ttp consulting

transport planning specialists

Wepham Homes Ltd

Land to the east of Wepham Close, Hayes

Transport Statement

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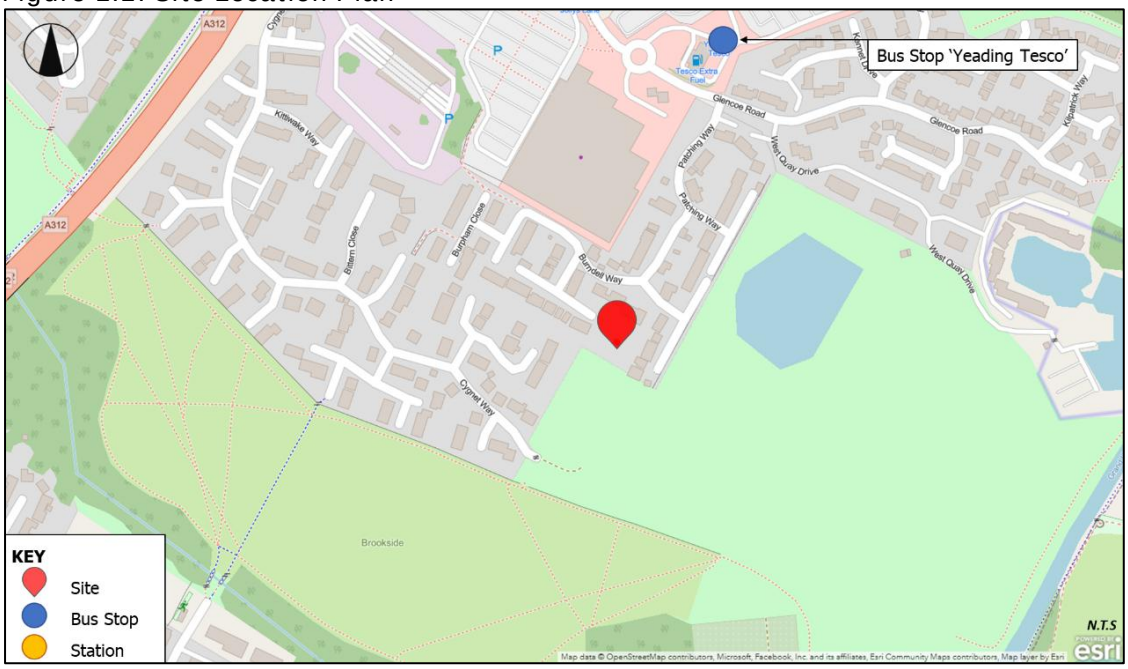
Appendices

1 INTRODUCTION

1.1 TTP Consulting has been appointed by Wepham Home Ltd to provide traffic and transport advice in relation to the proposed new build residential development at land to the east of Wepham Close UB4, Hayes, located in the London Borough of Hillingdon. The site location plan is shown at Figure 1.1.

Figure 1.1: Site Location Plan



1.2 The site comprises a vacant rectangular plot of land located east of Wepham Close measuring circa 1,246sqm. There is currently a fence separating the plot from Wepham Close. South of the site lies green belt land and nature conservation site of Metropolitan or Borough Grade I Importance.

1.3 The proposals seek the construction of 5 x 3-bedroom homes with associated parking and landscaping. The homes would each have private garden space and private entrances; refuse storage and communal cycle parking facilities will also be provided. Pedestrian and vehicular access will be taken from Wepham Close and a total of 9 on-street car parking spaces will be provided.

1.4 The proposals benefit from pre-application feedback dated 5th February 2025 (REF: 79199/PRC/2024/233) and 30th May 2025 (REF:79199/PRC-2025/63) and as such, the scheme has been revised from 7 homes to 5 homes.

1.5 The report considers the effect of development in transport terms including car parking, cycle parking, access, refuse collection, deliveries and servicing and outline construction logistics.

1.6 The remainder of the report is structured as follows:

- Section 2 summarises the existing situation and site accessibility;
- Section 3 reviews relevant transport policies;
- Section 4 sets out the development proposals and considers the potential effects; and
- Section 5 offers an outline construction logistics strategy; and
- Section 6 provides a summary and conclusion.

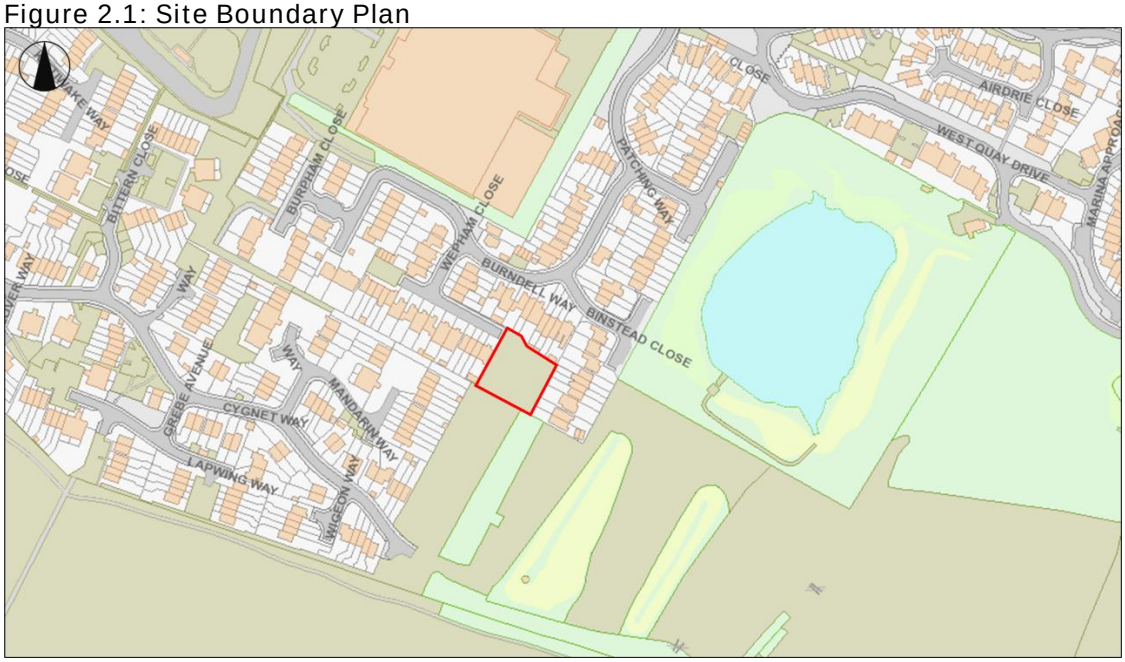
2 THE EXISTING CONDITION

Site and Surrounding Area

2.1 The site comprises a vacant rectangular plot located east of Wepham Close. There is currently a fence separating the plot from Wepham Close. South of the site lies green belt land and nature conservation site of Metropolitan or Borough Grade I Importance.

2.2 The immediate surrounding streets are residential comprising mostly two-storey semi-detached and terraced homes within the vicinity of the site. The nearest bus stop 'Yeading Tesco eastbound' is circa 450m (7-minute walk) to the north of the site on Glencoe Road whilst the nearest station Southall, 3.3km to the south. Yeading Retail Park is located a 5-minute walk to the north, providing access to B&Q, Burger King, Starbucks and B&M Home Store. Figure 2.1 provides a site boundary plan.

Figure 2.1: Site Boundary Plan

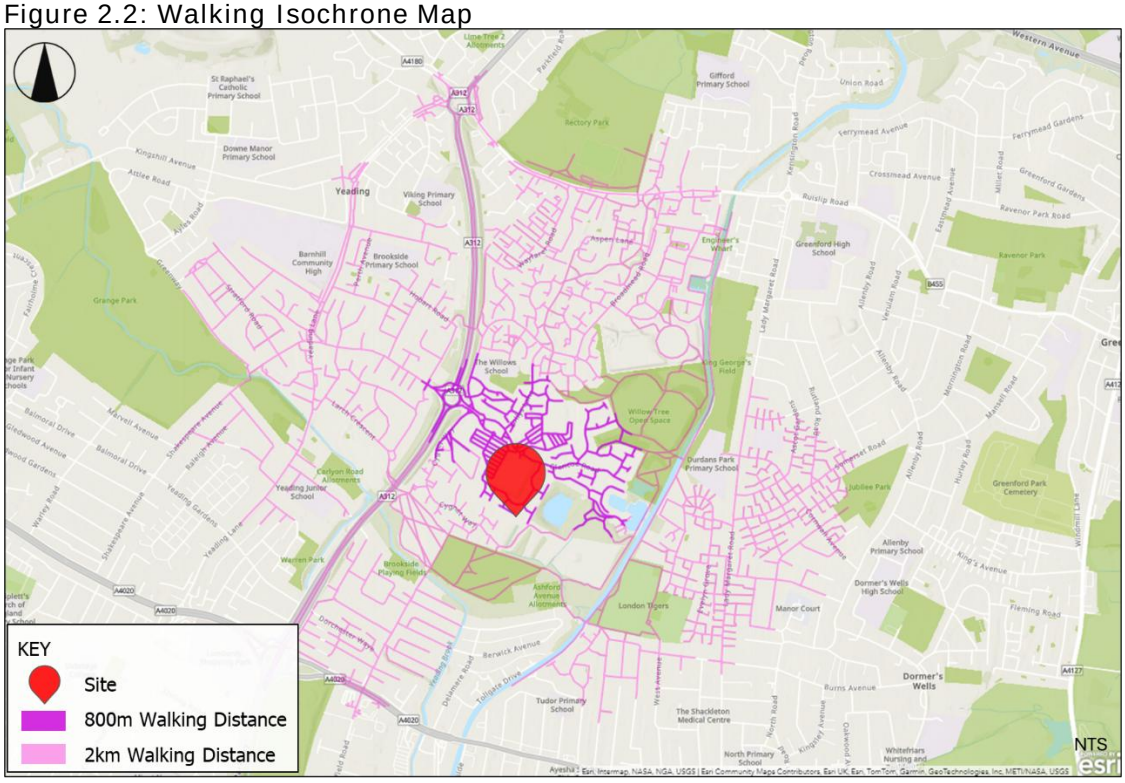


Access on Foot

2.3 Roughly half of all walking journeys in London are part of longer public transport journeys, for example walking to or from the bus stop or tube / train station, whilst a third of car journeys are within a 25-minute (2km) walk, suggesting there are opportunities for active modes to replace the car.

2.4 Figure 2.2 provides details of an 800m (10-minute walk) and 2km (25-minute walk) catchment zone surrounding the site. Within the 800m walking catchment, Yeading Retail Park can be reached which offers access to a number of retail and employment opportunities. A number of green spaces can be reached including Rectory Park, Willow Tree Open Space, Grange Park and Brookside Playing Fields.

