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HIGHWAYS TECHNICAL NOTE

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Subject:	Highways Technical Note

1.0 INTRODUCTION

1.1 Paul Mew Associates (PMA) is instructed to provide highways advice in relation to the proposed development at 26 Highland Road, London, HA6 1JT. The local planning and highway authority is the London Borough of Hillingdon.

1.2 The site's location is illustrated in Appendix A.

Existing Site

1.3 The site is located on the west side of Highland Road at the northern most end of the road. Highland Road is predominantly residential in nature however a short distance to the east of the site via a public footpath link from York Road is Northwood Hills neighbourhood centre. Northwood Hills is host to a good range of local shops, services, and general amenities as well as local bus stops on the B472 Joel Street and Northwood Hills underground station.

1.4 The site contains a two-storey four-bedroom semi-detached residential property. The existing dwelling benefits from a dropped-kerb crossover from Highland Road which provides access to a driveway suitable for two cars to park independently.

- 1.5 The public transport accessibility level (PTAL) 'cell' (i.e. a 100 metre by 100 metre square) in which the site is located scores 2 which is a 'poor' rating according to Transport for London's (TfL) online PTAL calculator tool for the Baseline Year which is 2011. However, now that we are in the Year 2021 it is more appropriate to use the forecasting option in TfL's online PTAL calculator tool which, using the 2021 option, generates a revised PTAL rating of 3 which is a 'moderate' rating as defined by TfL. For the avoidance of doubt we have carried out a manual verification of the site's true PTAL score and found 3 to be the correct score.
- 1.6 The TfL derived PTAL score for this site does not take into account the presence of bus stops on Pinner Road outside Northwood School providing access to bus route H11, the closest of which is around 570 metres to the north east of the site following footpaths and is therefore comfortably within a PTAL prescribed walking distance (640 metres for bus stops).
- 1.7 The site is therefore within an easy walk distance of three different bus services with high peak period service frequencies which can be accessed from bus stops within around 570 metres of the site, the closest of which are on Joel Street adjacent to Northwood Hills underground station around 275 metres from the site providing access to bus routes H13 and 282. In addition, Northwood Hills underground station is around 300 metres from the site and provides access to London Underground services on the Metropolitan Line.
- 1.8 The site is not within a Controlled Parking Zone (CPZ) however the 'NWH' CPZ is in force to the south-east of the site which incorporates nearby streets including York Road, Colchester Road, and Lichfield Road which operates Monday to Friday from 1-2pm.

Proposed Development

- 1.9 The proposal comprises of the sub-division of the existing dwelling to provide an additional two-bedroom self-contained dwelling with associated garden and off-street parking. The existing four-bedroom dwelling (26 Highland Road) will be reduced in size to a three-bedroom dwelling. Both the extant retained dwelling and the new dwelling will be provided with one off-street parking space per plot.
- 1.10 The existing and proposed floor plans are presented at Appendix B of this report.

- 1.11 A planning application pursuant to the above described proposed development was submitted to Hillingdon Council in March 2021 under planning application reference 49247/APP/2021/1060. During the planning application consultation period the Council's Transportation Department has raised an objection to the proposal on the basis that this development raises highway safety concerns, contrary to Local Plan and London Plan (2021) policies. The full extract from the Highways Officer's comments are laid out as follows for ease of reference:

"7.10 Traffic impact, car/cycle parking, pedestrian safety

The proposal is for the sub-division of an existing semi-detached dwelling to create a separate (but attached) 2-bedroom house which at present consists of a two-storey side extension. 1 parking space is to be provided on the frontage with 1 space for No.26 being retained. A single existing carriageway crossing would need modification to facilitate unfettered vehicular access for both No.26 and the new unit.

The surrounding roadways are generally devoid of parking controls and neighbouring properties exhibit some degree of on-plot parking provisions. The site exhibits a Public Transport Accessibility Level (PTAL) of 2 which is considered as poor and therefore heightens dependency on the ownership and use of private motor transport.

Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the Council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

The maximum parking requirement for the 2-bedroom house equates to 2 on-plot spaces in order to fully comply with Hillingdon's adopted parking standard. 1 space is proposed hence is a deficit in provision. This parking deficit is further compounded by the existing address (No.26) losing two on-plot parking spaces which cumulatively may cause undue parking displacement and stress on the public highway.

As the applicant has not provided any detail or evidence with regard to the level of present on-street parking demand and whether any spare capacity exists which could satisfactorily accommodate potential parking displacement generated by the proposal, the default position is a refusal on insufficient on-plot parking grounds as private car dependency generated by the proposal is likely to be high due to the poor PTAL rating which can potentially result in undue loss of on-street parking provision and injudicious parking displacement onto the unrestricted public highway. Understandably the Council has a duty of care to prevent such eventualities wherever possible.

Cycle Parking Provision

In terms of cycle parking, there would be a requirement to provide 1 secure and accessible space for the 2-bedroom unit in order to meet the Council's adopted cycle parking standards. 2 cycle spaces, for both the existing and proposed house, are shown located to the front and rear of the build respectively which is considered appropriate and therefore acceptable.

The application has been reviewed by the Highway Authority, which is concerned that the proposal would potentially exacerbate local parking stress due to the insufficient and substandard layout of on-plot parking provision, and would therefore raise highway safety concerns, contrary to Local Plan and London Plan (2021) policies."

- I.12 This Highways Technical Note has been commissioned by the applicant in order to respond to the comments made by the Council's Highways Officer. The key highways related matter to be assessed is that of parking provision and development impact. The following chapter sets out the relevant policy considerations at the local, regional, and national levels.

2.0 POLICY ASSESSMENT

- 2.1 This proposal has been assessed in accordance with current transport planning policy guidance at the local, regional and national level.

Hillingdon Council

- 2.2 The Hillingdon 'Local Plan' takes forward many of the key objectives of the Sustainable Community Strategy. The Council has divided the Hillingdon Local Plan into two parts. The Hillingdon 'Local Plan: Part 1- Strategic Policies' was adopted in November 2012 and the 'Local Plan Part 2 - Development Management Policies' was adopted in January 2020. The Hillingdon Local Plan: Part 2 - Development Management Policies (DMP) sets out the key elements of the planning framework for the Borough over the next 15 years.
- 2.3 Policy DMT 6: Vehicle Parking of the Council's Local Plan Part 2 (DMP) is extracted as follows:

"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 obtain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."

- 2.4 Appendix C Table 1 of the Council's Local Plan Part 2 (DMP) sets out the Council's maximum car and cycle parking standards for new development in the Borough and has been extracted below for ease of reference:

CAR AND OTHER VEHICLE PARKING	BICYCLE PARKING
MAXIMUM REQUIREMENT	MAXIMUM REQUIREMENT
	(1 space per sqm of gross floorspace unless otherwise stated)

DWELLINGS WITH CURTILAGE	
2 spaces per dwelling	(a) 1 per 1 or 2 bed unit. (b) 2 per 3 or more bed unit

- 2.5 For residential development (Use Class C3) the maximum car parking standards are two spaces per dwellings with curtilage. Accordingly, the expectation in accordance with the Council's Local Plan is that the new two-bedroom dwelling and the retained three-bedroom dwelling should be provided with up to a maximum of two car parking spaces each.

The London Plan (March 2021)

- 2.6 A new version of the London Plan has been published in March 2021 and now holds material weight in planning policy terms and supersedes the previous London Plan dated 2016. Chapter 10 of the new London Plan relates to London's Transport.
- 2.7 Policy T6.1 of the London Plan provides advice specific to residential parking and is extracted as follows for ease:

"Policy T6.1 Residential Parking

A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset*
- 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.*

H All disabled persons parking bays associated with residential development must:

- 1) be for residents' use only (whether M4(2) or M4(3) dwellings)*
- 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling*
- 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)*
- 4) count towards the maximum parking provision for the development*
- 5) be designed in accordance with the design guidance in BS8300vol.1*
- 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface."*

2.8 Table 10.3 of the new London Plan sets maximum car parking standards for new residential development as reference in Policy T6.1:

Table 10.3 - Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car-Free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1-2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1-2	Up to 0.75 spaces per dwelling

Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1-2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6.1 Residential Parking shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

2.9 Hillingdon Council is classified as an outer London Borough and the site has a PTAL score of 3 which is a 'moderate' rating. Accordingly, the expectation in accordance with the London Plan (March 2021) is that the new two-bedroom dwelling should be provided with up to a maximum of 0.75 car parking spaces and the retained three-bedroom dwelling should be provided with one car parking space.

