KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

TRANSPORT STATEMENT
FAIRFIELD ROAD
UXBRIDGE

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

TRANSPORT STATEMENT FAIRFIELD ROAD UXBRIDGE

47 FAIRFIELD ROAD, UXBRIDGE, UB8 1AZ

TRANSPORT STATEMENT
JULY 2019

PREPARED FOR KHAKHARIA PROPERTIES LIMITED
PREPARED BY KRONEN LIMITED

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Kronen Limited registered in England & Wales registered number 8826297

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1 INTRODUCTION

1.1 INTRODUCTION

KRONEN has been instructed to prepare this Transport Statement to accompany a proposed development at 47 Fairfield Road, Uxbridge, UB8 1AZ (in The London Borough of Hillingdon).

1.2 EXISTING SITE

The existing site is a 4-bedroom detached dwelling with vehicle access and a garage and hardstanding area suitable for parking several off-street vehicles.

1.3 PROPOSED REDEVELOPMENT

The proposal seeks an apartment building comprising 6 × 3-bedroom apartments. The proposal retains the existing vehicle access to serve 3 × off-street vehicle spaces.

1.4 TRANSPORT STATEMENT STRUCTURE AND CONTENTS

Sections 2 to 4 of this Transport Statement report detail the existing site, the site's accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 7 of this report detail the proposals and their transport impact and integration with planning policy and guidance.

2 EXISTING CONDITIONS - EXISTING SITE INFORMATION

2.1 LOCATION

The proposed redevelopment site is 47 Fairfield Road, Uxbridge, UB8 1AZ.

B-12 Development are the project architects. Refer to B-12 Development's accompanying plans for the application site's location, site boundary and existing building layout.

2.2 EXISTING SITE INFORMATION

As discussed the existing site is a 4-bedroom detached dwelling.

2.3 EXISTING ACCESS ARRANGEMENTS AND PARKING

The existing site has direct vehicle access from Fairfield Road serving a garage and hardstanding areas suitable for parking several off-street vehicles.

The access / front boundary opening is approximately 2.9m wide.

The access / parking arrangement would require ingress or egress in reverse gear.

2.4 PLANNING HISTORY

Application "21763/APP/2018/2524" at the site for the "Conversion of two storey dwelling into 2 x 2-bed flats with associated parking and cycle storage involving conversion of garage to habitable use, and alterations to front, rear and side elevations" was approved in September 2018.

The application retained the existing access and provided 4 × off-street parking spaces.

3 EXISTING CONDITIONS - SUSTAINABLE TRANSPORT NETWORK

3.1 CONTEXT

Uxbridge town centre is approximately 500m to 600m walk distance to the south of the site; as such the site has access to the town centre's amenities and services within a short walk distance.

Uxbridge town centre is recognised as a significant "Metropolitan" centre in Annex Two London's Town Centre Network of the "London Plan" (Greater London Authority, 2016).

"Manual for Streets" (Department for Transport and Department for Communities and Local Government, 2007) includes the concept of the "walkable neighbourhood" which includes the (p.45) "range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot". Uxbridge town centre and its amenities and services are within the site's walkable neighbourhood.

3.2 BUS

In addition the site has access to 20 × bus services as summarised in Table 3.1.

TABLE 3.1 BUS SERVICES

BUS ROUTE	DESTINATIONS	APPROXIMATE FREQUENCY (PER HOUR)
101 / 102	HIGH WYCOMBE - WYCOMBE MARSH - LOUDWATER - HOLTSPUR - BEACONSFIELD - GERRARDS CROSS - TATLING END - DENHAM - UXBRIDGE	2
105	HEMEL HEMPSTEAD - BOVINGDON - LYE GREEN - CHESHAM - AMERSHAM - CHALFONT ST GILES - GERRARDS CROSS - TATLING END - DENHAM - UXBRIDGE	1
222	UXBRIDGE - COWLEY - YIEWSLEY - WEST DRAYTON - SIPSON - CRANFORD - HOUNSLOW WEST - HOUNSLOW	6
331	RUISLIP - LADYGATE LANE - NORTHWOOD - HAREFIELD - DENHAM - UXBRIDGE	3
427	UXBRIDGE - HAYES END - SOUTHALL - HANWELL - EALING - ACTON	9
580	BEACONSFIELD - SEER GREEN - CHALFONT ST GILES - CHALFONT ST PETER - GERRARDS CROSS - DENHAM - UXBRIDGE	4 DAILY
581	BEACONSFIELD - GERRARDS CROSS - TATLING END - DENHAM GREEN - WYATTS COVERT - DENHAM GREEN - DENHAM - NEW DENHAM - UXBRIDGE	3 DAILY
583	SLOUGH - SALT HILL - FARNHAM ROYAL - HEDGERLEY - STOKE POGES - WEXHAM PARK HOSPITAL - LANGLEY - RICHINGS PARK - IVER - COWLEY - UXBRIDGE	3 DAILY
607	UXBRIDGE - HAYES END - SOUTHALL - HANWELL - EALING - ACTON - SHEPHERD'S BUSH - WHITE CITY	6
724	HARLOW - HERTFORD - WELWYN GARDEN CITY - HATFIELD - ST ALBANS - WATFORD JUNCTION - MAPLE CROSS - DENHAM - UXBRIDGE - HEATHROW	1
A10	UXBRIDGE - HARLINGTON ROAD - STOCKLEY PARK - HEATHROW	4
U1	WEST DRAYTON - APPLE TREE AVENUE - COLHAM GREEN - KINGSTON LANE - UXBRIDGE - ICKENHAM - WEST RUISLIP - RUISLIP	4
U2	BRUNEL UNIVERSITY KINGSTON LANE - HILLINGDON HOSPITAL - COLHAM GREEN - HILLINGDON - WINDSOR AVENUE - HERCIES ROAD - UXBRIDGE	6
U3	HEATHROW - HARMONDSWORTH - WISE LANE - WEST DRAYTON - APPLE TREE AVENUE - COLHAM GREEN - PIELD HEATH - BRUNEL UNIVERSITY - UXBRIDGE	5
U4	PROLOGIS PARK - PINKWELL PARK - MILDRED AVENUE - HAYES - JUDGE HEATH LANE - COLHAM GREEN - KINGSTON LANE - UXBRIDGE	6
U5	HAYES - STOCKLEY PARK - STOCKLEY ESTATE - WEST DRAYTON - FALLING LANE - COLHAM GREEN - PIELD HEATH - COWLEY - UXBRIDGE	5
U7	HAYES SAINSBURY'S - WOOD END - CHARVILLE LANE - GOULDS GREEN - COLHAM GREEN - KINGSTON LANE - UXBRIDGE	2
U9	HAREFIELD HOSPITAL - HAREFIELD WEST - HAREFIELD - SOUTH HAREFIELD - HAREFIELD ROAD - UXBRIDGE	3
U10	HEATHFIELD RISE - RUISLIP - KINGSEND - WEST RUISLIP - SWAKELEYS - HAREFIELD ROAD - UXBRIDGE	1

SOURCES: TRANSPORT FOR LONDON / LONDON BUS ROUTES

Buses U9 and U10 are accessed from the "Colnedale Road" pair of bus stops to the north of the site on Harefield Road.

Other services are accessible from town centre stops; "Uxbridge Station" stops K, L, M, N and O on Bakers Road or "York Road" stops V and W.

These stops are shown on "Buses from Uxbridge" (Transport for London, 2017) is provided in Appendix A. (Note the 2017 bus map includes a number of former / redundant stops, for example stops D and E.)

3.3 LIGHT RAIL

The site also has access to Transport for London's London Underground Metropolitan Line and Piccadilly Line light rail services from Uxbridge Station.

3.4 PTAL

Public transport accessibility in London is often quantified and measured using TfL's "Public Transport Accessibility Level" (PTAL) model.

"Assessing transport connectivity in London" describes PTAL scores as follows (p.6, TfL, 2015):

> "PTAL is a measure of connectivity by public transport, which has been used in various planning processes in London for many years. For any selected place, PTAL suggests how well the place is connected to public transport services."
>
> "PTAL values are simple. They range from zero to six, where the highest value represents the best connectivity. For historical reasons, the PTAL value of one is split into two categories (1a and 1b) and the PTAL value of six is split into two categories (6a and 6b). All together there are nine possible values of PTAL: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b."
>
> "A location will have a higher PTAL if:
> • It is at a short walking distance to the nearest stations or stops
> • Waiting times at the nearest stations or stops are short
> • More services pass at the nearest stations or stops
> • There are major rail stations nearby
> • Any combination of all the above."

TfL's online GIS-based PTAL tool was used to research the site's PTAL score. The PTAL tool calculated the site to have a PTAL score of 2 [Online] <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat> [Accessed May 2019]. This PTAL score indicates a "Poor" level of public transport service availability. Details of the PTAL calculation are provided in Appendix B of this report. As shown in Appendix B the PTAL score excludes bus services 101, 102, 105, 222, 331, 427, 580, 581, 583, 607, 724, A10, U1, U2, U3, U4, U5 and U7. These are excluded because "Uxbridge Station" stops are an approximate 800m walk distance from the site and "York Road" stops are an approximate 680m walk; these stops are outside of the 640m PTAL walk distance model parameter. It is considered that these stops and services are accessible from the site and that the PTAL 2 score under represents the site's public transport accessibility.

3.5 CYCLE

The site has access to recognised local cycle routes such as London Cycle Network route LCN 89 Heathrow to Barnet along Fairfield Road.

3.6 OVERVIEW

Based on the proximity to Uxbridge "Metropolitan" centre and access to public transport the site is considered to be sustainably located for an Outer London Borough setting.

4 EXISTING CONDITIONS - ROAD NETWORK

4.1 ROAD NETWORK

The existing site has direct vehicle access from Fairfield Road.