Figure 2.2: Walking Isochrone Map



2.5 The walking environment in the vicinity of the site is such that footways are provided on both sides of almost all local roads in the vicinity, with dropped kerbs offering regular step-free crossings. The site is well connected to the main pedestrian routes on Burndell Way which provides a connection to Yeading Retail Park.

2.6 Table 2.1 sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance with an average walking speed assumed to be 80m per minute.

Table 2.1: Approximate Distances to Public Transport Opportunities			
Stop / Station	Location	Distance	Approximate Walking Time*
Bus Stops			
Yeading Tesco Eastbound	Glencoe Road	450m	7-minutes
Yeading Retail Park	Glencoe Road	480m	6-minutes
Jollys Lane	Glencoe Road	480m	7-minutes
Underground / Rail Stations			
Southall	South Road	3.3km	46-minutes
Hayes & Harlington	Station Road	4.5km	62-minutes
*Based on 80m per minute			

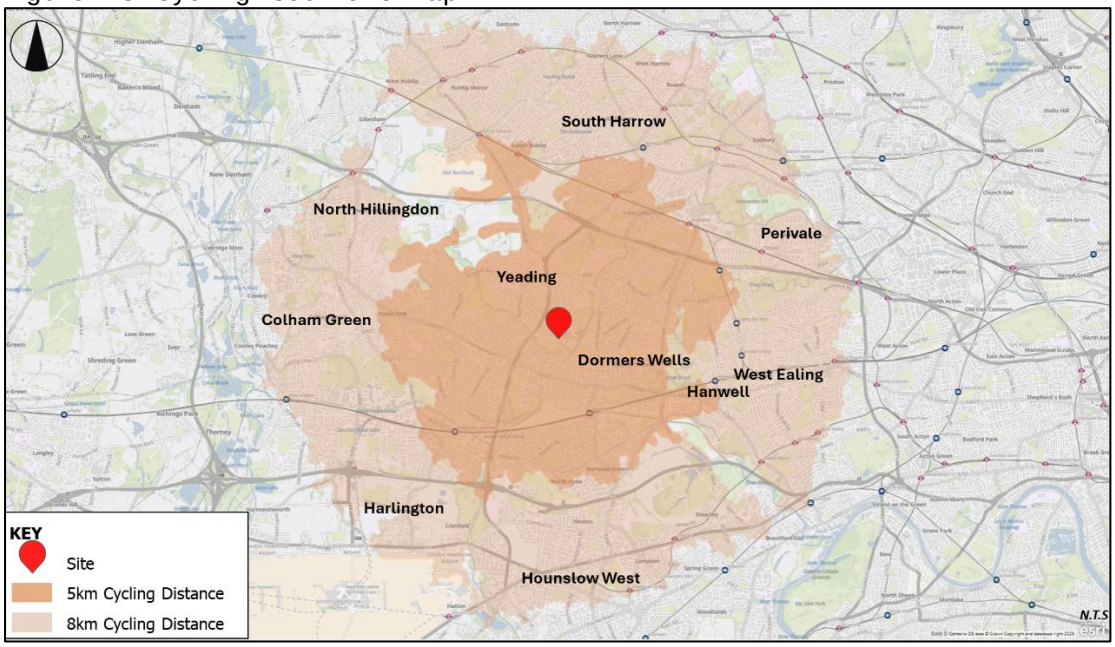
2.7 Local facilities and amenities including a primary school, bank, post office, convenience stores and cafes are located a short walking distance from the site, a summary of which is shown in Table 2.2.

Table 2.2: Approximate Distances to Local Facilities			
Amenity	Location	Distance	Approximate Walking Time*
Yeading Retail Park	Glencoe Road	350m	4-5-minutes
Tesco Extra	Glencoe Road	550m	6-7-minutes
ATM	Glencoe Road	550m	6-7-minutes
Willow Bank Post Office	Jollys Lane	650m	8-9-minutes
Lock and Quay Restaurant & Bar	Marina Approach	750m	9-10-minutes
Yeading Playground	Acer Avenue	800m	10-minutes
The Willows School	Stipularis Drive	850m	10-11-minutes
Yeading Community Centre	Ditchfield Road	1km	12-13-minutes
*Based on 80m per minute			

Access by Bicycle

2.8 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are more commonplace. Figure 2.3 shows a 5km and 8km cycling catchment from the site. The map shows that a number of residential and employment areas are within a 5km cycle of the site including Yeading, Dormers Wells and Hanwell whilst areas including South Harrow, Perivale, Colham Green and Hounslow West are within an 8km cycle of the site.

Figure 2.3: Cycling Isochrone Map



2.9 TfL's Journey Planner tool allows for cycle route planning dependent on the difficulty of the route being fast, moderate or easy. From the site, the following destinations can be reached within various journey times:

- Northolt (4.0km) 11-minutes / 15-minutes / 20-minutes
- Southall (4.2km) 12-minutes / 15-minutes / 22-minutes
- West Ealing (7.4km) 22-minutes / 29-minutes / 40-minutes

Access by Bus

2.10 The closest bus stop to the site 'Yeading Tesco eastbound' is located on Glencoe Road adjacent to Tesco Petrol Station approximately 480m to the north of the site, proving access to bus route E6 which provides a connection between Greenford and Cranford. Figure 2.4 sets out the site's proximity to local bus stops whilst Table 2.3 provides a summary of local bus route information and frequency. The Hayes bus map is contained in Appendix A.

Figure 2.4: Local Bus Stops (Source: TfL, 2025)

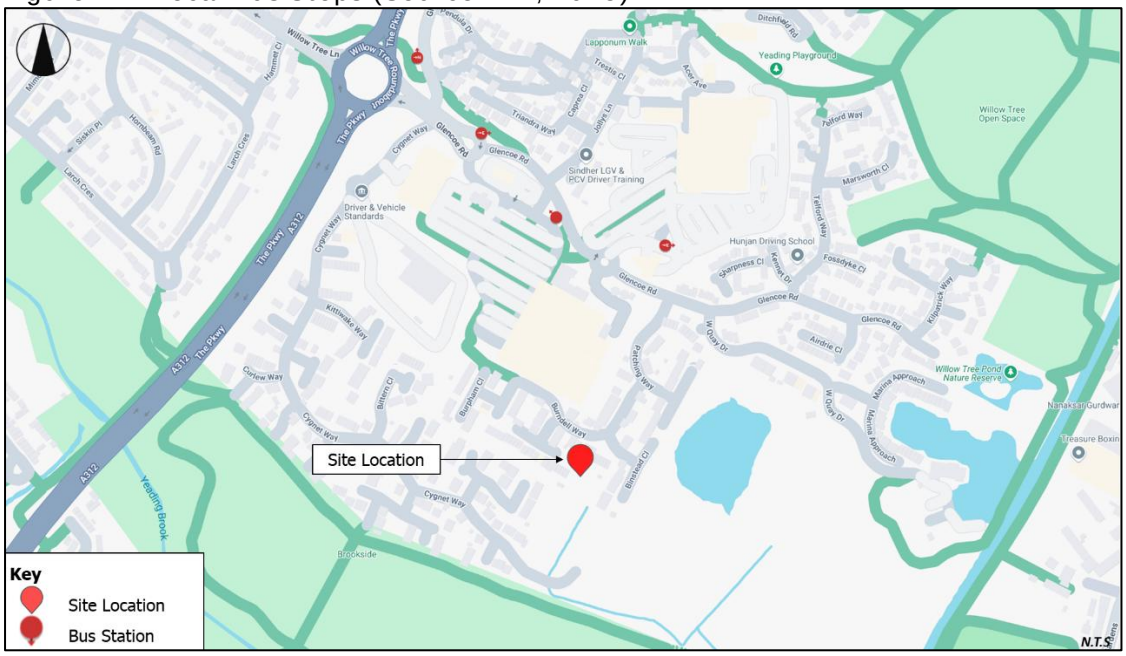


Table 2.3: Summary of Local Bus Services					
Bus Stop	No.	Route	Frequency (every 'x' minutes)		
			Mon-Fri	Sat	Sun
Yeading Tesco eastbound	E6	Rockware Avenue / Greenford Station to Bulls Bridge Tesco	10-14	13-14	15

Access by Rail/Underground

2.11 The closest station by active travel is Southall Station located approximately 3.3km (46-minute walk / 11-minute cycle / 34-minute bus) to the south of the site. It is served by The Elizabeth Line and Great Western Railway services.

2.12 The Elizabeth Line offers services between Shenfield/Abbey Wood and Reading/Heathrow Airport with trains departing every 3-10 minutes.

2.13 Great Western Railway offers services from London Paddington towards destinations including Maidenhead, Bristol Parkway and Southampton Central with trains departing every 3-10 minutes.

2.14 The closest station by public transport is Hayes and Harlington, located approximately 4.4km (60-minute walk / 18-minute cycle / 26-minute bus) to the southwest of the site. The station is also served by The Elizabeth Line and Great Western Railway. The station is accessed via bus route E6 from bus stop 'Yeading Retail Park', located circa 480m north of the site on Glencoe Road.

Public Transport Accessibility Level

2.15 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 to 6 where the highest value indicates the best connectivity. The site has a PTAL level of 1a/0 demonstrating that it has a 'low' level of accessibility to public transport. The PTAL report is included in Appendix B.

Local Highway Network

2.16 Wepham Close is a single carriageway two-way cul-de-sac that operates northwest to southeast adjacent to the site. The road does not form part of a Controlled Parking Zone (CPZ) and as such on-street parking occurs on both sides of the carriageway, albeit the majority of homes locally have driveways for one or two cars.

Car Ownership

2.17 A review of car ownership details has been undertaken in order to understand existing levels of car ownership in the local area. Reference has been made to the 2021 Census for households within the super output area – middle layer in which the site is located [Hillingdon 023], which revealed that on average there were 1.2 cars per household.

Parking Survey

2.18 An on-street parking survey was conducted on Tuesday 25th September 2025 at 01:00 and Thursday 27th September 2025 at 04:00. The surveys were carried out in accordance with a methodology provided by Lambeth Council. The surveys covered on-street parking opportunities within a 300-metre walking distance of the site during the overnight period, highlighting parking opportunities where demand is at its highest. The Parking Survey data is included Appendix C.

2.19 Table 2.4 summarises the parking survey results by road. The data shows that there are 90 overnight parking opportunities within a 300m walk of the site. On Tuesday 25th, 69 parked vehicles were recorded with 21 observed spaces and on Thursday 27th September there were 66 parked vehicles and 24 observed spaces.

