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**Proposed 4-Bed Extension to Existing Care Home  
High Meadows Care Home, High Meadows Close Pinner HA5 2HD**

**Introduction**

This Highway Technical Note has been commissioned by Danley International Ltd in support of a planning application submission to the London Borough of Hillingdon as Local Planning Authority (LPA) for a 4-bed extension to the existing High Meadows Care Home, High Meadows Close, Pinner. The location of the site is shown below.



The site is located on the at eastern end of High Meadow Close and to the south of Daymer Gardens. To the west Daymer Gardens forms a priority junction with Catlins Lane, which in turn forms a priority junction with High Road, Eastcote (B466)

The surrounding highway benefits from pedestrian footways with tactile paving at crossing points, whilst the area is lit with street lighting. The area is generally residential in character and all roads are subject to a 30mph speed limit.

The development site is located approximately 1 kilometre west of Pinner town centre and Pinner Underground Station that can be accessed via the footway links or the network or residential roads to the west of Pinner. From Pinner Underground Station the Metropolitan Line runs into London City Centre.

The nearest bus stops to the site are located in High Road, Eastcote to the south-west, some 900m or a 12-minute walk. These stops serve the 282 service which runs between Ealing Hospital at Southall and Mount Vernon Hospital at Northwood with buses per running every 10 to 13 minutes in each direction. Such a service therefore provides a genuine alternative mode of transport to the private car.

A review of the Personal Injury Accident history for this area has established that in the last 5-years there have been no recorded incidents that have resulted in injury on High Meadow Close, Catlins Lane or its junction with the B466, which would suggest that the road is operating in a safe and efficient manner.

### **Planning History**

The site was formally a local authority Sheltered Housing Scheme and planning consent was granted under reference 196/APP/2012/1776 for the erection of a Care Home with 45 bedrooms and 15 car parking spaces. At the time of the application, it was suggested that a total of 42 staff would have been employed at the site, which consisted of 28 full time and 14 part time employees. Staff would be working in shifts, with a maximum of 15 staff at the site during the daytime and 7 staff during the evening and night time.

It was also noted that there was an area of land immediately adjacent to the site which historically formed part of the public highway, but with the removal of the Sheltered Housing Scheme and amendments to the highway layout, lent itself to additional parking for the Care Home if required. The area allowed for a total of 9 parking spaces bringing the effective total number of spaces to 24.

When undertaking an assessment of the development proposals it was noted that the applicant had provided a Transport Statement and a supporting Technical Note detailing the likely trip generation and parking demand at the site. Additionally, the applicant had undertaken a number of car parking surveys at similar sites, which were located within Hillingdon.

As a result, it was considered that the traffic generation associated with the proposed development would not have a material impact along the highway network adjacent to the site and the proposed parking provision was appropriate to serve the development proposals.

In addition, it was noted that a Travel Plan would be provided in relation to the development, which was to include initiatives to increase alternative modes of travel other than by private vehicles. The proposed initiatives included the provision of cycle storage facilities, staff changing and shower facilities and a cycle purchase scheme that will enable staff to purchase cycles at a reduced cost.

In concluding, it was considered that the development was not contrary to the Policies of the adopted Hillingdon Local Plan, and an objection was not raised in relation to the highway aspect of the proposals.

The Care Home was subsequently built and has been operating successfully for many years now with no apparent problems relating to car parking.

### **Proposed Development**

This application now seeks to provide a 4-bed extension although no additional parking is proposed with the existing access and service arrangements remaining as existing.

### **Traffic Impact**

In order to determine the likely additional traffic impact that the 8 bedrooms will create, the TRICS database v7.11.4 has been interrogated. In selecting suitable comparable sites, the following criteria has been utilised.

- Land Use – Care Homes (Elderly Residents)
- Number of Residents – 31 to 60
- Date Range – 01/01/16 to 15/09/23
- Location – Edge of Town, Neighbourhood Centre, Suburban Area
- Travel Plan – No

The table below gives the likely TRICS trip rates together with the additional traffic impact that the seven additional bedrooms could generate.

TRICS Trip Rate Care Home			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.068	0.060	1.28
PM Peak Hour	0.036	0.044	0.080
Daily Traffic	0.810	0.843	0.653
Vehicle Trip Generation Based on 4 Additional Bedrooms			
AM Peak Hour	0.272 (0)	0.240 (0)	0
PM Peak Hour	0.144 (0)	0.176 (0)	0
Daily Traffic	3.24 (3)	3.37 (3)	6

Based on the TRICS data, it can be seen that the 4 additional bedrooms are likely to generate no additional traffic movement in the AM or Pm Peak periods and around 6 two-way movements across the day. Such an increase is deemed to be di minimis and will not have any adverse effect to the safe operation to the surrounding highway network. The TRICS data is included as [Appendix 1](#) to this Note.

### Car Parking

The previously approved scheme allowed for 15 car parking spaces although the Parking Standards required 1 parking space per 4 residents. Based on the parking standards, the development would have required just 11 spaces, so the development actually provides more spaces than the standards required. Notwithstanding this, the redundant highway layby allowed for the parking of an additional 9 vehicles, therefore the available parking spaces was more than adequate for the demands of the Care Home.

The TRICS data given above appears to support this in so much as the additional bed spaces would only result in around 3 additional cars across a 14-hour working day with no additional movements in either of the peak hours.

The Applicant anticipates that on completion of the 4-bed extension, the total number of staff on site will not need to be increased.

Based on the latest standards, the site would therefore need to accommodate a total of 12 parking spaces however as this number is already significantly exceeded, no additional parking spaces are proposed. The TRICS data has clearly identified that there would be no material increase in traffic generation as a result of the proposals and as such, there would be no material increase in car parking demand.

### Summary and Conclusion

This Highway Technical Note has been produced to support a planning application for a 4-bed extension at High Meadows Care Home, High Meadows Close, Pinner.

The site is located within a residential area and is well served by a regular bus service with links to Northwood and Southall.

Using latest TRICS data, it has been shown that the development, if approved would generate just 1 additional traffic movement in the AM Peak period and just 3 additional cars over the course of a 14-hour day.

Anecdotal evidence suggests that the existing car parking with the site can accommodate any small increase in parking demand that the extension could generate, but the development already exceeds the number of parking spaces required, even allowing for the extension.

The proposed extension is therefore likely to have no adverse impact to the surrounding highway network and will not create any overspill parking onto the surrounding highway network. The development is therefore considered to be acceptable from a highway point of view.

Nick Culhane December 2025

## **Appendix 1**

TRICS Data