Client:

Leap 24

Project:

Land to the Rear of The Close, Eastcote

Transport Statement

August 2023

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1 INTRODUCTION

1.1 Pulsar has been instructed by Leap 24 to provide transport advice in support of a planning application for an electric vehicle charging facility at land to the rear of 17-21 The Close, Eastcote, London HA5.

Background

1.2 The Local Planning Authority and Local Highway Authority are the London Borough of Hillingdon.

1.3 The site currently comprises vacant land. However, the site also benefits from outline planning permission for a two-storey office (land use class 'E'), although it is noted that the permission has not been implemented.

Proposed Development

1.4 The Applicant seeks to submit a planning application for the implementation of an electric vehicle charging station comprising six charging stations. The proposed layout is shown on the architect's plans in **Appendix A**.

1.5 Access is proposed is proposed from the western frontage of the site via an unnamed (publicly adopted) road.

1.6 The Transport Statement is structured as follows:

- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
- **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
- **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on proposed transport infrastructure.
- **Section 5: Development Impact** – A review of the likely number of trips to be generated by the proposed development.
- **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

2 EXISTING CONDITIONS

2.1 This section describes existing conditions at the site in relation to transport.

Site Location

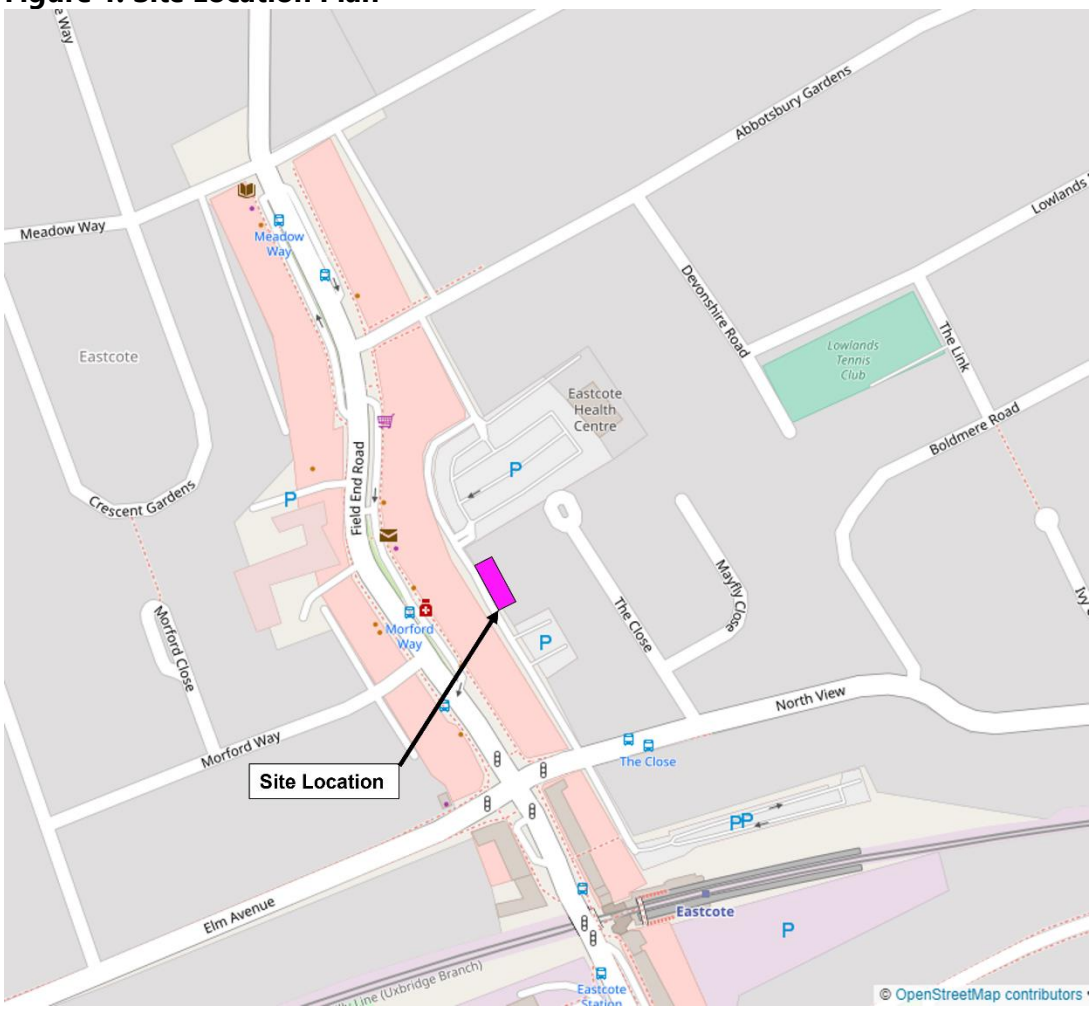
2.2 The site is located immediately to the east of an unnamed road that leads from North View to the south and Abbottsbury Gardens to the north. The site is also bound to the east by the rear gardens of 17A-21B The Close, and to the north by Devonshire Lodge car park.

