

Prepared by Christopher Vaughan (Associate)

Site: 103 Judge Heath Lane, Hayes, UB3 2PB

1.0 Introduction and Existing Situation

1.1 On behalf of our Client, UK64LUT Ltd, we have been appointed to provide a Highway Statement to accompany a planning application for the proposed 3-unit residential development at 103 Judge Heath Lane, Hayes, UB3 2PB.

1.2 London Borough of Hillingdon (LBH) is both the Highway Authority and Local Planning Authority.

Proposed Development

1.3 The proposal is to demolish the existing house and to construct 3 No. residential properties with associated access, parking, and landscaping as shown on the drawing at **Annexe 01**. The mix is as follows:

- 3 x 3 bed units

Existing Site Description & Site Location

1.4 The application site currently consists of a single dwelling with an associated garden and driveway. The house is served via a 3m wide dropped crossing from Judge Heath Lane, access is provided via a small lay-by that is associated with the nearby Wood End Park Academy. No onsite turning currently exists and vehicle reverse into or out of the site. Double yellow lines are provided in front of the access point to prevent cars from parking and the remainder of the layby has "School-Keep-Clear" markings to stop cars parking.

1.5 The site is located immediately to the east of Wood End Park Academy and approximately 90m to the west of the roundabout for Judge Heath Lane, Princess Park Lane and Cromwell Road. The site is approximately 2.2km to the north-east of Hayes town centre.

Judge Heath Lane

1.6 Judge Heath Lane is located in a predominantly residential area of Hayes, with it providing access to a number of residential roads and also providing access to St. Jerome's Church, Wood End Park Academy and McMillan Early Childhood Centre. The road has a 30mph speed limit and there is various traffic calming measures that have been implemented along the length of the road to ensure the safety of the road near to Wood End Academy. A priority give way is located near to the site and vehicle travel slowly in the vicinity of the site. There are wide footways on both side of the carriageway along with regular pedestrian crossings and street lighting is provided at regular intervals. **Figure 1** shows the view along Judge heath Lane near to the site.

Figure 1 – View along Judge Heath Lane showing Site on right and Priority Give Way adjacent



Source: Google Maps

Public Transport

- 1.7 The nearest bus stop to the site is located approximately 180m from the site on Judge Heath Lane. It is served currently by the U4 bus route between Uxbridge and West Drayton via Hayes. From Monday to Saturday buses regularly call between the hours 05:36 and 00:26, Sunday services are between 06:06 and 00:16.
- 1.8 The nearest rail station to site is Hayes and Harlington which is located approximately 2.4km from the site. This equates to approximately a 30 minute walk or a 9 minute cycle ride. The station is located on the Great Western Main Line and is on the Crossrail line that is scheduled to open as the Elizabeth Line in the future. Current services are provided by Great Western Railway and TfL Rail. The Monday to Friday off-peak service is as follows:
- 8 trains per hour (tph) to London Paddington;
 - 2 tph to Reading;
 - 2 tph Didcot Parkway;
 - 2 tph to Heathrow Terminal 4.

The Sunday service comprises of:

- 6 tph to London Paddington;
- 2 tph to Reading of which 1 continues to Didcot Parkway;
- 2 tph to Heathrow Terminal 4.

- 1.9 There is good footway provision close to the site which provides access to the local area and amenities. A selection is listed below in **Table 1**.

Table 1: Local Facilities

Service / Facility		Distance (metres)	Walk Time (minutes)
Grocery / Supermarket	Costcutter Hayes	550	7
Schools	- Wood End Park Academy - McMilan Early Childhood Centre - Rosedale Primary School	20 20 900	1 1 11
Medical Centre	Bournbrook Varsity Medical Practice	500	6
Post Office	Park Parade Post Office	700	9
Pharmacy	Vantage Chemist	700	9
Bank/ATM	Costcutter ATM	550	7

- 1.10 Paragraph 2.2.2 of Local Transport Note 1/20 states that “two out every three personal [cycling] trips are less than five miles in length (8km) – an achievable distance to cycle for most people with many shorter journeys also suitable for walking.
- 1.11 Based on a relatively slow cycling speed of 15kph, a 5km distance could be achieved in 20 minutes and an 8km distance could be achieved in 32 minutes. The 5-kilometre cycle catchment extends to areas including Southall, Uxbridge, Yiewsly and West Drayton.

2.0 Proposed Development

- 2.1 The proposal is to demolish the existing house and construct 3 No. residential properties with associated access, parking, and landscaping. The proposed housing mix is as follows:
- 3 x 3 bed units
- Proposed Access**
- 2.2 The site will be served via 2 dropped crossings. The vegetation along the site frontage will be removed and a low wall (600mm high) will be constructed to allow pedestrian intervisibility. The existing dropped crossing will be removed, and full height kerbing provided.
- 2.3 A swept Path drawing is included at **Annexe PP02** showing cars entering and exiting the site in a forward gear.

Visibility

- 2.4 Sightlines from the accesses onto Judge Heath Lane will be good and in line with Manual for Streets standards.

Servicing

- 2.5 Refuse collection and servicing arrangements will continue in line with the existing properties located on Judge Heath Lane, with vehicles stopping on street. The refuse vehicle will be able to use the layby to the front of the site for collections.

