



Dermot McCaffery MIHE MIRSO
Highways & Transportation Consultant

**8 – 10 SANDY LODGE WAY,
NORTHWOOD,
MIDDLESEX
HA6 2AJ**

GAVACAN HOMES

TRANSPORT STATEMENT

OCTOBER 2017

59 Barnards Hill, Marlow, Bucks, SL7 2NX

Tel 01628 488444 – 07752 913058

E-mail dermot@highwayplanning.co.uk



1.0 INTRODUCTION

- 1.1 My name is Dermot McCaffery. I am a highway and transportation consultant. I have 29 years experience in local authority and private consultancies in dealing with the highway development control aspects of development proposals. I am a Member of the Institute of Highway Engineers and the Institute of Road Safety Officers.
- 1.2 I have been appointed by Gavacan Homes to provide highway advice in respect of the proposed redevelopment of 8 – 10 Sandy Lodge Way, Northwood.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the east side of Sandy Lodge Way and opposite the junction with Halland Way. The site currently comprises the curtilages of 2 detached houses.
- 2.2 Sandy Lodge Way is part of a residential access road that links Green Lane to Batchworth Lane. In the vicinity of the site Sandy Lodge Way has a wide carriageway with footways and street lighting. It is subject to a 30mph speed limit. Parking restrictions are in place to prevent parking at junctions (double yellow lines) and the overnight parking of commercial vehicles over 5 tonnes and buses/coaches.
- 2.3 Approximately 90m to the south of the site Sandy Lodge Way becomes Dene Road and proceeds to Green Lane. Green Lane provides the frontage to a busy District Town Centre (as defined in Appendix D Hillingdon Development Management Policies) that includes a wide range of facilities and access to bus services and Northwood Station.



- 2.4 The proposed development comprises the demolition of the existing houses and the construction of a building containing 8 x 2 bed flats with basement car parking.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

- 3.1 The site is located within 400m of a District Town Centre. The development of additional dwellings in this location complies with general transport policy requirements to provide residents with a choice of how they travel to day to day destinations and facilities.
- 3.2 The site has a PTAL rating of 2 which is “poor”. The PTAL report from the TfL website is included at **Appendix 1**. The PTAL rating relates solely to the availability and frequency of public transport. It does not include consideration of how convenient it will be for residents to walk and cycle to destinations. In this respect, the site is ideally located to encourage walking as a primary mode of travel to the following facilities:

Destination	Walk distance (m)	Walk time (mins)
Bus stop Eastbound	350	4.5
Bus stop Westbound	360	4.5
Green Lane Medical Ctr	300	3.75
Costa	415	5.25
Bank	435	5.5
Waitrose	485	6
Post Office	575	7
Station	625	8
St Helens School	730	9
St Helens Sports Ctr	730	9



-
- 3.3 The proximity to local facilities and the availability of public transport together have an effect on car parking demand.
- 3.4 The relevant parking standards are those set out in Policy 6.13 and the Parking Addendum to the London Plan 2016 and Policy DMT6 of the Council's Development Management Policies (October 2015). Table 6.2 of the London Plan identifies that 1 & 2 bedroomed units should have less than 1 parking space per unit and 3 bedroomed units should have up to 1.5 spaces per unit.
- 3.5 Appendix C to the DMP document sets out the Council's parking standards. The standards for residential development are:

1 & 2 bed units	1.0 to 1.5 spaces each
3 bed units	2.0 spaces each

Note (a) to the parking standards states that proposals must also accommodate visitors' car parking on-site in addition to the above.

- 3.6 The proposed development comprises 8 x 2 bed units. Under the London Plan parking standards the 2 bed units will require **less than 8** spaces. The proposed scheme includes the provision of 12 parking spaces for residents in the basement and 4 visitor spaces at ground floor level to the front of the building. This level of provision complies with the Council's standards which require up to 12 spaces plus visitors' car parking. The wording of policy DMT6 is that "**Development proposals must comply with the parking standards**".
- 3.7 Two spaces (10% of total provision) will be suitable for use by a disabled driver in accordance with requirement 9 of Appendix C of the DMP. As required by the London Plan 3 spaces (20%) will be provided



with “active” electric charging points and 3 spaces (20%) as “passive charging points.

