Land at St Leonards Farm, Newyears Green Lane, Harefield, Uxbridge

Transport Statement

October 2025

Doc. No. 2535REP01

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Contents Amendment Record

This report has been issued and amended as follows:

Issue	Description	Date	Signed
A	Issue	20/10/25	JH
B	Issue 2	21/10/25	JH

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1 Introduction

1.1.1 Helix Transport Consultants Ltd are appointed by D. Hughes Limited (applicant) to prepare a Transport Statement in relation to an HGV parking area on land at St Leonards Farm off Newyears Green Lane in Harefield near Uxbridge.

1.1.2 D. Hughes Limited is an established haulage business local to the Hillingdon area. Prior to occupying the application site, the business operated from Smiths Farm, Kensington Road, Northolt, UB5 6AH. Smiths Farm provided the base of operations for 30 years before the applicant was dislodged from the site to make way for a residential redevelopment.

1.1.3 Accordingly, the applicant seeks retrospective planning consent for the creation of hard-surfaced parking and turning space for 25 HGVs.

1.1.4 The purpose of this report is to respond to comments made by the highway authority to the planning application in their capacity as statutory consultees.

1.1.5 For ease of reference, the highway authority's comments are transcribed below:

For an application of this type, the Highway Authority would expect a Transport Statement to be provided. As a minimum this should provide an overview of how the land is to be used and most importantly trip generation and access arrangements. To be able to assess the impact the proposal would have on the surrounding road network the Highway Authority requires information regarding the number of trips the site would generation and mode split in hourly intervals across a typical week. The Highway Authority also requires plans showing the swept path of vehicles entering, leaving and moving into each parking space within the site, the dimension of aisle width, carriageway widths, footways, parking spaces and sight lines. Information regarding the number and location of long-stay and short-stay cycle parking, disabled parking and electric vehicle charge points is also needed. A Service and Delivery Plan would also be required as well as a Car Park Design and Management Plan. The applicant is advised to refer to the information provided by the Department for Transport and Transport for London available here Travel Plans, Transport Assessments and Statements - GOV.UK and Transport Assessments - Transport for London

1.1.6 The following sections report on: the policy context (Chapter 2); the transport network (Chapter 3); the proposed development (Chapter 4); the sustainability of the site (Chapter 5); and the likely trip generation and impact of the proposals (Chapter 6).

2 Policy Context

2.1 National Planning Policy

2.1.1 The revised National Planning Policy Framework (NPPF) was published by the Department for Housing, Communities and Local Government in December 2023. Section 9 of NPPF, Promoting Sustainable Transport, states the following:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high-quality places.

[NPPF Paragraph 108]

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

[NPPF Paragraph 109]

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) 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.

[NPPF Paragraph 114]

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.

[NPPF Paragraph 115]

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

[NPPF Paragraph 116]

2.2 Summary & Conclusion

2.2.1 Transport planning policy seeks to ensure that development will not create road safety problems or cause significant congestion on the transport network.

2.2.2 When a proposed development is likely to result in a significant number of new trips, the policies require that these are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

2.2.3 This report concludes that, by being located in an area with viable non-car access opportunities and without creating new road safety or congestion issues, the application site conforms to the policy requirement.

3 Description of Site and the Surrounding Transport Network

3.1 Site Description

The application site consists of an 0.46-hectare parcel of land that is surrounded on all sides by a combination of existing commercial operations, which include the screening and distribution of aggregates, HGV parking and a variety of other land intensive commercial and waste related industrial uses, on three sides, and recent HS2 Spoil bunding on the fourth.

Aerial View of the application site. Image courtesy of Google

3.1.1 The site currently accommodates a two-tier portacabin-type structure, which houses the site office and staff welfare areas. This is located in the southeast corner of the site.

3.1.2 A large tent structure positioned along the southern boundary creates a sheltered vehicle maintenance bay.

3.1.3 Elsewhere, the site is used for parking and a number of other small structures providing toilets and storage.

3.2 Existing Activity

3.2.1 The applicant uses the site as a base for their 25 HGV-strong haulage business.

3.2.2 The applicant's business involves the transportation of bulky materials for the purposes of site clearance, utility work, logistics, construction and road repairs.

3.2.3 D. Hughes Limited employs 29 people, all living within close proximity to the site. The following image plots these employees' home postcodes.

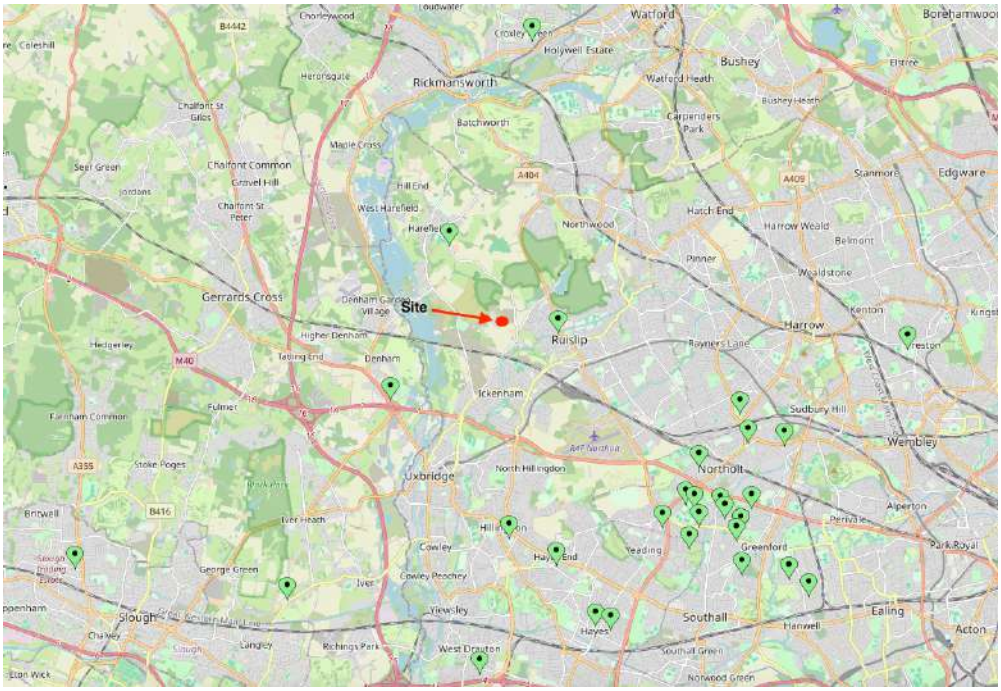


Image showing D. Hughes Limited employees' home postcodes. Image courtesy of mapcustomizer and OpenStreetMap

3.2.4 The applicant's established business operates within a radius of around 25 miles from the application site. The following is a list of regular clients:

- Quattro,
- Thames Materials
- O'Hara Bros Surfacing
- OCU Group
- TSL Ltd
- Volka Fitzpatrick Ltd
- Align
- Ealing Council
- Hillingdon Borough Council

