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2023

Transport Statement

Pinner Road, Northwood, London HA6 1DD

Iceni Projects Limited on behalf of Polaris Property
Developments Limited

August 2023

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BEHALF OF POLARIS PROPERTY
DEVELOPMENTS LIMITED

Transport Statement
PINNER ROAD, NORTHWOOD, LONDON HA6
1DD

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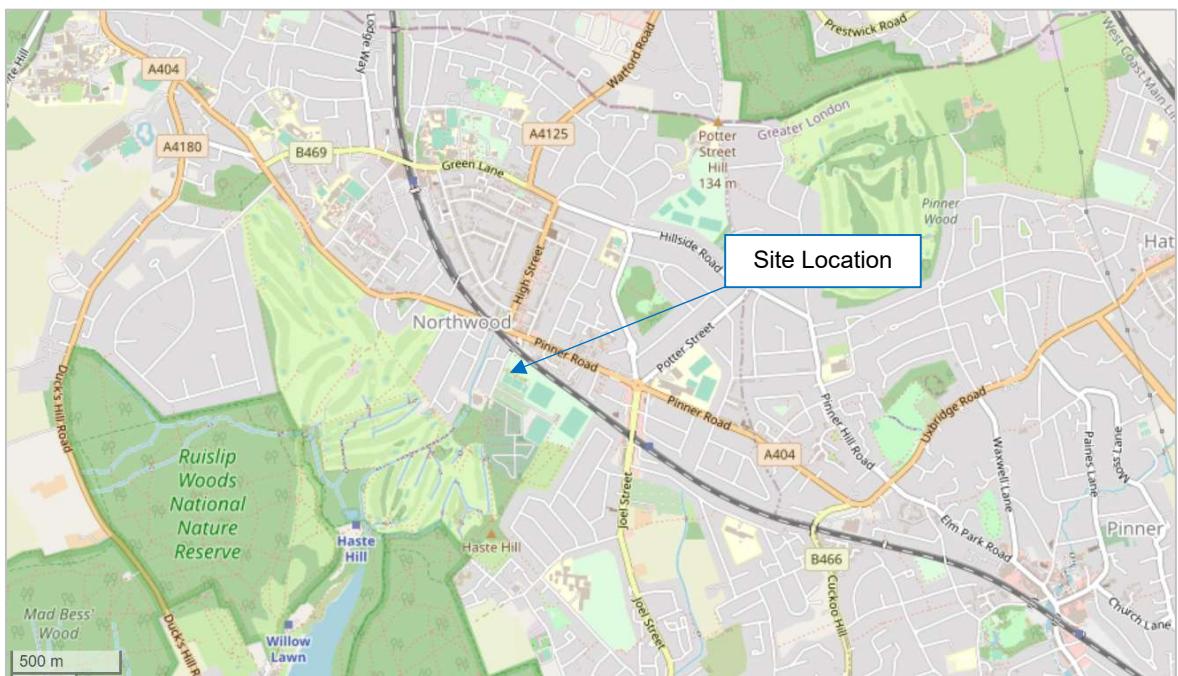
APPENDICES

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1. INTRODUCTION

- 1.1 Iceni Projects has been instructed by Polaris Property Developments Limited (the Applicant) in relation to their development proposals at the former car dealership site on Pinner Road, Northwood, HA6 1DD (the 'site'). The site falls within the jurisdiction of the London Borough of Hillingdon (LBH) and is indicatively shown in **Figure 1.1**.
- 1.2 This Transport Statement (TS) has been updated to address feedback received from TfL and supersedes the previous version dated July 2022, herein referred to as the '2022 TA'.

Figure 1.1 – Indicative Site Location



- 1.3 The proposed development comprises up to 9 dwellings and 140m² of flexible Class E(a) retail,(c)(i), ii) professional / financial services, or (g)(i) office space.
- 1.4 The application's description of development is as follows:

"Replacement of vacant car sales centre with a 3 Storey mixed used development comprising of 1 x 1 Bed Apartment, 7 x 2 Bed Apartments and 1 x 3 Bed Apartment, with associated ground floor undercroft car and cycle parking and ground floor commercial space use class E."
- 1.5 A planning application has been submitted following informal correspondence with the LBH highways officer where no significant issues were raised. Previous pre-application highways comments for this site (under a previous applicant) are summarised below. The references in brackets show where these points are addressed throughout this TS.

- The highways comments make reference to the LBH Local Plan Part 2 Policies DMT1, DMT2, DMT5 and DMT6 and refer to car / cycle parking standards, disabled parking provision and electric vehicle charging provision (**Chapter 3** refers to these policies in detail).
- Evidence of trip generation estimates should be provided in the TS (**Chapter 5** provides this)
- Detail should be provided at formal application stage regarding the gated access to the undercroft to ensure that vehicle stacking on the public highway is minimised. (**Chapter 4** and **Drawing 22-T038_03 in Appendix A5** address this point)
- Waste storage should be within 10m of the waste vehicle collection point (**Chapter 4** addresses this point)
- A full detailed Construction Management Plan (CMP) will be required either at formal application stage or secured by condition. A CMP has not been provided at this stage as more detail can be provided when a contractor has been appointed, a CMP will be provided to discharge planning conditions, post-determination.

1.6 In January 2023, following submission of the planning application, consultee comments were received from TfL's Spatial Planning Team, which are provided at **Appendix A7** for ease of reference. To address the comments raised, the following changes have been made to the site layout by Coleflax Bennett Architects and have been captured in this updated TA as follows:

- The cycle and car parking layout has been reconfigured, one car parking spaces has been removed providing seven spaces in total (rather than eight) this had made space to accommodate 18 cycle parking spaces as Sheffield stands including two spaces for larger / adapted cycles in accordance with LCDS guidance
- A 1.5m wide delineated route for pedestrians / cyclists to the cycle parking area. A separate, secure gated access is also provided to the cycle parking area.
- The residential bin store has been relocated which has the advantage that waste collection can now be directly from Pinner Road.

