Merchant Land Investments Limited

Manor Lodge, Northwood

Transport Statement

March 2025

Project Code: 06181

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Contents

List of Tables

List of Figures

Appendices

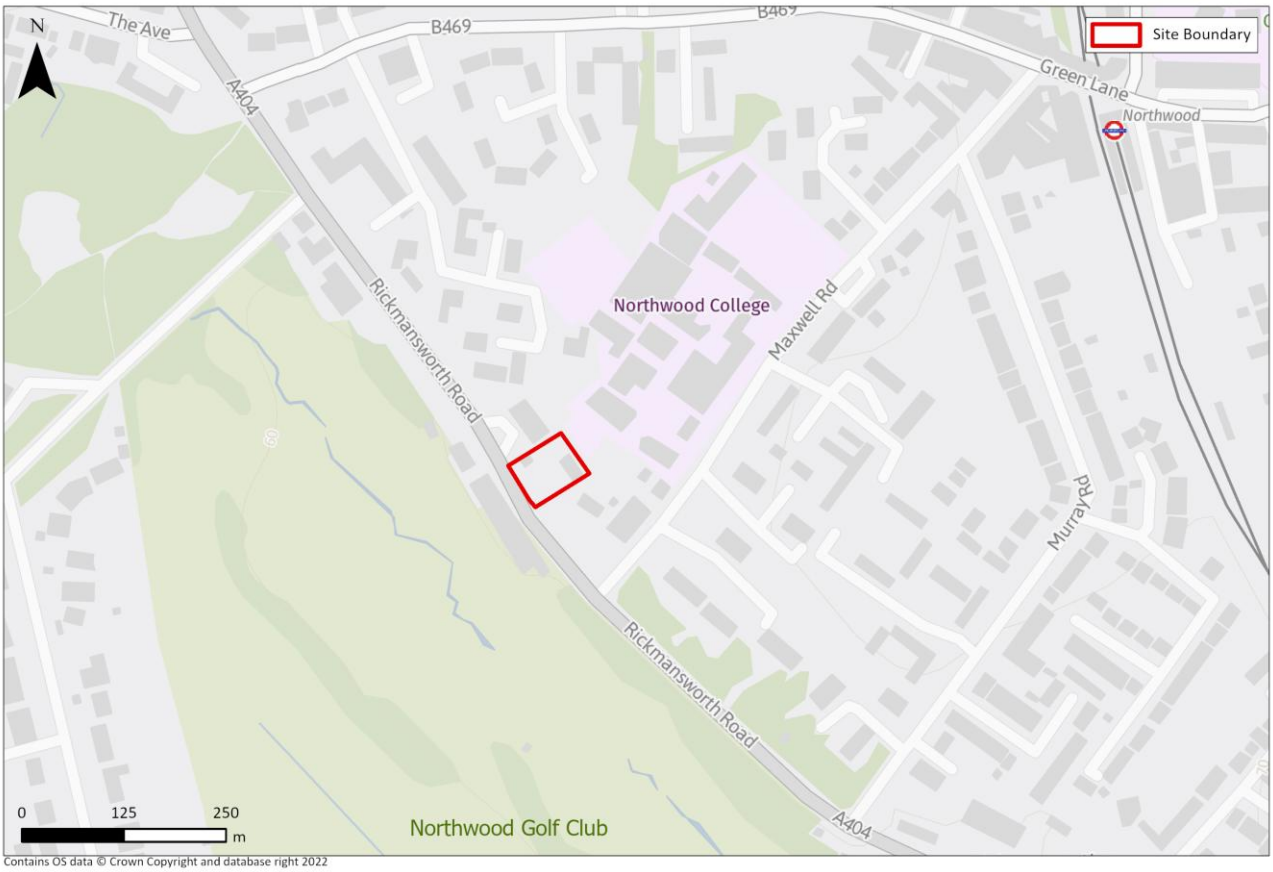
1 Introduction

1.1 Overview

1.1.1 This Transport Statement (TS) has been prepared by PJA on behalf of Merchant Land Investments Limited in association with the proposed redevelopment of a site at Manor Lodge, Rickmansworth Road, Northwood, Hillingdon.

1.1.2 The development proposals comprise the *'Demolition of the existing structures and creation of 6 family residential units together with means of access and associated parking and landscaping'*. A site location plan is shown in Figure 1-1.

Figure 1-1: Site Location Plan



1.1.3 This TS provides a comprehensive review of the existing transport conditions and sets out the anticipated impacts of the development proposals on the surrounding highway network.

1.1.4 Throughout this report 'the site' refers to the land located at the aforementioned address and 'the development' refers to the buildings that are proposed to be constructed in the future.

1.2 Report Structure

1.2.1 Following the Introduction, this TS is comprised of the following sections:

- **Section 2** provides an overview of national, regional and local transport and land use planning policy relevant to the proposed development.
- **Section 3** applies the TfL Healthy Streets approach and provides an Active Travel Zone (ATZ) Assessment of the site and surrounding area.
- **Section 4** describes the existing highway layout in the vicinity of the development site.
- **Section 5** provides a summary of the Site's accessibility by non-car modes of travel.
- **Section 6** summarises the proposed development scheme.
- **Section 7** quantifies the development Site's trip generation, through a vehicle trip assessment from surveys of comparable sites, extracted from the TRICS database.
- Finally, **Section 8** provides a summary and conclusion.

2 Policy Review

2.1 Overview

2.1.1 This section of the report sets out the key national, regional and local transport policy requirements relevant to the proposed development.

2.2 National Policy

2.2.1 The National Planning Policy Framework (NPPF), updated in February 2025, sets out the government's planning policies for England and how these are expected to be applied.

2.2.2 Paragraph 115 states that in assessing sites which may be allocated for development in plans, or specific applications for development, it should be ensured that:

a *"sustainable transport modes are prioritised taking account of the vision for*

b *the site, the type of development and its location;*

c *safe and suitable access to the site can be achieved for all users;*

d *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and*

e *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.2.3 Paragraph 116 notes that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.2.4 Paragraph 117 of the NPPF explains that, within this context, applications for development should:

f *"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;*

g *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

h *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;*

i *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

j *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.2.5 Paragraph 118 declares that *"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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*

2.2.6 As detailed in the following sections of this TS, the site is located in close proximity to public transport services and local amenities, supporting sustainable development of the site.

2.3 Regional Policy

London Plan (2021)

2.3.1 The London Plan is a statutory spatial development strategy for the whole of London that is written by the Mayor of London and published by the Greater London Authority. The current London Plan was published and adopted in March 2021 and Chapter 10 sets out policies relating to transport.

2.3.2 Policy T1 – Strategic approach to transport states the following:

"(a) Development proposals should facilitate:

1 The delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.

2 The proposed transport schemes set out in Table 10.1

(b) All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

2.3.3 This Transport Statement has been prepared to address the requirements set out within Policy T4 – Assessing and mitigating transport impacts', which states:

"Transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."

Transport for London (TfL) – Healthy Streets Approach

2.3.4 The Healthy Streets Approach is the framework used to guide the Mayor's Transport Strategy and is a system of policies and strategies aimed at delivering a healthier, more inclusive city where people choose to walk, cycle and use public transport. It puts people and their health at the centre of decisions about how public spaces are designed, used and managed. The approach is based on ten indicators of a Healthy Street which focus on the experience of people using streets:

- Pedestrians from all walks of life
- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People choose to walk, cycle and use public transport
- People feel safe
- Things to see and do
- People feel relaxed
- Clean air

2.3.5 TfL states that *"working towards these will help to create a healthier city, in which all people are included and can live well, and where inequalities are reduced."* Within that framework, this Transport Statement report will demonstrate how the development will support key journeys to and from the site by sustainable modes of transport.

2.4 Local Policy

Hillingdon Local Plan (2012)

2.4.1 The Hillingdon Local Plan consists of two parts. Part 1, which was adopted in 2012, sets out the overall level and broad locations of growth up to 2026. It comprises a spatial vision and strategy, strategic objectives, core policies and a monitoring and implementation framework with clear objectives for achieving delivery. These policies are supported by more detailed policies and allocations set out in the Local Plan Part 2, which was adopted in 2020.

2.4.2 Policy T1 from Part 2 of the Local Plan: Accessible Local Destinations states that: *"the Council will steer development to the most appropriate locations in order to reduce the impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision".* The development is located in an accessible location and therefore supports this policy.

2.4.3 The London Borough of Hillingdon's (LBH) parking standards are set out within Appendix C of the Local Plan Part 2 – Development Management Policies and the standards relevant for the proposed development are reproduced below:

Table 2-1: LBH Maximum Parking Standards

Unit	Maximum Car Parking	Maximum Bicycle Parking
Dwellings	2 spaces per dwelling	a. 1 space per 1 or 2 bed unit
		b. 2 spaces per 3 or more bed unit

2.4.4 A pre-application response from LBH, including comments from highways officers have confirmed that the above parking standards are applicable to the development proposals and the proposals will therefore accord with these standards. A copy of the pre-application response is provided within **Appendix A**.