Table 2.4: Parking Survey Summary of Results for Bays by Road						
Road Name	Tuesday 25th September 2025			Thursday 27th September 2025		
	Parked	Observed Spaces	Occupancy	Parked	Observed Spaces	Occupancy
Patching Way	18	8	69%	18	8	69%
Burndell Way	22	11	67%	21	11	66%
Binstead Close	10	0	100%	10	1	91%
Wepham Close	11	2	85%	8	4	67%
Burpham Close	8	0	100%	9	0	100%
Total	69	21	77%	66	24	73%

2.20 Table 2.5 summarises the results by bay type. It shows that the majority of parking opportunities are located within unrestricted parking bays with some parking occurring along dropped kerbs. Occupancy levels did not exceed a total of 77% on either of the two days, with 21 observed unrestricted spaces on Tuesday 25th and 24 observed unrestricted spaces on Thursday 27th September.

Table 2.5: Parking Survey Summary of Results for Bays by Type						
Road Name	Tuesday 25th September 2025			Thursday 27th September 2025		
	Parked	Observed Spaces	Occupancy	Parked	Observed Spaces	Occupancy
Unrestricted	46	20	70%	44	22	67%
Unrestricted – Layby	10	1	91%	9	2	82%
Unrestricted – Nose to kerb	6	0	100%	6	0	100%
Dropped kerb	7	0	100%	7	0	100%
Total	69	21	77%	66	24	73%

Method of Travel

2.21 The 2011 Census has been examined to establish the method of travel reported for the longest leg of the journey to work for the resident population. The data for the super output area – middle layer [Hillingdon 023] in which the site is located is summarised in Table 2.6 and shows that in 2011 the majority of local residents travelled to work by car with 60%, whilst 29% travelled to work using public transport and 6% travelled by using active travel modes (by bicycle or by foot).

2.22 The 2021 Census data is not a useful reference for travel to work data as it was collected during a period when work and travel patterns were influenced by Covid-19, and as such would not be representative of typical resident travel patterns.

Table 2.6: 2011 Method of Travel to Work [Hillingdon 023]		
Mode*	Number	Percentage
Underground	270	8%
Rail	126	4%
Bus	605	17%
Taxi	12	0%
Motorcycle	34	1%
Car Driver	2,128	60%
Car Passenger	143	4%
Bicycle	67	2%
Walking	157	4%
Total	3,542	100%
*Longest part of the journey		

3 POLICY

National Planning Policy Framework

3.1 The National Planning Policy Framework (NPPF) was most recently updated in December 2024. It sets out the Government's planning policies for England and how these are expected to be applied.

3.2 Paragraph 116 advises that:

"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, following mitigation, would be severe, taking into account all reasonable future scenarios."

3.3 Paragraph 117 states that:

"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."

3.4 When considering the transport effects of a development, NPPF states at paragraph 118 that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

London Plan

3.5 The London Plan is a Spatial Development Strategy which sets out the framework for the development of London over a period of 20-25 years and was published in March 2021. The document strives to promote a healthier and more active London with improving air quality and reducing car parking provision at the forefront of the plan.

3.6 Policy T1, 'Strategic Approach to Transport' states that new development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.

3.7 Policy T2, 'Healthy Streets' states that proposals should demonstrate how they will deliver improvements that support the Ten Healthy Streets Indicators in line with Transport for London guidance, reduce the dominance of vehicles on London's streets and be permeable by foot and cycle, connecting to local walking and cycling networks as well as public transport.

3.8 Policy T5, 'Cycling', suggests that barriers to cycling can be removed and that a healthy environment in which people choose to cycle can be created through appropriate levels of cycle parking which are fit for purpose, secure and well-located. The cycle parking standards as set out in Table 10.2 of the London Plan are summarised in Table 3.1.

Table 3.1: Minimum Cycle Parking Standards

Use Class	Long-stay	Short-stay
C3-C4 Dwellings (all)	1 space per studio or 1 person 1 bedroom dwelling. 1.5 spaces per 2-person 1 bedroom dwelling. 2 spaces per all other dwellings.	5 to 40 dwellings: 2 spaces. Thereafter: 1 space per 40 dwellings.

3.9 Policy T6 'Car Parking' outlines that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. The maximum residential car parking standards are set out in Table 10.3 of the London Plan, with the relevant standards shown in Table 3.2.

Table 3.2: Maximum Car Parking Standards

Location	Maximum Parking Provision
Outer London PTAL 0 - 1	Up to 1.5 spaces per dwelling^

^Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

Hillingdon Local Plan

3.10 Hillingdon's Local Plan Part 2 was adopted in January 2020. The Councils polices with regard to transport are set out are set out in the 'Development Management Polices' Local Plan Part 2.

3.11 Policy DMT 1 'Manging Transport Impacts' states:

"Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for development to be acceptable they are required to:

- *Be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;*
- *Maximise safe, convenient and inclusive accessibility to, and from within development for pedestrians, cyclist and public transport users;*
- *Provide equal access for all people, including inclusive access for disabled people;*
- *Adequately address delivery, servicing and drop-off requirement; and*
- *Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.*

Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented."

3.12 Policy DMT 4 'Public Transport' states:

"The Council will support and promote the enhancement of public transport facilities, including at key interchanges that address the needs of the Borough. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services, which may include:

- *Improvements to address inclusive access;*
- *Ensuring that bus stops are conveniently located for passengers;*
- *Implementation of bus priority and bus stop accessibility measures;*
- *Providing for bus route requirements and associated road layouts;*
- *Improvements to the network of services; and*
- *Improvements to infrastructure to support cycling.*

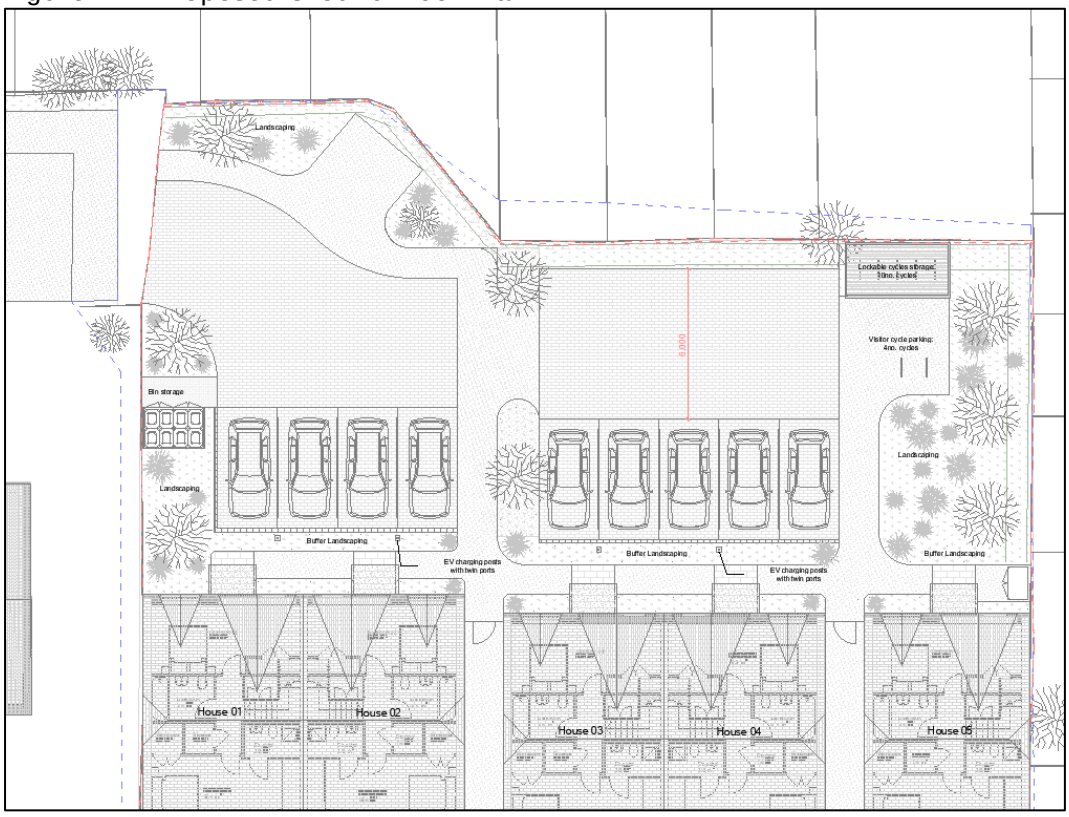
Public transport measures may be required to be included in the highways layout design where they are identified in a transport assessment, travel plan or integral to the acceptability of the proposal."

4 DEVELOPMENT PROPOSAL AND EFFECTS

Proposal Overview

4.1 The proposal includes the construction of 5 x 3 bed new-build residential dwellings, each with private garden space, private entrances, and dedicated refuse storage, including shared communal amenities and secure cycle parking facilities. Pedestrian and vehicular access will be provided from Wepham Close. An extract of the proposed site layout plan is shown at Figure 4.1, a copy of which is contained within the full application plans at Appendix D.

Figure 4.1: Proposed Ground Floor Plan



Access

4.2 Pedestrian and vehicular access for the residential units will be taken from Wepham Close. The fencing at the front of the site will be removed, with the Wepham Close carriageway continued to serve the site.

4.3 The Local Highway Authority has confirmed no objection in principle to a new opening from the publicly adopted highway on Wepham Close as long as the new access point within the envelope would satisfactorily marry with the public roadway and is constructed to an appropriate council standard under a S278 agreement at the applicants expense.

4.4 The road will remain in private ownership and will be maintained by the site owner.

Car Parking

4.5 As per the car parking standards set out in Section 3 based on an Outer London site with PTAL 0-1, the site's location requires a minimum of 1.5 spaces per dwelling, which equates to a total of 8 spaces (rounded up from 7.5) based on the 5 homes.

4.6 According to London Plan 'Policy T6.1 Residential Parking', all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20% of spaces should have active charging facilities, with passive provision for all remaining spaces. As such, EV charging will be provided for all car parking spaces as shown on the proposed plans.

4.7 Furthermore, a review of 2021 census car ownership data has been undertaken to understand the existing levels of car ownership in the super output area middle layer in which the site is located [Hillingdon 023] which revealed that on average there are 1.2 cars owned per dwelling. Based on the 5 homes, this could result in a demand of 6 cars owned.

4.8 Based on the above, the provision of 9 car parking spaces is considered acceptable when taking into account prevailing levels of car ownership, with additional space included to accommodate any visitor parking or deliveries by car. Furthermore, the parking survey shows that there are available spaces on local roads that could accommodate occasional use should demand arise. The parking survey results shown within Section 2 identify 21 and 24 observed on-street car parking spaces available overnight.

Cycle Parking

4.9 The proposed development comprises 5 x 3-bedroom homes. Cycle parking will be provided in accordance with London Plan standards as summarised in Section 3, which require 2 long stay spaces per dwelling and 2 visitor spaces for developments with 5 to 40 dwellings.

