Store Provision

Refuse collection will continue via the roadway North Hyde Road. The bin storage

positioning should allow for conformity with the accepted 'waste distance' collection standards which encourage waste collection distances to be within 10m from the point of collection on the public highway. As proposed, there appears to be adherence to the standard. There are no further observations.

Summary

In terms of transport/highways impacts, the acceptability (or otherwise) of a future planning application will be dependent on the evidence and detail provided within the submitted documentation together with an appropriate response to the comments and recommendations made within this appraisal.

5. Other ACCESS

This pre-planning proposal for 6 flats has been assessed against the requirements of the 2016 London Plan and its contained policy 3.8 (c).

Reference is also made to policy D5, as set out in the 2019 (intend to publish) London Plan. Paragraph 3.48A of the London Plan (March 2016) recognises that the application of M4(2), which requires lift access (a step free approach to the principle private entrance), may have particular implications for developments of four storeys or less where historically the London Plan may not have not required a lift.

Local Planning Authorities are therefore required to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access. Research indicates that the provision of a lift does not necessarily have a significant impact on viability and does not necessarily lead to a significant increase in service charges.

However, in certain specific cases, the provision of a lift where necessary to achieve this aim, may cause practical difficulties, make developments unviable and/or have significant implications for the affordability of service charges for intended residents.

Any subsequent planning application should include lift access to the floors above ground, unless a clear, well evidenced and compelling case, as to why lift access cannot be provided, supports the application. If neither of the two are submitted, it is likely that the Local Planning Authority would refuse any such application on the grounds of non-compliance with London Plan Policy 3.8 (c). In addition, plans must demonstrate compliance with the spatial requirements within bedrooms, bathrooms and kitchen areas.

The floor plans should illustrate the requisite clear access zones in context to typical furniture items within the said rooms. All plans must otherwise align with the M4(2) technical specifications set out in Approved Document M to the Building Regulations (2015 edition).

6. Planning Obligation and CIL (Mayor and LBH)

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments of 100 sqm or more is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

7. Application Submission

Your attention is drawn to the submission requirements of the adopted Local Planning Validation Checklist (June 2020), which is available on the Council's website. The documents required to support a planning application are likely to include:

- CIL Form
- Location Plan
- Existing Site Plan
- Existing Floor Plans
- Existing Elevations
- Proposed Site Plan
- Proposed Floor Plans
- Proposed Elevations
- Elevational drawings showing the development in the context of the surrounding area
- Design and Access Statement
- Transport Statement
- Construction Method Statement
- Drainage Assessment & Proposals
- Tree survey
- Arboricultural Method Statement
- Tree Protection Plan.

8. Conclusion

The current proposal, based on the plans and supporting documents that have been submitted cannot be supported for the overdevelopment, amenity, highways and parking reasons outlined in this report above.

Any revisions to the proposals must follow the requirements of Development Plan policies and guidelines within the latest Government guidance. A formal application would be subject to public consultation which may raise further issues.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Council's pre-application advice service and I trust you have found this service of assistance.

Diane Verona
Planning Consultant
Major Applications Team
London Borough of Hillingdon

Planning Guarantee

For complex applications which are likely to exceed the statutory time frames, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all planning performance agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined on a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.

APPENDIX B

Crashmap Data



No

Crash Date: Wednesday, January 31, 2018 **Time of Crash:** 9:50:00 PM **Crash Reference:** 2018010087029