3 Transport Planning for People

3.1 Overview

3.1.1 The core principle of the 'Healthy Streets' Approach is to put people first, prioritising walking, cycling and public transport over private vehicles. This approach takes account of different classifications of people, their travel characteristics and their propensity to change their mode of travel over time.

3.1.2 Within the context of the above, in this Section reliance is made on the Transport Classification of Londoners (TCoL) multi-modal customer segmentation tool developed by TfL. The TCoL has been designed to categorise Londoners based on the travel choices they make and the motivations for making those decisions.

3.1.3 In total there are nine customer segments described in the TCoL report. Based on the proposed residential units which will occupy the site, the customer's segments that are considered to be likely users of the development are those listed below:

- **Affordable Transitions** – new jobs and families, low car, high bus, walk, cycle, highest level of change,
- **Educational Advantage** – well educated, high income, high PT/active, low car, higher level of change,
- **Suburban Modernisation** – families with children, high car use, some bus use, average level of change.

3.1.4 The residential units that would occupy the site would cater to segments of the population that would typically tend to have lower levels of car ownership, higher levels of active travel and higher attitudes towards change on average.

3.1.5 The TfL classification tool suggests that the Borough has a mixed profile in terms of user types and transport usage. Car usage is generally high with an average/low propensity towards change (i.e. mode shift away from car use).

3.1.6 Notwithstanding the above, given the site's existing local public transport connections there is a potential for a change in attitude towards sustainable transport options. This is particularly relevant for new development schemes, where car parking provision will be low, and an emphasis will be placed on the ability for residents to live car free lifestyles.

3.2 Active Travel Zone

3.2.1 The purpose of the Active Travel Zone (ATZ) assessment is to establish what transport connections and local amenities would be accessible to future residents at the site and establish whether these facilities would be sufficient for site occupiers to live a 'car free' lifestyle.

3.2.2 The ATZ assessment for the site is presented as a series of illustrated maps, demonstrating how people of all abilities can make every day journeys from the site, using the active travel network.

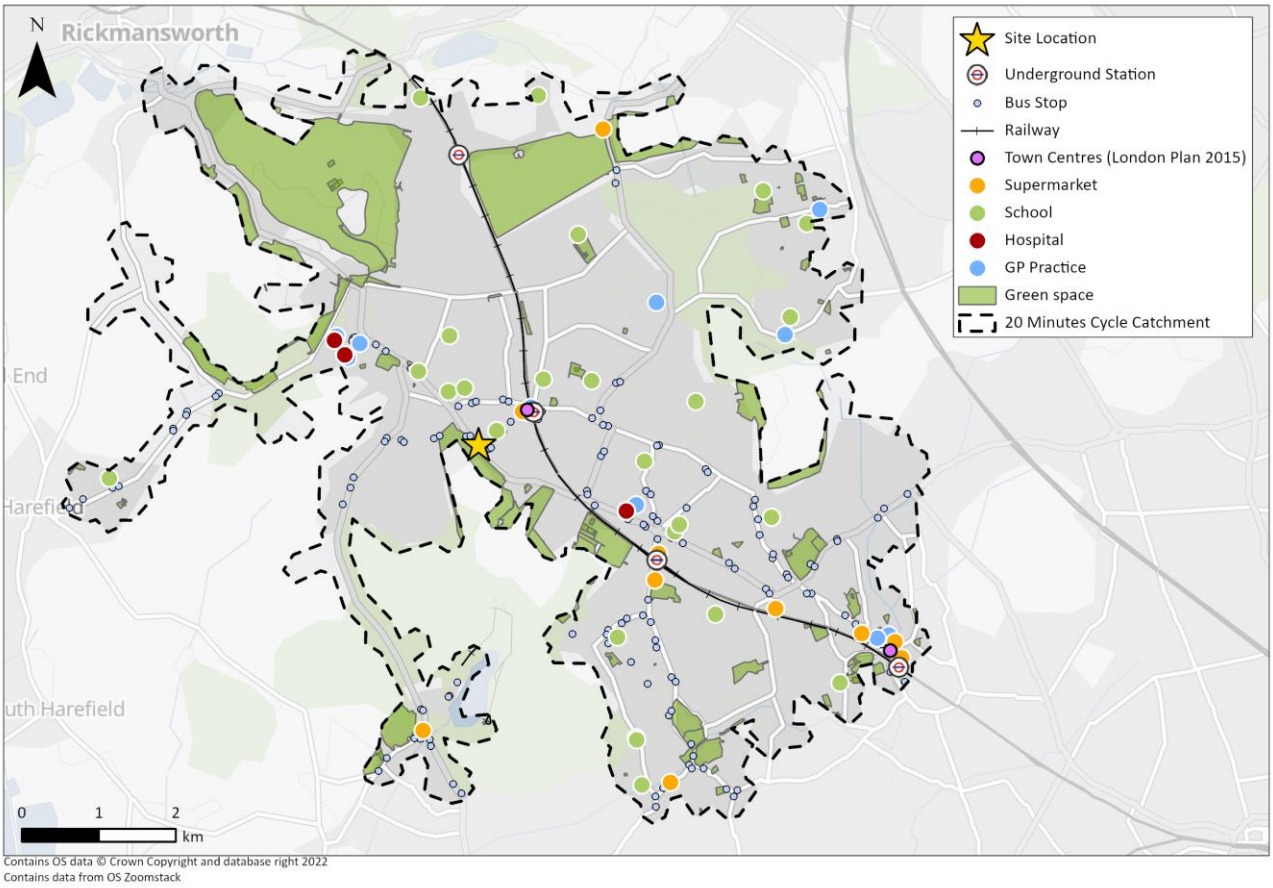
3.2.3 The ATZ assessment considers an area covered by a 20-minute cycle time from the site and considers access to local public transport connections, including bus stops and train stations.

3.2.4 ATZ Map 1 illustrates a 20-minute cycle isochrone from the site, with the following key points of interest identified:

- Public Transport stops and stations,
- Supermarkets,
- Places of Worship,
- GP Surgeries / Hospital,
- Schools/University,
- Greenspace,
- London 2015 town centres,
- Transport for London Road Network (TLRN)
- London's current and future London-wide strategic cycle network,

3.2.5 ATZ Map 1 identifies that a significant number of services, amenities and local transport links are available within 20-minute cycle catchment of the site, including schools, supermarkets, medical facilities, green spaces, public transport services and Northwood town centre. ATZ Map 1 is presented in Figure 3-1.

Figure 3-1: ATZ Map 1



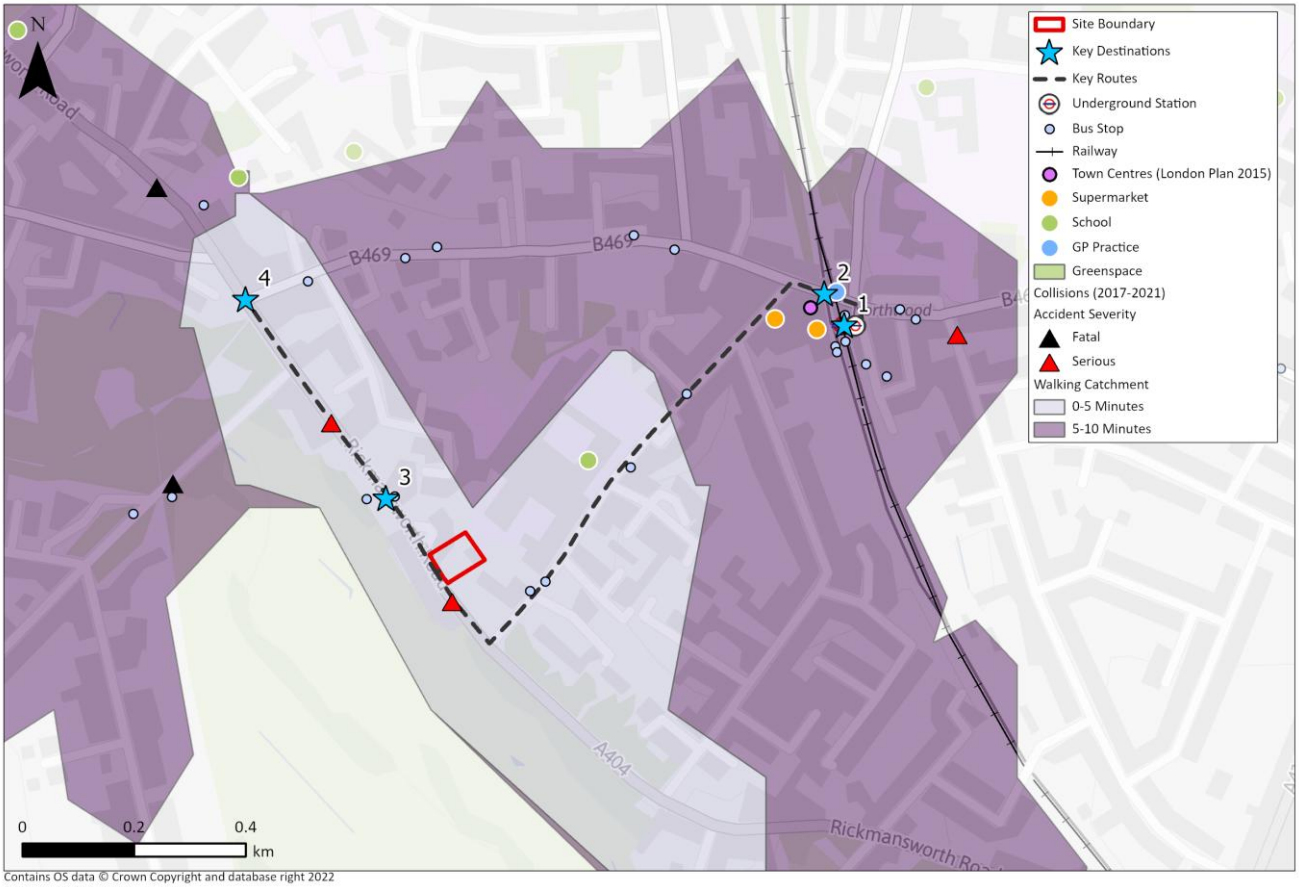
3.2.6 A total of four Key Destination Routes have been identified within the ATZ study area. The key destinations and routes considered in relation to the site are as follows:

- **Key Destination 1** – Northwood station
- **Key Destination 2** – Northwood Town Centre
- **Key Destination 3** – Bus stops V/W (Northwood Golf Course)
- **Key Destination 4** – Bus stop on Myrtleside Close / The Avenue

3.2.7 The extent of the Key Destination Routes is illustrated within ATZ Maps 2 and 3. A full review of the routes is provided in **Appendix B**.

3.2.8 ATZ Map 2 is a localised plan showing the Key Destination Routes; the closest and most convenient public transport stops and stations and key services and amenities, as well as Personal Injury Collision data, derived from the DfT. ATZ Map 2 is presented in Figure 3-2.

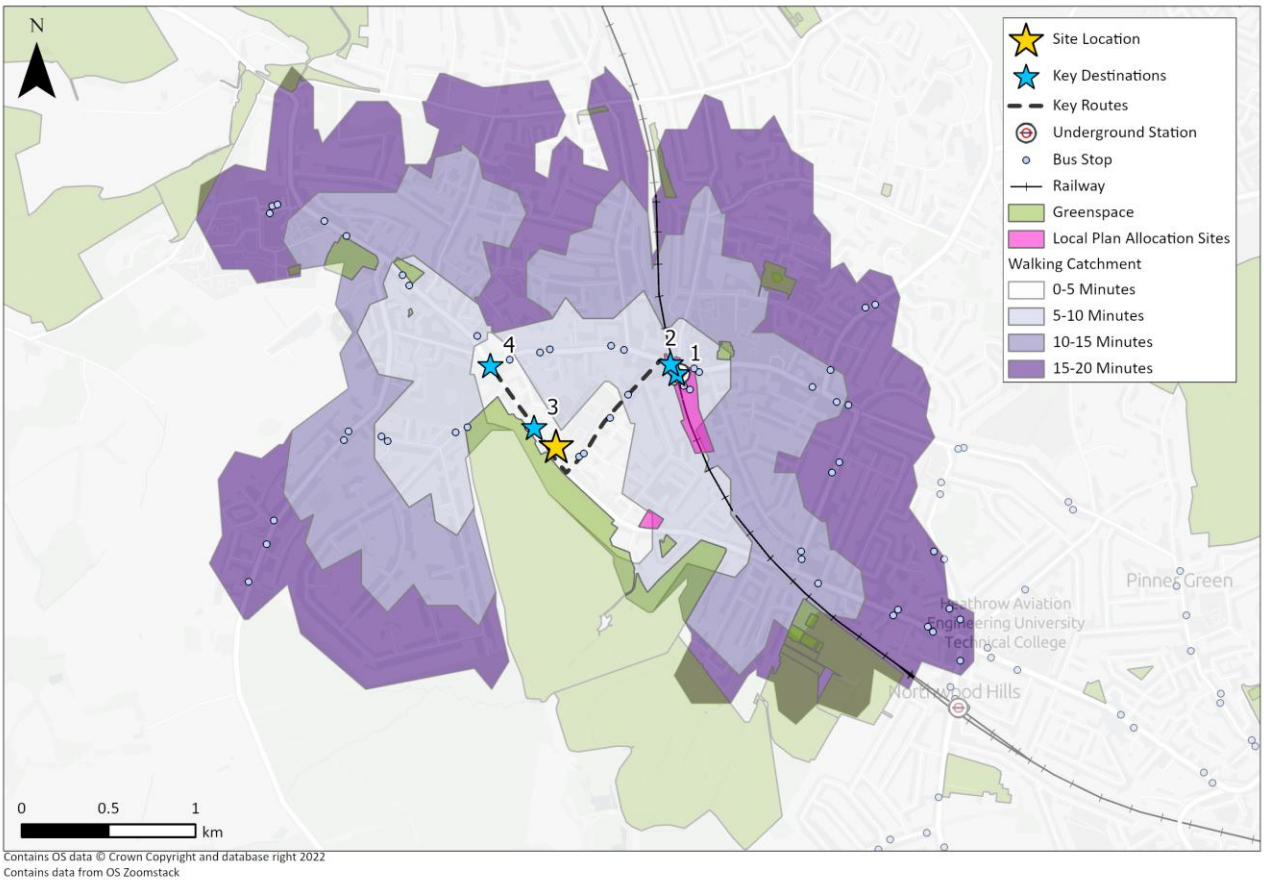
Figure 3-2: ATZ Map 2



Contains OS data © Crown Copyright and database right 2022
Contains data from OS Zoomstack
Collision Data obtained from Department for Transport

3.2.9 ATZ Map 3 depicts the area surrounding the site, Key Destination Routes, access to green space, public transport density and highlights key local plan allocation sites from Hillingdon's Local Plan. ATZ Map 3 is presented in Figure 3-3.

Figure 3-3: ATZ Map 3



3.2.10 ATZ Maps 2 and 3 establish that local public transport connections are accessible on foot from the site. There are bus stops located approximately 75m to the north of the site, along Rickmansworth Road. Further stops are located approximately 150m to the east of the site, along Maxwell Road.

3.2.11 Northwood station is located approximately 750m to the northeast of the site and provides access to London Underground Metropolitan Line services.

3.2.12 Northwood town centre is located approximately 800m to the northeast of the site. Northwood town centre provides significant retail opportunities, including a Tesco Express store. Furthermore, the town centre also provides access to healthcare facilities and schools.

3.2.13 In summary, the ATZ maps demonstrate that the site is located within a walk distance of Northwood town centre, from which a number of services and amenities are accessible, as well as a number of public transport stops and the station. As a result, it is considered that local facilities are sufficient for prospective site occupiers to live a 'car free' lifestyle.

4 Site and Surroundings

4.1 Overview

4.1.1 The application site is currently occupied by Manor Lodge, an existing two-storey residential dwelling (Use Class C3).

4.1.2 The site is located to the southwest of central Northwood, within a predominantly residential area. The site is bound by Rickmansworth Road to the south, residential developments to the east and west, and Northwood College to the north.

4.1.3 Northwood town centre is located approximately 800m to the northeast of the site. Northwood station, which is served by London Underground Metropolitan Line services, is located approximately 750m to the northeast of the site.

4.1.4 Vehicular access to the Site is currently provided from Rickmansworth Road, approximately 100m northwest of the junction of Rickmansworth Road and Maxwell Road. Vehicular access is currently provided via a narrow crossover to the north-west corner of the site, which is presented in Figure 4-1.

Figure 4-1: Existing Site Access, from Rickmansworth Road

4.1.5 A separate pedestrian access is currently located approximately 30m to the south of the existing vehicular access, as presented in Figure 4-2.

Figure 4-2: Existing Pedestrian Access, From Rickmansworth Road

4.1.6 A site location and context plan is presented in Figure 1-1.

4.2 Existing Highway Network

A404 Rickmansworth Road

4.2.1 Rickmansworth Road is a single carriageway road with a northwest-southeast alignment, connecting with Pinner Road to the south and London Road / Batchworth Lane to the north. Rickmansworth Road is subject to a 30mph speed limit in the vicinity of the site.

4.2.2 Footways and streetlights are observed along both sides of Rickmansworth Road. A zebra crossing is present approximately 50m to the south of the site, along Rickmansworth Road.

4.2.3 In the vicinity of the site, double yellow line markings are present along the eastern side of Rickmansworth Road, which restrict waiting at any time. Waiting by goods vehicles and buses is also restricted between midnight-8am and 5:30pm-midnight along this section of Rickmansworth Road.

4.2.4 Along the western side of Rickmansworth Road, adjacent to Northwood Golf Club, a section of unrestricted on-street parking is present, as well as two blue badge holder spaces.

4.2.5 To the south of the site, Rickmansworth Road is provided with traffic calming features to reduce vehicular speeds. The carriageway width in each direction has been reduced through road markings

to encourage slower speeds. The route also features radar activated speed signs, such as at the junction with Hills Lane.

Maxwell Road

4.2.6 Maxwell Road is a single carriageway road with a northeast-southwest alignment, connecting with Rickmansworth Road to the south and Green Lane to the north. Maxwell Road is subject to a 30mph speed limit in the vicinity of the site.

4.2.7 Footways and streetlighting are present along both sides of Maxwell Road, in the vicinity of the site. An informal crossing is present at the junction of Maxwell Road / Rickmansworth Road, which is provided in the form of dropped kerbs and a pedestrian island.

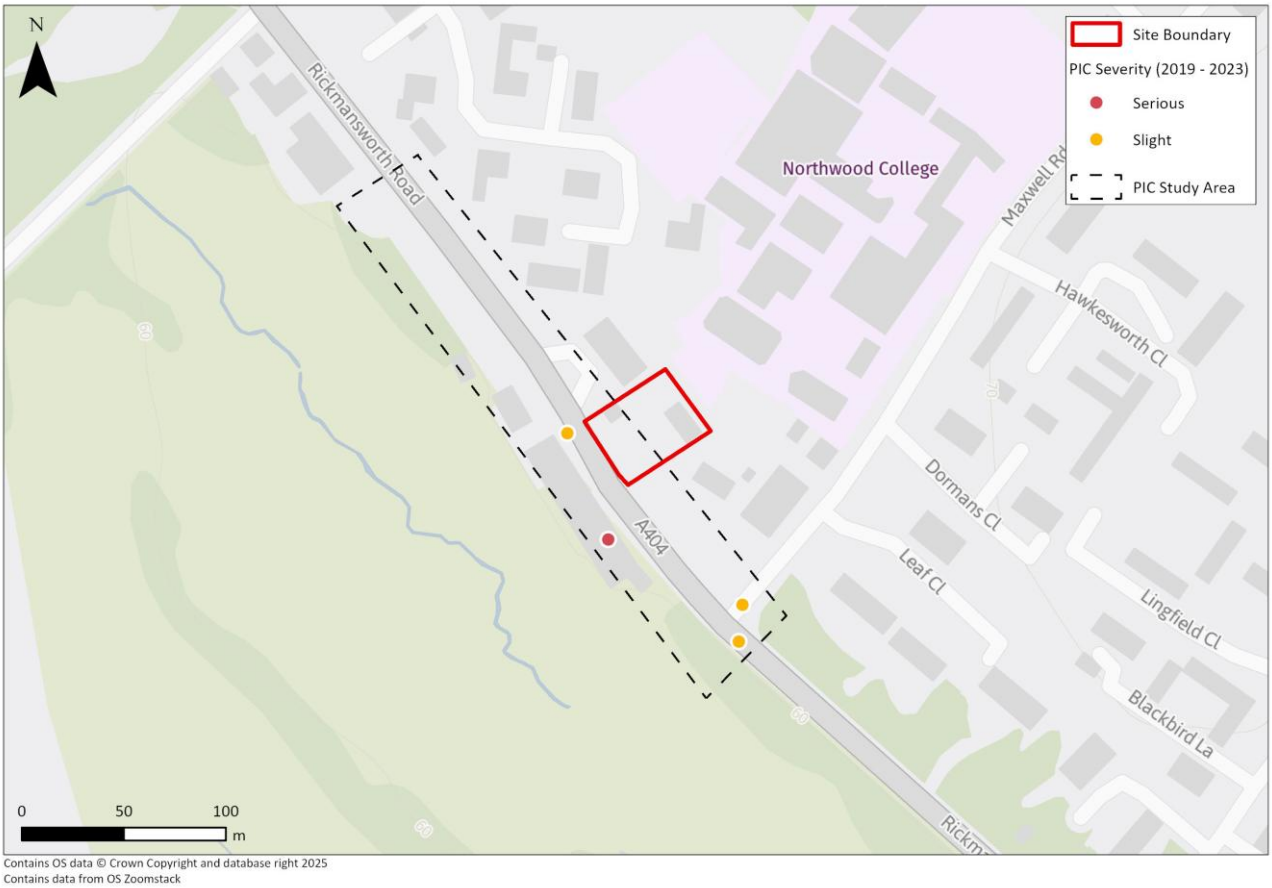
4.2.8 In the vicinity of the site, double yellow lines are present, indicating waiting is not permitted at any time. Maxwell Road is located within Controlled parking zone (CPZ) zone N, which allows permit holder parking only between Monday-Friday 1-2pm.

4.3 Collision Data Review

4.3.1 To establish whether there are any inherent safety issues on the local highway network, in the vicinity of the site, a review of collision data has been undertaken. Data was obtained from the DfT for the most recently available five-year period (2019-2023).

4.3.2 Personal Injury Collision (PIC) data has been obtained from the DfT for the study area defined within the plan presented within Figure 4-3.

Figure 4-3: Personal Injury Collision Locations



4.3.3 A total of four PICs were recorded within the study area, of which three collisions were recorded as resulting in 'slight' injuries and one 'serious' injury. No fatal collisions were recorded within the study area during the period of assessment.

4.3.4 A summary of the recorded PICs is provided within Table 4-1.

Table 4-1: Summary of Recorded Personal Injury Collisions (PICs)

Location	Date	Time	Severity	Mode	Road Surface	Weather
Rickmansworth Rd J/W Maxwell Rd	11/03/2019	13:50	Slight	Pedal Cycle	Dry	Fine, no high winds
	18/05/2019	10.04	Slight	Car	Dry	Fine, no high winds
Rickmansworth Road, adj Northwood Golf Club	21/06/2019	13:45	Serious	Car	Dry	Fine, no high winds
	27/05/2021	15:10	Slight	Car	Dry	Fine, no high winds

4.3.5 The PIC data does not indicate any collision clusters within the study area associated with pedestrians or cyclists. Furthermore, there are no observable collision trends that indicate defects in the design of the highway that can be directly linked to negatively affecting highway safety.

4.3.6 Given the broad study area, it is not considered that an incident rate of four incidents over five years would be indicative of any inherent road safety deficiency in the assessed road network. In view of the scale and nature of the proposed development, it is considered that traffic associated with the development will not have a foreseeable impact on road safety conditions.

4.4 Summary

4.4.1 Northwood town centre is located approximately 800m to the northeast of the site. Northwood station, which is served by London Underground Metropolitan Line services, is located approximately 750m to the northeast of the site.

4.4.2 Vehicular access to the Site is currently provided from Rickmansworth Road, approximately 100m northwest of the junction of Rickmansworth Road and Maxwell Road.

4.4.3 A total of four PICs were recorded within the study area, of which three collisions were recorded as resulting in 'slight' injuries and one 'serious' injury. No fatal collisions were recorded within the study area during the period of assessment.

4.4.4 A review of collision data for the local highway network demonstrates that there is no identifiable pattern of collisions associated with pedestrians and cyclists. It is considered that traffic associated with the development will not have a foreseeable adverse impact on local highway safety conditions.

5 Site Accessibility by Non-Car Modes of Travel

5.1 Preface

5.1.1 The planning process at the national and local levels aims to ensure that development sites are accessible by a range of sustainable transport modes.

5.1.2 This section of the TS considers the current opportunities to access the site by sustainable means of travel. Travel opportunities on foot, by cycle, bus and rail are considered in the context of the site.