Fairfield Road is an unclassified local access road / residential street.

4.2 EXISTING ACCESS

Fairfield Road has reasonably straight horizontal and vertical alignment and a wide footway outside the site measuring 2.3m to 2.5m in width.

Visibility at the access, from a 2.4m setback / driver's eye position / "X Distance", is good with sightlines / "Y Distance" in excess of 100m looking right / east and clear to the junction looking left / west. There is an existing street light opposite the site access in a "header" position which would aide intervisibility during hours of darkness.

Refer to photographs provided in Appendix C.

4.3 ROAD NETWORK - INJURY ACCIDENT / COLLISION DATA

Crashmap's online injury accident / collision mapping tool was used to research 5-year road safety history on Fairfield Road; the tool shows no slight / serious / fatal accidents / collisions in the past 5-years [Online] < http://www.crashmap.co.uk/ > [Accessed June 2019].

4.4 TRAFFIC

The site was visited on a typical weekday afternoon. During the visit a 15 minute traffic count was undertaken. This recorded 10 × vehicles passing the site (12.25pm to 12.40pm Tuesday 21 May 2019). Based on this typical daytime flow is expected to be 30 to 50 vehicles per hour. Observed vehicles passing the site were travelling at reasonably low speeds / estimated to be below the signed speed limit of 30mph.

4.5 PARKING

The site is within LB Hillingdon's U1 Permit Controlled Parking Zone. This CPZ restricts non permit holder's parking Mondays to Saturdays 9am to 5pm. Single Yellow Lines restrict parking Mondays to Saturdays 8am to 6.30pm.

Parking beat surveys have been carried out to assess existing parking conditions in detail.

Existing on-street parking "stress" has been assessed by undertaking 2 × overnight weekday manual parking surveys between 12.30am and 5.30am.

The parking surveys have been undertaken with reference to procedures outlined in "Lambeth Council Parking Survey Guidance Note" (Lambeth Council, 2012), also known as the "Lambeth Methodology", the most

established / used parking survey methodology. KRONEN has successfully applied this methodology in LB Hillingdon in the past, for example application "16589/APP/2018/3310" for 190 Joel Street, Northwood, HA5 2PF.

The extent of the survey area covered within this parking assessment is approximately 200m walking distance from the site allowing for extending / shortening at junctions and is shown in Figure 1. Detailed mapping of the survey area is shown in Figures 2 to 17.

As shown in the Figures the survey area includes:

- Harefield Road
- Bawtree Road
- Fairfield Road
- Cambridge Road
- Cornwall Road
- Pages Lane
- Fairlight Drive

All kerb space within the survey area was measured using a measuring wheel. As per the survey methodology all parkable kerb space in the survey area was split into increments of 5m.

For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5m.

The number of parking spaces in the survey area were identified as part of the parking inventory measurements.

The parking inventory measurements are shown in Appendix D.

As shown in Appendix D the survey / study area includes a total of 124 × on-street parking spaces as follows: 113 × U1 Permit Holder spaces, 8 × U1 Business Permit Holder spaces and 3 × Single Yellow Line (outside of Mondays to Saturdays 8am to 6.30pm) spaces.

Parking "beats" in the survey area were undertaken at 1am on Tuesday 14 May and 3.45am on Thursday 16 May 2019.

The time of the beats is in accordance with the Lambeth Methodology. The parking beats surveys were undertaken during the only neutral conditions week in May allowing for public / bank holidays and schools half term holidays.

Full survey results are provided in Appendix D.

The results show a moderate 55% aggregate parking stress with a reserve parking capacity in excess of 50 × spaces in the area during overnight conditions when residents would be expected to be home and parked up for the night.

In transport planning terms an 55% parking stress is considered moderate, as a general rule of thumb 90% figures are considered high or at "operational capacity" ("Degree of Saturation", "Ratio to Flow Capacity" etc. measures).

The results show Fairfield Road is lightly parked.

5 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION

5.1 PROPOSAL INFORMATION

The proposed redevelopment is to replace the existing dwelling with an apartment building comprising 6 × 3-bedroom apartments.

5.2 TRANSPORT PARAMETERS

The proposal retains the existing access position to serve 3 × off-street vehicle spaces.

The proposal includes 12 × cycle parking spaces in a two-tier secure and covered / sheltered enclosure.

The proposal includes refuse and recycling stores positioned within 15m of the public highway.

Refer to B-12 Development's accompanying plans of the proposal.

6 PROPOSED DEVELOPMENT - PARKING

6.1 PROPOSAL INFORMATION

As discussed, the proposal seeks an apartment building comprising 6 × 3-bedroom apartments.

The proposal retains the existing access position to serve 3 × off-street vehicle spaces.

The proposal includes 12 × cycle parking spaces.

6.2 FRAMEWORK

To assess whether the proposed parking provision is appropriate Development Plan policies have been assessed.

6.3 VEHICLE PARKING

Local Development Plan parking provision policy and guidance is set out in Policy AM14 of the "Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies" (LB Hillingdon, 2007).

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies states (p.260):

> "AM14 new development will only be permitted where it is in accordance with the council's adopted car parking standards as set out in Annex 1."

The relevant section of Annex 1 states the following maximum standard (pp.313-4):

> "Flats and houses without individual cartilages with communal parking in garages or open car parking areas - 1.5 spaces per dwelling"

Annex 1 footnote 3 states (p.319):

> "Precise level of provision may be dependent on household and housing type and location. Provision above the maximum level will only be considered in exceptional circumstances and where the development is related to measures to improve public transport or manage the supply of on-street parking. Contributions towards the creation/extension of CPZs, traffic reduction initiatives and/or public transport may be sought in some locations where the assumed demand is greater than the level of parking being provided."

With regards to planning decisions, "London Plan" (Greater London Authority, 2016) Policy 6.13 states:

> "The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be the basis for considering planning applications (also see Policy 2.8), informed by policy and guidance below on their application for housing in parts of Outer London with low public transport accessibility (generally PTALs 0-1)."

The residential section of Table 6.2 states that 3-bedroom dwellings should have up to 1.5 spaces and:

> "All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit".

Based on these standards the proposed apartment development would be expected to provide / generate a parking demand for no more than / significantly less than 9 × spaces.

With regards to levels of residential parking "National Planning Policy Framework"(MHCLG, 2019) states "local car ownership levels" amongst other considerations should be taken into account.

Census 2011 "accommodation type by car or van availability" datasets for the site's Census "Output Area", Uxbridge North Ward and for Hillingdon authority has been obtained. This data is provided in Appendix E.

The data projects the following vehicle ownership for flats:

Output Area 0.79 vehicles per flat
Ward 0.66 vehicles per flat
Authority 0.70 vehicles per flat

Based on this Census data the 6 × apartments are projected to generate a demand of between for 4 and 5 × spaces (6 × 0.66 = 3.96 cars and 6 × 0.79 = 4.74 cars).

The data also shows the following proportion of flats with no car ownership / that are car free:

Output Area 33% car free flats
Ward 44% car free flats
Authority 41% car free flats

There is a Census dataset available that shows car or van ownership by number of rooms at Ward level.

This Census data has been obtained to assess car or van ownership by number of rooms in the site's Uxbridge North Ward.

Within the Census data a "room" does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage but all other rooms, for example, kitchens, living rooms, bedrooms, utility rooms, studies and conservatories are counted.

All proposed apartments will be no larger than 4 room dwellings.

As shown in Appendix E this Census data projects ownership of 0.83 vehicles per 4 room dwelling.

Based on the Census data the 6 × apartments are projected to generate a demand for 5 × spaces (6 × 0.83 = 4.98 cars).

Overnight surveys set out in Section 4 have recorded a moderate 55% aggregate parking stress with a reserve parking capacity in excess of 50 × spaces in the area during overnight conditions when residents would be expected to be home and parked up for the night. It is considered parking stress and reserve capacities findings, as well as site context / accessibility, support a lower off-street parking provision.

Local Census data indicates that the proposal could generate a demand for between 4 to 5 × parking spaces.

The proposal will include 3 × off-street vehicle spaces.

Accordingly it is considered that the proposal could generate a demand for 1 to 2 × on-street parking spaces.

Given the moderate parking stress recorded, in planning terms the proposal's on-street parking impact is minimal / likely to be insignificant and proposals are considered acceptable in this regard.

All 3 × off-street vehicle spaces will be active electric vehicle parking spaces. Active electric vehicle spaces will be fully wired and connected with a ready to use charging point. This provision exceeds footnotes of the residential section of Table 6.2 of the London Plan.

Based on the above, proposed provisions are considered acceptable.

6.4 CYCLE PARKING

The proposal includes 12 × cycle parking spaces.

Cycle parking standards are set out in Table 6.3 of the London Plan.

Table 6.3 states studio and 1-bedroom dwellings should have 1 long-stay cycle space per dwelling and 2 long-stay spaces per dwelling for all other dwellings (with some short stay provision for larger 40 plus dwelling developments).

The proposal provides cycle parking in accordance with London Plan minimum standards and is therefore considered acceptable.

7 PROPOSED DEVELOPMENT - PROPOSAL POLICY INTEGRATION & IMPACTS

7.1 SUSTAINABLE LOCATION

Uxbridge "Metropolitan" town centre is within the site's "walkable neighbourhood" and as such the site has access to the town centre's amenities and services.

The site has access to bus services 101, 102, 105, 222, 331, 427, 580, 581, 583, 607, 724, A10, U1, U2, U3, U4, U5, U7, U9 and U10 and access to London Underground Metropolitan Line and Piccadilly Line light rail services from Uxbridge Station.

Accordingly the application site is considered to be sustainably located with various sustainable travel mode options and supports / is supported by The National Planning Policy Framework promoting sustainable transport policies.