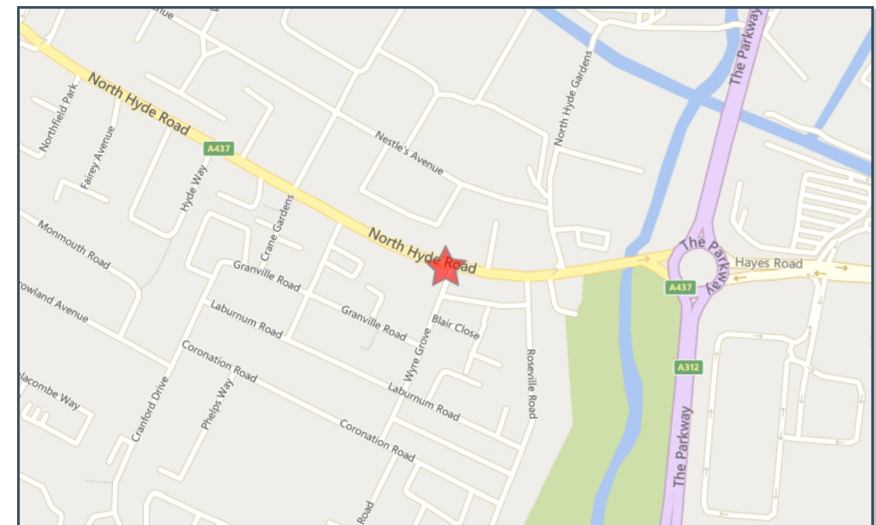
Highest Injury Severity: Slight
Highway Authority: Hillingdon
Local Authority: Hillingdon London Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Authorised person

Road Number: A312

Number of Casualties: 2

Number of Vehicles: 2

OS Grid Reference: 510140 178870



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	15	Male	36 - 45	Vehicle is in the act of turning left	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

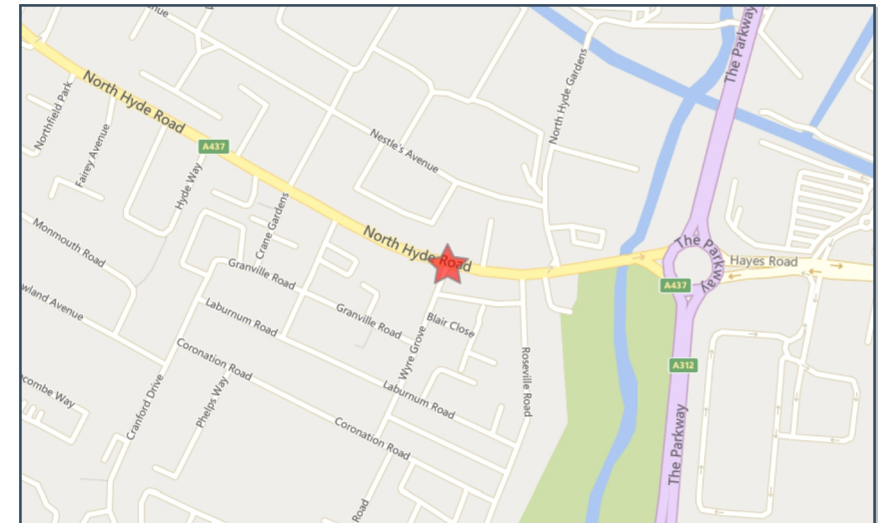
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Crash Date: Wednesday, April 18, 2018 **Time of Crash:** 9:05:00 AM **Crash Reference:** 2018010102356

Highest Injury Severity:	Slight	Road Number:	A312	Number of Casualties:	1
Highway Authority:	Hillingdon	Number of Vehicles:	2	OS Grid Reference:	510150 178880
Local Authority:	Hillingdon London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
2	Car (excluding private hire)	16	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX C
Proposed Site Layout

WYRE GROVE

NEW DROP KERB

BOLLARDS

7865

2400

2400

6

5

ELETRIC
EV CAR
CHARGE
POINT

CAR PARK

4800

EXISTING
BOLLARDS

AMENITY SPACE
60.22 SQM

ENTRANCE
TO FLATS

CYCLE
STORE

down

UP

ACCESSIBLE
WC

COMMERCIAL UNIT
GIA=107.21 SQM

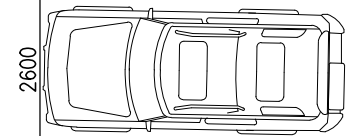
DOTTED SHOWN
EXISTING BUNGALOW TO
BE DEMOLISHED