1.7 The following content of this report is arranged as follows:

- **Section 2** provides an assessment of the existing site conditions, incorporating a description of the existing site use, local highway network, public transport accessibility, cycling and walking facilities along with an analysis of collision data;
- **Section 3** provides an overview of relevant national, regional and local policies and outlines how the proposed development accords with these;
- **Section 4** provides a description of the development proposals, including access, parking, servicing and refuse collection arrangements;
- **Section 5** includes an assessment of the vehicular trip generation associated with the site; and
- **Section 6** provides a summary and draws conclusions.

2. THE SITE AND SURROUNDINGS

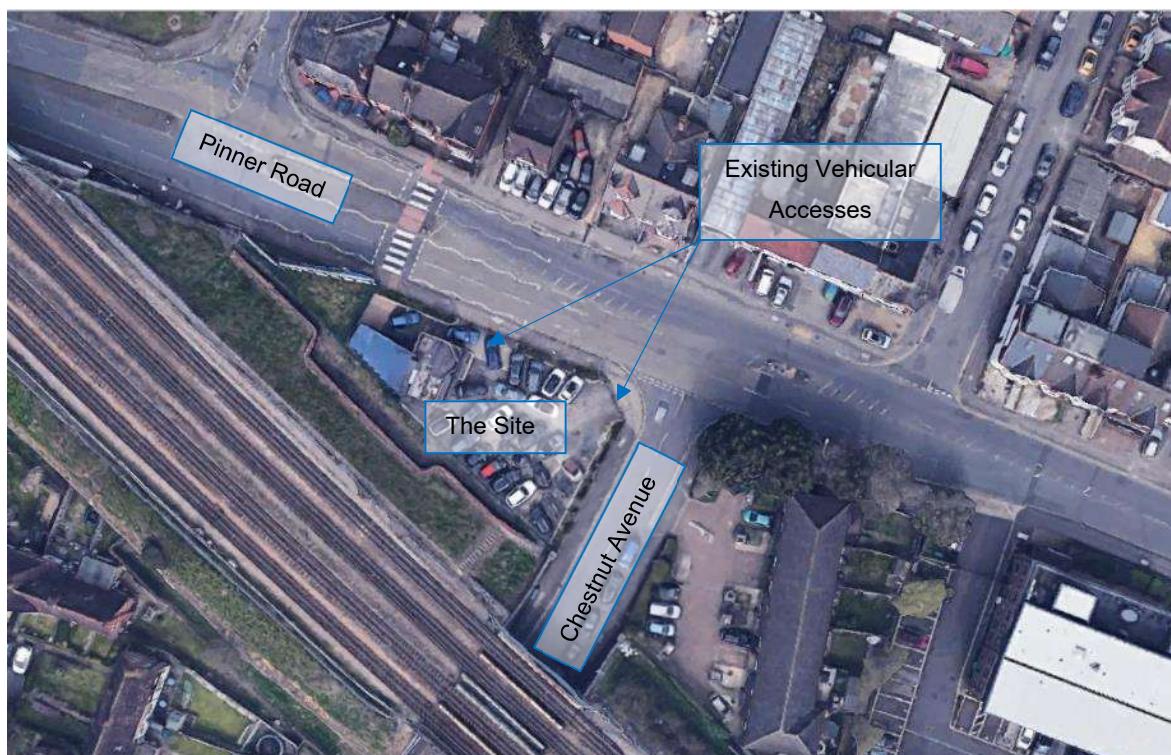
Site Description

2.1 The site is located on Pinner Road, a corner plot bounded by Chestnut Avenue to the east, and the railway line (Metropolitan Line) to the south. The site contains an existing small car sales building ($87m^2$) with space for approximately 20 cars to be parked on the forecourt with an additional two staff car parking spaces.

2.2 The main vehicular access to the site is via the access on the corner of Chestnut Avenue and Pinner Road, with a secondary vehicular access point off Pinner Road.

2.3 The site in the context of its surrounding is shown in **Figure 2.1**.

Figure 2.1 – Site in context of surroundings



Surrounding Highway Network

Pinner Road

2.4 Pinner Road changes to Rickmansworth Road at the boundary of the site and is referred to as Pinner Road throughout this document. It forms part of the A404 connecting Harrow to the south-east and Rickmansworth to the north-west. It is a single carriageway road with variable width; the section outside the site boundary is approximately 13.5m wide with two westbound lanes and one eastbound lane and is subject to a 30mph speed limit.

2.5 A zebra crossing is located immediately west of the western site boundary. Footways are provided on both sides of the carriageway, the southern footway is up to 2m wide and the northern footway is up to 2.75m wide. An uncontrolled crossing point is located immediately east of the Chestnut Avenue junction, with dropped kerbs, tactile paving and a central refuge island.

2.6 The road in the vicinity of the site is characterised by a number of small retail and office units including a café, scaffolding contractor, plumbing and heating merchants, hair and beauty, dog grooming and cycle retail units. A single yellow line restriction exists on both sides of the carriageway, which allows loading to serve the businesses outside of restricted hours (Monday to Saturday 08:00-6:30 for vehicles under 5 tonnes). No formal parking bays are provided.

2.7 **Figure 2.2 and Figure 2.3** show views to the east and west of the site on Pinner Road.