4.10 As such, the provision of 10 long stay cycle parking spaces and 4 visitor spaces shown on the proposed plans is in accordance with regional standards. The secure and enclosed communal cycle store will be located at the eastern site boundary alongside the visitor cycle parking, designed in accordance with Transport for London Cycle Design Standards.

Emergency Vehicle Access

4.11 Given the size and constraints of the site, a fire tender is unable to enter, turn around and exit the site in forward gear, with the reversing distance to the homes in excess of the maximum accepted for building regulations. As such, a sprinkler system will be provided for the development in lieu of a fire tender accessing the site. A fire consultant has been appointed and their advice, is that a sprinkler system will be incorporated into the design to compensate for the limited fire tender access. This approach satisfies the fire safety requirements under BS 9991:2024 and BS 9251:2021.

4.12 Swept path analysis drawings showing an ambulance attending the site are provided at Appendix E. The drawing shows that the ambulance is able to utilise the on-site turning head to enter and depart the site in forward gear.

Trip Generation

4.13 A trip generation assessment has been undertaken to estimate the number of vehicle trips throughout a typical weekday, with emphasis placed on the morning peak period (8am-9am) and evening peak period (5pm-6pm), and also the number of daily trips over the morning period (7am-10am) and evening period (4pm-7pm). The potential number of trips associated with the proposed use has been estimated based on trip information from the TRICS database as follows:

- Proposed Residential: based on weekday vehicle trip surveys from Houses Privately Owned considering sites in England surveyed after January 2010; the exercise revealed a total of 9 surveys. A copy of the TRICS output files are contained at Appendix F.

4.14 Table 4.1 shows that the proposed development would be expected to generate 3 two-way vehicle trips in the morning peak hour (8am-9am) and 3 two-way vehicle trips in the evening peak hour (5pm-6pm). This level of vehicle activity is considered negligible and would not have a detrimental on the impact of the local transport network.

Table 4.1: Total Vehicle Trip Rates and Trip Generation

Time Period	Trip Rates		Vehicle Movements*	
	Arrival	Departure	Arrival	Departure
AM Peak (0700 - 0800)	0.107	0.320	0	2
AM Peak (0800 - 0900)	0.187	0.347	1	2
AM Peak (0900 - 1000)	0.147	0.280	1	1
AM Peak (0700 - 1000)	0.441	0.947	2	5
PM Peak (1600 - 1700)	0.333	0.280	2	1
PM Peak (1700 - 1800)	0.333	0.240	2	1
PM Peak (1800 - 1900)	0.160	0.133	1	1
PM Peak (1600 - 1900)	0.826	0.653	5	3

**based on 5 homes*

Delivery and Servicing Activity

4.15 Deliveries to residential units will mostly comprise of post, the delivery of household goods or the delivery of goods purchased online. It is estimated that there are on average 2-3 deliveries per 10 residential units per day in London, therefore the proposed 5 homes could generate in the order of 2-3 deliveries per week.

4.16 The majority of deliveries would be undertaken by Light Goods Vehicles (LGV) or Transit Style Van, many of which are already travelling in the area, and would stop in front of the homes on Wepham Close, as per the existing situation with the neighbouring properties. The largest vehicle expected to serve the site is a 4.6t LGV; the swept path analysis drawing at Appendix G shows the vehicle able to enter and exit the site in forward gear using the on-site turning head. Signage will be provide at the site entrance directing servicing vehicles to the turning head provided.

Waste Collection

4.17 The Highway Authority has advised that for Council operatives, 15 metres is the maximum carry distance for smaller bins or sacks and that for residents, the maximum distance is 30m. Furthermore, Hillingdon Council is not a wheeled bin borough and as such refuse storage needs to hold sack waste.

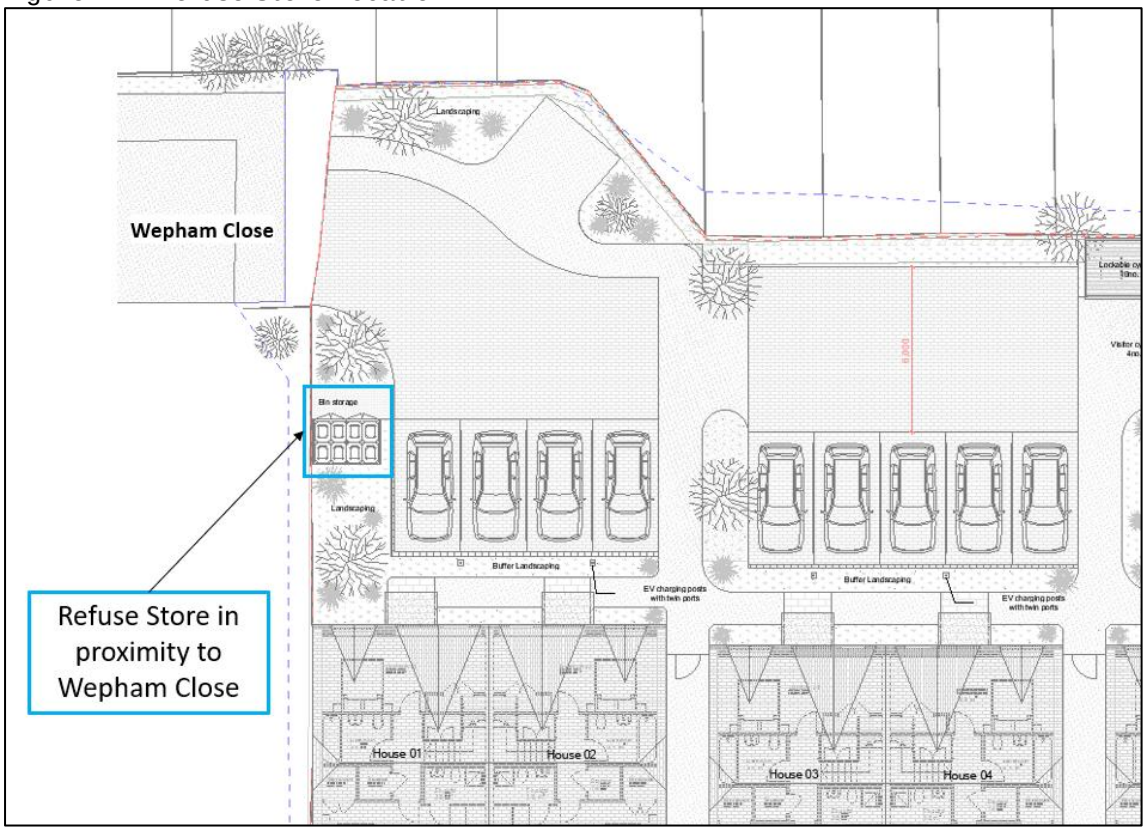
4.18 It is therefore proposed that waste storage will be located externally at the front of the development within a secure and enclosed communal bin store, in close proximity to Wepham Close. Residents will deposit waste sacks directly into the communal store.

4.19 Council waste collection vehicles will stop on-street on Wepham Close to collect waste in a similar way to the neighbouring properties; refuse collection vehicles will not need to enter the site.

4.20 Waste operatives will be able to directly access the bin store to collect waste; bins will not need to be moved into position ready for collection.

4.21 The location and proximity of the refuse store has been designed with reference to the follow up pre-application feedback (79199/PRC/2024/233) and as such, the communal store indicated within the envelope at the juncture shown at Figure 4.2 satifies a compliant waste strategy.

Figure 4.2: Refuse Store Location



5 OUTLINE CONSTRUCTION LOGISTICS

Summary

5.1 The following paragraphs will provide an outline construction logistics strategy for the development proposals including the construction programme, proposed highway arrangement, types and sizes of construction vehicles used, and routes likely to be taken by vehicles to the site from the strategic road network.

Construction Programme

5.2 The table below provides an indicative outline construction programme for the development from start to finish. The table indicates that the project is expected to last 12 months through to completion, with a start date likely to begin in Q2 of 2026, depending on planning consent.

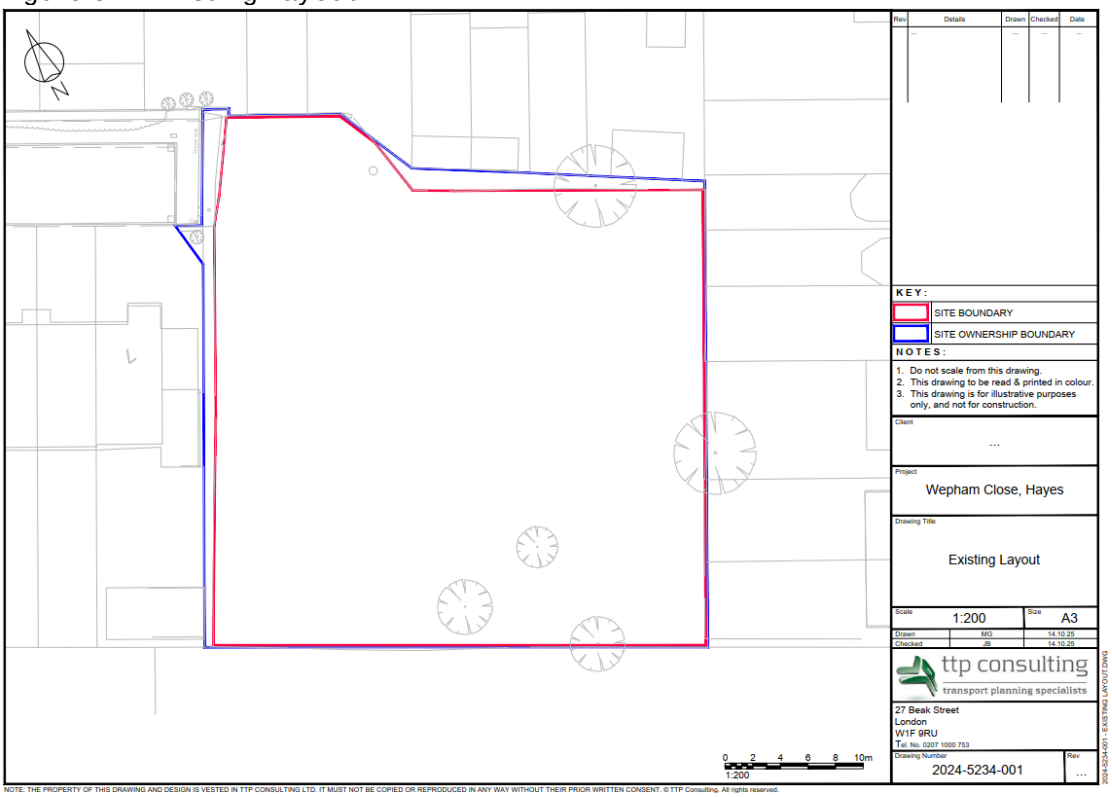
Table 5.1: Indicative Construction Programme

Construction stage	Start	End
Site setup and demolition	Apr-2026	May-2026
Sub-structure	Jun-2026	July-2026
Super-structure	Aug-2026	Oct-2026
Cladding	Nov-2026	Jan-2026
Fit-out, testing and commissioning	Jan-2026	Mar-2026

Existing Arrangement

5.3 An extract of the existing conditions is shown below in Figure 5.1 which provides an overview of the vacant site including the site ownership and application site boundary lines. A fence separates the plot from Wepham Close. The full drawing is contained at Appendix H.