National Planning Policy Framework (NPPF)

2.10 On a national level, the National Planning Policy Framework (updated June 2019) sets out national policy. Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant key extracts have been copied herein:

“102. Transport issues should be considered from the earliest stages of plan-making and development proposals, 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.*

105. 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.*

108. 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; and*
- c) 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.*

109. 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.”

2.11 In providing our own assessment of this proposal, the above policies have been fully considered.

3.0 SITE ACCESSIBILITY

Local Amenities

- 3.1 As previously noted, the site is situated around 250 metres to the west of Northwood Hills neighbourhood centre, which is host to a parade of local shops, services, and amenities located on the B472 Joel Street, which will be readily accessible to future residents of the site on-foot. In turn, this is likely to reduce the reliance on travelling by car or the prevalence for private car ownership locally.
- 3.2 The closest amenities in proximity to the site on Joel Street include a Tesco Express, a Boots store and pharmacy, cafés, restaurants/takeaways, gym and co-op supermarket.
- 3.3 The location of nearby shops, services and amenities is displayed in Appendix C of this report.

Public Transport

- 3.4 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility level (PTAL) assessment have been undertaken.
- 3.5 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.
- 3.6 TfL provides an online GIS-based PTAL tool. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's PTAL score.
- 3.7 As explained in the introduction, the PTAL 'cell' (i.e. a 100 metre by 100 metre square) in which the site is located scores 2 which is a 'poor' rating according to TfL's online PTAL calculator tool for the Baseline Year which is 2011. However, now that we are in the Year 2021 it is more appropriate to use the forecasting option in TfL's online PTAL

calculator tool which, using the 2021 option, generates a revised PTAL rating of 3 which is a 'moderate' rating as defined by TfL.

- 3.8 For the avoidance of doubt we have carried out a manual verification of the site's true PTAL score and found 3 to be the correct score. The TfL derived PTAL score for this site does not take into account the presence of bus stops on Pinner Road outside Northwood School providing access to bus route H11, the closest of which is around 570 metres to the north east of the site following footpaths and is therefore comfortably within a PTAL prescribed walking distance (640 metres for bus stops). The manual PTAL verification exercise is presented at Appendix D of this report. TfL's PTAL table is extracted as follows:

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

- 3.9 The site is within an easy walk distance of three different bus services with high peak period service frequencies which can be accessed from bus stops within around 570 metres of the site, the closest of which are on Joel Street adjacent to Northwood Hills underground station around 275 metres from the site providing access to bus routes H13 and 282.
- 3.10 In addition, Northwood Hills underground station is around 300 metres from the site and provides access to London Underground services on the Metropolitan Line with services between Watford/Amersham/Chesham and Aldgate, around 3-4 times per hour. The Metropolitan Line stops at popular destinations such as Wembley Park, Baker Street, Kings Cross St Pancras, and Liverpool Street.
- 3.11 Refer to Appendix C for the locations of the nearby bus stops, bus services, and Northwood Hills underground station.

Cycling & Pedestrian Accessibility

- 3.12 The pedestrian footways surrounding the site are sufficiently wide, well-lit, and in a good state of repair. The walk routes from the site to local amenities and public transport access points are straightforward as can be seen from the site location map in Appendix C of this report.
- 3.13 A public footpath is provided between York Road and the B472 Joel Street immediately east of the site which provides a convenient and well-lit route to the local shops, services, amenities, and public transport access points. There is a Zebra Crossing on the B472 Joel Street outside Northwood Hills underground station providing a safe crossing point for pedestrians.
- 3.14 Cycling is proposed to be encouraged through the provision of appropriate cycle facilities. Secure and sheltered cycle parking will be provided for the new dwelling and the existing retained dwelling in accordance with local and regional policy guidelines which the Council's Highways Officer has confirmed as acceptable.
- 3.15 The site is outside of the catchment area for TfL's cycle hire scheme.

Vehicle Access

- 3.16 The site is well connected to the wider highway network. Highland Road connects to the B472 Joel Street via York Road and Colchester Road. The B472 Joel Street extends to the A404 Pinner Road to the north and the B466 High Road Eastcote to the south.
- 3.17 As explained in the introduction, the site is not within a Controlled Parking Zone (CPZ) however the 'NWH' CPZ is in force to the south-east of the site which incorporates nearby streets including York Road, Colchester Road, and Lichfield Road which operates Monday to Friday from 1-2pm.
- 3.18 The roads adjoining the site are subject to a 30mph speed limit.
- 3.19 The existing dwelling benefits from a dropped-kerb crossover from Highland Road which provides access to a driveway suitable for two cars to park independently. The existing

dropped-kerb crossover is a shared crossover with the neighbouring property (No.24 Highland Road). It is noted that the Council's preference is for the existing shared crossover to be replaced with new single crossovers, one single crossover to serve the existing driveway access to No.24 Highland Road and a new single crossover to serve the planned two on-plot parking spaces at No.26 Highland Road. This is considered to be adequately secured by the Council as a condition of any future planning permission.

4.0 PARKING PROVISION & DEVELOPMENT IMPACT

Parking Provision

- 4.1 As explained in the introduction, the proposal is for the sub-division of the existing dwelling at No.26 Highland Road to provide an additional two-bedroom self-contained dwelling with associated garden and off-street parking.
- 4.2 The existing four-bedroom dwelling (26 Highland Road) will be reduced in size to a three-bedroom dwelling.
- 4.3 Both the extant retained dwelling and the new dwelling will be provided with one off-street parking space per plot.
- 4.4 As discussed in Chapter 2, the car parking standards which apply to this scheme are set out in the Council's Local Plan, and those laid out in the new London Plan March 2021 are also of material importance.
- 4.5 In accordance with the parking standards in Hillingdon Council's Local Plan the new two-bedroom dwelling and the retained three-bedroom dwelling should be provided with up to a maximum of two car parking spaces per property.
- 4.6 In accordance with the parking standards in the new London Plan (March 2021) the new two-bedroom dwelling should be provided with up to a maximum of 0.75 car parking spaces and the retained three-bedroom dwelling should be provided with one car parking space.
- 4.7 The existing four-bedroom family house would require up to two parking spaces in accordance with the Council's policy requirements and up to one parking space in accordance with the new London Plan policy requirements, therefore in policy terms the difference between the existing and the proposed development at 26 Highland Road is two or one additional car parking spaces respectively.

- 4.8 The provision of one on-site car parking space per dwelling under the proposals does not exceed and is therefore compliant with the maximum policy requirements prescribed by Hillingdon Council and the new London Plan and is therefore acceptable on this basis.

Development Impact

- 4.9 To further assist the application of the local and regional parking standards, and to project the actual demand for parking generated by residential development in specific parts of the Borough, local ward census data from the most recent survey in 2011 has been researched.
- 4.10 The 'Middle Layer Super Output Area' (MSOA) has been selected to reflect a minimum size of 5,000 residents and 2,000 households adjoining the development site, thus giving an accurate reflection of car ownership levels in the immediate locality. The data has also been further interrogated to provide car ownership levels for the 'type' of dwelling, i.e. whole houses and bungalows or flats, maisonettes, and apartments.
- 4.11 Table 1 presents the 2011 car or van ownership census data for whole houses and bungalows for the area adjoining the application site. Applying the MSOA car or van ownership census data, the proposed two houses (one new and one retained dwelling) will generate demand for 2.6 cars (three rounded-up). Refer to Table 2.

