

Link Park Road, West Drayton

Transport Statement

June 2026

**KHC Management Services
Limited**

AMA Project Number: 300827

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by KHC Management Services Limited to prepare a Transport Statement (TS) support of a full planning application for a proposed waste management facility on land to the east of Link Park Road, West Drayton. The site layout plan is attached at [Appendix A](#).
- 1.1.2 The planning application is a cross-boundary application, falling partly within Hillingdon and partly within Buckinghamshire. Therefore, the Local Planning Authority (LPA) and the Local Highway Authority (LHA) is both Hillingdon Council (HC) and Buckinghamshire Council (BC).
- 1.1.3 Vehicular, walking and cycling access is proposed via the existing access off the east of Link Park Road. Access to the adopted highway network is proposed via the existing Link Park Road / Thorney Mill Road priority-controlled T-junction.
- 1.1.4 This TS has been prepared with reference to the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).
- 1.1.5 This TS will demonstrate that the site is well served by existing transport provision and is accessible to a range of key services and facilities. The report will also demonstrate that the traffic generated by the proposals will not result in a detrimental impact on the surrounding road network.

1.2 REPORT STRUCTURE

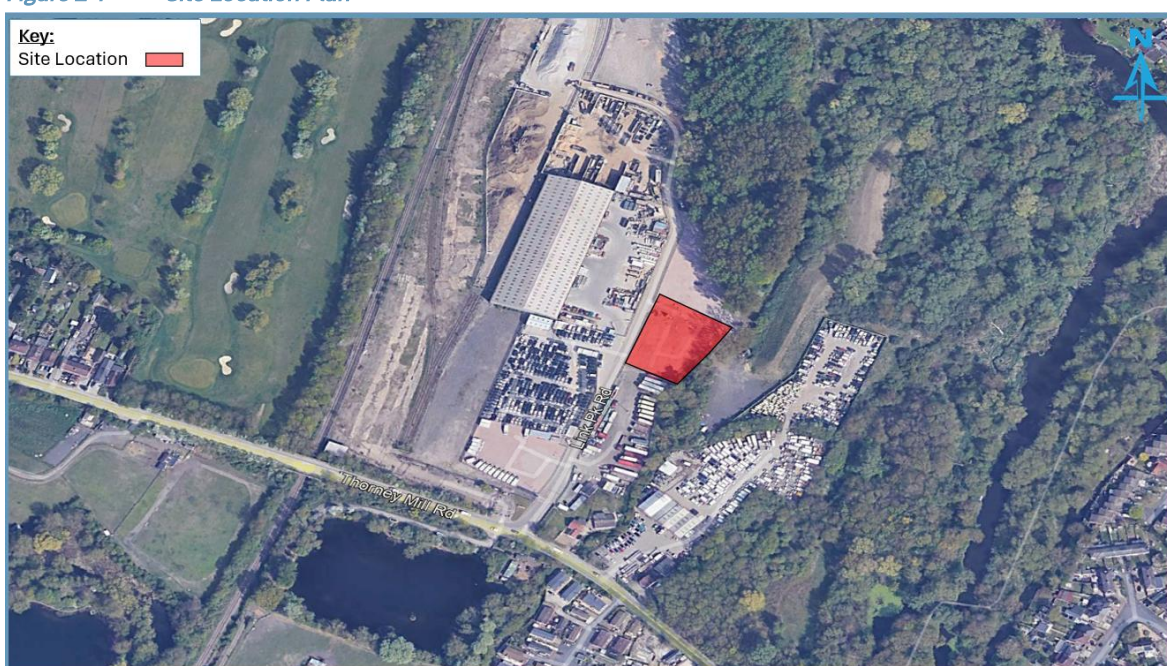
- 1.2.1 The structure of the report is set out as follows:
 - ▶ **Section 2** – provides a description of the site location, highway network surrounding the site, and examines the accessibility of the site by sustainable modes of travel. This section also considers the accessibility of a range of key services and facilities as well as a review of personal injury collisions;
 - ▶ **Section 3** – describes the development proposals with regard to the proposed quantum of development, the proposed means of access to the site, servicing and proposed routing;
 - ▶ **Section 4** – sets out the estimated traffic generation of the proposed development including an assessment of the estimated impact of the development on the local highway network; and
 - ▶ **Section 5** – provides a summary of the TS.

2 EXISTING CONDITIONS AND SUSTAINABLE TRANSPORT

2.1 SITE LOCATION

- 2.1.1 The site currently consists of land to the east of Link Park Road and is bound to the north by existing vegetation, to the east by the Enterprise vehicle renting facility, to the south by a parking area and to the west by Link Park Road.
- 2.1.2 The site is located approximately 1.5km to the southwest of West Drayton and approximately 500m to the east of Thorney. On a wider scale, the site is located approximately 24km to the west of Central London. The location of the site is illustrated in [Figure 2-1](#).

Figure 2-1 Site Location Plan



2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 The site would be accessed from the existing access served from Link Park Road to the west. Link Park Road serves several existing industrial and commercial developments and is accessible via the Thorney Mill Road / Link Park Road priority-controlled T-junction to the south of the site. Link Park Road is approximately 7.3m in width at the junction and has been designed to accommodate Heavy Goods Vehicle (HGV) movements.
- 2.2.2 Vehicles exiting the site will travel along Thorney Mill Road/Richings Way/North Park to the west, which is a two-way single carriageway road of approximately 6.75m in width. It travels in a general east-west alignment and provides access to Thorney and Richings Park to the west. It is subject to a 40mph speed limit for the first 1.3km to the west of the site, before reducing to a 30mph speed limit as the road becomes North Park.
- 2.2.3 Approximately 3km to the west of the Thorney Mill Road / Link Park Road junction, North Park meets with Sutton Lane at a signal-controlled T-junction. Sutton Lane is a two-way single carriageway of c. 1.5km in length and has a carriageway width of approximately 6.75m. It runs in a general north-south alignment and is subject to a 40mph speed limit. To the south, Sutton Lane meets with the A4 London Road and Brands Road at a signalised junction.
- 2.2.4 The A4 London Road is a trunk road which runs in a general east-west alignment. To the east it becomes the A4 Colnbrook Bypass and is subject to a 50mph speed limit and has a two-way single-carriageway arrangement, while to the west it is subject to a 30mph speed limit and is subject to a two-way

arrangement with two lanes travelling eastbound and a single lane travelling westbound. To the west its junction with Sutton Lane, the A4 London Road continues for approximately 500m where it meets the M4 at the M4 Junction 5 Langley Roundabout. From here, the wider strategic road network can be accessed.

2.3 WALKING ACCESSIBILITY

2.3.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.

2.3.2 The Government's National Design Guide defines "walkable" well-designed places as having local facilities within 800m, and CIHT Planning for Walking (2015) states "walkable neighbourhoods" are typically within a catchment of around 800m or a 10 minutes' walk.

2.3.3 In addition, whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to walking:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Para 74)

2.3.4 **Figure 2-2** shows a 2km walking catchment from the centre of the site.

Figure 2-2 2km Walking Catchment Plan



2.3.5 As shown, the site is located within a suitable walking distance of the residential areas of Thorney and West Drayton. Within the 2km catchment of the site, a number of residential areas can be accessed.

2.3.6 The development is therefore considered to be located within a sustainable location to a range of walkable destinations.

2.4 CYCLING ACCESSIBILITY

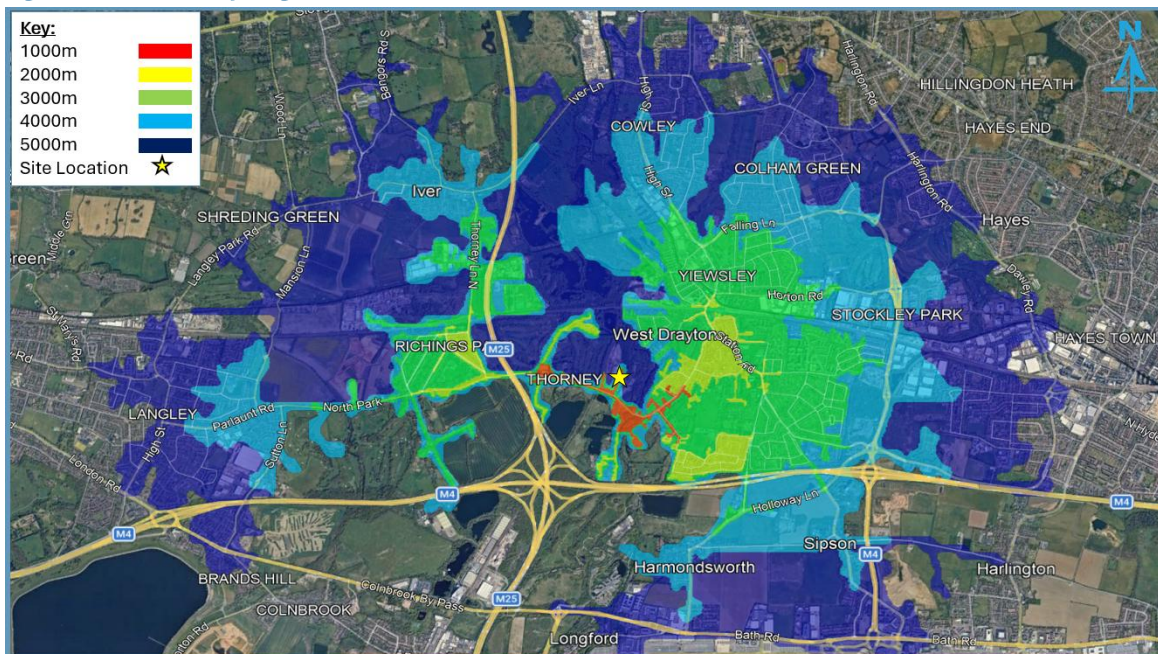
2.4.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to cycling:

"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Para 77)

2.4.2 All areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.

2.4.3 **Figure 2-3** shows a 5km cycling catchment from the centre of the site. In addition to the areas accessible within the 2km walking catchment, the catchment includes Stockley Park, Colham Green, Cowley, Sipson, Harmondsworth, Langley, Shreding Green, Iver and Yiewsley.

Figure 2-3 5km Cycling Catchment Plan



2.4.4 The development is considered to be located within a range of locations accessible via sustainable means, and as such employees will have the option to travel to site via active travel methods.

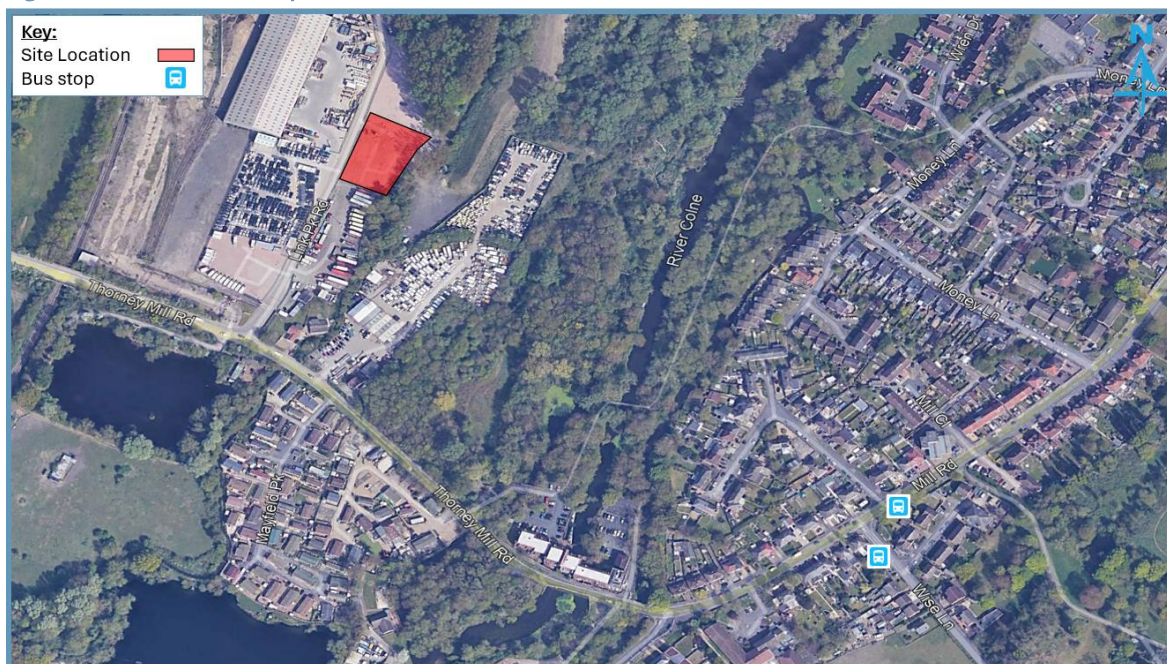
2.5 PUBLIC TRANSPORT

Bus Services

2.5.1 In line with current local and national transport objectives, particularly of encouraging modal shift away from the private car and increasing accessibility through sustainable travel, public transport has a major role to play. The IHT's 'Guidelines for Planning for Public Transport in Developments' (IHT 1999) recommend that the maximum walking distance to bus routes should not exceed 400 metres. Measures to facilitate the use of public transport are therefore an integral part of good land use and transport planning.

2.5.2 While there is no bus stops located within the recommended 400m walking distance from the site, there are two located slightly beyond this, approximately 750m from the proposed site. These are located along Mill Road and Wise Lane and are provided as simple flag and post bus stops with timetabling information and raised boarding kerbs. The stops detailed are set out on the attached plan at **Figure 2-4**.

Figure 2-4 *Public Transport Location Plan*



- 2.5.3 Details of the services calling at the mentioned bus stops have been obtained from recent timetables produced by various bus operators. **Table 2-1** summarises local bus service details and route information.

Table 2-1 *Local Bus Services*

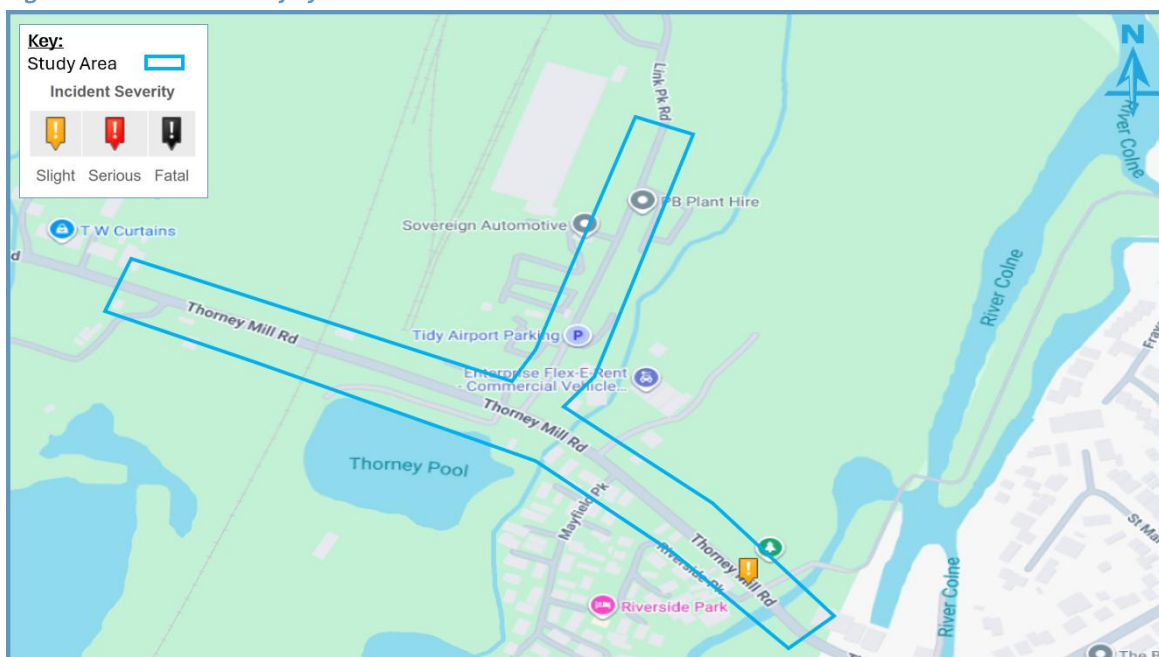
Services	Route	Weekday	Saturday	Sunday
U3	Uxbridge Station – Heathrow Airport	5 Per hour	5 Per hour	3 Per hour

- 2.5.4 **Table 2-1** sets out that the local bus stop provides access to the U3 bus service which provides a frequency of approximately five buses per hour from Monday – Saturday and three buses per hour on Sunday in either direction towards Uxbridge and Heathrow Airport, while also serving local areas between these.

2.6 PERSONAL INJURY COLLISION RECORDS

- 2.6.1 To consider the last five years of Personal Injury Collision (PIC) data within the vicinity of the site, an initial study of the CrashMap database has been conducted. The study area includes the Link Park Road / Thorney Mill Road junction as well as Thorney Mill Road approximately 300m either side of the junction. The most recent five-year period of available data has been considered ensuring the study is up to date. The collision plot is set out in **Figure 2-5**.

Figure 2-5 Personal Injury Collision Plot



- 2.6.2 As detailed above, there was a single 'slight' collision which occurred within the study area within the last five-year period.
- 2.6.3 This collision occurred in November 2020, approximately 210m to the southeast of the Link Park Road / Thorney Mill Road. It involved a single vehicle and resulted in two 'slight' casualties. It is therefore considered that there are no existing highway factors which would be detrimental to safety within the vicinity of the proposed development.

Summary

- 2.6.4 Given the low frequency and severity of the collisions recorded over the most recent five-year period, it is considered there are no existing highways safety concerns. Therefore, it is considered that additional collision data is not required to be requested from the LHAs given there are no clusters or hotspots identified that require more in-depth analysis.

3 DEVELOPMENT PROPOSALS

3.1 DEVELOPMENT PROPOSALS AND SITE LAYOUT

- 3.1.1 The application is for full permission for a waste management facility for the storage, treatment and recycling of metals and end-of-life vehicles. It is expected that the site would process up to 29,998 tonnes per annum of waste. A copy of the proposed site layout is included in [Appendix A](#).
- 3.1.2 There is a weighbridge at the entrance to the site for HGVs entering / exiting the site.
- 3.1.3 There are four staff / visitor parking spaces proposed, including one accessible bay.