2.3 The unnamed road is a single carriageway road operating one lane in each direction. It serves Devonshire Lodge and Devonshire Parade car parks, as well as the rear of commercial units fronting Field End Road. There are also other various accesses to the rear of properties/garages on the eastern side of the road.

2.4 The unnamed road is a publicly adopted highway, maintained at public expense by LBH. Whilst there is no speed limit signage (it is assumed that the speed limit is 30mph given the urban location), vehicle speeds are generally significantly lower given the relatively narrow carriageway widths, short road lengths and existing activity on the road.

2.5 The site is immediately adjacent to Eastcote Town Centre (both the unnamed road and Devonshire Lodge and Devonshire Parade car parks are within the Town Centre boundary). **Figure 1** shows the site location plan.

Figure 1: Site Location Plan



Local Highway Network

2.6 As noted above, the site is accessed from an unnamed road, accessed from North View to the south and Abbotsbury Gardens to the north. Both North View and Abbotsbury Gardens are single carriageway roads accommodating traffic in both directions, subject to a 30mph speed limit. They both meet Field End Road further west, approximately 40m to the west of the unnamed road.

2.7 Field End Road is a single carriageway road accommodating traffic in both directions. The road also operates a 30mph speed limit. In the vicinity of the site, there is a parallel slip road on the eastern side of the carriageway which acts as local access to the adjacent commercial and retail units. The slip road includes pay & display parking bays on the eastern side, as well as disabled and loading bays. The west side of the carriageway also includes several pay & display parking bays, loading bays and disabled bays.

2.8 Field End Road provides access between the Northolt area to the south and the Eastcote area.

3 POLICY REVIEW

Introduction

3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

3.2 The revised NPPF was published in July 2018 (and recently updated in July 2021) and sets out the Government's planning policies for England and how these are expected to be applied. It replaces the previous document published in March 2012.

3.3 The NPPF reiterates that "*the purpose of the planning system is to contribute to the achievement of sustainable development*" and "*at the heart of the Framework is a* ***presumption in favour of sustainable development***".

3.4 Section 9 deals with promoting sustainable transport. Paragraph 104 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

3.5 Paragraph 105 states that the planning system should actively manage patterns of growth in support of the above objectives.

3.6 Paragraph 110 states that in assessing specific applications for development, the following should be ensured:

"appropriate opportunities to promote sustainable transport modes can be – or have been - taken up given the type of development and its location;

Safe and suitable access to the site can be achieved for all users;

The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Mode Design Code; and

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.7 Paragraph 111 goes on to state:

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 would be severe."

3.8 NPPF states 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 transport statement or transport assessment.

National Planning Practice Guidance (NPPG), 2014

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

Regional Policy

The London Plan 2021

3.1 The new London Plan is a broad plan to shape the way London develops over the next 20-25 years.

3.2 Following an extensive consultation process, an Examination in Public (EIP), and comments from the Secretary of State, the new London Plan was published and adopted in March 2021.

3.3 A key objective of the new London Plan is to enable "Good Growth", i.e. delivering a more socially integrated and sustainable city.

