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Structural Engineering
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**LAND @ LONDON
SCHOOL OF THEOLOGY
GREEN LANE
NORTHWOOD**

**PROPOSED
RESIDENTIAL
RE-DEVELOPMENT**

TRAFFIC REPORT

Issue B

Date 19th May 2017

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Job No 84220



Registered No. FS 37624

1.00 The Site & Proposal

- 1.01 This traffic report is intended to support an application being made on behalf of Westcombe Homes Ltd for the erection of a 3/4 storey detached residential building comprising 12 x 2 bedroom residential flats with associated parking and landscaping, following the demolition of an existing residential block and pair of semi-detached houses on a site located within the grounds of the London School of Theology.
- 1.02 On 31st January 2017, planning permission was granted by Hillingdon Council (ref:- 10112/APP/2016/3976) for a similar development but comprising only 9 flats (4 x 2 bedroom and 5 x 3 bedroom) on the same site.
- 1.03 In May 2017, planning permission was refused for a further similar proposal for development of the site comprising 10 residential flats (5 x 2 bedroom and 5 x 3 bedroom units) by Hillingdon Council (ref:- 10112/APP/2017/737).
- 1.04 The officer report for the original application identified the following specific matters relating to highways:-

7.3 Traffic Impact/Pedestrian Safety

Policy AM2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all proposals for development will be assessed against: (i) their contribution to traffic generation and their impact on congestion, particularly on the principal road network as defined in paragraph 14.14 of the plan, and (ii) the present and potential availability of public transport, and its capacity to meet increased demand.

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only, and will wholly discount any potential which local distributor and access roads may have for carrying through traffic. The local planning authority will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or*
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety;*
- (iii) diminish materially the environmental benefits brought about by new or improved roads; or*
- (iv) infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed. Traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied.*

Policy 6.3 'Assessing effects of development on transport capacity' of the London Plan (2016) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. The access to the site is via an existing narrow vehicular access point from Green Lane. No changes are proposed to the access. The proposal would have a greater number of likely occupants in comparison with the previous approval and the number of trips to the site would be more than at present. Concern has been raised regarding the intensified use of the access. However, overall, the number of trips associated with the proposal would not be so significant to justify a refusal.

On balance, given the existing use of the site and the extant approval, the proposal is considered to be acceptable in terms of access, traffic impact, and pedestrian safety, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 6.3 of the London Plan (2016).

7.4 Car parking & Layout

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards.

Policy AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that all car parks provided for new development shall contain conveniently located reserved spaces for disabled persons in accordance with the Council's adopted car parking standards.

Policy 6.9 'Cycling' of the London Plan (2016) states that development should provide a secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions).

Policy 6.13 'Parking' of the London Plan (2016) sets maximum standards laid out in Table 6.2 in the parking addendum. In addition, developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles*
- provide parking for disabled people*
- meet the minimum cycle parking standards set out in Table 6.3*
- provide for the needs of businesses for delivery and servicing.*

The development provides parking at basement level which would not require a ramp by virtue of the topography of the site. The proposal would provide 18 car parking spaces and motorcycle parking spaces. Two disabled parking spaces would be provided which would be situated near to the main core at basement level for ease of use. Given the site has a PTAL of 2, this level of provision would be considered acceptable. The level of disabled car parking is also satisfactory. Should the application be approved, a condition should be imposed to secure a satisfactory level of electrical charging points. The proposal includes provision for 16 cycle parking spaces which would be located at basement level. They would be secure, sheltered, and reasonably accessible.

Overall, the level of parking would be considered policy compliant and acceptable, in accordance with policies AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policies 6.9 and 6.13 of the London Plan (2016).

- 1.05 No Traffic Report was provided with the original application as it was for only 9 units however a Traffic Report was provided with the 10 unit application and we are not aware of any traffic/highway issues being raised as reason for objection.

