



MAY 2017

Transport Statement

Proposed Residential Development at 10 Jackets Lane,
Northwood, Hillingdon

Iceni Projects Limited on behalf of
Shanly Homes

May 2017

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ON BEHALF OF SHANLY
HOMES

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Transport Statement
PROPOSED RESIDENTIAL DEVELOPMENT AT 10
JACKETS LANE, NORTHWOOD, HILLINGDON

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1. INTRODUCTION

- 1.1 Icen Projects Ltd has been appointed by Shanly Homes Ltd to provide highway advice in support of their development proposals at No's. 10 Jackets Lane, Northwood, Hillingdon.
- 1.2 This statement will provide commentary on the highways and transport elements of the proposed development for 4no.residential dwellings (one 4-bed and three 5-bed, detached dwellings with habitable roofspace with associated parking, amenity space and landscaping with installation of vehicular crossovers involving demolition of existing dwelling house). A Site Location Plan is attached at Appendix A1.
- 1.3 The report is arranged as follows:
- Section 2 provides a description of the existing site conditions including site use, local highway network, existing levels of public transport provision, cycling and walking.
 - Section 3 provides a description of the development proposals, containing details of proposed site layout, vehicular/pedestrian access to the site including visibility splays, parking provision, refuse/deliveries and trip generation. This section also provides an indication of vehicular trip generation for the development.
 - Section 4 provides a summary and draws conclusions.

Previous planning Applications for no.12 Jackets Lane

- 1.4 In January 2015 a planning Application for no.12 Jackets Lane (ref: 67677/APP/2015/328) was submitted for the erection of two detached three-bedroom houses to the rear of the existing property. The application was approved in June 2015.
- 1.5 As part of the planning application (ref: 67677/APP/2015/328) the Officers Report stated that:

"7.3 Traffic Impact/Pedestrian Safety

Jackets Lane is an adopted highway along the full frontage of No 12. Thereafter, heading north west it is unadopted. The Highway Engineer advises that ideally, the road should be made-up and confirmation sought from the Fire Brigade that they do not raise any objections to the access arrangements.

It is considered that it would not be proportionate to require the access to be made-up on the basis of 2 new houses, particularly when this has not been raised before and the unmade access forms part of the rural character of the listed cottage. Furthermore, no objections were previously raised to similar access arrangements and the previous Inspector noted that there were no highway issues. The Fire Brigade was however

consulted on the 23/4/15 with the consultation period expired on 14/5/14 and to date, no comments have been recieved.

As such, no objections are raised to the proposal on highway grounds.”

1.6 In August 2015 a planning Application for no.10 Jackets Lane (ref: 70543/APP/2015/2992) was submitted for the erection of four detached five-bedroom houses and in January 2016 a planning Application for no.10 Jackets Lane (ref: 70543/APP/2016/154) was submitted for the erection of three detached five-bedroom houses.

1.7 Both applications were refused and subsequently appealed and dismissed. However, the Inspector for each appeal was satisfied in terms of highways, with the following comments being made;

Appeal Ref: APP/R5510/W/15/3138790 (to planning application ref 70543/APP/2015/2992)

17. Whilst the Council is satisfied that the revised plans would overcome its concerns about the impact on highway safety, it suggests that a section 106 legal agreement would be required to ensure that the road improvements are implemented.

Appeal Ref: APP/R5510/W/16/3152708 (to planning application ref 70543/APP/2016/154)

15. Subject to the improvements proposed to Jackets Lane, the dwellings would be served by satisfactory access arrangements and the proposal would not give rise to significant concerns in respect of the safety and convenience of highway users or of emergency vehicle access. The increased vehicular traffic arising from four additional dwellings, and the associated levels of noise and pollution, would not substantiate a further objection to the proposal. On-site parking provision for the dwellings proposed would be adequate and meet the Council's adopted standards.

1.8 This followed a previous approval, by way of appeal, for a single five bedroom detached dwelling (ref: 67677/APP/2012/329 and APP/R5510/A/12/2181069) and an appeal dismissal for two detached houses (ref: 67677/APP/2013/1831 and APP/R5510/A/13/2207911).

1.9 As part of the appeal for (ref: 67677/APP/2013/1831 and APP/R5510/A/13/2207911) the Inspector confirmed that “9. *There are no highways issues*” in relation to the two detached houses being proposed.

2. SITE DESCRIPTION AND PROPOSED DEVELOPMENT

Site Description

- 2.1 The application site is located in the Northwood Ward of the London Borough of Hillingdon, at no.10 Jackets Lane, Northwood. The site is currently occupied by a single residential dwelling.
- 2.2 A Site Location Plan is included at Appendix A1.

Site Description

- 2.3 The site is located on no.10 Jackets Lane, Hillingdon and is in C3 residential use. The site is located in the borough of Hillingdon which forms part of West London.
- 2.4 At present the site comprises of a single 5 bedroom residential dwelling, including associated car parking, a garage and landscaping at the front and rear of the property
- 2.5 The site is bounded by residential homes to the east and west whilst Jackets Lane forms the frontage of the property at the southern boundary of the development. Towards the north of the development the site is bounded by open land.
- 2.6 Directly opposite the development site is a residential estate which is served via Iveagh Close. Iveagh Close is located towards the eastern end of Jackets Lane approximately 80m from the site location.

Existing Highway Network

- 2.7 Jackets Lane is accessed via the A4180 Duck's Hill Road towards the east of the application site, approximately 135m from the site.
- 2.8 Jackets Lane is a two way single carriageway of variable width. To the east (between Hurst Place and Duck's Hill Road) Jackets Lane is circa 5.0m, however to the west of the junction with Hurst Place the carriageway narrows to between 2.9m and 4.0m.
- 2.9 Jackets Lane provides access to Hurst Place (which serves 4no. dwellings) and Iveagh Close which are located approximately 40m and 80m from the site.
- 2.10 The local roads provide links to the M1, M25 and M40 motorway, and other major roads serving the wider London area and beyond.