1100MM HIGH HANDRAIL
& BALUSTRADES

LIGHT WELL

LIGHT WELL

1100MM HIGH HANDRAIL
& BALUSTRADES



3

CAR PARK

A

DISABLED PARKING

2

BINS
STORE

4800

6000

4800

2600

4

5700

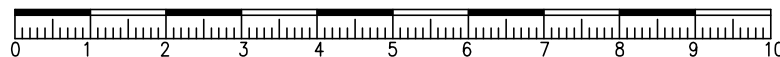
1

NEW DROP KERB

GROUND FLOOR PLAN

NORTH HYDE ROAD

SCALE BAR



Project

PROPOSED 2NOS. TWO BEDROOM FLATS & 1NO.
ONE BEDROOM FLAT & ONE COMMERCIAL UNIT
WITH DEMOLITION OF EXISTING BUNGALOW
AT 139 NORTH HYDE ROAD HAYES UB3 4NR

Drawing

PLAN

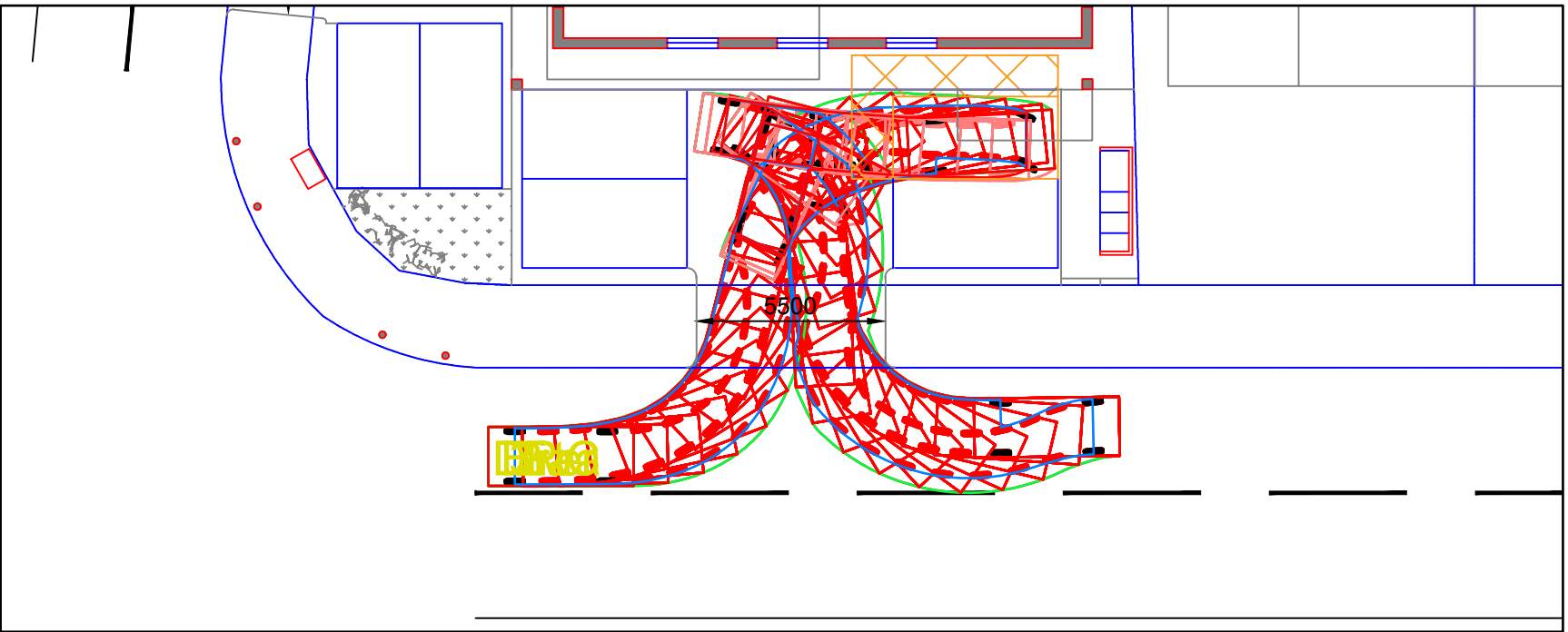
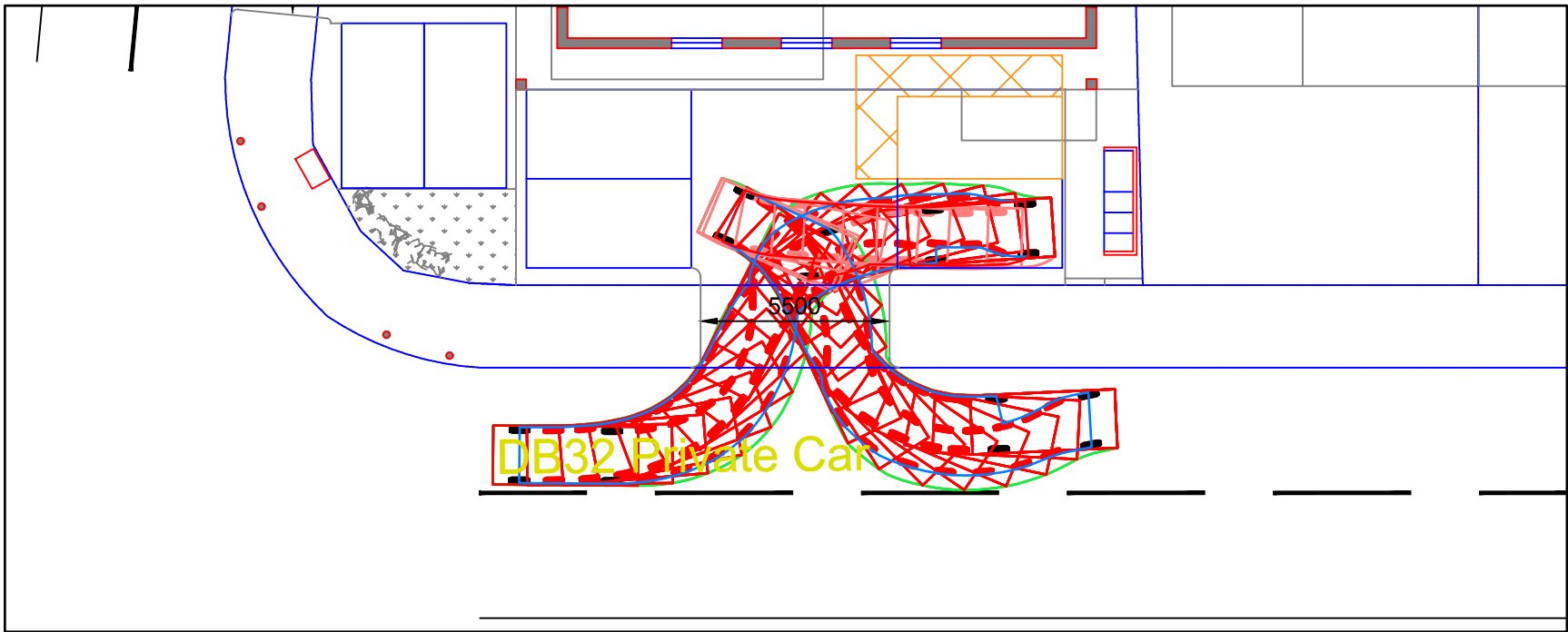
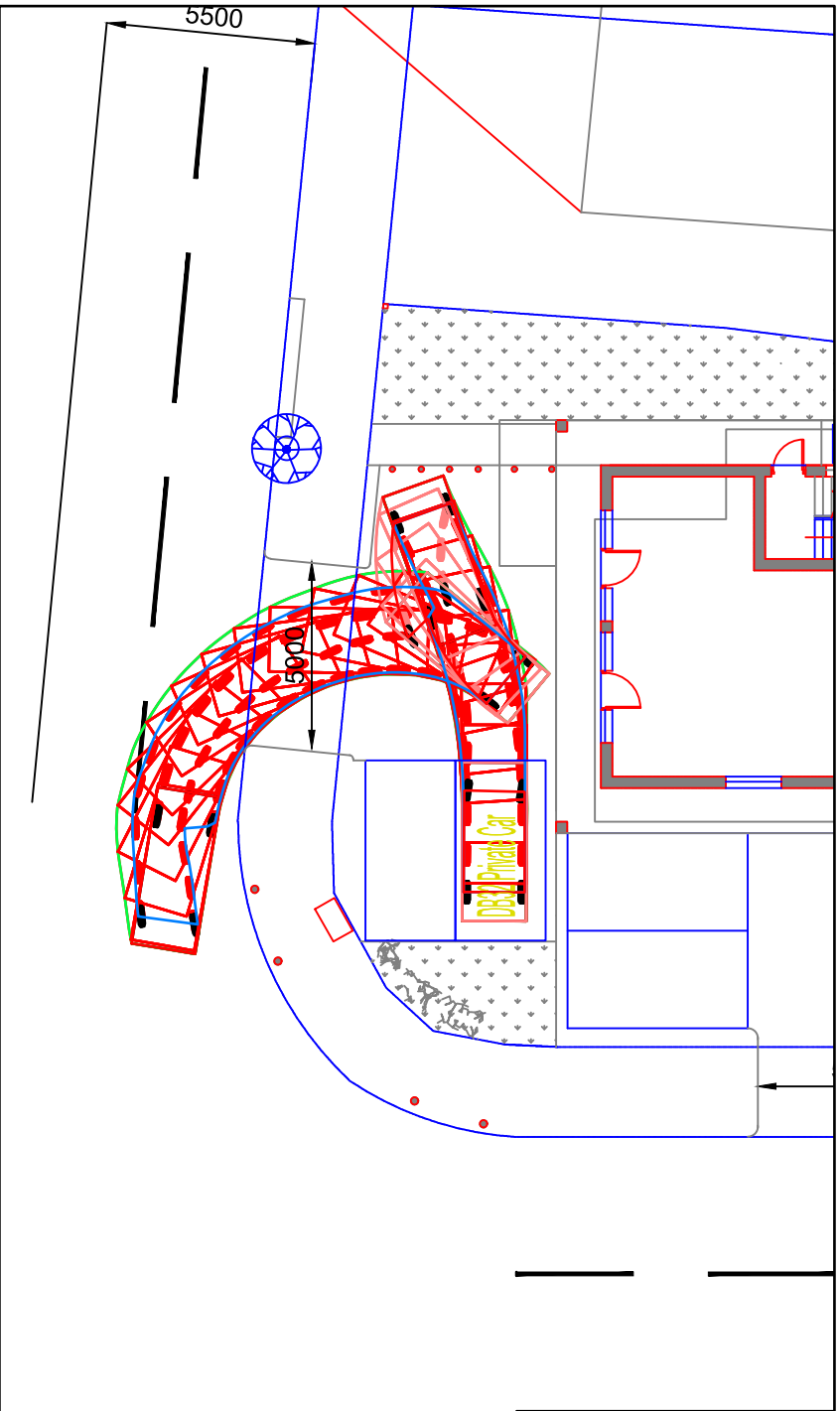