- 1.06 This revised TR should be read in conjunction with the Planning, Access, Sustainability and Design Statement submitted

2.00 Trip Movements

- 2.01 It is normal for trip generation assessments to be made using a recognized database system such as the TRICS database system. In this instance the main criteria used were:-

Proposed 03 Residential
 C Flats Privately Owned

Further refinements have been made by selecting only sites in Greater London and Suburban area locations.

- 2.02 No allowance has been made for existing trips on the basis that the existing buildings provide accommodation for students and teachers of the school who will be able to walk to the school. There will of course, be a small amount of traffic associated with these for deliveries, family trips/journeys and during school holidays.

It should also be noted that if the existing semi-detached houses were let out, they could be expected to generate 4-6 trips per day each.

- 2.03 The additional traffic generation predicted by TRICS amounts to an additional 20 trips per day and the peak hour movements will be as follows:-

	AM	PM
In	0.5	1.5
Out	1.5	0.5
Total	2.0 trips	2.0 trips

Detailed results are shown in Appendix B.

- 2.04 The trip analysis shows a reasonably even pattern of trips throughout the day with only the am peak exceeding 2 movements.
- 2.05 It should also be noted that the additional flats will result in less than 4 further trips in excess of those considered acceptable in the approved application.

3.00 Access

- 3.01 The development site lies in the eastern side of the school site and has an access road running south to Green Lane. The access road is sufficiently wide to allow two cars to pass and has a hammerhead included to allow refuse vehicles to turn.
- 3.02 In the officer report for the approved application it was noted that:-
"The access to the site is via an existing narrow vehicular access point from Green Lane. No changes are proposed to the access. The proposal would have a greater number of likely occupants in comparison with the previous approval and the number of trips to the site would be more than at present. Concern has been raised regarding the intensified use of the access. However, overall, the number of trips associated with the proposal would not be so significant to justify a refusal."
- 3.03 The additional flat would only add a further 4 trips per day at most and this level of additional traffic is not sufficient to change the situation previously deemed acceptable by Hillingdon Council.
- 3.04 Green Lane is part of the B469, a local distributor running from the A404 in the west to the A4125 in the east. It is on a bus route and the 282 service runs every 12 mins between Mt Vernon Hospital and Ealing Hospital Northolt Station and Greenford as well as other local destinations. Bus stops are located on both sides of Green Lane a short distance from the access.
- 3.05 Northwood underground station is just over 350m walk from the site in the town centre from where Metropolitan line services run regularly to Amersham in the north and Aldgate in central London. The town centre also offers a range of shops and services including a supermarket.
- 3.06 In the vicinity of the site access, Green Lane is a wide single carriageways approx. 8.25m wide with footways on either side, street lighting and is subject to a 30mph speed limit. There is a mixture of parking restrictions and on-street parking bays and there is a zebra crossing located a short distance to the east.
- 3.07 Recent Personal Injury Accidents data for Green Lane obtained from the Crashmap website shows that there has been only 1 PIAs in the last 5 years up to 2016 which was slight. Whilst there will be a small increase in trips anticipated as a result of the proposal they are not significant in traffic terms and are unlikely to materially affect the safety of the junction.