Table 1. MSOA; Car or Van Ownership by Whole House or Bungalow

Car or Van Availability by Whole House or Bungalow (LC4415EW) - 2011	Hillingdon 002	
	MSOA	
	Count	%
All Categories: Car or Van Availability	2,337	-
No Cars or Vans in Household	306	13%
1 Car or Van in Household	1,060	45%
2+ Cars or Vans in Household	971	42%

Source: Office for National Statistics

Table 2. Census Data Car Ownership Projections – Proposed Development

CPH	%	2 Dwellings	Total Cars
0	13%	0.3	0.0
1	45%	0.9	0.9
2	42%	0.8	1.7
Total	100%	2.0	2.6

Notes:

CPH = cars per household

% = MSOA car ownership data

2 dwellings = the proposed development

Total cars = the projected existing parking demand

Arithmetic errors are due to rounding's

- 4.12 The difference in the predicted demand for parking based on local car ownership census data and the proposed on-site parking provision at 26 Highland Road is a worst case one additional car parking space.
- 4.13 However given the very small scale of the existing/proposed development and the arithmetic rounding's that these calculations are based on it is quite possible that the additional demand for parking may not materialise. Therefore the most likely scenario is that there will be no net increase in parking demand locally arising from this proposal.
- 4.14 Accordingly it can be reasonably deduced that there will be a worst case one additional car parked on the adjoining highway under the proposals, but that a more likely scenario is that there will be no net increase in parking demand locally.
- 4.15 A worst case additional one car parked on the roads within the study area would be unlikely to increase the existing observed parking stress on the roads adjoining the site by a tangible amount. An additional one car parked on the local roads is likely to fall within nightly fluctuations in parking patterns on the roads adjoining the site and therefore largely go unnoticed.
- 4.16 The proposal will therefore not result in conditions prejudicial to highway capacity, road safety, or neighbouring amenity.
- 4.17 In summary the development will not result in adverse conditions on the adjoining highway. The proposal is therefore considered to be acceptable from a highways perspective.

Other Material Considerations

- 4.18 It is relevant to note that a planning appeal (appeal reference: APP/R5510/W/18/3217591) for six residential dwellings and four on-site parking spaces at 190 Joel Street was allowed in March 2019. The appeal site is just over 1km to the south of this site and is therefore closely comparable in terms of location.
- 4.19 The Planning Inspectorate noted that four parking spaces would be an acceptable level of parking for a proposal of six dwellings (0.66 spaces per dwelling). This is a lower parking ratio to the proposed development (1:1 spaces per dwelling).
- 4.20 Whilst it is acknowledged that the appeal scheme comprises of flats not houses, the site is slightly further away from Northwood Hills neighbourhood centre and underground station and the flats are all two-bedroom dwellings which is therefore similar in scale to the proposed development at 26 Highland Road.
- 4.21 Further to the above, a planning appeal was submitted to the Planning Inspectorate for a revised proposal of eight residential flats and four on-site parking spaces at 190 Joel Street (appeal reference: APP/R5510/W/19/3243953), which was dismissed in March 2021. Reasons for dismissal were related to flood risk and lack of accessible and adaptable housing, not highways.
- 4.22 The comments relating to highways establish similar conclusions to the previous planning appeal (March 2019) at 190 Joel Street and have been included below for ease of reference:

"although the development would not achieve the minimum level of off-street parking provision, the proposal would unlikely lead to a harmful impact to on-street parking provision or congestion and subsequently a harmful impact on the safe use of the highway/impedance to the free flow of traffic. As such there would be no conflict with DMP Policy DMT6 and London Plan Policies 6.3 and 6.13 which, amongst other things, seek to ensure that developments achieve an adequate level of parking provision, and where this is not possible, any increased demand for on street parking would not result in any harmful effects to highway safety."

- 4.23 As noted throughout this report, regional planning policy should also be taken into consideration when assessing this proposal. For example, Policy T6 Car Parking, paragraph

C of the new London Plan states that *“An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.”*

- 4.24 The proposals are also compliant with Paragraphs 108 and 109 of the NPPF, which states that:

“108. 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; and*
- c) 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.*

109. 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.”

- 4.25 In relation to Part A of paragraph 108, sustainable modes of transport have been promoted through the provision of cycle parking for future residents. The site itself has also been demonstrated to be located within a sustainable location close to shops, services, and amenities which are readily accessible on-foot/by bicycle, as well the proximity to nearby bus services and Northwood Hills underground station.

- 4.26 Part B of paragraph 108 is also met through the design of safe access to the site for pedestrian and vehicles. With regard to Part C, the contents of this report have demonstrated that the development will not result in significant impacts on the highway network in terms of safety, congestion, or parking capacity which, if need be, cannot be cost effectively mitigated to an acceptable degree.

- 4.27 Finally in reference to Paragraph 109 of the NPPF, the proposal, which may or may not result in up to one additional car parked on the roads adjoining the site, should not be prevented or refused as there would not be an unacceptable impact on highway safety,

and the residual cumulative impacts of a worst case one additional car parked on the adjoining road network would not be severe.

5.0 SUMMARY

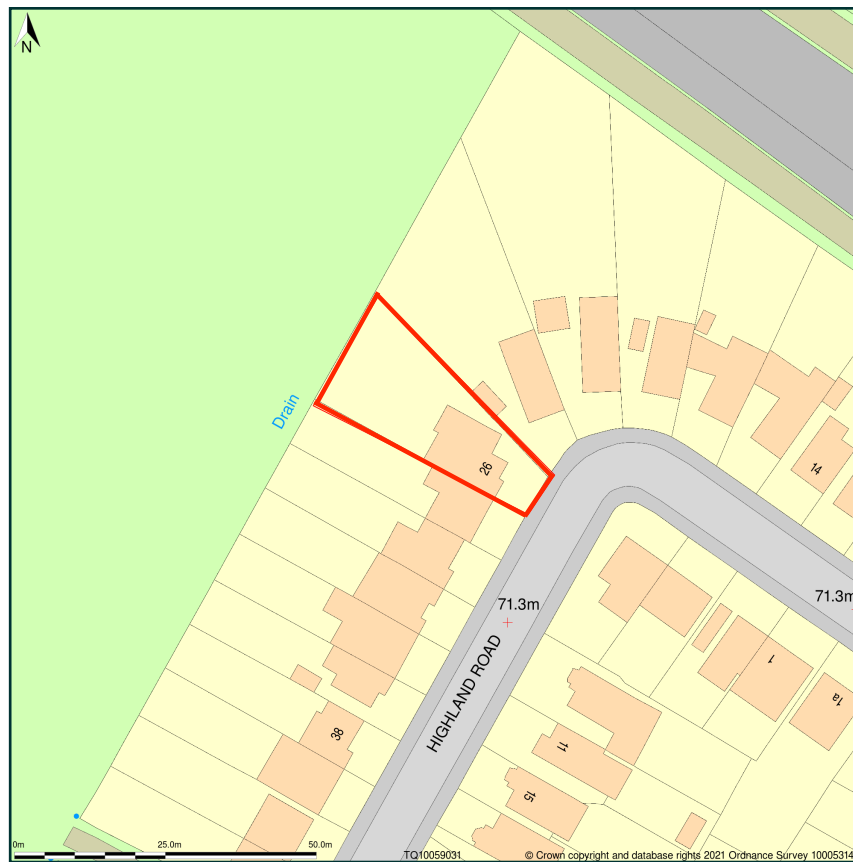
- 5.1 To summarise, the proposal is for the conversion of an existing four-bedroom family dwelling to provide two self-contained houses (one retained three-bedroom house and one new two-bedroom house) at 26 Highland Road, London, HA6 1JT. A planning application pursuant to the same is currently being considered by the local planning authority under planning application reference 49247/APP/2021/1060.
- 5.2 This Technical Note has been commissioned by the applicant in order to respond to the comments made by the Council's Highways Officer.
- 5.3 The site is situated within a short distance of many shops services and general amenities which will be readily accessible on foot and thus reduce the need to travel by private car. In addition, a total of three bus services as well as Northwood Hills underground station are within a short walking distance of the site. The site has a PTAL rating of 3 which is a 'moderate' score as defined by TfL.
- 5.4 A total of two on-site parking spaces are proposed to be provided for the residential dwellings (1:1 ratio) which is presently the case with the extant single dwelling.
- 5.5 It is noted that the Council's preference is for the existing shared crossover to be replaced with new single crossovers, one single crossover to serve the existing driveway access to No.24 Highland Road and a new single crossover to serve the planned two on-plot parking spaces at No.26 Highland Road. This is considered to be adequately secured by the Council as a condition of any future planning permission.
- 5.6 The proposed car parking provision for this development is compliant with the Council's maximum policy expectations as well as the maximum standards prescribed in the new London Plan March 2021 and is therefore considered to be acceptable.
- 5.7 The difference in the predicted demand for parking based on local car ownership census data and the proposed on-site parking provision at 26 Highland Road is a worst case one additional car parking space.

- 5.8 However given the very small scale of the existing/proposed development and the arithmetic rounding's that these calculations are based on it is quite possible that the additional demand for parking may not materialise. Therefore the most likely scenario is that there will be no net increase in parking demand locally arising from this proposal.
- 5.9 Accordingly it can be reasonably deduced that there will be a worst case one additional car parked on the adjoining highway under the proposals, but that a more likely scenario is that there will be no net increase in parking demand locally.
- 5.10 A worst case additional one car parked on the roads within the study area would be unlikely to increase the existing observed parking stress on the roads adjoining the site by a tangible amount. An additional one car parked on the local roads is likely to fall within nightly fluctuations in parking patterns on the roads adjoining the site and therefore largely go unnoticed.
- 5.11 The proposal will therefore not result in conditions prejudicial to highway capacity, road safety, or neighbouring amenity. The proposed development is therefore not considered to be contrary to Policies in the Council's adopted Local Plan, or Policy T6 of the London Plan March 2021. The proposed development is also not considered to be contrary to the NPPF, most notably paragraph 109 which 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".

APPENDIX A

Site Location Plan

26, Highland Road, Northwood, Hillingdon, HA6 1JT



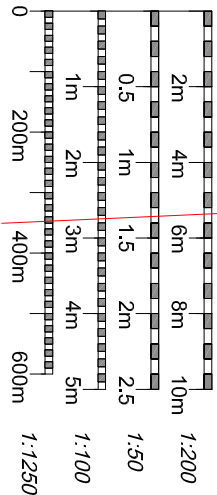
Site Plan shows area bounded by: 509985.75, 190248.04 510127.17, 190389.46 (at a scale of 1:1250), OSGridRef: TQ10059031. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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APPENDIX B

Existing and Proposed Floor Plans



Notes:
1. All dimensions must be checked on site and not scaled from this drawing.

