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TRANSPORT STATEMENT ADDENDUM

The Girls' Day School

Northwood College Sports Pitches, Maxwell Road, Hillingdon

July 2023

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1 Introduction

1.1 Vectos has been commissioned by the Girls' Day School Trust (GDST) to support a planning application for minor changes to the use of the existing sports facilities at Northwood College. The London Borough of Hillingdon (LBH) are the local planning and highway authority.

1.2 The proposal seeks to vary Conditions 12 and 13 of planning permission ref: 2082/APP/2007/1411, in relation to opening up the all weather pitch to community use.

1.3 A planning application was submitted for this scheme in February 2023 (ref: 2082/APP/2023/516), which included the submission of a Transport Statement. This Transport Statement Addendum has been prepared in order to provide additional information

1.4 Northwood College is located Maxwell Road, circa 0.4km Northwood Underground Station. The area surrounding the Northwood campus is characterised by residential dwellings.

1.5 The site is bound by residential properties on Anthus Mews to the north, properties on The Glen and Myrtleside Close to the west, and properties on Maxwell Road and Rickmansworth Road to the south. In addition, a council-operated car park accessed via Green Lane bounds the site to the north (via a section of council owned woodland) and Maxwell Road forms the eastern boundary of the school site.

1.6 As well as normal teaching and learning spaces, several facilities are also offered at the site, including all-weather sports pitches. The proposals seek to permit community use of the all-weather pitches at Northwood college and to alter the timing restrictions.

1.7 This Transport Statement (TS) provides details on the traffic impact permitting community use of the existing sports pitches.

1.8 The remainder of the Transport Statement will be set out as follows:

- Section 2 – Existing Conditions
- Section 3 – Policy Context
- Section 4 – Development Proposals
- Section 5 – Development Impact
- Section 6 – Summary and Conclusions

2 Existing Conditions

Site Location

2.1 Northwood College is located on Maxwell Road, to the south of the junction with Anthus Mews and north of the junction with Leaf Close. The location of the site and the extent of the planning application in a strategic and local context is presented in **Figure 1** and **Figure 2** respectively.

Figure 1: Strategic Site Location

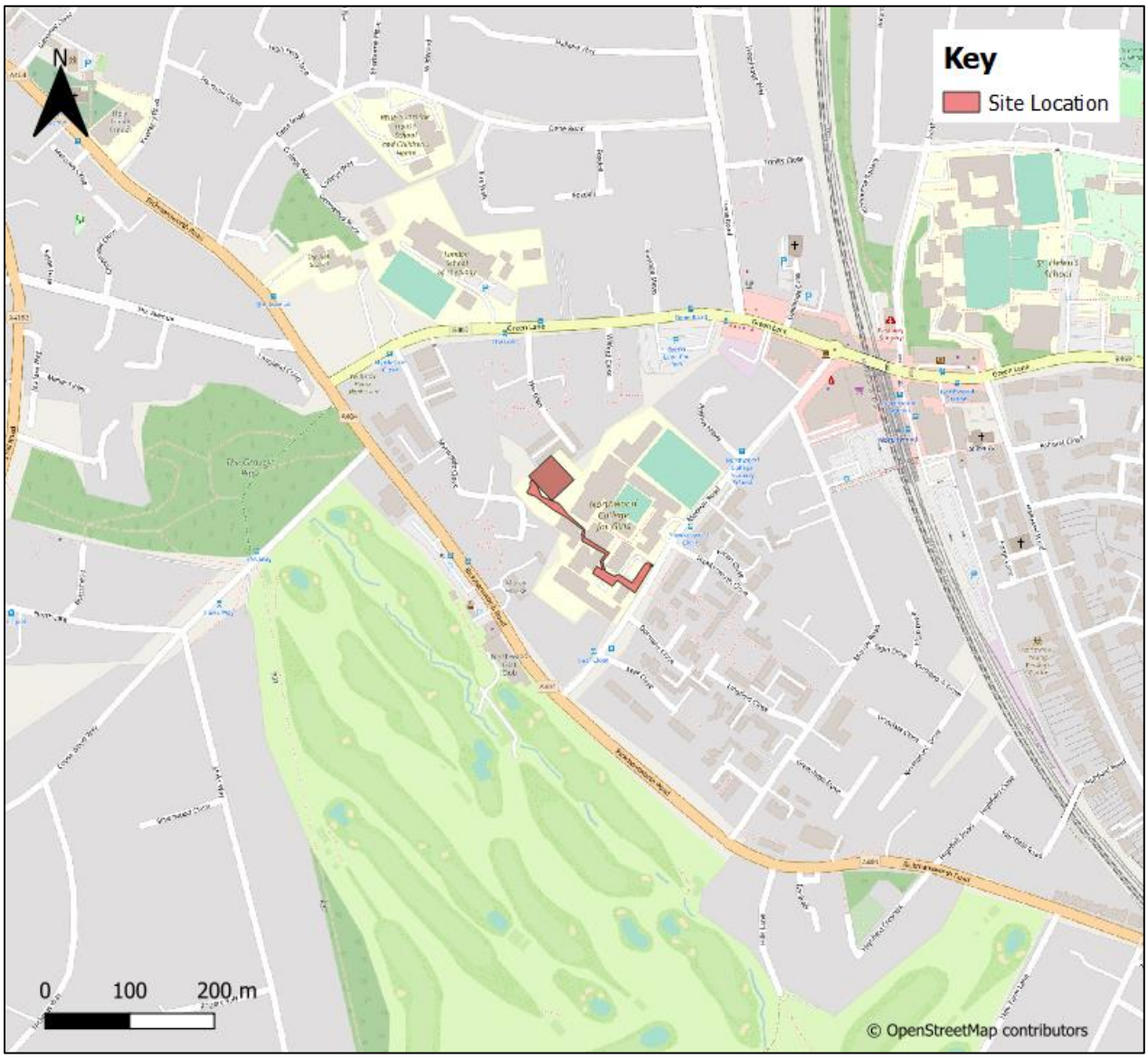
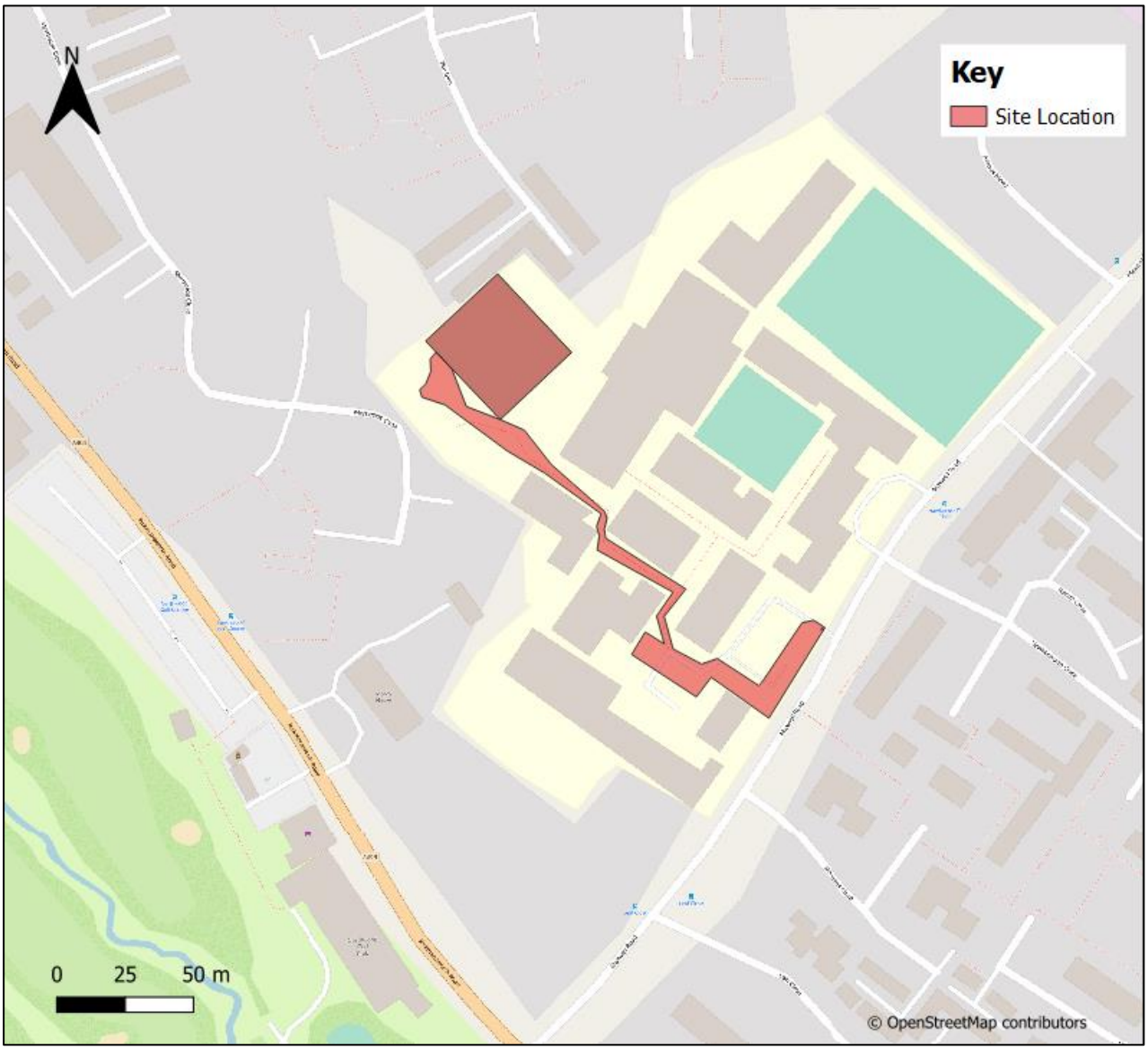