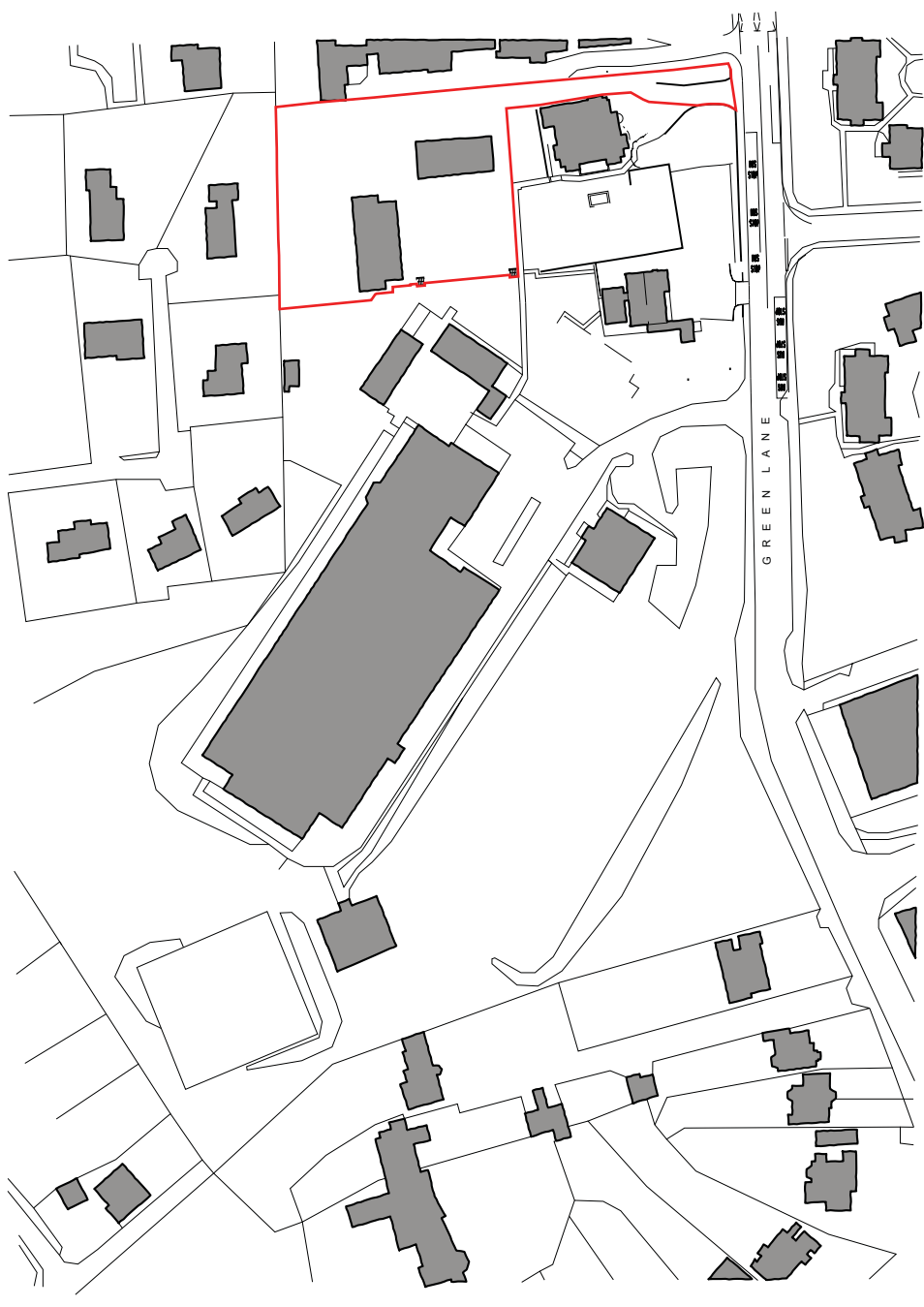
4.00 Parking

- 4.01 The approved proposal included for 18 car parking spaces, including 2 disabled spaces, as well as motorcycle parking and 16 cycle parking spaces in the basements. This level of parking was deemed acceptable subject to provision of active and passive electric charging points in line with the London Plan. The new proposal would increase the overall car parking spaces to 24 in line with standards and the cycle parking will increase to 24 spaces again in line with standards.

5.00 Comments

- 5.01 It can be seen from the assessment that the current proposal is likely to generate a small level of additional trips on a daily basis over and above that generated by the approved proposal, however in traffic terms this will not amount to a significant increase and will have no material effect on the operation of the local highway network.
- 5.02 It should also be noted that the additional traffic compared to that generated by the approved proposal only amounts to an additional 4 trips per day. This level of trips does not materially affect the previous acceptance.

