

Technical Note 01: Transport

Project: 23 Linksway, Northwood HA6 2XA
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1.0 Introduction

- 1.1 DIRMAK Transport Planning has been appointed to advise on highways and transport matters associated with proposals at 23 Linksway, Northwood. The property is located within the administrative boundary of the London Borough of Hillingdon (LBH).
- 1.2 The development proposals seek to make alterations to the external landscaping as well as amendments to the front forecourt area to accommodate an internal driveway facilitating two vehicular access points directly off Linksway.
- 1.3 This Technical Note (TN) has been prepared in order to support the planning application for proposals at 23 Linksway. This note considers the current proposals whilst also making reference / taking account of the transport / highways related reasons for refusal of the previous planning application for the same site.

2.0 Background

- 2.1 A previous planning application (Ref: 15845/APP/2021/731) for proposed external landscaping works to include a drive through driveway and two vehicular access points was submitted to LBH on March 2021. However, this application was refused on April 2021.
- 2.2 In addition to issues related to the preservation of an Oak tree the transport / highways reason for refusal, as stated within the Decision Notice, was as follows:

'The proposal, by reason of the positioning of the second crossover would be detrimental to highway and pedestrian safety contrary to Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).'
- 2.3 The Delegated Decision report for the previous application stated the following in relation to transport / highways issues:

Traffic Impact / Pedestrian Safety

'The highways officer has advised that the application is not in accordance with the Council Guidelines. As per the guidelines a second crossover may be permitted if the property fronts a classified road to allow vehicles to enter and exit in a forward gear. The application would not be compliant with the Local Plan policy DMT 6 of the Hillingdon Local Plan - Part Two (2020).'
- 2.4 It is understood that following recent pre-application discussions with the Council's Highways team, that as part of the new application they would require a supporting Transport related Technical Note and have advised that any new secondary access should be ancillary, exit only and be designed to accommodate car and van movements only.
- 2.5 The current proposed design has been amended in light of the decision and comments provided for the previous application as well as the recent pre-application discussions. This Technical Note considers the new proposals and the points raised above in order to demonstrate and provide assurance that the development proposals are appropriate on traffic and transport related grounds.

3.0 Policy

National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) was revised on 20 July 2021 and sets out the government's planning policies for England and how these are expected to be applied.
- 3.2 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.'*
- 3.3 Paragraph 111 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 would be severe.'*

The London Plan

- 3.4 The London Plan (2021) is the Spatial Development Strategy for Greater London and sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for growth. The policies within the Plan should inform decisions on planning applications across the capital with Borough Local Plans being in general conformity. Chapter 10 of the London Plan sets out the transport strategy. Policy T4 'Assessing and mitigating transport impacts' states that *'the cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.'* It also states that *'development proposals should not increase road danger.'*

Hillingdon Local Plan: Part Two – Development Management Policies (2020)

- 3.5 Section 8 of the Hillingdon Local Plan Part 2 - Development Management Policies sets out the Transport and Aviation related policies which are used to determine planning applications for development in the Borough. The Decision Notice for the previous application referred to Policies DMT 1 and DMT 2 whilst the Delegated Decision Notice makes an additional reference to Policy DMT 6.
- 3.6 Policy DMT 1: Managing Transport Impacts states the following:
 - 'A) 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 developments to be acceptable they are required to:*
 - i) 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;*
 - ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;*
 - iii) provide equal access for all people, including inclusive access for disabled people;*
 - iv) adequately address delivery, servicing and drop-off requirements; and*
 - v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.*
 - B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments¹¹ 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.'*

3.7 Policy DMT 2: Highways Impacts states the following:

'Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;*
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;*
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;*
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and*
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.'*

3.8 Policy DMT 6: Vehicle Parking states the following:

'A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.'

4.0 Baseline Conditions

Site Location and Surrounding Network

4.1 The application site currently consists of a single residential dwelling and is located at 23 Linksway, Northwood within the administrative boundary of the London Borough of Hillingdon (LBH). The site is located within a predominantly residential area and is bound by Linksway to the west (frontage of the site), Northwood Gold Club grounds to the east and residential properties to the north and south. The existing site layout plan is contained within **Appendix A**. The location of the application site within the context of the surrounding highway network is illustrated in Figure 4.1 below.