Figure 2.2 - Pinner Road looking west from the site access



Figure 2.3 - Pinner Road looking east from the site access



Chestnut Avenue

2.8 Chestnut Avenue is a residential 'no through road' single carriageway, approximately 7.5m wide. Footways of up to 2.5m are on both sides of the carriageway. A single yellow line restriction exists on both side of the carriageway, for approx. 70m from the junction with Pinner Road, after which there are no parking restrictions. Chestnut Avenue is subject to a 30mph speed restriction.

2.9 **Figure 2.4** shows views facing north and south on Chestnut Avenue.

Figure 2.4 – Chestnut Avenue facing north



Figure 2.5 – Chestnut Avenue facing north (showing existing site access)



Walking and Cycling Facilities

2.10 As noted above, footway widths in the immediate vicinity of the site vary, but are a minimum of 2m in width on both Pinner Road and Chestnut Avenue.

2.11 The site is within an area characterised by residential streets with a mix of commercial ground floor uses along Pinner Road itself. The site is less than 50m from the nearest bus stop and within a short walking distance (10mins) of Northwood Hills London Underground station, providing residents with good pedestrian links to the surrounding area and public transport facilities. The zebra crossing outside of the site on Pinner Road provides good connectivity to schools and amenities located to the north nearer to Northwood.

2.12 Local amenities, such as a gym, cafés restaurants, opticians, beauty salons, along with health and education provision (Northwood Health Centre and Northwood School) are all within an approximate 10 minute walking catchment of the Site, providing opportunities for residents to access these by foot and minimising car dependency.

2.13 There is a public right of way (PROW) through the nearby park / recreation ground (to the south-east of the site) which provides an alternative low traffic walking route to Northwood Hills station and high street (approx. 10mins walk). **Figure 2.6** is an extract from the LBH PROW interactive map where the route through the park is shown in purple.

Figure 2.6 – PROW near to the site



2.14 The site is within approx. 100m of an outdoor recreation area, children's park and sports clubs/facilities off Chestnut Avenue including a bowling club, tennis courts, cricket club and football club.

2.15 LBH's website provides information about a cycle route between Northwood Hills Station and Uxbridge High Street using quieter residential roads, which includes access to Ruislip and Ickenham district centres. The route information is provided in **Appendix A1**.

2.16 There are no formal signed cycle routes along Pinner Road itself, however the site is near (approx. 1km) to recreational cycle trails through Ruislip Woods.

Public Transport Accessibility Level

2.17 The levels of public transport services available to the site can be measured by the public transport accessibility level (PTAL) system, which is operated by TfL. PTAL ratings are rated from 1 to 6 where a rating of 1a indicates extremely poor access to public transport and 6b indicates an excellent rating. The report, attached at **Appendix A2** for reference shows the site as being in an area with 'poor' accessibility, representative of a PTAL 2.

2.18 However, when you choose the '2021 Forecast' category on PTAL, it updates the scoring to 3 which is considered 'good'. In summary, whilst the existing PTAL is shown as 2, in reality it is considered that the public transport accessibility of the site is better than that and will definitely be so in the future as further public transport services become available / improved in the area. The services accessible are considered in more detail below.

Public Transport Connections

Bus Services

2.19 Bus services offer a realistic alternative option to travelling than the private vehicle. This section provides details of the nearest bus stops and services to the site, highlighting why future residents / employees and visitors are likely to utilise this mode of transport when travelling locally and to surrounding areas.

2.20 There are two bus stops located within 50-100m of the site; one on Pinner Road to the east of the site and the other on High Street to the north-west of the site, both of which benefit from shelters and timetable information.

2.21 **Table 2.1** provides a summary of the bus services available from these stops, which has been based upon the PTAL report.

Table 2.1 - Bus Services Summary

Service No.	Weekday Frequency	Route
282	5 per hour	High Street – Northwood – Mount Vernon Hospital Northwood Hills – Eastcote – Northolt – Greenford - Hanwell
H11	4 per hour	High Street – Northwood – Mount Vernon Hospital Northwood Hills – Pinner Green – Pinner – North Harrow – Harrow College

Rail Services

2.22 The closest rail station to the site is the Northwood Hills London Underground station, served by the metropolitan line which is an approximate 10-minute walk from the site.