Appendix A – Location Plan/Site Layout



Rev	Date	Description



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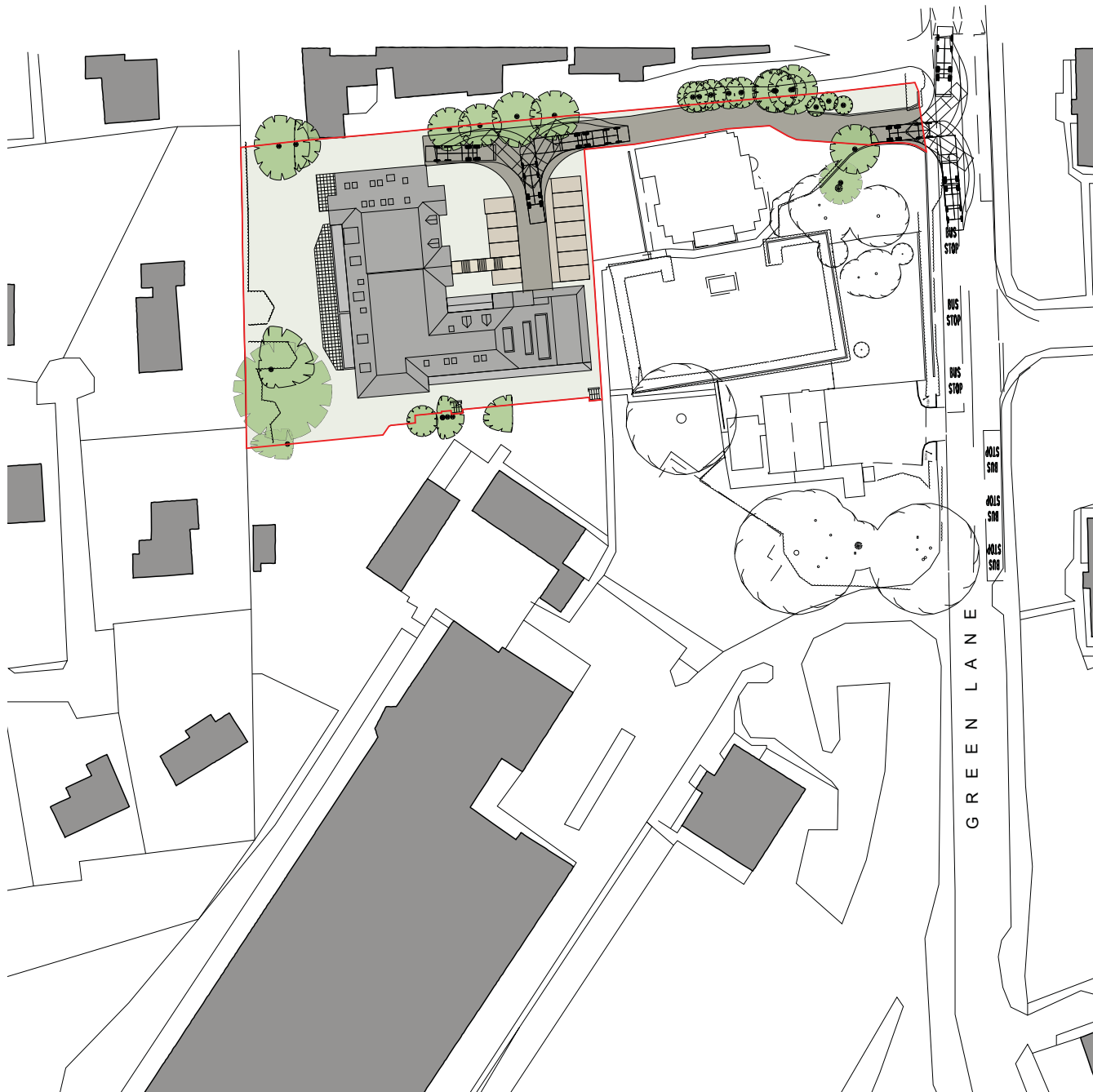
Client :
Westcombe Homes Ltd

