

Proposed Residential Development and Improvements To Vehicular Access at Land to Side and Rear, The Hut Public House, 2 Old Orchard Close, Uxbridge, UB8 3LH

Supporting Transport Technical Statement

June 2025

Introduction

1. This Technical Statement has been prepared by Transport Dynamics to provide traffic and transport advice to support a proposal for the creation of a residential property and vehicular access improvements at land to the rear and side of The Hut Public House, 2 Old Orchard Close, Uxbridge, UB8 3LH.
2. The proposed vehicular access arrangement will result in betterment to the existing vehicular access, and offers the ability for an improved engineered design. With the retained but improved vehicular arrangement providing access to a proposed new residential property.
3. A site location plan (**Figure 1**) is provided at **Appendix A**, while an existing site plan is provided at **Appendix B**.
4. This Technical Statement details the existing site, details the general context, explains the proposal in detail and confirms that the proposal is sound in traffic and transport terms.

Site Context & Existing Situation

5. The application site is located on the southern side of Old Orchard Close, Uxbridge. It is 4km to the south east of Uxbridge town centre and 3km to the north west of Hayes.
6. Old Orchard Close runs east to west and prior to the construction of the B465 West Drayton Road provided onward connection to the west towards Goulds Green. Now however the road is extremely lightly trafficked and serves just a handful of houses, with the nature of the road changing completely by a 'stopping up' segment.
7. Old Orchard Close is located within a Controlled Parking Zone (CPZ), known as Parking Management Zone HH in the London Borough of Hillingdon (LBH). Restrictions operate Monday to Friday 09:00 – 17:00 being uncontrolled for residents with a parking permit and for all other vehicles requiring Pay & Display for a maximum of two hours.
8. Closest the application site Old Orchard Close has a width of approximately 6/7 metres, with Double Yellow Lines along the kerbside edge. As previously explained Old Orchard Close it is very lightly trafficked, with the majority of traffic entering and exiting from and to the west.

Proposed Improvements To Existing Vehicular Access

9. As a result of the overall proposal, it is intended to modestly relocate the existing crossover access to the west, as demonstrated by **Drawing PCD731/002** at **Appendix C** this improves achievable visibility when compared to the existing situation at **Drawing PCD731/001** at **Appendix B**. The existing crossover will be put back to full height pavement and kerb and the crossover relocated modestly to the west.
10. In addition, the existing forward set gate line, already in situ, will be relocated 6m away from the back of the footway with access gates opening inwards. This will provide a new vehicular reservoir avoiding the need for vehicles to wait on the public highway while gates are opened and closed representing a temporary static hazard to other road users.
11. Additionally, the proposal will also provide pedestrian intervisibility splays of 2m x 2m whereas the current arrangement only provides limited visibility.
12. Without the grant of planning consent, such improvements cannot occur.
13. The proposal seeks to substantially improve the existing arrangement, provide a modern and fit for purpose residential access through the improvement of an existing, established and historic access.
14. It should be noted that without this planning application coming forward no improvement to the existing vehicular access would occur, and therefore no betterment can be realised.

Summary

15. This Technical Statement has been prepared by Transport Dynamics to provide traffic and transport advice to support a proposal to allow the creation of a new residential dwelling at land to the rear of the Hut Public House, Old Orchard Close, Uxbridge, UB8 3LH.
16. As a result of the proposal, it has been detailed that the existing crossover and vehicular access is proposed to be relocated to the west. When compared to the existing arrangement this will improve;
 - Achievable visibility splay
 - Provide a set back vehicle reservoir (for the first time) allowing vehicles to avoid being a temporary static hazard on the public highway
 - Provide a set back gate line
 - Provide pedestrian intervisibility splays of 2m x 2m (for the first time)
17. The improved access arrangement will result in betterment over the existing vehicular access arrangement.
18. It should be noted that without a planning application coming forward no improvements would occur to the existing, established and historic vehicular access, and therefore betterment would be denied.

19. In conclusion, and on the basis of the above, the proposed vehicular access improvements should not be refused on traffic and transport grounds.
20. The cumulative residual transport impacts of the proposal will not be 'severe' on the local highway network and therefore under the guidance of the NPPF, planning permission should not be resisted or refused on traffic and transport grounds.
21. In summary it is therefore considered that the proposal is acceptable in transport planning terms and as such there are no traffic or transportation reasons why the proposal should not be supported.

Appendix A



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Drawing Title	Site Location Plan			 transport dynamics
Job Title	Land Rear and Side, The Hut, 2 Old Orchard Close			1st Issued: June 2025 Drg No: Job No: PCD 731
Scale:	N.T.S	Drawn by:	T.W.S	