3.4 Policy GG2 "Making Best Use of Land" supports use of brownfield land and sites that are well connected by public transport and promotes the utilisation of small sites.

where local amenities are within walking and cycling distance, and public transport options are available for longer distance trips, supporting good health, allowing strong communities to develop, and boosting the success of local businesses.

Making the best use of land means directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling networks.

All options for using the city's land more effectively will need to be explored as London's growth continues, including the redevelopment of brownfield sites and the intensification of existing places.

3.5 Specific transport related policies are dealt with in Chapter 10 of the new London Plan. There is a focus on reducing car dependency and promoting a significant shift towards active modes of travel and public transport use. However, there is also an acknowledgement that electric vehicle infrastructure should be incorporated within development proposals and to support the Ultra Low Emission Zone proposals.

3.6 The Mayor's Transport Strategy

3.7 A key focus of the Mayor's strategy is to improve air quality throughout London. Policy 7 notes that:

London's streets and transport infrastructure will be transformed to enable zero emission operation, and the switch to ultra low and zero emission technologies will be supported and accelerated.

3.8 A key policy is the implementation of Ultra Low Emission Zones within London. Furthermore, the Strategy identifies a need for major expansion in electric vehicle charging points to support the overall aims.

Local Policy

Hillingdon EV Strategy

3.9 Hillingdon has recently undertaken a review of their EV policy. LBH's website notes the following:

In 2020, the council declared a climate emergency in response to the overwhelming evidence that greenhouse gas emissions are leading to dangerous levels of global warming. The council is committed to a vision of becoming the greenest London borough, protecting and improving the environment, and providing a better future for future generations. As part of this declaration, the council determined to achieve 'net zero' carbon emissions across the borough by early 2030 and ensuring that we do our part to limit the effects of climate change.

In order to meet its obligations to tackle climate change and improve local air quality, the council actively encourages the use of electric vehicles (EVs) to help achieve these targets. The council is aware that the existing electric vehicle charging infrastructure currently active within the borough will not be sufficient to serve the growing number of electric vehicles that is predicted in the future. To meet future demand, a borough-wide EV charge point strategy is being developed to ensure that residents have easy access to charging points. The Hillingdon EV strategy will outline short, medium, and long-term EV infrastructure implementation plans based on overall demand.

4 THE PROPOSED DEVELOPMENT

4.1 This section of the report provides a description of the proposed development with a focus on transport infrastructure. **Appendix A** contains the architect's layout.

4.2 The proposed development will comprise an Electric Vehicle charging station with six charging points. The station has been designed to primarily serve car drivers and will be open 24/7. Whilst the charging points will not be available for pre-booking, drivers will be able to review the availability of the charging points on-line or via an App.

4.3 The charging stations will incorporate rapid EV chargers to allow customers to charge relatively quickly. It is estimated that each customer will charge for an average of 30 minutes. The EV station will be unmanned.

4.4 Each charging space is 3.5m wide (to allow for drivers to move comfortably around the vehicle and insert the necessary charging equipment). The additional width also allows drivers to manoeuvre their cars more comfortably within the forecourt area.

Proposed Access

4.5 Vehicular access will be from the existing unnamed road. Swept path analysis shows that each charging space can be accessed satisfactorily using a large estate car. These vehicles are not required to reverse into (or from) the unnamed road. The swept path analysis is shown in **Appendix B**.

4.6 As noted previously, traffic speeds along the unnamed road are very low due to the geometry of the road and existing activity along the road. Given that all vehicle movements to/from the site will be undertaken in forward gear), the access arrangements are considered to be acceptable.

4.7 During the charging process, drivers may want to walk into Eastcote Town Centre. This would be a similar action to drivers parking in the Devonshire Lodge and Devonshire Parade car parks. There are rear entrances into the Aldi and Tesco Express stores from the unnamed road. Both stores also have entrances on to Field End Road.

Servicing

4.8 Servicing of the EV station will take place occasionally for maintenance using transit vans. Given that there is no kiosk, requirement to deliver material/"fuel" or collect cash there are no regular delivery movements required to the site. During the very infrequent servicing requirements, the EV station will be closed. This will be highlighted on the relevant website/app.