4.2 Linksway is a two-way single carriageway local residential road with street lights and footways on each side and a carriageway width of approximately 7.2m in vicinity of the application site. Both on-street parking and loading on Linksway is unrestricted though observations indicate that there are no issues in relation to the availability of on-street spare capacity. A speed limit of 30 miles per hour (mph) applies to all single carriageways with street lights, unless there are signs showing otherwise.

Site Access

- 4.3 The application site currently has a single vehicular access / crossover and a separate pedestrian gate directly onto Linksway. This vehicular access is approximately 3.6m in width. It is noted that the vast majority of larger residential detached houses (including the direct neighbours) on Linksway have two vehicular access / crossovers serving their property. The supporting Arboriculture Report (dated September 2021) noted that a similar access arrangement was recently constructed at 20 Linksway, which is in keeping with the general character of the area.
- 4.4 Due to constraints in the front forecourt area and the number of vehicles that it accommodates the occupants are experiencing difficulties in relation to the manoeuvrability of vehicles in order to better facilitate safe ingress and egress in a forward direction with some vehicles having to reverse onto the public highway.

Site Accessibility

- 4.5 The site has a poor Public Transport Accessibility Level (PTAL) with a rating of 1a based on TfL's WebCAT tool. However, there is adequate footway provision on the surrounding road network providing connections to the bus and train networks. The nearest bus stops are located approximately 650m to the north of the site on Copse Wood Way / Northgate. These bus stops are serviced by Route 331 which provides a link between Ruislip Station, Northwood Station and Uxbridge. Northwood Underground Station is located approximately 1.8km to the north-east of the site. This station is located within Zone 6 and provides access to Central London via frequent services on the Metropolitan Underground Line.

Personal Injury Accidents

- 4.6 The 'CrashMap' database has been interrogated to review Personal Injury Accidents (PIA's) in the surrounding area over the latest 5-year period. This has revealed that there have been no reported incidents on Linksway in vicinity of the application site. Two incidents of slight severity and involving vehicles were recorded on Copse Wood Way near its junction with Linksway. Therefore, there are no concerns raised in relation to recorded PIA's in vicinity of the application site.

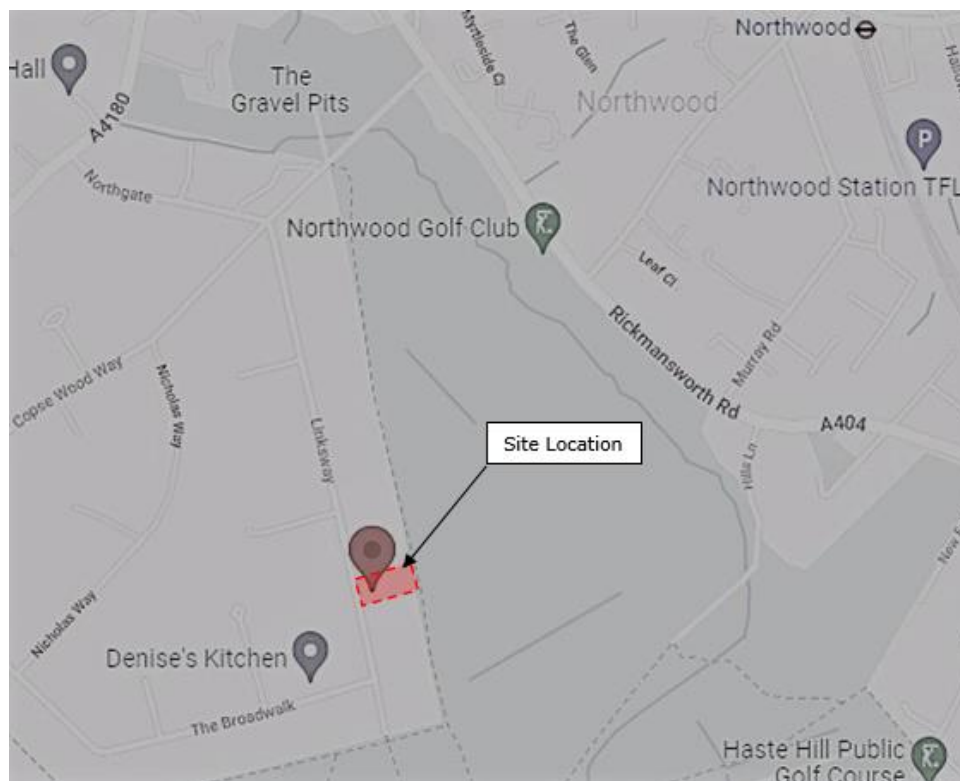


Figure 4.1: Site Location Plan (Source: Google Maps)