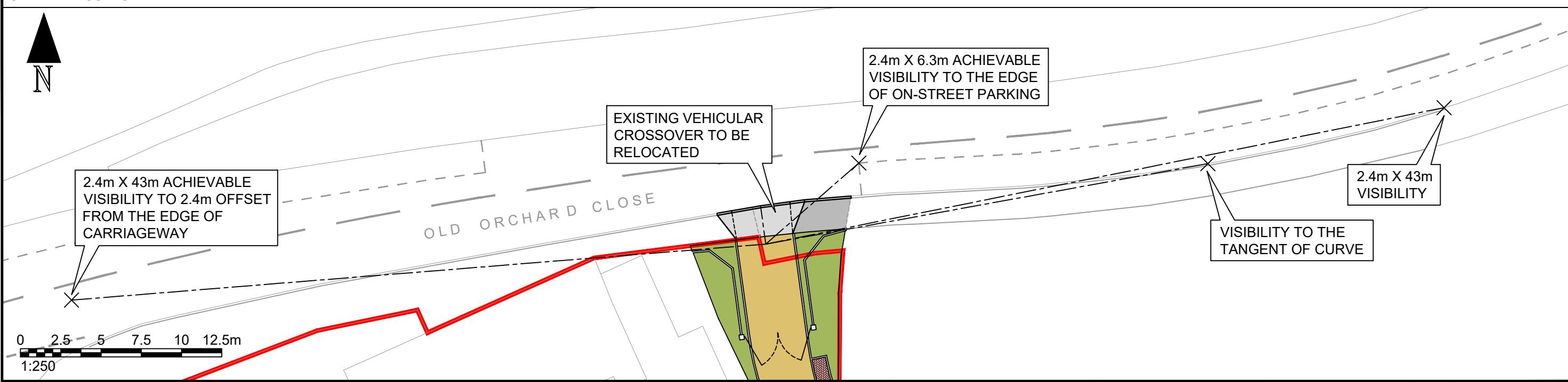
Figure 1

Appendix B

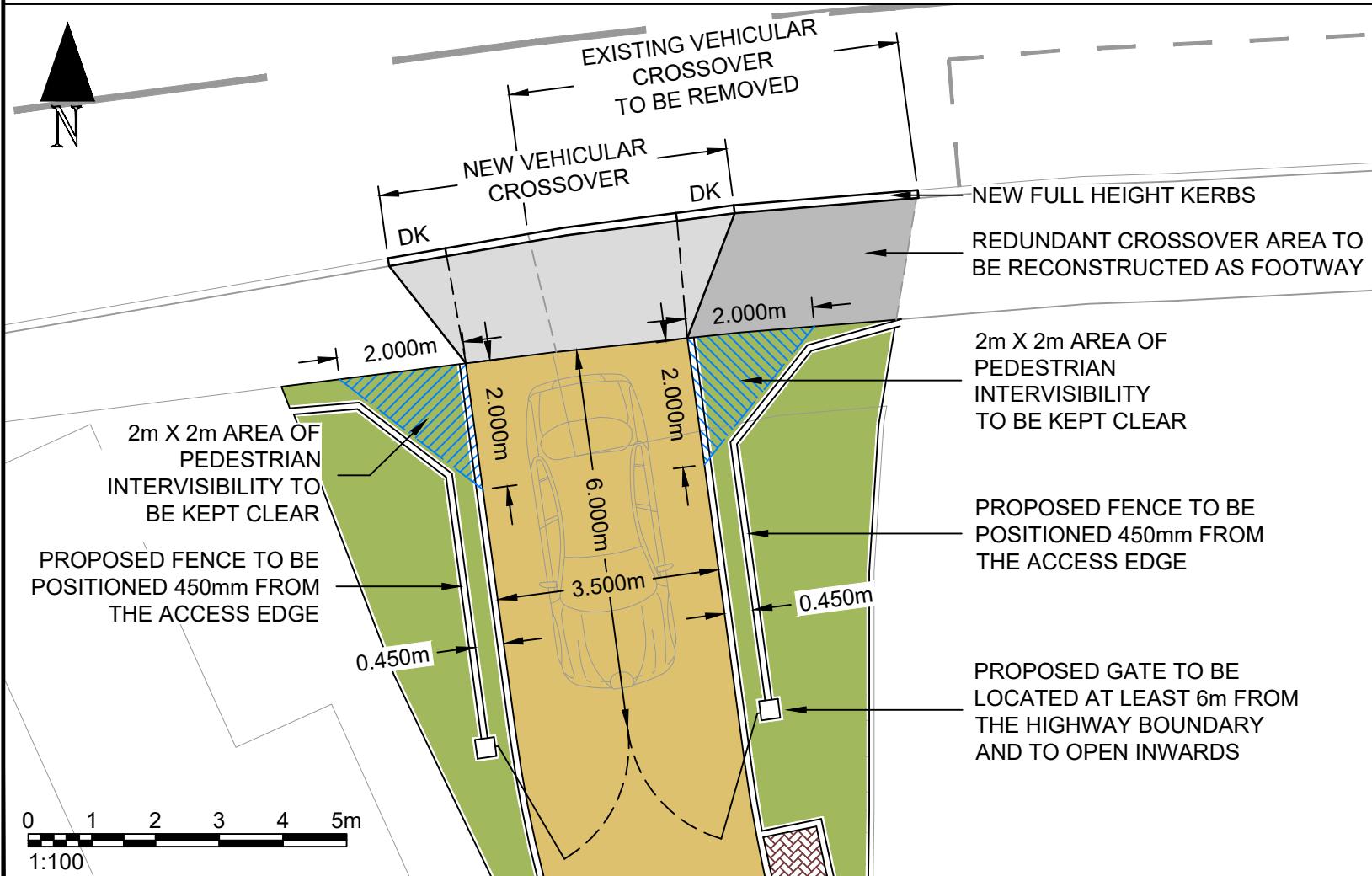


Appendix C

SITE ACCESS VISIBILITY



GENERAL ARRANGEMENT



SITE OVERVIEW PLAN



REV	DESCRIPTION	DRWN	CHCKD	DATE
A	Site layout updated.	DW	TS	16.06.2025

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.