Walking

- 2.11 Pedestrian facilities on Jackets Lane consist of wide well-lit footways on both sides of the road between the A4180 Duck's Hill Road and Iveagh Close. Thereafter, a single footway exists on Jackets Lane between Iveagh Close and Hurst Place, serving the residential properties along its length.
- 2.12 There is no existing footway present on Jackets Lane after the junction with Hurst Place, however there is a significantly low level of traffic associated with this section of the road given it currently serves 3no.dwellings (a further two dwellings have been given planning approval at no.12 Jackets Lane) and hence it is reasonable to assume there is a negligible safety risk present along this section of the road. There are dropped kerbs along the Iveagh Close and Hurst Place junctions to allow safe access and crossing of Jackets Lane.
- 2.13 Pedestrian facilities on the A4180 Duck's Hill Road are very good with wide well-lit footways, up to 2m in width, of a level gradient and in a good state of repair. There is a pedestrian refuge island crossing point located on the A4180 Duck's Hill Road approximately 40m to the south of the Jackets Lane/A4180 Duck's Hill Road junction. The crossing point allows safe pedestrian access from the site to the bus stops located on the opposite side of Duck's Hill Road.
- 2.14 To the northern end of Jackets Lane, the road is a dead end for vehicles, but continues as a footway which leads to a Public Right of Way (PROW) R13. This right of way provides a footpath to the west, connecting again with Jackets Lane but also PROW footpaths U10 and U11. A plan of the PROWs in the area surrounding the site is provided at Appendix A2.

Cycling

- 2.15 There is good accessibility to cycling within the vicinity of the site. There are several routes within 1.0km distance of the location that are listed in the TfL Local Cycling Guide 3 as "Quieter roads that have been recommended by other cyclists, may connect to other route sections." The guide also details many cycle paths within the Copse Wood and Ruislip Wood grounds directly opposite the Jackets Lane and the A4180 Duck's Hill Road junction. These cycle routes provide links across west and northwest London.

Public Transport

Public Transport Accessibility Levels (PTAL)

- 2.16 PTAL measure is widely used within London and TfL produce a guidance document on the methodology to be adopted when undertaking a PTAL assessment. The methodology set out in the Guidance measures walking distances to bus stops and stations, considers average waiting time for services and calculates a Public Transport Accessibility Index (PTAI) that is then classified in 6

unit bands to give a PTAL ranging from 1 (low) to 6 (high). TfL has evaluated the levels of public transport services available to the redevelopment site and it is considered to be located in an area of poor accessibility, equivalent to a PTAL rating of 1a.

- 2.17 Despite the low PTAL rating public transport services are available, some of which are in excess of the PTAL catchment distances but still considered to be useful for offering opportunities for sustainable modes of travel.

Bus

- 2.18 The nearest bus stops to the site are located on the A4180 Duck's Hill Road, approximately 160m (2 minute walk) east of the site. Table 2.1 below indicates the routes that are located within close proximity to the site. As can be seen from the table, there are a number of bus routes providing frequent connections across west London.

Table 2.1 Bus Services

#	Bus Stop	Towards	Distance to Bus Stop	Frequency (per hour)	
				Mon - Sat	Sun
331	Jackets Lane	Belmont Road	170m	3	2
331	Jackets Lane	Ruislip	170m	3	2
282	Holy Trinity School (Stop S)	Harefield	1.4km	5	4
282	Holy Trinity School (Stop K)	Northwood Hills, Oxhey or Pinner	1.4km	4	4
H11	Holy Trinity School (Stop S)	Harefield	1.4km	4	3
H11	Holy Trinity School (Stop K)	Northwood Hills, Oxhey or Pinner	1.4km	4	3
Total				23	18

Note – Correct at time of writing (02/12/15); Taken from TfL Website.

- 2.19 Bus route no. 331 provides a connection to Northwood, Ruislip and Uxbridge London Underground Stations, as well as Denham National Rail Station, along with shopping destinations such as Northwood, Ruislip and Uxbridge, and both Mount Vernon and Harefield Hospital's.

London Underground

- 2.20 The nearest railway station is Northwood Underground Station, located approximately 2.0km (25 minute walk) east of the site. The station is served by the Metropolitan Line providing a service between Amersham, Chesham and Watford, located in West Hertfordshire to Uxbridge, West London and Aldgate, Central London. The Metropolitan Line operates at a high frequency

throughout the weekend and weekdays providing access to additional London Underground lines and railway services.

Accessibility

- 2.21 Accessibility is not just about access to public transport. Accessibility includes access to all land uses that are required to sustain day-to-day living. These will include employment opportunities, retail facilities, education establishments and recreation facilities as stressed in the local and regional government policy discussed in Section 4.
- 2.22 The location of the site in relation to the surrounding land uses ensures that it is ideally placed with regard to the mix of services, facilities and employment within 2km walking distance and 5km cycle distance to make it accessible by all non-car modes.
- 2.23 The site is situated in a sustainable location, with footways, cycleways and bus stops within close proximity of the site. The site also benefits from being within 2.0km (25 minute walking distance) east of the Northwood shopping parade which includes food stores, convenience stores, banks, newsagents, a pharmacy, food outlets/restaurants, hairdressers, bookmakers, opticians and dry cleaners, clearly providing everything required for daily life within a short distance of the site and without the need to travel by car.

Access to Employment

- 2.24 The main commercial centres tend to contain the main employment opportunities within any area, in addition to the major draw of Central London. The site is accessible to the large number of employment opportunities in the locality such as the many retail outlets located on Green Lane approximately 2.0km (25 minutes' walk) from the development site. Mount Vernon Hospital and Virgin Active leisure centre are within 1.4km distance (17 minutes' walk) of the site location providing further employment opportunities to potential residents of the proposed development. The transport facilities available within walking distance of the site location provide access to Uxbridge, Ruislip, Harrow and Ealing, therefore providing access to several employment opportunities such as intu-Uxbridge shopping centre and the vast range of retail outlets in Harrow Town Centre.
- 2.25 It is reasonable to assume that some proportion of the residents from the proposed development will commute towards Central London and Watford. Therefore, it is logical to assume that the majority of residents would use Northwood Underground station to access these opportunities.
- 2.26 TfL have proposed an extension of the Metropolitan Line service to Watford Junction Rail Station by the year 2020, therefore allowing further access to the London Underground, Virgin, London Midland and Southern rail services currently operating at Watford Junction Rail Station.

- 2.27 The mentioned services currently operating at Watford Junction Rail Station provide access to Milton Keynes and Birmingham and hence it is reasonable to assume that many residents would access the employment opportunities in these areas.

Access to Shopping Facilities

- 2.28 In respect of convenience goods, there is a Waitrose supermarket located on Green Lane approximately 1.8km (22 minute walk) from the site. It is anticipated that many will seek opportunities to purchase convenience goods at their place of, or on the way home from, work (particularly with regards top-up shopping). The A1000 High Road ensures that accessibility to local facilities is good with access to many local shops and major supermarket chains.
- 2.29 The site is therefore considered to be highly accessible to a number of convenience shopping opportunities both on foot, bicycle and by public transport.

Access to Leisure and Recreation

- 2.30 Virgin Active leisure centre (Northwood) is located approximately 1.2km (15 minutes' walk) from the proposed development. The leisure centre provides several exercise classes, racquets courts, swimming pools, a gym and a health spa.
- 2.31 Northwood Cricket Club and Northwood Golf course are located approximately 1.2km (15 minutes' walk) and 1.5km (19 minutes' walk) from the proposed development respectively. All of the sites mentioned are easily accessible by foot or cycle.
- 2.32 Green Lane in close proximity to the site location accommodates a range of pubs, bars and restaurants which are within walking distance and can also be accessed by cycle or bus. The Misty Mood pub, Prezzo restaurant and Ask restaurant are located 1.7km (21 minutes' walk), 1.7km (21 minutes' walk) and 1.8km (22 minutes' walk) from the proposed development respectively.

Access to Educational Sites

- 2.33 There are educational facilities within reasonable walking distance to the east of the development site including Holy Trinity church of England Primary School and Northwood College for Girls All Saints C of E Primary School which are located approximately 1.4km (17 minutes' walk) and 1.8km (22 minutes' walk) from the site respectively.
- 2.34 Further, the site is conveniently located to all the necessary amenities required for daily life by residents which encourages travel by sustainable modes and reduces the dependency for car use.

2.35 In summary, detailed below are some of the local facilities that are within easy walking/cycling distance:

- Supermarket (Waitrose) – 1.8km (22 minute walking distance)
- Medical Centre – 1.5km (19 minute walking distance)
- Dentist – 2.1km (26 minute walking distance)
- Library – 1.8km (22 minute walking distance)
- Primary School – 1.4km (17 minute walking distance)
- Leisure Centre – 1.5km (19 minute walking distance)

2011 Census Data

2.36 The site is located in the Northwood Ward of Hillingdon Borough. Population statistics have been obtained from the 2011 Census Data for the Northwood ward, Borough of Hillingdon, London region and England. The 2011 Census data for Car/Van availability is summarised in Table 2.2.

Table 2.2 Car or Van Availability per Dwelling (2011 Census Data)

Car or Van Availability	Northwood Ward	Hillingdon Borough	London Region	England
No Cars or Vans in Household	14%	19%	51%	22%
1 Car or Van in Household	34%	36%	50%	36%
2 Cars or Vans in Household	21%	21%	17%	21%
3 Cars or Vans in Household	5%	5%	4%	5%
4 or More Cars or Vans in Household	2%	2%	1%	2%
Overall Parking Ratio per Dwelling	1.3	1.2	0.8	1.2

NOTE: 2011 Census Data taken from Office for National Statistics Website

2.37 Table 2.2 demonstrates that the average level of car ownership in the Northwood Ward is 1.3 cars per household, which is slightly more than Hillingdon Borough (1.1 cars per household), London (0.8 cars per household) and England (1.2 cars per household). The proportion of households with no access to a car is 14% which is less than the Hillingdon Borough (19%), London (51%) and England (22%).

2.38 Assessment of the travel to work statistics from the 2011 census data has also been undertaken for the Northwood Ward, as shown in Table 2.3.

Table 2.3 'Travel to Work' Modal Share (2011 Census Data)

Method of Travel to Work	Northwood Ward	Hillingdon Borough	London Region	England
All Usual Residents Aged 16 to 74	100.00%	100.00%	100.00%	100.00%
Work Mainly at or From Home	6%	3%	3%	3%
Underground, Metro, Light Rail, Tram	19%	9%	15%	3%
Train	2%	3%	9%	3%
Bus, Minibus or Coach	2%	8%	9%	5%
Taxi	0%	0%	0%	0%
Motorcycle, Scooter or Moped	0%	1%	1%	1%
Driving a Car or Van	31%	34%	18%	37%
Passenger in a Car or Van	1%	2%	1%	3%
Bicycle	1%	1%	3%	2%
On Foot	4%	5%	6%	7%
Other Method of Travel to Work	0%	0%	0%	0%
Not in Employment	34%	35%	35%	35%

NOTE: 2011 Census Data taken from Office for National Statistics Website

- 2.39 It is evident from Table 2.3 above that for the Northwood Ward 31% of residents travel to work by car, whilst 29% of residents travel to work by sustainable modes of travel (bus 2%, underground/rail 19%, walk 4%, car passenger 1%, train 2%, walk 4% and cycle 1%) whilst 31% of those travelling to work are car/van or motorcycle drivers.
- 2.40 The above demonstrates that there is a similar level of car use and sustainable travel within the Northwood Ward.

Summary

- 2.41 The above information demonstrates that the application site is located within close proximity to existing high quality public transport facilities, in addition to there being good pedestrian and cycling links to the site.
- 2.42 The site is therefore considered to be a highly suitable and sustainable site to accommodate residential development. This is reflected in the Travel to Work 2011 Census Data statistics for the ward. As a consequence it is expected that any trips generated by the development proposal would likely have a mix of travel modes.