3.2.5 The following image plots the position of the depots associated with the above client list:

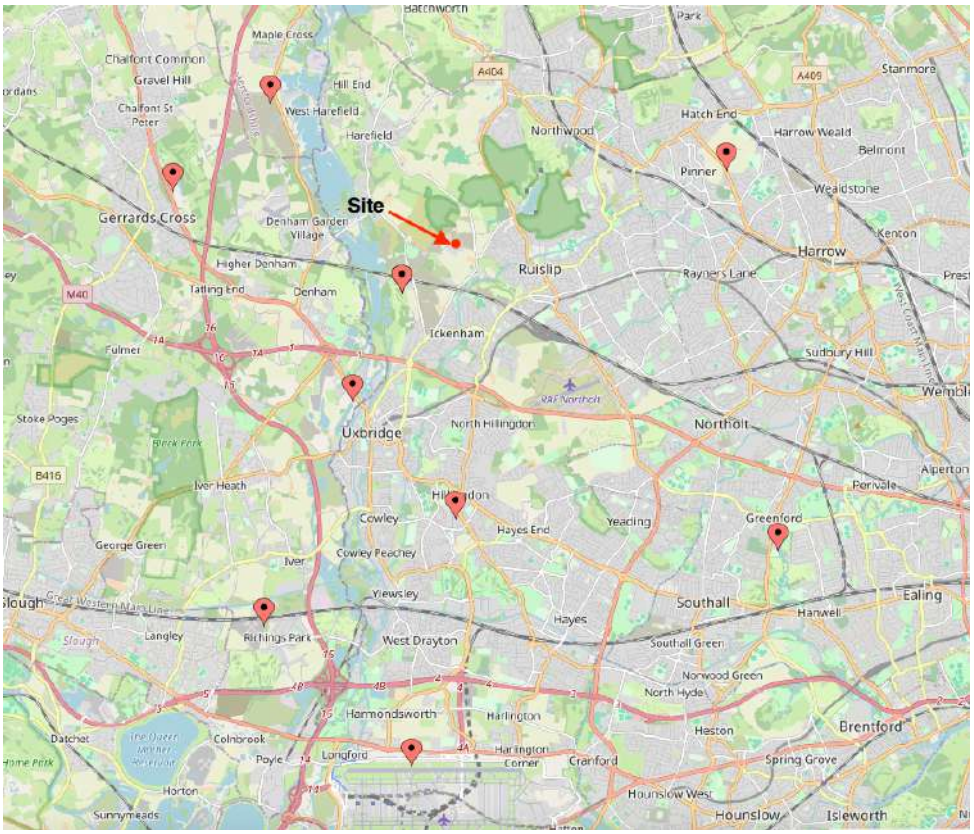


Image showing the position of D. Hughes Limited's regular clients' depots. Image courtesy of mapcustomizer and OpenStreetMap

3.2.6 A typical day involves drivers arriving on the site to pick up an HGV and orders for the day. This occurs between 06:00 and 07:00.

3.2.7 The HGVs return soon after 4pm, and drivers leave the site between 16:00 and 17:00.

3.2.8 On-site office and maintenance staff keep the same hours as the drivers.

3.2.9 The application site shares an access to/from the public highway with another haulage company. It is noteworthy that an application made in 2019 by the neighbouring haulage company, to extend their hardstanding parking, resulted in the following comments from the local highway authority:

there are no identified highway/transport related issues with the proposal.

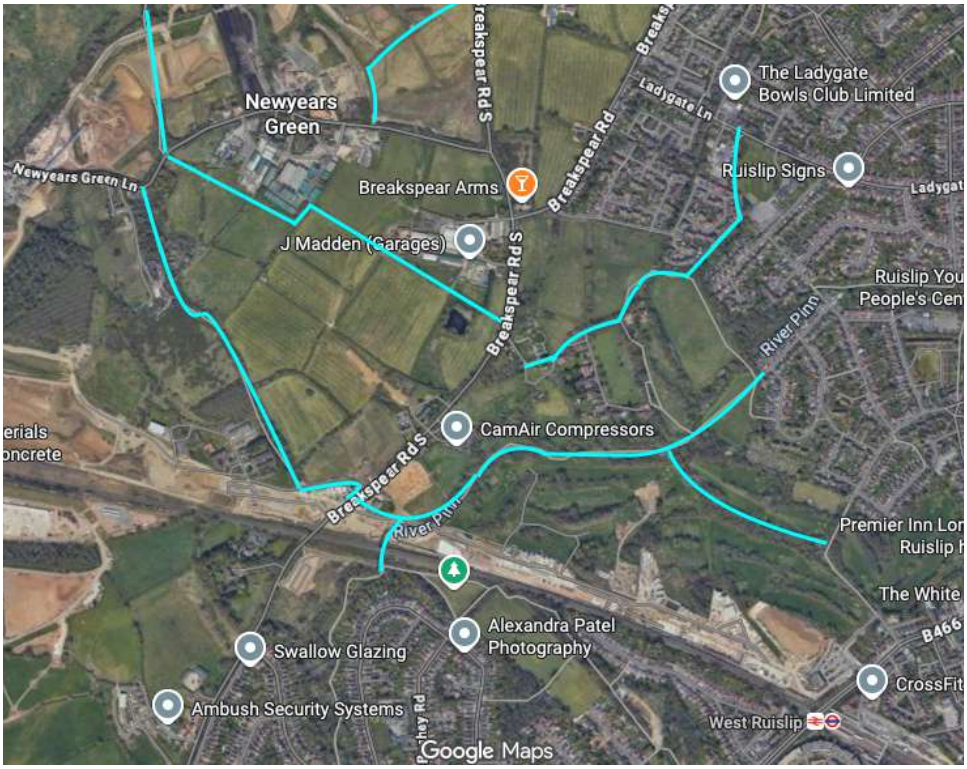
Therefore, the proposal does not raise any specific concern or objection on highway grounds in accordance with Policy DMT 1 and 2 of the Hillingdon Local Plan Part 2: Development Management Policies (2020).

3.3 Local Pedestrian Network

3.3.1 There are no segregated footways along Newyears Lane.

3.3.2 The nearest footway can be found around 450m to the east outside the Breakspear Arms (Public House), which connects to the footway network serving housing in northwest Ruislip.

3.3.3 A number of local public rights of way may be used by people wishing to access the site on foot from nearby housing while minimising the length of on-road walking. The public right-of-way map can be found at the following website: https://www.hillingdon.gov.uk/article/4908/Definitive-Map-and-Statement. It cannot be shown in this report for reasons of copyright. The following image highlights the more significant PROW routes to/from the site.



Plan illustrating local PROWs. Base aerial image courtesy of Google

3.4 Local Cycle Network

3.4.1 There is no specific cycle infrastructure near the site.

3.5 Local Public Transport Network

3.5.1 The nearest bus stops are located in the residential area in northwest Ruislip. Bus stops can be found near Breakspear Road's junctions with Ladygate Lane and Fine Bush Lane. These bus stops are around a 1.0Km walk from the application site.

3.5.2 The following table summarises the local bus service.

Table 3.1: Local Bus Services accessed off Hollow Lane. Routes and Frequency

Route No	Description	Average one-way Frequency		
		Mon-Fri	Sat	Sun
331	Uxbridge – Harefield - Ruislip	3/hr	3/hr	2/hr

3.6 Local Highway Network

3.6.1 The site fronts onto Newyears Green Lane. This road is a rural-type two-way road flanked by soft verges on both sides. The road varies in width. Outside the site, the surfaced carriageway is around 6m wide. The road generally narrows on either side of the site and, in particular, includes a significant length of carriageway that is just one lane wide to the west of the site.

3.6.2 To the east of the site, Newyears Green Lane forms a simple priority-controlled T-junction with Breakspear Road South. Breakspear Road South is a single two-way carriageway, approximately 5.0m wide, running north to south between Northwood and the A40.

3.6.3 To the west of the site, Newyears Green Lane forms a simple priority-controlled T-junction with Harvil Road. Harvil Road is similar to Breakspear Road South and runs between Harefield to the north and the A40 to the south.

3.6.4 Breakspear Road South is a single two-way carriageway, approximately 5.0m wide, running north to south between Northwood and the A40.

3.6.5 Harvil Road is currently subject to a temporary 30mph speed restriction. It is assumed that this will revert to the previous 40mph once the current works are completed.