5.2 Opportunities for Walking and Cycling

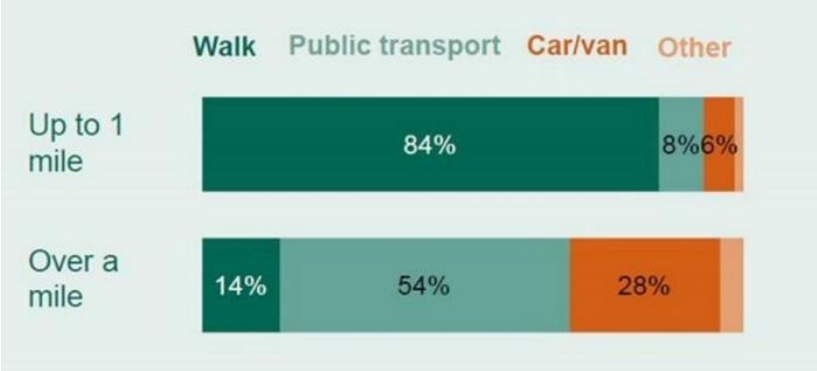
5.2.1 The Department for Transport 'Walking and Cycling Statistics, England 2019' publication indicates that the average walk distance within England for all journey purposes is 1.31 km. Given this is an average, for some, it will be acceptable to walk more than 1.31km.

5.2.2 Northwood station would be a key destination for pedestrians, located approximately 750m to the northeast of the site.

5.2.3 In terms of access on foot to local stations, it is relevant to consider data published in the National Travel Survey (NTS) relating to multi-stage trips.

5.2.4 A summary of that data is presented in Figure 5-1 below and this confirms that 84% of trips of up to one mile (1,609m) to stations are undertaken on foot, with 14% of trips of over one mile also being undertaken on foot.

Figure 5-1: NTS Data – Journey to Stations on Foot, as Part of a Multi-Stage Trip



5.2.5 Northwood town centre is located approximately 800m to the northeast of the site, and provides access to a number of services and amenities.

5.2.6 There are several green spaces accessible from the site on foot. The closest and most convenient green space in the vicinity of the site is Northwood Recreation Ground, located approximately 1.2km to the east of the site, along Chestnut Avenue.

5.2.7 A summary of some key local services and facilities is provided in Table 5-1.

Table 5-1: Summary of Local Facilities

Service	Name	Distance
Public Transport	Northwood Station	750m
Public Transport	Bus stops (Northwood Golf Course)	75m
Public Transport	Bus stops (Leaf Close)	150m
GP Surgery	Eastbury Surgery	750m
Pharmacy	Sharmans Pharmacy	600m
Supermarket	Tesco Express	600m
Supermarket	Waitrose	650m
Post Office	Northwood Post Office	750m
Education	Northwood College	300m
Place of Worship	Saint John's United Reformed Church	850m

5.2.8 The area local to the site is well served by pedestrian infrastructure, including sufficiently wide and lit footways and suitable crossing facilities of local roads. A zebra crossing is located approximately 50m to the southeast of the site, along Rickmansworth Road.

5.2.9 There is an existing network of public rights of way (PRoW) in the vicinity of the site. A map which presents all recorded PRoW in the borough is provided by LBH[1].A list of relevant PRoWs in the vicinity of the site is provided below:

- To the northwest of the site PRoW R14-R17 and R25-R27 are accessible in the vicinity of Copse Wood Way.
- To the southeast of the site, PRoW R28 and R29 are accessible from Hills Lane, which provide a route towards Ruislip to the south.
- To the northeast of the site PRoW R18/R19, accessible from Murray Road, provide a pedestrian route to/from Northwood station.

5.2.10 The NTS (2019) identifies that the average length for cycle journeys in England is 3.375 miles (5.4km). It should be noted that 5.4km represents the average distance for cycle journeys and as such some people will be prepared to cycle further distances. All of the facilities identified in Table 5-1 are within an acceptable cycle distance of the site.

5.2.11 A number of cycle routes are accessible from the site. A network of London Cycle Network (LCN) routes is accessible to the east of the site. This includes LCN 89, which provides an orbital route connecting with Heathrow and Ruislip to the south and Edgware and New Southgate to the east.

[1] https://lbhillingdon.maps.arcgis.com/apps/View/index.html?appid=91b11349f29f40ec9770eba1108229ae

5.2.12 National Cycle Route (NCN) 6 and 61 are accessible from Riverside Drive, approximately 4.2km to the west of the site. NCN 6 provides a long-distance cycle route between Uxbridge and Keswick. NCN 61 provides a cycle route between Maidenhead and Hoddesdon, via St Albans.

5.3 Public Transport Accessibility

Public Transport Accessibility Level (PTAL)

5.3.1 The Public Transport Accessibility Level (PTAL) methodology has been adopted by the GLA and TfL as a means of quantifying and comparing accessibility by public transport for a given site. It takes into account the time taken to access the public transport network, including:

- The walk time to various public transport services;
- The average waiting time for each service; and,
- The reliability of each service

5.3.2 Based on the TfL PTAL calculator, the site has a PTAL AI of 8.32, which equates to a 'Poor' PTAL of 2. The full PTAL report is presented in **Appendix C**.

5.4 Accessibility by Bus

5.4.1 The nearest bus stops are located at Northwood Golf Course, approximately 75m to the north of the site. Further bus stops are located approximately 150m to the east of the site, along Maxwell Road, as well as approximately 400 / 450m to the northwest, at Myrtleside Close / The Avenue, respectively.

5.4.2 The bus stops located at Northwood Golf Course and Maxwell Road are both served by the 331 route. The bus stops located at Myrtleside Close and The Avenue are served by the 282, 331, 508 and H11 routes.

5.4.3 All bus stops are provided with bus stop flag and timetable information. The bus stop at The Avenue is also provided with a bus shelter and seating.

5.5 Accessibility by Rail

5.5.1 Northwood station is located approximately 750m to the northeast of the site and is served by London Underground Metropolitan Line services. Northwood station provides a direct service towards central London, with Baker Street and Aldgate stations accessible within an approximate 31-minute and 50-minute travel time respectively.

5.5.2 A summary of local rail services are summarised in Table 5-2.

Table 5-2: Summary of Rail Service Information

Service	Destination	Peak Hour Frequency (trains per hour)	Journey Time (Approx)
TfL London Underground Metropolitan Line	Baker Street	9ph	31 minutes
	Aldgate	5ph	45 minutes
	Chesham	2ph	26 minutes
	Amersham	3ph	21 minutes
	Watford	5ph ph	10 minutes

5.6 Summary

5.6.1 This site has a good level of access to local public transport networks and is accessible both on foot and by cycle.

5.6.2 The site is located approximately 800m to the southwest of Northwood town centre, which provides access to a number of key services and amenities.

5.6.3 Northwood station is located approximately 750m to the northeast of the site. Northwood station provides access to London Underground Metropolitan Line services.

5.6.4 The nearest bus stops are located along Rickmansworth Road, approximately 75m to the north of the site. Further bus stops are located at Maxwell Road, approximately 150m to the east of the site, as well as at Myrtleside Close / The Avenue, approximately 400m and 450m to the north of the site, respectively.

6 Development Proposals

6.1 Overview

6.1.1 The development proposals comprise the *'Demolition of the existing structures and creation of 6 family residential units together with means of access and associated parking and landscaping'*

6.1.2 The development proposals would be supported by a total of 12 car parking spaces.

6.1.3 A total of 14 cycle parking spaces (12 long-stay and 2 short-stay spaces) are proposed at the site, which accords with London Plan standards.

6.1.4 The architect's proposed site layout plans are provided in **Appendix D**.

6.2 Proposed Access Strategy

Vehicular Access

6.2.1 The proposed development would be served by a system of one-way entry and on-way exit from Rickmansworth Road:

- The existing vehicular access to the site, provided in the form of a vehicular crossover, would be retained as an exit only from the site.
- The development proposals would be supported by a new vehicular access, located approximately 25m to the south of the existing vehicular access to the site. This proposed access would serve as an entry only and would replace the existing pedestrian access at this location.

6.2.2 The access points are proposed to be gated. Sufficient room will be provided between the access gate and the carriageway to ensure a vehicle can stop at the gate without impeding the free flow of traffic along Rickmansworth Road.

6.2.3 The site access gates would be electronically controlled, with access provided to residents with a fob key / intercom system.

6.2.4 LBH pre-application response provided in **Appendix A** indicates that the proposed access arrangements would be considered acceptable, stating:

"There is no objection to the utilisation of the existing northern carriageway crossing (cc) for the purposes of vehicular access together with a new cc located at the southern extent of the envelope.

[…] A recessed gated provision would also accompany the new crossing and the proposed recession is considered acceptable as it allows for adequate stacking room for a vehicle discharging from the roadway."

6.2.5 The pre-application response also requests that satisfactory visibility splays be provided in line with design requirements set out within Manual for Streets. The drawing, attached within **Appendix E**, demonstrates that visibility splays of 2.4m x 43m can be achieved at the site access junction, in accordance with Manual for Streets (MfS) guidance for a 30mph speed limit.