LST Site C, Green Lane, Northwood

Location Plan

1: 1250 @ A3
0 10 20

Scale	Dwg No.
1:1250 @ A3	FLU.249.3A.01
Date	Rev
11.10.16	
Drawn	N. Millin

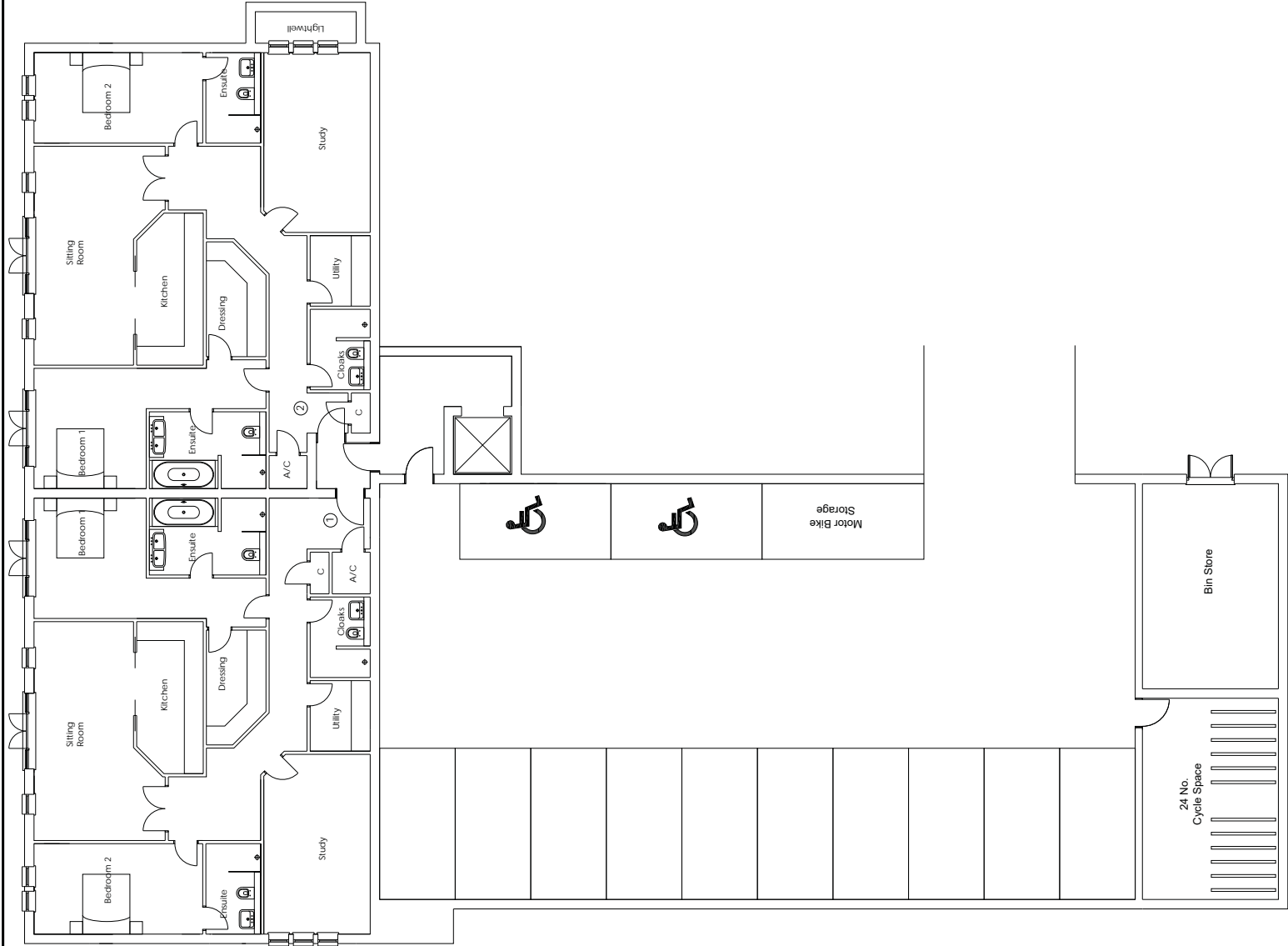


Rev	Date	Description


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Client:	Westcombe Homes Ltd
LST Site C, Green Lane, Northwood	
Proposed Site Layout	
1:500 @ A2	0 10
Dwg No.	FLU 249.3A.02
Scale	1:500 @ A2
Date	11.10.16
Rev	
Drawn	N.Millin