3.6.6 Breakspear Road South was, until 2021, subject to a 40mph speed limit. This was changed to 30mph south of the junction with Fine Bush Lane. At the same time, Newyears Green Lane's previous 60mph speed limit was also reduced to 30mph.

3.7 Highway Safety

3.7.1 Best practice recommends a review of recorded road traffic accident data over the most recent 3-year period, or 5-year period if an area is thought to have a poor accident record.

3.7.2 Accident statistics indicate whether there are any clusters or patterns, indicative of a specific problem with the existing highway layout.

3.7.3 In this instance, the whole of the database available on the CrashMap website has been examined, as follows:

Attribution: Source – www.Crashmap.co.uk; Mapping – Google; PIA data – DfT

3.7.4 Commercial activities surrounding the site have been a permanent feature for at least the 25 years covered by the available accident data. As can be seen, there have been no recorded accidents at the site entrance, and only a single incident occurred nearby.

3.7.5 Given the above, it is concluded that there is no evidence of any particular road safety issues associated with the site's entrance.

4 Proposed Development

4.1 Proposed Development

4.1.1 The layout of the site is shown on the attached drawing 2535DWG01.

4.2 Access Arrangement

4.2.1 There are no proposed alterations to the site's access arrangements. This involves leaving Newyears Green Lane via the existing entrance shown in the following image.

Image showing the existing site entrance off Newyears Green Lane. Image courtesy of Google

4.2.2 The highway authority has raised the issue of access visibility. In order to understand the site-specific visibility requirements, a speed survey was undertaken.

Speed Survey Details

4.2.3 The speed survey was undertaken using a speed radar on Wednesday, 15th October 2025, between 14:50 and 16:50 and on Thursday, 16th October 2025, between 13:00 and 15:00.

4.2.4 The weather at the site was dry throughout both survey periods. Accordingly, no wet-weather adjustment was added to the speed recordings.

4.2.5 A total of 404 vehicle speeds were recorded. Vehicles clearly hindered by other road users were excluded from the recordings on the basis that they do not represent free-flowing traffic conditions.

Speed Survey Findings

4.2.6 The 85th percentile speed is calculated using the standard deviation method set out in the CA185 document.

4.2.7 The attached calculation sheets show the 85th percentile speeds to be:

- 28.31mph on the eastbound approach to the site access; and,
- 27.60mph on the westbound approach to the site access.

4.2.8 The Stopping Sight Distance (SSD) has been calculated using the formula provided in the Manual for Streets (MfS) document. This formula is: $SSD = vt + v^2 / 2d$. Where:

- v = 85th percentile speed
- t = Driver's reaction time
- d = Deceleration

4.2.9 Based on the recommendations contained in MfS2 (see below), the calculation of the stopping distance for traffic along Newyears Green Lane, near to the site, should assume that t=1.5s and d=0.375g (where g is the gravitational constant). Note: the recommended deceleration rate reflects the high proportion of HGVs using Newyears Green Lane.

Design Speed	Vehicle Type	Reaction Time	Deceleration Rate	Comments
60kph and below	Light vehicles	1.5s	0.45g	
	HGVs	1.5s	0.375g	See 10.1.9
	Buses	1.5s	0.375g	See 10.1.10
Above 60kph	All vehicles	2s	0.375g (Absolute Min SSD)	As TD 9/93
	All vehicles	2s	0.25g (Desirable Min SSD)	As TD 9/93

Extract from the Manual for Streets 2 (MfS2)

4.2.10 Accordingly, the SSD is calculated to be:

- Eastbound – 40.8m; and,
- Westbound – 39.2m

4.2.11 A detailed calculation sheet is appended to this report.

Junction Visibility Parameters

4.2.12 Accordingly, the recommended junction visibility parameters are:

- 2.4m x-distance
- 43.2m to the west of the site access
- 41.6m to the east of the site access

4.3 Parking

4.3.1 The local recommendations for the provision of parking at new development can be found in the London Borough of Hillingdon's Local Plan Part 2 Development Management Policies Adopted January 2020.

Car

4.3.2 The site falls generally within the B8 (Storage and Distribution) land-use. For this land use in this location, the recommended car parking provision is one space per 50sqm. However, the site has no permanent structures and this retrospective application rates to hard surfacing only. Given this, the local parking ratios are not directly applicable to the site.

4.3.3 Turning, instead, to parking need, including the owner of the business, the site accommodates 29 workers. 9 of these people take advantage of the free minibus provided by the applicant. The remaining 20 members of staff arrive at the site in 8 private cars. i.e. 12 staff members car-share.

4.3.4 According to the above, the site requires 8 car parking spaces and one space for a minibus.

4.3.5 Visits to the site by other parties are rare. Nevertheless, it would be prudent to allow one extra space for these visits.

4.3.6 A further space will be designed to meet the requirement to provide an adequate level of parking for disabled drivers.

4.3.7 In accordance with the London Plan, one of the proposed parking spaces will be equipped with electric vehicle parking capability. Another space will be made ready for future electrification.

HGV

4.3.8 HGV parking is the subject of the retrospective planning application. The applicant required parking for 25 HGVs. The applicant operates a fleet of typical 4-axle 18T tipper lorries. These are generally around 9m long and 2.5m wide.

Bicycle

4.3.9 The local for cycle parking is 1 space per 500sqm. Again, this recommendation is based on the assumption that a permanent structure is proposed. This is not the case with this application.

4.3.10 At present, no one cycles to the application site; however, during the course of a recent site visit, it was noticed that one member of staff from the neighbouring haulage business travels to work by bicycle. Many more cycle trips along Newyears Green Lane were observed during a recent 24-hour traffic survey. Given this, it would be prudent to make a suitable allowance for possible future cycle trips to the site.

4.3.11 Looking at the difference between the adopted standards for car and bicycle parking, it can be seen that the recommendation is to provide cycle parking at a rate of 1 space for every 10 car parking spaces.

4.3.12 Accordingly, one Sheffield-type parking stand (2 cycle parking spaces) is recommended for the site.

4.4 Car Park Design and Management Plan

4.4.1 The site's parking will be controlled by the on-site management team, who will ensure that staff and visitors park in the manner set out in the accompanying drawing 2535DWG01.

4.4.2 The attached drawing demonstrates that the site can readily accommodate the required parking.

4.4.3 The highway authority has requested a Car Park Design and Management Plan. It is understood that this is to ensure that there are no problems created by site parking overflowing on to the public highway. Given the nature of Newyears Green Lane, and the prevalence of heavy vehicle traffic, on-street parking would, it can be assumed, not be tolerated and would be effectively policed by neighbouring businesses. Nevertheless. if the highway authority believes a Car Park Design and Management Plan is an essential requirement, it is proposed that this be secured by planning condition.

5 Sustainability Appraisal

5.1.1 The following chapter considers the site in terms of the potential for travel by sustainable forms of transport.

5.2 Walk Trips

5.2.1 In order to determine what might be considered a suitable walk distance, reference is made to the Institution of Highways and Transportation (IHT) publication; Providing for Journeys on Foot. Table 3.2 from that document identifies the walk distances shown in the table below.