7.2 VEHICLE AND CYCLE PARKING

As discussed in detail in the previous Section, the proposal's parking is considered acceptable and in accordance with maximum vehicle / minimum cycle standards of Policy AM14 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies and The London Plan Policy 6.13 Parking.

7.3 LAYOUT AND SERVICING

The proposal retains the existing site access to serve 3 × off-street vehicle spaces.

As discussed in Section 4 Fairfield Road has reasonably straight horizontal and vertical alignment and a wide footway outside the site measuring 2.3m to 2.5m in width. Visibility at the access, from a 2.4m setback / driver's eye position / "X Distance", is good with sightlines / "Y Distance" in excess of 100m looking right / east and clear to the junction looking left / west. There is an existing street light opposite the site access in a "header" position which would aide intervisibility during hours of darkness.

Also discussed in Section 4, Crashmap's online injury accident / collision mapping tool was used to research 5-year road safety history on Fairfield Road; the tool shows no slight / serious / fatal accidents / collisions in the past 5-years [Online] < http://www.crashmap.co.uk/ > [Accessed June 2019].

Accordingly proposed access arrangements are considered acceptable.

It is considered that the existing retained access, with wider front boundary opening, would use the existing dropped kerb without amendment. Should amendments be deemed necessary by officers the detailed design of the revised dropped kerb and any footway works would need to be discussed / agreed with LB Hillingdon engineers at a later date if the application is approved and prior to occupation. It is considered that retained access is feasible without resulting in the loss of any on-street parking.

The proposed parking layout has been assessed using Autodesk's AutoCAD 2019 Vehicle Tracking.

The swept path analysis work is shown on Figures 18 to 20, as shown the site and parking spaces are accessible for large cars.

The proposal includes refuse and recycling stores positioned externally at the front of the site and within 15m carry distance of the public highway.

Based on the above site access, layout and servicing proposals are considered acceptable.

7.4 TRIPS

Given that the proposals are for a modest residential development it is considered that detailed trip generation calculations are not required as the proposals' trip impacts are likely to be minimal / insignificant and within the day-to-day variations of traffic on the wider local distributor / strategic road network.

It is considered that the proposals are acceptable / not objectionable in this regard.

7.5 TRANSPORT IMPACTS AND SUMMARY

The development is in a sustainable and accessible location and is not considered to have any significant transport impacts.

From a transport perspective it is considered that the development supports / is supported by policies in:

- Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies
- London Plan
- National Planning Policy Framework

The current proposals are not considered to have unacceptable safety impacts or other severe transport impacts in the context of The National Planning Policy Framework policy (p.32) of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

8 SUMMARY

KRONEN has been instructed to prepare this Transport Statement to accompany a proposed development at 47 Fairfield Road, Uxbridge, UB8 1AZ.

8.1 EXISTING SITE

The existing site is a 4-bedroom detached dwelling with vehicle access and a garage and hardstanding area suitable for parking several off-street vehicles.

8.2 PROPOSED REDEVELOPMENT

The proposal seeks an apartment building comprising 6 × 3-bedroom apartments. The proposal retains the existing vehicle access to serve 3 × off-street vehicle spaces.

8.3 REPORT FINDINGS

Sections 2 to 4 of this Transport Statement assessed the existing site, the site's accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 7 of this report assessed the proposals and their transport impacts and integration with planning policy and guidance.

As set out in this Transport Statement, the proposals are in a sustainable and accessible location and are not considered to have any significant transport impacts.

From a transport perspective it is considered that the development supports / is supported by policies in:

- Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies
- London Plan
- National Planning Policy Framework

The current proposals are not considered to have unacceptable safety impacts or other severe transport impacts in the context of The National Planning Policy Framework policy (p.32) of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

FIGURES

PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ

TRANSPORT STATEMENT
FIGURE 1

PARKING SURVEY AREA

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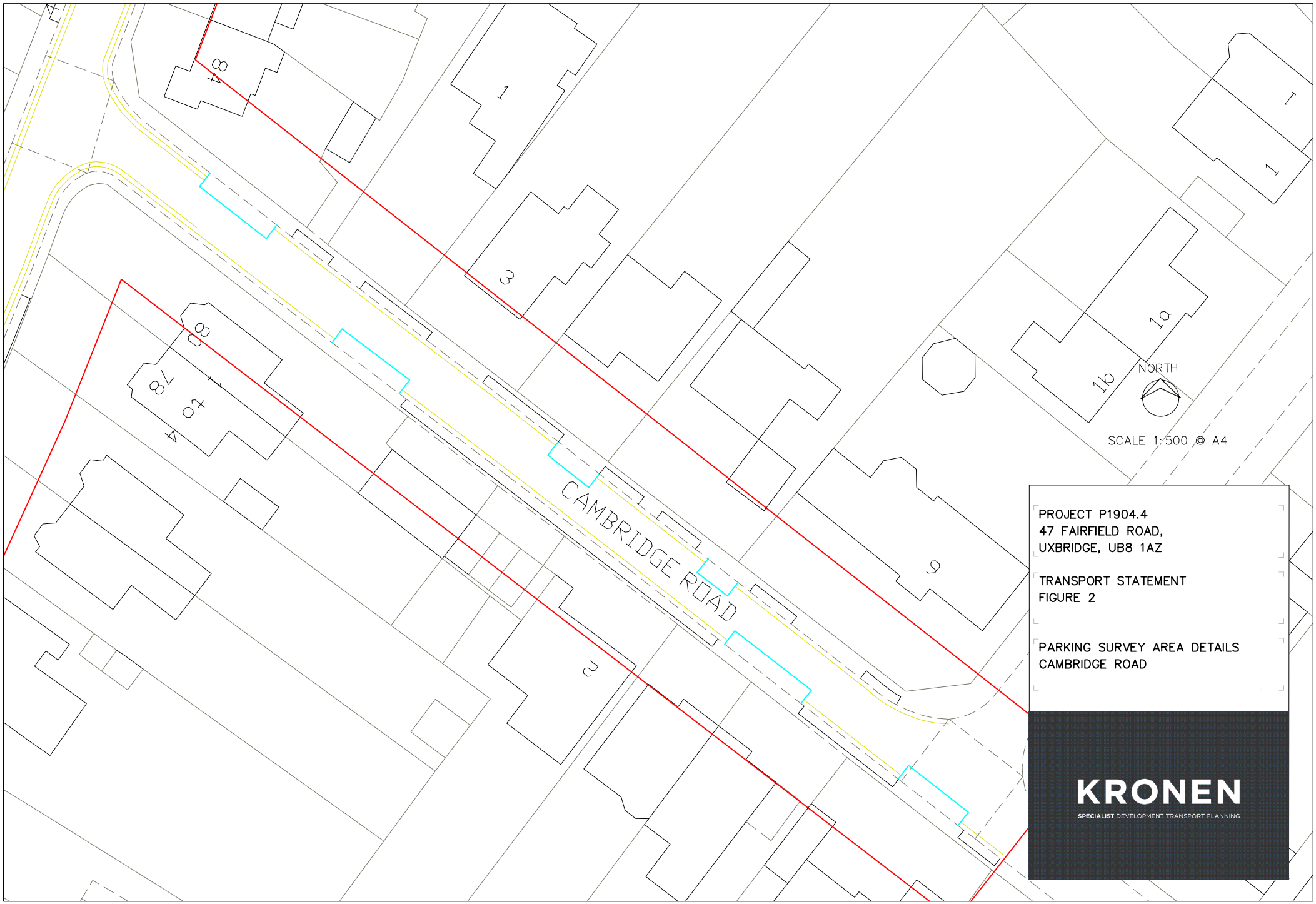
CAMBRIDGE ROAD
NORTH
SCALE 1:500 @ A4
PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ
TRANSPORT STATEMENT
FIGURE 2
PARKING SURVEY AREA DETAILS
CAMBRIDGE ROAD
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING

PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ

TRANSPORT STATEMENT
FIGURE 3

PARKING SURVEY AREA DETAILS
FAIRLIGHT DRIVE

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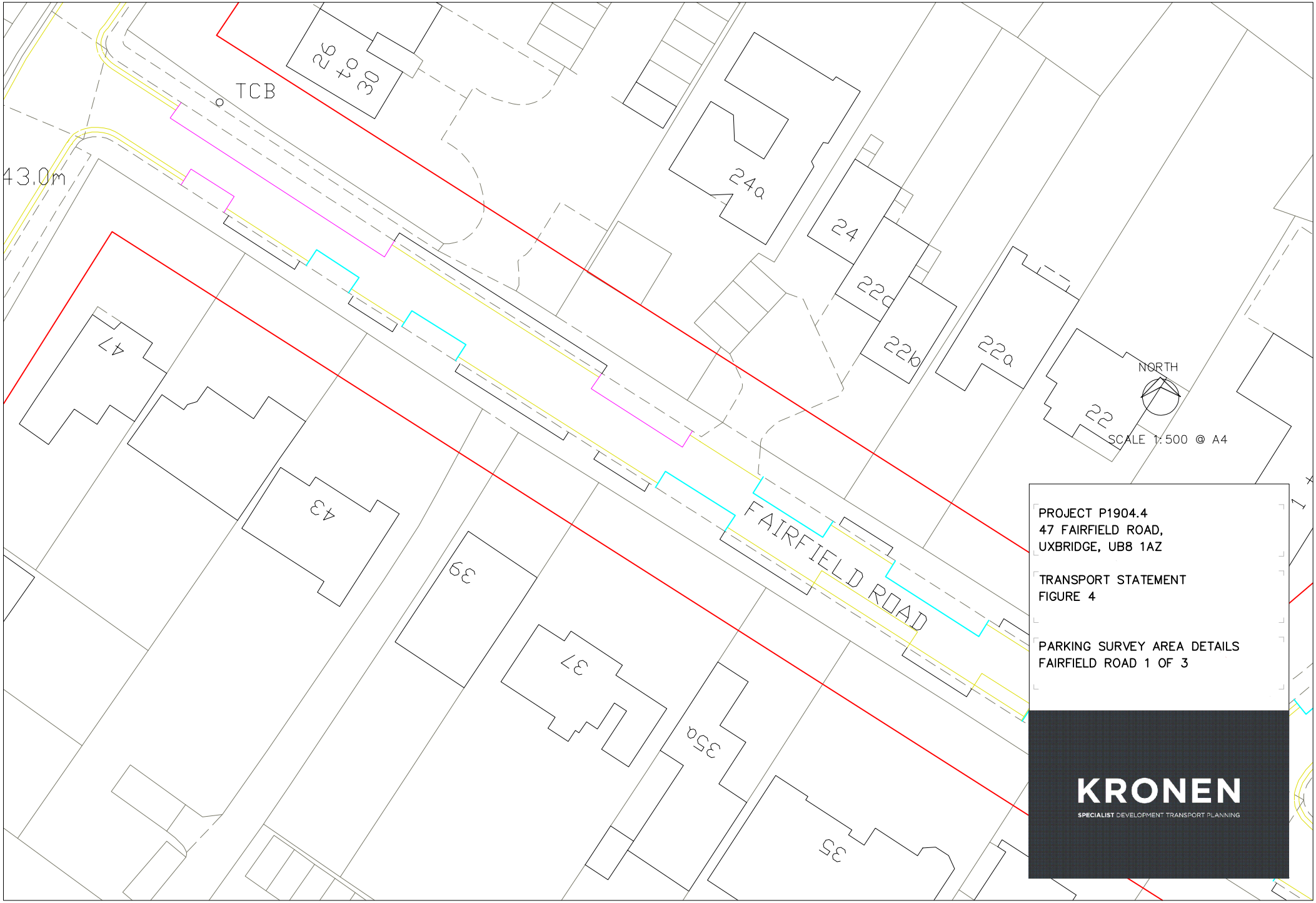
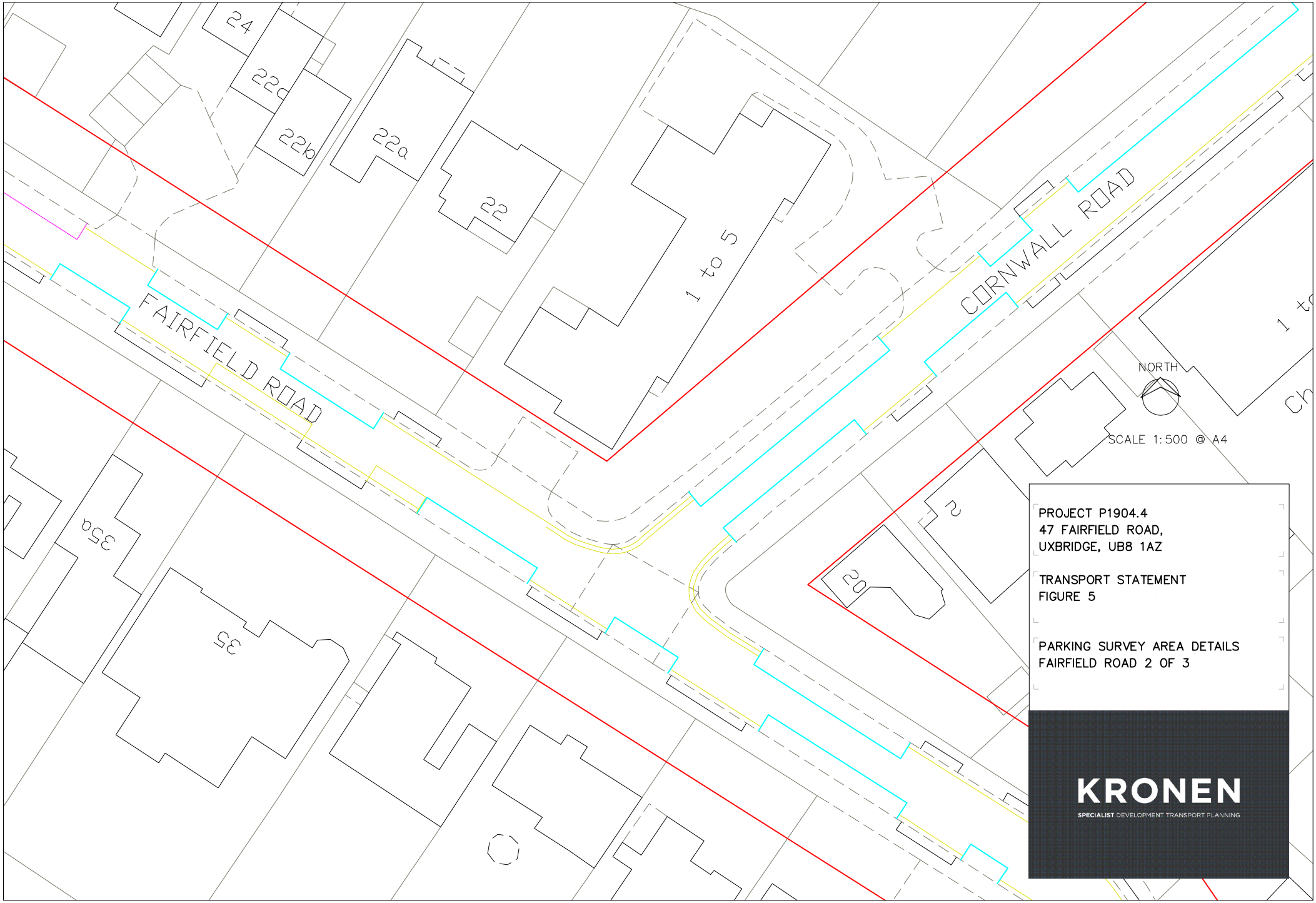
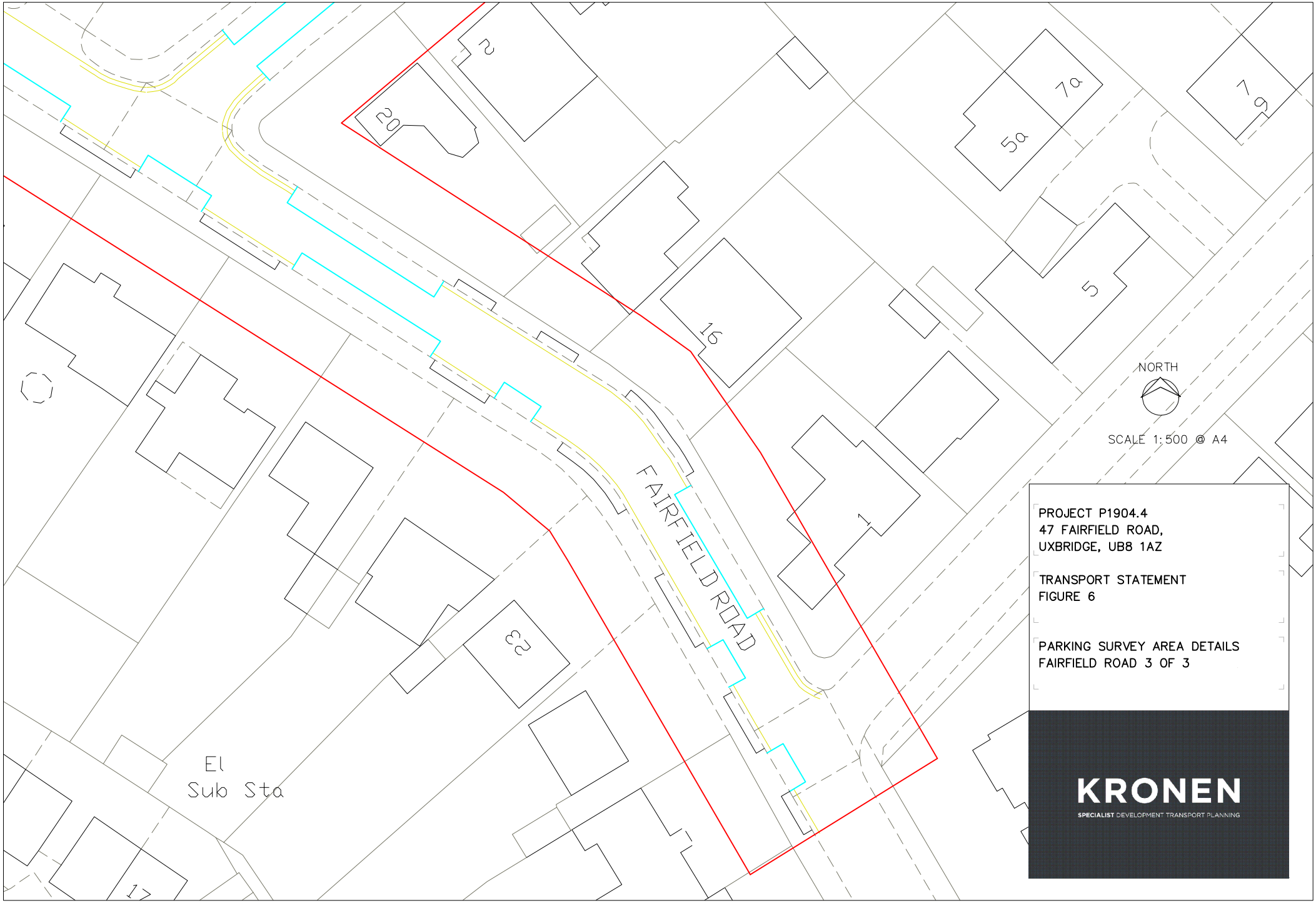

TCB
43.0m
26 to 30
24a
24
22c
22b
22a
22
47
43
39
37
35a
35
FAIRFIELD ROAD
NORTH
SCALE 1:500 @ A4
PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ
TRANSPORT STATEMENT
FIGURE 4
PARKING SURVEY AREA DETAILS
FAIRFIELD ROAD 1 OF 3
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING


24
22c
22b
22a
22
1 to 5
FAIRFIELD ROAD
CORNWALL ROAD
NORTH
SCALE 1:500 @ A4
35a
35
2
20
PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ
TRANSPORT STATEMENT
FIGURE 5
PARKING SURVEY AREA DETAILS
FAIRFIELD ROAD 2 OF 3
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING


FAIRFIELD ROAD
NORTH
SCALE 1:500 @ A4
PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ
TRANSPORT STATEMENT
FIGURE 6
PARKING SURVEY AREA DETAILS
FAIRFIELD ROAD 3 OF 3
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING
El
Sub Sta


CORNWALL ROAD
Cornwall Court
1 to 5
22a
22
20
2
14
NORTH
SCALE 1:500 @ A4
PROJECT P1904.4
47 FAIRFIELD ROAD,
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TRANSPORT STATEMENT
FIGURE 7
PARKING SURVEY AREA DETAILS
CORNWALL ROAD
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING

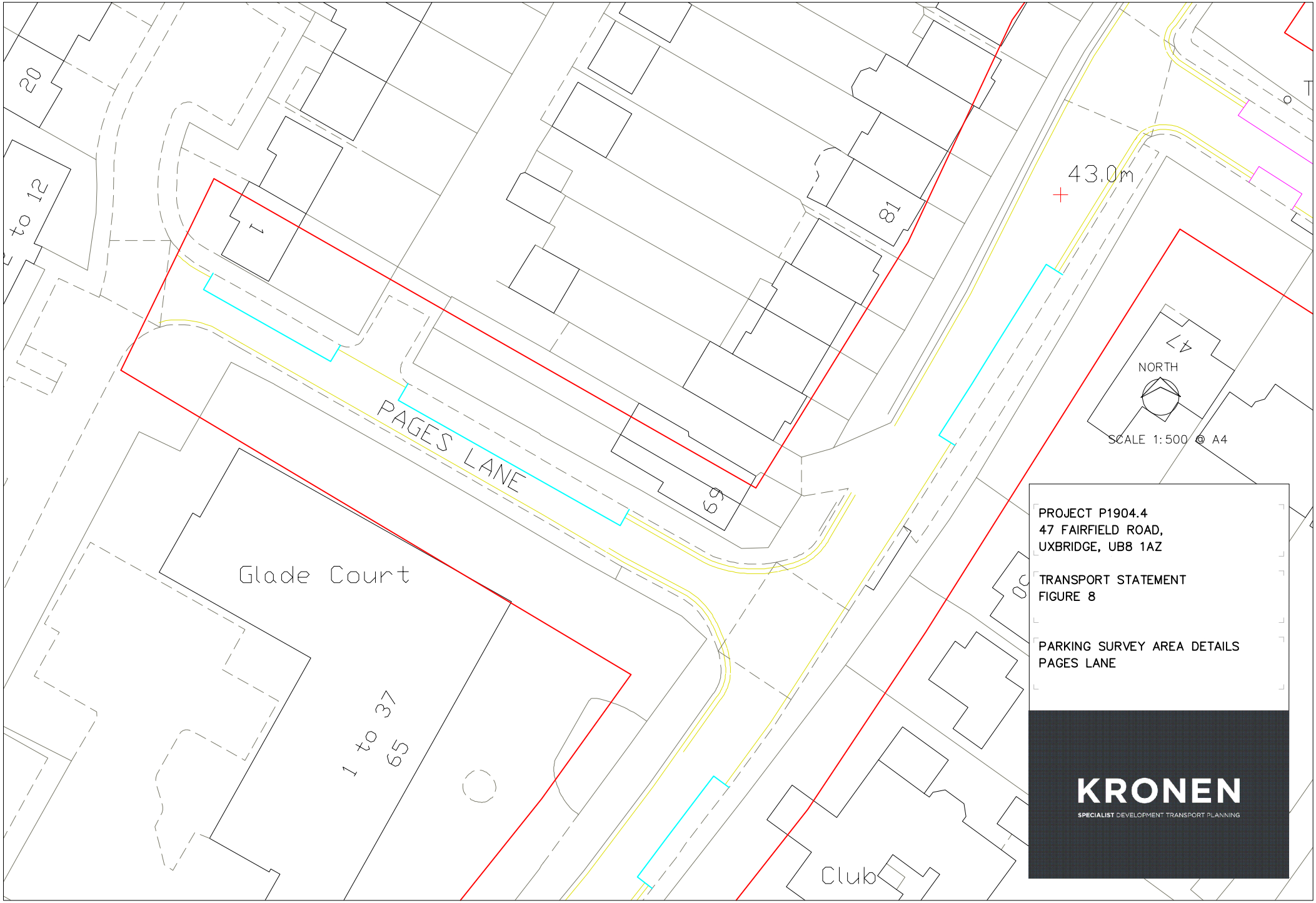
20
1 to 12
1
81
43.0m
PAGES LANE
69
Glade Court
1 to 37
65
Club
NORTH
SCALE 1:500 @ A4
PROJECT P1904.4
47 FAIRFIELD ROAD,
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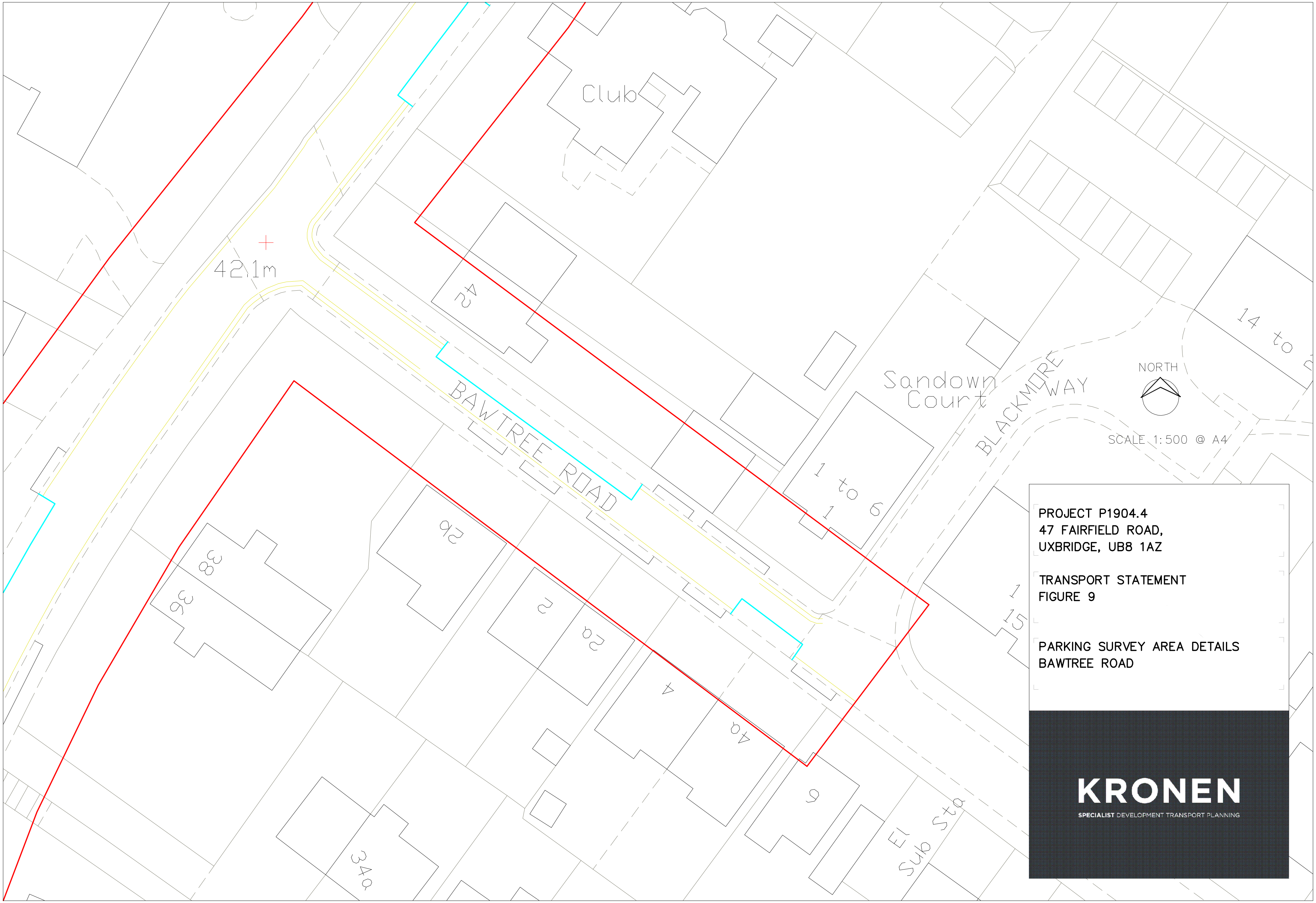
FIGURE 8
PARKING SURVEY AREA DETAILS
PAGES LANE
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING



PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ

TRANSPORT STATEMENT
FIGURE 9

PARKING SURVEY AREA DETAILS
BAWTREE ROAD

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128
1
175
171
39.3m
2
124
165
120
118a
118
159
116
Surgery
147
NORTH
SCALE 1:500 @ A4
PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ
TRANSPORT STATEMENT
FIGURE 10
PARKING SURVEY AREA DETAILS
HAREFIELD ROAD 1 OF 8
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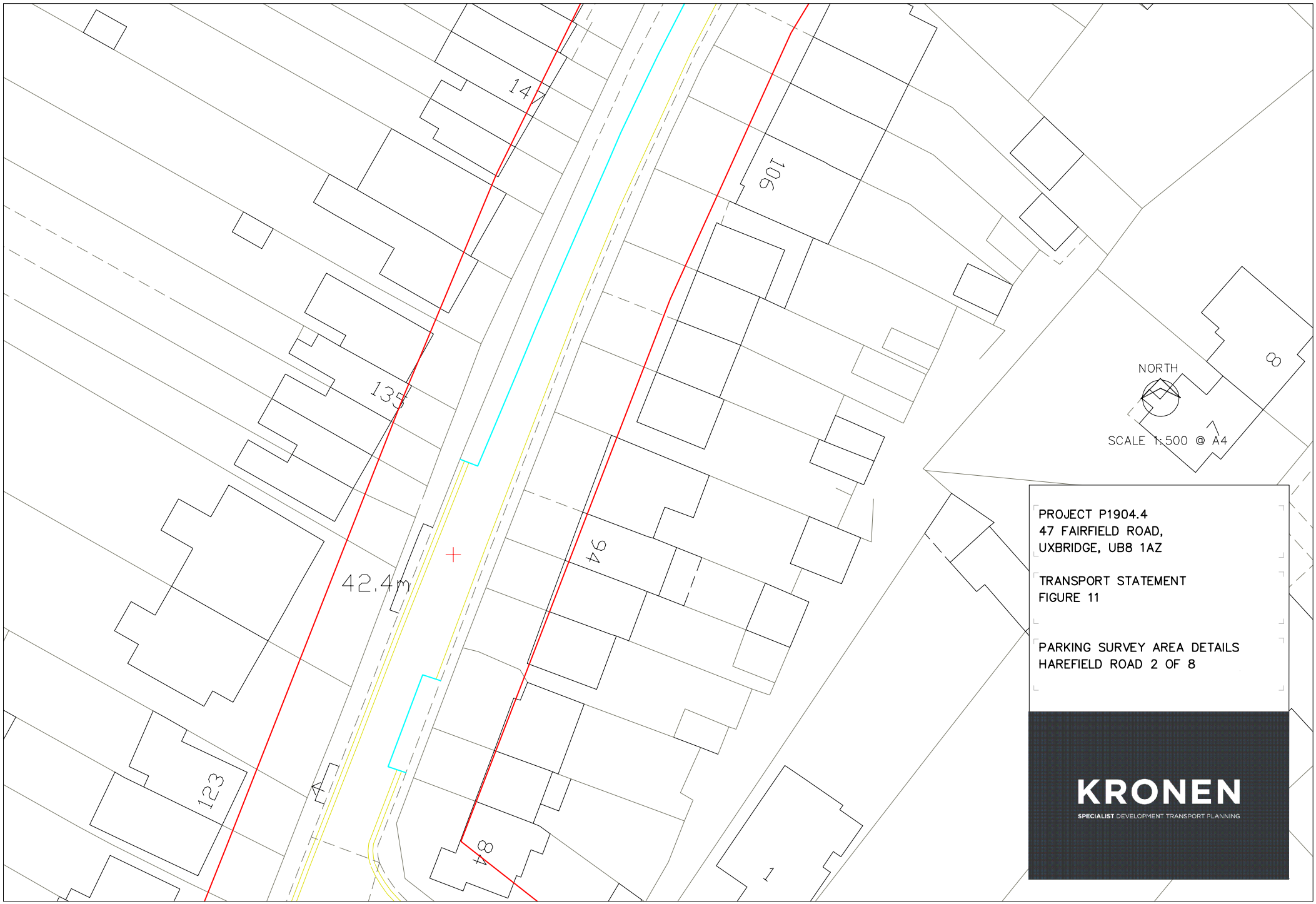

PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ

TRANSPORT STATEMENT
FIGURE 11

PARKING SURVEY AREA DETAILS
HAREFIELD ROAD 2 OF 8

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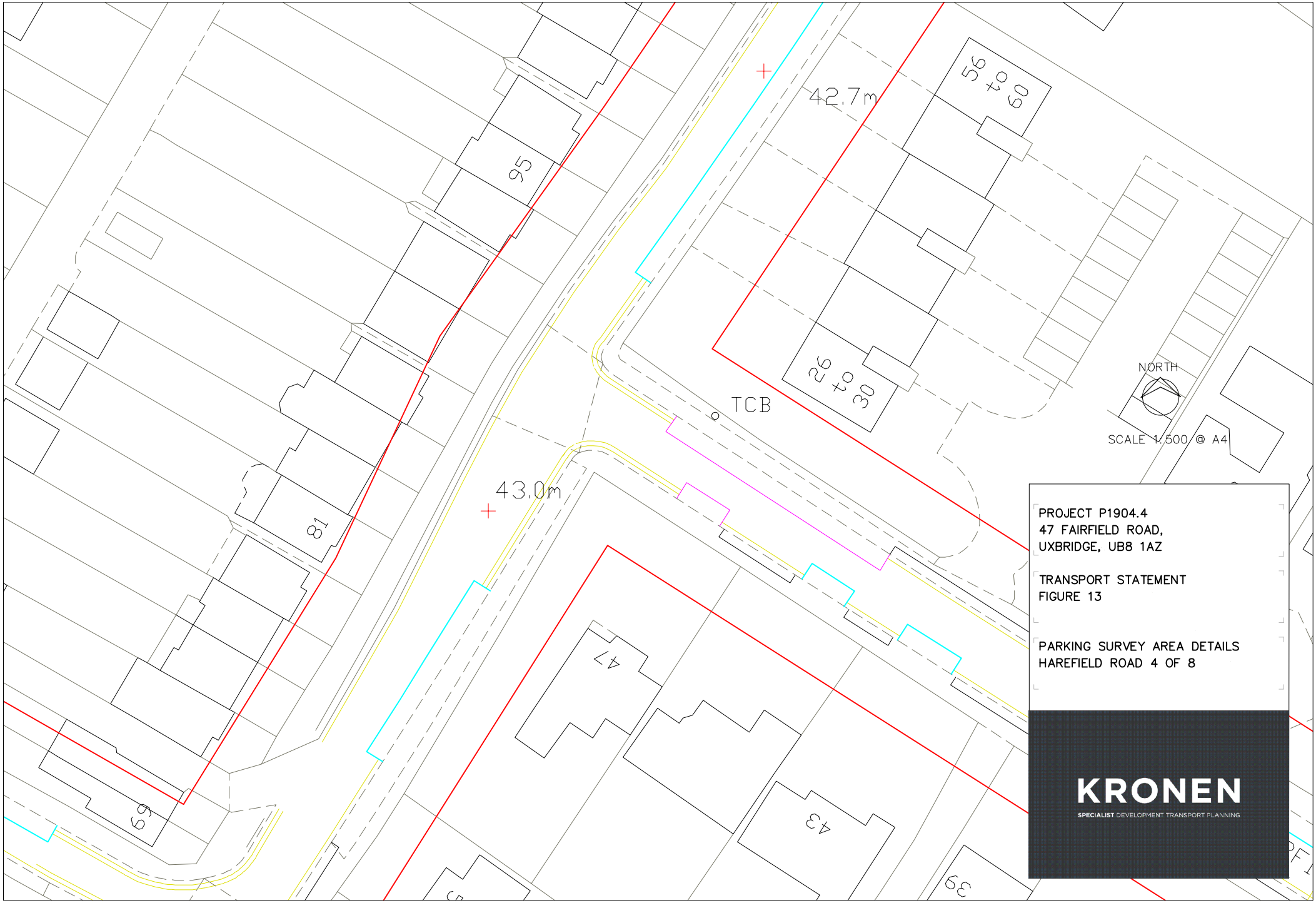
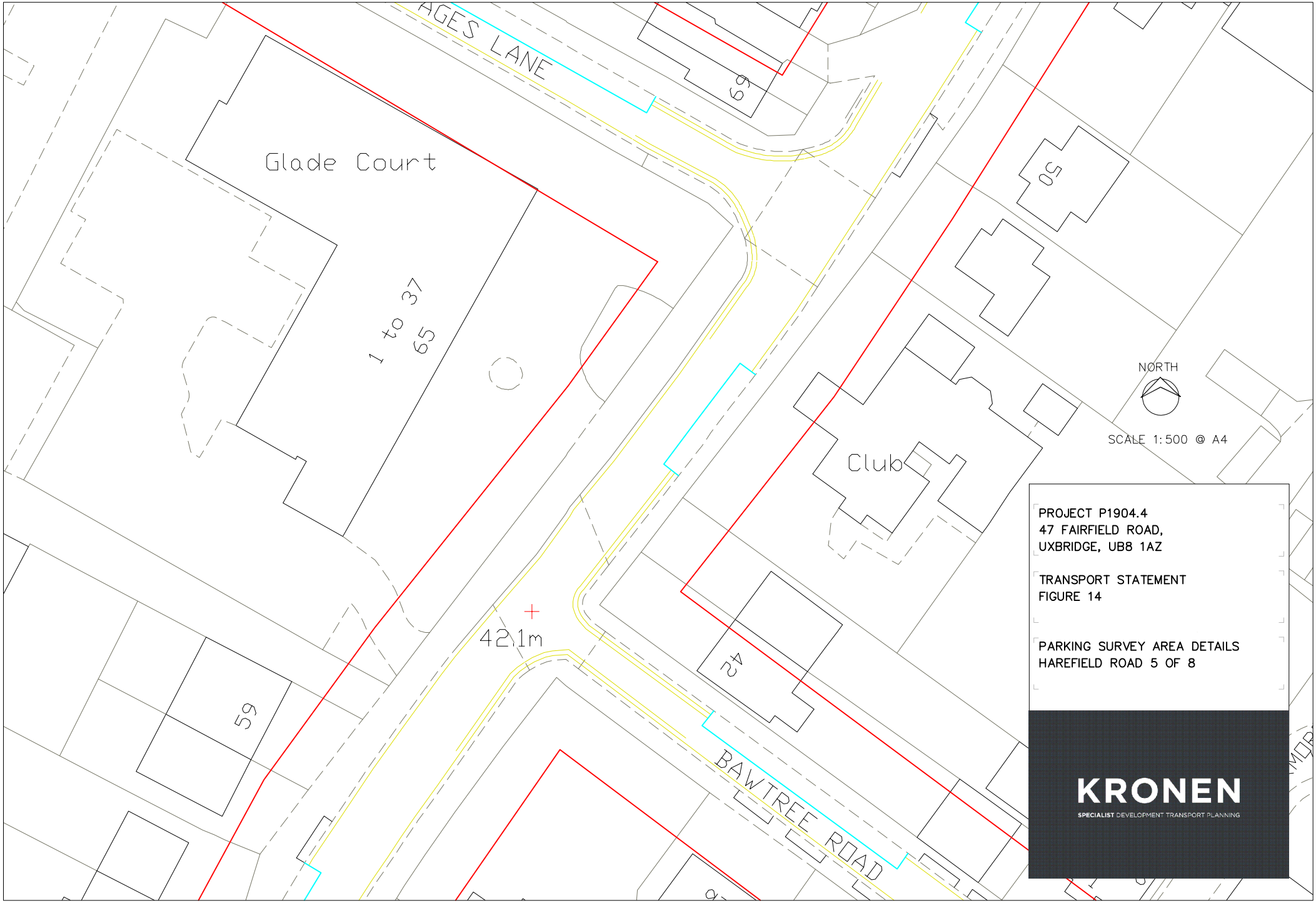
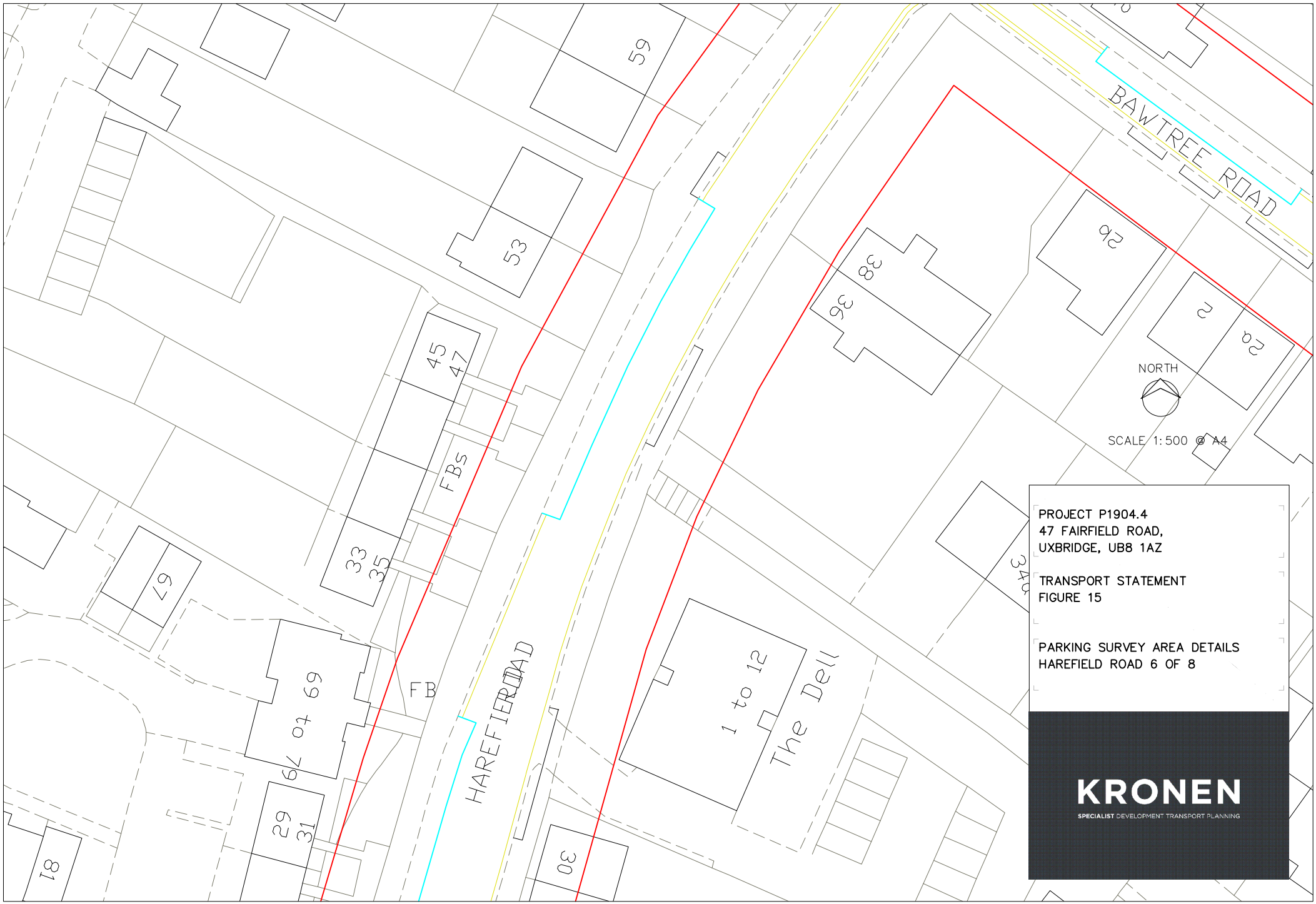
SPECIALIST DEVELOPMENT TRANSPORT PLANNING


