



Nick Culhane
Highway Consultant

Idlewild
Fairclose Drive
Winchester
Hampshire SO22 6QW

07787530717
nick@nickculhane.co.uk

Proposed 4-Bed Extension to Existing Care Home
High Meadows Care Home, High Meadows Close Pinner HA5 2HD

Introduction

This Highway Technical Note has been commissioned by Danley International Ltd in support of a planning application submission to the London Borough of Hillingdon as Local Planning Authority (LPA) for a 4-bed extension to the existing High Meadows Care Home, High Meadows Close, Pinner. The location of the site is shown below.



The site is located on the at eastern end of High Meadow Close and to the south of Daymer Gardens. To the west Daymer Gardens forms a priority junction with Catlins Lane, which in turn forms a priority junction with High Road, Eastcote (B466)

The surrounding highway benefits from pedestrian footways with tactile paving at crossing points, whilst the area is lit with street lighting. The area is generally residential in character and all roads are subject to a 30mph speed limit.

The development site is located approximately 1 kilometre west of Pinner town centre and Pinner Underground Station that can be accessed via the footway links or the network or residential roads to the west of Pinner. From Pinner Underground Station the Metropolitan Line runs into London City Centre.

The nearest bus stops to the site are located in High Road, Eastcote to the south-west, some 900m or a 12-minute walk. These stops serve the 282 service which runs between Ealing Hospital at Southall and Mount Vernon Hospital at Northwood with buses per running every 10 to 13 minutes in each direction. Such a service therefore provides a genuine alternative mode of transport to the private car.

A review of the Personal Injury Accident history for this area has established that in the last 5-years there have been no recorded incidents that have resulted in injury on High Meadow Close, Catlins Lane or its junction with the B466, which would suggest that the road is operating in a safe and efficient manner.

Planning History

The site was formally a local authority Sheltered Housing Scheme and planning consent was granted under reference 196/APP/2012/1776 for the erection of a Care Home with 45 bedrooms and 15 car parking spaces. At the time of the application, it was suggested that a total of 42 staff would have been employed at the site, which consisted of 28 full time and 14 part time employees. Staff would be working in shifts, with a maximum of 15 staff at the site during the daytime and 7 staff during the evening and night time.

It was also noted that there was an area of land immediately adjacent to the site which historically formed part of the public highway, but with the removal of the Sheltered Housing Scheme and amendments to the highway layout, lent itself to additional parking for the Care Home if required. The area allowed for a total of 9 parking spaces bringing the effective total number of spaces to 24.

When undertaking an assessment of the development proposals it was noted that the applicant had provided a Transport Statement and a supporting Technical Note detailing the likely trip generation and parking demand at the site. Additionally, the applicant had undertaken a number of car parking surveys at similar sites, which were located within Hillingdon.

As a result, it was considered that the traffic generation associated with the proposed development would not have a material impact along the highway network adjacent to the site and the proposed parking provision was appropriate to serve the development proposals.

In addition, it was noted that a Travel Plan would be provided in relation to the development, which was to include initiatives to increase alternative modes of travel other than by private vehicles. The proposed initiatives included the provision of cycle storage facilities, staff changing and shower facilities and a cycle purchase scheme that will enable staff to purchase cycles at a reduced cost.

In concluding, it was considered that the development was not contrary to the Policies of the adopted Hillingdon Local Plan, and an objection was not raised in relation to the highway aspect of the proposals.

The Care Home was subsequently built and has been operating successfully for many years now with no apparent problems relating to car parking.

Proposed Development

This application now seeks to provide a 4-bed extension although no additional parking is proposed with the existing access and service arrangements remaining as existing.

Traffic Impact

In order to determine the likely additional traffic impact that the 8 bedrooms will create, the TRICS database v7.11.4 has been interrogated. In selecting suitable comparable sites, the following criteria has been utilised.

- Land Use – Care Homes (Elderly Residents)
- Number of Residents – 31 to 60
- Date Range – 01/01/16 to 15/09/23
- Location – Edge of Town, Neighbourhood Centre, Suburban Area
- Travel Plan – No

The table below gives the likely TRICS trip rates together with the additional traffic impact that the seven additional bedrooms could generate.

| TRICS Trip Rate Care Home | | | |
|--|-----------|------------|---------------|
| | Arrivals | Departures | Two-way Total |
| AM Peak Hour | 0.068 | 0.060 | 1.28 |
| PM Peak Hour | 0.036 | 0.044 | 0.080 |
| Daily Traffic | 0.810 | 0.843 | 0.653 |
| Vehicle Trip Generation Based on 4 Additional Bedrooms | | | |
| AM Peak Hour | 0.272 (0) | 0.240 (0) | 0 |
| PM Peak Hour | 0.144 (0) | 0.176 (0) | 0 |
| Daily Traffic | 3.24 (3) | 3.37 (3) | 6 |

Based on the TRICS data, it can be seen that the 4 additional bedrooms are likely to generate no additional traffic movement in the AM or Pm Peak periods and around 6 two-way movements across the day. Such an increase is deemed to be di minimis and will not have any adverse effect to the safe operation to the surrounding highway network. The TRICS data is included as [Appendix 1](#) to this Note.