Figure 2: Local Site Location



2.2 The area surrounding the Northwood campus is characterised by residential dwellings. It is bound by residential properties on Anthus Mews to the north, properties on The Glen and Myrtleside Close to the west, and properties on Maxwell Road and Rickmansworth Road to the south. In addition, a council-operated car park accessed via Green Lane bounds the site to the north (via a section of council owned woodland) and Maxwell Road forms the eastern boundary of the school site.

Existing Use and Operation

2.3 Northwood College is an independent day school for girls aged 3 to 18 years. The school is located on a single 14-acre site and offers a wide range of facilities to its students and to the local community. In addition to normal teaching and learning space. A number of facilities are offered at the site including the following:

- Sports hall

- Indoor swimming pool
- Tennis Courts
- All-weather pitch
- Sports field
- Fitness suite
- Dance studio
- Recital Hall.

2.4 The existing 'all-weather playing facility' has a restrictive condition from planning permission ref: 2082/APP/2007/1411 which permits the facility to only be used at the following hours:

- Monday – Saturdays: 09:00-18:00
- No time on Sundays of Bank Holidays

2.5 Pupils are currently permitted to arrive at the school from 07:45, and although are not allowed access into the school buildings from until 08:00. Staggered departure times are currently in operation at the school, with nursery and reception pupils finishing at 15:00 and older pupils subsequently departing at regular intervals. Before and after school care is provided for the youngest children from 08:00 to 09:00 and from 15:00 to 18:00. In addition, a range of school activities and clubs are run after school using the facilities outlined above.

Site Accessibility

Walking

2.6 Pedestrian footways are provided along both sides of Maxwell Road and connect with the surrounding footway network present along Rickmansworth Road, Green Lane, Murray Road and the adjoining residential streets. Adequate street lighting is provided and dropped kerbs are present at crossing points, enabling safe movement by those with mobility impairments.

2.7 Tactile information is provided at some crossing points, although not all, and in particular is deficient towards the south of Maxwell Road within the vicinity of the site. The surface quality of the footway is considered to be sufficient at the north of Maxwell Road, within the immediate vicinity of the business and retail units. A Zebra Crossing is provided at the junction with Green Lane, allowing safe movement across the carriageway.

2.8 The site is located within easy walking distance of a variety of retail units, businesses and services located along both Maxwell Road and Green Lane. Northwood Underground station is within 5-10 minutes walking distance of the entirety of the campus, meaning that it is easily accessible to staff and students.

Cycling

2.9 There are no formal cycle lanes provided within the vicinity of the site, however a number of local roads are considered conducive to cycling due to being residential streets.

2.10 In addition, 18 cycle and 6 scooter parking spaces are provided on-site, for use by students and staff. These are provided in three separate locations, including at the main reception, where storage lockers are also provided.

Public Transport Access

Local Bus Services

2.11 The nearest bus stops to the Campus are located on Maxwell Road, within the immediate vicinity of the site. A southbound stop is located directly opposite the vehicular access at the main building and a northbound stop is located approximately 45 metres north of this. Alternatively, there are additional north and southbound stops located on Maxwell Road, to the immediate south of the infant and nursery school buildings.

2.12 Bus stops are also located along Green Lane which provide access to additional destinations. A summary of the bus services available and the bus stop these services are accessed from is summarised in **Table 2.1** below.