*Table 5.1 - Suggested Acceptable Walking Distances**

	Town Centre	Commuting /School	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

* - IHT publication; Providing for Journeys on Foot. Table 3.2

5.2.2 The IHT publication assumes an average walk speed of 4.8Km/h, equivalent to 5 minutes for every 400m.

5.2.3 The site is located in a predominantly residential area, which allows for a large potential walk-in catchment.

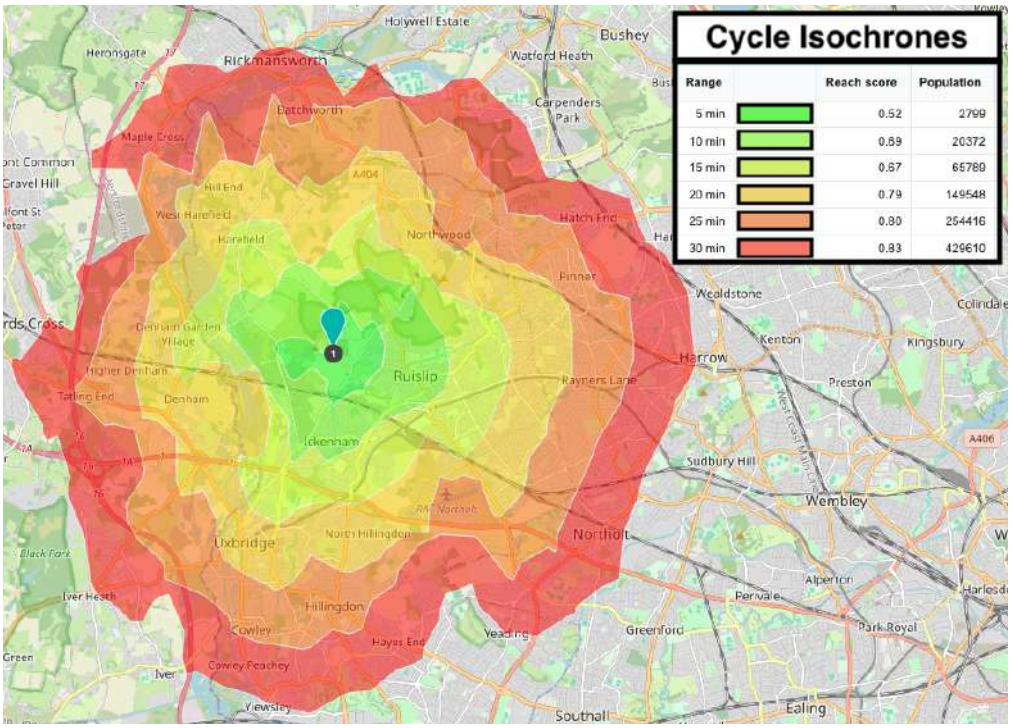
Source: Isochrones = Openroute Source; base mapping = Open Street Map; Population = European Commission GHSL 2023 dataset

5.2.4 As indicated above, there are 8,350 people within the preferred maximum 25-minute walk isochrone.

5.3 Cycle Trips

5.3.1 Acceptable cycle distances are more difficult to define; however, SUSTRANS (a registered charity promoting sustainable travel choices) states that *a five-mile journey can be comfortably cycled by an adult in 30 minutes*'.

5.3.2 The following image, taken from the opensource OpenRoute GIS database, indicates that there are 429,610 people within a 30-minute cycle journey.



Source: Isochrones = Openroute Source; base mapping = Open Street Map; Population = European Commission GHSL 2023 dataset

5.4 Public Transport Trips

5.4.1 According to the Public Transport Accessibility Level (PTAL) planning tool, the site has a zero level of accessibility by public transport. This is a result of the travel distance thresholds used by PTAL; specifically, PTAL assumes bus and rail services are inaccessible if they lie more than 640m and 960m away respectively.

5.4.2 The PTAL thresholds are chosen on the basis that the distance is short enough to encourage the uptake of public transport trips. In practice, people can travel greater distances to get to a bus stop or train station if it is necessary.

5.4.3 In the case of the application site, the nearest bus stops are located 1.0Km from the site. This equated to a walk duration of 14 minutes. Under 4 minutes by bike.

5.4.4 The nearest London Underground station can be found in Ruislip (Metropolitan and Piccadilly lines), around 2.5km from the site. This equates to a walk duration of 34 minutes or a cycle trip of less than 10 minutes.

5.4.5 While these distances fall outside the PTAL threshold, the walk distance to a local bus stop is not excessive, and the cycle distance to the local London Underground station is readily achievable.

5.5 Private Bus Trips

5.5.1 A final option for non-private-car access to the site is for employees to take advantage of the free minibus service the applicant provides, once per day, from and to the Target Roundabout in Northolt.

5.5.2 The applicant expects to provide this service for as long as it is required, and does so in order to retain drivers who tend to live near the applicant's previous base in Northolt.

5.6 Summary

5.6.1 The site is within achievable walking and cycling distances to a significant number of residential properties.

5.6.2 One employee lives within a walkable distance from the application site, while the majority fall within the recommended maximum cycle journey time of 30 minutes.

5.6.3 Alternatively, employees could access the site using public transport and link via bicycle (folding bicycles are permitted to be carried on the bus and underground networks).

5.6.4 A further option, for those living near Northolt, is to take advantage of a free minibus service laid on by the applicant.

5.6.5 It is concluded from the above that the site lies within a sustainable location and, therefore, meets the relevant planning policy objectives.

5.7 Alternative Sites

5.7.1 The planning authority has asked the applicant to consider alternative locations for their business.

5.7.2 This report considers that the most sustainable option for the applicant's depot would be central to the staff and customer base. In this way, employees don't travel unnecessary distances, avoiding unnecessary contributions to pollution and congestion, by travelling out of the business's operational area to collect a commercial vehicle to then drive back into it.

5.7.3 The following image demonstrates that the application site fits very near to the centre of the applicant's operational area.

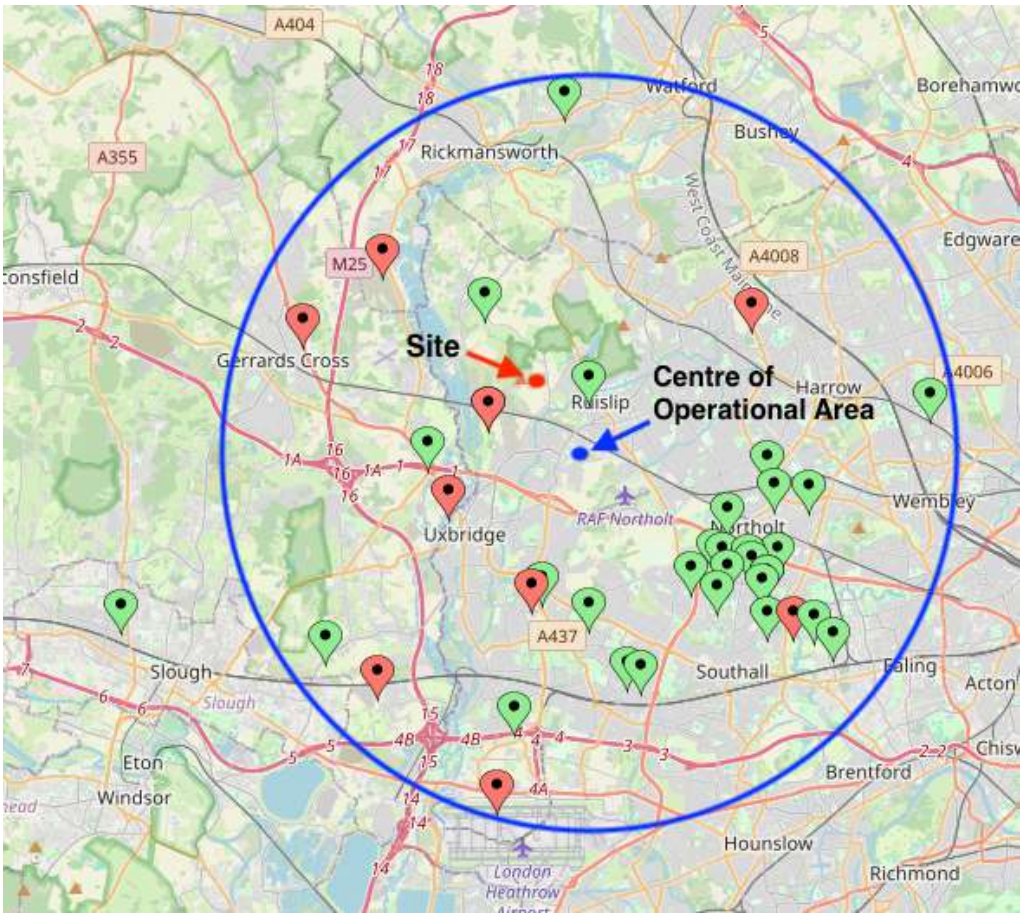


Image showing the position of the application site relative to the centre of D. Hughes Limited's core operational area. Image courtesy of mapcustomizer and OpenStreetMap

5.7.4 There are no known alternative locations that would suit D. Hughes Limited's business better than the application site. In this context, the site should be considered sustainably located.