123
A
48
1
3
NORTH
SCALE 1:500 @ A4
31
FAIRLIGHT DRIVE
109
HAREFIELD ROAD
80
78
74
LB
72
105
42.7m
56 to 60
PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ
TRANSPORT STATEMENT
FIGURE 12
PARKING SURVEY AREA DETAILS
HAREFIELD ROAD 3 OF 8
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING


42.7m
56 to 60
95
26 to 30
TCB
NORTH
SCALE 1:500 @ A4
43.0m
81
47
43
69
39
PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ
TRANSPORT STATEMENT
FIGURE 13
PARKING SURVEY AREA DETAILS
HAREFIELD ROAD 4 OF 8
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING


AGES LANE
Glade Court
1 to 37
65
69
50
Club
42
59
42.1m
BAWTREE ROAD
NORTH
SCALE 1:500 @ A4
PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ
TRANSPORT STATEMENT
FIGURE 14
PARKING SURVEY AREA DETAILS
HAREFIELD ROAD 5 OF 8
KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING



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47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ

TRANSPORT STATEMENT
FIGURE 15

PARKING SURVEY AREA DETAILS
HAREFIELD ROAD 6 OF 8

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Laburnum
Court
1 to 46
40.8m
NORTH
SCALE 1:500 @ A4
PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ
TRANSPORT STATEMENT
FIGURE 16
PARKING SURVEY AREA DETAILS
HAREFIELD ROAD 7 OF 8
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PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ

TRANSPORT STATEMENT
FIGURE 17

PARKING SURVEY AREA DETAILS
HAREFIELD ROAD 8 OF 8

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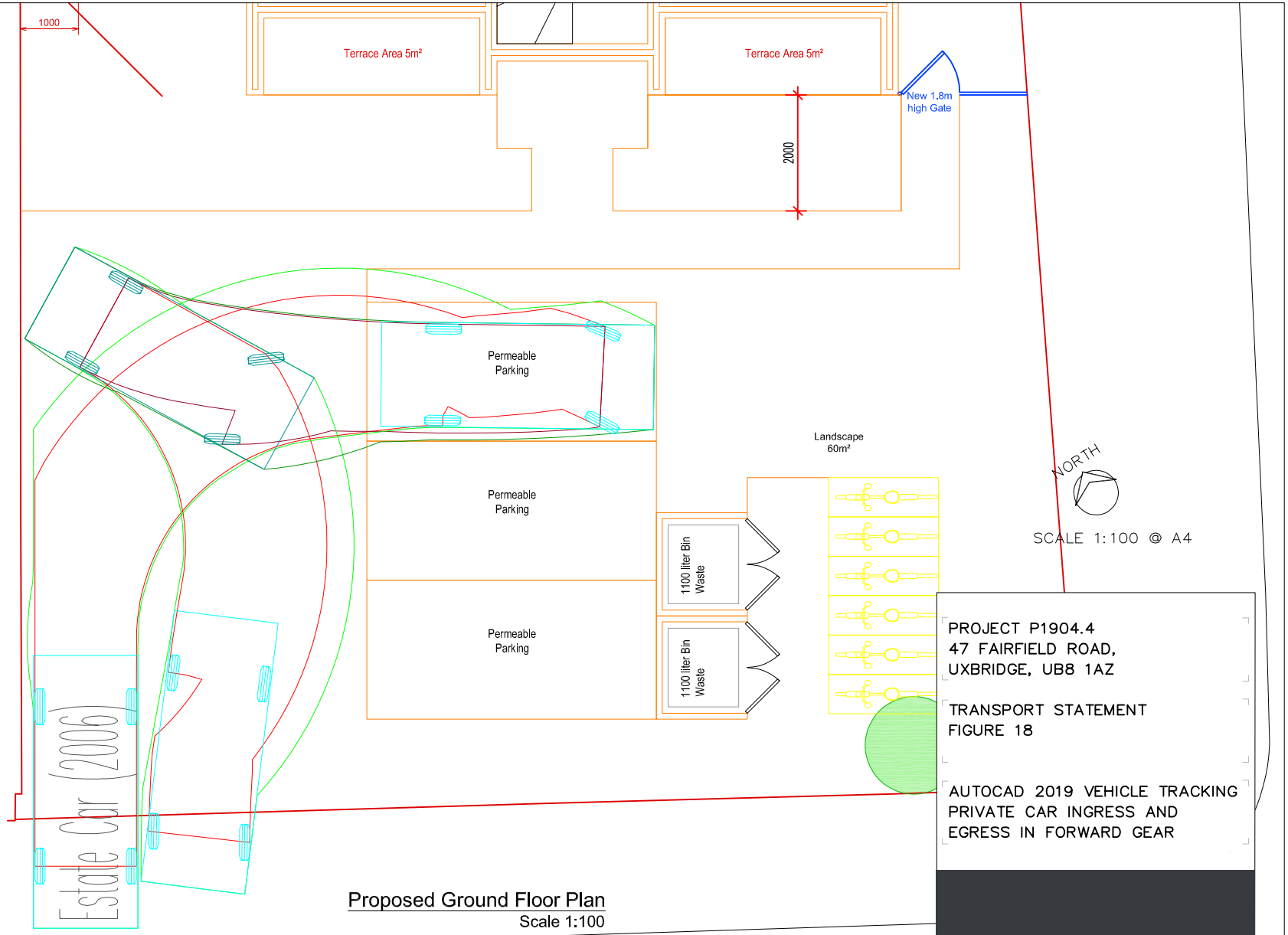
SPECIALIST DEVELOPMENT TRANSPORT PLANNING