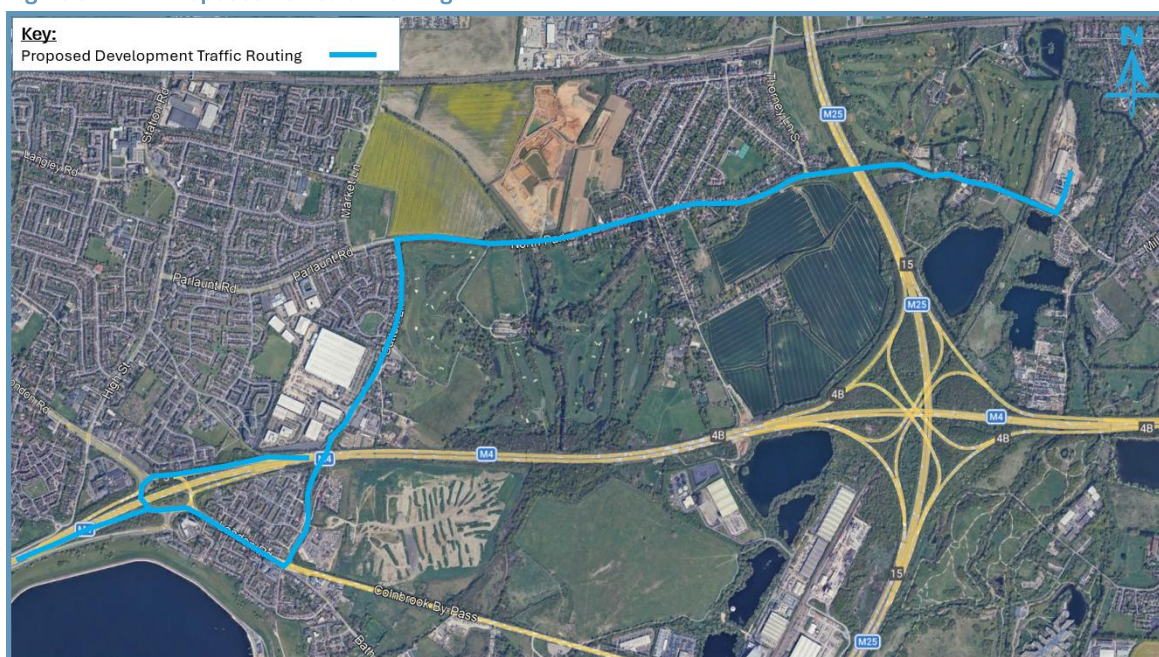
3.2 SITE ACCESS DESIGN AND VISIBILITY SPLAYS

- 3.2.1 Vehicular, walking and cycling access is proposed via the existing access onto Link Park Road to the west of the proposed site and access to the adopted highway network is proposed via the existing Link Park Road / Thorney Mill Road priority-controlled T-junction to the south.
- 3.2.2 Due to the nature of developments accessed from Link Park Road, the priority-controlled T-junction to the south includes geometries which are designed specifically to accommodate HGV movements.
- 3.2.3 2.4m x 90m visibility splays in line with Design Manual for Roads and Bridges (DMRB) standards for a 30mph road are achievable from this junction.

3.3 VEHICLE ROUTING

- 3.3.1 Due to the site's proximity to the Strategic Road Network, it is predicted that the vehicular trips associated with the site will spend a limited amount of time travelling along local roads.
- 3.3.2 It is expected that vehicles will travel westbound from the site along Thorney Mill Road/Richings Way/North Park for c. 3km, travelling through both Thorney and Richings Park. At this point, vehicles will turn left at the North Park/Sutton Lane/Parlaunt Road signalised junction and travel southbound along Sutton Lane for c. 1.5km to the Sutton Lane/A4 London Road/Brands Road signalised junction. Here vehicles will turn right and travel westbound along the A4 London Road for c. 500m where the M4 Junction 5 (Langley Roundabout) can be accessed. From the M4 Junction 5, the wider Strategic Road Network can be accessed via the M4. The vehicular routing is set out in [Figure 3-1](#) below.

Figure 3-1 Proposed Vehicular Routing



4 DEVELOPMENT IMPACTS

4.1 INTRODUCTION

- 4.1.1 This section sets out the methodology and assessment parameters used in assessing the proposed development and its potential impact on the highway network.