5.0 Development Proposals

- 5.1 The development proposals seek to make alterations to the external landscaping as well as amendments to the front forecourt area to accommodate an internal driveway facilitating two vehicular access points directly off Linksway. The existing pedestrian gate is to be removed and replaced with hedging with pedestrians accessing through the main gates as required. The proposed layout plan is contained within **Appendix B**.
- 5.2 The existing vehicular access gate and crossover, at approximately 3.6m in width, shall be rebuilt / upgraded. A second ancillary exit only access gate and vehicular crossover, at approximately 2.5m in width, is proposed to be located approximately 13m south of the existing crossover. The new second crossover shall accommodate exit movements of private passenger vehicles. The vehicle crossovers will be constructed to Council standards and meet engineering requirements. The access gates shall open inwards away from the public highway.
- 5.3 It is noted that the supporting Arboriculture Report (dated September 2021) should be referred to in respect of the Root Protection Area (RPA) incursion, the Tree Preservation Order (T1) and the subsequent mitigation measures proposed as part of this application.

6.0 Development Assessment

Safety

- 6.1 The Linksway is a quite 30mph residential road and does not experience large volumes of pedestrian and traffic flows. As noted in Section 4 under 'Baseline Conditions' the vast majority of residential dwellings (including direct neighbours of the applicant) on Linksway have two vehicular access / crossovers serving their property. The supporting Arboriculture Report (dated September 2021) noted that a similar access arrangement was recently constructed at 20 Linksway, which is in keeping with the general character of the area.
- 6.2 A review of the Personal Injury Accidents (PIA's) on Linksway over the latest 5-year period has revealed that there have been no recorded incidents in vicinity of the site.
- 6.3 Therefore, considering the existing nature of the surrounding area and that there are no demonstrable highway safety issues recorded it is considered within reason that the proposals are not uncharacteristic of the area and would not result in the introduction of any new and significant safety issues.
- 6.4 As noted previously, due to constraints in the front forecourt area and the number of vehicles that it accommodates the manoeuvrability of vehicles is impacted with the applicant having to reverse onto the public highway on some occasions. The proposed exit only secondary access would help facilitate safer ingress and egress of vehicles in a forward direction from / to the public highway.
- 6.5 The LBH Domestic Vehicle Footway Crossover Policy specifies a minimum pedestrian splay of 2.4m x 2.4m with fences, walls and shrubs within these areas to be kept to a maximum height of 0.6m. Indicative pedestrian splays at the proposed access points are illustrated within **Appendix C**. Within the applicants' control, there shall be no obstructions greater than 0.6m within the pedestrian visibility splays.
- 6.6 The Department for Transport (DfT) Manual for Street (MfS) guidance recommends a 43m Stopping Sight Distance (SSD) for road speeds of 30mph. Considering the nature of the Linksway and on-street parking it is considered likely that the actual traffic road speeds experienced would be lower than 30mph. An indicative 2.4m x 43m visibility splay at the proposed ancillary egress point for a 30mph road based on the guidance contained within MfS is illustrated within **Appendix C**.

- 6.7 It is noted the proposed additional crossover may raise concerns in relation to pedestrian safety / conflict. However, considering the nature of the single residential land use, low pedestrian flows, the anticipated low frequency and low speed of vehicles entering / exiting the site throughout the day and the similar access arrangements of surrounding properties with no recorded incidents it is considered that there should not be a detrimental material impact on pedestrian / highway safety.
- 6.8 In relation to visibility along the street edge, MfS states that *'vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously. Consideration should be given to whether this will be appropriate, taking into account the following: the frequency of vehicle movements; the amount of pedestrian activity; and the width of the footway.'* Taking account of the quite residential nature of Linksway the volumes of vehicle and pedestrian movements are not considered to be significant with adequate footway width provided. Further to this, the speed at which vehicles would be exiting the property would be low.
- 6.9 In terms of traffic flow and road safety for streets with direct frontage access, MfS also states that *'it was found that very few accidents occurred involving vehicles turning into and out of driveways, even on heavily-trafficked roads.'*

Vehicle Manoeuvrability

- 6.10 Vehicle swept path analysis has been undertaken in order to demonstrate that the proposed arrangement helps better facilitate the safe movement of private passenger vehicles through the application site with vehicles entering via the northern crossover and exiting via the proposed southern crossover. All entering and exiting vehicle movements are able to be undertaken in a forward direction, thereby improving highway safety. The swept path analysis output is contained within **Appendix D**.