6 Trip Generation & Impact Assessment

6.1 Introduction

6.1.1 The following section provides details of the site's traffic activity, as well as presenting results from a recent 24-hour traffic survey at the existing site entrance.

6.2 Application Site Traffic Activity

6.2.1 The site is currently operational and will typically result in 8 cars and 1 minibus arriving in the hour 06:00 – 07:00. 25 HGVs will depart the site during the same time period, although a proportion may overspill into the following hour segment.

6.2.2 The HGVs will stay out all day and generally return to base between 16:00 and 17:00, although a proportion may arrive slightly earlier. 8 private cars and 1 minibus will depart from the site during the same time period.

6.2.3 The following tabulates the above, as well as providing information on the traditional network peak periods:

Table 6.1 – Typical Weekday Vehicular Activity associated with D, Hughes Ltd.

Time	In	Out	Total
06:00 – 07:00	9	20	29
07:00 – 08:00	0	5	5
08:00 – 09:00	0	0	0
15:00 – 16:00	5	0	5
16:00 – 17:00	20	9	29
17:00 – 18:00	0	0	0
Daily	34	34	68

6.2.4 Site-related traffic, as with the vast majority of trips associated with the site's entrance, arrives from and exits towards the east. This is to do with the orientation of the St Leonards Farmyard entrance and the fact that Newyear Green Lane narrows to a single lane over a significant length to the west of the site.

6.3 Total Existing Traffic Activity

6.3.1 In order to provide some context to the above, a 24-hour-long turning count survey was undertaken at the junction between St Leonards Farmyard and Newyears Green Lane. The full survey sheets are appended to this report. The following tables summarise the key information:

Table 6.2 – Observed traffic flows at the St Leonards Farmyard Access with Newyears Green Lane, October 2025

Time begin	NYGL (W) to Site		NYGL (W) to NYGL (E)		Site to NYGL (W)		Site to NYGL (E)		NYGL (E) to NYGL (W)		NYGL (E) to Site		Total
	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs	
06:00	3	0	14	0	0	0	26	22	38	0	26	1	**107**
07:00	3	0	52	1	8	1	8	7	90	1	10	0	**171**
08:00	0	0	73	1	5	0	10	8	98	2	14	8	**200**
15:00	3	0	56	1	3	1	14	6	54	0	18	9	**148**
16:00	1	1	61	1	2	0	23	1	42	1	27	22	**156**
17:00	0	0	71	0	3	0	10	0	44	0	1	0	**129**
TOTAL	**26**	**7**	**752**	**24**	**42**	**5**	**175**	**96**	**816**	**13**	**190**	**99**	**2001**

Note NYGL = Newyears Green Lane

Table 6.3 – Estimated traffic flows at the St Leonards Farmyard Access with Newyears Green Lane if traffic associated with the application site is removed

Time begin	NYGL (W) to Site		NYGL (W) to NYGL (E)		Site to NYGL (W)		Site to NYGL (E)		NYGL (E) to NYGL (W)		NYGL (E) to Site		Total
	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs	
06:00	3	0	14	0	0	0	6	2	38	0	17	1	**78**
07:00	3	0	52	1	8	1	3	2	90	1	10	0	**166**
08:00	0	0	73	1	5	0	10	8	98	2	14	8	**200**
15:00	3	0	56	1	3	1	14	6	54	0	13	4	**143**
16:00	1	1	61	1	2	0	14	1	42	1	7	2	**127**
17:00	0	0	71	0	3	0	10	0	44	0	1	0	**129**
TOTAL	**26**	**7**	**752**	**24**	**42**	**5**	**141**	**71**	**816**	**13**	**156**	**74**	**1933**

6.4 Impact Assessment

6.4.1 According to the tables above, the application site generates no traffic during the traditional network perk period.

6.4.2 Overall, the site has increased traffic on Newyears Green Lane by 3.5%. This is considered to be so small as to have an insignificant effect on the operation of the public highway.

Summary and Conclusion

6.4.3 This Transport Statement (TS) has been prepared in order to examine the traffic and transportation issues associated with a retrospective planning application for the creation of hardstanding for 25 HGVs.

6.4.4 The parking area relates to the activities of D Hughes Ltd, a commercial haulage company. Specifically, the applicant's business involves the transportation of bulky materials for the purposes of site clearance, utility work, logistics, construction and road repairs. The applicant's fleet consists of 25 typical 4-axle 18T tipper lorries. These are generally around 9m long and 2.5m wide.

6.4.5 D Hughes Ltd is a well-established local business, having operated from a site in Northolt since 1994. The need to relocate was precipitated by an approved redevelopment of their former base.

6.4.6 The applicant's business is focused on a relatively small geographic area, both in terms of staff and their client base. It is important, therefore, that the new base of operations is located near to the centre of their operation zone. The alternative would involve wasteful congestion and pollution if staff had to travel away from the area to collect a vehicle from a remote depot and then travel back to their area of operation. In this context, the application site can be considered sustainably located.

6.4.7 Due to the nature of the applicant's business with its associated noise etc, a site in a relatively isolated position is desirable. Notably, the application site sits alongside many similar businesses.

6.4.8 The recognised maximum walk and cycle catchments take in a large number of houses. While it is acknowledged that the site has a zero PTAL level, public transport can be reached. In addition, the applicant provides a minibus service between the site and where many existing staff live near the former depot.

6.4.9 Traffic movements associated with D. Hughes Ltd's business involves 29 members of staff arriving at the site in the morning (from 6am) before 25 HGVs leave to carry out the day's orders. These HGVs arrive back at the site in the early afternoon (from 3pm) before the 30 members of staff then leave for the day.

