

Prepared on behalf of

Jigar Suresh Chheda

**Proposed Residential 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 13 (2020) 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 August 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.

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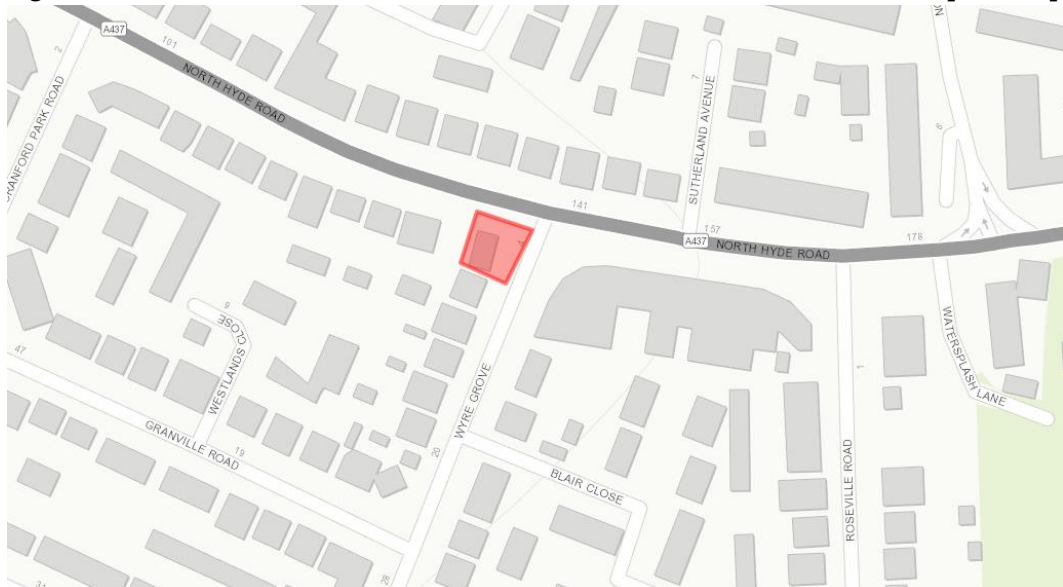
Drawing: 300369-001 Swept Path Analysis

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 the demolition of the existing single storey bungalow and the construction of a three storey residential development including 2 N° 1b2p flats, 2 N° 2b3p flats and a communal gymnasium at basement level at 139 North Hyde Road, Hayes, UB3 4NR.

Figure 1 – Site Location

[NatGeo]



- 1.2 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 National Planning Policy Framework (NPPF), last updated on 20th July 2021, sets out the Government's planning policies for England and how these are expected to be applied.

2.1.2 NPPF paragraph 110 states that;

“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, give the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all people;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

2.1.3 Paragraph 111 goes on to say;

“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 2021), is “the overall strategic plan for London” and “sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years”. “The London Plan is legally part of each of London’s Local Planning Authorities’ Development Plan and must be taken into account when planning decisions are taken in any part of Greater London”.

-
- 2.2.2 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°s 167 and 169 North Hyde Road;
- ii) Three pay & display parking bays operational 'Monday to Saturday 8am to 6.30pm' outside N°s 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

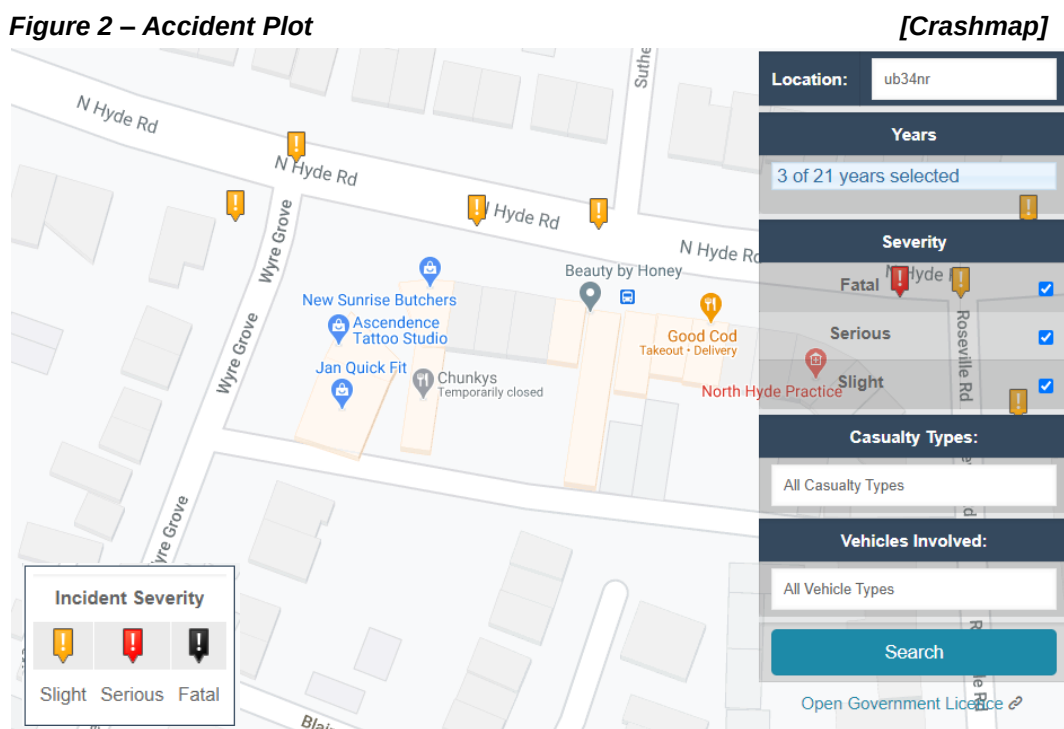
3.3.1 National guidance on Travel Plans, Transport Assessments and Statements states that assessments should include;

“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 verified 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 A**.

- 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

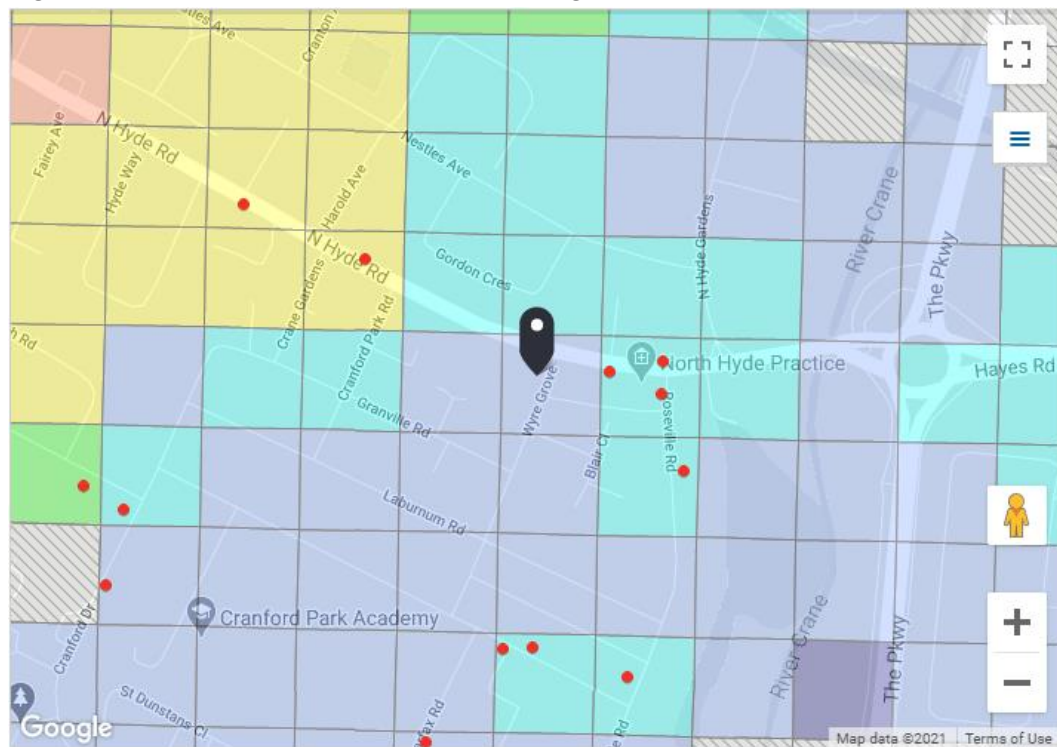
4.1 Overview

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.