Table 2.1 – Local Bus Services

Bus Service	Destinations Served	Frequency (Daytime)	Bus Stop
331	Ruislip – Harefield – Uxbridge	20 Minutes	Maxwell Road
282	Ealing Hospital – Eastcote – Mount Vernon Hospital	12 Minutes	Green Lane
H11	Harrow – Pinner – Mount Vernon Hospital	15 Minutes	Green Lane
8	Abbots Langley – Watford – Mount Vernon Hospital	30 Minutes	Green Lane

2.13 Transport for London has produced bus plans for Northwood, which include the bus stops referred to above. The bus plans are included at **Appendix B**.

London Underground Services

2.14 Northwood tube station is the closest Underground station to the site, situated approximately 400 metres to the north-east. Northwood is served by the Metropolitan line.

2.15 Metropolitan line trains run north and southbound at a frequency of one train every nine minutes during the peak periods. Northbound services call at destinations including Watford, Amersham and Chesham. Southbound services provide links to Baker Street, Liverpool Street, Aldgate and London Kings Cross.

Public Transport Accessibility Level (PTAL)

2.16 According to Transport for London, Public Transport Accessibility Levels (PTAL) are:

"A detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability."

2.17 The PTAL level of a site takes into consideration the walk time from the site to the public transport access, the reliability of services available, the number of services and the average wait time over the weekday morning peak hour. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility.

2.18 Applying the PTAL calculator has identified that the Northwood Campus site has a PTAL of 3, which represents a moderately good level of access to public transport from the site. The outputs from the PTAL calculations are included at **Appendix C**.

Local Highway Network

Maxwell Road

2.19 Northwood College is accessed from Maxwell Road, which is a predominantly residential road connecting the B469 Green Lane to the north and the A404 Rickmansworth Road to the south.

2.20 Maxwell Road is a 30-mph zone within the vicinity of the site, with direct crossover access to residential properties and dedicated on-street parking bays. Immediately to the north of the junction with Murray Road, Maxwell Road becomes a 20-mph zone.

2.21 Maxwell Road falls within a Parking Management Area, designated by the London Borough of Hillingdon as a 'Residents Zone' (Zone N). A Parking Management Area (PMA) is an area where parking controls apply throughout a specified time period(s), which is formed where there is strong groundswell from local residents that parking is a problem in their area.

2.22 There are a number of on-street parking bays provided along Maxwell Road, which are restricted to resident permit holders only from Monday to Friday between the hours of 13:00-14:00. In addition, to the north of Maxwell Road, a number of pay & display bays are provided, with restrictions applicable from Monday to Saturday from 08:30-18:30 and a maximum stay of 2 hours permitted.

2.23 Stopping restrictions are in place in the form of School Keep Clear (SKC) markings within direct proximity of Northwood College vehicular access points. The presence of SKC markings restricts vehicles from stopping between 08:00-10:00 and 14:30-16:30 from Monday to Friday.

A404 Rickmansworth Road

2.24 The A404 Rickmansworth Road is a wide, two-way single carriageway local distributor road which runs to Amersham in the northwest and Harrow in the southwest. In addition, it provides limited direct access to residential properties and is subject to a 30mph speed limit.

2.25 A formal pedestrian crossing is provided approximately 15 metres to the west of the junction with Maxwell Road, in the form of a Zebra Crossing. Parking is unrestricted along both sides of the carriageway and vehicles were observed parking within the vicinity of the Northwood Golf Course and the junction with Maxwell Road.

Myrtleside Close

2.26 Myrtleside Close is a residential cul-de-sac which is designated within the TfL low emission zone. Existing access is currently provided to the rear of the College campus and is utilised for emergency access and for the access/egress of college minibuses, although does not form a general purpose vehicular access for staff and pupils at the college.

B469 Green Lane

2.27 The B469 Green Lane is a two-way single carriageway road operating under a 30mph speed limit, which takes the form of a High Street close to the junction with Maxwell Road. A limited availability of on-street parking is available and single/ double yellow line markings are present along the majority of the length of the carriageway.

Green Lane Car Park

2.28 The B469 provides access to the Green Lane Car Park, which is operated by Hillingdon Council and situated approximately 150 metres to the west of the junction with Maxwell Road. The car park operates from Monday to Sunday, with charges applying between Monday and Saturday from 08:00-18:30.

2.29 The car park provides 157 parking spaces, including 9 disabled bays, 6 brown badge bays and 2 electric vehicle bays. A marked pedestrian route is provided along the edge of the car park; however, this is not raised or segregated from vehicles in any way.

Section Summary

2.30 The site is located within an accessible location in terms of public transport, walking and cycling. A number of bus stops are located within a short walking distance of the site, providing access to four services with destinations including Uxbridge, Ruislip, Ealing and Harrow.

2.31 In addition, Northwood Underground Station is located approximately 400 metres walking distance from the north of the school. The footway network is comprehensive and formal crossings are provided at junctions to allow safe pedestrian movement.

3 Policy Context

3.1 This section details the relevant national and local transport related policy documents. The transport related policies and objectives that relate to the proposed development are outlined below.

National Planning Policy Framework (July 2021)

3.2 The National Planning Policy Framework (NPPF) was originally published by the Ministry of Housing, Communities and Local Government in March 2012. Since then, the NPPF has been updated in July 2018, February 2019 and the most recent version was updated and published in July 2021.

3.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

3.4 The three overarching objectives to achieve sustainable development outlined within the NPPF include:

"a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."

3.5 Chapter 9 covers the promotion of 'Sustainable Transport' and states in relation to parking standards:

"If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

3.6 It goes on to state that:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

3.7 In relation to the development proposals, the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

b) safe and suitable access to the site can be achieved for all users;

c) 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 Model Design Code; and

d) 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."

3.8 Guidance is provided on the consideration of proposals. It is mentioned 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."

3.9 Within the above context it is stated that all applications for developments should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) to be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

3.10 With regard to the necessary documentation to be provided it is stated 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 so that the likely impacts of the proposal can be assessed."

Regional Policy

London Plan (March 2021)

3.1 The London Plan was adopted in March 2021. Chapter 10 of the London Plan focusses on Transport policies. Policy T1 'Strategic approach to transport' states that:

"A Development Plans should support, and development proposals should facilitate:

- *the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
- *the proposed transport schemes set out in Table 10.1.*

All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

3.2 Policy T2 refers to 'Healthy Streets' states that development plans should:

- *"promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
- *identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant."*

3.3 In addition, development proposals should:

- *"demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance*
- *reduce the dominance of vehicles on London's streets whether stationary or moving*
- *be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

3.4 Policy T5 'Cycling' states that:

"Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

- *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*
- *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*

Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Development Plans requiring more generous provision of cycle parking based on local evidence will be supported."

Local Policy

Hillingdon Local Plan

3.5 This document is the key strategic planning document for Hillingdon and sets out the long-term vision and objectives for the Borough.

3.6 Policy SO12 is to 'reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans'.

3.7 Strategic Policy S018 is to :

"Improve access to local services and facilities, including health, education, employment and training, local shopping, community, cultural, sport and leisure facilities, especially for those without a car and for those in more remote parts of the borough through well planned routes and integrated public transport."

3.8 Policy T1 notes that the council will *'steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision'*.

Unitary Development Plan Saved Policies, September 2007

3.9 Saved policy AM2 states that development will be assessed against their i) contribution to traffic generation and ii) the present and potential availability of transport and its capacity to meet increased demand.

3.10 Saved policy AM6 notes that the *'the Council will take appropriate measures to discourage the use of local distributor and access roads by through traffic having no need for local access'.*

3.11 Saved policy AM9.iii states that the Council will *'promote secure, attractive and adequate cycling parking facilities in the Borough's town centres, public transport interchanges and at other major attractions and will require development proposals to include clearly visible, well-designed, covered, secure and accessible bicycle parking for the users of the development and, where appropriate, for the general public'.*

3.12 Saved policy AM14 notes that *'new development will only be permitted where it is in accordance with the Council's adopted car parking standards'*. Cycle parking is already provided at the site, and as there is no change to floor areas as part of the development proposals, the existing provision will not be altered.

Summary

3.13 The development proposals align with the policies as outlined above as the site is located in an accessible location with nearby walking, cycling and public transport connections. In addition, the existing site provides cycle and car parking, which will not be altered as part of the proposals.

4 Development Proposals

4.1 The site is an existing school. As well as normal teaching and learning spaces, several facilities are also offered at the site, including all-weather sports pitches. The proposals seek to permit community use of the all-weather pitches at Northwood college and to alter the timing restrictions.

4.2 The proposal seeks to extend the hours of use of the all-weather pitches, as well as open the pitches to allow use by the wider community, rather than just the school.

4.3 The existing all-weather pitches are proposed to be open to the wider community at the following times:

- Monday – Friday: 19:00 – 21:00
- Saturday: 09:00 – 18:00
- Sunday: 10:00 – 16:00
- Bank Holidays: No use

4.4 The location of the existing all-weather playing pitch is shown in the plan provided at **Appendix A**, and on the western boundary of the school site.

Access

4.5 Vehicular access to the site is taken from two access points off Maxwell Road.

4.6 Similarly, pedestrian access is also maintained from Maxwell Road. To access the all-weather playing pitch, pedestrians would use the main access to the school.

Parking

4.7 Northwood college currently provides 43 car parking spaces across different parking areas. These spaces will be managed to ensure only staff and school related visitors will park in the site during school hours.

4.8 Northwood College currently provides 18 cycle parking spaces at the site. No additional cycle parking is proposed as part of this application.

Servicing and Refuse Collection

4.9 There will be no change to the existing servicing and refuse collection arrangement as a result of these proposals.

5 Development Impact

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

Existing Trip Generation

5.2 During the evenings at the school, a range of clubs and school activities take place, using the facilities that the school offers, such as the swimming pool and sports hall etc. The school-run activities, such as parents evening, occur on a more ad-hoc basis, whereas other clubs have a more regimented weekly timetable.

5.3 The average weekly itinerary for clubs that are held after school at on-site facilities is presented in **Table 5.1** below.

Table 5.1: Weekly After School Club Itinerary

Day	Time	Club
MONDAY	16:00 - 17:00	Carina Reeves Speech & Drama
MONDAY	18.15 - 19:30	Badminton
MONDAY	18:00 - 20:00	Push & Glide Swimming
MONDAY	19:30 - 22:00	QueensNorth Netball
TUESDAY	15:30 - 17:10	Premier Chess Coaching Yr 1 - 6
TUESDAY	18:00 - 20:00	Push & Glide Swimming
TUESDAY	19:30 - 21:30	NCPA Badminton
TUESDAY	19:30 - 22:00	QueensNorth Netball
TUESDAY	19.00 - 20.30	Helen Quilty YOGA
WEDNESDAY	15:30 - 17:00	Yoga Paradise
WEDNESDAY	16:00 - 17:00	K Kwon Do
WEDNESDAY	16:00 - 19:00	Northwood School of Ballet
WEDNESDAY	18:00 - 20:30	Push & Glide Swimming
WEDNESDAY	19:00 - 20:00	Alpa Patel Netball Ninjas
WEDNESDAY	20:00 - 21:00	Netball Mums
THUSRDAY	15:30 - 17:00	Yoga Paradise
THUSRDAY	18:00 - 20:00	Push & Glide Swimming
THUSRDAY	19:30 - 22:00	QueensNorth Netball
FRIDAY	16:00 - 17:00	Yoga Paradise
FRIDAY	16:00 - 17:00	Carina Reeves Speech & Drama
FRIDAY	16:00 - 18:00	Alpa Patel Netball Drills and Skills
FRIDAY	16:00 - 18:15	Northwood School of Ballet
FRIDAY	17:00 - 20:00	Push & Glide Swimming

5.4 In addition to the above, the school has non-regular events in the evenings across the school year, such as parents evening. For some weeks, there will be no school-run events taking place, with other weeks where up to 4 events will take place across the week. A summary of the school's events is provided in **Table 5.2**.

Table 5.2: School-Run Events

Autumn Term		Spring Term		Summer Term	
W/C	No of days with after school events	W/C	No of days with after school events	W/C	No of days with after school events
5 Sep	0	2 Jan	1	17 Apr	0
12 Sep	3	9 Jan	0	24 Apr	0
19 Sep	1	16 Jan	0	1 May	0
26 Sep	0	23 Jan	0	8 May	0
3 Oct	3	30 Jan	2	15 May	0
10 Oct	0	6 Feb	2	22 May	1
17 Oct	Half-term	13 Feb	Half-term	29 May	Half-term
24 Oct	Half-term	20 Feb	0	5 Jun	1
31 Oct	1	27 Feb	2	12 Jun	2
7 Nov	0	6 Mar	0	19 Jun	4
14 Nov	2	13 Mar	0	26 Jun	2
21 Nov	2	20 Mar	1	3 Jul	4
28 Nov	1	27 Mar	0		
5 Dec	1				
12 Dec	0				

5.5 The average number of attendees of the evening clubs has been obtained in order to understand the current level of trip generation in the evenings at the site. School-run events occur on an ad-hoc basis with varying numbers of attendees, so have not been included in this exercise.

5.6 The existing approximate total person trip generation for an average weekday is set out below.

Table 5.3: Existing Total Person Trip Generation

Time	Arr	Dep	Two-Way
17:00-18:00	16	41	57
18:00-19:00	10	11	21
19:00-20:00	42	9	51
20:00-21:00	0	44	44
21:00-22:00	0	10	10
22:00-23:00	0	24	24

5.7 **Table 5.3** shows that on an average weekday there are between 10 to 57 two-way person trips within the PM hours.

