

## **Transport Assessment and Parking Arrangement Details**

**Planning Application Reference: 17726/APP/2026/774**

**102 Green Lane, Northwood**

This Transport Assessment has been prepared in support of a planning application for the rebuilding of an existing dwelling, following its demolition due to structural deficiencies being identified during the implementation of previously approved extensions and alterations. The application seeks to replace the previous dwelling in a similar size, scale and design to the previously approved development.

### **Existing and Proposed Parking Provision**

The existing dwelling currently benefits from a dropped kerb access point onto Green Lane, along with the provision of off-street parking for up to three vehicles. The proposed development will retain the existing access arrangements and maintain the existing level of provision, with three off-street car parking spaces provided to the front of the proposed dwelling as shown within the supporting plans.

The design and layout of the parking area will accord with the requirements of the Hillingdon Local Plan (Part 2, 2020), which requires residential parking to be appropriately designed to ensure safe access, manoeuvring and usability, including the ability for vehicles to enter and exit in a forward gear and to accommodate inclusive access principles.

### **Trip Generation and Impact on the Highway Network**

The proposal relates to the replacement of the existing dwelling, with a new dwelling of similar scale, albeit smaller internal residential accommodation, due to the removal of the previously approved basement extension. As such, there will be no intensification of residential use and no material increase in trip generation or vehicle movements associated with the site.

In accordance with the Hillingdon Local Plan (Part 2), a Transport Statement is required only where necessary to assess impacts. In this instance, the absence of any uplift in scale or activity confirms that there will be no adverse impact on the operation or capacity of the local highway network.

### **Policy Compliance**

The proposals are considered to comply with relevant development plan policies, including the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020), along with the London Plan (2021).

The proposal retains the existing level of parking provision, which was accepted as part of the previous applications for extensions and alterations to the existing dwelling. The rebuilding of the existing dwelling in a similar position and of a similar size and scale will not result in any increase in trip generation. The proposals therefore accord with the relevant policies within the Development Plan.

### **Conclusion**

The proposed replacement dwelling maintains the same level of existing parking provision and will not give rise to any increase in vehicle movements or impact on the local highway network. The development is therefore acceptable in transport terms and fully compliant with both local and strategic transport policies.