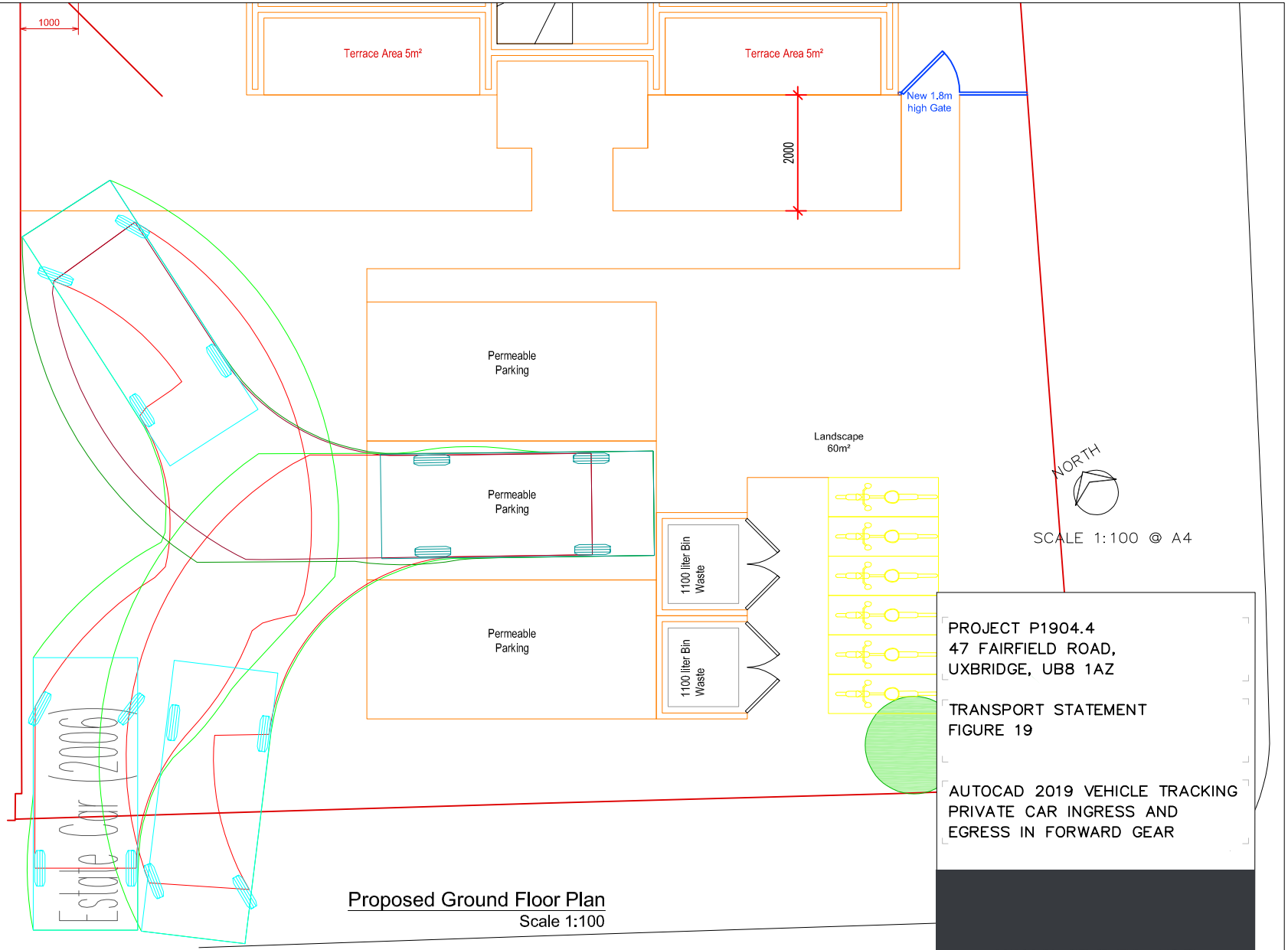
Proposed Ground Floor Plan
Scale 1:100

PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ

TRANSPORT STATEMENT
FIGURE 18

AUTOCAD 2019 VEHICLE TRACKING
PRIVATE CAR INGRESS AND
EGRESS IN FORWARD GEAR

KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING



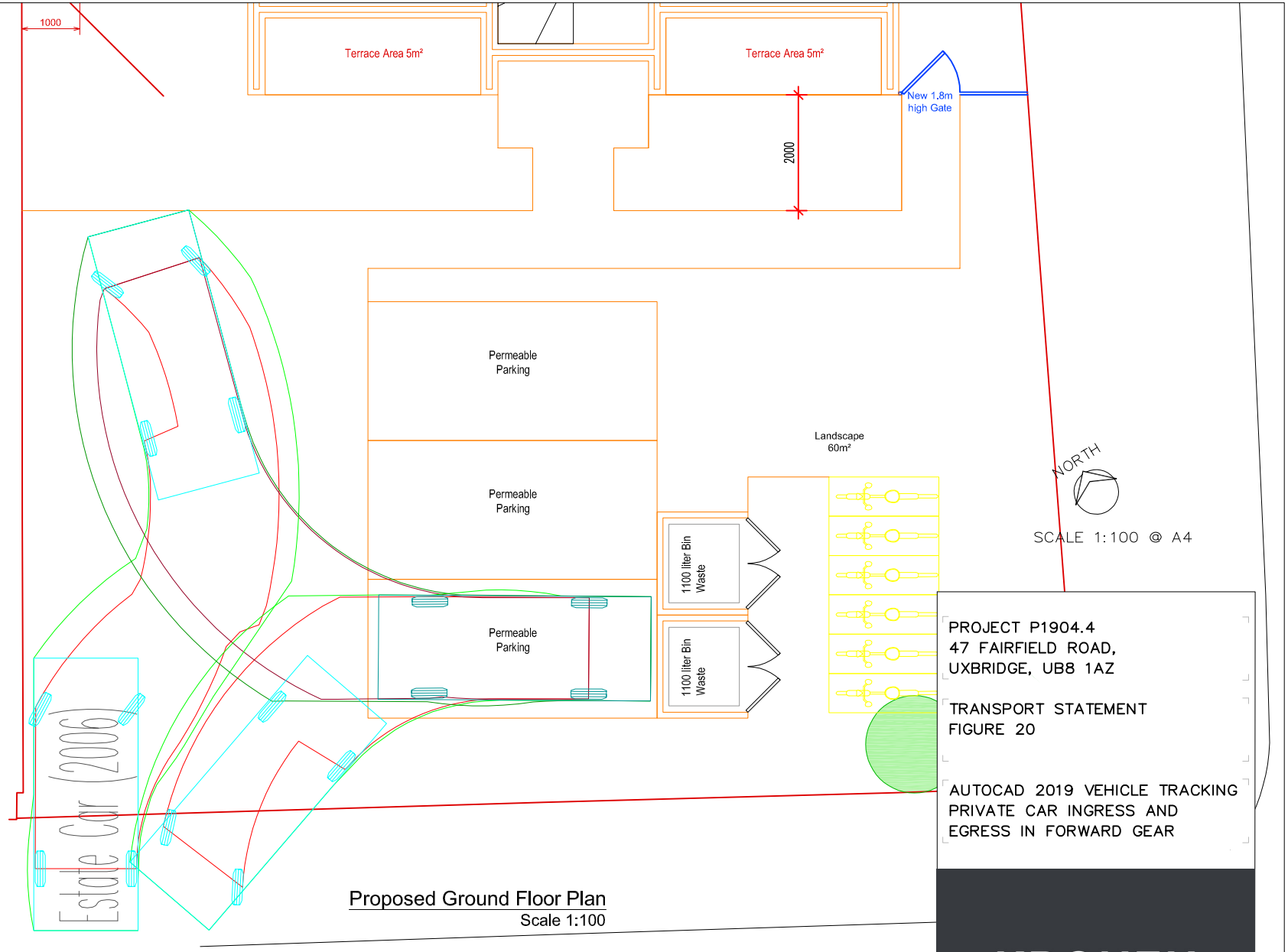
Proposed Ground Floor Plan
Scale 1:100

PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ

TRANSPORT STATEMENT
FIGURE 19

AUTOCAD 2019 VEHICLE TRACKING
PRIVATE CAR INGRESS AND
EGRESS IN FORWARD GEAR

KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING



Proposed Ground Floor Plan
Scale 1:100

PROJECT P1904.4
47 FAIRFIELD ROAD,
UXBRIDGE, UB8 1AZ

TRANSPORT STATEMENT
FIGURE 20

AUTOCAD 2019 VEHICLE TRACKING
PRIVATE CAR INGRESS AND
EGRESS IN FORWARD GEAR

KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING