



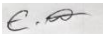
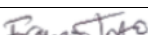
**53-55 The Broadway, Joel Street,
Northwood HA6 1NZ**

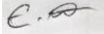
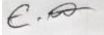
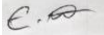
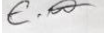
**Transport Statement
To Support S73 Application**

**Prepared by: Fotom Consulting Ltd
On behalf of: Progress Planning Ltd
Report No. P000034/TS
August 2021**

DOCUMENT CONTROL

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Client	Progress Planning Ltd
Project Number	P000034/TS

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Executive Summary

Fotom Consulting has been commissioned by Progress Planning a Transport Statement (TS) to support a Section 73 application for the reduction of parking spaces at the 53-55, The Broadway, Joel Street, Northwood, HA6 1NZ.

The gym next door was approved by Hillingdon Council in 2017 with 16 car parking spaces of which two were disabled bays (ref: 5564/APP/2016/3908). This level of parking was therefore considered appropriate for the gym.

An application (ref: 5564/APP/2020/847) comprising 7 residential units with 7 car parking spaces consisting of 3 residential bays on the ground floor and a further 4 parking bays in the under-croft of the building. 2 of the 4 parking bays proposed in the under-croft of the building are disabled spaces provided for the gym next door. This results in 5 spaces for residents and 2 disabled spaces for the gym next door.

This section 73 application seeks approval to increase the number of residential spaces from 5 to 6 but remove the 2 disabled spaces hitherto proposed for use by visitors to the gym next door. 80 sheltered cycle rack stores currently onsite for the next-door gym will be retained and an additional 16 spaces will be provided for the residential development. However, this section 73 application also seeks changes to the approved cycle parking and storage arrangements.

The analysis carried out in this TS shows that providing 6 car parking spaces will fall in line with Hillingdon Council's parking standards.

Also, the approved residential development is only expected to generate a maximum of 3 two-way vehicular trips a day. This is not expected to have a discernible impact on the neighbouring highways. Proposal for refuse storage and servicing remain unchanged from that of the approved application (re: 5564/APP/2020/847).

In accordance with the National Planning Policy Framework (NPPF) Paragraph 109, the proposed changes will not result in a severe impact on the local highway network and therefore planning permission should not be withheld on highway grounds.

1.0 Introduction

- 1.1 Fotom Consulting has been commissioned by Progress Planning a Transport Statement (TS) to support a Section 73 application for the reduction of parking spaces at the 53-55, The Broadway, Joel Street, Northwood, HA6 1NZ site.
- 1.2 The gym next door was approved by Hillingdon Council in 2017 with 16 car parking spaces of which two were disabled bays (ref: 5564/APP/2016/3908). This level of parking was therefore considered appropriate for the gym.
- 1.3 An application (ref: 5564/APP/2020/847) comprising 7 residential units with 7 car parking spaces consisting of 3 residential bays on the ground floor and a further 4 parking bays in the under-croft of the building. 2 of the 4 parking bays proposed in the under-croft of the building are disabled spaces provided for the gym next door. This results in 5 spaces for residents and 2 disabled spaces for the gym next door.
- 1.4 This section 73 application seeks approval to increase the number of residential spaces from 5 to 6 but remove the 2 disabled spaces hitherto proposed for use by visitors to the gym next door. 80 sheltered cycle rack stores currently onsite for the next-door gym will be retained and an additional 16 spaces will be provided for the residential development. However, this section 73 application also seeks changes to the approved cycle parking and storage arrangements.
- 1.5 This TS mainly considers the changes to the approved scheme and focuses on the effects of losing the two disabled spaces provided for the gym next door as part of the approved residential scheme.
- 1.6 The TS takes account of the Department for Communities and Local Government's guidance contained within the Planning Practice Guidance (PPG) and with due regard to relevant planning policies at national, regional and local levels.
- 1.7 The remaining sections of the TS report is structured as follows:

- **Section 2 – Policy review**

Provides the review of national, regional and local transport policies which are relevant to the proposed development

- **Section 3 – Existing conditions**

Briefly describes the existing site, surrounding local highway network, sustainable transport available and the local amenities

- **Section 4 - Proposed development**

Outlines the development proposal

- **Section 5 – Impact assessment**

Presents the trip generation and the impact on the local highway network

- **Section 6 – Summary and conclusion**

Summarises the key points of the Transport Statement and a conclusion on the acceptability of the proposed residential development in transport term.

2.0 Policy Review

2.1 This section of the report provides an analysis of current planning policy at national, regional and local levels.

2.2 The preparation of the TS for the proposed development is supported by National, Regional and Local Planning Policies and has been written in accordance with the current good practice guidance. The relevant policies identified include:

- National Planning Policy Framework (Department for Housing, Communities and Local Government, 2018)
- Manual for Streets (DfT, 2007)
- The London Plan (2016)
- Mayor's Transport Strategy (2018)
- Hillingdon Local Plan (2012)

National Policy

National Planning Policy Framework (NPPF)

2.3 The NPPF sets out the Government's expectations and requirements from the planning system. It is meant as high level guidance for Local Councils to use when defining their local and neighbourhood plans. This approach allows the planning system to be tailored to reflect the needs and priorities of individual communities.

2.4 The NPPF defines the delivery of sustainable development through three roles:

- i. Planning for prosperity (an economic role);
- ii. Planning for people (a social role); and
- iii. Planning for places (an environmental role).

It notes that to achieve sustainable development, these roles should be sought jointly and simultaneously through the planning system.

At the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 11).

2.5 **Paragraph 11** states that

For plan-making this means:

- a) Plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;
- b) Strategic policies should, as a minimum, provide for basic needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

- i. The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type, or distribution of development in the plan area, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

- c) Approving development proposals that accord with an up-to-date development plan without delay; or
- d) Where there are no relevant development plan policies or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or
 - ii. Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

NPPF recognises that transport policies have an important role to play in wider sustainability and health objectives as well as their direct influence on development. It seeks to ensure that 'the transport system is balanced in favour of sustainable transport modes giving people a real choice about how they travel'.

2.6 Paragraph 102 states that:

Transport issues should be considered from the earliest stages of the 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.

2.7 **Paragraph 103** states that:

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

2.8 **Paragraph 109** 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.

2.9 **Paragraph 110** states that developments should:

- Give priority 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,
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport,
- Create places that are safe, secure and attractive – which minimises the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local characters and design standards,
- Allow for the efficient delivery of goods and access by services and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

2.10 **Paragraph 111** states that:

All developments that 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 (2016)

The London Plan is a Spatial Development Strategy for Greater London, which was adopted in July 2011 and sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. Chapter Six of the London Plan covers transport including parking standards for car and cycling to support the wider policies that encourage the use of sustainable transport.

2.12 **Policy 6.1** relates to strategic approach, and it states that:

“The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by encouraging patterns and nodes of development that reduce the need to travel, especially by car as well as seeking to improve the capacity and accessibility of public transport, walking and cycling particularly in areas of greatest demand”.

2.13 **Policy 6.3** on assessing the effects of development on transport capacity states that:

“Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

Transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan¹ and should be co-ordinated with travel plans”.

2.14 **Policy 6.9** relates to cycling, and it states that development should:

“Provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions)

Provide on-site changing facilities and showers for cyclists”

2.15 **Policy 6.13** relates to parking, and it states that:

“The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. In addition, developments in all parts of London must ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles, provide parking for disabled people in line with Table 6.2 and meet the minimum cycle parking standards set out in Table 6.3”

“Furthermore, 20% of the total number of allocated spaces for any given development must be provided with active electric-charging facilities and an additional 10% of the total allocated spaces must be provided with passive provision”.

Mayor’s Transport Strategy (2018)

2.16 The new *Mayor’s Transport Strategy (MTS)* was published by the GLA in March 2018. The policies

set out in the new *MTS* aim to support mode shift across London. The target presented in the *MTS* is 80% of all trips to be made on foot, cycle or public transport by 2041.

- 2.17 The key objectives with regards to new development is to provide new mixed-use development in areas of good access to public transport, walking and cycling provisions, to minimise car parking in new developments in central areas, with developments in locations with good public transport connectivity expected to be car-free, and to provide appropriate cycle parking within the sites.
- 2.18 The *MTS* also identifies that Developers will need to deliver transport solutions to promote a mode shift to active, efficient and sustainable modes, reduce road congestion, improve air quality and assist in the development of attractive, healthy and active places.

Local Policy

Hillingdon Local Plan (2012)

- 2.19 The Hillingdon Local Plan is the key strategic planning document for Hillingdon and supports the delivery of the spatial elements of the Sustainable Community Strategy. It sets out how the long-term vision and objectives for the Borough, what is going to happen and where and how this will be achieved.
- 2.20 The plan has the following overarching priority themes:
- Putting residents first at the heart of everything we do and promoting civic pride,
 - Protecting and enhancing the borough's natural environment,
 - Improving buildings, roads and footways and ensuring that new buildings fit in with the natural environment; and
 - Maintaining the solid approach to financial management that has delivered our success to date and which is vital for going forward.
- 2.21 **Policy DMT 1 – Managing Transport Impacts** states that:
- Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:
 - i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development,
 - ii) maximise safe, convenient, and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users,

- iii) provide equal access for all people, including inclusive access for disabled people,
 - iv) adequately address delivery, servicing, and drop-off requirements; and
 - v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.
- Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments (i.e., residential development of 10 dwellings or more, any building with a floor space of 1,000m² or more; development of a site of 1 hectare or more) that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

2.22 Policy DMT 2 – Highways Impacts states that:

Development proposals must ensure that:

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

2.23 Policy DMT 6: Vehicle Parking states that

- 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:
- The variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

- A transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.
- All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.
- Paragraph 8.30 states that:
- Hillingdon's parking standards are based on those contained in the London Plan with some variance to address local circumstances in terms of employment sites and residential uses. The standards contained within Appendix 1, Table C are expressed as maximum levels and do not imply any minimum level. Uxbridge is a key centre for the office market in West London and more generous levels of parking are necessary to compete with neighbouring local authorities outside London.

3.0 Existing Conditions

- 3.1 This section of the report details the existing transport conditions and information in and around the site.

Site Description

- 3.2 The site currently comprises of a 7-unit apartment block under construction, located in the London Borough of Hillingdon on Joel Street, immediately adjacent to Northwood Hills underground station. Joel Street features very wide pedestrian footpaths, 8.25m on the side of the development and a 3.1m wide footpath on the opposite side the development.
- 3.3 As the site sits next door to Northwood Hills underground station, the site is also adjacent to Northwood Hills southbound bus stop and a 2min walk from the northbound bus stop.
- 3.4 Next door is a gym, 'Fit Club Northwood', that features private car parking, provided at the back of the building via an access fronting onto Ferndown Road. **Figure 1** below is an aerial map of the site.

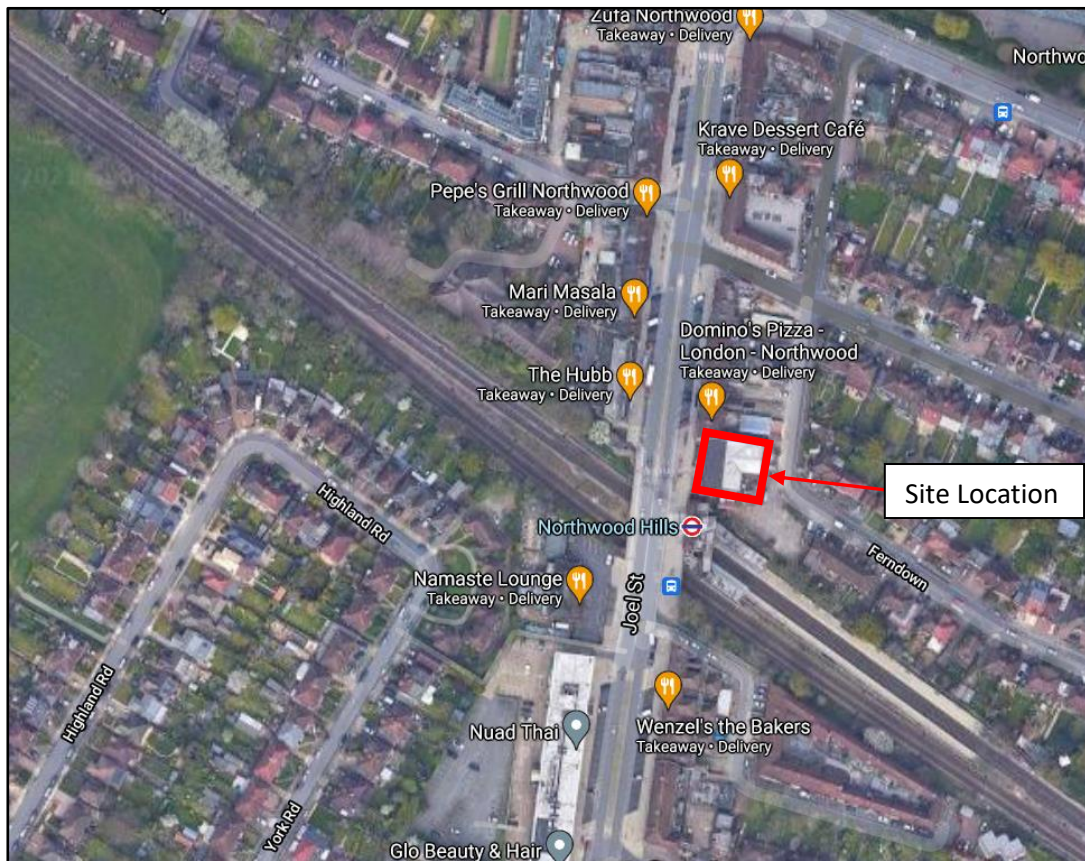


Figure 1: Aerial Map

Highway Network

- 3.5 The development is accessed by pedestrians via the entrance on Joel Street, whilst those arriving by vehicle utilise the car park off Ferndown Road and thus the back-door entrance.
- 3.6 Joel Street (B472) is a major highway, 11m wide, that runs in a north-south direction, connecting to Pinner Road (A404), on its Northern end and High Road Eastcote (B466) on its Southern end.
- 3.7 There are numerous parking bays on Joel Street available to the public within a 200m walking distance of the site, easing the demand of the site's private car park.
- 3.8 Ferndown Road is accessed via Briarwood Drive off Joel Street and is a mainly residential road that connects the northern section Briarwood Drive to eastern length of Briarwood Drive.
- 3.9 Ferndown Road features a 5.05m wide vehicle access to the rear car park with 1.9m pedestrian footpaths either side of the road. Most of the road is lined with a single yellow line, thus prohibiting long-stay parking, however there are a select few marked parking bays available for the public to use.
- 3.10 Joel Street (B472) is a major highway that runs in a north-south direction, connecting to Pinner Road (A404), on its Northern end and High Road Eastcote (B466) on its Southern end. A red line boundary plan of the site is at **Appendix A**.

Pedestrian And Cyclist Access

- 3.11 The site main entrance fronts onto Joel Street, the footpath in front of the site entrance is 8.25m wide and offers 7 cycle racks available for use by the public. There are no cycle lanes along either Joel Street or Ferndown Road, however Joel Street carriageway offers ample space to accommodate cyclist. Ferndown Road is a quiet residential road and as such is also suitable for cyclist to use.

Public Transport Provision

Public Transport Accessibility Levels (PTAL)

- 3.12 The Public Transport Accessibility Level (PTAL) rating indicates the level of public transport accessibility of a location. The level ranges 1 and 6 with subdivisions 1a, 1b, 6a and 6b, where 6 indicates excellent access to public transport and 1 indicates poor access.
- 3.13 The site is located in an area with a PTAL rating of 3 as shown in **Figure 2** below. A PTAL rating of 3 indicates that the site has acceptable levels of public transport access. However, given that the site sits next door to both a bus stop and underground station it is considered that the site is accessible by public transport.

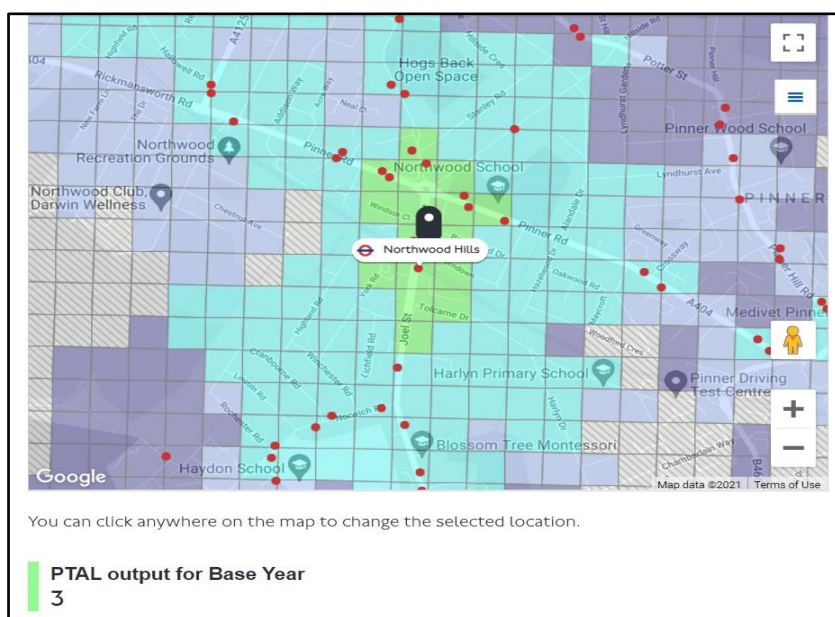


Figure 2: PTAL Map

Bus

- 3.14 Bus stops A and B can be found along Joel Street, with bus stop A in front of the adjacent Northwood Hills Station and bust stop B a 1-minute walk from the site in the northern direction. These bus stops serve the routes 282 and H13 in a southern and northern direction respectively.
- 3.15 A table of the bus routes and their destinations is provided below.

Route	Destinations	Frequency
H13	St Vincent's Nursing Home - Cranbourne Road - Northwood Hills Station - Stanley Road, Hillside School - Tudor Road- Pinner Station - High Road Eastcote - Ruislip Manor Station - Ruislip Station - The Oaks - Ladygate Lane - Breakspear Road - Ruislip Lido	Every 20 minutes between 7am – 8pm Monday – Friday Every 30 minutes between 7am – 9am and 20 minutes between 9am – 7pm Saturday

		Every 30 minutes on Sundays and public holidays. No services on Christmas Day
282	Ealing Hospital – West Middlesex Golf Course – Greenford Depot – Beechwood Avenue – Broadmead Road – Sycamore Close – Alderney Gardens – Northolt Leisure Centre – Victoria Road – Eastcote Station – Eastcote Road – Northwood Hills Station – Northwood Station – Myrtleside Close – Mount Vernon Hospital	Every 20 minutes between 7am – 8pm Monday – Friday

Table 1: Bus Routes Destinations and Frequency

Rail

- 3.16 The nearest tube station to the site is Northwood Hills underground station next door to the site location. This serves the Metropolitan line and makes up part of the London Underground.
- 3.17 A table of train destinations and their frequency is provided below.

Destination	Peak Hour Frequency/hr	Average Journey Time/mins
Amersham	2	22
Watford	2	16
Aldgate	2	35

Table 2: Northwood Hills Train Services

- 3.17 The Underground station has a ticket machine which is open 7 days a week, with passenger information system on the platform. Access between the station platforms is provided by a stairway and lifts.
- 3.18 In front of the station there are 7 cycle racks and a sheltered and seated bus stop, that serves the two routes mentioned above, H13 and 282.

Access to Local Services

- 3.19 Given that Joel Street is a major high street featuring various commercial stores, it can be

considered the site has good access many services.

3.20 There are eight school within proximity of the site

- UTC Heathrow University – 0.41km
- Northwood Secondary School & Sixth Form – 0.38km
- Haydon Secondary School – 0.98km
- St Vincent Nursey – 0.98km
- Twinkle Stars Montessori Nursery – 0.70km
- Ministeps Nursery – 0.43km
- Blossom Tree Montessori Nursery – 0.65km
- Harlyn Primary School – 0.73km

3.21 Other nearby facilities include

- Nisa Local – 0.26km
- Northwood Hills Library – 0.29km
- Northwood Health Centre – 0.86km
- Royal Mail Depot Northwood – 0.65km
- Northwood Delivery Office – 0.65km

3.22 In addition to the above-mentioned facilities, there are numerous restaurants along Joel Street for the public to choose from. A map highlighting some of the key facilities in the area is provided below



Figure 3: Local Facilities

4.0 Impact of the Proposed Changes to the Extant Scheme

- 4.1 This application seeks changes to the scheme approved under planning permission (ref: 5564/APP/2020/847). However, no changes are proposed to the 7 residential units approved as part of the extant permissions. The proposed number of units will remain unchanged at 7 as per the approved scheme. The proposed changes mainly involve car parking and cycle parking.
- 4.2 The approved scheme provides nearly double the required amount of external amenity space. The design has also been enhanced by adopting a more contemporary design that still reflects the residential character and scale of adjacent properties. The proposed 3 storey building provides an appropriate transition in height stepping down from 4-storeys in relation to the building to the West.

Car Parking

- 4.3 This section 73 application seeks to increase the amount of residential parking spaces from 5 to 6 but remove the two disabled bays for use by visitors to the gym approved as part of the extent permission. Three parking spaces are proposed on the ground floor and a further three parking spaces in the under-croft. Plan of the proposed parking layout at ground floor level and in the under-croft are provided at **Appendix C**.
- 4.4 Each of the 2-bedroom units would have a designated parking space and the remaining two spaces would be allocated to the ground floor level 1-bedroom units. One of the 1-bedroom units will not be provided a parking space, as the site lies on Outer London with a PTAL of 3, this is considered acceptable under current Hillingdon development Plan standards.
- 4.5 An extract of Hillingdon Council's parking standards for residential dwellings is set out in Table 3 below.

Use class (Residential)	Description	Car Parking	Cycle Parking
C3	Flats and houses without individual curtilages with communal parking in garages or open car parking areas	1.5 spaces per dwelling	Dwellings with 1-2 bedrooms: 1space
			Dwellings with 2+ bedrooms: 2 spaces
	Dwellings with curtilage parking	2 spaces per dwelling	1-2 bedroom dwellings: 1space
			2+ bedroom dwellings: 2 spaces

Table 3: Hillingdon Residential Parking Standards

- 4.6 Based on the parking standards set out in **Table 3** above, for the 7 units (3x1 bed & 4x2bed) a maximum of 10.5 parking spaces is allowable.
- 4.7 An assessment of car ownership levels in the Hillingdon area has been undertaken based on 2011 Census Data. According to the breakdown of cars per household (CPH) shown in **Table 4**

below, the likely car ownership for the 7 units is 6 vehicles and so the provision of 6 parking spaces is adequate.

Cars per Household (CPH)	%	Dwellings	Total Cars
0	22	2	0
1	47	3.3	3
2	23	1.6	3
3	5	0	0
4	3	0	0
Total	100	7	6

Table 4: Expected Number of Vehicles Generated by Development

- 4.8 Further, the site has a PTAL of 3 and Northwood Hills underground station next door to the site. Two bus routes (H13 & 282) can be accessed from stops within 1 minute walking distance of the site. Hence the site is considered to enjoy a relatively good accessibility to public transport.
- 4.9 Because the site enjoys good accessibility to public transport and most of the visitors to the gym are likely to travel by public transport, the removal of the two disabled spaces for the gym in the under-croft of the residential development is not expected to have an impact. It is noted that the gym was approved without the two spaces provided as part of the approved residential scheme and this underlines the fact that the two disabled bays provided as part of the residential are not essential.
- 4.10 Furthermore, the existing provision of 16 spaces including 2 disabled spaces for the gym is adequate as no overspill parking was observed on site. Observations of the site have shown that the gym car park is always mostly empty.
- 4.11 Plans showing the parking layout for the gym, as well as the approved residential development and this section 73 application can be found at **Appendices B & C**

Cycle Parking

- 4.12 In terms of cycle parking, a total of 96 spaces are proposed. 80 for the gym and 16 for the residential units including 2 for visitors. Some of the cycle parking is proposed in the under-croft and the rest will be provided externally on the ground floor. In total 42 stands providing a total of 84 cycle spaces will be provided in the under-croft and 7 stands providing a total of 12 spaces located externally to the north of the entrance to the under-croft car park. The spaces provided for the gym will be accessed from the entrance at the side of the building. This will provide an extra level of security
- 4.13 The number of cycle parking spaces proposed for the residential development and gym meet London Plan standards.
- 4.14 The updated cycle parking layout for this section 73 application is at **Appendix C**

Roller Shutters

- 4.15 Roller shutters were agreed upon in the approved application at the entrance of the under-croft parking area to provide to controlled access to the residential element of the under-croft car park. This will remain unchanged as part of this application.

Trip Generation

- 4.16 The Design and Access Statement for the approved residential scheme indicated that the 7 units are unlikely to generate a significant number of trips. Based on the trip rates used for the gym application in 2017, 3 vehicle trips would be generated by the residential development of 7 units.
- 4.17 This section 73 application does not propose any changes to the units approved as part of the extant scheme. This level of trip generation is unlikely to have any impact on the local highway network.

Refuse Storage and Servicing

- 4.18 There are no changes to the approved arrangements for servicing and refuse collection. Refuse collection and will occur from along the public highway and the storage would be located within 10m of the collection vehicle. The location of the bin store can be seen in **Appendix C**.

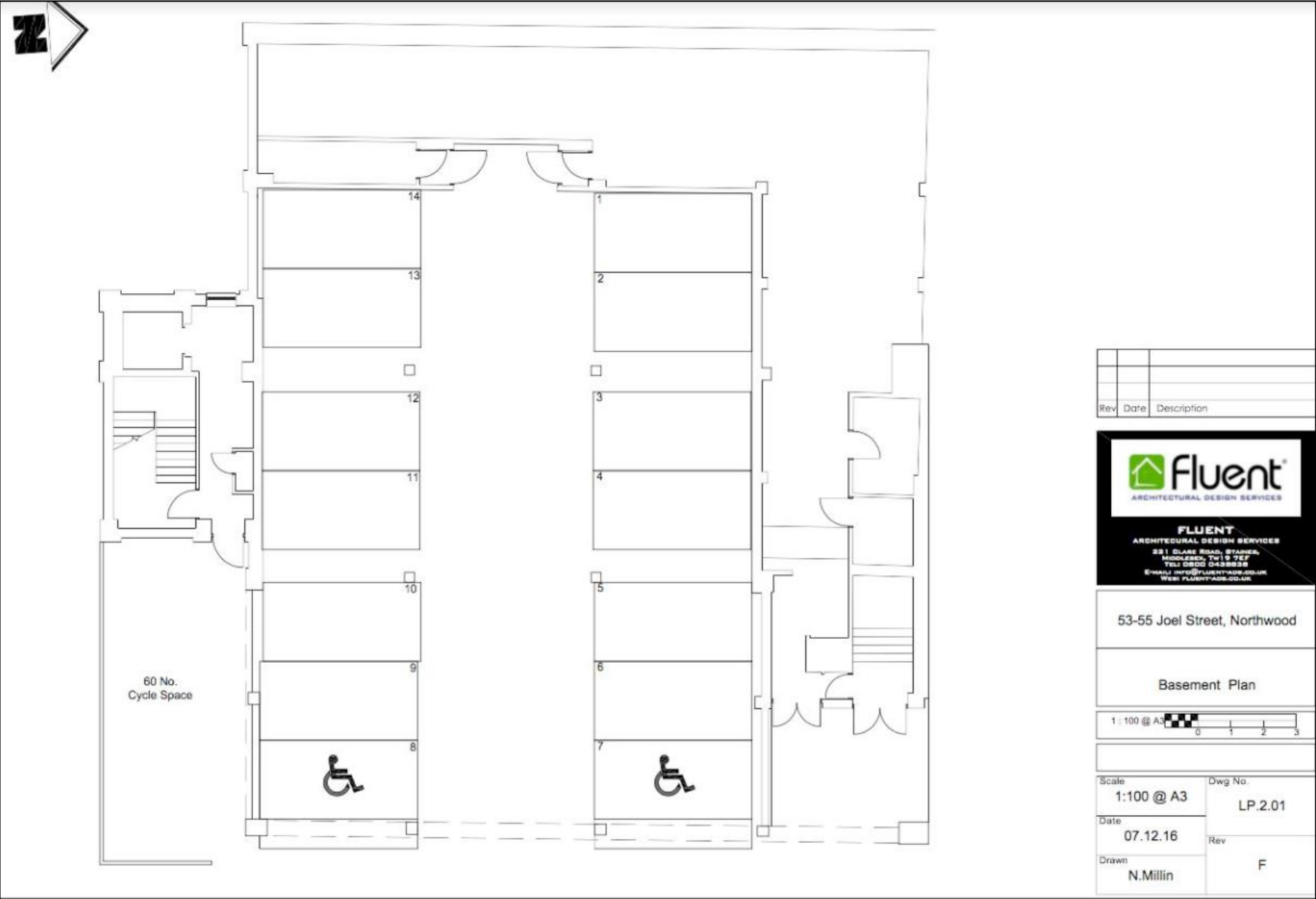
5.0 Summary and Conclusion

- 5.1 The TS has been prepared by Fotom Consulting on behalf of Progress Planning in support of the full section 73 planning application for minor changes to the parking and cycle parking layout for approved development of 7 flats at 53-55 The Broadway, Joel Street, Northwood Hills.
- 5.2 An assessment of the trip generation of the site has been carried out using trip rates extracted from the TRICS database. This assessment demonstrates that the proposed development is predicted to generate a maximum of 3 two-way vehicular trip throughout the course of a day, a marginal increase from the 1.74 currently generated by the site. This level of trip generation will not have a major impact on the neighbouring highways; therefore, the assessment concludes that the proposed development will not adversely affect the local transport network.
- 5.3 6 parking spaces will be provided as part of the development in accordance with Hillingdon's residential car parking standards. It is noted that in a separate application, the gym was approved with 16 car parking spaces of which 2 were disabled, as such we believe this is considered sufficient by Hillingdon Council. Therefore, the two disabled bays for the gym which was approved as part of the residential development are not considered necessary and thus their removal will not alter the operations of the gym nor cause any local parking issues.
- 5.4 The proposed development is located adjacent to Northwood Hills underground station and features both a northbound and southbound bus station within a 2 minutes' walk of the site. The site is also within walking distance of various facilities, including schools, local shops and a medical centre. It is therefore considered that the site lies in a sustainable location and that the proposal should therefore be fully supported in transport terms through the planning process.
- 5.5 From the above and in accordance with regional and local policies as well as NPPF Paragraph 109 that states
- ***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***
- 5.6 The increase in the number of residential spaces from 5 to 6 and removal of the two disabled spaces approved by the residential development for use by visitors to the gym, is like the approved scheme from a Highways perspective. Therefore, planning permission should not be withheld on highways grounds.

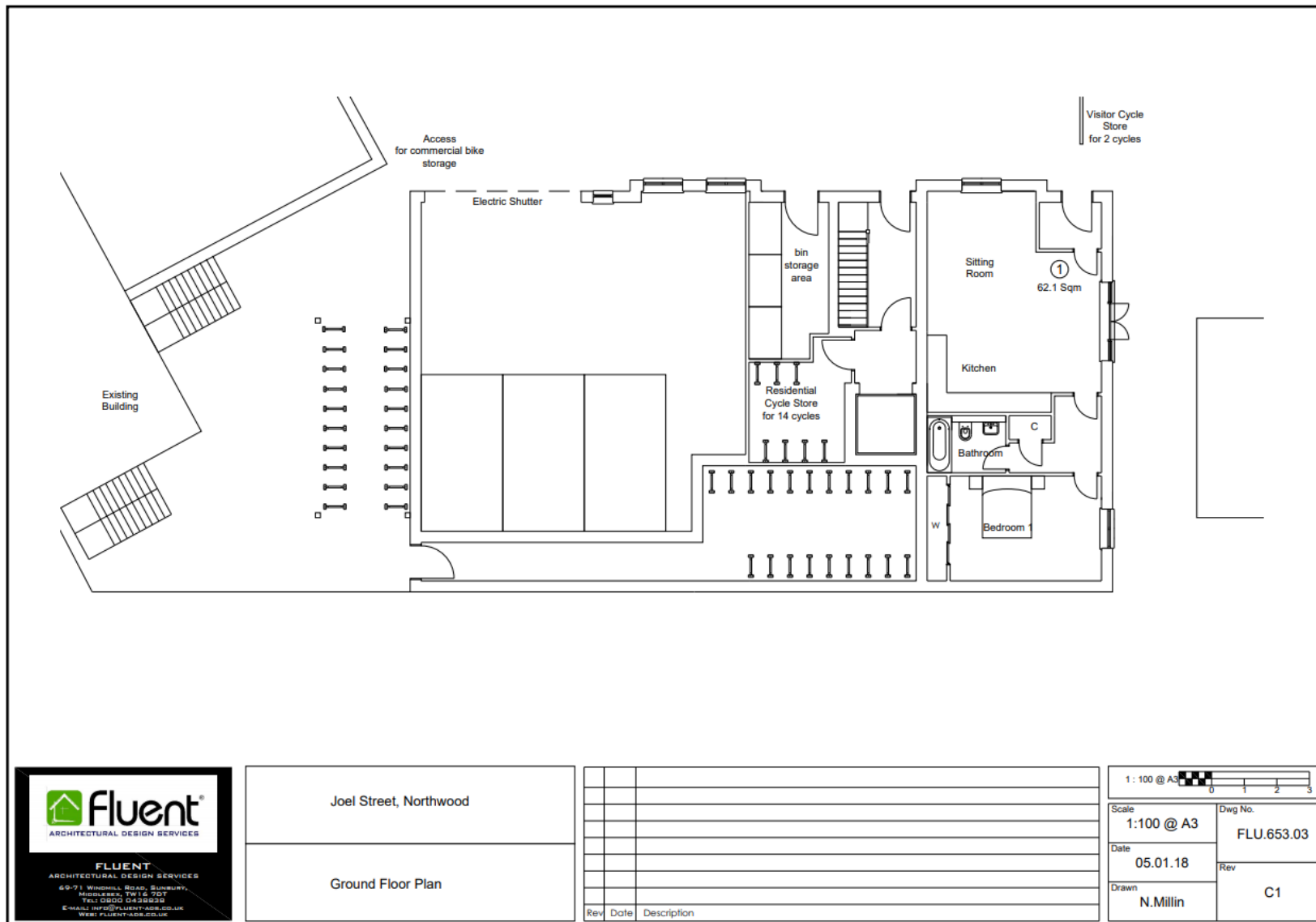
Appendix A: Red Line Boundary Plan



Appendix B: Existing Gym Basement Layout



Appendix C: Proposed Residential Ground Floor Layout



Appendix D: Proposed Residential First Floor Layout