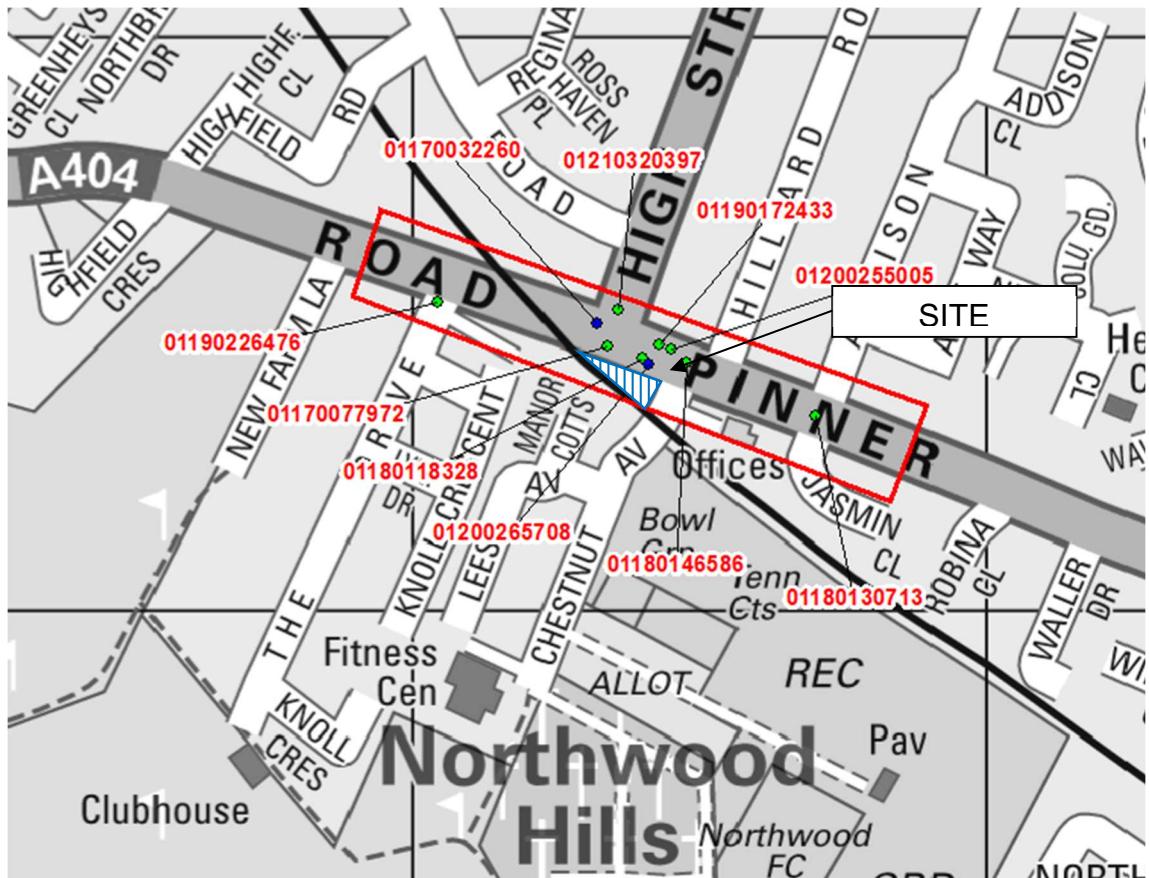
2.23 The Metropolitan Line has a frequency of trains into London (Baker Street) of every 5-10 minutes during the weekday peak hours. The journey time is 30 minutes between Northwood Hills and Baker Street. The timetable dated September 2021 is provided in **Appendix A1**.

2.24 Additional rail services are accessible within a reasonable cycling distance, with Hatch End Overground station being located within 4km of the site and West Ruislip station, which is on the Oxford to London Marylebone line operated by Chiltern Railways is 5.5km from the site. Both services provide the opportunity for multimodal trips combining bike and train, something not taken account of in the PTAL calculations, which are based on the assumption that people only walk to railway stations. This further demonstrates that the actual accessibility of the site is better than the initial PTAL rating suggests.

Personal Injury Collisions (PICs)

2.25 In order to assess the safety of the existing highway network surrounding the Site, Personal Injury Collision (PIC) data has been obtained from TfL for the most recent five-year period, up to the end of January 2022. The area covered by the data is shown in **Figure 2.7** and full details of the PIAs can be found appended at **Appendix A3**.

Figure 2.7 – Collision Analysis Area



2.26 An area 100m either side of the site access on Pinner Road has been analysed. Collisions that occurred outside of this study area have been excluded from the analysis. Over the five years surveyed a total of ten PICs occurred. Of these, eight resulted in slight injuries and two resulted in serious injuries. No fatal collisions occurred within the study area. Over the five-year period there was an average of two collisions occurring annually throughout the study area. The collision breakdown by severity can be seen in **Table 2.2** below.

Table 2.2 - Severity of Collisions Throughout the Study Area

Severity	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	Total	Average
Slight	2	2	2	1	1	8	1.6
Serious	1	0	0	1	0	2	0.4
Fatal	0	0	0	0	0	0	0
Total	3	2	2	2	1	10	2

2.27 Within the study area 20% of the collisions that occurred resulted in the casualty being killed or seriously injured (KSI). Based on the data contained within TfL's Road Safety Data Reports for LBH, 14% of all PICs that occurred within the same five-year period resulted in KSIs. As such, the number of KSIs within the study area is slightly higher than the total for LBH. It should be noted, however, that the low number of collisions that have occurred within the study area over the five-year period inflates the proportion of KSIs.

Vulnerable Road Users

2.28 There were two PICs recorded involving vulnerable types of road users (as in pedestrians, cyclists, children and elderly), both of which involved pedestrians.

2.29 Both collisions involving pedestrians were recorded as 'slight' and occurred at the zebra crossing on Pinner Road. One of the collisions can be attributed to dazzling sun and the other to failure to look properly.

2.30 **Table 2.3** summarises the annual breakdown of the PICs involving vulnerable road users.

Table 2.3 - Injuries to Vulnerable Road Users

User	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	Total	Average
Pedestrian	0	1	0	1	0	2	0.4
Cyclists	0	0	0	0	0	0	0
Child	0	0	0	0	0	0	0
Elderly	0	0	0	0	0	0	0
Total Casualties	0	1	0	1	0	2	0.4
Total Collisions	0	1	0	1	0	2	0.4

2.31 Referring again to the TfL Road Safety Data for LBH, the following comparisons can be made between borough-wide collisions involving vulnerable road users and the study area:

- Pedestrians – 16% within LBH, 20% in the study area;
- Cyclists – 7% within LBH, 0% in the study area;
- Children – 7% within LBH, 0% in the study area;
- Elderly – 10% within LBH, 0% in the study area;
- Total – 33% within LBH, 20% in the study area.

2.32 The comparison shows that the proportion of collisions involving all vulnerable users is significantly lower within the study area than the total for LBH over the five-year study period.

Collisions at Junctions

2.33 Of the 10 collisions recorded, seven (70%) occurred at two different junctions within the study area.

Table 2.4 provides a breakdown on the number of collisions occurring at different junctions.

Table 2.4 - Collisions Occurring at Junctions

Junction	Total	Average
High St j/w Pinner Rd / Rickmansworth Rd	6	1.2
Pinner Rd j/w Chestnut Ave	1	0.2
Total	7	1.4

2.34 **Table 2.4** outlines that the junction with the highest number of recorded PICs was the High Street junction with Pinner Road / Rickmansworth Road, with six recorded and an average just over one collision a year. Of these, one was recorded as 'serious' and six recorded as 'slight'. The single 'serious' collision occurred in dark conditions, between a car and motorcycle where the motorcycle turned right and failed to judge the speed of the oncoming car. The remaining 'slight' incidents can be attributed to poor turn manoeuvre, temporary road layout, dazzling sun and failing to look properly.

2.35 The other junction of Pinner Road and Chestnut Avenue had a single collision recorded, and therefore averaging at less than one incident per year throughout the study period.

Collisions on Links

2.36 Of the ten collisions recorded, three (30%) occurred on links. Each link had less than a single collision per year, as shown in **Table 2.5** below.

Table 2.5 - Collisions Occurring on Links

Link	Total	Average
Rickmansworth Rd 30m East of j/w High St	1	0.2
Pinner Road, 21m south of j/w Chestnut Ave	1	0.2
Pinner Road, 30m south of j/w High St	1	0.2
Total	3	0.6

2.37 One of the collisions that occurred on Pinner Road south-west of the Chestnut Avenue junction between two cars was recorded as 'serious'. This collision occurred when a car changing lanes failed to look properly and crashed into another car.

Conclusion

2.38 Personal Injury Collision (PIC) data has been obtained from TfL for the five-year period up to the end of January 2022.

2.39 The percentage of people killed or seriously injured (KSI) represents 20% of incidents recorded in the study area which is slightly more than at borough-wide level, it should also be noted that the low number of collisions that have occurred during the five-year period significantly inflates the proportion of KSIs. In reality, two serious collisions occurred within the study area (out of ten collisions in total) and this is not considered to be high.

2.40 The proportion of vulnerable road users that have been involved in collisions during the study period is lower than the LBH average.

2.41 It is therefore considered that the proposed development will not give rise to any unacceptable road safety issues within the area studied.

3. TRANSPORTATION POLICY

3.1 The proposed development is subject to both national and local planning policy guidance with respect to transportation and its impact upon the local environment and surrounding infrastructure. A review of these policies has therefore been undertaken in this section.

3.2 The following policy documents have been reviewed:

- The National Planning Policy Framework (NPPF)
- The National Planning Policy Guidance (NPPG)
- The London Plan (2021)
- LB Hillingdon Local Plan Part 1 – Strategic Policies (2012)
- LB Hillingdon Local Plan Part 2 – Development Management Policies (2020)

National Planning Policy Framework 2019

3.3 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be considered when preparing the development plan and is therefore a material consideration in making these decisions. The main objective of the NPPF is to achieve sustainable development.

3.4 The NPPF was adopted in March 2012, however revised documents were published in July 2018, February 2019, and most recently, July 2021 - each replacing the previous iteration. The 2012 NPPF superseded PPG13 (Transport), which was formerly used as a basis for national transport policy. Whilst 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, as stated below.

“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.”

“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 revised NPPF includes a section on 'Promoting sustainable transport' which includes the following text, relevant to this proposal:

Paragraph 102

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and considered – 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.

Paragraph 109

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 110

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 111

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

3.7 The site is located within an accessible location with various opportunities to travel by sustainable modes of transport, such as walking, cycling, bus or train. The reduction in car parking, and increased provision in cycle parking, help to achieve the aims of an increased use of sustainable travel.

3.8 **Sections 4 and 5** of this report demonstrate that the proposals will have a minimal impact on the surrounding highway network and therefore conform with the NPPF.

National Planning Practice Guidance (NPPG) – March 2014

3.9 Information contained as part of the National Planning Practice Guidance (NPPG), provides advice for travel plans, transport assessments and statements in decision-taking. This TS has been prepared in line with the guidance set out in NPPG, and a Travel Plan has also been prepared to support this application.

“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.”

The London Plan

3.10 The London Plan is the primary Mayoral policy addressing the key housing and employment issues in order to shape the way London develops. The London Plan was first adopted in 2011 but has since been the subject of a number of alterations, with the most recent version adopted in March 2021, known as London Plan 2021.

3.11 London Plan 2021 places an increased focus towards sustainable modes of travel. The main ambition of the plan is that 80% of all trips in London will be by foot, cycle, or public transport by 2041. Development proposals should therefore deliver patterns of land use that facilitate shorter, regular trips by walking and cycling where possible, or alternatively the use of public transport.

3.12 The policies contained within London Plan 2021 have been reviewed as part of the development of the proposed development, and they are referred to at specific points within this report as necessary.

LB Hillingdon Local Plan Part 1: Strategic Policies (2012)

3.13 The LBH Local Plan Part 1, which was adopted in November 2012, sets out the Council's planning and vision strategy and identifies how the Council will guide future development

3.14 Core Policy 9 relates to Transport and Infrastructure Strategic Objective SO12 relates to "*Reducing the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking and cycling routes and encouraging travel plans*".

3.15 The site is well situated to provide sustainable travel options with links to the Metropolitan Line and bus services within reasonable walking distance as well as London Overground and National Rail services within a reasonable cycling distance. The urban centres of Northwood Hills and Northwood are within reasonable walking distance of the site. Several schools, shops and amenities are available within walking / cycling distances providing opportunities for active travel.

LB Hillingdon Local Plan Part 2: Development Management Policies (2020)

3.16 The Development Management Policies document was also adopted in January 2020 and sets out the Council's detailed policies for managing development within the Borough. The relevant transport policies are detailed below.

Policy DMT1 – Managing Transport Impacts

A. *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.*

B. *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* 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.*

*Residential development of 10 dwellings or more, any building with a floor space of 1000 square metres or more; development on a site of 1 hectare or more.