6.2.6 The Vehicle swept path analysis of delivery and servicing vehicles likely to access the site, is attached within **Appendix F**. The drawings demonstrate that vehicles would be able to enter and exit the site in a forward gear.

Pedestrian and Cycle Access

6.2.7 A pedestrian and cycle access would be provided adjacent to the southern vehicular access gate, providing access directly from the footway on the A404 Rickmansworth Road.

6.3 Parking Provision

Car Parking

6.3.1 A total of 12 car parking spaces are proposed, at a ratio of 2 allocated spaces per unit. This is in accordance with the car parking standards set out within the London Borough of Hillingdon Local Plan Part 2 and pre-application advice has suggested that the proposed level of car parking is acceptable. All parking spaces will be positioned perpendicular to the internal drive and to the front of the allocated dwelling.

6.3.2 Vehicle swept path analysis presented within **Appendix F** demonstrates that all proposed car parking spaces on-site are accessible, and vehicles are able to enter/exit in a forward gear.

6.3.3 In excess of the requirements set out within Building Regulations Part S, each dwelling will be provided with a two active electric vehicle (EV) charging spaces. This exceeds the requirements set out within the London Plan (2021).

Cycle Parking

6.3.4 Cycle parking at the site will be provided in line with the requirements set out within Policy T5 and Table 10.2 of the London Plan (2021), which are presented in Table 6-1.

Table 6-1: London Plan (2021) Minimum Residential Cycle Parking Standards (Table 10.2)

Use Class	Long-stay (for residents)	Short-stay (for visitors)
C3-C4	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

6.3.5 In accordance with London Plan standards, it is proposed that a total 14 cycle parking spaces (12 long-stay and 2 short-stay spaces) will be provided at the site.

6.3.6 Long-stay cycle parking spaces will be located at the rear garden of each unit. These would be provided in the form of cycle sheds, and each unit would be provided with two long-stay cycle parking spaces.

It is proposed that short-stay cycle parking would be provided in the form of a Sheffield stand, located adjacent to the vehicle exit point.

6.4 Delivery and Servicing

Delivery Vehicles

6.4.1 It is anticipated that most deliveries would be undertaken on-site, however on the rare occasion that a larger vehicle would service the site, this could be undertaken on-street from the existing double yellow lines adjacent to the sites frontage. Delivery vehicles accessing the site would do so via the proposed one-way loop arrangement to enter and exit the site.

6.4.2 The site access gate would be controlled by an intercom system, which would allow residents to remotely control access for authorised incoming delivery and servicing vehicles.

6.4.3 It is envisaged that the majority of deliveries would be undertaken by Light Goods Vehicles (LGVs). Vehicle swept path analysis, presented within **Appendix F**, demonstrate that delivery vehicles would be able to enter and exit the site in a forward gear.

6.4.4 In the rare event larger vehicles would be required to deliver to the site, it would be possible for vehicles to load/unload from the double yellow lines located along the site frontage.

Refuse Collection

6.4.5 Refuse collection is proposed to be undertaken from Rickmansworth Road, in accordance with the existing arrangements at the site and neighbouring properties.

6.4.6 A bin store is proposed to be located inside the gated area next to the site access point. Residents will be required to place their waste within the store for collection. Waste operatives would be able to access the store by using the development's pedestrian entrance. The bin store is located adjacent to the sites pedestrian access to ensure easy access for residents.

6.4.7 LBH pre-application response, provided in **Appendix A**, indicates that the proposed refuse collection arrangements would be considered acceptable, stating:

'Refuse collection would be conducted via Rickmansworth Road. A bin storage location for each unit should be located in proximity of the public highway in order to conform to the council's

'waste collection' maximum distance parameter of 10m i.e. distance from a refuse vehicle to the point of collection. Irrespective of bin store positioning, adherence to this parameter is considered physically achievable by way of an informal on-plot regime ensuring that refuse is positioned within the above distance parameter on collection days.'

6.5 Fire Vehicle Access

6.5.1 All elements of the proposed development would be within the maximum permissible 45m distance from a fire tender stopping on Rickmansworth Road.

7 Trip Generation

7.1 Overview

7.1.1 This section of the report details the trip generation exercise undertaken to support the application. **Appendix G** provides the supporting calculations and TRICS output.

7.2 Trip Generation

7.2.1 The development proposals will result in a net increase of five residential dwellings at the site. The following assessment calculates the anticipated increase in trips associated with the increased number of dwellings at the site.

7.2.2 To establish trip rates for the existing development, the TRICS v7.8.4 database has been interrogated to establish sites with similar characteristics. The following selection criteria have been utilised:

- Residential land-use; Category A, privately-owned houses
- Sites located within Greater London only.
- Sites with a PTAL of 3 or less.
- Weekday surveys only.

7.2.3 Two suitable sites were available on the TRICS database. The resulting person trip rates and trips are presented in Table 7-1 and the full TRICS output report is provided in **Appendix G**.

Table 7-1: Anticipated Net Person Trip Generation (Net Increase of Five Dwellings)

Net Person Trip Attraction	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Rates	0.268	0.707	0.975	0.463	0.512	0.975
No. of Trips	1	4	5	2	3	5

7.2.4 In order to assess the site's multi-modal trip generation, the total person trips presented in Table 7-1 have been split by mode using 2011 Census data for the method of travel to work. The modal split identified from the 2011 Census data is presented in Table 7-2.

Table 7-2: 2011 Census Method of Travel to Work for the Local Workplace Zones

Method of Travel to Work	Hillingdon 002A	Mode Split
Underground, metro, light rail, tram	246	35%
Train	33	5%
Bus, minibus or coach	22	3%
Taxi	2	0%
Motorcycle, scooter or moped	5	1%
Driving a car or van	312	45%
Passenger in a car or van	17	2%
Bicycle	9	1%
On foot	49	7%
Other method of travel to work	3	0%

7.2.5 Applying the modal split presented in Table 7-2 to the total person trips identified in Table 7-1, results in the multi-modal net trip generation which is presented in Table 7-3.

Table 7-3: Multi-modal Net Trip Generation

Mode	AM Peak			PM Peak		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Underground, metro, light rail, tram	0	2	2	1	1	2
Train	0	0	0	0	0	0
Bus, minibus or coach	0	0	0	0	0	0
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0
Driving a car or van	1	2	3	1	2	3
Passenger in a car or van	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0
On foot	0	0	0	0	0	0
Other method of travel to work	0	0	0	0	0	0
Total	1	4	5	2	3	5

7.2.6 The traffic generation assessment for the proposed residential units indicates a total of three additional two-way vehicle trips in the traditional AM peak period (08:00-09:00), and three additional two-way vehicle trips during the PM peak period (17:00-18:00). As such, it can be concluded that the development proposals would not result in any material impact on the operation of the local highway network.

8 Summary and Conclusion

8.1.1 This Transport Statement (TS) has been prepared by PJA on behalf of Merchant Land Investments Limited In association with the proposed redevelopment of a site at Manor Lodge, Rickmansworth Road, Northwood, north-west London within the London Borough of Hillingdon.

8.1.2 The development proposals comprise the demolition of the existing Manor Lodge building on the site and the construction of six semi-detached residential dwellings, with accompanying parking provision.

8.1.3 Northwood town centre is located approximately 800m to the northeast of the site. Northwood station, which is served by London Underground Metropolitan Line services, is located approximately 750m to the northeast of the site.

8.1.4 The ATZ assessment demonstrates that the site is located within a walk distance of Northwood town centre, as well as a number of public transport stops and station. The area local to the site is well served by pedestrian infrastructure, including sufficiently wide and lit footways and suitable crossing facilities of local roads. As a result, it is considered that local facilities are sufficient for prospective site occupiers to live a 'car free' lifestyle.

8.1.5 A review of collision data for the local highway network demonstrates that there is no identifiable pattern of collisions occurring associated with pedestrians and pedal cyclists. It is considered that traffic associated with the development will not have a foreseeable adverse impact on route safety conditions.

8.1.6 Northwood station is located approximately 750m to the northeast of the site. Northwood station provides access to London Underground Metropolitan Line services. The nearest bus stops are located along Rickmansworth Road, approximately 75m to the north of the site.

8.1.7 The proposed development would be served by a system of one-way entry and one-way exit from Rickmansworth Road:

- The existing vehicular access to the site, provided in the form of a vehicular crossover, would be retained as an exit only from the site.
- The development proposals would be supported by a new vehicular access, located approximately 25m to the south of the existing vehicular access to the site. This proposed access would serve as an entry only and would replace the existing pedestrian access at this location.

8.1.8 A pedestrian and cycle access would be provided adjacent to the southern vehicular access gate, providing access directly from the footway on the A404 Rickmansworth Road.