- 3.8 A cycle store will be provided within the basement. The London Plan requirement is to provide 2 spaces per 2 and 3 bed flats. This is a total requirement of 16 cycle spaces. The DMP requirement is 1 space per 1 & 2 bed flat. This is a total requirement of 8 cycle spaces. The proposed cycle store is capable of accommodating at least 8 bicycles. There will also be the provision of a “Sheffield” stand to the front of the proposed building to comply with the adopted standard of 1 space per 40 units.

4.0 ACCESS ARRANGEMENTS

- 4.1 The existing houses have a total of 4 access points onto Sandy Lodge Way. The proposed site layout reduces this to 2 accesses with the northern access being used to serve the 4 surface car parking spaces and to provide pedestrian access to the building. The southern access will serve the basement car park. This access will have a minimum width of 6.2m which will allow cars to enter and leave at the same time.
- 4.2 Due to the straight alignment of Sandy Lodge Way and the wide footway across the site frontage visibility for drivers emerging from the development accesses will be unobstructed in both directions. The standard recommended by *Manual for Streets* for a road with a 30mph speed limit is the provision of visibility splays of 2.4m x 43m. These are shown on the proposed site plan and can be achieved within the extent of the adopted highway.
- 4.3 The reduction in the number of footway crossings is a benefit to pedestrian safety and movement.



5.0 SERVICING AND DELIVERIES

- 5.1 Space for the storage of bins and recycling containers for the flats will be provided towards the front of the site and adjacent to the surface parking spaces. This minimises the carry distance for refuse collection. Part H6 of the Building Regulations (paragraph 1.8) requires that storage areas for waste should be sited so that the distance householders are required to carry refuse does not normally exceed 30m and that containers should be located within 25m of the collection point. Paragraph 6.8.11 of *Manual for Streets* takes the advice a step further and relies upon BS 5906:2005 which requires that 4-wheeled containers should be located within 10m of the collection point. The proposed refuse storage areas comply with these standards.
- 5.2 The residential nature of Sandy Lodge Way and the prevalence of direct frontage access mean that most deliveries to existing dwellings are made from the main carriageway. This is the case for the 2 existing houses on the site. The delivery arrangements for the proposed development will continue in this manner.

6.0 CONCLUSIONS

- 6.1 The site is in an accessible location with a wide range of public transport facilities and key destinations within walking distance. Opportunities exist for residents to make day to day journeys without the need for a car. The development of the site therefore complies with policies within the NPPF and DMP for delivering sustainable residential development.
- 6.2 The level of parking proposed complies with the DMP policies and will assist in encouraging sustainable travel. The development includes



8 – 10 SANDY LODGE WAY, NORTHWOOD

TRANSPORT STATEMENT

OCTOBER 2017

additional visitor parking to ensure that there is no risk of extraneous parking taking place on Sandy Lodge Lane.

- 6.3 The proposed arrangements for refuse storage and collection comply with the relevant standards.