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Client:
Mr Nasir Kazalbash

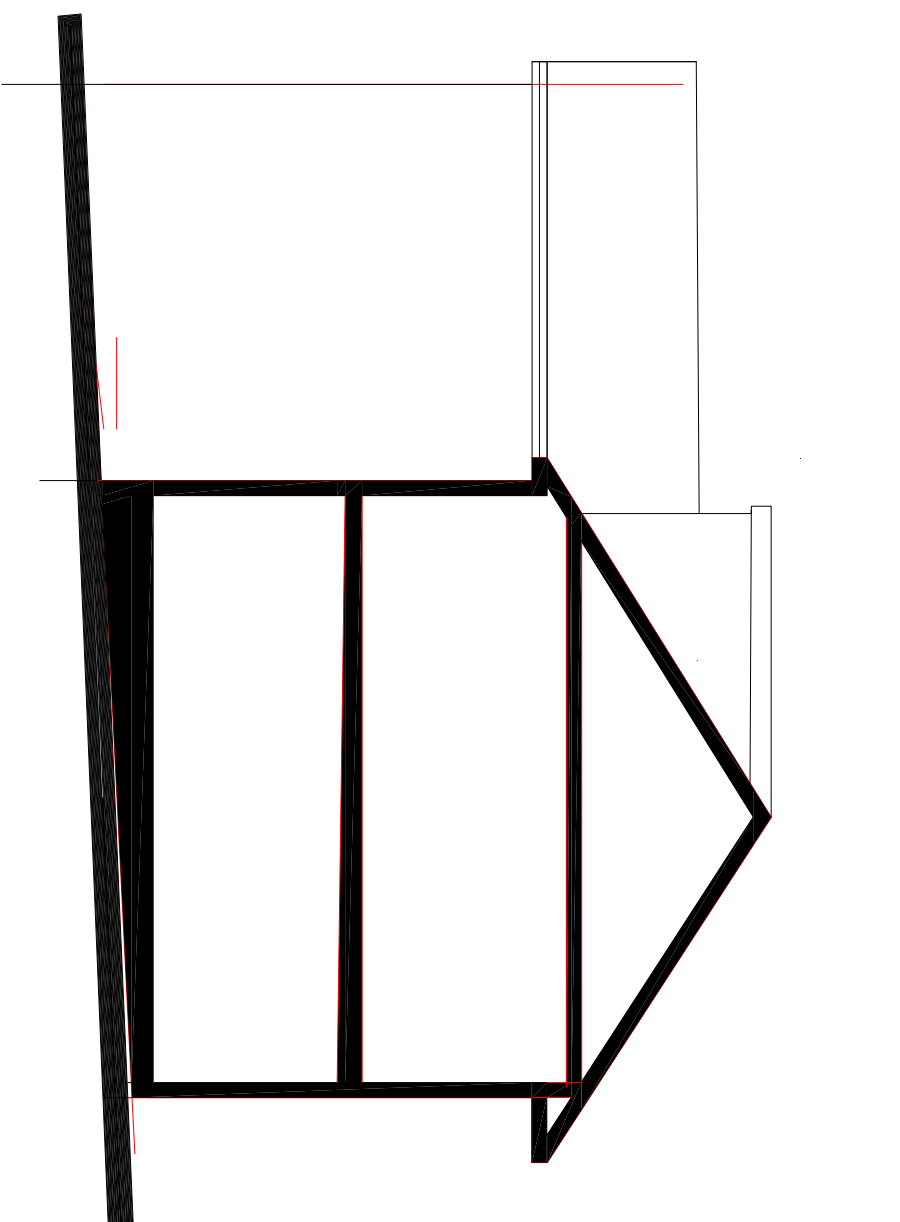
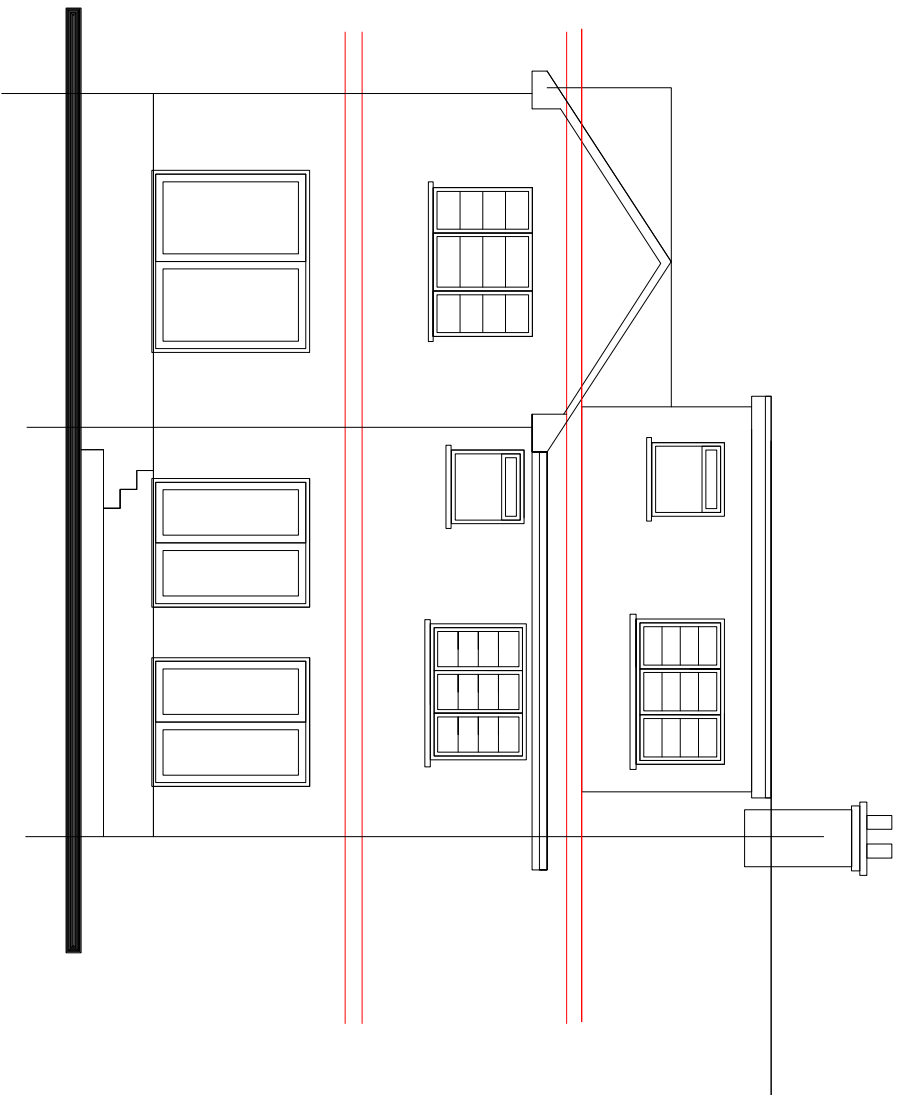
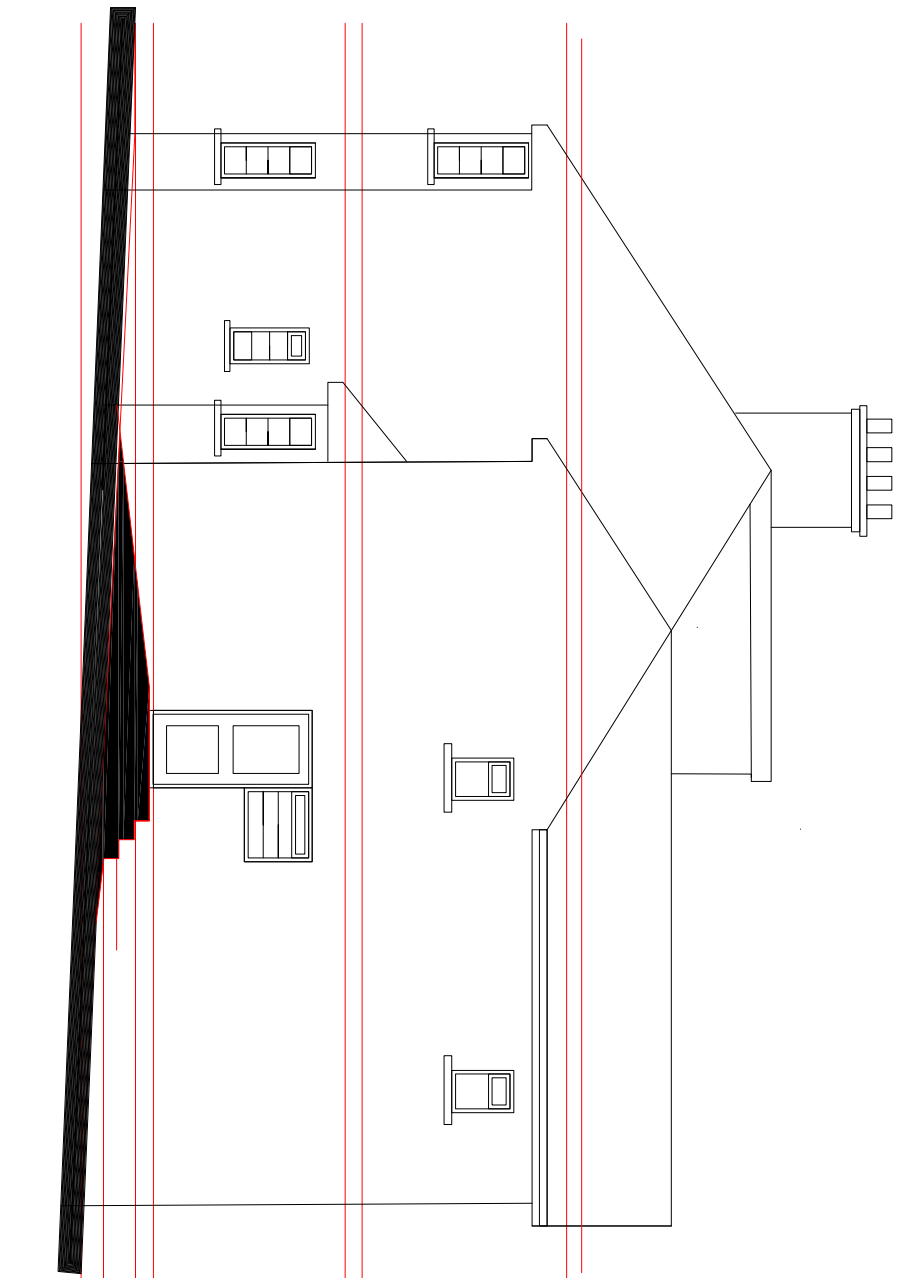
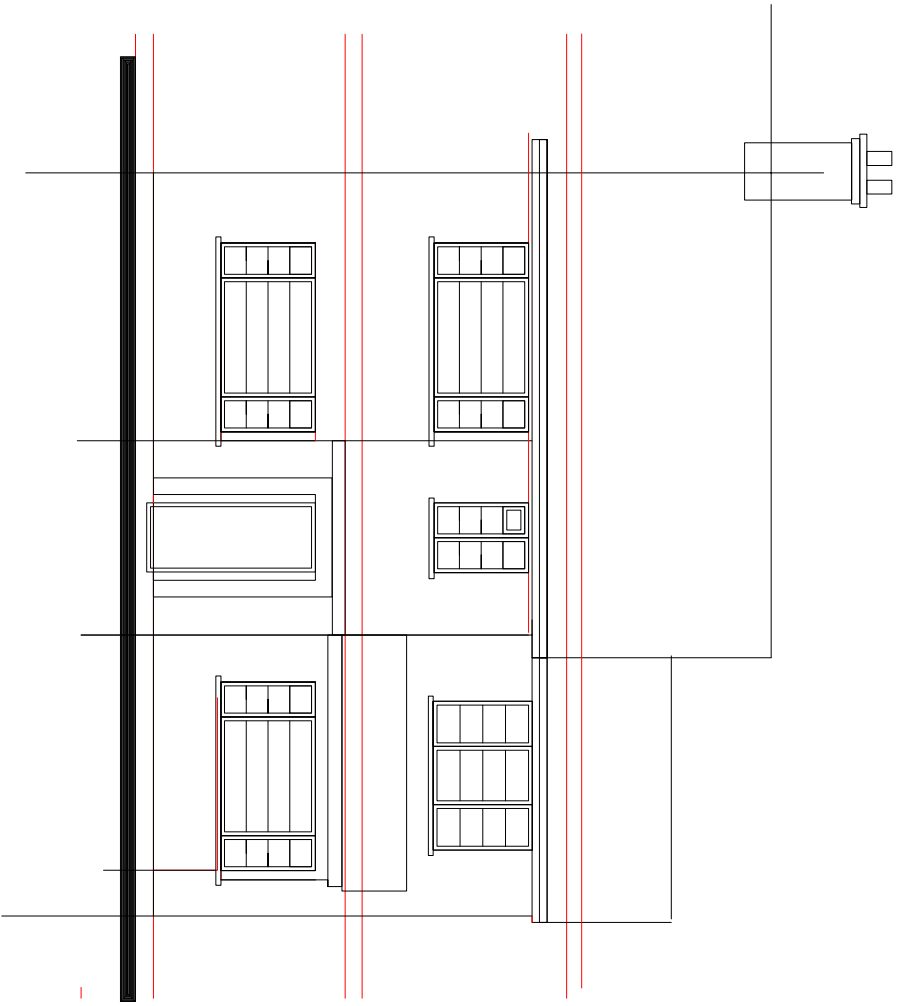