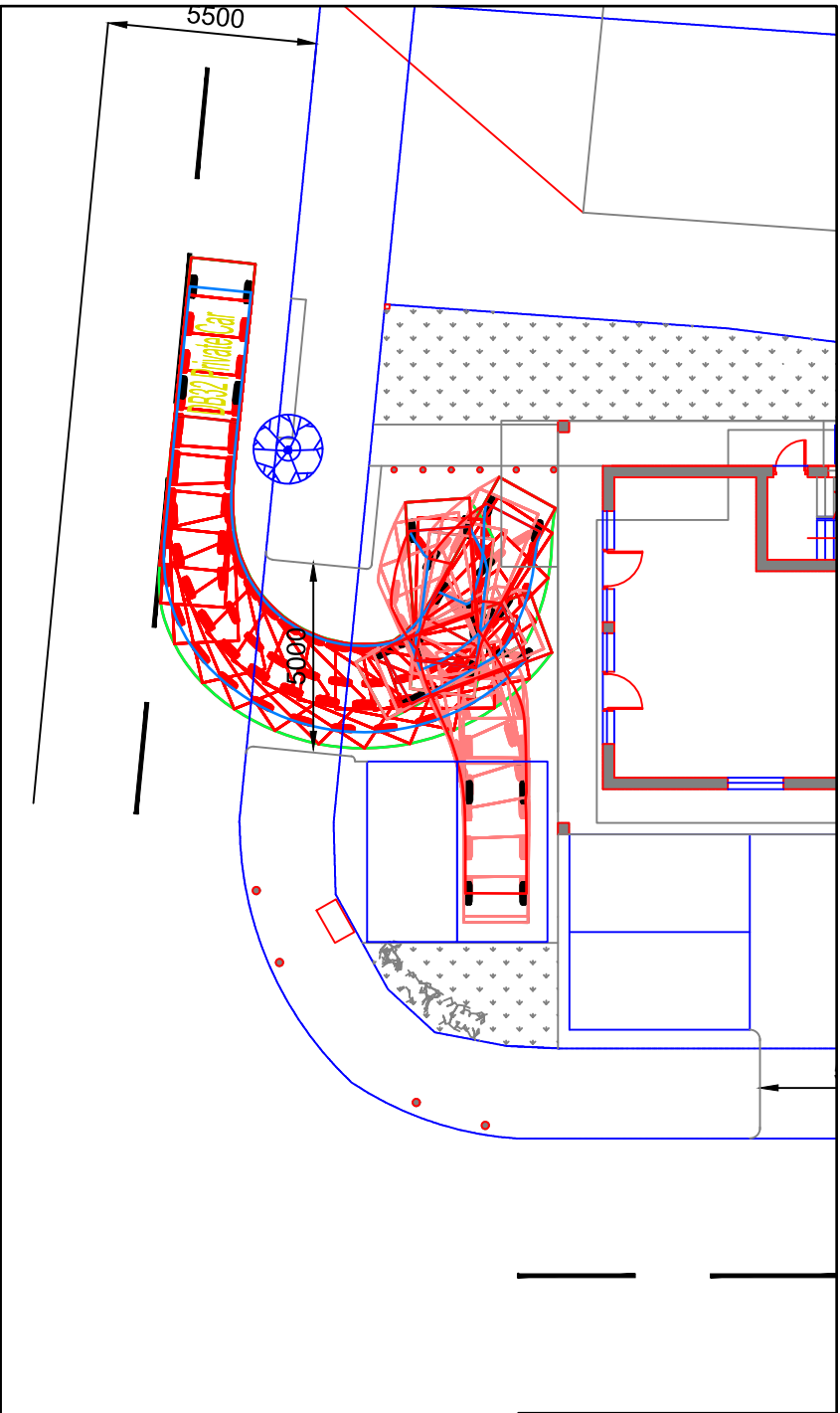
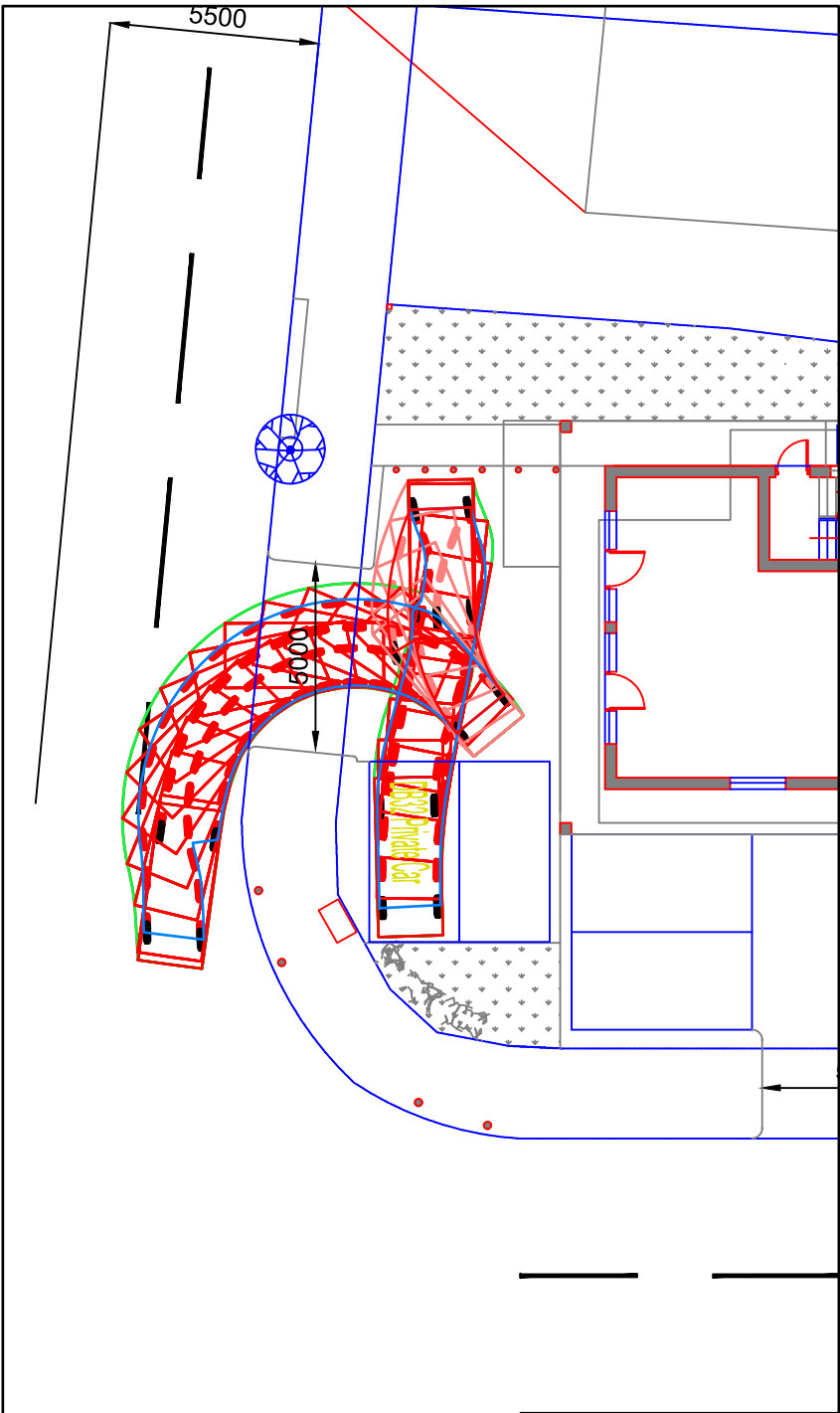
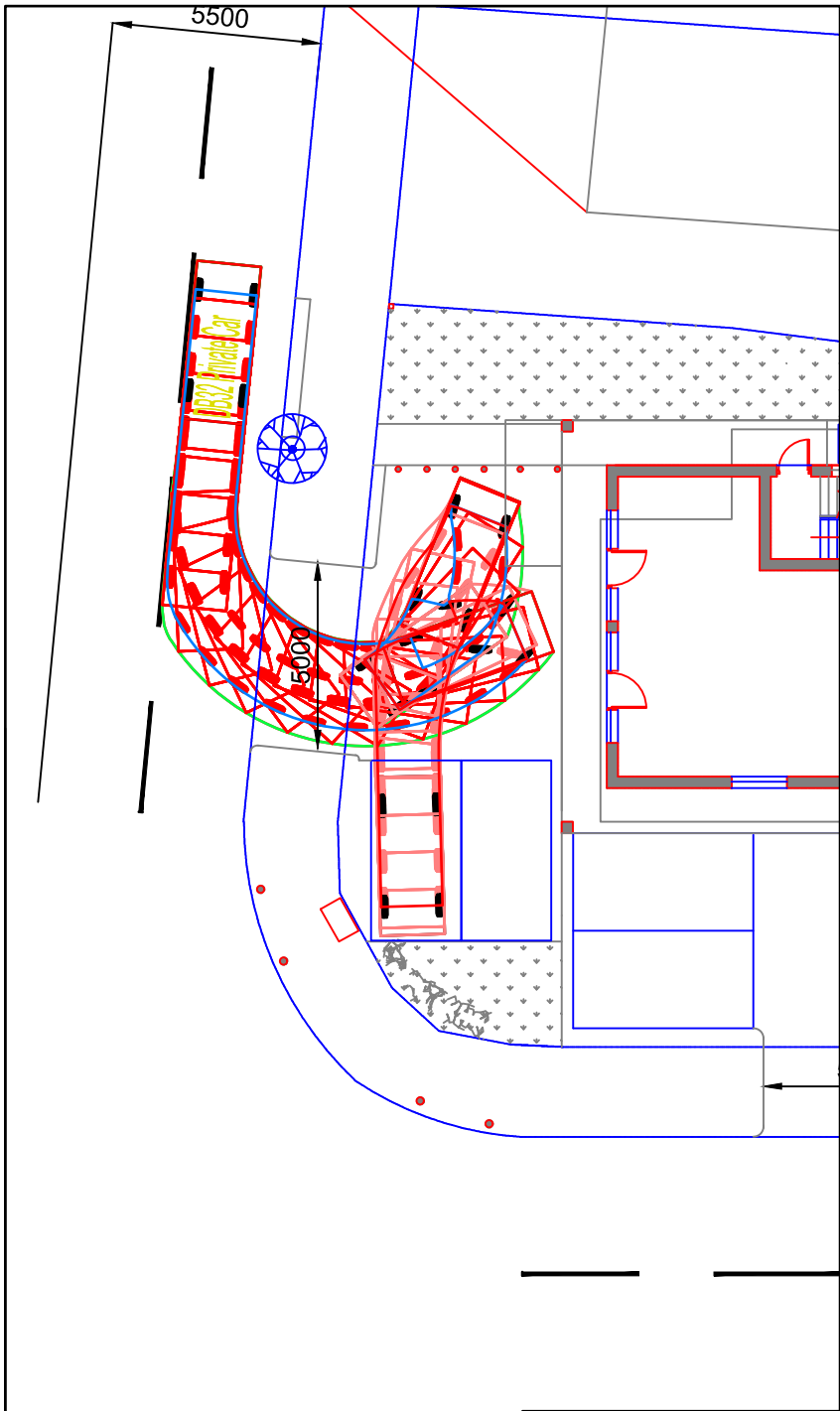
Scale
1/100@A3