5.8 The modal share Census data for the MSOA that the site is located in (Hillingdon 002), is presented in **Table 5.4** below.

Table 5.4: Modal Share

Mode	% Share
Underground, metro, light rail or tram	5%
Train	3%
Bus, minibus or coach	9%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	66%
Passenger in a car or van	5%
Bicycle	2%
On foot	8%
Total	100%

Note: Errors due to rounding

5.9 **Table 5.4** shows that from Census data, it would be forecast that 66% of those visiting the site would travel to the site via car.

5.10 The forecast number of vehicle trips travelling to/from the site in the PM peak hours is provided below.

Table 5.5: Existing Total Vehicle Trip Generation

Time	Arr	Dep	Two-Way
17:00-18:00	11	27	38
18:00-19:00	7	7	14
19:00-20:00	28	6	34
20:00-21:00	0	29	29
21:00-22:00	0	7	7
22:00-23:00	0	16	16

5.11 **Table 5.5** shows that at its peak, the existing site is estimated to generate 38 two-way vehicle movements between 17:00-18:00.

Sports Pitches Trip Generation

5.12 In order to understand the trips generated by the sport pitches being opened for the community to use, the TRICS database (v. 7.9.3) was searched for trip rates. The closest land use category was Leisure – Football (5-a-side). This is not deemed appropriate for this site as the sports pitches are marked for netball uses. Therefore, a first principles approach has been adopted.

5.13 This trip generation assessment has been undertaken assuming that both of the pitches on the 'all weather playing pitch' are used for netball.

5.14 The maximum number of players that would use one netball court would be 14 (7 per side). Therefore, within an hour, it has been assumed that the maximum number of active players that would use the site would be 28, accounting for 2 netball pitches. The total person trip generation of site sports pitches is presented in **Table 5.6** below.

Table 5.6: Total Person Trip Generation

Hour	Monday-Friday			Saturday			Sunday		
	In	Out	Tot	In	Out	Tot	In	Out	Tot
08:00-09:00	0	0	0	28	0	28	0	0	0
09:00-10:00	0	0	0	28	28	56	28	0	28
10:00-11:00	0	0	0	28	28	56	28	28	56
11:00-12:00	0	0	0	28	28	56	28	28	56
12:00-13:00	0	0	0	28	28	56	28	28	56
13:00-14:00	0	0	0	28	28	56	28	28	56
14:00-15:00	0	0	0	28	28	56	28	28	56
15:00-16:00	0	0	0	28	28	56	28	28	56
16:00-17:00	0	0	0	28	28	56	0	28	28
17:00-18:00	0	0	0	28	28	56	0	0	0
18:00-19:00	28	0	28	0	28	28	0	0	0
19:00-20:00	28	28	56	0	0	0	0	0	0
20:00-21:00	28	28	56	0	0	0	0	0	0
21:00-22:00	0	28	56	0	0	0	0	0	0

5.15 As shown above, the sport pitches at Northwood College are forecast to generate 0 two-way person trips in the weekday AM and PM peak hours, with a maximum of 72 two-way person trips within an hour across the week.

5.16 **Table 5.4** shows that from Census data, it would be forecast that 66% of those visiting the site would travel to the site via car.

5.17 However, in reality, it is likely that less than 66% of the total person trips presented in **Table 5.6** will be made via car, due to the nature of the development. For example, if an away team is visiting for a netball match at the site, it is more than likely that a majority of the players will be car-sharing, with up to 3-4 player per car. In addition, it is possible that the team would arrive in a minibus. Local players would also have a high likelihood of car-sharing to matches, if not making use of the extensive public transport network highlighted in **Section 2**.

5.18 Therefore, a reduction of 50% has been assumed for the forecast car trips, to account or the expected high levels of car-sharing. This assumption has been based on wider business experience of similar schemes involving sports pitches, in which a 50% reduction to car trips has been accepted by the local planning authority. This is considered to be a robust assumption given the nature of the proposals.

5.19 The resultant forecast vehicle trips for the sport pitches is provided in **Table 5.7** below.

Table 5.7: Total Vehicle Trip Generation

Hour	Monday-Friday			Saturday			Sunday		
	In	Out	Tot	In	Out	Tot	In	Out	Tot
08:00-09:00	0	0	0	9	0	9	0	0	0
09:00-10:00	0	0	0	9	9	18	9	0	9
10:00-11:00	0	0	0	9	9	18	9	9	18
11:00-12:00	0	0	0	9	9	18	9	9	18
12:00-13:00	0	0	0	9	9	18	9	9	18
13:00-14:00	0	0	0	9	9	18	9	9	18
14:00-15:00	0	0	0	9	9	18	9	9	18
15:00-16:00	0	0	0	9	9	18	9	9	18
16:00-17:00	0	0	0	9	9	18	0	9	9
17:00-18:00	0	0	0	9	9	18	0	0	0
18:00-19:00	9	0	9	0	9	9	0	0	0
19:00-20:00	9	9	18	0	0	0	0	0	0
20:00-21:00	9	9	18	0	0	0	0	0	0
21:00-22:00	0	9	9	0	0	0	0	0	0

5.20 **Table 5.7** shows that the site is forecast to generate a maximum of 18 two-way vehicle movements in any given hour across the week. There will be no vehicle movements in the traditional weekday AM and PM peak hours.

5.21 As such, it is considered that the vehicle trips generated by the proposed development will have an immaterial impact on the local highway network.

Parking Impact

5.22 Those currently driving to the site for the existing out of hours use, as set out in **Table 5.5,** currently park either on site or within surrounding parking areas without any issues arising. The additional vehicle trips generated by the site will be able to park in the same way.

5.23 As outlined above, the site is expected to experience a maximum of 18 vehicle trips an hour. This will equate to a total parking demand of 19 spaces, to account for 9 cars arriving before the previous 9 cars have departed. These vehicles will be able to be accommodated on site with the 43 car parking spaces provided across the school, as students and teachers will not be within the school at the time that the sports pitches are open to the public.

5.24 In the unlikely event that there is no spare capacity for parking on site, these vehicles will have to park within the local area. The roads surrounding the site, namely Hawkesworth Close and Dormans Close, are part of a CPZ, with restrictions on parking Monday – Friday 08:00-10:00 and 14:30-16:30. Visitors of the sports pitches will be arriving outside of these hours and could therefore park on these roads. However, as these roads are residential streets, there could be limited capacity for parking. Therefore, visitors would be required to park within local public car parks rather than on-street.