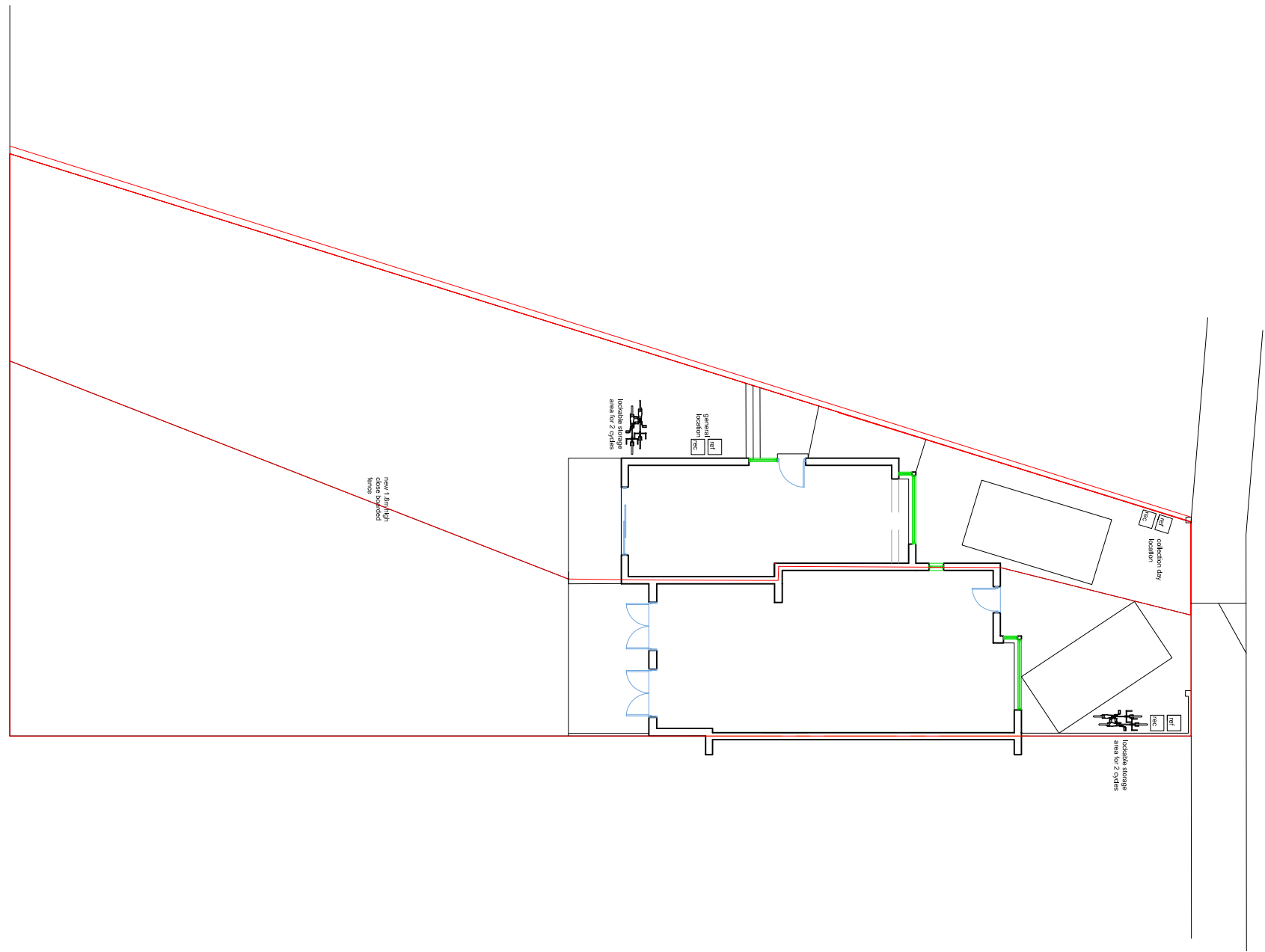
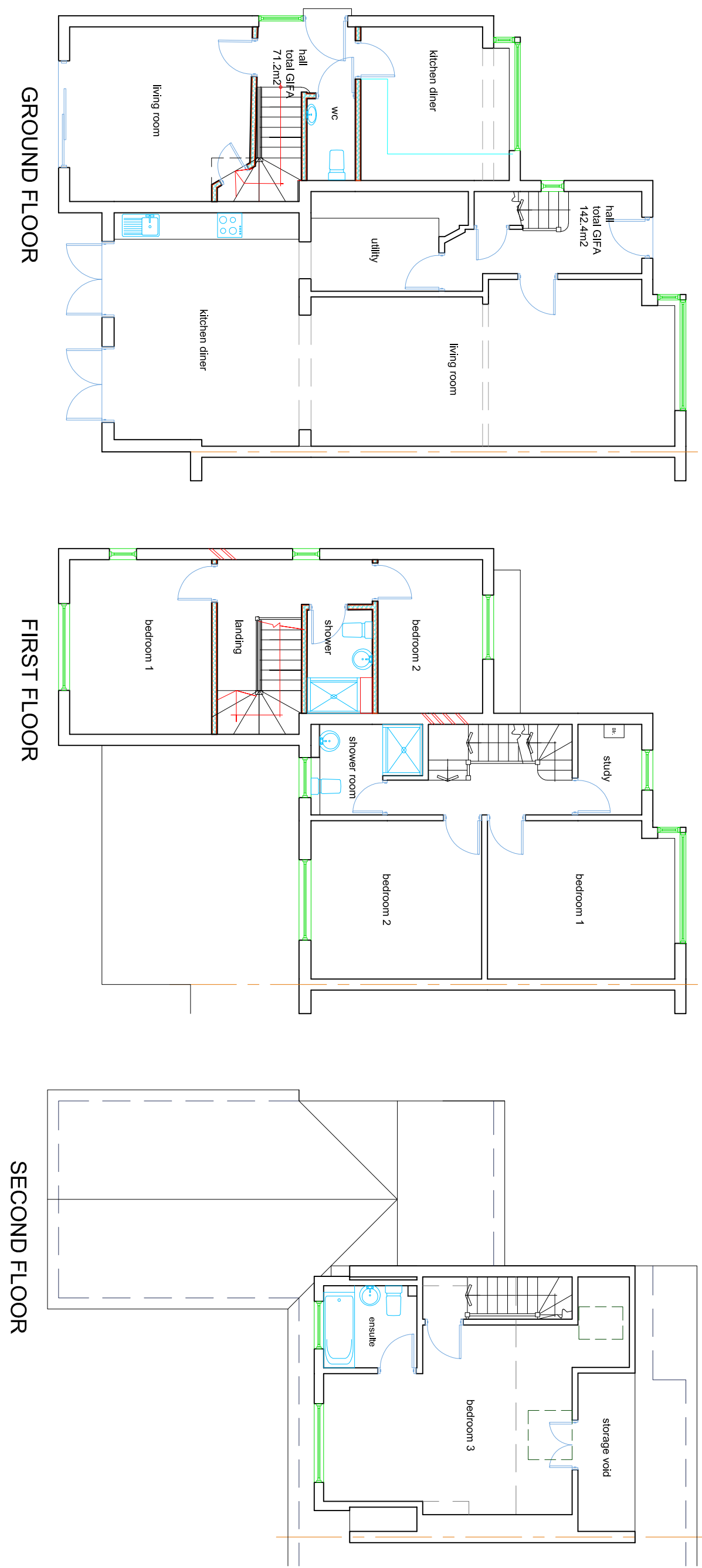
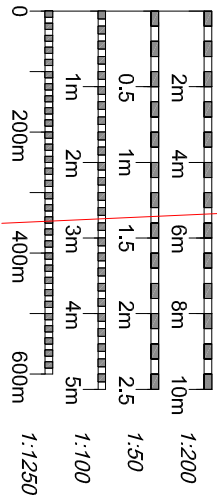
Job Title:
**CHANGE OF USE OF SIDE EXTENSION
TO A SELF-CONTAINED UNIT**
26 Highland Road
Northwood Hills
HA6 1JT