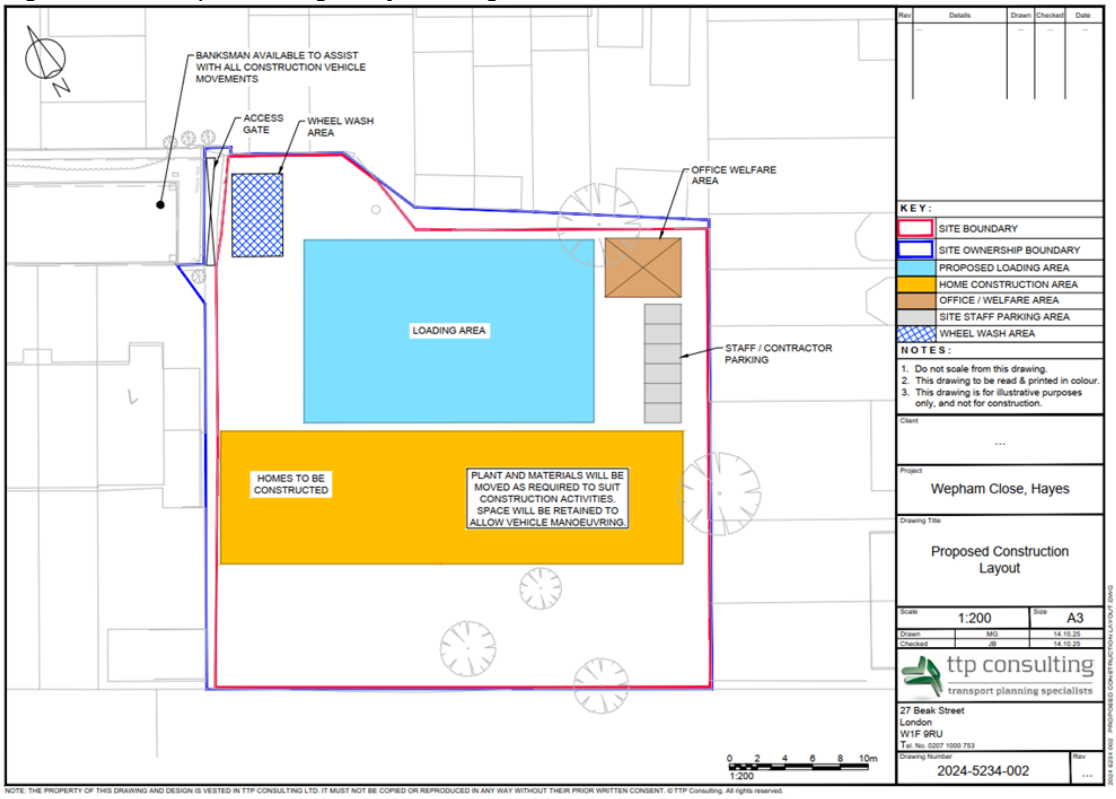
Figure 5.1: Existing Layout



Proposed Highway Arrangement

5.4 An extract of the proposed highway arrangement is shown at Figure 5.2 with the full drawing contained at Appendix I. The drawing shows a proposed vehicle loading area adjacent to the locations of the proposed homes. A site access gate will be positioned between the site and Wepham Close whilst traffic marshals will assist as vehicles access/egress the site. Staff/contractor parking and office/welfare will both be provided on-site. Wheel wash facilities will be provided for vehicles leaving the site.

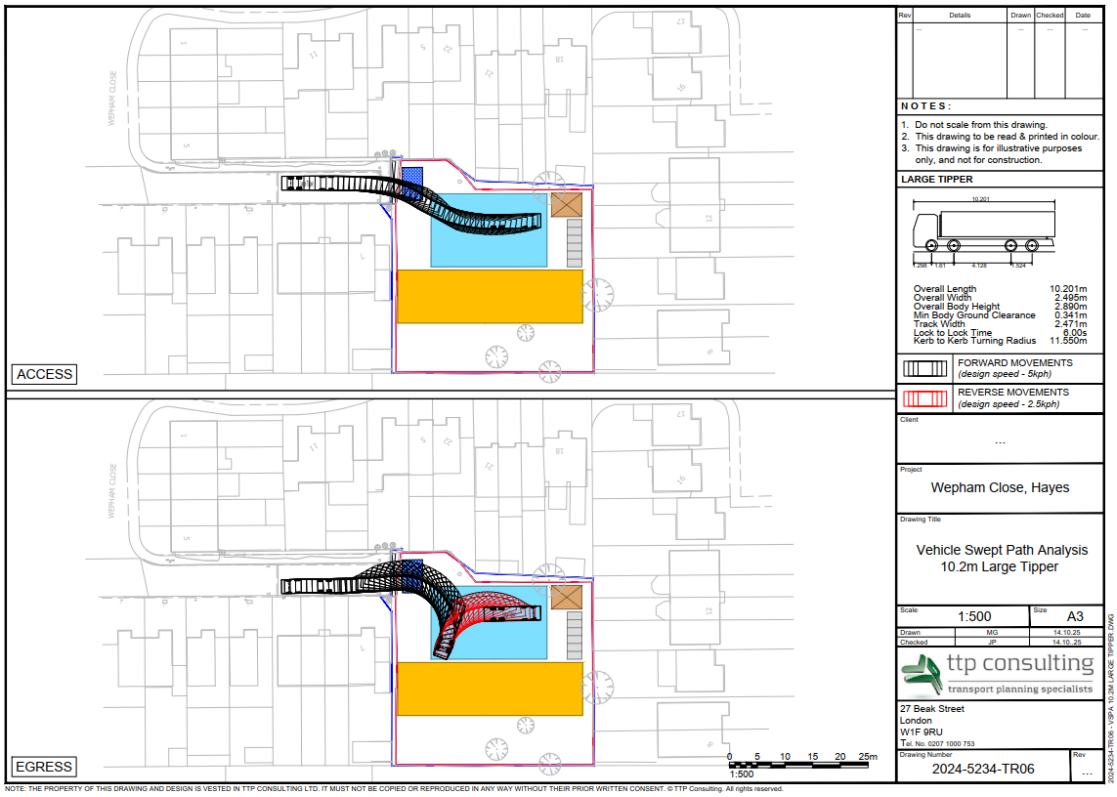
Figure 5.2: Proposed Highway Arrangement



Swept Path Analysis

5.5 Swept Path Analysis drawings have been produced showing construction vehicles arriving and departing the site in forward gear. Figure 5.3 provides an extract of a 10.2m large tipper lorry arriving and departing the site via Wepham Close, the largest vehicle expected to serve the site. Banksmen would be present to oversee all vehicle movements to ensure the safety of other road users in the vicinity. Full Swept Path Analysis drawings showing a 10.2m tipper lorry, 10m flatbed lorry and 8m flatbed lorry are contained at Appendix J.

Figure 5.3: Swept Path Analysis (10.2m Tipper Lorry)



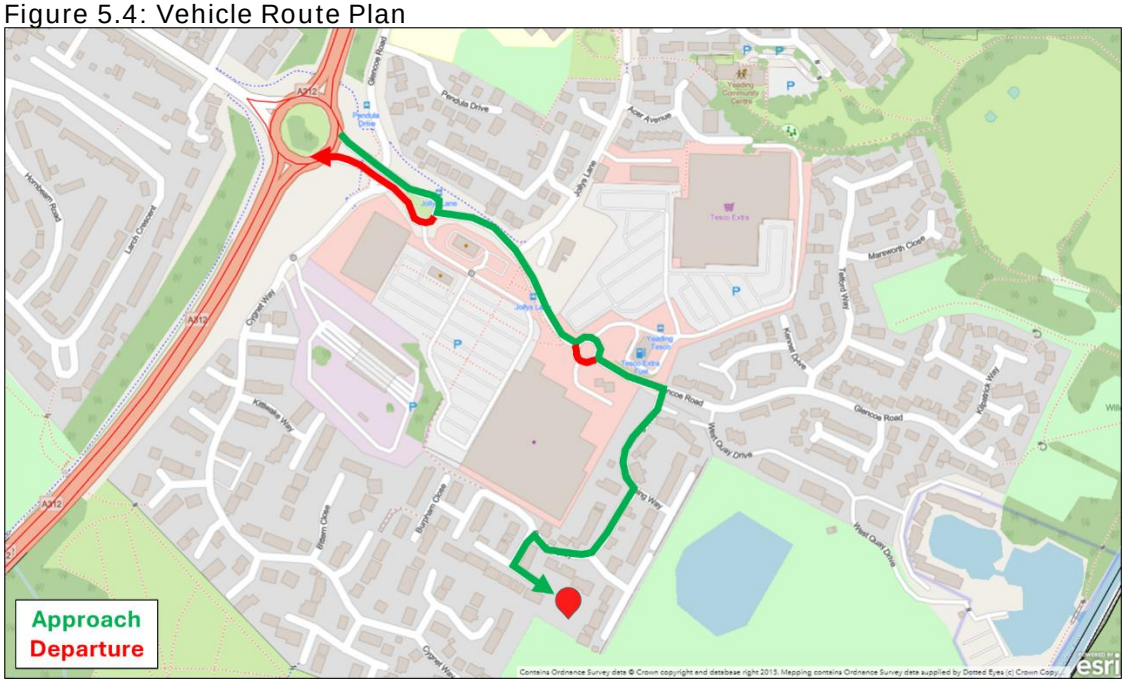
Vehicle Route Plan

5.6 The proposed vehicle routing plan showing vehicles arriving and departing the site from the strategic road network is shown below at Figure 5.4 and Appendix K. Vehicles are proposed to arrive and depart from The Parkway A312 to the northwest of the site.

5.7 Vehicles would arrive by leaving the Willow Tree Roundabout to join Glencoe Road, driving eastbound before turning south onto Patching Way. Vehicles would then join Burndell Way and Wepham Close before entering the site.