Rev	Date	Description



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Client:	Westcombe Homes Ltd
	LST Site C, Green Lane, Northwood
	Basement Floor Plan
1:100 @ A2	0 1 2 3
Scale	Dwg No.
1:100 @ A2	FLU 249.3A.03
Date	Rev
11.10.16	
Drawn	N.Milllin

Appendix B – Trip Generation Assessment & Output

Proposed Use

- Flats Privately Owned 12 units

Trip number information from TRICS database taking the following parameters:-

Type	-	Private Flats
Regions	-	Greater London
Locations taken	-	Suburban Area
Survey days	-	Monday to Friday only
Assessed on	-	Units (up to 25)

This gives the following two way trip generation:-

$$1.632 \text{ trips/day/unit} \quad \times \quad 12 \text{ units} \quad = \quad 20 \text{ trips per day}$$

From the TRICS output we can assess the peak hour movements as follows:-

	AM	PM
In	0.5	1.5
Out	<u>1.5</u>	<u>0.5</u>
Total	2.0 trips	2.0 trips

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
VEHICLES

Selected regions and areas:

01	GREATER LONDON	
EN	ENFIELD	1 days
HK	HACKNEY	1 days
IS	ISLINGTON	1 days

Secondary Filtering selection:

Parameter:	Number of dwellings
Actual Range:	9 to 16 (units:)
Range Selected by User:	9 to 25 (units:)

Public Transport Provision:

Selection by:	Include all surveys
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Date Range: 01/01/09 to 16/11/15

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
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Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	1

LIST OF SITES relevant to selection parameters

1	EN-03-C-01	BLOCK OF FLATS		ENFIELD
		SOUTH STREET		
		ENFIELD		
		Suburban Area (PPS6 Out of Centre)		
		Built-Up Zone		
		Total Number of dwellings:	16	
2	HK-03-C-03	BLOCK OF FLATS		HACKNEY
		GREEN LANES		
		MANOR HOUSE		
		FINSBURY PARK		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	10	
3	IS-03-C-03	BLOCK OF FLATS		ISLINGTON
		FLORENCE STREET		
		ISLINGTON		
		Suburban Area (PPS6 Out of Centre)		
		Residential Zone		
		Total Number of dwellings:	9	

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 12 DWELLS shown in shaded columns