Car Parking

The previously approved scheme allowed for 15 car parking spaces although the Parking Standards required 1 parking space per 4 residents. Based on the parking standards, the development would have required just 11 spaces, so the development actually provides more spaces than the standards required. Notwithstanding this, the redundant highway layby allowed for the parking of an additional 9 vehicles, therefore the available parking spaces was more than adequate for the demands of the Care Home.

The TRICS data given above appears to support this in so much as the additional bed spaces would only result in around 3 additional cars across a 14-hour working day with no additional movements in either of the peak hours.

The Applicant anticipates that on completion of the 4-bed extension, the total number of staff on site at any one time would be increased by 3 carers during the day and 2 carers at night.

Based on the latest standards, the site would therefore need to accommodate a total of 12 parking spaces however as this number is already significantly exceeded, no additional parking spaces are proposed. The TRICS data has clearly identified that there would be no material increase in traffic generation as a result of the proposals and as such, there would be no material increase in car parking demand.

Summary and Conclusion

This Highway Technical Note has been produced to support a planning application for a 4-bed extension at High Meadows Care Home, High Meadows Close, Pinner.

The site is located within a residential area and is well served by a regular bus service with links to Northwood and Southall.

Using latest TRICS data, it has been shown that the development, if approved would generate just 1 additional traffic movement in the AM Peak period and just 3 additional cars over the course of a 14-hour day.

Anecdotal evidence suggests that the existing car parking with the site can accommodate any small increase in parking demand that the extension could generate, but the development already exceeds the number of parking spaces required, even allowing for the extension.

The proposed extension is therefore likely to have no adverse impact to the surrounding highway network and will not create any overspill parking onto the surrounding highway network. The development is therefore considered to be acceptable from a highway point of view.

Nick Culhane December 2025

Appendix 1

TRICS Data

Calculation Reference: AUDIT-405201-250506-0522

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Selected regions and areas:

| | | |
|----|--------------------------------|--------|
| 02 | SOUTH EAST | |
| | WS WEST SUSSEX | 1 days |
| 04 | EAST ANGLIA | |
| | PB PETERBOROUGH | 1 days |
| 05 | EAST MIDLANDS | |
| | NN NORTH NORTHAMPTONSHIRE | 1 days |
| 06 | WEST MIDLANDS | |
| | SH SHROPSHIRE | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE | |
| | NY NORTH YORKSHIRE | 1 days |
| 08 | NORTH WEST | |
| | BP BLACKPOOL | 1 days |
| | MS MERSEYSIDE | 1 days |
| 09 | NORTH | |
| | TW TYNE & WEAR | 1 days |
| 11 | SCOTLAND | |
| | EB CITY OF EDINBURGH | 1 days |
| | FA FALKIRK | 1 days |

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
Actual Range: 31 to 60 (units:)
Range Selected by User: 31 to 60 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 15/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

| | |
|-----------|--------|
| Monday | 2 days |
| Tuesday | 2 days |
| Wednesday | 1 days |
| Thursday | 1 days |
| Friday | 1 days |
| Saturday | 1 days |
| Sunday | 2 days |

This data displays the number of selected surveys by day of the week.

Selected survey types:

| | |
|-----------------------|---------|
| Manual count | 10 days |
| Directional ATC Count | 0 days |

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

| | |
|--|---|
| Suburban Area (PPS6 Out of Centre) | 5 |
| Edge of Town | 3 |
| Neighbourhood Centre (PPS6 Local Centre) | 2 |

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

| | |
|------------------|---|
| Residential Zone | 8 |
| Village | 1 |
| No Sub Category | 1 |

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

| | |
|-----------------------------|-------------------|
| Servicing vehicles Included | 6 days - Selected |
| Servicing vehicles Excluded | 4 days - Selected |

Secondary Filtering selection:

Use Class:

| | |
|----|---------|
| C2 | 10 days |
|----|---------|

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

| | |
|------------------|--------|
| 5,001 to 10,000 | 3 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 5 days |

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

| | |
|--------------------|--------|
| 25,001 to 50,000 | 2 days |
| 75,001 to 100,000 | 2 days |
| 125,001 to 250,000 | 4 days |
| 250,001 to 500,000 | 2 days |

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

| | |
|------------|--------|
| 0.6 to 1.0 | 4 days |
| 1.1 to 1.5 | 6 days |

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

| | |
|----|---------|
| No | 10 days |
|----|---------|

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

| | |
|-----------------|---------|
| No PTAL Present | 10 days |
|-----------------|---------|