5.25 The site benefits from being within proximity of a number of public car parks. Visitors will be directed to nearby public car parks including the Green Lane Car Park located approximately 500m north of the school. The car park has 157 spaces and operates 24hrs Monday to Sunday offering parking at a

charge dependent on the duration of stay, with parking being free on weekdays and Saturday after 6pm, and free on Sundays.

5.26 There is also opportunity to park at the Northwood Underground Station Car Park located approximately 400m east of the site. The NCP managed car park operates 24hrs and contains 175 spaces.

5.27 Other public car parks within the vicinity of the site includes the nearby Waitrose car park which is operational Mon-Fri between 07:30 and 21:00 at no cost for up to 2 hours.

5.28 On this basis, it is not thought the proposed development will result any material impact on the existing on-street parking activity within the vicinity of the site.

Summary

5.29 Currently at its peak, the existing school site is estimated to generate 38 two-way vehicle movements between 17:00-18:00.

5.30 The site is forecast to generate a maximum of 18 two-way vehicle movements in any given hour across the week. There will be no vehicle movements in the traditional weekday AM and PM peak hours. Therefore, there would be on material offsite highway implications arising from the proposals.

5.31 The forecast parking demand of the sport pitches is 19 car parking spaces. This demand will be able to be accommodated by the 43 parking spaces provided on site. In addition, there is on-street parking available within the vicinity of the site as well as a number of public car parks. Again, there would be no material impact arising from the proposals.

6 Summary and Conclusions

6.1 Vectos has been commissioned by the Girls' Day School Trust (GDST) to support a planning application we are working on for minor works to the existing sports facilities at Northwood College.

6.2 Northwood College is located Maxwell Road, circa 0.4km Northwood Underground Station. The area surrounding the Northwood campus is characterised by residential dwellings.

6.3 As well as normal teaching and learning spaces, several facilities are also offered at the site, including all-weather sports pitches. The proposals seek to permit community use of the all-weather pitches at Northwood college and to alter the timing restrictions.

6.4 This TS provides details on the traffic impact permitting community use of the existing sports pitches.

6.5 From the trip generation exercise carried out in **Section 5** it can be seen that there will be a minimal increase in trips generated by the proposed development. The resultant parking demand will be able to be accommodated by the 43 parking spaces provided on site. In addition, there is on-street parking available within the vicinity of the site as well as a number of public car parks. As such, there will be a minimal impact on the local transport network and no transport related reason why the development cannot come forward.

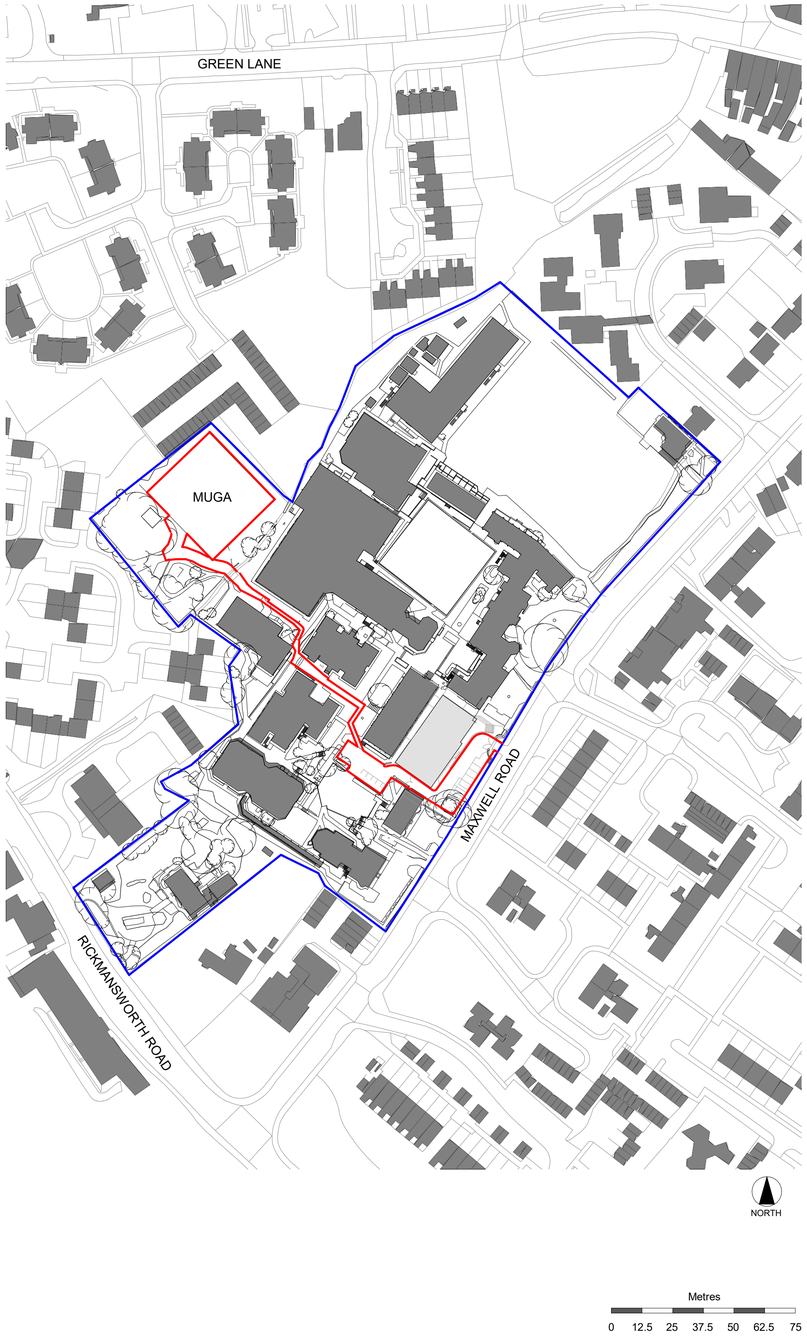
6.6 As a result of the above, the impact of the development proposals is not considered material or severe and as such there are no highways or transport reasons why the proposed development should not come forward.