Planning Applications Search

- 6.11 As previously noted, the vast majority of larger residential detached houses (including the direct neighbours) on Linksway have two vehicular access / crossovers serving their property. The supporting Arboriculture Report (dated September 2021) noted that a similar access arrangement was recently constructed at 20 Linksway, which is in keeping with the general character of the area.
- 6.12 The LBH planning portal has been interrogated to determine if any other relatively recent planning applications have been approved for schemes which have proposed a similar two vehicular access arrangement. The following approved planning applications were noted:
- 6 Linksway, Northwood (Ref: 5380/APP/2018/3022) (Approved August 2018): Two storey, 6-bed, detached dwellings house with habitable basement and roof space and installation of new vehicular crossover to front, involving demolition of existing dwelling house.
 - 2 Linksway, Northwood (Ref: 36910/APP/206/312) (Approved January 2016): Installation of vehicular crossover to front.
 - 19 The Broadwalk, Northwood (Ref: 73060/APP/2019/3460) (Approved October 2019): Erection of 5-bedroom dwelling, alterations to existing access arrangements, including new boundary wall and entrance gates.
 - 3 The Broadwalk, Northwood (Ref: 18252/APP/2017/1292) (Approved April 2017): 6-bed detached dwelling with habitable roofspace and attached double garage.
 - 44 Copse Wood Way, Northwood (Ref: 61383/APP/2014/3992) (Approved November 2014): 5-bed detached dwelling with installation of vehicular crossover to front to create carriage driveway.
 - 21 Nicholas Way, Northwood (Ref: 22734/APP/2018/4116) (Approved November 2018): 6-bed dwelling with habitable basement and roofspace, associated parking and amenity space.

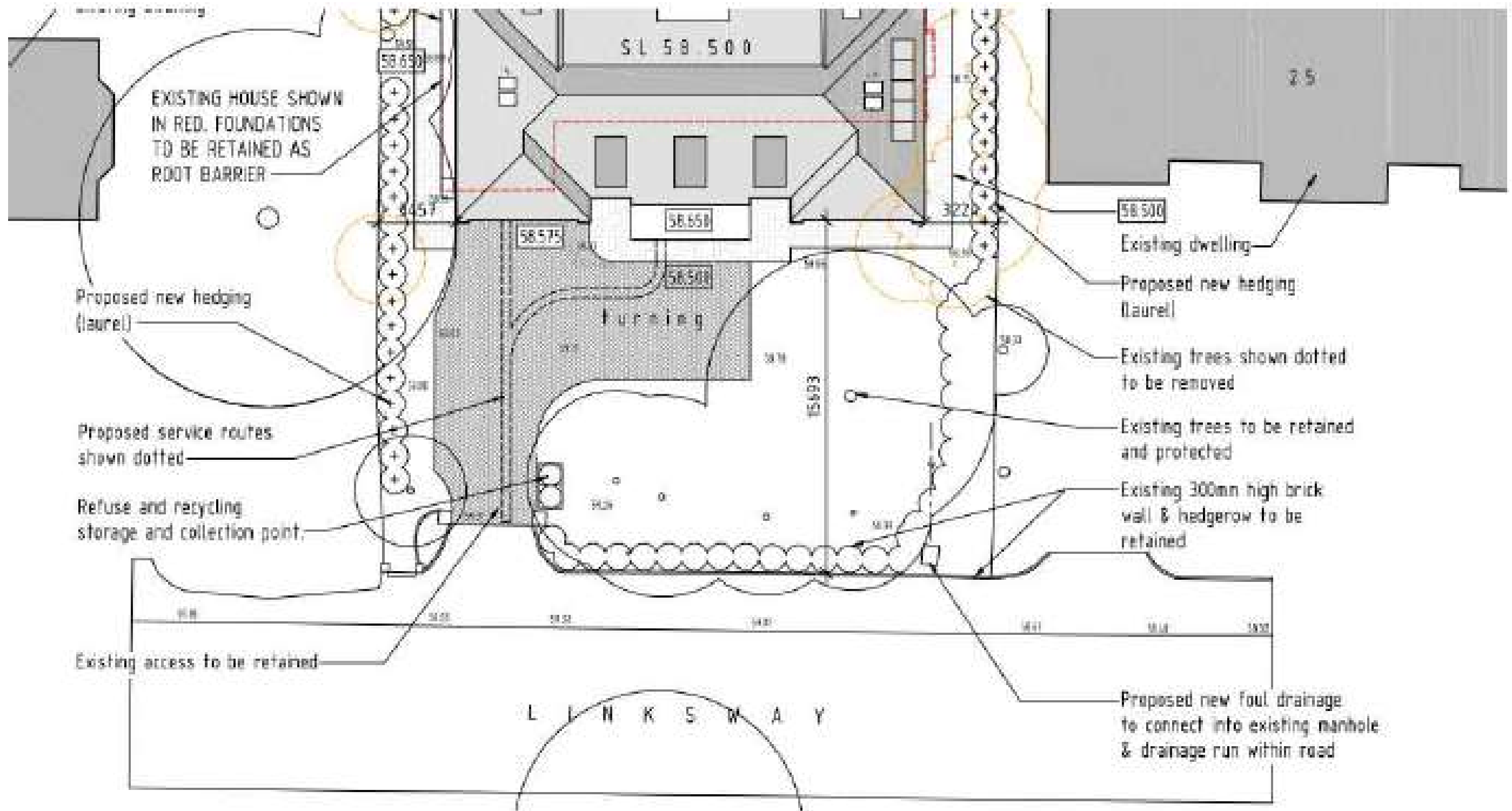
- 20 Nicholas Way, Northwood (Ref: 28657/APP/2018/2102) (Approved June 2018): Installation of vehicular crossover to front and extension to driveway.