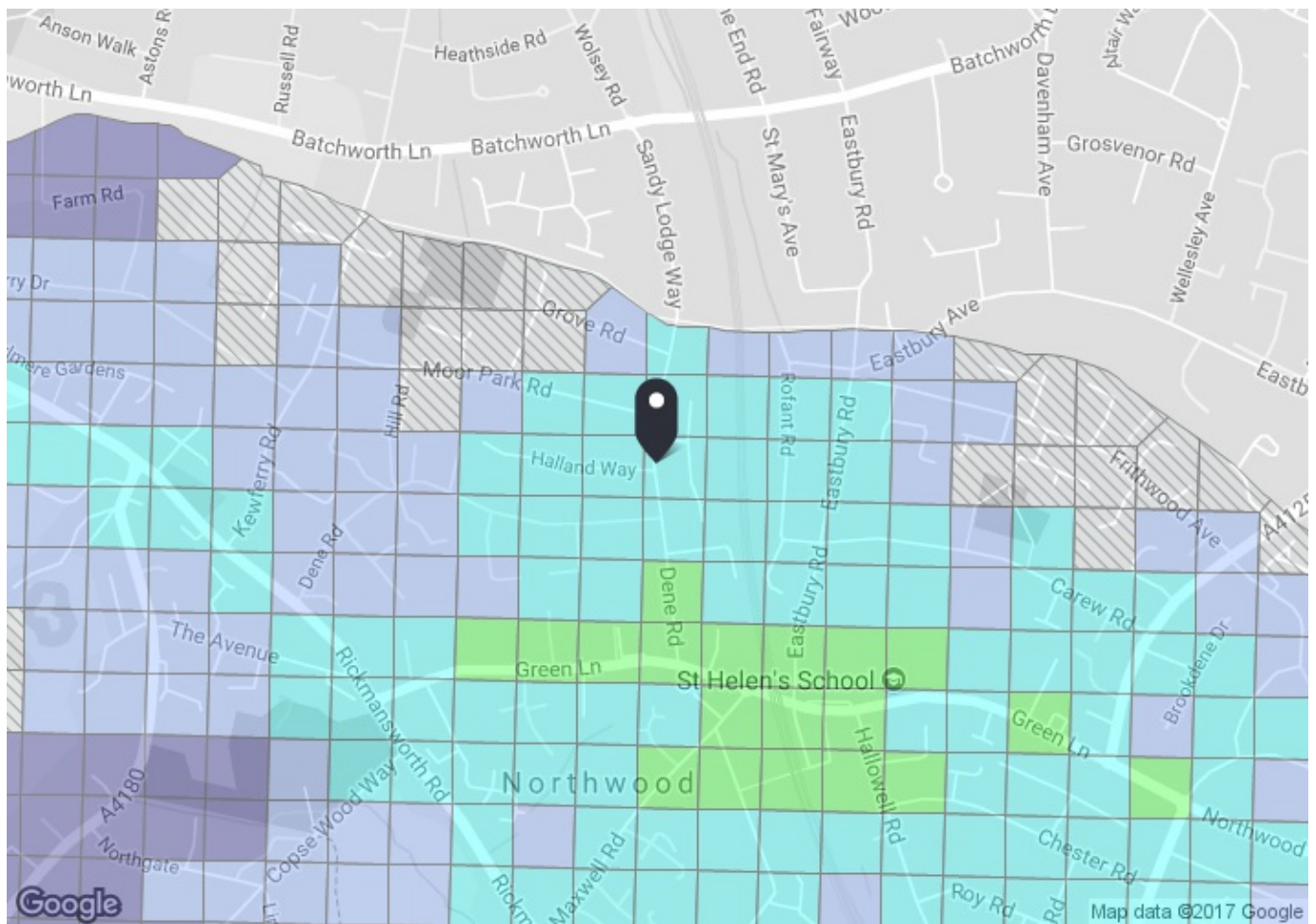


8 – 10 SANDY LODGE WAY, NORTHWOOD

TRANSPORT STATEMENT

OCTOBER 2017

APPENDIX 1



PTAL output for Base Year

2

10 Sandy Lodge Way Northwood HA6 2AJ, UK
Easting: 509018, Northing: 191844

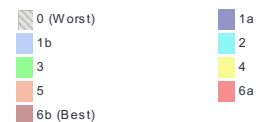
Grid Cell: 141004

Report generated: 29/08/2017

Calculation Parameters

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

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	GREEN LANE DENE ROAD	331	508.3	3	6.35	12	18.35	1.63	0.5	0.82
Bus	GREEN LANE DENE ROAD	282	508.3	5	6.35	8	14.35	2.09	1	2.09
Bus	GREEN LANE DENE ROAD	H11	508.3	4	6.35	9.5	15.85	1.89	0.5	0.95
LUL	Northwood	'Watford-BStreetSF'	716.65	2.33	8.96	13.63	22.58	1.33	0.5	0.66
LUL	Northwood	'Watford-AldSfast'	716.65	3.67	8.96	8.92	17.88	1.68	1	1.68
LUL	Northwood	'Aldg-WatfordSlow'	716.65	3.67	8.96	8.92	17.88	1.68	0.5	0.84
LUL	Northwood	'BakStr-WatfordSlow'	716.65	1.67	8.96	18.71	27.67	1.08	0.5	0.54
LUL	Northwood	'Wembley-WatfordSL'	716.65	0.67	8.96	45.53	54.48	0.55	0.5	0.28
Total Grid Cell AI:										7.85