Traffic and Pedestrian Surveys

- 2.43 Traffic and pedestrian survey data for Jackets Lane and Hurst Place has been obtained. The survey data recorded arrivals and departures at the Jackets Lane/Hurst Place junction with the data covering the hours of 07:00 to 10:00 and 15:00 to 19:00 on Tuesday 8th December 2015. The traffic survey data is attached at Appendix A3 and Tables 2.4 to 2.7 below summarise the results.

Table 2.4 Person Trips Survey Data – AM Peak Hour (08:00-09:00)

Access		Pedestrians	Cyclists	Motor cycles	Cars	Large Goods Vehicles	Total
Hurst Place (4 Houses)	Arrivals	1	0	0	4	0	5
	Departures	2	0	0	5	0	7
Jackets Lane (3 Houses)	Arrivals	0	0	0	0	0	0
	Departures	0	0	0	0	0	0
Total		3 (25%)	0	0	9 (75%)	0	12 (100%)

Note: Figures recorded on Thursday 10th December 2015

Table 2.5 Person Trips Survey Data – PM Peak Hour (15:15-16:15)

Access		Pedestrians	Cyclists	Motor cycles	Cars	Large Goods Vehicles	Total
Hurst Place (4 Houses)	Arrivals	2	0	0	3	0	5
	Departures	0	0	0	0	1	1
Jackets Lane (3 Houses)	Arrivals	1	0	0	0	0	1
	Departures	1	0	0	1	0	2
Total		4 (44%)	0	0	4 (44%)	1 (12%)	9 (100%)

Note: Figures recorded on Thursday 10th December 2015

Table 2.6 Person Trips Survey Data – AM (07:00-10:00) period

Access		Pedestrians	Cyclists	Motor cycles	Cars	Large Goods Vehicles	Total
Hurst Place (4 Houses)	Arrivals	1	0	0	6	0	7
	Departures	6	0	0	11	1	18
Jackets Lane (3 Houses)	Arrivals	0	0	0	0	0	0
	Departures	1	0	0	1	0	2
Total		8 (30%)	0	0	18 (67%)	1 (3%)	27 (100%)

Note: Figures recorded on Thursday 10th December 2015

Table 2.7 Person Trips Survey Data – PM (15:00-19:00) period

Access		Pedestrians	Cyclists	Motor cycles	Cars	Large Goods Vehicles	Total
Hurst Place (4 Houses)	Arrivals	8	0	0	7	1	16
	Departures	2	0	0	3	1	6
Jackets Lane (3 Houses)	Arrivals	1	1	0	2	0	4
	Departures	1	0	0	1	0	2
Total		12 (43%)	1 (4%)	0	13 (46%)	2 (7%)	28 (100%)

Note: Figures recorded on Thursday 10th December 2015

- 2.44 The above tables demonstrate that during the AM and PM peak hours the seven existing dwellings at the application site currently generate a total of 12 two-way person trips in the AM peak and 9 two-way person trips in the PM peak. Of these trips vehicle movements (car and LGV) account for 9 (75%) vehicle trip during the AM peak and 5 (56%) two-way vehicle trips during the PM peak, whilst pedestrian and cycle movements account for 3 (25%) two-way trips during the AM peak and 4 (44%) two-way trips during the PM peak.
- 2.45 The surveys also demonstrate that a greater number of trips occur by sustainable modes. During the survey it was recorded that from a total of 27 two-way person trips in the AM peak and 28 two-way person trips in the PM peak, vehicle movements (car and LGV) account for 21 (70%) vehicle trips during the AM peak and 15 (53%) two-way vehicle trips during the PM peak, whilst pedestrian and cycle movements account for 8 (30%) two-way trips during the AM peak and 13 (47%) two-way trips during the PM peak.
- 2.46 The above clearly demonstrates that a mix of trips to and from the existing and neighbouring dwellings occur by vehicles as well as sustainable modes in comparison to those undertaken by motor vehicle.

3. TRANSPORT POLICY

Introduction

- 3.1 This section summarises the relevant transport policies as they relate to the development site on both a National, Regional and Local level.

National Planning Policy Framework (NPPF) – March 2012

- 3.2 The National Planning Policy Framework (NPPF), which was adopted in March 2012, sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. As a result of this policy being adopted, all Planning Policy Guidance and Planning Policy Statements have been superseded, including PPG13 (Transport), which was formerly used as a basis for national transport policy. As such, any detailed policy guidance previously provided within PPG13 will no longer act as the default policy where no policy has been set by the local authority. All detailed transport policies should now be found within Unitary Development Plan and Local Development Framework documents adopted by each local authority.
- 3.3 While no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site's level of sustainable travel access. Paragraph 74 states with regard to walking that:

"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car."

- 3.4 Paragraph 77 goes on to state that:

"Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport"

3.5 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites.

3.6 With regard to transport policy, the NPPF states in Paragraph 32 that:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

Note: Iceni Projects' underlining

3.7 Paragraphs 34 to 36 go on to say that:

“Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.”

3.8 With regard to sustainable development, the NPPF states in Paragraph 14 that:

“At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.

For **plan-making** this means that:

- local planning authorities should positively seek opportunities to meet the development needs of their area;
- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
 - 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; or
 - specific policies in this Framework indicate development should be restricted.

For **decision-taking** this means:

- approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - 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; or
 - specific policies in this Framework indicate development should be restricted.”

- 3.9 The NPPF also supports the development of a mix of uses within all areas in order to encourage travel by non-car modes and to reduce the length of journeys being undertaken for employment, shopping, leisure, education and other activities.
- 3.10 The proposed development of 4no. dwellings would not require the provision of a Transport Statement, Transport Assessment or Travel Plan given that the development would not be expected to generate significant amounts of movement. It is identified within Section 4 of this report that the number of new movements resulting from the development proposed would be minimal.
- 3.11 The site is located in an area with good public transport accessibility providing opportunities for all users of the site to use modes other than the car. The site is also well connected to the pedestrian network and within close proximity to public transport services and surrounding residential areas and the town centre.