5 DEVELOPMENT IMPACT

5.1 This section considers the likely number of trips that the development is forecast to generate.

Trip Generation

5.2 As EV stations are a relatively new type of development, there is a paucity of information on the trip generation characteristics of an EV station. Therefore, a "first-principles" approach has been taken to estimate the trip generation associated with the proposals.

5.3 As noted above, it is estimated that a driver will spend approximately 30 minutes on average to charge their car. Therefore, there will be on average two cars using each EV charging point per hour. For the six charging points, this equates to 12 vehicles arriving and 12 vehicles departing per hour. This equates to a vehicle arriving on average every 5 minutes.

5.4 As the usage of the charging points will be monitored, this information will be made available to prospective users of the charging station via the relevant website/app. As such, drivers are unlikely to travel to the site, if the station is very busy or fully occupied.

5.5 The above level of trip generation for the proposed development is considered relatively low when compared to the number of trips associated with the two existing adjacent car parks (and other uses along the access road). The impact of the development is likely to be negligible on the road network.

6 SUMMARY & CONCLUSIONS

6.1 Leap 24 has commissioned Pulsar to provide transport advice to support a planning application for development at land to the rear of 17-21 The Close, Eastcote in the London Borough of Hillingdon.

6.2 The proposals involve the implementation of an Electric Vehicle charging station on an unused plot of land. However, it should be noted that the site currently has consent for a scheme involving the construction of a building with office uses.

6.3 The site is located adjacent to Eastcote Town Centre and is accessed off a publicly adopted unnamed road, which also serves two public car parks.

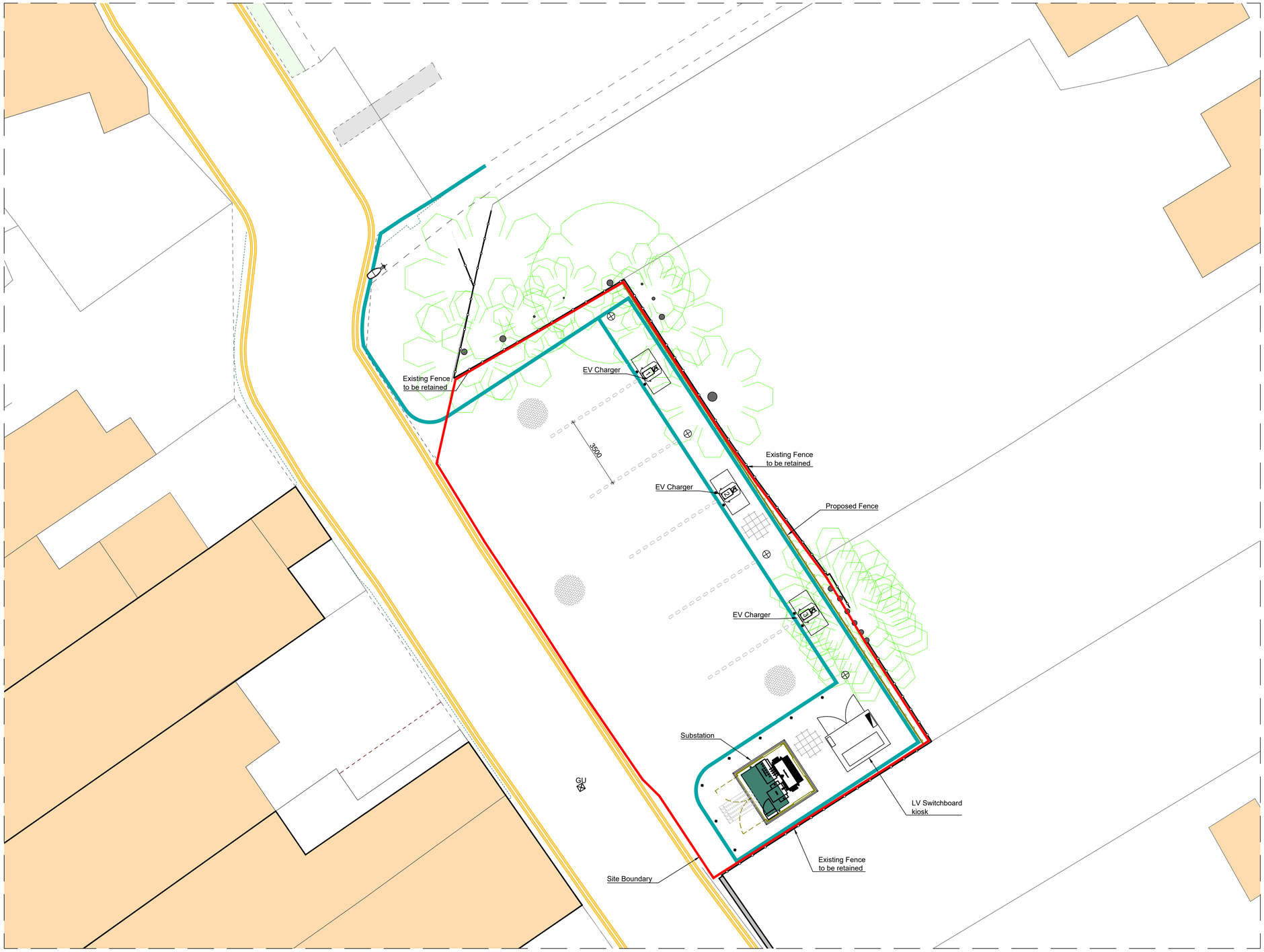
6.4 The charging station would comprise six charging points and would cater for car drivers. Details and the operation of the charging station would be highlighted on a relevant website/app to allow drivers to monitor the occupancy of the charging points. This would assist in managing trips to the site.