Proposed Parking

- 2.6 As per the London Plan standards, 2 car parking spaces will be provided for each of the 3 units, totalling 6 parking spaces. 3 of the spaces (1 per unit) will be provided with electric charging points.

Cycle Parking

- 2.7 In line with the London Plan standards, a minimum of 2 secure and covered cycle parking spaces (in the form of a bicycle store) will be provided for each unit.

Trip analysis

- 2.8 Without undertaking a detailed trip analysis, it is easy to see that the additional 2 houses will have an insignificant impact on the local highway network. Based on similar housing developments the houses are likely to generate 0.5 two-way trips in each peak hour and therefore a maximum of 2 vehicle trips are expected in each peak hour.

Summary

- 2.9 In summary the proposals will be provided with a safe access allowing sufficient visibility onto Judge Heath Lane and with turning on site for cars. Car and cycle parking will be provided on site in line with London Plan standards. Trips generated by the proposals will be easily accommodated on the local highway network.

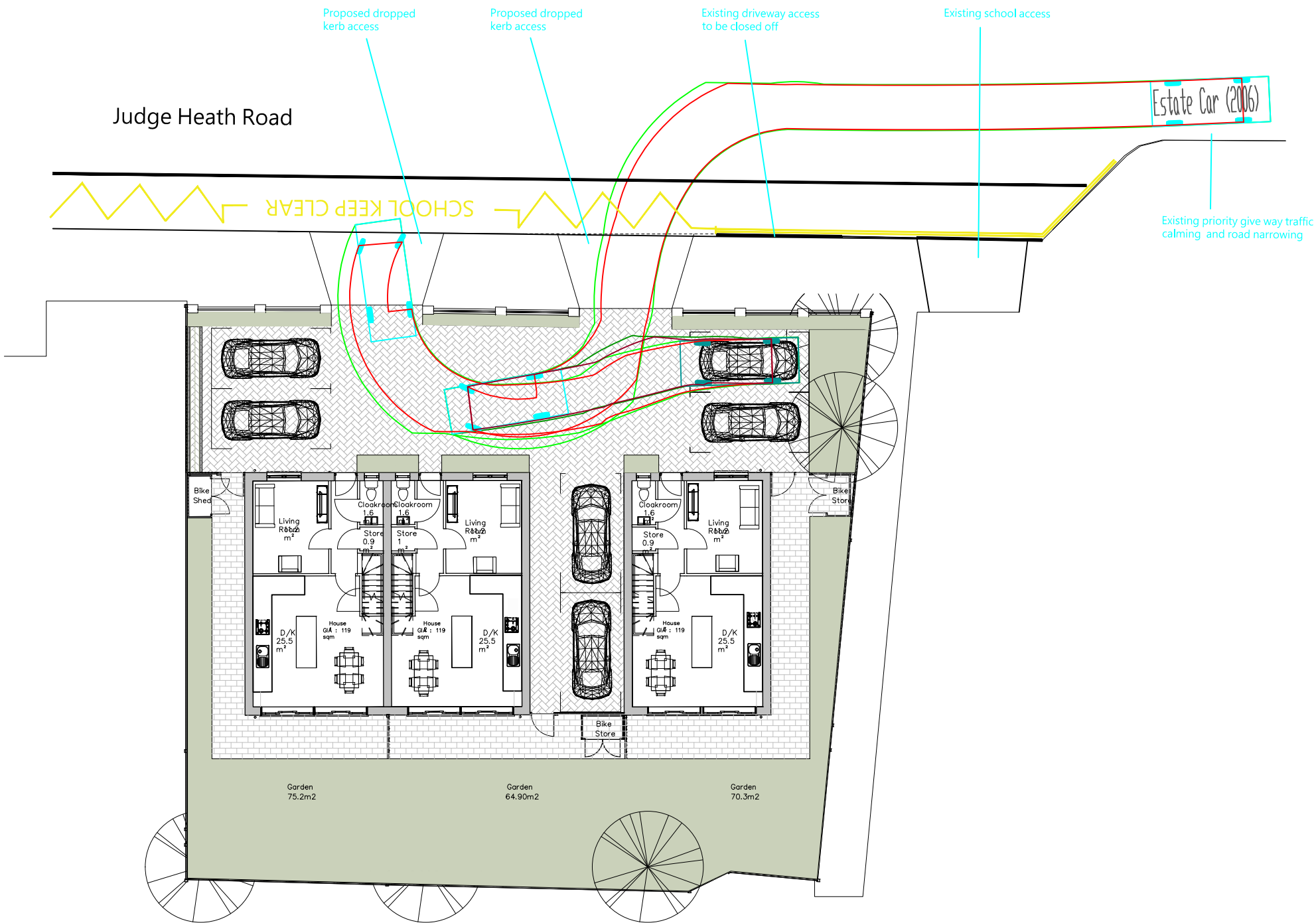
ANNEXE PP01**Proposed Site Layout Plan**



A3 © GAZA DESIGN LTD

ANNEXE PP02

Access and Swept Path Drawing



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Project
103 JUDGE HEATH LANE

Drawing
PROPOSED ACCESS AND
PARKING LAYOUT

Scales 1:200 At original size A3

Drawn JBr	Checked CV
Date 21.01.21	

Status INFORMATION

Drawing No. A20299-01 Rev. P1