- 3.12 The site is also located close to a mix of uses, with retail, leisure and commercial uses located close to the site all within a reasonable walking distance, thus providing the opportunity for linked trips.

National Planning Practice Guidance (NPPG) – March 2014

- 3.13 Information contained as part of the National Planning Policy Guidance (NPPG), provides advice for travel plans, transport assessments and statements in decision-taking.

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.”

- 3.14 This report follows the advice within the guidance and accords with providing the information which should be included as part of a Transport Statement.

Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts

- 3.15 Two particular policies from the Hillingdon Local Plan have been cited by the council as part of the previous planning application.

- 3.16 Policy AM7, which states:

Policy AM7

The local planning authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and committed principal roads only and will wholly discount any potential which local distributor and access roads may have for carrying through traffic.

The local planning authority will not grant permission for developments whose traffic generation is likely to:

- (i) Unnacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network; or*
- (ii) Prejudice the free flow of traffic or conditions of general highway or pedestrian safety; or*
- (iii) Diminish materially the environmental benefits brought about by new or improved roads; or*
- (iv) Infiltrate streets classed as local roads in the borough road hierarchy unless satisfactory traffic calming measures can be installed.*

Traffic calming schemes should, where appropriate, include environmental improvements such as hard and soft landscaping, and should be completed before the development is first used or occupied.

3.17 Along with Policy AM13, which states:

Policy AM13

The Local Planning Authority will seek to ensure that proposals for development increase ease and spontaneity of movement for elderly people, the frail and people with disabilities by including where appropriate:

(i) improved Dial-a-Ride and Mobility Bus services together with suitable means for people with disabilities and people dependent on wheelchairs for mobility to use public transport;

(ii) shopmobility schemes;

(iii) adequate and convenient parking spaces for people with disabilities, especially around shopping areas and entertainment and recreation facilities;

(iv) measures to incorporate the needs of people with disabilities into road, footway, parking and pedestrianisation schemes; including benches, public lavatories, footpath surfaces, dropped kerbs and textured crossings, with proper regard to the siting and visibility of street furniture.

3.18 Given the above it should be acknowledged that Section 4 of this report demonstrates that the proposed development is acceptable in terms of access, highway safety and traffic generation and therefore accords with Policy AM7 and Policy AM13.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal seeks for the demolition of No. 10 Jackets Lane and the erection of 4no. detached (one 4-bed and three 5-bed) dwellings with associated access, parking and landscaping.
- 4.2 Two of the proposed dwellings will be accessible via Hurst Place, whilst the remaining two dwellings will be accessed via Jackets Lane.

Road Condition

- 4.3 As part of the previous planning application Ref: 70543/APP/2015/2992 officers consider the section of Jackets Lane outside of no.8 to no.12 to be substandard and not suitable for vehicle or pedestrian movements, requiring the road carriageway to be widened and the provision of a footway. It should be noted that this is an adopted highway under the jurisdiction of the local highways authority. Attached at Appendix A5 is a plan showing the adopted (publicly maintainable) highway within the vicinity of the site.
- 4.4 The Local Highway Authority is the owner of adopted roads in a given area, with legal obligations with regard to maintenance and management. The Local Highway Authority owes you a duty of care for roads maintainable of public expense. These roads are the responsibility of highway authorities and they are responsible for maintaining the highway.
- 4.5 Further, the requirement to improve this section of highway was not a requirement of the approved planning application for no.12 Jackets Lane.
- 4.6 The widening of Jackets Lane has not been proposed as this cannot be achieved with the land available however the plan attached at Appendix A4 was submitted by the client offering to upgrade the condition of the road by resurfacing this section of Jackets Lane. Additionally the plan also refers to the implementation of street lighting along this section of highway.
- 4.7 Resurfacing the highway outside of no.8 to no.12 Jackets Lane would provide a shared surface arrangement to accommodate both vehicles, pedestrians and disabled over a short length of highway in accordance with the guidance set out in Manual for Streets (MfS). Given the low level of vehicle and pedestrian movements predicted for this area, a shared surface is considered to be wholly suitable and appropriate.

Visibility Splays

- 4.8 Drawings have been produced and appended to this report (see Appendix A6) showing visibility sightline for the new access as follows;

Access for Plot 1 and 2

- Northbound 2.4m x 34.3m (see drawing 15-123_01B)
 - Southbound 2.4m x 22.0m (see drawing 15-123_01B)
 - Northbound 2.0m x 37.4m (see drawing 15-123_01B)
 - Southbound 2.0m x 28.1m (see drawing 15-123_01B)
- 4.9 Given the above, whereby splays have been provided for both a 2.4m (normal situations) setback and 2.0m (lightly-trafficked/slow speed situations) and traffic volume is minimal and speeds are expected to be below 10mph, it is considered that suitable visibility splays can be provided in accordance with Manual for Streets for the proposed access for Plots 1 and 2 as requested by officers.
- 4.10 In addition, 2.0m x 2.0m pedestrian visibility splays can be provided at the access to Plots 1 and 2 to ensure that pedestrians and drivers can see each other when a car is emerging from the access onto Jackets Lane.
- 4.11 As a result suitable visibility splays can be achieved as part of the access arrangement for Plots 1 and 2 from Jackets Lane.

Refuse Collections and Servicing

- 4.12 Adequate storage for refuse and recycling has been provided and sufficient space is available for refuse vehicles to manoeuvre within the vicinity of the proposed dwellings. Waste operatives and the refuse collection vehicle would be able to get within 25m of each dwelling in accordance with Manual for Streets (MfS).

Emergency Vehicles

- 4.13 The proposals have taken account of MfS which states that *“there should be vehicle access for a pump appliance within 45m of every dwelling entrance for single family houses, flats and maisonettes.”* The layout of the site has been designed to ensure that emergency vehicles such as Fire Appliances and Ambulances can access the development with relative ease.