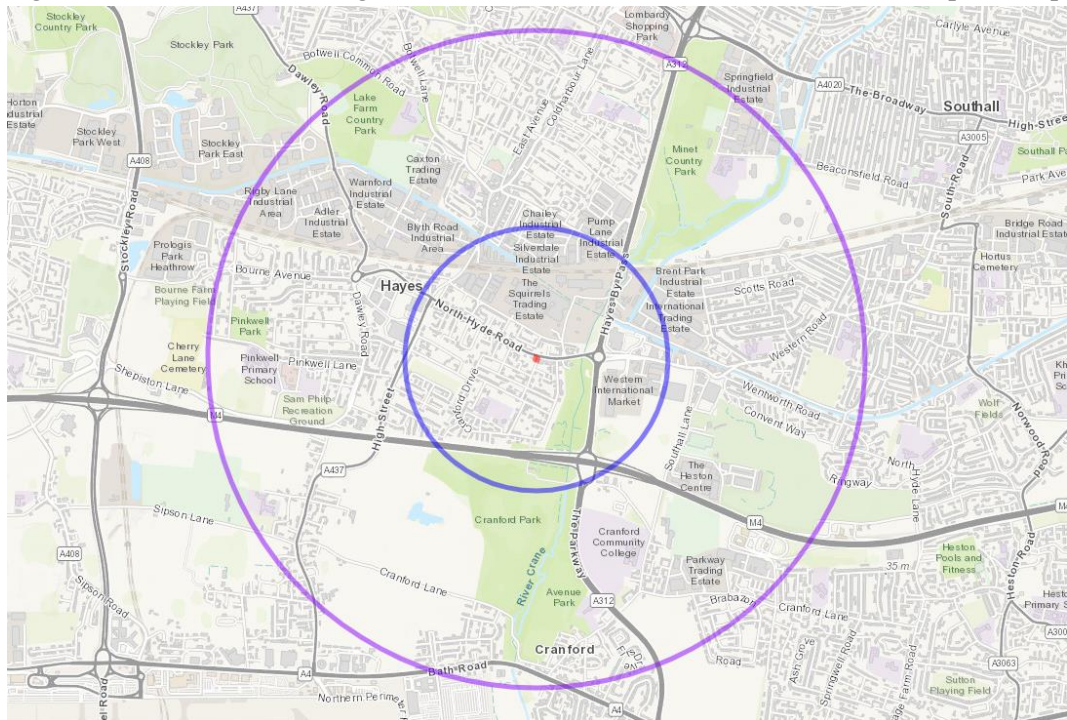
"Walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where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

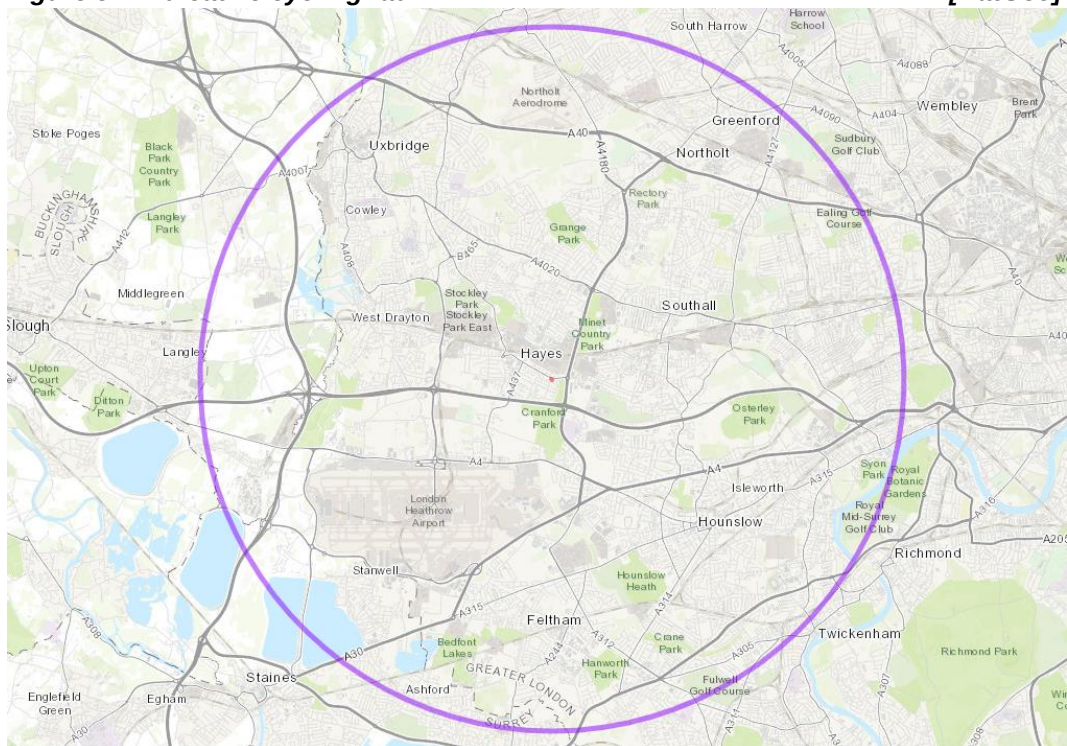
4.3 Accessibility by Cycle

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 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]