5.8 Departing vehicles would leave the site in forward gear to join Wepham Close, Burndell Way and Patching Way, before rejoining Glencoe Road. Vehicles would then head west along Willow Tree Road before rejoining the Willow Tree Roundabout.

Figure 5.4: Vehicle Route Plan



6 SUMMARY AND CONCLUSION

Summary

6.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposed new build residential development at land to the east of Wepham Close UB4, Hayes, located in the London Borough of Hillingdon.

6.2 In summary:

- The site comprises a vacant rectangular plot located east of Wepham Close measuring circa 1,246sqm. There is currently a fence separating the plot from Wepham Close;
- The proposals seek the construction of 5 x 3-bedroom homes, each with private garden space and private entrances; refuse storage and communal cycle parking facilities will also be provided. Pedestrian and vehicular access will be taken from Wepham Close and a total of 9 on-street car parking spaces will be provided;
- Vehicle access will be created via Wepham Close and secured through a S278 agreement;
- The new road will be privately maintained;
- The site is in a predominantly residential location and benefits from being within close proximity to the strategic highway network and amenities which meet the day-to-day needs of a residential community;
- The new residential units will be provided with on-street car parking;
- Cycle parking will be provided for the homes within a communal cycle store at the rear of the site;
- Waste will be stored on-site; residents will place bagged waste into the communal refuse store at the front of the site near Wepham Close. Refuse vehicles will stop on-street near the front of the development in line with the neighbouring properties;
- The number of trips associated with the proposed development has been assessed and is not considered significant enough to require a more detailed analysis of the impact on the local highway network; and
- Construction vehicle activity would occur on-site within the proposed loading area adjacent to the new homes. Vehicles would enter and depart the site in forward gear.

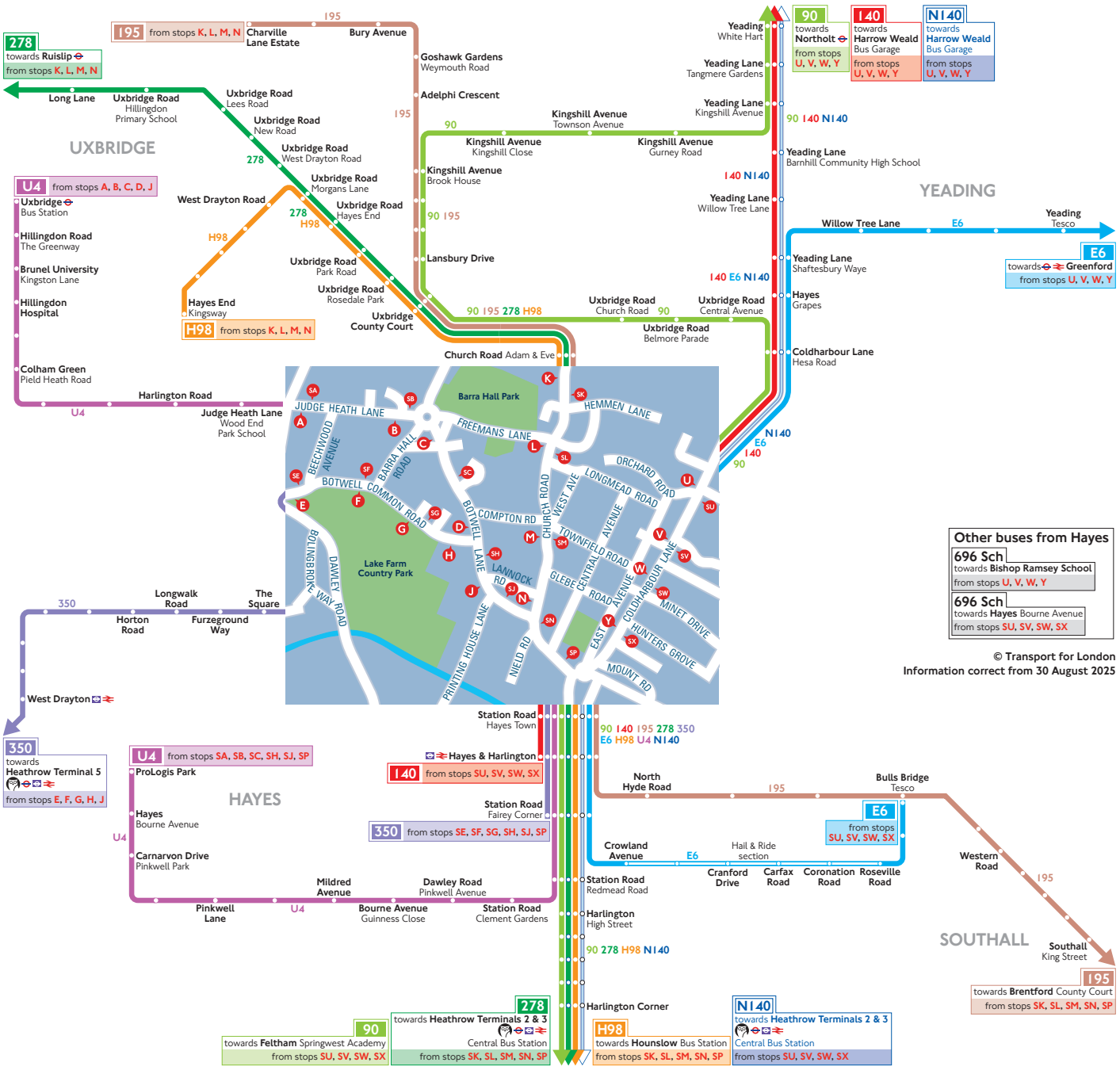
Conclusion

6.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and Paragraph 116, which states that:

"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, following mitigation, would be severe, taking into account all reasonable future scenarios."

Appendix A
(TfL Bus Spider Map)

Buses from Hayes



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights
Sch	School journeys

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

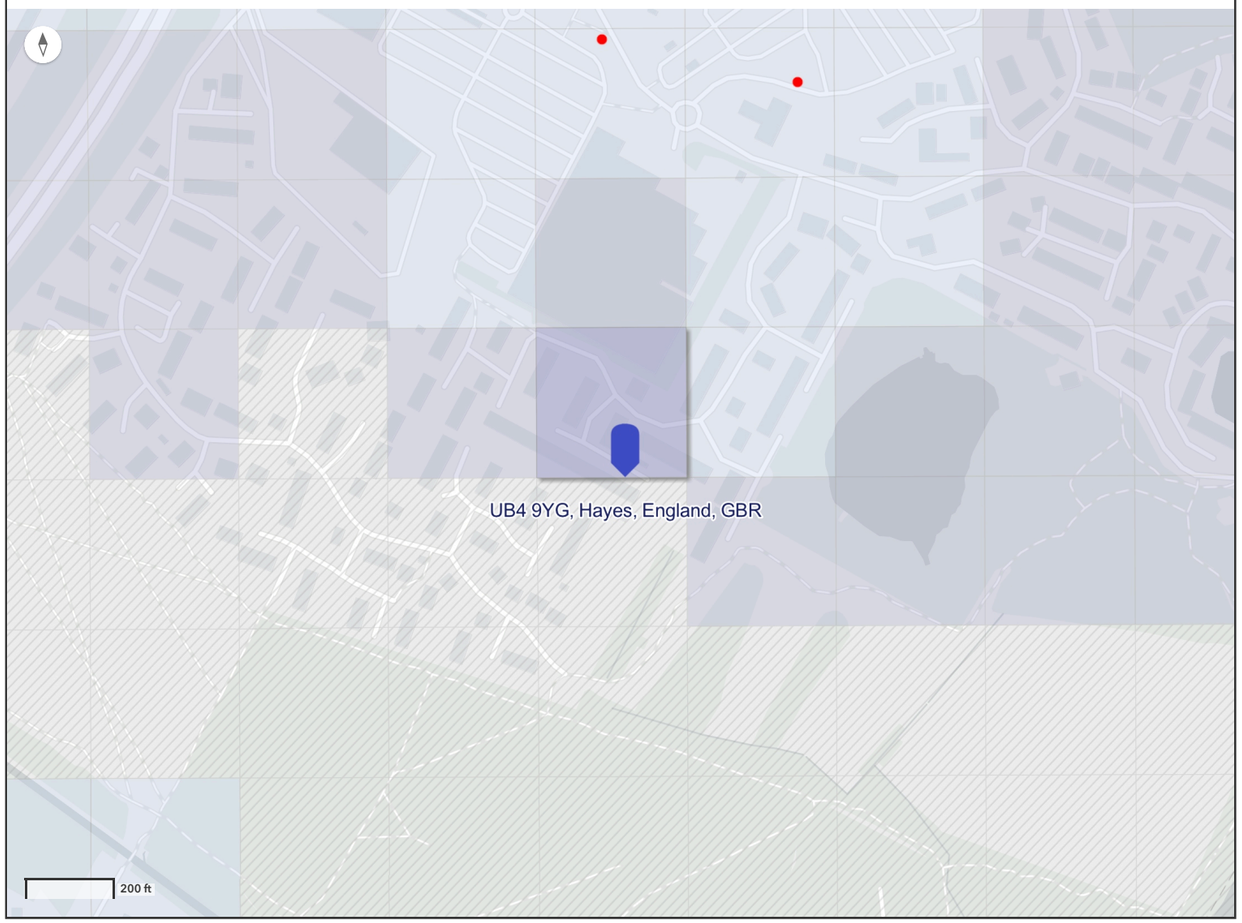
The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TFL25101 (T)

Appendix B
(PTAL Report)

PTAL Report



Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

TfL Stations
Underground Stations

Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations

National Rail Stations

Bus Stops

PTAL 2023 RESULT

0 (Worst) | 1a | 1b | 2 | 3 | 4 | 5 | 6a | 6b (Best)

PTAL 2023 Score

1a

Grid ID: 85665

Coordinates: 511945,181552 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Yeading Tesco	E6	4.67	349.71