4.2 DEVELOPMENT TRAFFIC GENERATION

- 4.2.1 As there are no relevant categories on the TRICS database for the nature of the proposed development, a first-principles approach towards trip generation has been utilised through MPG's knowledge and experience of trip generation from similar sites.
- 4.2.2 It is expected that the site will process approximately 29,998 tonnes of waste per annum, which equates to a maximum of 40 two-way HGV movements per day, however the average daily movements may be less than this. It is expected that the hours of operation would be between 08:00 – 18:00, however in order to ensure a robust approach to traffic generation, it has been assumed that the typical working day will be 10 hours. Therefore, to calculate the vehicular flows per hour the movements have been divided by ten.
- 4.2.3 Following this, and to ensure the trip generation assesses vehicle Passenger Car Units (PCU's), the resultant figures have been multiplied by 2.3 which is the multiplication factor used for HGVs.
- 4.2.4 The above methodology is summarised in [Table 4-1](#) below.

Table 4-1 Peak Hour Trip Rates and Trip Generation

	Arrivals	Departures	Two-Way
Peak Daily Generation	20	20	40
Assumed Hours of Operation	10	10	10
AM Peak Hour Generation	2	2	4
PM Peak Hour Generation	2	2	4
PCU Factor	2.3	2.3	2.3
AM Peak Hour PCU Trips	5	5	10
PM Peak Hour PCU Trips	5	5	10

- 4.2.5 As set out above, it is demonstrated that the development proposals are forecast to generate a maximum of four two-way trips within the AM and PM peak hours, which equates to 10 additional PCU's onto the local highway network.
- 4.2.6 This is equivalent to a single HGV trip every 15-minutes. Therefore, it is not expected that this level of trips will significantly impact the surrounding highway network and, as such, the development can be satisfactorily accommodated.

5 SUMMARY

- 5.1.1 AMA has prepared this Transport Statement to accompany a planning application for a proposed waste management facility on land to the east of Link Park Road, West Drayton. The following summarises the key points:
- ▶ The proposed development has been assessed for a waste development. The site fully accords with both national and local transport policy;
 - ▶ Future employees of the development would have the opportunity to travel for all key journey purposes by modes other than the private car, including walking, cycling and public transport; and
 - ▶ The development proposals are anticipated to generate four two-way trips in the AM peak hour and four two-way trips in the PM peak hour, equating to approximately 10 PCU's
- 5.1.2 This TS has demonstrated that the traffic associated with the development proposals can be accommodated on surrounding highway network without having a severe impact in accordance with the NPPF.
- 5.1.3 Therefore, there are no overriding traffic and transportation reasons preventing the local highway authority from recognising that the proposals are acceptable nor why planning permission could not be granted.