8.1.9 A total of 12 car parking spaces are proposed, at a ratio of 2 allocated spaces per unit. This is in accordance with the car parking standards set out within the London Borough of Hillingdon Local Plan Part 2.

8.1.10 In accordance with London Plan standards, it is proposed that a total 14 cycle parking spaces (12 long-stay and 2 short-stay spaces) will be provided at the site.

8.1.11 The development proposals will result in a net increase of five residential dwellings at the site. As a result, the trip generation assessment forecasts that the development proposals would result in an estimated additional three two-way vehicle movements in the AM peak hour and three two-way vehicle movements in the PM peak hour. As such, it can be concluded that the development proposals would not result in any material impact on the operation of the local highway network.

8.1.12 This document has identified that the development would not result in an adverse transport impact and the development is therefore supported by transport planning policies at a national, regional and local level.

8.1.13 In light of the above and the preceding assessment, it is reasonable to conclude that the development proposals are in accordance with the principles of sustainable development set out within the National Planning Policy Framework and are therefore fully acceptable in transport planning terms.

Appendix A LBH Pre-Application Response

Officers Report

Planning Applications Team
Hillingdon Council
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Anthony Frendo
Maddox Planning
33 Broadwick Street
London
W1F 0DQ

Tel: 01895 250230
Case Officer: Emilie Bateman
Email: ebateman@hillingdon.gov.uk
Date: 12th November 2024
Our Ref: 49436/PRC/2024/169

Dear Anthony Frendo

RE: Demolition of existing house and construction of 6 residential units to form three semi-detached dwellings and associated alterations to access points, car and cycle parking and proposed hard and soft landscaping

SITE: MANOR LODGE RICKMANSWORTH ROAD NORTHWOOD

I refer to your request for pre-application planning advice received on the 11th of September 2024 and our site meeting on the 25th of September 2024, which was followed by an online meeting held on Friday 8th of November 2024. The advice provided is based on the submitted pre-application document dated August 2024 prepared by Seabrook Architects.

Drawing Nos:	5819A(PP)011 - Rev C	Received: 12th September 2024
	5819A(PP)010 - Rev C	Received: 12th September 2024
	5819A(PP)012 - Rev C	Received: 12th September 2024
	5819A(PP)017E - Rev D	Received: 12th September 2024
	5819A(PP)017 - Rev C	Received: 12th September 2024
	5819A(PP)013 - Rev C	Received: 12th September 2024

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

The pre-application site is a rectangular plot of land that measures approximately 0.18 hectares in area and is located at the east side of Rickmansworth Road. The property bounds residential properties at the north and south sides and is positioned at the west side of Northwood College. Moray House is a four-storey residential block positioned at the north side and the site also adjoins a detached residential property at the south side, Kiln Farm. Additionally, the site fronts the Northwood Golf Course, as it sits at the opposite side of Rickmansworth Road.

The site has a considerable frontage along Rickmansworth Road and is enclosed by a brick wall that runs along its western boundary, which is largely screened by a mature hedge together with some conifer trees. The surrounding area is suburban in character with large green spaces surrounding residential properties, the Northwood College and public amenity spaces within a walking distance, such as the Northwood Recreation Ground, which is at a distance of approximately 1.2 kilometres from the site.

The site contains a two-storey detached house with an ancillary outbuilding and both structures are in a dilapidated condition.

The site has no designations, but it's positioned at a close distance from the Northwood Conservation Area, which is at the northeast side of the site. The site is also positioned within a walking distance to the Northwood District Centre and Northwood Station is approximately 750 metres towards the northeast. However, the site has a PTAL rating of 2, which is considered low.

The Proposal

Demolition of existing house and construction of 6 residential units to form three semi-detached dwellings and associated alterations to access points, car and cycle parking and proposed hard and soft landscaping

Planning Policy

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The London Plan (2021)

The National Planning Policy Framework (NPPF) (2023), Planning Practice Guidance, as well as relevant supplementary planning documents and guidance are all material consideration in planning decisions.

The proposed development has been assessed against development plan policies and relevant material considerations.

Part 1 Polices:

PT1.BE1	(2012) Built Environment
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth

Other Polices

DMH 6	Garden and Backland Development
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMH 2	Housing Mix
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP H2	(2021) Small sites
LPP SI12	(2021) Flood risk management
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking

Main Planning Issues

Principle of development

LAND USE

The National Planning Policy Framework (NPPF) (2023) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses. This principle is reflected in Policy GG1 of the London Plan (2021), which also seeks for every form of development to achieve an appropriate balance between physical, social, environmental and economic considerations to ensure that development proposals deliver key benefits to the locality.

Policy H1 of the London Plan (2021) sets a ten-year target for net housing completions that each Local Planning Authority should plan for, which includes a ten-year housing target of 10,830 for Hillingdon. In the absence of a change of use for the residential site and considering the uplift of residential units, the principle of development is acceptable and consistent with the aspiration to deliver additional housing.

Whilst the development does not constitute a 'backland' form of development by virtue that the site projects along Rickmansworth Road, the requirements of policy DMH 6 of the Local Plan: Part 2 - Development Management Policies (2020) are applicable, by reason that the scheme would involve the development of garden land and therefore the principle of maintaining the local character of the site, as required by policy DMH 6 should be assessed. Under these terms, the proposed development should meet the above considerations:
i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.'

The revisions to the proposed development seek to address the above considerations set out by policy DMH6 and the principle of the development is acceptable, considering that the development would not represent a change of use and would be purely residential. Additionally, the uplift of residential units within the site is supported, as it would result in an addition to the housing stock within the borough and therefore contribute to meeting the Council's target, which is set by policy H1 of the London Plan (2021).

HOUSING MIX:

Policy H10 of the London Plan (2021) states that new development should consist of a range of unit sizes.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom properties, as identified in the Strategic Housing Market Assessment 2016.

In accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), developments should demonstrate how the provision of family housing has been optimised to address local needs. The proposed housing mix comprises: 6no. x 4-bedroom houses. Therefore, it is considered that the proposal would consist of an appropriate housing mix in accordance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy H10 of the London Plan (2021).

DENSITY LEVELS:

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Policy DMHB 17 of the

Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

Numerical density levels are considered to be more appropriate to larger sites and are not typically used in the assessment of schemes of less than 10 units. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the locality, and would respect residential amenity considerations. Please refer to the other sections of this report which assesses these planning considerations in further detail.

Design

CHARACTER AND APPEARANCE:

Paragraph 135 of the NPPF (2023) states that planning decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).

Paragraph 131 of the NPPF (2023) seeks the creation of high quality, beautiful and sustainable buildings. Parts b) and c) of paragraph 135 of the NPPF (2023) states that planning policies and decisions should ensure that developments are visually attractive as a result of good architecture and are sympathetic to local character and history, including the surrounding built environment.

Policy D3 of the London Plan (2021) states that Development proposals should: D1) enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

Policy D6 of the London Plan (2021) requires development proposals to deliver high-quality housing design that optimizes land use while enhancing local character. It emphasizes providing adequate internal space standards, maximizing daylight and sunlight, and ensuring accessibility for all residents, including those with disabilities. The policy also stresses the importance of creating adaptable and future-proofed housing, and promoting a mix of affordable housing to meet diverse needs.

Policy BE1 of the Hillingdon Local Plan: Part One- Strategic Policies (2012) states that all new developments should achieve a high quality of design in all new buildings and the public realm contributes to community cohesion and a sense of place.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) emphasises the importance of good design in new residential development. It requires proposals to contribute positively to the character and appearance of the area, ensuring that new buildings are well-designed in terms of their scale, massing, and architectural quality. The policy highlights the need for developments to respect the surrounding context, including the streetscape, building forms, and materials, while also ensuring that layouts provide good access to natural light, ventilation, and privacy for residents. The aim is to create well-integrated, aesthetically pleasing developments that enhance the overall built environment.

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 (2020) focuses on the design and layout of new development in residential areas. It requires proposals to respect the character and

appearance of the local area, including the relationship between buildings, the preservation of privacy, and the provision of adequate daylight and sunlight. The policy also stresses the need for developments to contribute to an attractive and cohesive streetscape, maintain appropriate densities, and ensure good-quality amenity space for residents.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) advises that all development will be expected to retain or enhance existing landscaping, trees, biodiversity, or other features of merit.

Policy G1 of the London Plan (2021) states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network. At a local level, policy DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) states that:
A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.
B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.
C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

Policy DMH 6 (Garden and Backland Development) of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states, 'There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:
i) neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
ii) vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;
iii) development on backland sites must be more intimate in mass and scale and lower than frontage properties; and
iv) features such as trees, shrubs and wildlife habitat must be retained or re-provided.'