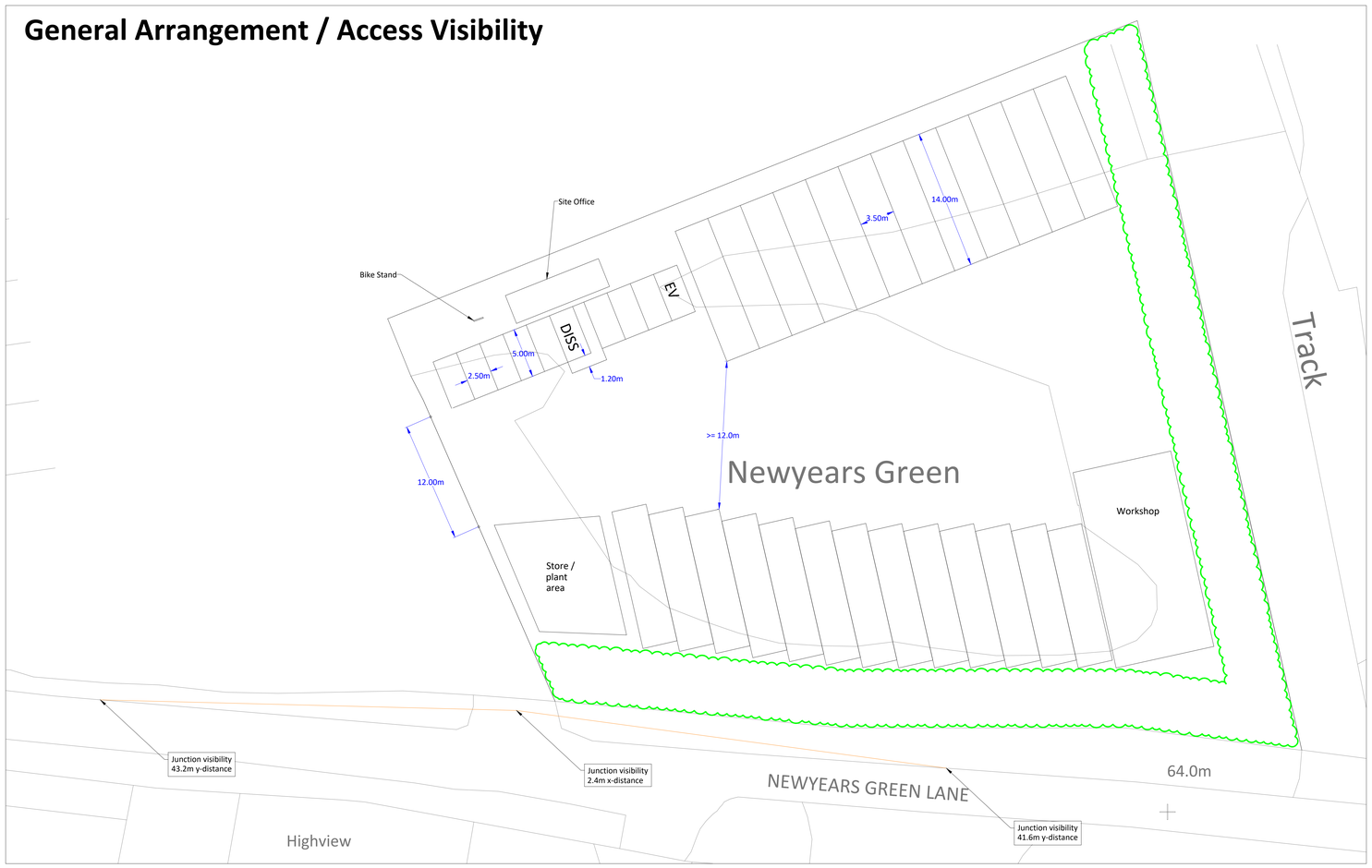
6.4.10 The applicant's minibus service is used by 9 members of staff. Of the remaining 21 employees, 12 car-share. This means that there is a total of 8 private vehicles and 1 minibus associated with staff arrivals and departures.

6.4.11 A 24-hour traffic survey undertaken at the St Leomards Farmyard junction with Newyears Green Lane reveals that the site contributes 3.5% of the existing traffic activity. Given that none of this occurs during the traditional network peak hours, this level of increase is considered to be so small as to have no significant effect on the operation of the public highway.

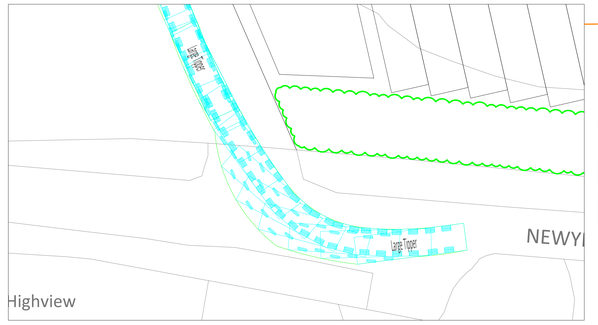
6.4.12 The overall conclusion is that there are no valid highways or transportation reasons to refuse this retrospective planning application.

Drawing

General Arrangement / Access Visibility



HGV IN Main Entrance



HGV OUT Main Entrance

N

Helix Transport Consultants

16 Springfield Court, Stonehouse, Gloucestershire. GL10 2JF
tel +44 (0)1453 822625

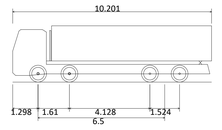
Notes

Based on Ordnance Survey, licence No. AC0000848283.

Key

- Ordnance Survey base
- Proposed layout
- Access visibility

Vehicle Details



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

HGV Parking Space 1 - IN

HGV Parking Space 1 - OUT

HGV Parking Space 25 - IN

HGV Parking Space 25 - OUT

Issue

Rev	By	Chkd	Apprvd	Date	Description

Client

D. Hughes Ltd

Project

Land at St Leonards Farmyard
Newyears Green Lane, Uxbridge

Drawing

Proposed Layout
and Vehicle Tracking

Drawn by: JH **Date:** 20/10/2025
Checked by: JH **Date:** 20/10/2025
Approved by: JH **Date:** 20/10/2025

Drawing No. 2535DWG01

Revision

Drawing Scale: 1:200 @ A1

Appendix A

Speed Survey

Newyears Green Lane - Eastbound

Calculation of 85th Percentile Speed

Standard Deviation (s) =

$$s = \sqrt{\sum(v-m)^2 / n-1}$$

Where

Sum of Speeds	$\sum v$ =	5435					
Number of Recordings	n =	232					
$m = \sum v/n$ =		5435	/	232	=	23.43	

And

$\sum(v-m)^2 = \sum v^2 - (\sum v)^2/n$ =		132841	-	29539225	/	232	= 5517
	s =	4.9					

85th Percentile (v)	= m + s =	28.31	MPH
	=	13	m/s

Calculation of Stopping Site Distance (MfS)

$$SSD = vt + v^2 / 2d$$

Where:

Speed	v =	13	m/s
Drivers reaction time	t =	1.5	s
Deceleration (0.375g)	d =	4.41	m/s^2

SSD =	19	+	160	/	8.83	=	37.1 m

Newyears Green Lane - Westbound

Calculation of 85th Percentile Speed

Standard Deviation (s) =

$$s = \sqrt{\sum(v-m)^2 / n-1}$$

Where

Sum of Speeds	$\sum v$ =	4062					
Number of Recordings	n =	172					
$m = \sum v/n$ =		4062	/	172	=	23.62	

And

$\sum(v-m)^2 = \sum v^2 - (\sum v)^2/n$ =		98647	-	16500526	/	172	= 2714
	s =	4.0					

85th Percentile (v)	= m + s =	27.60	MPH
	=	12.3	m/s

Calculation of Stopping Site Distance (MfS)