Drawing Title:
EXISTING BUILDING

Scale:
1:100
Paper Size:
A1

Date:
3/3/21
Drawn By:
CEC

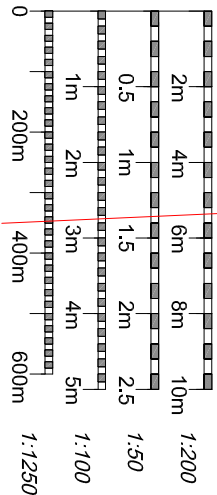
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Drawing Title	
PROPOSED SCHEME	
Scale	Paper Size
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Date	Drawn By
8/3/21	CEC
Job No	2021040
02	B

Client	Mr Nasir Kazalbash
Job Title	CHANGE OF USE OF SIDE EXTENSION TO A SELF-CONTAINED UNIT
Job Title	26 Highland Road Northwood Hills HA6 1JT
Simon Hands and Associates	Chartered Surveyors & Architects
12 Ruislip Road	
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Uxbridge	email enquiries@simonhands.co.uk

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A	12/3/21
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Notes:
1. All dimensions must be checked on site and not copied from this drawing

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A 12/5/21 P/R/S A/CE/D B/D/S NOTED DEC

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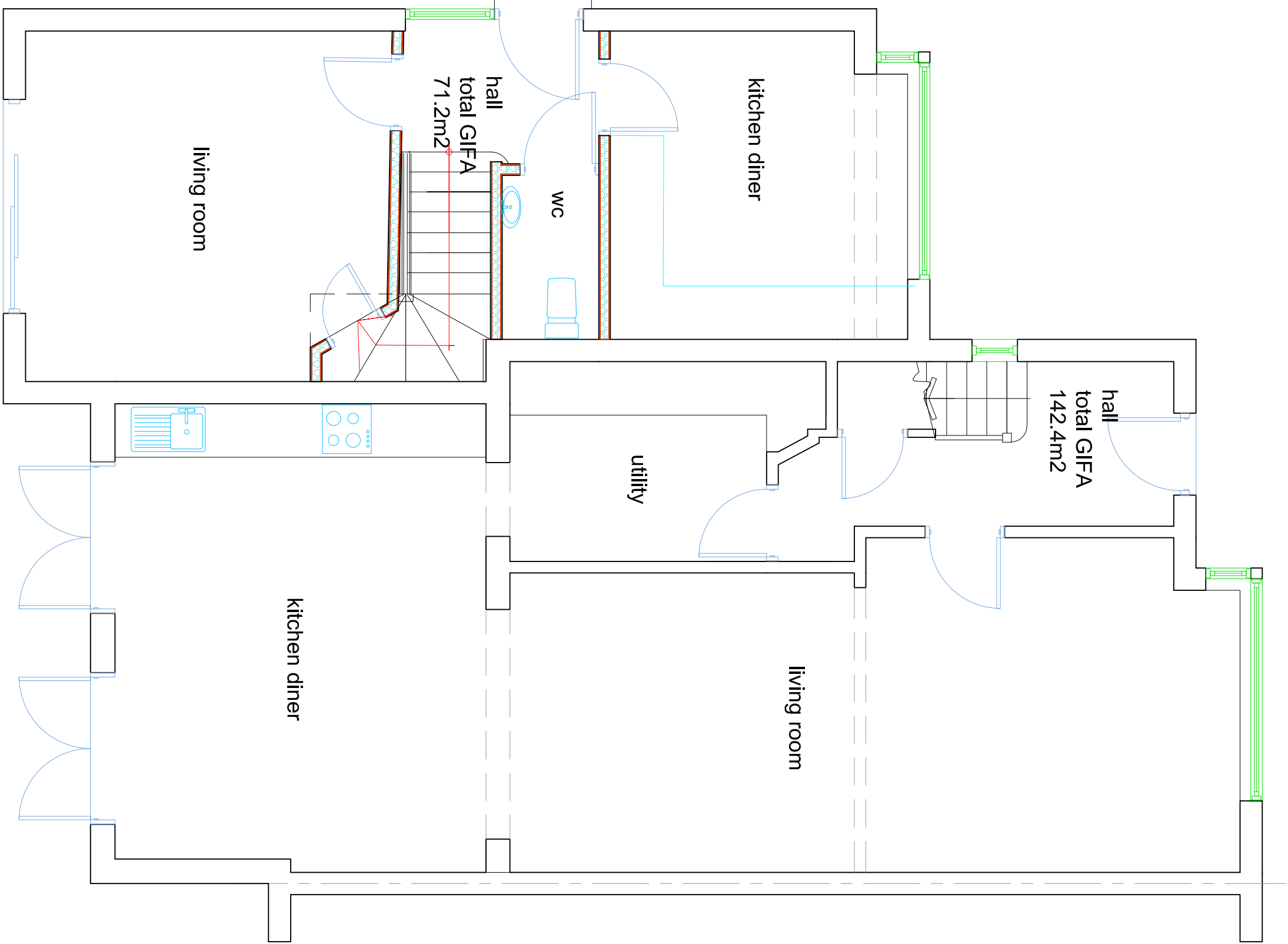
Job Title
**CHANGE OF USE OF SIDE EXTENSION
TO A SELF-CONTAINED UNIT**
26 Highland Road
Northwood Hills
HA6 1JT

Drawing Title
PROPOSED PLANS

Scale
1:50
Paper Size
A1

Date
8/3/21
Drawn By
CEC

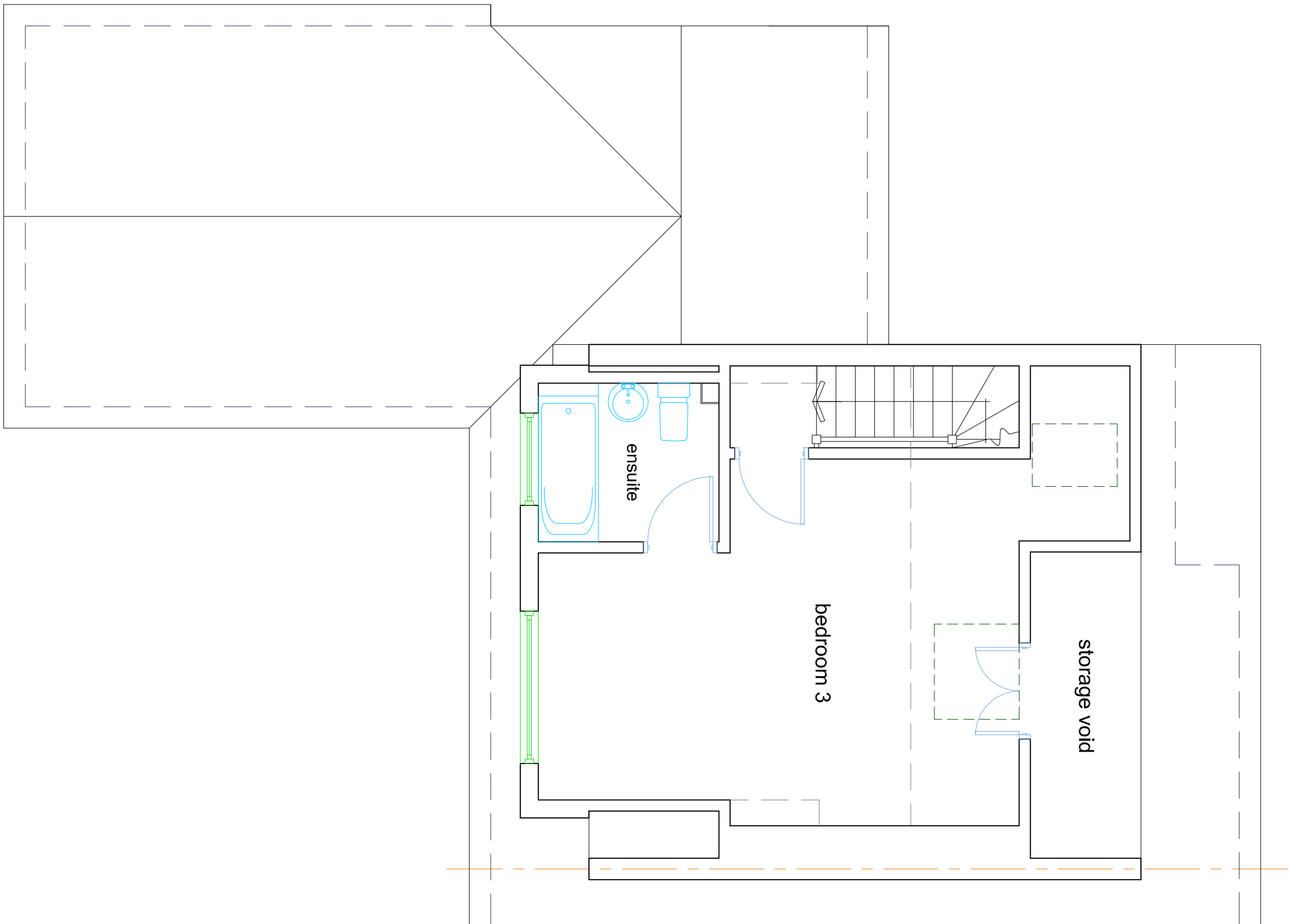
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2021040
Rev
03
Page
A