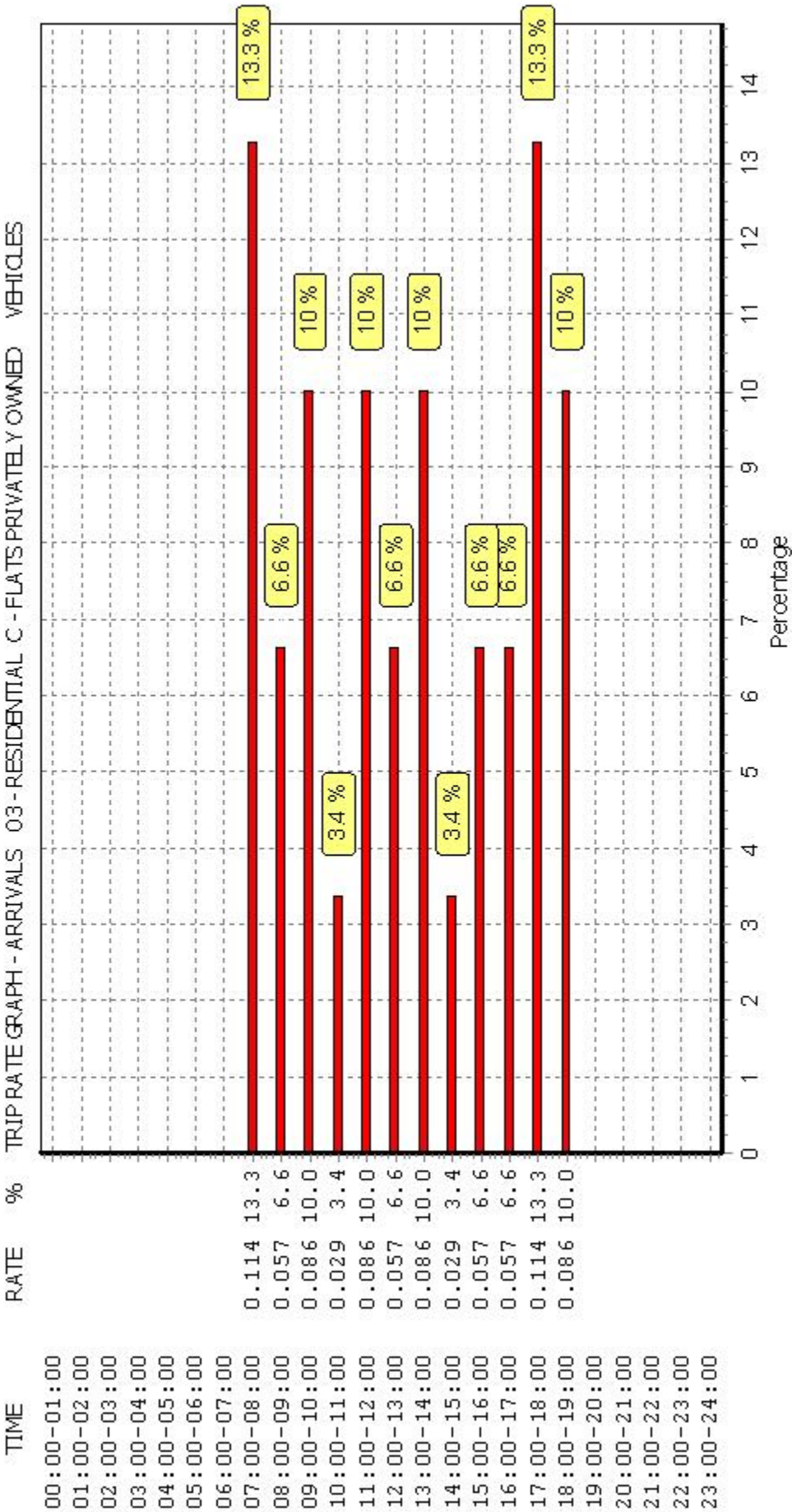
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	12	0.114	1.371	3	12	0.086	1.029	3	12	0.200	2.400
08:00 - 09:00	3	12	0.057	0.686	3	12	0.143	1.714	3	12	0.200	2.400
09:00 - 10:00	3	12	0.086	1.029	3	12	0.029	0.343	3	12	0.115	1.372
10:00 - 11:00	3	12	0.029	0.343	3	12	0.086	1.029	3	12	0.115	1.372
11:00 - 12:00	3	12	0.086	1.029	3	12	0.029	0.343	3	12	0.115	1.372
12:00 - 13:00	3	12	0.057	0.686	3	12	0.029	0.343	3	12	0.086	1.029
13:00 - 14:00	3	12	0.086	1.029	3	12	0.086	1.029	3	12	0.172	2.058
14:00 - 15:00	3	12	0.029	0.343	3	12	0.057	0.686	3	12	0.086	1.029
15:00 - 16:00	3	12	0.057	0.686	3	12	0.114	1.371	3	12	0.171	2.057
16:00 - 17:00	3	12	0.057	0.686	3	12	0.086	1.029	3	12	0.143	1.715
17:00 - 18:00	3	12	0.114	1.371	3	12	0.029	0.343	3	12	0.143	1.714
18:00 - 19:00	3	12	0.086	1.029	3	12	0.000	0.000	3	12	0.086	1.029
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.858	10.288			0.774	9.259			1.632	19.547