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

| | | | |
|---|---|--|--|
| 1 | BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: <i>Survey date: TUESDAY</i> | NURSING HOME 31 27/09/16 | BLACKPOOL <i>Survey Type: MANUAL</i> |
| 2 | EB-05-F-01 CRAIGHOUSE TERRACE EDINBURGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: <i>Survey date: SATURDAY</i> | NURSING HOME 56 19/03/16 | CITY OF EDINBURGH <i>Survey Type: MANUAL</i> |
| 3 | FA-05-F-01 BROWN STREET FALKIRK CAMELON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of residents: <i>Survey date: WEDNESDAY</i> | NURSING HOME 56 20/04/22 | FALKIRK <i>Survey Type: MANUAL</i> |
| 4 | MS-05-F-01 VICTORIA STREET NEAR SAINT HELENS RAINFORD Neighbourhood Centre (PPS6 Local Centre) Village Total Number of residents: <i>Survey date: FRIDAY</i> | NURSING HOME 50 15/09/23 | MERSEYSIDE <i>Survey Type: MANUAL</i> |
| 5 | NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: <i>Survey date: MONDAY</i> | NURSING HOME 60 13/06/22 | NORTH NORTHAMPTONSHIRE <i>Survey Type: MANUAL</i> |
| 6 | NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: <i>Survey date: MONDAY</i> | NURSING HOME 37 04/03/19 | NORTH YORKSHIRE <i>Survey Type: MANUAL</i> |
| 7 | PB-05-F-01 PARK CRESCENT PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: <i>Survey date: SUNDAY</i> | NURSING HOME 48 16/10/16 | PETERBOROUGH <i>Survey Type: MANUAL</i> |

LIST OF SITES relevant to selection parameters (Cont.)

| | | | | |
|----|--|--------------|----------|---------------------|
| 8 | SH-05-F-01 ABBAY FOREGATE SHREWSBURY | CARE HOME | | SHROPSHIRE |
| | Suburban Area (PPS6 Out of Centre) Residential Zone | | | |
| | Total Number of residents: | | 54 | |
| | Survey date: SUNDAY | | 18/06/23 | Survey Type: MANUAL |
| 9 | TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE | NURSING HOME | | TYNE & WEAR |
| | Suburban Area (PPS6 Out of Centre) Residential Zone | | | |
| | Total Number of residents: | | 52 | |
| | Survey date: THURSDAY | | 02/05/19 | Survey Type: MANUAL |
| 10 | WS-05-F-02 WYKEHAM ROAD WORTHING | NURSING HOME | | WEST SUSSEX |
| | Suburban Area (PPS6 Out of Centre) Residential Zone | | | |
| | Total Number of residents: | | 54 | |
| | Survey date: TUESDAY | | 17/05/22 | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Nick Culhane Highway Consultant Fairclose Drive Winchester

Licence No: 405201

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

| Time Range | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
| | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 10 | 50 | 0.090 | 10 | 50 | 0.052 | 10 | 50 | 0.142 |
| 08:00 - 09:00 | 10 | 50 | 0.068 | 10 | 50 | 0.060 | 10 | 50 | 0.128 |
| 09:00 - 10:00 | 10 | 50 | 0.046 | 10 | 50 | 0.042 | 10 | 50 | 0.088 |
| 10:00 - 11:00 | 10 | 50 | 0.060 | 10 | 50 | 0.044 | 10 | 50 | 0.104 |
| 11:00 - 12:00 | 10 | 50 | 0.048 | 10 | 50 | 0.068 | 10 | 50 | 0.116 |
| 12:00 - 13:00 | 10 | 50 | 0.048 | 10 | 50 | 0.052 | 10 | 50 | 0.100 |
| 13:00 - 14:00 | 10 | 50 | 0.086 | 10 | 50 | 0.048 | 10 | 50 | 0.134 |
| 14:00 - 15:00 | 10 | 50 | 0.082 | 10 | 50 | 0.096 | 10 | 50 | 0.178 |
| 15:00 - 16:00 | 10 | 50 | 0.084 | 10 | 50 | 0.129 | 10 | 50 | 0.213 |
| 16:00 - 17:00 | 10 | 50 | 0.042 | 10 | 50 | 0.056 | 10 | 50 | 0.098 |
| 17:00 - 18:00 | 10 | 50 | 0.036 | 10 | 50 | 0.044 | 10 | 50 | 0.080 |
| 18:00 - 19:00 | 10 | 50 | 0.038 | 10 | 50 | 0.050 | 10 | 50 | 0.088 |
| 19:00 - 20:00 | 10 | 50 | 0.052 | 10 | 50 | 0.056 | 10 | 50 | 0.108 |
| 20:00 - 21:00 | 10 | 50 | 0.030 | 10 | 50 | 0.046 | 10 | 50 | 0.076 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.810 | | | 0.843 | | | 1.653 |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

| | |
|---|---------------------|
| Trip rate parameter range selected: | 31 - 60 (units:) |
| Survey date range: | 01/01/16 - 15/09/23 |
| Number of weekdays (Monday-Friday): | 7 |
| Number of Saturdays: | 1 |
| Number of Sundays: | 2 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.