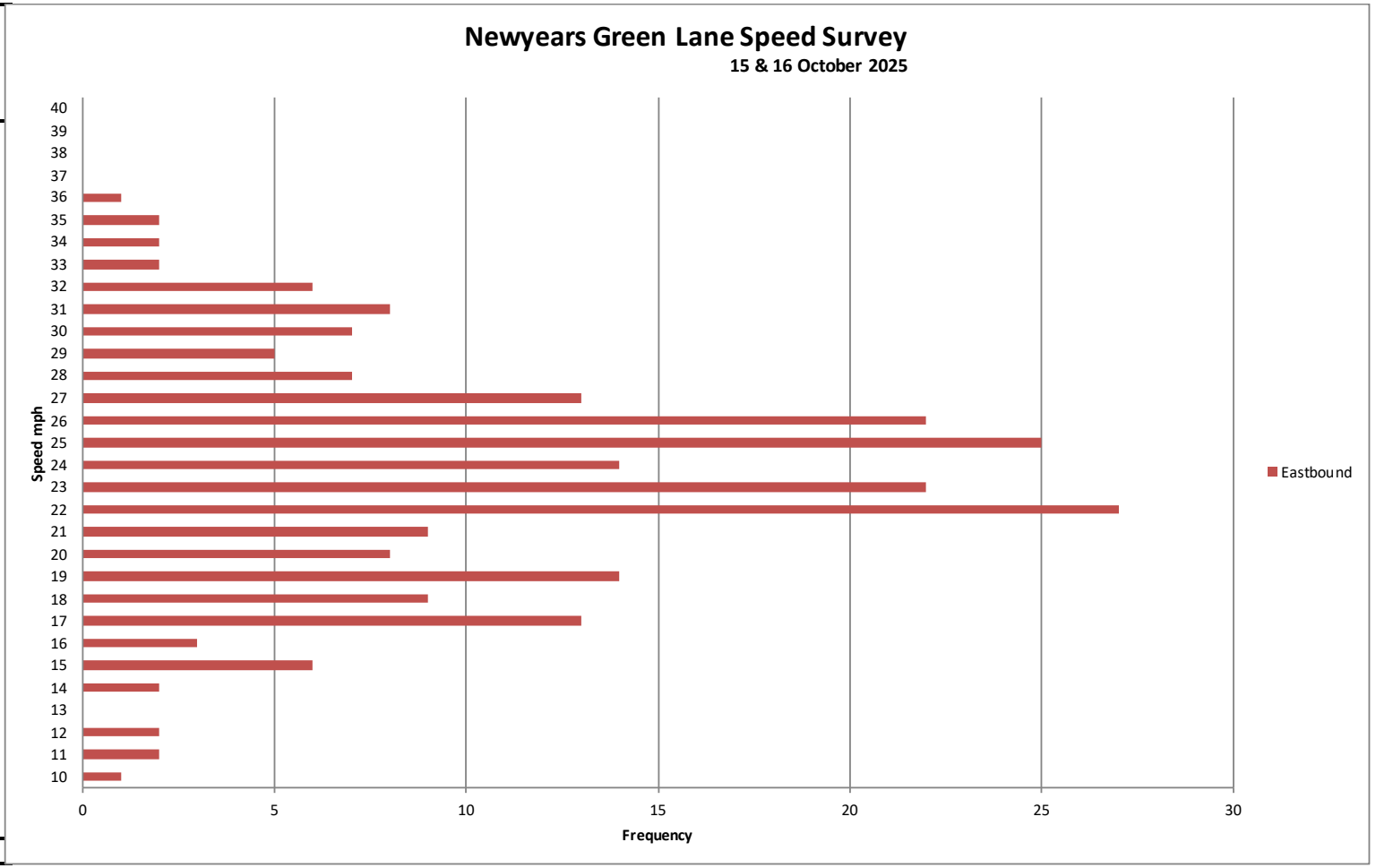
$$SSD = vt + v^2 / 2d$$

Where:

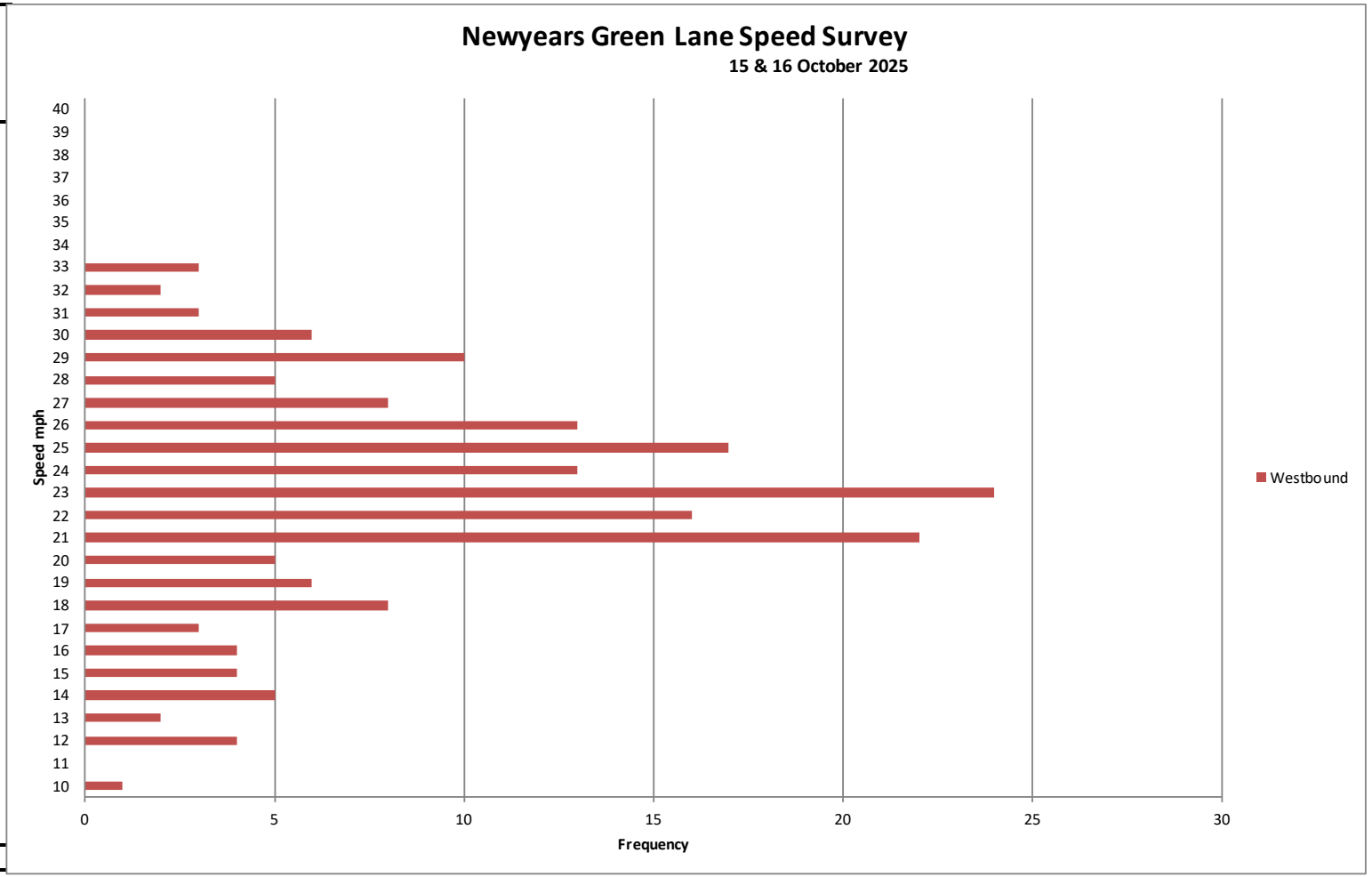
Speed	v =	12	m/s
Drivers reaction time	t =	1.5	s
Deceleration (0.375g)	d =	4.41	m/s^2

SSD =	19	+	152	/	8.83	=	35.8 m

Speed	Frequency	Sum of Speeds Σv	Σv^2
10	1	10	100
11	2	22	242
12	2	24	288
13	0	-	-
14	2	28	392
15	6	90	1350
16	3	48	768
17	13	221	3757
18	9	162	2916
19	14	266	5054
20	8	160	3200
21	9	189	3969
22	27	594	13068
23	22	506	11638
24	14	336	8064
25	25	625	15625
26	22	572	14872
27	13	351	9477
28	7	196	5488
29	5	145	4205
30	7	210	6300
31	8	248	7688
32	6	192	6144
33	2	66	2178
34	2	68	2312
35	2	70	2450
36	1	36	1296
37	0	-	-
38	0	-	-
39	0	-	-
40	0	-	-
Total	**232**	**5435**	**132841**