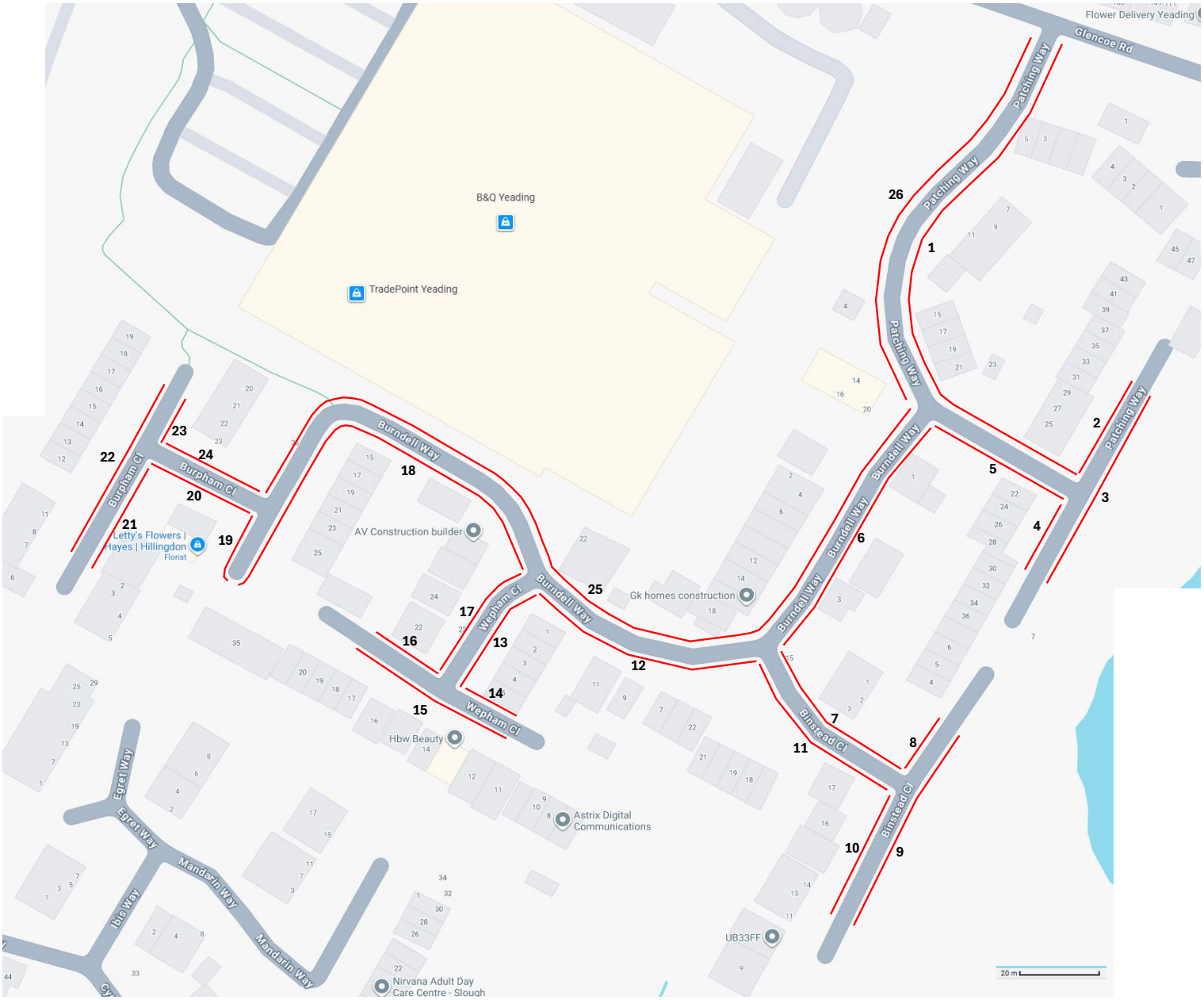
Appendix C
(Parking Survey Data)

K&M TRAFFIC SURVEYS

DAY : TUESDAY & THURSDAY

DATE : 25th & 27th September 2025

LOCATION : WEPHAM CLOSE, HAYES

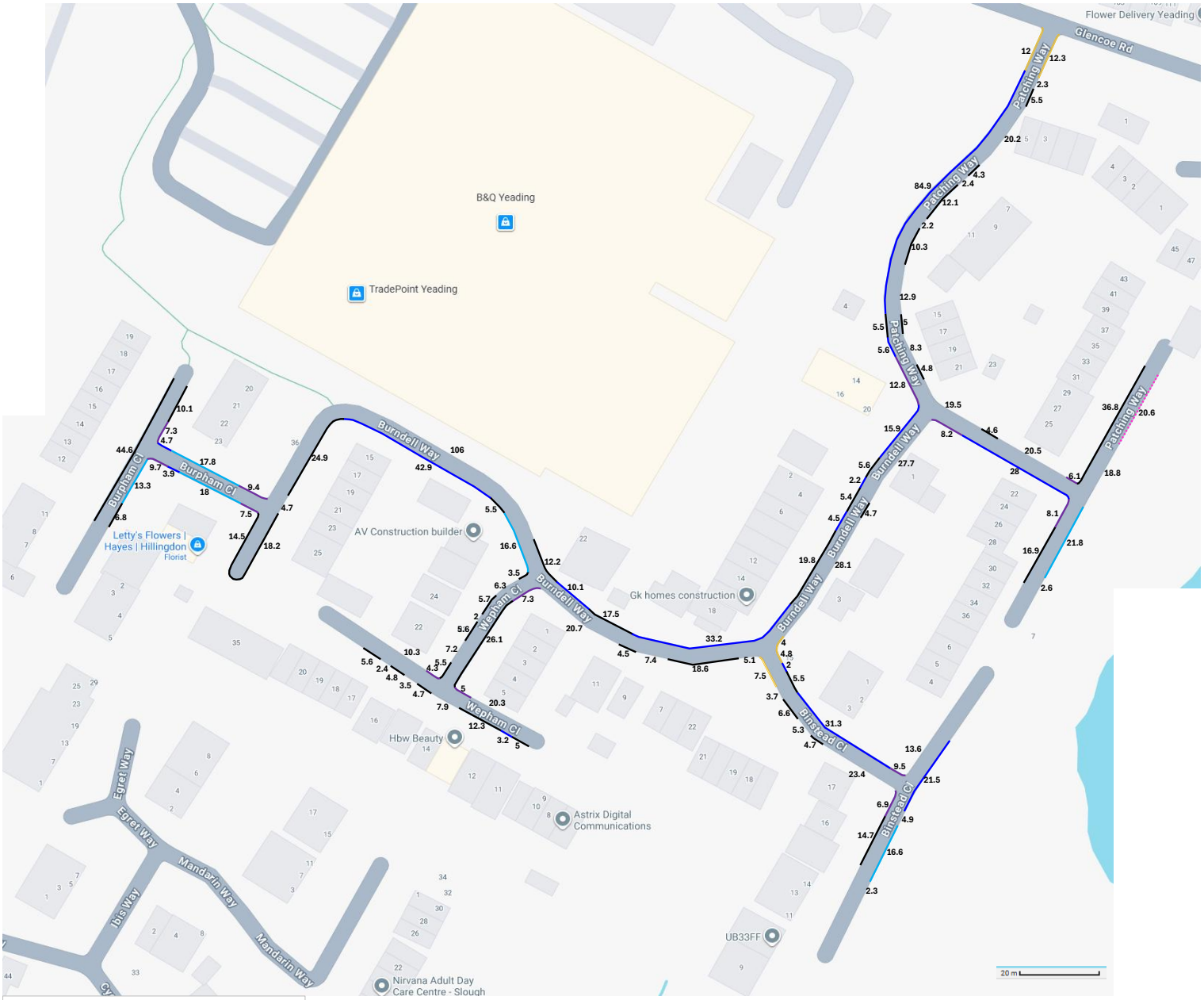


K&M TRAFFIC SURVEYS

DAY : TUESDAY & THURSDAY

DATE : 25th & 27th September 2025

LOCATION : WEPHAM CLOSE, HAYES



KEY

= DOUBLE YELLOW LINE

BLANK = UNRESTRICTED

= DROPPED KERB

= UNRESTRICTED - BUT WOULD NOT PARK

= UNRESTRICTED - NOSE TO KERB

= UNRESTRICTED - LAYBY

= UNRESTRICTED - TOO NARROW

K&M TRAFFIC SURVEYS

DAY : TUESDAY & THURSDAY

DATE : 25th & 27th September 2025

LOCATION : WEPHAM CLOSE, HAYES

ROAD NAME	ZONE	RESTRICTION
PATCHING WAY	1	DOUBLE YELLOW LINE
		UNRESTRICTED
		DROPPED KERB
		UNRESTRICTED - BUT WOULD NOT PARK
	2	DROPPED KERB
	3	UNRESTRICTED - NOSE TO KERB
		UNRESTRICTED
		UNRESTRICTED - LAYBY
	4	DROPPED KERB
		UNRESTRICTED - BUT WOULD NOT PARK
	5	UNRESTRICTED - TOO NARROW
		UNRESTRICTED - BUT WOULD NOT PARK
BURNDELL WAY	6	UNRESTRICTED
		DROPPED KERB
		DOUBLE YELLOW LINE
BINSTEAD CLOSE	7	DOUBLE YELLOW LINE
		UNRESTRICTED - TOO NARROW
		DROPPED KERB
		UNRESTRICTED - BUT WOULD NOT PARK
	8	UNRESTRICTED
	9	UNRESTRICTED - TOO NARROW
		UNRESTRICTED
		UNRESTRICTED - LAYBY
	10	DROPPED KERB
		UNRESTRICTED - BUT WOULD NOT PARK
	11	UNRESTRICTED
		DROPPED KERB
		DOUBLE YELLOW LINE
BURNDELL WAY	12	UNRESTRICTED
		DROPPED KERB

WEPHAM CLOSE	13	UNRESTRICTED - BUT WOULD NOT PARK
		DROPPED KERB
	14	UNRESTRICTED - BUT WOULD NOT PARK
		UNRESTRICTED
	15	DROPPED KERB
		UNRESTRICTED - TOO NARROW
		UNRESTRICTED
	16	UNRESTRICTED
		UNRESTRICTED - BUT WOULD NOT PARK
	17	DROPPED KERB
		UNRESTRICTED
BURNDELL WAY	18	UNRESTRICTED - TOO NARROW
		DROPPED KERB
		UNRESTRICTED
	19	DROPPED KERB
BURPHAM CLOSE	20	UNRESTRICTED - BUT WOULD NOT PARK
		UNRESTRICTED - LAYBY
		UNRESTRICTED - TOO NARROW
	21	UNRESTRICTED - LAYBY
		DROPPED KERB
	22	DROPPED KERB
	23	DROPPED KERB
		UNRESTRICTED - BUT WOULD NOT PARK
	24	UNRESTRICTED - TOO NARROW
		UNRESTRICTED - LAYBY
		UNRESTRICTED - BUT WOULD NOT PARK
BURNDELL WAY	25	UNRESTRICTED
		DROPPED KERB
		UNRESTRICTED - TOO NARROW
PATCHING WAY	26	UNRESTRICTED - BUT WOULD NOT PARK
		UNRESTRICTED - TOO NARROW
		DROPPED KERB
		DOUBLE YELLOW LINE