GROUND FLOOR



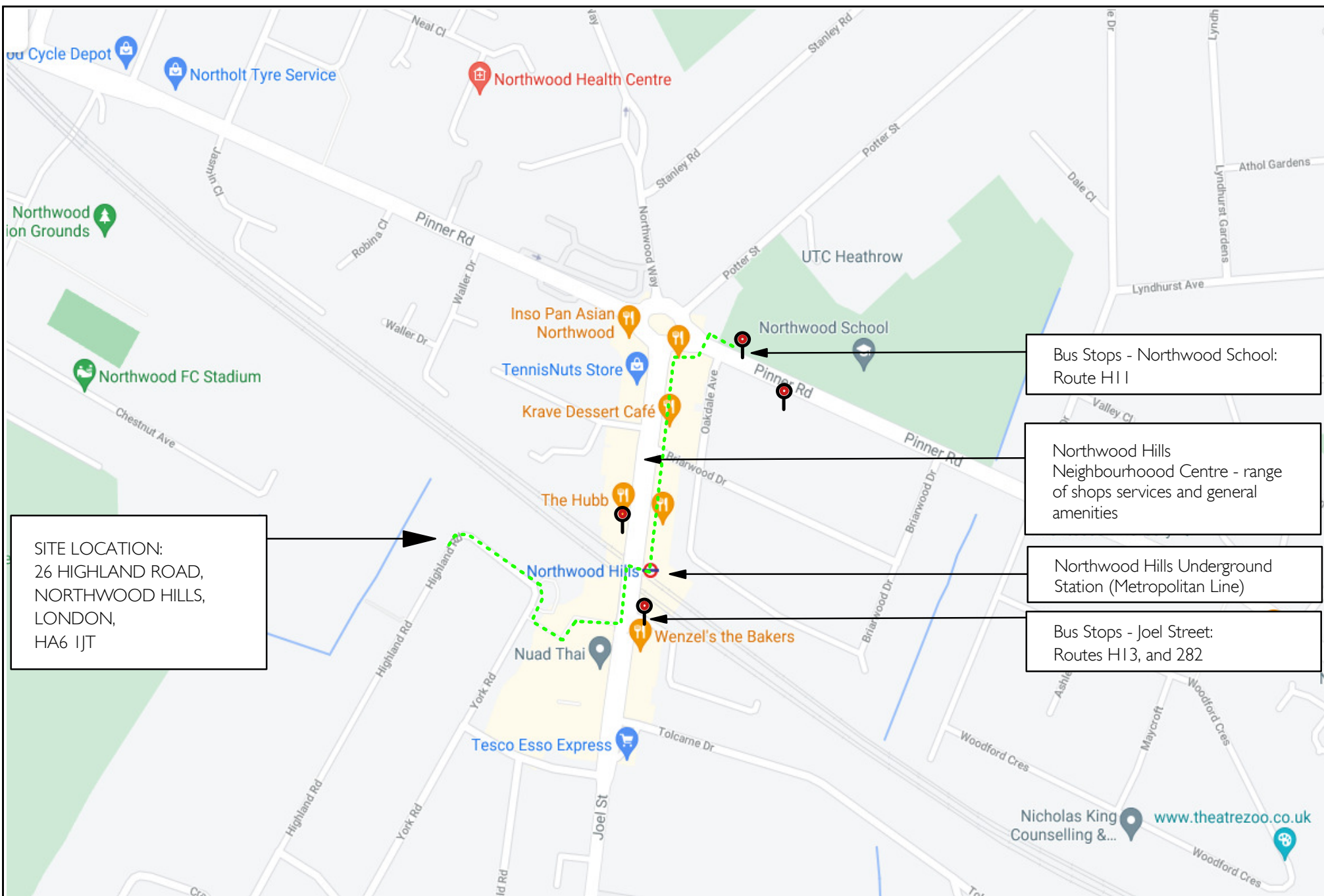
FIRST FLOOR



SECOND FLOOR

APPENDIX C

Local Amenities & Public Transport Accessibility Plan



Date: 14-May-2021
Scale: NTS
Source: Google Maps
Drawing No: P2501/HTN/C



P2501: 26 HIGHLAND ROAD, LONDON, HA6 1JT
Appendix C.
Local Amenities & Public Transport Accessibility Plan



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

APPENDIX D

Manually Verified PTAL Score – 26 Highland Road

Site Details

Description: **Standard PTAL calculation**
P2501: 26 Highland Road
Coordinates: 510074
190312
Date: 14/05/2021

Calculation Parameters

Day of Week: M-F
Time Period: AM Peak
Walk Speed: 4.8
Bus Walk Access Time (mins): 8
BUS Reliability Factor: 2
LU Max. Walk Access Time (mins) 12
LU Reliability Factor: 0.75
Rail Walk Access Time (mins): 12
Rail Reliability Factor: 0.75

Data					Calculations					
A	B	C	D	E	F	G	H	I	J	K
Mode	Stop	Route	Distance (meters)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	Pinner Road Joel Street	H11	570	4	7.13	9.50	16.63	1.80	0.5	0.90
Bus	Northwood Hills Station	H13	272	3.1	3.40	11.68	15.08	1.99	0.5	0.99
Bus	Northwood Hills Station	282	272	5.4	3.40	7.56	10.96	2.74	1	2.74
LUL	Northwood Hills	AMRSHM-ALDGT SF	300	2	3.75	15.75	19.50	1.54	0.5	0.77
LUL	Northwood Hills	ALDGT-AMRSHM S	300	4	3.75	8.25	12.00	2.50	1	2.50
LUL	Northwood Hills	ALDGT-CHSHM S	300	2	3.75	15.75	19.50	1.54	0.5	0.77
LUL	Northwood Hills	CRXLY-BKRST S	300	4	3.75	8.25	12.00	2.50	0.5	1.25
LUL	Northwood Hills	ALDGT-WATFDJ S	300	4	3.75	8.25	12.00	2.50	0.5	1.25
LUL	Northwood Hills	WATFDJ-BKRST SF	300	2	3.75	15.75	19.50	1.54	0.5	0.77
LUL	Northwood Hills	BKRST-WATFDJ S	300	2	3.75	15.75	19.50	1.54	0.5	0.77

Sum of AI's

12.71

PTAL

3