5. TRIP GENERATION

Vehicle and Pedestrian Movements

- 5.1 From the surveys undertaken of the existing four houses on Hurst Place and three houses on Jackets Lane (north of Hurst Place) neighbouring eight flats, vehicle trip rates can be calculated. Given that the proposed development would likely have the same characteristics as these dwellings in terms of location and travel habits, these are therefore considered to be more appropriate for trip generation calculations associated with the proposed dwellings.
- 5.2 Table 5.1 below summarises the peak hour and peak period movements recorded for the existing houses. The table also provides the resultant vehicle trip rates.

Table 5.1 Observed Trips from Surveys – Existing Residential Units – 7no. Houses

		Number of Trips			Trip Rate		
		Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak Hour 08:00-09:00	Vehicles	4	5	9	0.57	0.71	1.28
	Pedestrians	1	2	3	0.14	0.29	0.43
PM Peak Hour 15:15-16:15	Vehicles	7	3	10	1.00	0.43	1.43
	Pedestrians	4	1	5	0.57	0.14	0.71
AM Period 07:00-10:00	Vehicles	6	14	20	0.86	2.00	2.86
	Pedestrians	1	4	5	0.14	0.57	0.71
PM Period 15:00-19:00	Vehicles	11	5	16	1.57	0.71	2.28
	Pedestrians	9	3	12	1.29	0.43	1.72

NOTE: Trips based on survey of existing 7 houses on Hurst Place & Jacket Lane. Vehicle trip rates per dwelling.

- 5.3 Table 5.1 identifies that a total of 9-10 vehicle movements (i.e. approximately 1 vehicle movement every 6 to 7 minutes) occur on Jackets Lane south of Hurst Place during the peak hours. Table 5.1 also shows that 3-5 pedestrian movements (i.e. approximately 1 pedestrian every 12 to 20 minutes) were recorded during the peak hours.
- 5.4 Table 5.2 overleaf separates the peak hour and peak period movements recorded for the houses on Hurst Place and Jackets Lane (north of Hurst Place).

Table 5.2 Observed Trips from Surveys (north of Hurst Place) – Existing Residential Units – 7no. Houses

		Hurst Place			Jackets Lane (no.8 to no. 12)		
		Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak Hour 08:00-09:00	Vehicles	4	5	9	0	0	0
	Pedestrians	1	2	3	0	0	0
PM Peak Hour 15:15-16:15	Vehicles	3	1	4	0	1	1
	Pedestrians	2	0	2	1	1	2
AM Period 07:00-10:00	Vehicles	6	12	18	0	0	0
	Pedestrians	1	6	7	0	0	0
PM Period 15:00-19:00	Vehicles	8	4	12	3	1	4
	Pedestrians	8	2	10	1	1	2

NOTE: Trips based on survey of existing 7 houses on Hurst Place & Jacket Lane.

- 5.5 Table 5.2 identifies that the majority of vehicle and pedestrian movements occur in association with the 4no. dwellings on Hurst Place rather than no.8 to no.12 Jackets Lane and therefore the section of highway outside of no.10 Jackets Lane is very lightly trafficked.
- 5.6 The proposed development intends to demolish the existing dwelling and build two new dwellings, and therefore the net increase is for one additional dwelling at the site. Using the trip rates from Table 5.1, vehicle and pedestrian trips have been calculated based on the net increase of 1 additional dwelling at no.10 Jackets Lane to be accessed from Jackets Lane. These are shown in Table 4.3 overleaf;

Table 5.3 Trip Generation using Surveys – Proposed Residential Units – 1no. House

		Trip Rate			Number of Trips		
		Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak Hour 08:00-09:00	Vehicles	0.57	0.71	1.28	1	1	2
	Pedestrians	0.14	0.29	0.43	0	0	0
PM Peak Hour 15:15-16:15	Vehicles	1.00	0.43	1.43	1	0	1
	Pedestrians	0.57	0.14	0.71	1	0	1
AM Period 07:00-10:00	Vehicles	0.86	2.00	2.86	1	2	3
	Pedestrians	0.14	0.57	0.71	0	1	1
PM Period 15:00-19:00	Vehicles	1.57	0.71	2.28	2	1	3
	Pedestrians	1.29	0.43	1.72	1	0	1

NOTE: Trips calculated on 1 dwelling (1 additional house at no.10 Jackets Lane).

- 5.7 Table 5.3 above suggests that a total of 1-2 vehicle movements (i.e. approximately 1 vehicle movement every 30 to 60 minutes) will be added to Jackets Lane north of Hurst Place during the peak hours as a result of the proposed development. Table 5.3 also suggests that 1 additional pedestrian movement (i.e. approximately 1 pedestrian every 60 minutes) could be expected as a result of the proposed development.
- 5.8 Using the trip rates from Table 5.1, vehicle and pedestrian trips have also been calculated based on the committed development for 2 additional dwellings at no.12 Jackets Lane. These are shown in Table 5.4 overleaf;

Table 5.4 Trip Generation using Surveys – Proposed Residential Units – 2no. Houses

		Trip Rate			Number of Trips		
		Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak Hour 08:00-09:00	Vehicles	0.57	0.71	1.28	1	1	2
	Pedestrians	0.14	0.29	0.43	0	1	1
PM Peak Hour 15:15-16:15	Vehicles	1.00	0.43	1.43	2	1	3
	Pedestrians	0.57	0.14	0.71	1	0	1
AM Period 07:00-10:00	Vehicles	0.86	2.00	2.86	2	4	6
	Pedestrians	0.14	0.57	0.71	0	1	1
PM Period 15:00-19:00	Vehicles	1.57	0.71	2.28	3	1	4
	Pedestrians	1.29	0.43	1.72	3	1	4

NOTE: Trips calculated on 2 dwellings (2 houses committed at no.12 Jackets Lane).