Appendix A

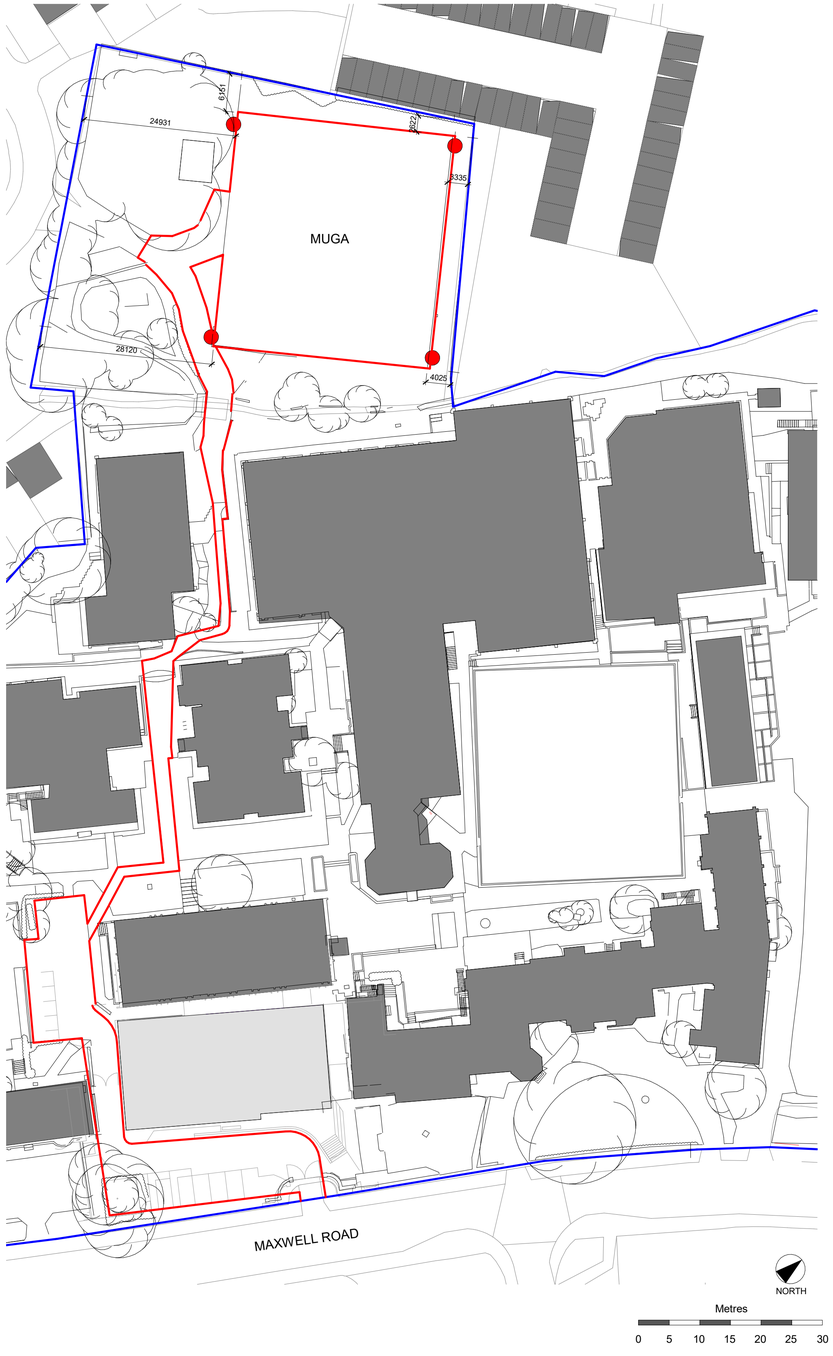
DO NOT SCALE. USE FIGURED DIMENSIONS ONLY.
ALL DIMENSIONS TO BE CHECKED ON SITE

Legend

- Proposed Flood Light Position
- School Site Boundary (Land owned by applicant)
- Development Site Boundary



1 Location Plan
1 : 1250



2 Proposed Block Plan
1 : 500

REV	DESCRIPTION	DATE

IID ARCHITECTS
The Poppy Factory
20 Petersham Road
Richmond, TW10 6UW
info@iid.co.uk
020 3274 1000
www.iid.co.uk