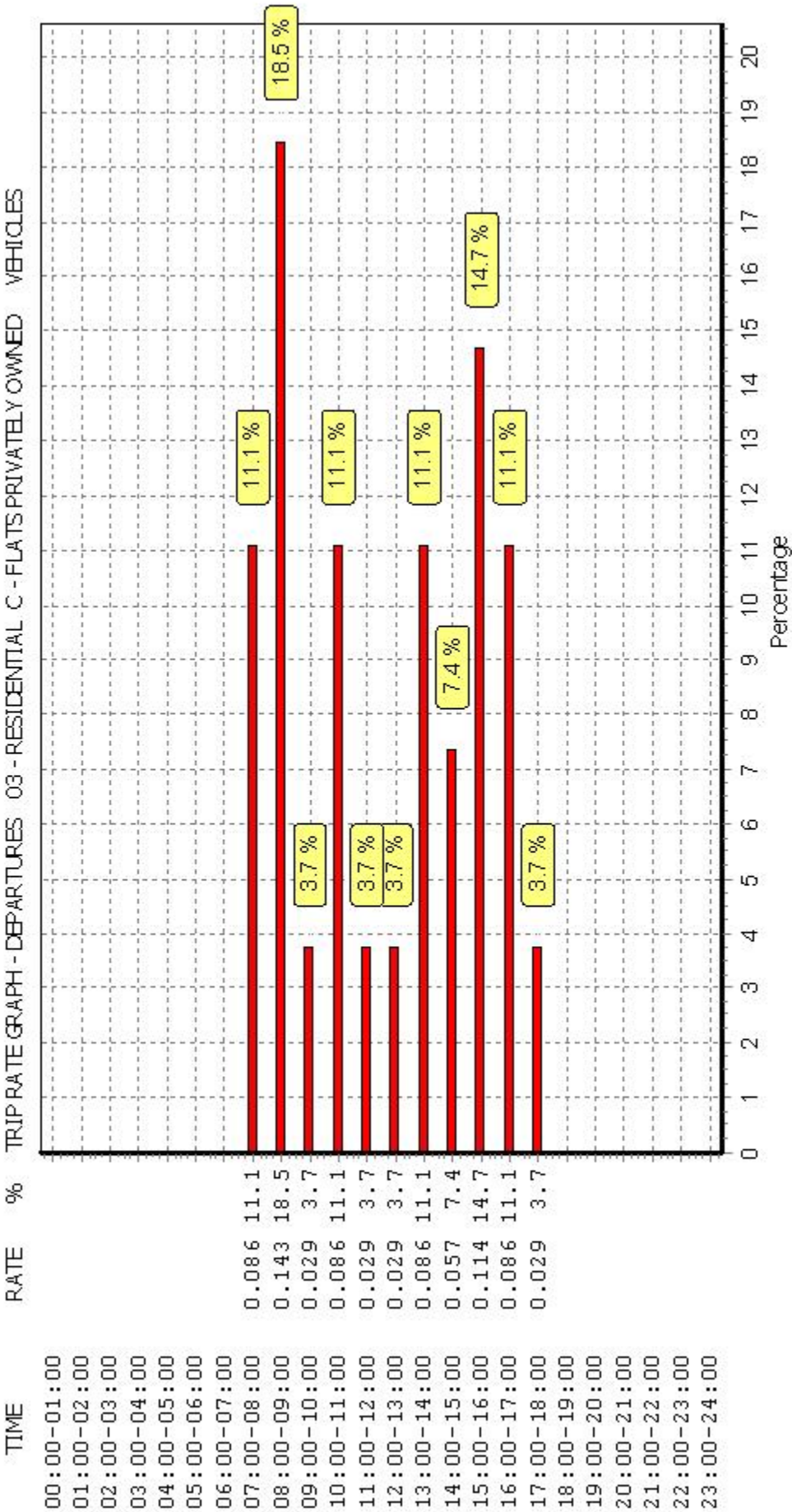
Parameter summary

Trip rate parameter range selected: 9 - 16 (units:)
 Survey date range: 01/01/09 - 16/11/15
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

Licence No: 731701



Licence No: 731701



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