- 5.9 Table 5.4 above suggests that a total of 2-3 vehicle movements (i.e. approximately 1 vehicle movement every 20 to 30 minutes) will be added to Jackets Lane north of Hurst Place during the peak hours as a result of the committed development at no.12 Jackets Lane. Table 5.4 also suggests that 1 additional pedestrian movement (i.e. approximately 1 pedestrian every 60 minutes) could be expected as a result of the committed development.
- 5.10 Using the trip rates from Table 5.1, vehicle and pedestrian trips have been calculated based on the committed development for the 2 proposed dwellings at no.10 Jackets Lane to be accessed via Hurst Place. These are shown in Table 5.5 as overleaf;

Table 5.5 Trip Generation using Surveys – Proposed Residential Units – 2no. Houses

		Trip Rate			Number of Trips		
		Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak Hour 08:00-09:00	Vehicles	0.57	0.71	1.28	1	1	2
	Pedestrians	0.14	0.29	0.43	0	1	1
PM Peak Hour 15:15-16:15	Vehicles	1.00	0.43	1.43	2	1	3
	Pedestrians	0.57	0.14	0.71	1	0	1
AM Period 07:00-10:00	Vehicles	0.86	2.00	2.86	2	4	6
	Pedestrians	0.14	0.57	0.71	0	1	1
PM Period 15:00-19:00	Vehicles	1.57	0.71	2.28	3	1	4
	Pedestrians	1.29	0.43	1.72	3	1	4

NOTE: Trips calculated on 2 dwellings (2 additional houses at no.10 Jackets Lane accessed from Hurst Place).

- 5.11 Table 5.5 above suggests that a total of 2-3 vehicle movements (i.e. approximately 1 vehicle movement every 20 to 30 minutes) will be added to Hurst Place during the peak hours as a result of the proposed development. Table 5.5 also suggests that 1 additional pedestrian movement (i.e. approximately 1 pedestrian every 60 minutes) could be expected to/from Hurst Place as a result of the proposed development.

Given the above, a summary of trips currently observed on the surrounding highway, along with trips for the committed and proposed dwellings, can be made. Table 5.6 summarises the existing, committed and proposed trips.

Table 5.6 Summary of Existing, Committed and Proposed Trips – Jackets Lane north of Hurst Place

		Existing 2-way Movements on Jackets Lane south of Hurst Place	Committed 2-way Trips (for no. 12 Jackets Lane)	Proposed 2-way trips for 1 no. additional Dwelling on Jackets Lane	Proposed 2-way trips for 2no. Dwellings on Hurst Place	Total trips
AM Peak Hour 08:00-09:00	Vehicles	14	2	2	2	20
	Pedestrians	5	1	0	1	7
PM Peak Hour 15:15-16:15	Vehicles	16	3	1	3	23
	Pedestrians	8	1	1	1	11
AM Period 07:00-10:00	Vehicles	31	6	3	6	44
	Pedestrians	8	1	1	1	11
PM Period 15:00-19:00	Vehicles	25	4	3	4	36
	Pedestrians	19	4	1	4	28

5.12 Table 5.6 above suggests that a total of 20-23 vehicle movements (i.e. approximately 1 vehicle movement every 3 minutes) will be evident on Jackets Lane south of Hurst Place during the peak hours as a result of the proposed development. Table 5.6 also suggests that 7-11 pedestrian movements (i.e. approximately 1 pedestrian every 5 to 8 minutes could be expected as a result of the proposed development.

5.13 Therefore, an additional 4 vehicle movements and 1-2 pedestrian movements per peak hour is likely to be generated by the proposed development. This level of increase in vehicle movements would be negligible on the surrounding highway.

5.14 Additionally, a summary of trips currently observed on Jackets Lane north of Hurst Place, along with trips for the committed and proposed dwellings, can be made. Table 5.7 summarises the existing, committed and proposed trips for this section of highway.

Table 5.7 Total and Net increase in Trip Generation – Jackets Lane north of Hurst Place

		Existing 2-way Movements on Jackets Lane north of Hurst Place	Committed 2-way Trips (for no. 12 Jackets Lane)	Proposed 2-way trips for 1 additional no. Dwelling on Jackets Lane	Total Trips
AM Peak Hour 08:00-09:00	Vehicles	0	2	2	4
	Pedestrians	0	1	0	1
PM Peak Hour 15:15-16:15	Vehicles	1	3	1	5
	Pedestrians	2	1	1	4
AM Period 07:00-10:00	Vehicles	0	6	3	9
	Pedestrians	0	1	1	2
PM Period 15:00-19:00	Vehicles	4	4	3	11
	Pedestrians	2	4	1	7