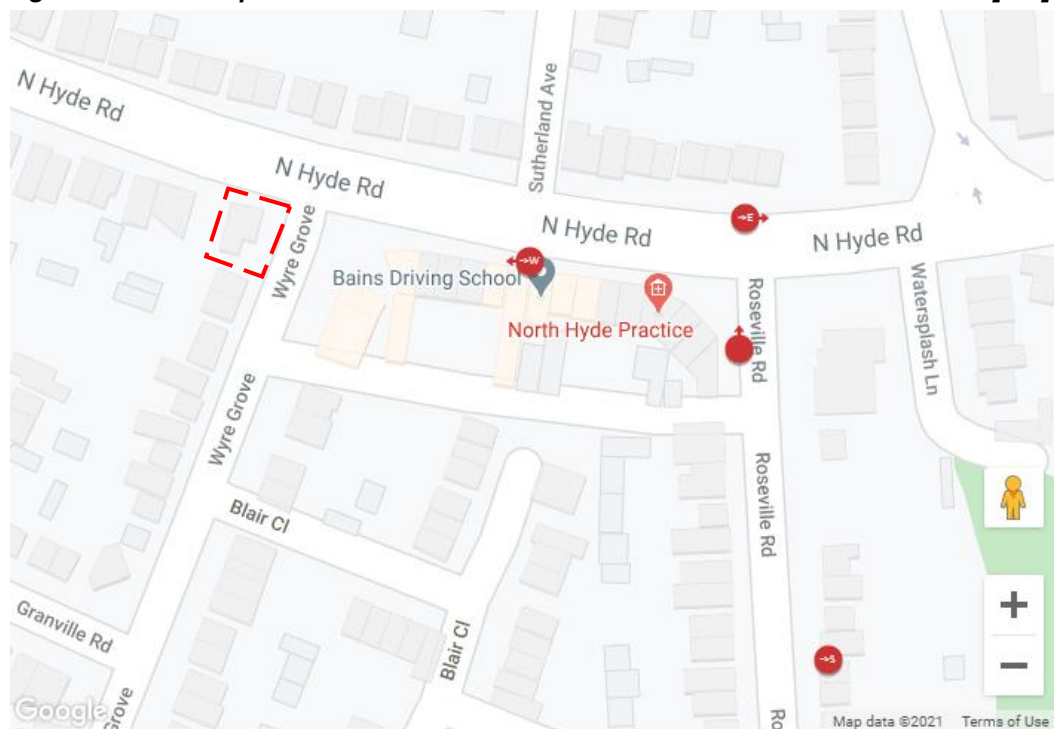


Table 1 – Summary of North Hyde Road Bus Stops

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

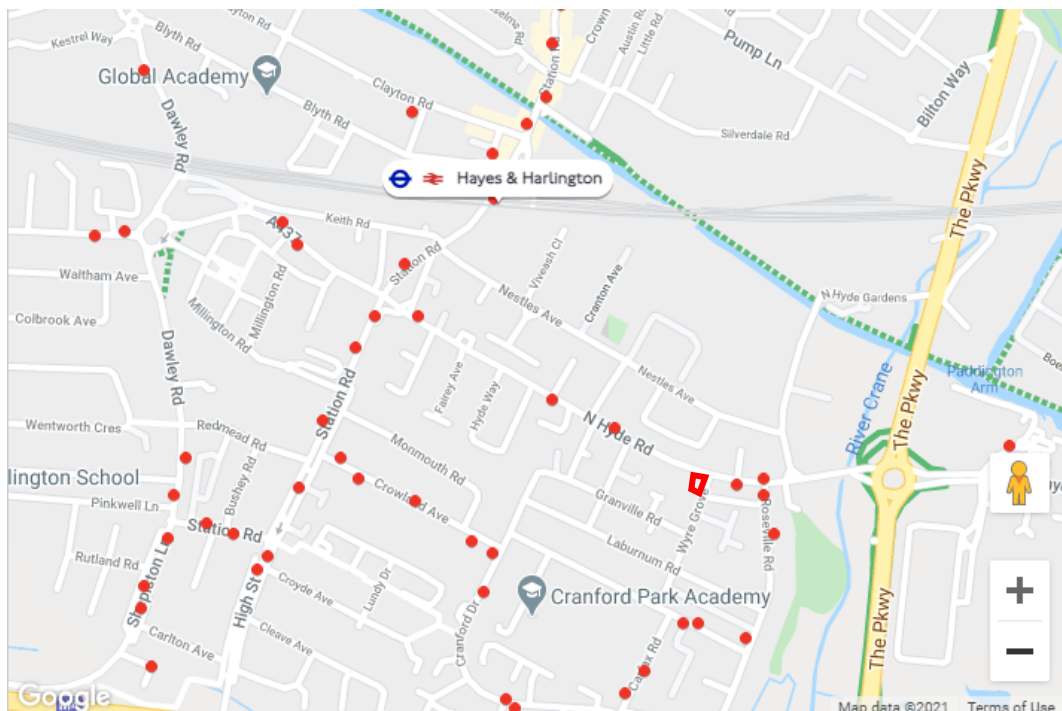
4.4.2 The 195 bus operates ~5 services per hour between Romney Road and Brentford (County Court), whilst the E6 services provides ~5 services per hour between the site and Bulls Bridge Tesco.

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.

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 residential development including 2 N° 1b2p flats, 2 N° 2b3p flats and a communal gymnasium at basement level with associated amenity space, parking, refuse and recycling. The proposed layout is included at **Appendix B**.

5.2 Parking

- 5.2.1 The site will provide a total of 4 N° parking spaces; 2 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 residential parking standards is set out within Hillingdon Council's Local Plan: Part 2 Policy DMT 6: Vehicle Parking. The relevant standards are presented below:

Extract from Local Plan: Part 2: Appendix C

CAR AND OTHER VEHICLE PARKING MAXIMUM REQUIREMENT	BICYCLE PARKING MAXIMUM REQUIREMENT (1 space per sqm of gross floorspace unless otherwise stated)
FLATS	
3 - 4 or more bedrooms - 2 spaces per unit 1 – 2 bedrooms - 1.5 - 1 spaces per 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.	(a) 1 per studio, 1 or 2 bed unit. (b) 2 per 3 or more bed unit.

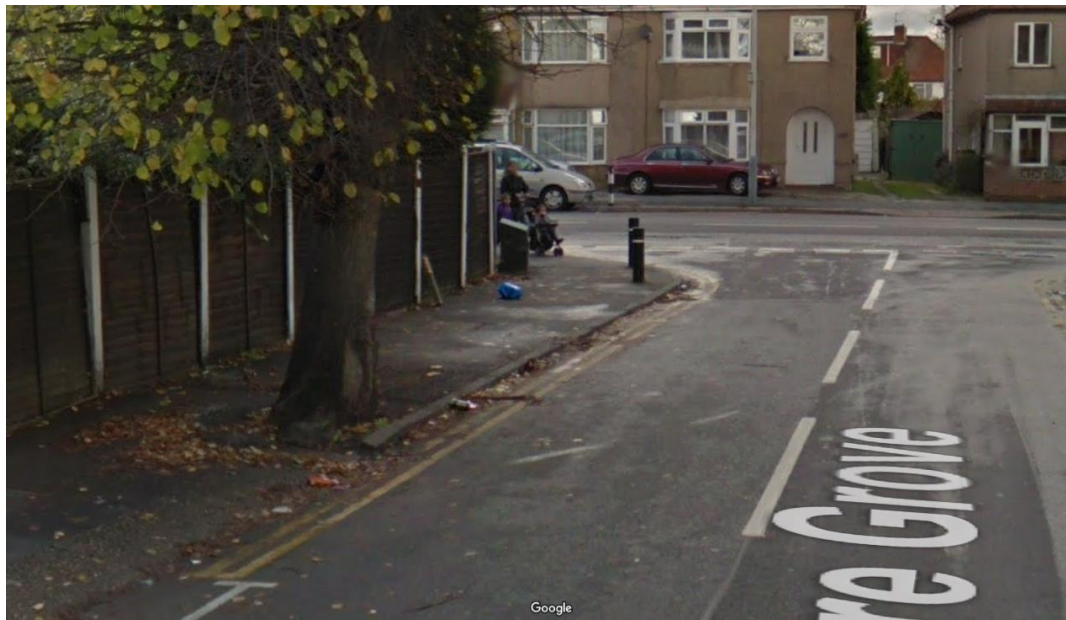
-
- 5.2.3 Based on the above standards, the maximum parking requirement for the proposed 4 N^o flats (2x 1-bed and 2x 2-bed) is 6 spaces based on a ratio of 1.5 spaces per dwelling or 4 spaces based on a ratio of 1 space per dwelling. The proposed 4 N^o car parking spaces are therefore considered to meet the minimum requirements.
- 5.2.4 No on-site visitor parking provisions are proposed. Whilst it is acknowledged that this does not strictly accord with the standards presented above, it should be noted that 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 There are various opportunities for on-street parking within close proximity to the site, which could be utilised by visitors. Given the small scale of development it is considered that the potential demand for visitor parking would be minimal and in reality would not lead to a deleterious impact on street parking provision, congestion or local amenity
- 5.2.6 1 parking space will be allocated with active electric vehicle charging (EVC) provisions and the remaining 3 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 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 have previously noted in 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 Drawing 300369-001 attached at **Appendix C** demonstrates that vehicles are able to access each parking space simultaneously and are able to enter and exit the site in forward gear.
- 5.3.4 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.
- 5.3.5 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.