CLIENT
GDST

PROJECT
Northwood College MUGA Alterations

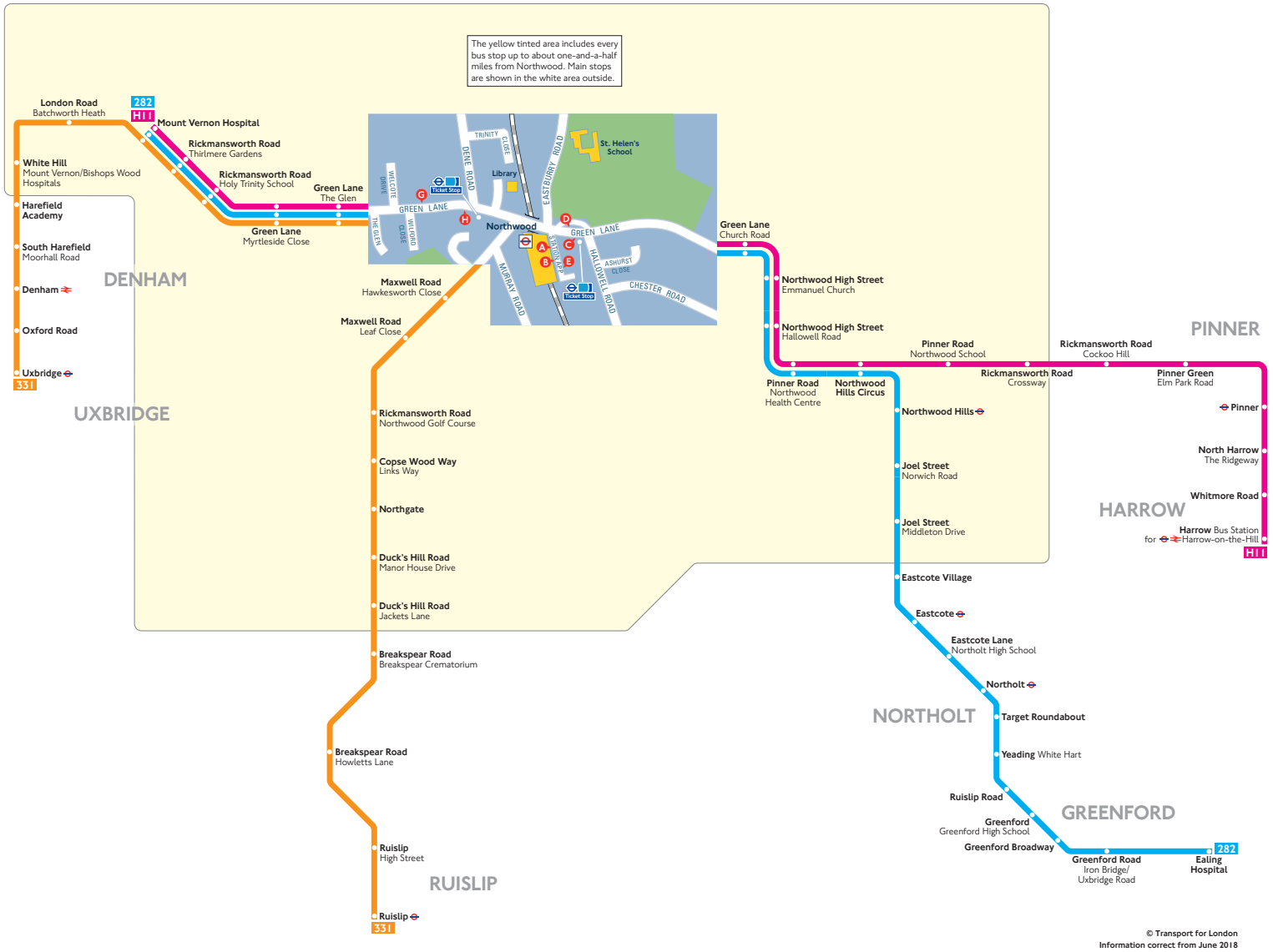
DRAWING TITLE
Location Plan

SCALE: As indicated @A1

DRAWING NUMBER REV
1671-IID-BB-XX-DR-A-1021

Appendix B

Buses from Northwood



Route finder

Bus route	Towards	Bus stops
282	Ealing Hospital	D G
	Mount Vernon Hospital	C H
331	Ruislip	B G
	Uxbridge	A H
H11	Harrow	D G
	Mount Vernon Hospital	C H

Key

	Connections with London Underground
	Connections with National Rail

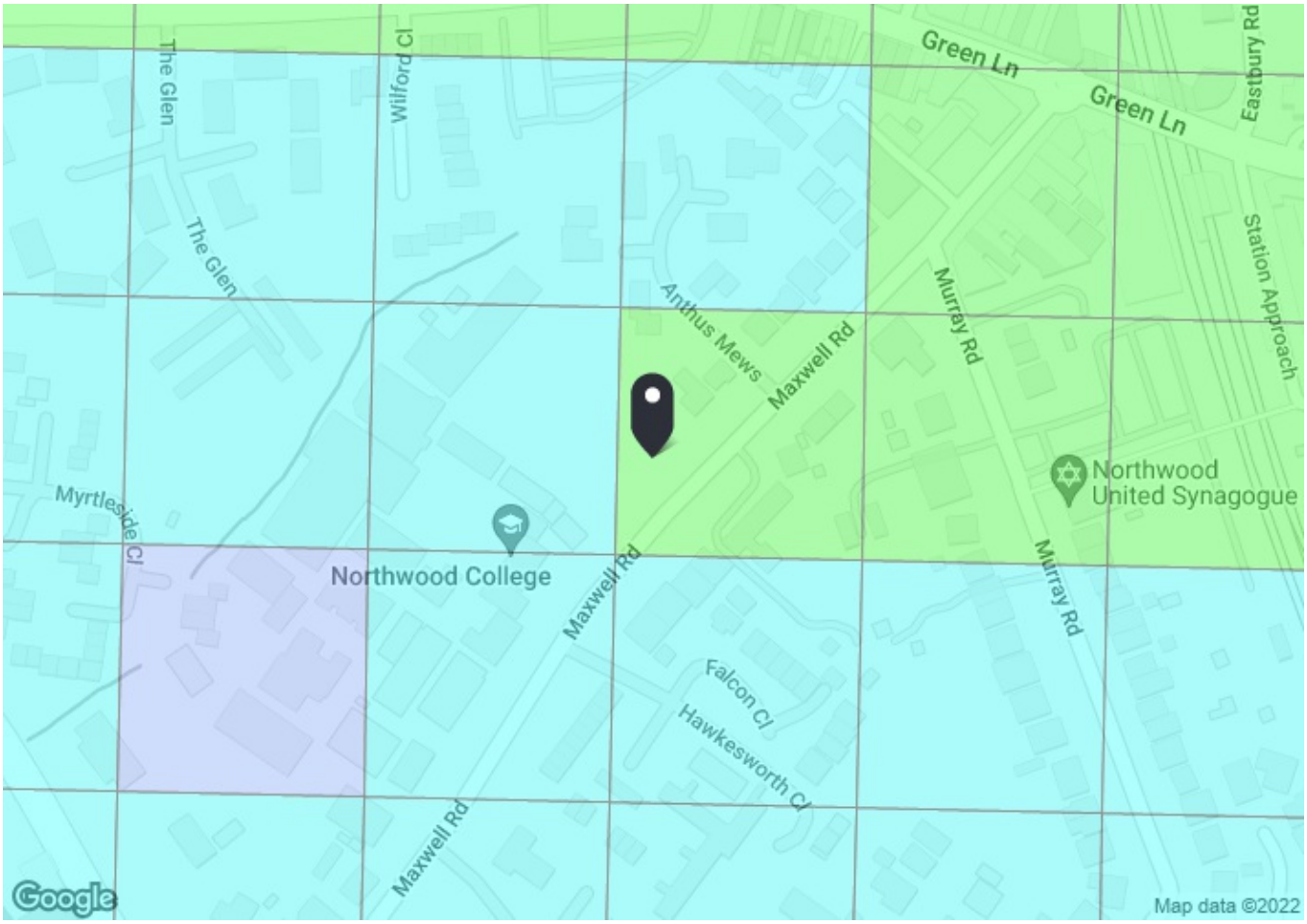
Ways to pay

	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
Ticket Stop	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
	Sign up for an online account to top up online and see your travel history and spending.

TfL 449.06.18 (P)

Appendix C

TRANSPORT FOR LONDON



PTAL output for Base Year
3

20 Falcon Cl, Northwood HA6 2GU, UK
Easting: 509011, Northing: 191333

Grid Cell: 138433

Report generated: 14/12/2022

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	GREEN LANE DENE ROAD	282	294.87	5	3.69	8	11.69	2.57	1	2.57
Bus	GREEN LANE DENE ROAD	H11	294.87	4	3.69	9.5	13.19	2.28	0.5	1.14
Bus	Maxwell R Hawkesworth Cl	331	59.82	3	0.75	12	12.75	2.35	0.5	1.18
LUL	Northwood	'Watford-BStreetSF '	307.98	2.33	3.85	13.63	17.48	1.72	0.5	0.86
LUL	Northwood	'Watford-AldSfast '	307.98	3.67	3.85	8.92	12.77	2.35	1	2.35
LUL	Northwood	'Aldg-WatfordSlow'	307.98	3.67	3.85	8.92	12.77	2.35	0.5	1.17
LUL	Northwood	'BakStr-WatfordSlow'	307.98	1.67	3.85	18.71	22.56	1.33	0.5	0.66
LUL	Northwood	'Wembley-WatfordSL '	307.98	0.67	3.85	45.53	49.38	0.61	0.5	0.3
									Total Grid Cell AI:	**10.22**

vectos. | PART OF SLR

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