7.0 Summary and Conclusions

- 7.1 This Technical Note (TN) has been prepared in order to support the planning application for proposals at 23 Linksway, Northwood within the administrative boundary of the London Borough of Hillingdon (LBH). This note considers the current proposals whilst also making reference / taking account of the transport / highways related reasons for refusal of the previous planning application for the same site.
- 7.2 It is understood that following recent pre-application discussions with the Council's Highways team, that as part of the new application they would require a supporting Transport related Technical Note and have advised that any new secondary access should be ancillary, exit only and designed to accommodate car and van movements only.
- 7.3 Due to constraints in the front forecourt area and the number of vehicles that it accommodates the occupants are experiencing difficulties in relation to the manoeuvrability of vehicles in order to better facilitate safe ingress and egress in a forward direction.
- 7.4 The development proposals seek to make alterations to the external landscaping as well as amendments to the front forecourt area to accommodate an internal driveway facilitating two vehicular access points directly off Linksway. The existing pedestrian gate is to be removed and replaced with hedging with pedestrians accessing through the main gates as required. The existing vehicular access gate and crossover shall be rebuilt / upgraded. A second ancillary exit only access gate and vehicular crossover is proposed to be located approximately 13m south of the existing crossover. The new second crossover shall accommodate exit movements of private passenger vehicles. The vehicle crossovers will be constructed to Council standards and meet engineering requirements. The access gates shall open inwards away from the public highway.
- 7.5 It is noted that the supporting Arboriculture Report (dated September 2021) should be referred to in respect of the Root Protection Area (RPA) incursion, the Tree Preservation Order (T1) and the subsequent mitigation measures proposed as part of this application.
- 7.6 The key conclusions of this assessment are as follows:
- The Linksway is a quite 30mph two-way single carriageway residential road and does not experience significant volumes of pedestrian and traffic flows.
 - Both on-street parking and loading on Linksway is unrestricted though observations indicate that there are no issues in relation to the availability of on-street spare capacity.
 - The site has a poor public transport accessibility level. However, there is adequate footway provision on the surrounding road network providing connections to the bus and train networks.
 - A review of the Personal Injury Accidents (PIA's) on the Linksway over the latest 5-year period has revealed that there have been no reported incidents in vicinity of the application site. Therefore, there are no concerns raised in relation to recorded PIA's in vicinity of the application site.
 - The vast majority of larger residential detached houses (including direct neighbours of the applicant) on Linksway have two vehicular access / crossovers serving their property. The supporting Arboriculture Report (dated September 2021) noted that a similar access arrangement was recently constructed at 20 Linksway, which is in keeping with the general character of the area.
 - A review of the LBH planning portal has revealed several schemes within the surrounding area consisting of a similar two vehicular access arrangement which have received planning approval.