6.5 A trip generation assessment was undertaken using a "first-principles" approach. This demonstrated that the impact of the proposed development is expected to be negligible.

6.6 The proposed development is expected to have a minimal impact on the public highway network and from a transport perspective meets local/regional policies to increase electric vehicle charging infrastructure in order to meet other environmental objectives such as improved air quality.

6.7 In conclusion, and on the basis of the above, the proposed development should not be refused on transport grounds. The cumulative residual transport impacts of the proposal would be negligible. The proposal would comply with national and local policy.

APPENDIX A – ARCHITECT'S LAYOUT



Proposed plan
scale 1:100

1:100
2m 0 2m 4m 6m 8m 10m

KEY	
Symbol	Description
	Building area
	Brick pavemant
	Paving stone 300x300x50mm, grey
	Vegetation
	Kerb lines 130-150.250
LP	Lightpole
Dr	Drain
	Sewer
	Sewer Rain water
Duct@160	Electrical Duct
	Fence
	Power supply cable
	Site Boundery
	Light Bollard
	New Fence
	Trees to be retained

NOTES:
1. DRAWING ARE CONCEPTUAL ONLY AND DETAILED DESIGN TO BE DEVELOPED BY TSG
2. DRAWING IS FOR PLANNING AND INFORMATION ONLY AND NOT TO BE USED FOR INSTALLATION/CONSTRUCTION.
3. DIMENTIONES NEED TO BE CHECKED ON SITE.

PLANNING DRAWING

REV	DATE	DESCRIPTION	BY
A	04-08-2023	text adjusted site boundary line type changed.	AWOU

REVISION

TSG Driving New Energies
2 Hayhill Industrial Estate
Barrow upon Soar
Leicestershire
LE12 8LD
Phone: +44 (0) 1162 437 476