- 5.3.6 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

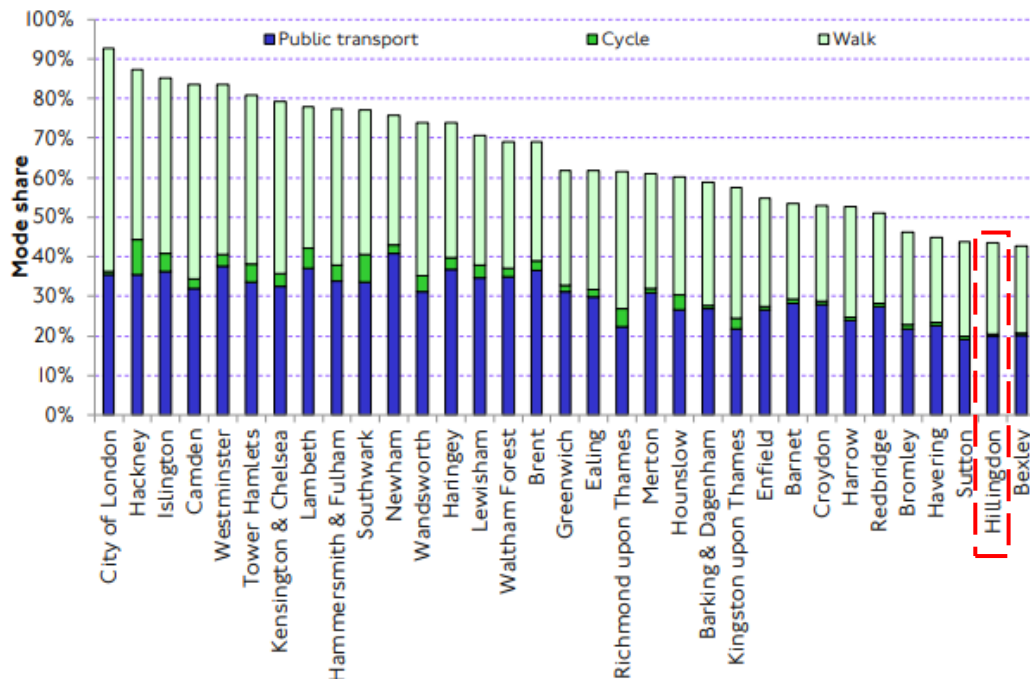
- 6.1 It is standard practice to utilise the TRICS database to obtain representative trip rates for a proposed development. However, very little multimodal information is available that closely matches the characteristics of this development. Therefore, in order to predict the number of person trips 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 3 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 13 (2020) 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 2.21 from TfL's report indicates the recorded modal share for each London Borough.

Figure 2.2i Trip-based active, efficient and sustainable mode share by borough of residence, LTDS 3-year average, 2017/18-2019/20.



Source: TfL City Planning.

- 6.6 The modal split for Hillingdon identifies that 43% of travel is by 'active, efficient and sustainable modes' which comprises 20% by public transport, 22% by foot and 1% by cycle. The remaining 57% of trips are therefore considered to be journeys undertaken by private transport modes (including car, motorcycle, taxi etc.) as either the driver or passenger. Applying the above modal share to the predicted person trips generated by the proposed development results in the multimodal generations shown below.

Table 4 – Multimodal generations – Proposed dwellings

Method of Travel	Modal Split	AM Peak	PM Peak
Public transport	20%	1	1
Walking	22%	1	1
Cycling	1%	0	0
Vehicle occupants	57%	4	3

- 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 The proposed basement level gymnasium will be ancillary to the residential units and will not generate any external trips by any mode.

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 residential 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 residential development including 2 N° 1b2p flats, 2 N° 2b3p flats and a communal gymnasium at basement level 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 20% of travel by public transport, 22% 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

Crashmap Data



crashmap.co.uk

No

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

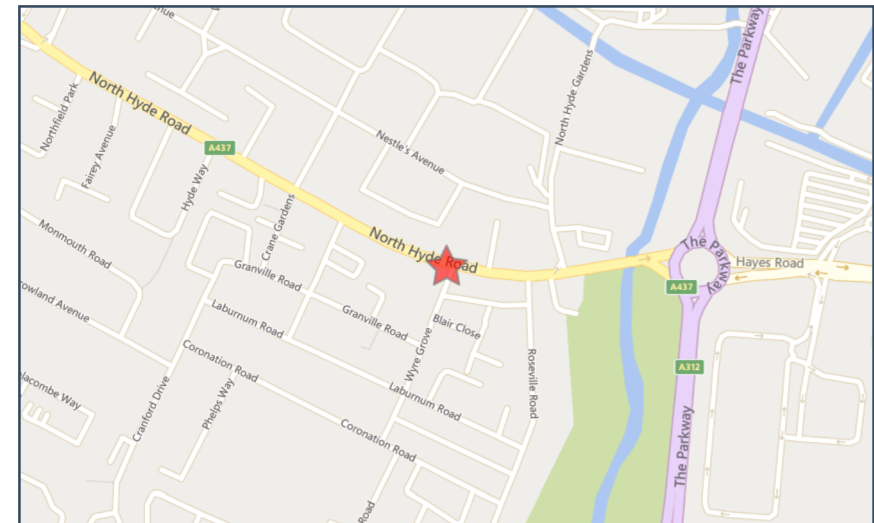
Highest Injury Severity: Slight
Highway Authority: Hillingdon
Local Authority: Hillingdon London Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: T or 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
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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	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

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No

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

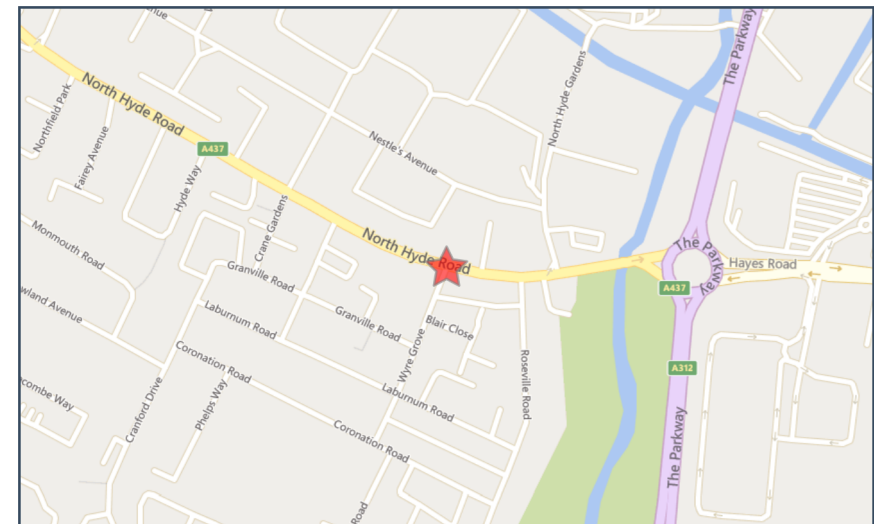
Highest Injury Severity: Slight
Highway Authority: Hillingdon
Local Authority: Hillingdon London Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: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