Date FEB.2021
Drawn

Drawing No.
J/602/02

APPENDIX D

Drawing: 11778-001 Swept Path Analysis



- Sanderson Associates (Consulting Engineers) Ltd ("the consultant"), has not checked or verified, and shall have no liability whatsoever for any inaccuracies which may be attributable to any data, reports, base plan(s) and drawings provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.
- The consultant shall not be liable for the use by any person of any document for any purpose other than that for which the same were provided by the consultant.
- No liability whatsoever is accepted by the consultant for any error or omissions.
- The consultant accepts no liability for any vehicle specification errors within the vehicle track software used and / or its vehicle libraries.
- The locations of utilities apparatus, if shown, is reproduced from plans supplied to the consultant, although care has been taken when duplicating this information. These locations are approximate only and no guarantee can be given for their accuracy. It is the client's or it's appointed agent/contractors responsibility to verify the exact locations on site by hand dug trial holes or other appropriate means prior to mechanical excavation.
- Service connections are not shown but their presence should be anticipated.
- Reference to any third party equipment shown on this drawing was only relevant at the time the drawing was prepared.
- It is the client's responsibility to ensure that any equipment ordered meets the design.

DB32 Private Car
Overall Length 4.223m
Overall Width 1.715m
Overall Body Height 1.392m
Min Body Ground Clearance 0.233m
Max Track Width 1.629m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.780m

A	Updated base	BL	21.01.21	SB
Rev	Amendment	Drawn	Date	Checked



Client

Jigar Suresh Chheda

Project Title
139 North Hyde Road,
Hayes, UB3 4NR

Drawing Title
Swept Path Analysis

Scale	1:200	Drawn By	BL
Drawing Size	A2	Checked By	SB
Date	Jan 2021	Approved By	SB

Drawing Number	Rev
11778-001	A