3.17 As the proposed development is for nine dwellings and up to 140m² employment use, a Transport Statement is provided. The Travel Plan is touched upon in Chapter 4. The site is accessible by public transport as detailed in **Chapter 2**.

Policy DMT2 – Highway Impacts

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.*

3.18 This TS considers safe and efficient access to the site by all modes of transport. Swept path analysis drawings provided in **Appendix A5** demonstrate that vehicular access can be accommodated within the ground floor layout and into / out of the site via the Pinner Road access without impacting the local highway network.

Policy DMT5 – Pedestrians and Cyclists

- A. *Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:*
 - i) *the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;*
 - ii) *the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;*
 - iii) *the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.*
- B. *Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.*

3.19 Footways surrounding the site are of a sufficient width. The existing pedestrian crossing across Pinner Road facilitates pedestrian walking routes towards schools, shops and services on or near Northwood Hills or Northwood High Street (Joel Street and Green Lane respectively). Local amenities include, a Post Office, supermarket, several cafés / restaurants, hairdressers, beauty salons, opticians, a bank and cash machines and a gym.

3.20 **Chapter 4** details the provision of secure cycle parking for residents and staff.

Policy DMT6 – Vehicle Parking

A. *Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:*

- i) *the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*
- ii) *a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*

B. *All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.*

3.21 As outlined in **Chapter 4**, vehicle parking provision accords with the Parking Standards outlined in Policy DMT6.

Summary

3.22 In summary, the site is located within an area of good public transport accessibility and benefits from good pedestrian and cycle links with the surrounding area.

3.23 The proposed development will accord with the policies encouraging sustainable travel by providing appropriate cycle parking facilities, as well a small number of car parking spaces in accordance with policy along with electric vehicle charging and disabled parking provision.

3.24 It is shown throughout this report that the proposed development accords with national, regional and local planning policy.

4. PROPOSED DEVELOPMENT

- 4.1 As detailed within the Introduction, the development proposals include redevelopment of the former car dealership site on the corner of Pinner Road and Chestnut Avenue, Northwood, to provide up to 9 dwellings and 140m² of flexible Class E(a) retail,(c)(i, ii) professional / financial services, or (g)(i) office space.
- 4.2 The number of bedrooms for the nine dwellings is as follows:
 - 1 x one bedroom;
 - 7 x two bedroom; and
 - 1 x three bedroom.
- 4.3 The proposals also include an undercroft parking area at ground floor level of the residential part of the site to include:
 - Seven car parking spaces (including one disabled bay); and
 - 18 long-stay cycle parking spaces (including two spaces for larger/adapted cycles).
- 4.4 Two short stay cycle parking spaces will also be provided outside of the residential building entrance (but within the site's red line boundary).
- 4.5 The commercial part of the site will include one long stay cycle parking space within the building and one short stay cycle parking space outside of the building entrance (but within the site's red line boundary).
- 4.6 The proposed ground floor plans are included at **Appendix A4** for reference.

Access

- 4.7 Vehicular access to the site will be via the existing direct access onto Pinner Road as shown in **Figure 4.1**. The access will be retained and narrowed slightly (by approx. 1.7m) to provide vehicular access to the under-croft car parking and long stay cycle parking area for residents. A sliding gated access is proposed to the undercroft car park.
- 4.8 Only cars will access the undercroft car park area. The sliding gate is intended to be a remote-controlled automated sliding gate whereby residents with allocated access would be provided with a remote control fob to open the gate on approach.

Figure 4.1 – Existing Vehicular Access on Pinner Road



4.9 The site access has been assessed in terms of visibility and vehicle swept paths and meets relevant design standards for a 30mph road. Drawings to support this assessment are provided at **Appendix A5** as follows:

- **Drawing 22-T038_02:** Swept path analysis of the access and car park layout;
- **Drawing 22-T038_01:** Visibility splays from the site access on Pinner Road; and
- **Drawing 22-T038_03:** Demonstrates that there is minimal risk of vehicles stacking back on Pinner Road when accessing the site (addresses a previously raised concern by the LBH highway officer).

4.10 No vehicular access or car parking is proposed for the commercial element of the site. It is expected that this type of use will be to serve the local community through linked trips with other retail uses along Pinner Road and would generate walking / cycling trips.