Road Number: A312

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 510150 178880



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	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

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APPENDIX B
Proposed Site Layout

WYRE GROVE

NEW DROP KERB

EXISTING BOLLARDS

BOLLARDS

7865

2400

2400

4800

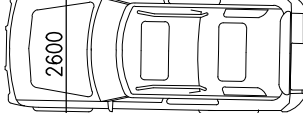
CAR PARK

3

4

DISABLED PARKING

2



4800

6000

CAR PARK

5500

GROUND FLOOR PLAN

4800

1

2600

BINS STORE

LIGHT WELL

1100MM HIGH HANDRAIL & BALUSTRADES

2250

DOTTED SHOWN
EXISTING BUNGALOW TO
BE DEMOLISHED

AMENITY SPACE
82.19 SQM

A

down

UP

ENTRANCE TO FLATS

1500
WHEEL CHAIR
TURNING

MIDLIFT

LOCKABLE WALL
MOUNTED CYCLE
STAND

1

2

3

4

WC

WHB

BATH

SH

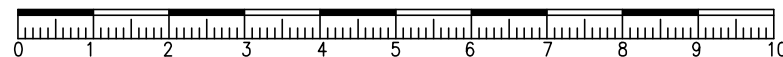
LOUNGE/
DINING

KITCHEN

BEDROOM-1

BEDROOM-2

SCALE BAR



NORTH HYDE ROAD

Project
PROPOSED 2NOS. TWO BEDROOM & 2NOS.
ONE BEDROOM FLATS WITH BASEMENT AS
COMMUNAL GYMNASIUM AND DEMOLITION OF EXISTING
BUNGALOW AT 139 NORTH HYDE ROAD HAYES
UB3 4NR