Client

LEAP24

SITE NAME

TEH CLOSE EASTCOTE
RO 17-21 The Close, Eastcote, Pinner, HA5

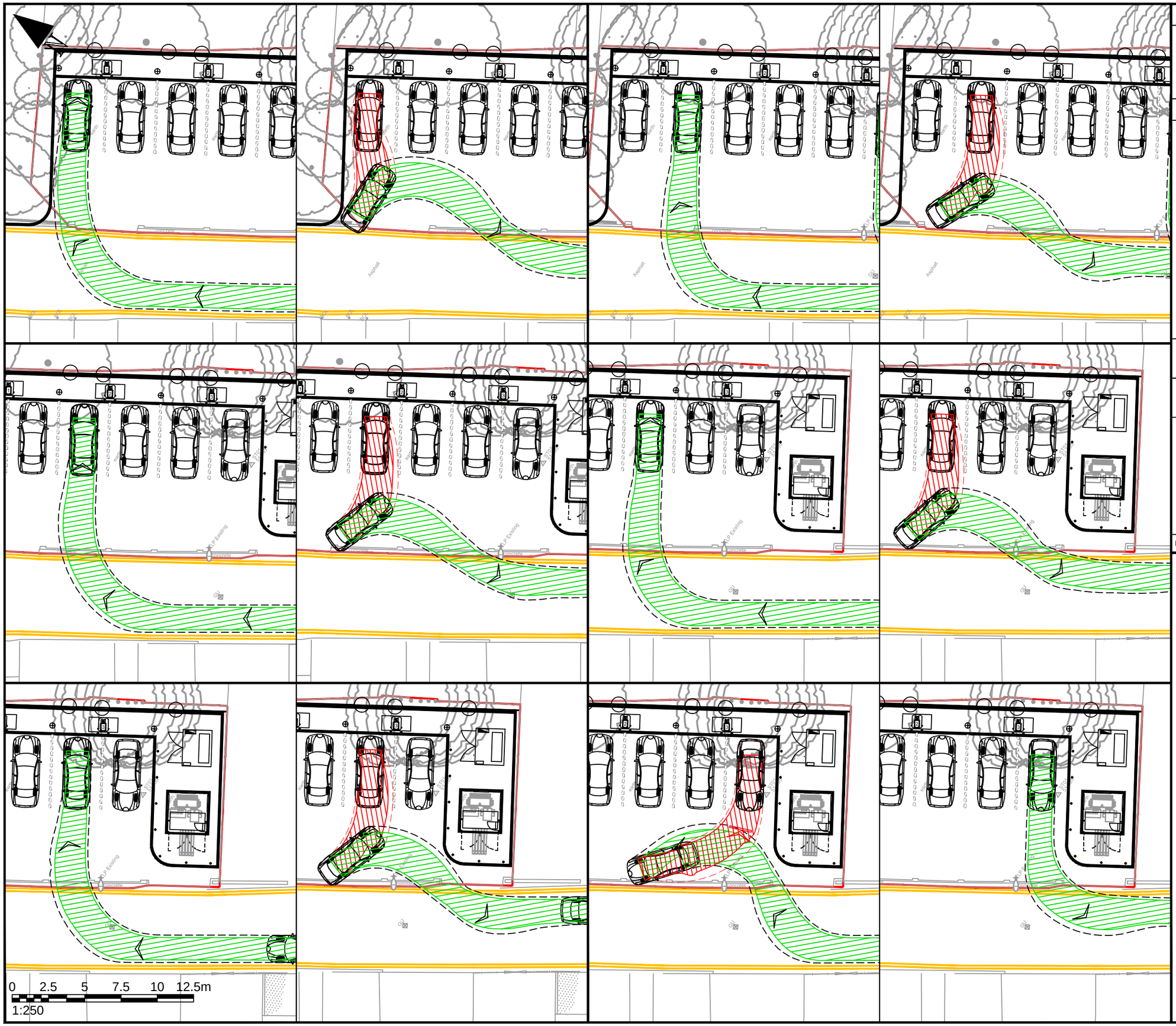
Drawing Title

PROPOSED PLAN

Drawn By	Drawing Status	Date	Revision
AWOU	PLANNING DRAWING	30/07/2023	A
Checked By	Drawing No.	Scale	Media
-	45388-003	1:100	A1

N
W E
S

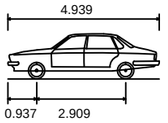
APPENDIX B – SWEPT PATH ANALYSIS



NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

LARGE SIZE CAR (Jaguar S-Type)



Overall Length	4.939m
Overall Width	1.878m
Overall Body Height	1.474m
Min Body Ground Clearance	0.259m
Max Track Width	1.544m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

CLIENT: LEAP24

PROJECT: The Close Eastcote

DRAWING TITLE: Vehicular Swept Paths Analysis using Large Size Car

SCALE	SIZE
1:250	A3

DRAWN BY	CHECKED BY	DATE
DW	KH	31.07.2023

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PROJECT REF	DWG NO	REV
23061	TR03	

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