		Tuesday 25th September 2025 TIME : 01:00			Thursday 27th September 2025 TIME : 04:00		
METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
12.3							
88.3	14	6	7	**46.2%**	6	7	**46.2%**
46.6		1			1		
6.1							
36.8							
20.6	7	6	0	**100.0%**	6	0	**100.0%**
21.4	3	3	0	**100.0%**	3	0	**100.0%**
21.8	3	2	1	**66.7%**	2	1	**66.7%**
16.9							
8.1							
28							
8.2							
55.8	10	9	0	**100.0%**	7	1	**87.5%**
4.7		1					
4							
4.8							
33.3							
5.5							
9.5							
13.6	2	2	0	**100.0%**	2	0	**100.0%**
21.5							
7.2							
16.6	3	3	0	**100.0%**	2	1	**66.7%**
14.7							
6.9							
32.4	5	5	0	**100.0%**	6	0	**100.0%**
11.3							
7.5							
33.2	6	4	1	**80.0%**	6	0	**100.0%**
23.1							

7.3							
26.1							
5							
20.3	4	4	0	**100.0%**	2	1	**66.7%**
32.4		1					
3.2							
13.8	1	2	0	**100.0%**	2	0	**100.0%**
10.3	2	0	2	**0.0%**	0	2	**0.0%**
4.3							
20.3		1			2		
15.5	2	3	0	**100.0%**	2	1	**66.7%**
59.5							
48.6							
4.7		1			1		
14.5							
17.2							
18	3	2	0	**100.0%**	2	0	**100.0%**
3.9							
13.3	2	1	0	**100.0%**	1	0	**100.0%**
6.8							
44.6		3			4		
10.1							
7.3							
4.7							
17.8	2	2	0	**100.0%**	2	0	**100.0%**
9.4							
106	21	7	10	**41.2%**	7	10	**41.2%**
60.5							
65.9							
12.8							
90.5							
5.5							
12							

K&M TRAFFIC SURVEYS

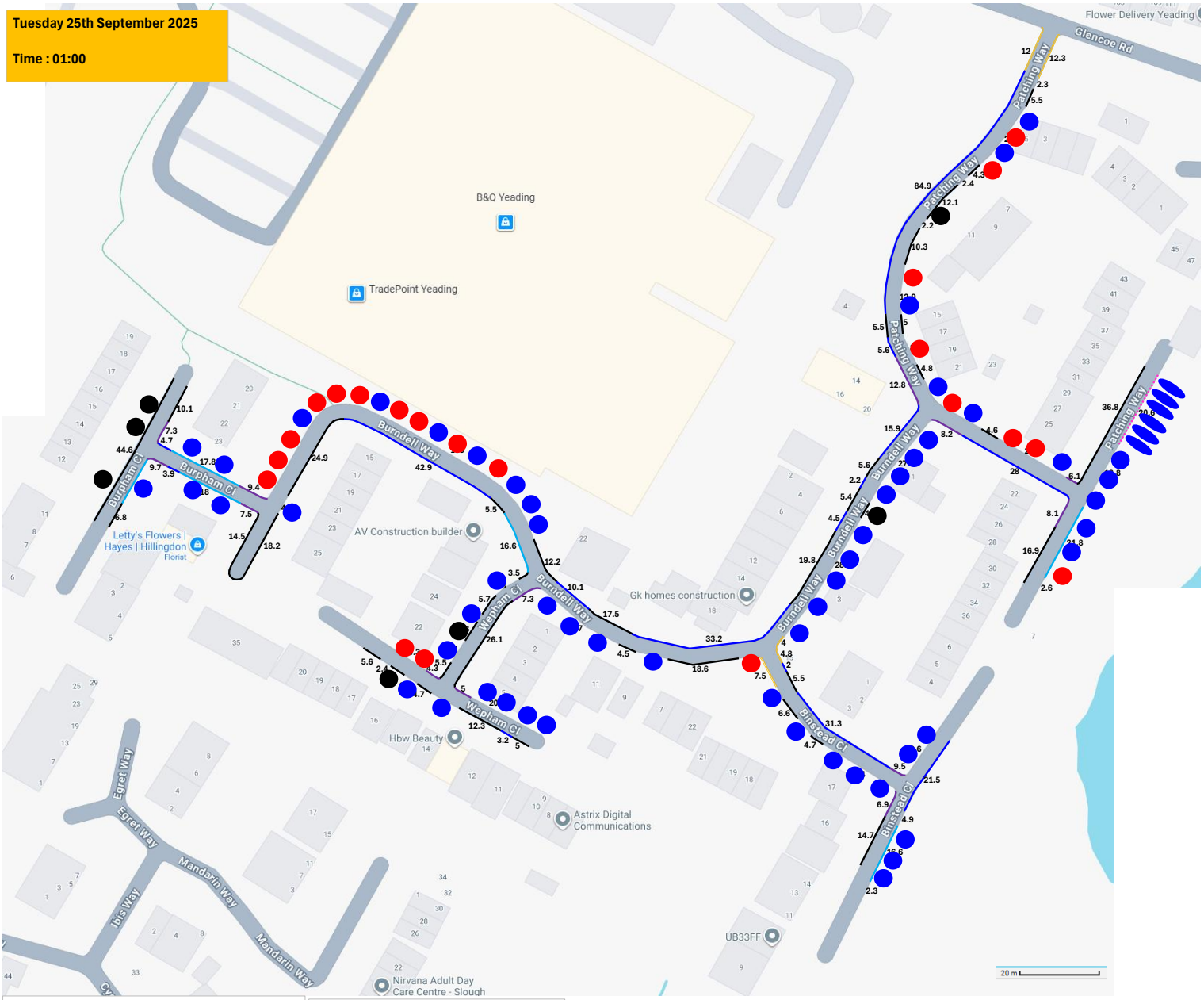
DAY : TUESDAY & THURSDAY

DATE : 25th & 27th September 2025

LOCATION : WEPHAM CLOSE, HAYES

Tuesday 25th September 2025

Time : 01:00



KEY

- = DOUBLE YELLOW LINE
- BLANK = UNRESTRICTED
- = DROPPED KERB
- = UNRESTRICTED - BUT WOULD NOT PARK
- = UNRESTRICTED - NOSE TO KERB
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW

KEY

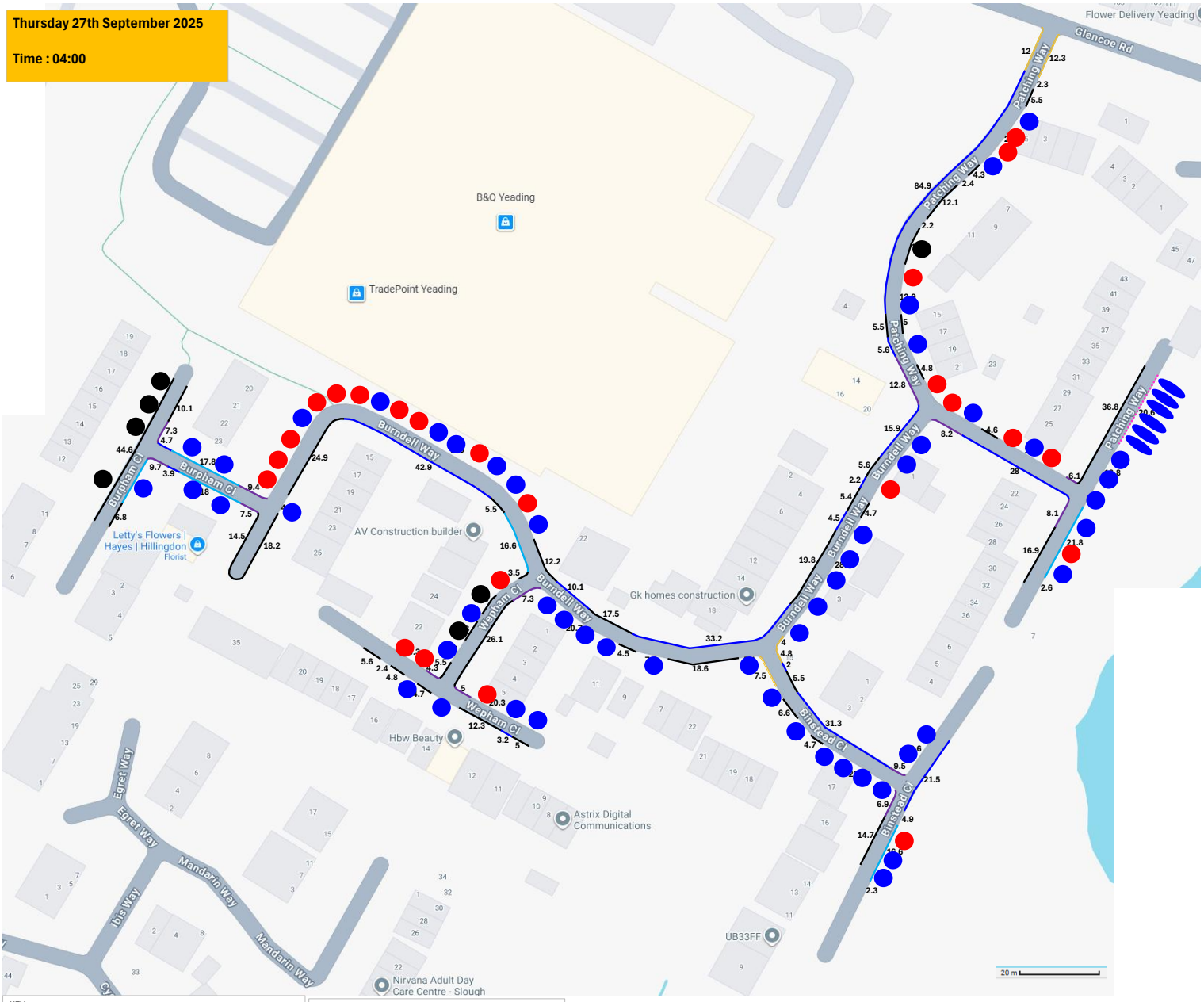
- = PARKED VEHICLE (PARALLEL)
- = PARKED VEHICLE (PERPENDICULAR)
- = OBSERVED SPACE (PARALLEL)
- = OBSERVED SPACE (PERPENDICULAR)
- = PARKED ON DROPPED KERB
- = PARKED ON YELLOW LINES
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY

K&M TRAFFIC SURVEYS

DAY : TUESDAY & THURSDAY

DATE : 25th & 27th September 2025

LOCATION : WEPHAM CLOSE, HAYES



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- = UNRESTRICTED - TOO NARROW

KEY

- = PARKED VEHICLE (PARALLEL)
- = PARKED VEHICLE (PERPENDICULAR)
- = OBSERVED SPACE (PARALLEL)
- = OBSERVED SPACE (PERPENDICULAR)
- = PARKED ON DROPPED KERB
- = PARKED ON YELLOW LINES
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY

Appendix D
(Full Application Plans)