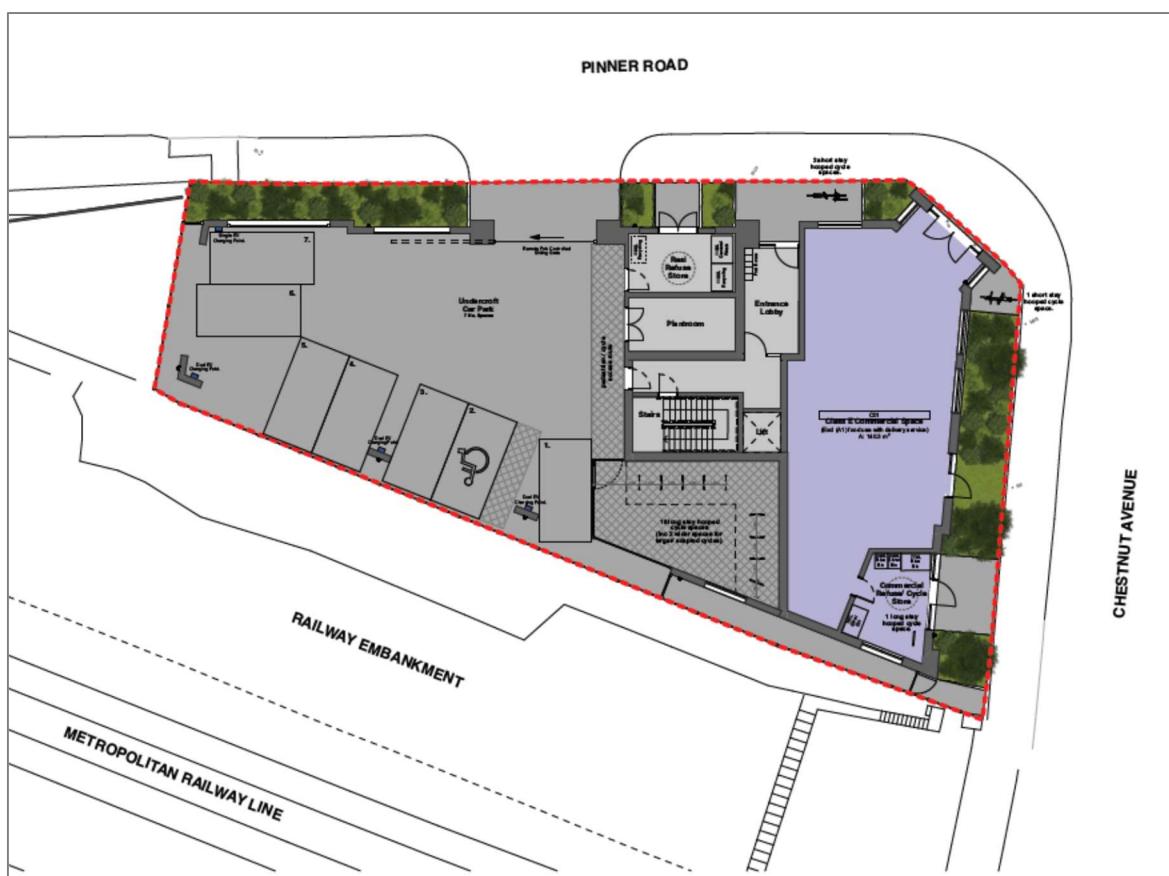
4.11 The resident entrance lobby is situated to the east of the vehicular access, along with visitor cycle parking outside of the building entrance. Residents accessing the cycle parking area (long-stay cycle parking) will do so through the gated vehicular access. The cycle parking is positioned next to the building entrance in the undercroft. Following comments received from TfL, a 1.5m wide delineated route for pedestrians / cyclists to the cycle parking area is also now proposed along with a separate, secure gated access to the cycle parking area.

4.12 The existing vehicular access on the corner of Pinner Road / Chestnut Avenue will not be required. It is therefore proposed to reinstate the footway and kerbs at this location (providing a dropped kerb for pedestrians crossing Chestnut Avenue).

4.13 An extract of the proposed ground floor plan provided in **Appendix A4** is shown in **Figure 4.2** for ease of reference.

4.14 This proposed access strategy was discussed informally with the Council's highway officer and no significant issues were raised.

Figure 4.2 – Extract of Proposed Ground Floor Plan



Parking

4.15 The proposal to provide seven car parking spaces (including one disabled space) at the site is in accordance with LBH car parking standards. For reference, the residential car parking standards are provided in **Table 4.1**. The level of parking proposed is below the maximum permitted but is considered to be sufficient based on the size of the units and the location of the site.

Table 4.1 – LBH Car Parking Standards vs Proposed Car Spaces

Number of Bedrooms (Flats)	Maximum Car Parking Provision	Max Car Spaces allowed	Car Spaces Proposed
1-2 bedrooms	1 space per dwelling	8	7
3-4 bedrooms	2 spaces per dwelling	2	

4.16 Electric vehicle charging points will also be provided for all of the parking spaces in accordance with newly adopted building regulations (Approved Document S).

4.17 Proposed cycle parking provision is in accordance with LBH and London Plan standards. 18 long-stay cycle parking spaces are proposed along with two visitor spaces are proposed for residents and one long-stay and one short-stay space are proposed for staff / visitors to the commercial unit. For reference, the London Plan residential and commercial cycle parking standards (which are more onerous compared to LBH standards) are provided in **Table 4.2**.

Table 4.2 – London Plan Cycle Parking Standards vs Proposed Cycle Spaces

Land Use	Minimum Cycle Parking Provision	Min Cycle Spaces required	Cycle Spaces Proposed
Long Stay Spaces			
C3: 1 bedroom / 2 person	1.5 space	2	18
C3: All other dwellings	2 spaces	16	
A1/A2/B1*	1 space	1	1
Short Stay Spaces			
5-40 dwellings	2 spaces	2	2
A1/A2/B1*	1 space	1	1

*A1/A2/B1 standards used to represent Class E(a) retail, (c)(i, ii) professional / financial services, or (g)(i) office space

4.18 The revised site layout shown in **Figure 4.2** and provided at **Appendix A4** shows a reconfiguration of the cycle and car parking area within the undercroft to address comments received from TfL. Since the 2022 TA was issued, one parking space has been removed to provide more space for 18 Sheffield stands including 2 spaces for larger/adapted cycles in accordance with LCDS guidance.

Refuse Collections, Deliveries and Servicing

4.19 A summary of the proposed delivery and servicing strategy for the site is provided below.

Refuse Collection

4.20 The residential refuse store is located at ground floor level within the under-croft. It is proposed that refuse will be collected from the kerbside of Pinner Road. The residential refuse store is within a 10m

collection distance from the kerb as shown in **Drawing 22-T038_01** in **Appendix A5**. Since the 2022 TA was issued, the site layout has been updated to include a relocated bin store which has the advantage that waste collection can now be directly from Pinner Road without having to use the sliding gate, this addresses comments received from TfL.