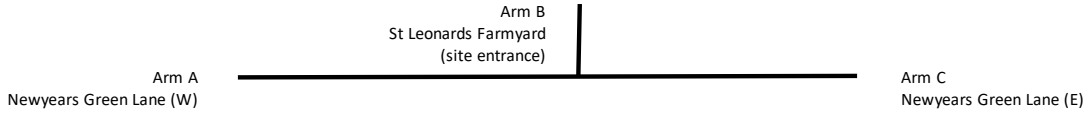
Speed	Frequency	Sum of Speeds ∑v	∑v²
10	1	10	100
11	0	-	-
12	4	48	578
13	2	26	339
14	5	70	983
15	4	60	903
16	4	64	1027
17	3	51	870
18	8	144	2600
19	6	114	2173
20	5	100	2006
21	22	463	9731
22	16	353	7767
23	24	553	12734
24	13	312	7510
25	17	426	10657
26	13	339	8814
27	8	216	5850
28	5	140	3932
29	10	290	8435
30	6	180	5416
31	3	93	2892
32	2	64	2054
33	3	99	3277
34	0	-	-
35	0	-	-
36	0	-	-
37	0	-	-
38	0	-	-
39	0	-	-
40	0	-	-
Total	**172**	**4062**	**98647**



Appendix B

Traffic Survey

St Leonards Farmyard Entrance, Newyears Green Lane, Harefield, Uxbridge
Traffic Survey between 14:00 15th October 2025 and 14:00 16th October 2025



Time	A to B		A to C		B to A		B to C		C to A		C to B		Total	Total Traffic at Site Entrance		
	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs	Total vehicles	HGVs		All to B	All From B	Total B
15.Oct.25 14:00	1		17	3			3	3	18		4	3				
14:15	2		19				1		14		4	1				
14:30	1	1	10	1			2		13		3	2				
14:45		1	13		3		10	5	16		3	1				
Hourly Total	**4**	**2**	**59**	**4**	**3**	**0**	**16**	**8**	**61**	**0**	**14**	**7**	**157**	**18**	**19**	**37**
15:00			17				3	1	16		1					
15:15	1		16		1		3		14		6	2				
15:30	1		11	1	1	1	3	3	11		9	5				
15:45	1		12		1		5	2	13		2	2				
Hourly Total	**3**	**0**	**56**	**1**	**3**	**1**	**14**	**6**	**54**	**0**	**18**	**9**	**148**	**21**	**17**	**38**
16:00	1	1	15				5		10		8	8				
16:15			15	1	1		6	1	8		9	6				
16:30			12				4		12		9	7				
16:45			19		1		8		12	1	1	1				
Hourly Total	**1**	**1**	**61**	**1**	**2**	**0**	**23**	**1**	**42**	**1**	**27**	**22**	**156**	**28**	**25**	**53**
17:00			20		2		4		11							
17:15			18				4		11							
17:30			14		1				9		1					
17:45			19				2		13							
Hourly Total	**0**	**0**	**71**	**0**	**3**	**0**	**10**	**0**	**44**	**0**	**1**	**0**	**129**	**1**	**13**	**14**
18:00			32				2		18							
18:15			17						11							
18:30			16						9							
18:45			12						7							
Hourly Total	**0**	**0**	**77**	**0**	**0**	**0**	**2**	**0**	**45**	**0**	**0**	**0**	**124**	**0**	**2**	**2**
19:00			7						7		1					
19:15			7						10							
19:30			7		1				7							
19:45	1		3		1				4		1					
Hourly Total	**1**	**0**	**24**	**0**	**2**	**0**	**0**	**0**	**28**	**0**	**2**	**0**	**57**	**3**	**2**	**5**
20:00			3		1				3							
20:15			4						4							
20:30			2						5							
20:45			3						3							
Hourly Total	**0**	**0**	**12**	**0**	**1**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**28**	**0**	**1**	**1**
21:00			3						3							
21:15			2						1							
21:30			2						2							
21:45									1							
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**14**	**0**	**0**	**0**
22:00									1							
22:15			1	1					3	1						
22:30																

22:45			1						2							
Hourly Total	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**8**	**0**	**0**	**0**
23:00			2													
23:15			1						1							
23:30																
23:45																
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**
16.Oct.25 00:00			1						1							
00:15			1													
00:30																
00:45									3							
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**6**	**0**	**0**	**0**
01:00									1							
01:15			1						1							
01:30																
01:45																
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**
02:00																
02:15																
02:30			1													
02:45			1													
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**
03:00																
03:15									1	1						
03:30			1													
03:45																
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**
04:00																
04:15																
04:30																
04:45											1					
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**1**
05:00																
05:15							1	1								
05:30			1						1							
05:45			2						1		5					
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**5**	**0**	**11**	**5**	**1**	**6**
06:00			1				1	1	5		9					
06:15	1		3				11	9	8		11	1				
06:30			4				11	9	12		1					
06:45	2		6				3	3	13		5					
Hourly Total	**3**	**0**	**14**	**0**	**0**	**0**	**26**	**22**	**38**	**0**	**26**	**1**	**107**	**29**	**26**	**55**
07:00	1		6		1	1	5	5	12		4					
07:15	1		13		3		3	2	20		2					
07:30			16		2				34	1	3					
07:45	1		17	1	2				24		1					
Hourly Total	**3**	**0**	**52**	**1**	**8**	**1**	**8**	**7**	**90**	**1**	**10**	**0**	**171**	**13**	**16**	**29**
08:00			22		1		2	1	26		4					
08:15			17		3				17	2	4	3				
08:30			16				3	3	23		5	4				
08:45			18	1	1		5	4	32		1	1				
Hourly Total	**0**	**0**	**73**	**1**	**5**	**0**	**10**	**8**	**98**	**2**	**14**	**8**	**200**	**14**	**15**	**29**
09:00	2		13	1	1		2	1	33	1	3	3				
09:15			9		1		4	2	16		3	3				
09:30	2		10	2			3	2	19	1	10	7				
09:45	1		15	2	1		7	5	8	1	1					

Hourly Total	**5**	**0**	**47**	**5**	**3**	**0**	**16**	**10**	**76**	**3**	**17**	**13**	**164**	**22**	**19**	**41**
10:00	1	1	8		1				16		2					
10:15	1		13	1	1		6	2	7		4	3				
10:30			9		1		3	3	11	1	7	4				
10:45			8		1		4	2	11		2	2				
Hourly Total	**2**	**1**	**38**	**1**	**4**	**0**	**13**	**7**	**45**	**1**	**15**	**9**	**117**	**17**	**17**	**34**
11:00			11		1	1	2	1	16	1	5	4				
11:15			10	2			3	3	10		2	2				
11:30			11	2	1	1	5	3	16	1	6	5				
11:45			12		1		2		9	1	6	4				
Hourly Total	**0**	**0**	**44**	**4**	**3**	**2**	**12**	**7**	**51**	**3**	**19**	**15**	**129**	**19**	**15**	**34**
12:00	1	1	17				6	4	12		4	1				
12:15			15	1					10		1					
12:30			12				1	1	16		2	2				
12:45			23	2	1	1	2	1	12		2	2				
Hourly Total	**1**	**1**	**67**	**3**	**1**	**1**	**9**	**6**	**50**	**0**	**9**	**5**	**137**	**10**	**10**	**20**
13:00	1	1	8	1	2		4	4	18							
13:15	1	1	7	1			1	1	10		4	3				
13:30			8				7	5	14		3	2				
13:45	1		13		2		3	3	14		5	5				
Hourly Total	**3**	**2**	**36**	**2**	**4**	**0**	**15**	**13**	**56**	**0**	**12**	**10**	**126**	**15**	**19**	**34**
TOTAL	**26**	**7**	**752**	**24**	**42**	**5**	**175**	**96**	**816**	**13**	**190**	**99**	**2001**	**216**	**217**	**433**