- Considering the existing nature of the surrounding area and that there are no demonstrable highway safety issues recorded it is considered within reason that the proposals are not uncharacteristic of the area and would not result in the introduction of any new and significant safety issues.
 - Indicative pedestrian and vehicle visibility splays at the proposed crossover are in line with the guidance contained within the Manual for Streets and the LBH Domestic Vehicle Footway Crossover Policy. Within the applicants' control, there shall be no obstructions greater than 0.6m within the pedestrian visibility splays. The crossovers will be constructed to Council standards and meet engineering requirements. The access gates shall open inwards away from the public highway to further improve highway safety.
 - It is noted the proposed additional crossover may raise concerns in relation to pedestrian safety / conflict. However, considering the nature of the single residential land use, low pedestrian flows, the anticipated low frequency and low speed of vehicles entering / exiting the site throughout the day and the similar access arrangements of surrounding properties with no recorded incidents it is considered that there should not be a detrimental material impact on pedestrian / highway safety.
 - In relation to visibility along the street edge, MfS states *that 'vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously. Consideration should be given to whether this will be appropriate, taking into account the following: the frequency of vehicle movements; the amount of pedestrian activity; and the width of the footway.'* Taking account of the quite residential nature of Linksway the volumes of vehicle and pedestrian movements are not considered to be significant with adequate footway provided. Further to this, the speed at which vehicles would be exiting the property would be low.
 - In terms of traffic flow and road safety for streets with direct frontage access, MfS also states that 'it was found that very few accidents occurred involving vehicles turning into and out of driveways, even on heavily-trafficked roads.'
 - Vehicle swept path analysis has been undertaken in order to demonstrate that the proposed arrangement helps better facilitate the safe movement of private passenger vehicles through the application site with vehicles entering via the northern crossover and exiting via the proposed southern crossover. All entering and exiting vehicle movements are able to be undertaken in a forward direction, thereby improving highway safety.
- 7.7 The development proposals are considered appropriate on traffic and transport related grounds. Based on the above findings, it is not considered that *'there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development on the road network would be severe.'* Therefore, it is considered that the planning application for the proposed development should be supported on traffic and transport grounds.

Appendix A – EXISTING SITE LAYOUT PLAN



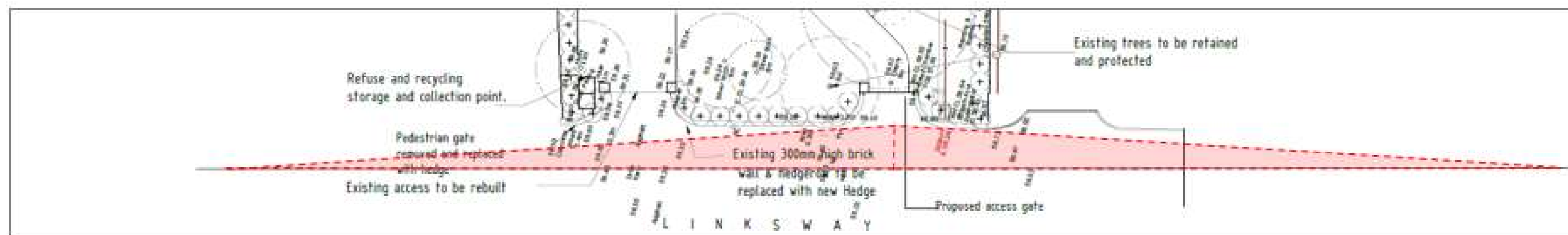
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Appendix B – PROPOSED SITE LAYOUT PLAN

Appendix C – VISIBILITY SPLAYS



Indicative Pedestrian Visibility Splay at 23 Linksway, Northwood: 2.4m x 2.4m (London Borough of Hillingdon Domestic Vehicle Footway Crossover Policy)



Indicative Vehicle Visibility Splay at 23 Linksway, Northwood: 2.4m x 43m (MfS Guidance for 30mph roads)

Not to Scale

Appendix D – SWEPT PATH ANALYSIS