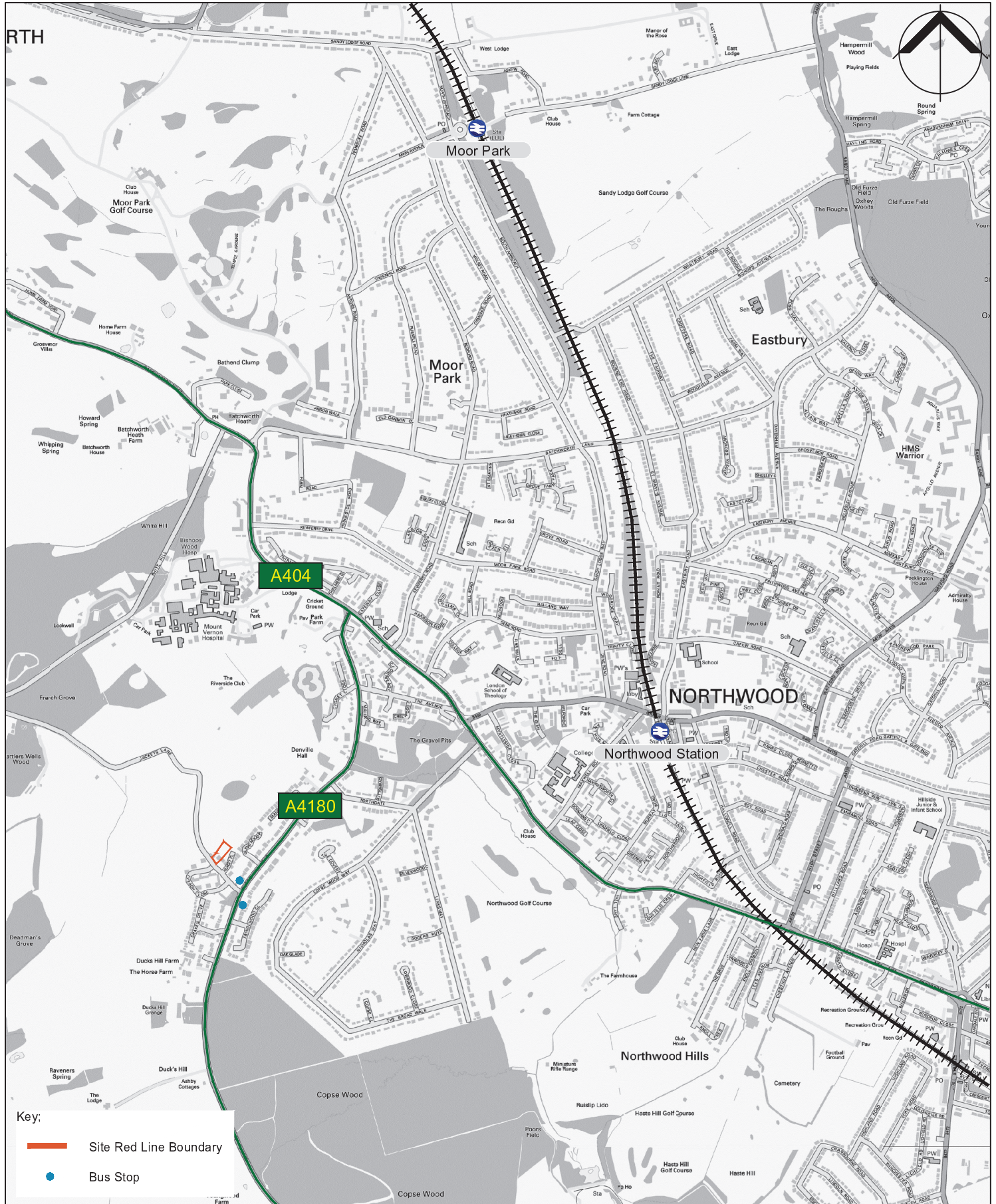
- 5.15 Table 5.7 above suggests that a total of 4-5 vehicle movements (i.e. approximately 1 vehicle movement every 15 to 20 minutes) will be evident on Jackets Lane north of Hurst Place during the peak hours as a result of the proposed development. Table 5.7 also suggests that 1-4 pedestrian movements (i.e. approximately 1 pedestrian every 20 to 60 minutes) could be expected as a result of the proposed development.
- 5.16 Therefore, an additional 1-2 vehicle movements and 1 pedestrian movement per peak hour is likely to be generated by the proposed development and occur on the highway outside of no.8 to no.12 Jackets Lane. Further, this level of increase in vehicle movements would be negligible on the surrounding highway and could occur within any daily fluctuation of trips.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement has been prepared to support an application by Shanly Homes Ltd and to enable the council to assess the transport impact associated with the proposal for a residential development at no.10 Jackets Lane, Northwood, Hillingdon for 4no.residential detached dwellings (one 4-bed and three 5-bed) with habitable roofspace with associated parking, amenity space and landscaping with installation of vehicular crossovers involving demolition of existing dwelling house).
- 6.2 The site is situated in a sustainable location, with footways, cycleways and bus stops within close proximity of the site. The site also benefits from being within 2.0km (25 minute walking distance or a 10 minute bus journey) west of the Northwood Station and local shops which includes food stores, convenience stores, banks, newsagents, a pharmacy, food outlets/restaurants, opticians, hairdressers, bookmakers and dry cleaners, clearly providing everything required for daily life within a short distance of the site and without the need to travel by car.
- 6.3 It has been demonstrated by way of surveys of the existing movements on Jackets Lane and Hurst Place that there is a balance between trips made on foot or bicycle and car trips when compared to the number of for these dwellings and therefore in context of the existing highway the proposed development of 4 dwellings would as shown at Table 5.6. As a result the increase would be negligible (2 to 3 two-way vehicle movements and 1 two-way pedestrian movement per hour). Further, as shown at Table 5.7, the net increase of 1 dwelling on Jackets Lane would also generate very few additional trips (1 to 2 two-way vehicle movements per hour and 1 two-way pedestrian movement per hour).
- 6.4 It is considered that suitable visibility splays can be provided in accordance with the likely speed of Jackets Lane for the proposed access intended for Plots 1 and 2 as requested by officers. Further, 2.0m x 2.0m pedestrian visibility splays can be provided to ensure that pedestrians and drivers can see each other when a car is emerging from the access onto Jackets Lane. As a result a suitable access arrangement can be achieved.
- 6.5 As part of the previous planning application Ref: 70543/APP/2015/2992 officers considered the section of Jackets Lane outside of no.8 to no.12 to be substandard and not suitable for vehicle or pedestrian movements, requiring the road carriageway to be widened and the provision of a footway. It should be noted that Jackets Lane is an adopted highway under the jurisdiction of the local highways authority who have a duty of care to ensure that it is safe for all users of the highway. Further, the requirement to improve this section of highway was not a requirement of the approved planning application for no.12 Jackets Lane.

- 6.6 However, whilst the widening of Jackets Lane has not been proposed as this cannot be achieved with the land available, it is the intention of the client to upgrade the condition of the road by resurfacing this section of Jackets Lane along with the implementation of street lighting. This would provide a shared surface arrangement to accommodate both vehicles and pedestrians over a short length of road. Given the low level of vehicle and pedestrian movements predicted for this area, a shared surface is considered to be wholly suitable and appropriate.
- 6.7 In conclusion the proposed development, which comprises of 4 residential units (net increase of 3 residential units), can be sufficiently accommodated without detriment to the surrounding highway.

A1. SITE LOCATION PLAN



Client	Shanly Group	Project No.	15-T123	Drawing No.	03
Project	10 Jackets Lane, Northwood, Hillingdon	Scale @ A4	1:10,000	Date	16/12/2015
Title	Site Location Plan	Drawn By	TG	Checked By	RB
				Approved By	ME
			16/12/2015		16/12/2015

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A2. PUBLIC RIGHTS OF WAY PLAN