Drawing
PLAN

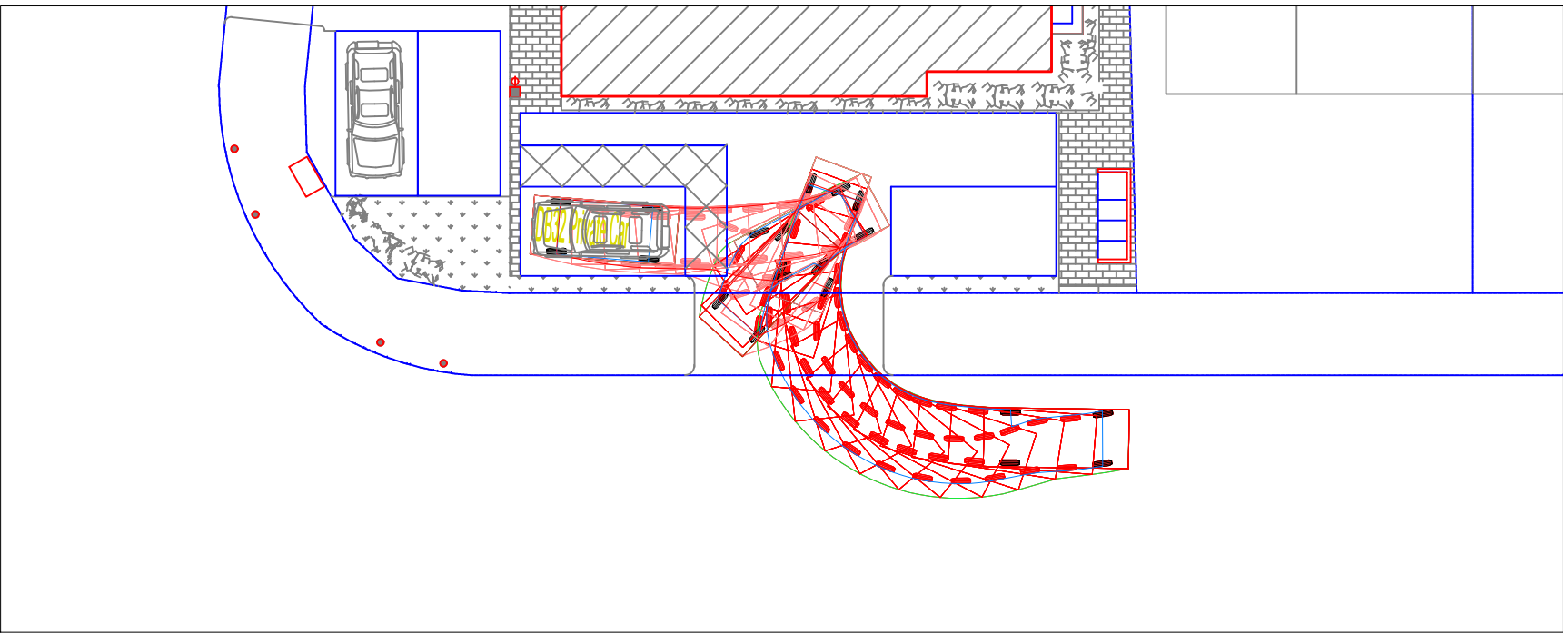
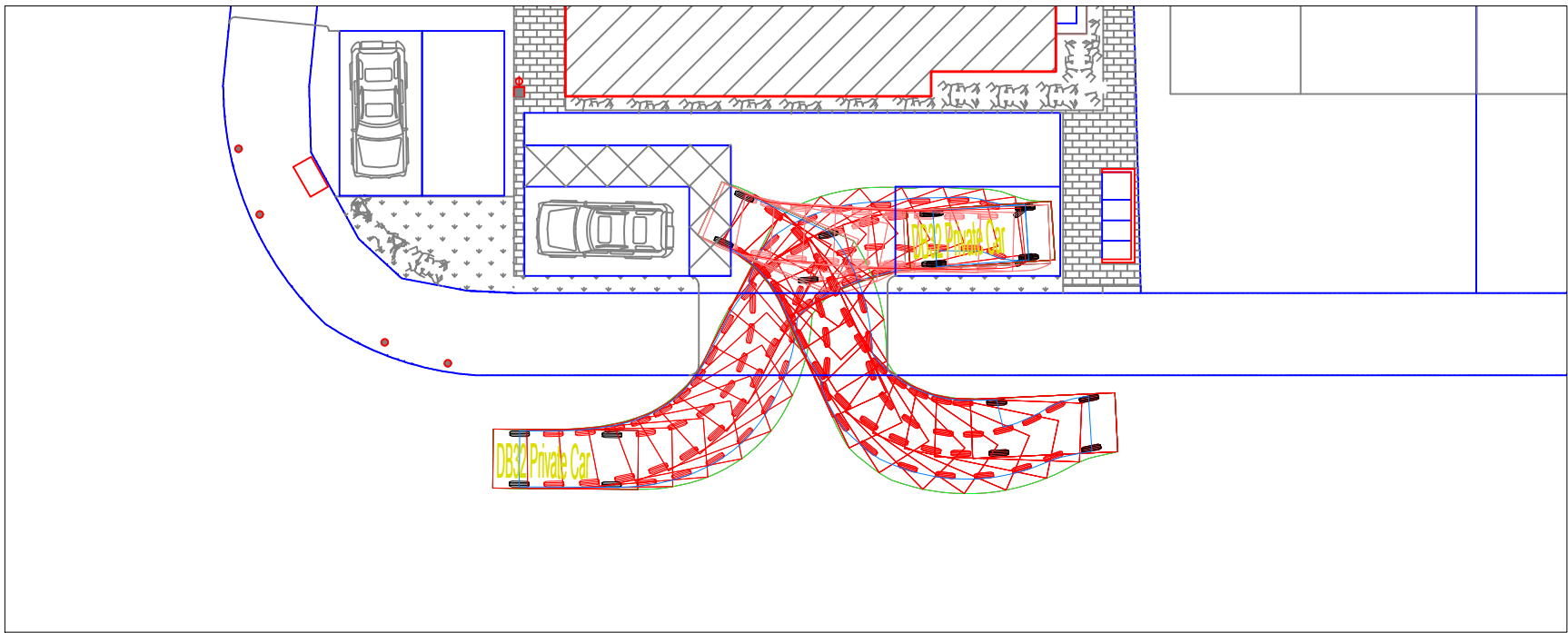
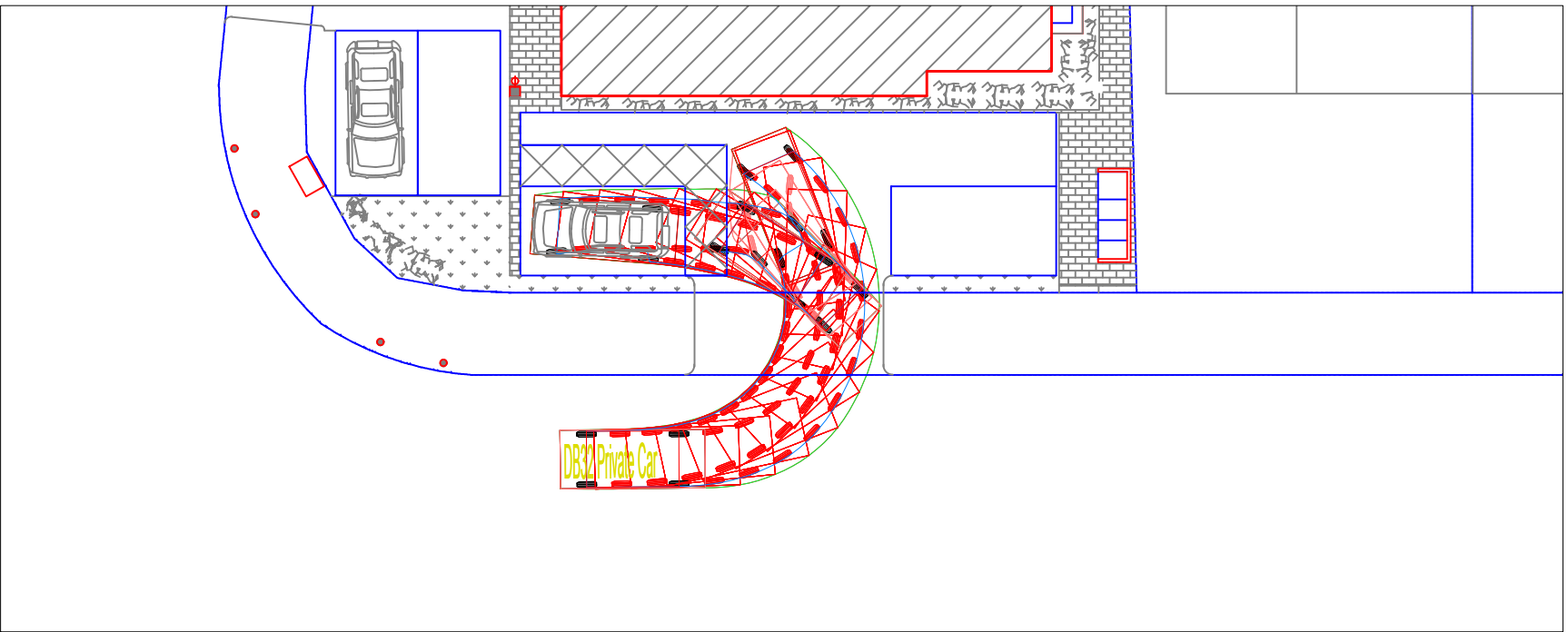
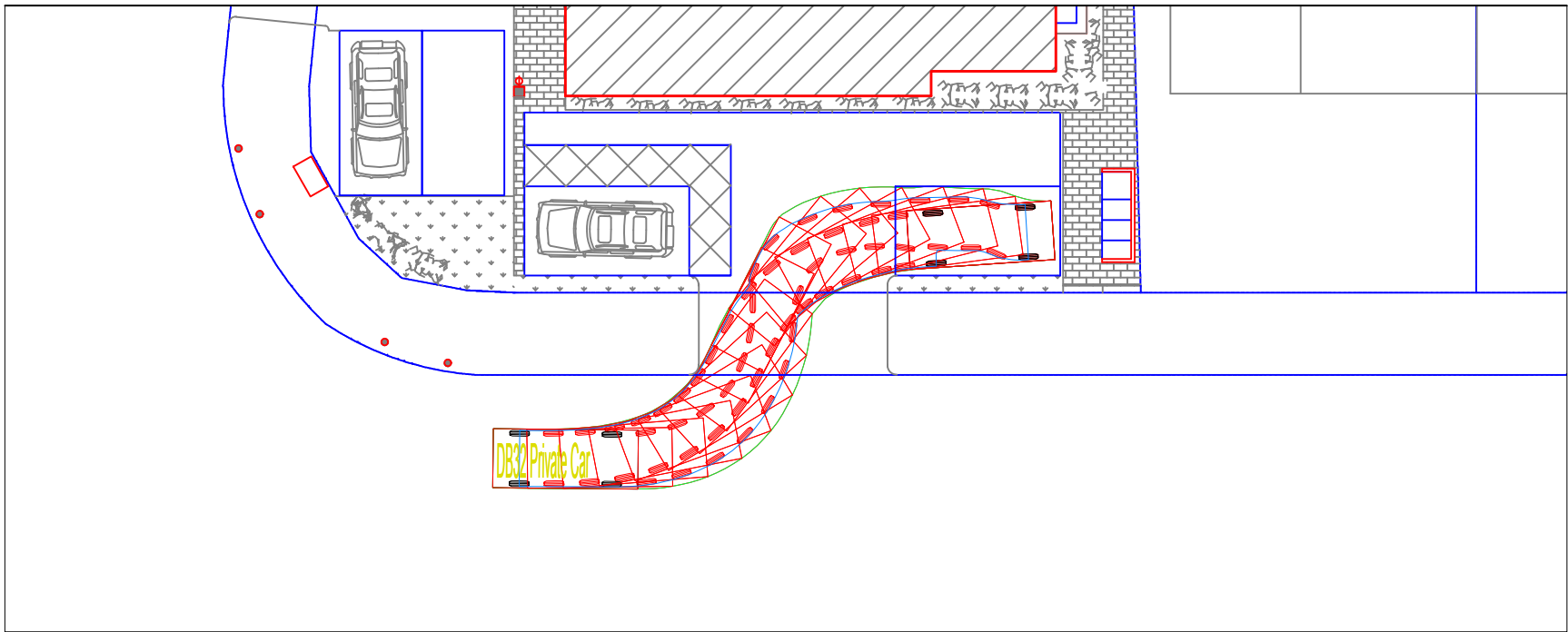
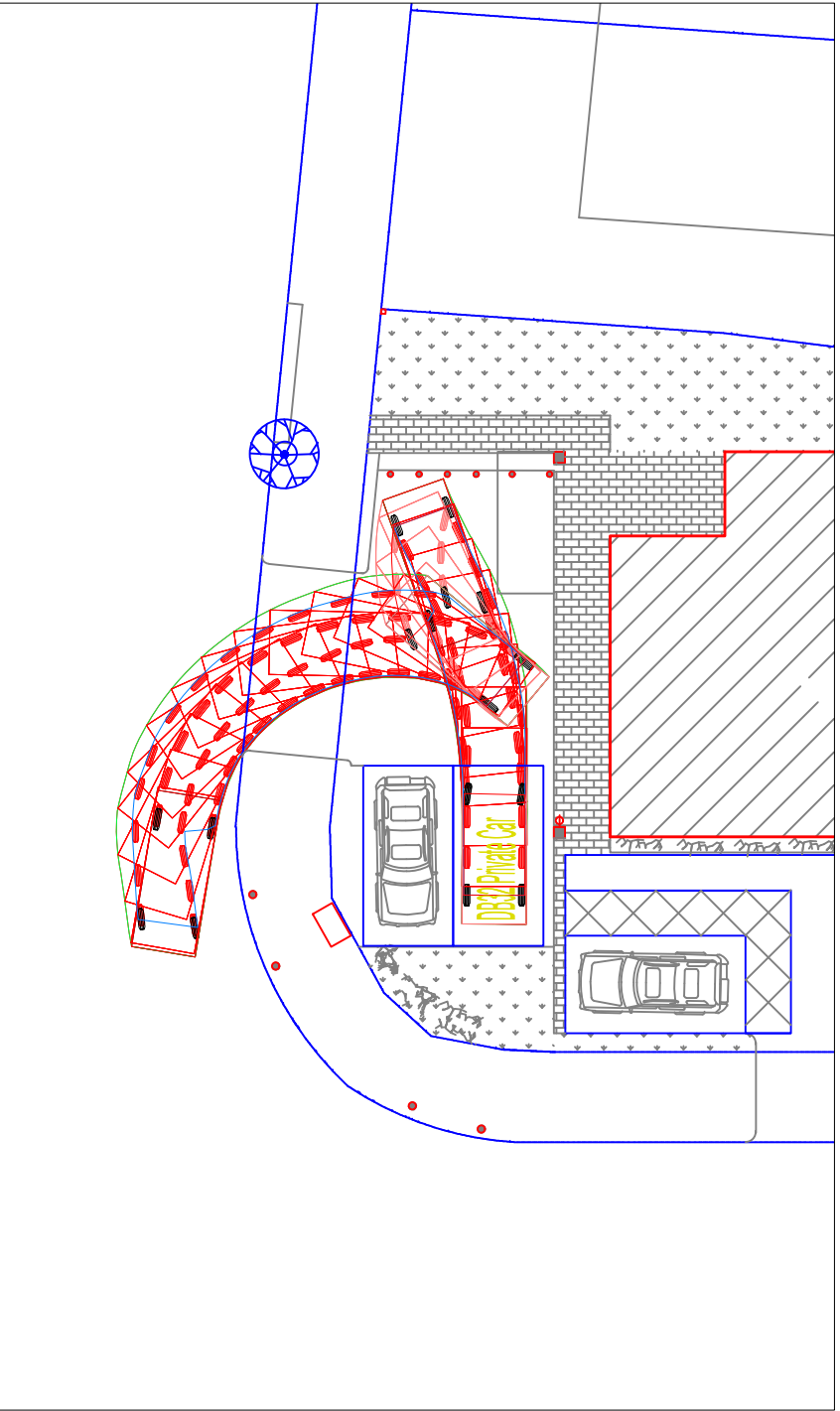
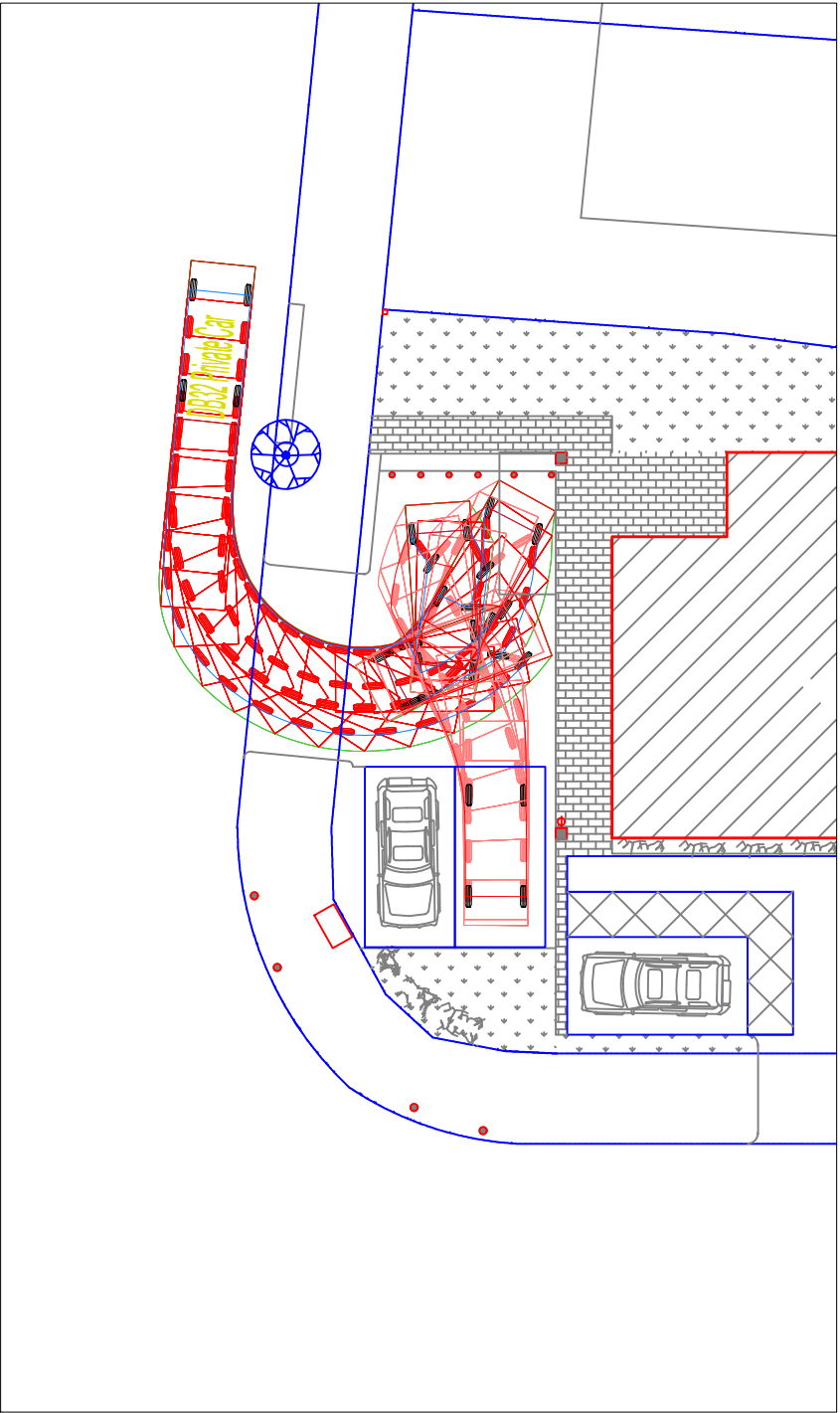