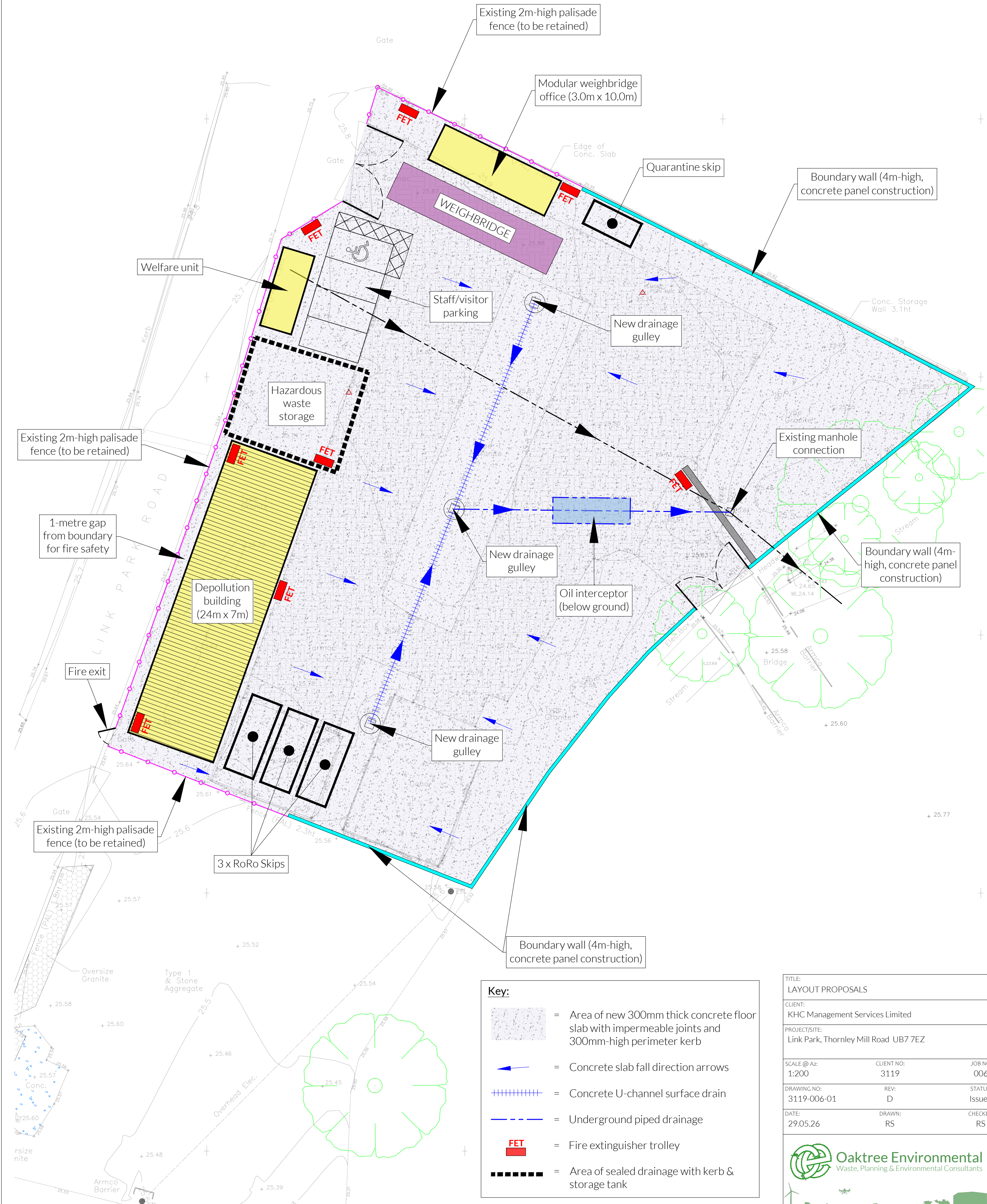
APPENDICES

Appendix A Proposed Site Layout



Appendix A
Proposed Site Layout

NOTES			
Drawing for indication only. Drawing based on survey undertaken by McKenzie Geospatial Surveys (Drawing No. 2611 01, dated 05/09/2025).			
REVISION HISTORY			
Rev:	Date:	Init:	Description:
-	19.09.25	RS	Initial drawing
A	27.10.25	RS	Palisade fence retention
B	30.10.25	RS	Drainage amendments
C	19.05.26	RS	Layout amendments
D	29.05.26	RS	Client comments



Key:

- = Area of new 300mm thick concrete floor slab with impermeable joints and 300mm-high perimeter kerb
- = Concrete slab fall direction arrows
- = Concrete U-channel surface drain
- = Underground piped drainage
- = Fire extinguisher trolley
- = Area of sealed drainage with kerb & storage tank

TITLE: LAYOUT PROPOSALS		
CLIENT: KHC Management Services Limited		
PROJECT/SITE: Link Park, Thornley Mill Road UB7 7EZ		
SCALE @ A2: 1:200	CLIENT NO: 3119	JOB NO: 006
DRAWING NO: 3119-006-01	REV: D	STATUS: Issued
DATE: 29.05.26	DRAWN: RS	CHECKED: RS





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