4.21 The commercial refuse store is situated at ground floor level on the Chestnut Avenue side of the building. The commercial refuse collection will need to be managed by the tenant who would be responsible for wheeling the bins out of the bin store for a refuse vehicle to collect from Chestnut Avenue kerbside.

Deliveries and Servicing

4.22 Any vehicle parking associated with deliveries / servicing at the site would need to use Chestnut Avenue to park and will not have access to the undercroft car parking area which will be secured for resident use only. There is a yellow line restriction for the hours of Monday – Saturday 08:30-18:30 for the first 70m of Chestnut Avenue. South of this there are no parking restrictions.

4.23 Site observations from Chestnut Avenue found that there was ample space for temporary loading / unloading for deliveries as shown in **Figure 4.3**.

Figure 4.3: Chestnut Avenue looking north



4.24 Based on the negligible number of deliveries estimated (as referred to in Chapter 5), the on-street delivery arrangement is deemed acceptable.

5. TRIP GENERATION ASSESSMENT

5.1 The former car dealership land use generated a low number of trips. The TRICS database has been used to estimate trip generation for the former land use and this has been verified through information provided by the current landowner. **Table 5.1** shows the vehicle trip rates and **Table 5.2** shows the resulting trip numbers for this land use after being applied to the existing 87m² building. The full TRICS output is provided at **Appendix A6**.

Table 5.1 – Car Dealership Vehicle Trips Rates

Vehicle Trip Rates	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-20:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
All Vehicles	1.115	0.467	1.582	0.156	0.363	0.519	7.835	8.118	15.953
OGV	0	0	0	0	0	0	0.052	0.052	0.104
LGV	0.052	0.078	0.13	0	0.026	0.026	0.626	0.78	1.406

Table 5.2 – Car Dealership Estimated Vehicle Trips

Vehicle Trips	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-20:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
All Vehicles	1	1	1	1	1	1	5	5	9
OGV	0	0	0	0	0	0	1	1	1
LGV	1	1	1	0	1	1	1	1	1

5.2 The proposed vehicle trip generation has also been derived using trip rates for 'Residential / Flats Privately Owned'. **Table 5.3** shows the vehicle trip rates and **Table 5.4** shows the resulting trip numbers for this land use after being applied to the proposed 9 dwellings. The full TRICS output is provided at **Appendix A6**.

Table 5.3 – Residential Vehicle Trips Rates

Vehicle Trip Rates	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-20:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
All Vehicles	0.085	0.212	0.297	0.212	0.076	0.288	1.403	1.471	2.874
OGV	0	0	0	0	0	0	0.008	0.008	0.016
LGV	0.008	0.025	0.033	0.017	0.008	0.025	0.149	0.174	0.323

Table 5.4 – Residential Estimated Vehicle Trips

Vehicle Trips	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-20:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
All Vehicles	1	2	3	2	1	3	13	14	26
OGV	0	0	0	0	0	0	1	1	1
LGV	1	1	1	1	1	1	2	2	3

5.3 As no car parking is being provided for the commercial element of the site, trips associated with this land use are anticipated to be by foot or cycle. Trips to the commercial land use are expected to be linked with other land uses in the local area to serve the local community rather than be generating primary vehicle trips. The trip generation therefore refers to the residential element of the site

Net Trip Generation

5.4 Considering the trips that could be associated with the existing land use (if it were fully operational) the net trip generation has been calculated and is provided in **Table 5.5**.

Table 5.5 – Net Vehicle Trips

Vehicle Trips	AM (08:00-09:00)			PM (17:00-18:00)			Daily (07:00-20:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
All Vehicles	0	1	2	1	0	2	11	12	23
OGV	0	0	0	0	0	0	1	1	2
LGV	0	0	0	0	0	0	9	8	9

5.5 In summary, the proposed development will result in a very few vehicular trips and the net impact of the proposed development is therefore expected to be negligible.

5.6 With regard to deliveries associated with the site, these are expected to be low. The data outlined above indicates that there would be an average of 2 delivery trips per day associated with the residential use and the number associated with the commercial unit would also be low given the size of the unit being provided.

5.7 A robust assessment may assume that each unit has 1 delivery per day and that there would be 2 per day associated with the commercial unit, this would still only be 11 delivery vehicles per day (up to 1 per hour on average), so would not be discernible from daily fluctuations on the network. It is also likely that the majority of delivery trips associated with the residential units will already be on the surrounding highway network delivering to other properties in the area and, as such, would not be additional trips on Pinner Road.

6. SUMMARY AND CONCLUSIONS

- 6.1 Iceni Projects Ltd has been appointed by Polaris Property Developments Ltd to provide highways and transport advice in regard to their proposed development at Pinner Road, Northwood.
- 6.2 The site is well located for walking and cycling trips to local amenities and is within reasonable walking distance of bus and rail services, therefore reducing car dependency for residents, staff and visitors.
- 6.3 Vehicular access to the residential part of the proposed development will make use of the existing access on Pinner Road. No vehicle access is provided for the commercial element. It is expected that the commercial land use will serve the local community and that trips generated will be linked with other local land uses and will be by foot or cycle.
- 6.4 Residential car and cycle parking will be located in the under-croft, 7 car parking spaces (including one disabled) and 18 long stay cycle parking spaces are to be provided. For the commercial land use, no car parking is proposed, staff and visitor cycle parking is to be provided in accordance with standards.
- 6.5 A swept path analysis of both the site access and internal car parking layout have been undertaken which show that all vehicles accessing the site can enter and exit in forward gear and that there is sufficient space for cars to access the parking spaces. The swept path drawings also show that a vehicle waiting to access the under-croft at the gated access will not block the main carriageway of Pinner Road.
- 6.6 In conclusion, the proposed development would not give rise to any adverse transport impact, and it is therefore considered that there is no highway related reason why the development proposal should not be granted planning consent.