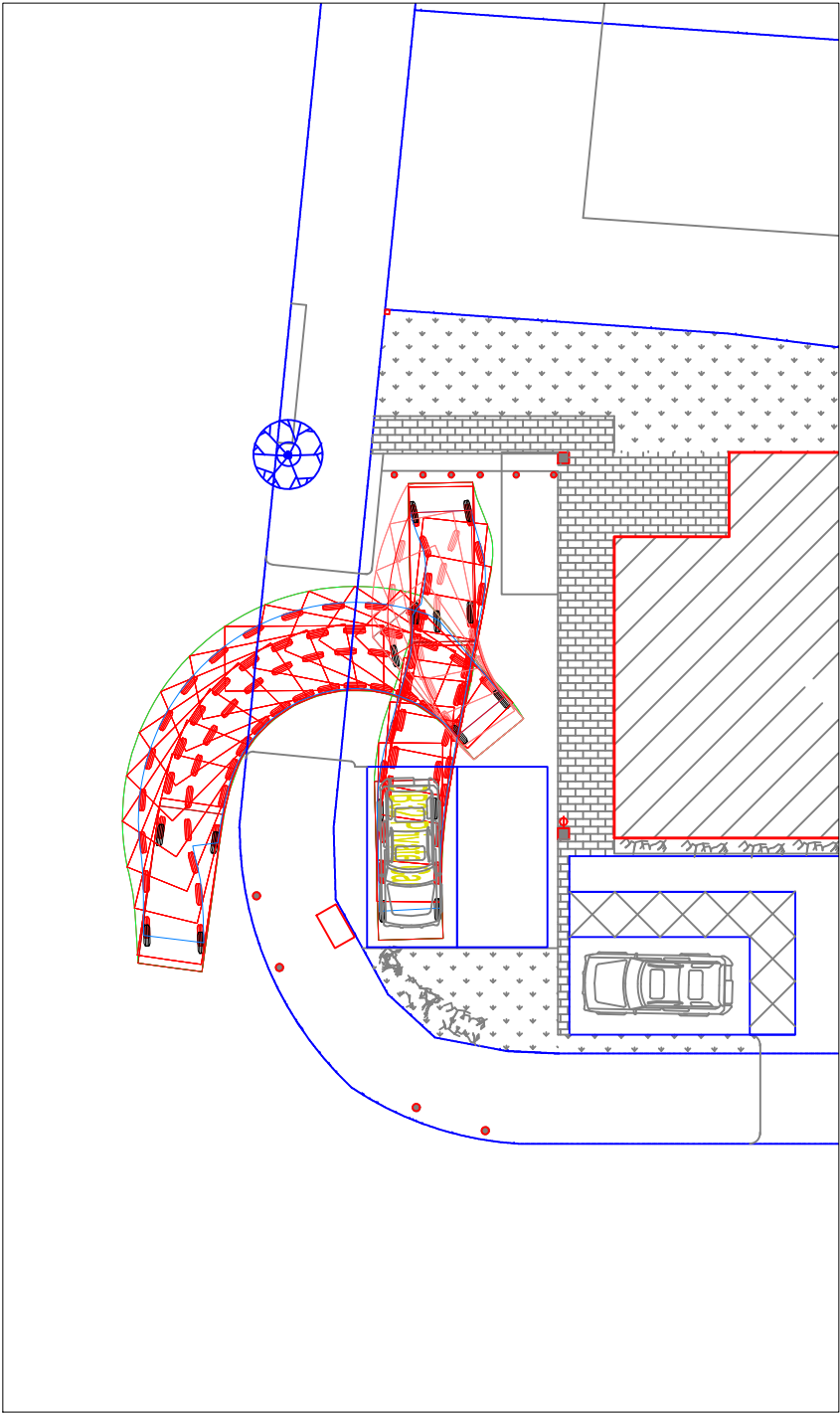
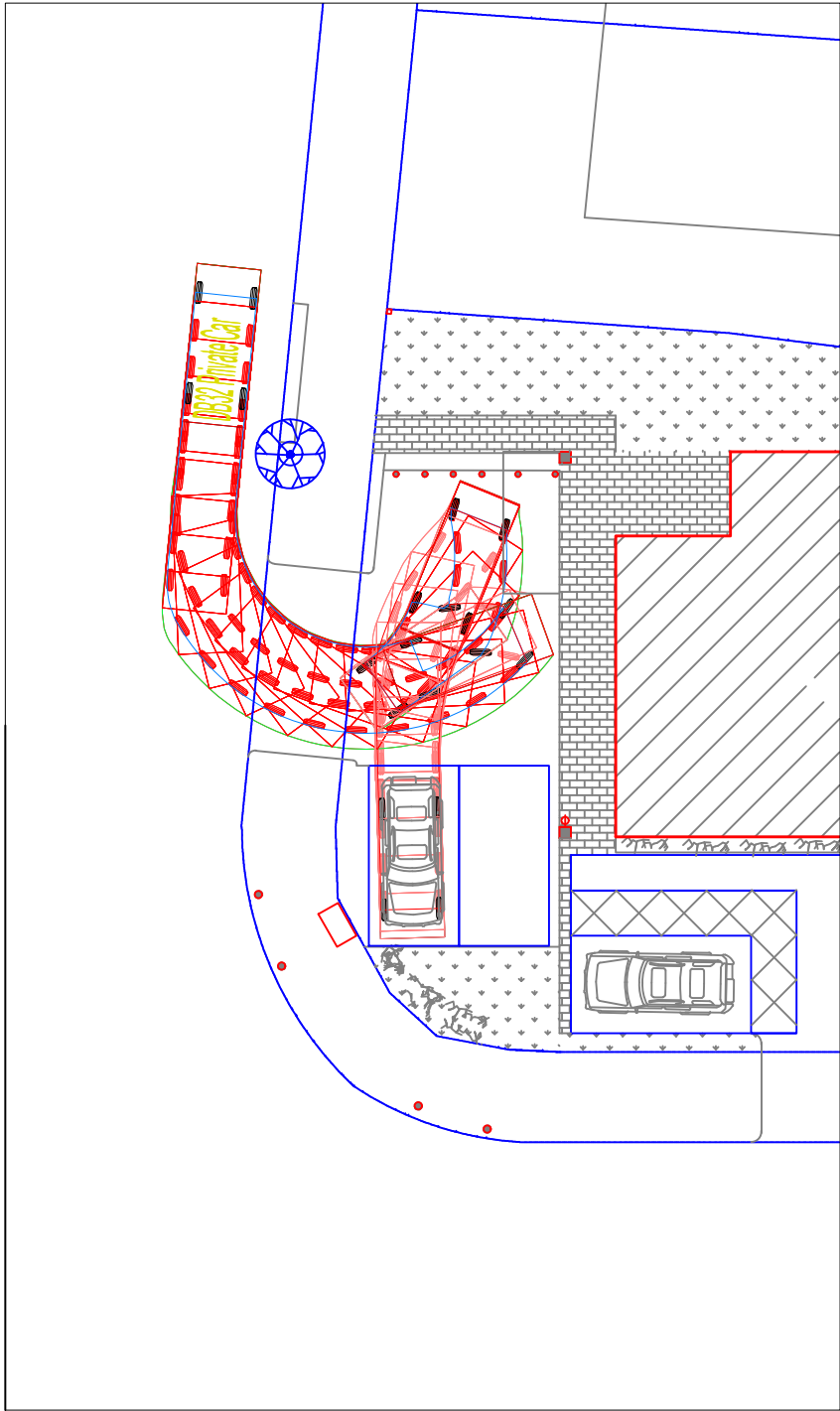
Scale
1/100@A3

Date
JULY 2021
Drawn

Drawing No.
J/602/02

APPENDIX C

Drawing: 300369-001 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 it's 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

Rev	Amendment	Drawn	Date	Checked

Sa

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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	Aug 2021	Approved By	SB

Drawing Number	Rev
300369-001	