Building Layout, Scale, and Massing:

The proposal now incorporates a staggered building line with a reduction in height, which helps address previous concerns regarding bulk, scale and massing, while also creating a transition between the neighbouring buildings.

The architectural form of the front elevations has improved significantly, with the stepped siting and the visual gaps between the units which alleviate previous concerns about an overbearing frontage. Additionally, the facades include subtle variation in brick coursing and detailing which adds visual interest.

The materials are generally acceptable and take onboard previous comments regarding the tones.

Trees, Boundary Treatment and Landscaping:

The application site is sited directly opposite to a designated Nature Conservation Site (i.e. Haste Hill & Northwood Golf Courses & Cemetery). The proposed front and rear landscaping strategy is key when assessing the acceptability of the design approach in terms of bulk and massing. Whilst

the existing trees within the application site are not subject to Tree Preservation Orders (TPOs), an Arboricultural Method Statement would be required in any forthcoming application, to assess the acceptability of the removal and replacement of trees further.

While the changes are generally welcomed, further consideration should be given to the proposal, ensuring that the landscaping complements the reduction in massing and site context. The previous reasoning for refusal had highlighted the extent of hardstanding to the front as an incongruous form of development. Reducing the level of hard surfacing as much as possible with more softer landscaping would go some way in addressing this concern. Presently the balance of soft landscaping does not go far enough to address this matter.

The landscape strategy should aim to soften the visual impact of the buildings further, particularly through the introduction of native trees in front of the dwellings,. It is recommended to explore siting the cycle parking and ASHP to the rear gardens, allowing for planting between the car parking to break up the hard landscaping.

Furthermore, the inclusion of seating and hard landscaping in the front forecourt raises concerns. These features could potentially degrade the landscaping over time and may not be well-used in this location. It is recommended to omit the seating and hard paths from the design, focusing on soft landscaping that enhances the overall appearance and ecological value of the site.

It is acknowledged that following previous comments, the semi-circular brick pedestrian entrance has been retained and made a feature of the site, which is positive. Following further discussions with Design and Landscape Officers, it is noted that the existing front wall provides a heritage contribution to the street scene, and its retention or sensitive reinstatement should be prioritised over the proposed new railings. This would preserve the historic context of the site and ensure a more appropriate boundary treatment. The proposed landscaping, along with a varied planting strategy will provide visual interest while maintaining this asset.

Additionally, the proposed side boundary fence appears to be relatively high and should be reduced to a maximum height of 1 metre at the front to ensure visual permeability. Fencing beyond the building line could be up to 1.8 metres in height.

It appears details regarding the rear garden landscaping are not supplied, as with the front garden, the rear gardens should be designed with careful consideration to ensure they provide quality private amenity space for future residents while contributing to the overall green character of the development and ensuring privacy to the school playground behind.

It is also unclear whether fences and gates are being proposed between the buildings. If gates are proposed, these should be set back by at least half a meter from the front facade and not exceed 1.8m in height.

In terms of species of trees and hedges, the proposed is generally acceptable, an additional copper beech tree should be considered along with additional planting given the omission of the seating and pathway. These landscaping elements of the proposals should be reviewed in any forthcoming planning application.

The proposal has improved, particularly with the introduction of a staggered building line, which addresses earlier concerns about bulk and massing. The front gardens are now more generous, and the overall design appears more integrated with the suburban context of Rickmansworth Road.

The recommendations regarding the landscaping and boundary treatments are key to maintaining

the site's character and ensuring the development is in line with policies D3 and D6 of the London Plan (2021) and policies DMHB 11 and DMHB 12 of the Hillingdon Local Plan (2020). Pending the resolution of these issues, the development is likely to comply with both local and strategic planning policies, but further revisions would be subject to review at formal application stage.

Amenity

QUALITY OF ACCOMMODATION

London Plan Policies D4 'Delivering Good Design' and D6 'Housing Quality and Standards' (2021) seek to scrutinise the qualitative aspects of a development in terms of living environment, design quality and spatial standards. At a local level, policy DMHB11 of the Hillingdon Local Plan (2020) aims to ensure that good quality accommodation is provided and that development proposals take into account amenity considerations, such as privacy, sunlight/daylight, visual outlook and general disturbance.

The quality of the living environment for the proposed six dwelling houses is acceptable as the proposed residential units would meet the minimum spatial requirements in terms of floor area and the habitable rooms within each dwelling house would also exceed the spatial requirements in terms of internal height. The quality of the residential accommodation is therefore considered acceptable in terms of size and layout.

The proposed drawings submitted with any forthcoming planning application should : i) state the gross internal area of the proposed dwellings; ii) include the floor area of each of the bedrooms; iii) include section drawings and demonstrate that the minimum floor to ceiling height would be 2.5 metres for at least 75% of the GIA of each dwelling (as required by Policy D6 of the London Plan); and iv) indicate the headroom height above 1.5 metres on the proposed loft plans.

It is noted that the staggered building line has further reduced the private amenity space to between approx. 66 to 77sqm. Although the quantum of external amenity space per each dwelling would have a shortfall of the 100 sqm requirement under policy DMHB18 of the Hillingdon Local Plan: Part Two (2020) for 4 bedroom dwellings, the size and design of the private gardens at the rear would likely be acceptable, considering that the front garden of the development has been enlarged with additional high quality landscaping works - this would likely form part of the planning balance.

No concerns with regards to daylight/sunlight, visual outlook or privacy are also noted, as the proposed windows serving habitable rooms would retain an acceptable separation distance that exceeds 21 metres from neighbouring residential windows.

IMPACT ON RESIDENTIAL AMENITY OF NEIGHBOURING PROPERTIES

Policy D6 of the London Plan (2021) states that design of development should provide sufficient daylight and sunlight to new and surrounding housing, including amenity space, and should therefore be appropriate within its context. Development proposals should therefore minimise overshadowing and should avoid any ability to overlook habitable floorspace of surrounding properties.

It is requested that 45 degree sight lines from neighbouring dwellings are shown on the proposed site plan of any formal application.

Impact on the neighbouring school to the rear:

It is noted that the dwellings would face towards a play area associated with the school behind. Screening such as hedges and trees should be considered to the rear boundary as part of the

landscaping scheme to mitigate over looking. It is noted screening was previously proposed outside of the red line boundary, which is not acceptable.

Impact on the neighbouring property at Kiln Farm:

There would be sufficient separation distance between the closest dwelling proposed and Kiln Farm, it is not considered that the proposed development would have a detrimental impact on loss of sunlight/daylight, loss of privacy or would appear visually overbearing to this neighbour.

Impact on the neighbouring property at Moray House:

The previous changes to the layout were welcomed in respect to the impact on Moray House. It is noted that the layout of Moray House appears to demonstrate that the kitchen could be a habitable kitchen room (space for dining table). It would be beneficial to provide supporting information to demonstrate there would not be any impacts to these windows. The side facing windows of the development would be conditioned to be obscured glazing and non-opening below 1.8m to ensure no overlooking.

Subject to landscaping and supporting information the development would not appear to represent an un-neighbourly form of development, in line with policy D6 of the London Plan and policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Highways

The site is located on Rickmansworth Road which is a main heavily trafficked thoroughfare in Northwood and therefore categorized as 'classified' in the borough's hierarchy of roads. The site consists of an existing substantive piece of land accommodating a detached and vacant 'lodge' which is to be demolished with the retention of the existing carriageway crossing (cc) located to the north of the envelope which would perform as an 'exit only' point whilst complementing a second new cc which is proposed to the south facilitating vehicular 'entry-only' thru site travel.

In lieu of the existing build, 3 pairs of 4-bedroom semi-detached units are proposed with two on-plot parking spaces per dwelling. The location is partially covered with double yellow line on-street parking controls directly fronting the address with an absence of formal restrictions on the opposite side. The address exhibits a 'poor' PTAL level of 2 which inherently encourages a higher dependency of the use of private motor transport.

A comparable scheme was refused late last year (49436/APP/2023/1149) but not on transport/Highway related grounds. As the refusal reasons pertained to visual impact and internal layout, the transport/highway comments made at the time of termination are still broadly valid and are therefore reprised as follows.

Parking Provision

Hillingdon Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

London Plan (2021): Policy T6.1 (Residential Parking) requires that new residential development should not exceed the maximum parking standards as set out in table 10.3.

The proposal would require an on-plot provision of up to 2 spaces for each of the dwellings to fully comply with Hillingdon's adopted parking standard. This would equate to 12 spaces in total and 2

spaces per unit are proposed which indicates conformity. However, the overriding regional plan requires a lesser maximum quantum of 1 space per unit.
Although the level of proposed provision exceeds the regional parking standard, it is considered acceptable in this case as it reduces the potential for untoward on-street parking displacement onto the neighbouring unrestricted areas of Rickmansworth Road resulting from a higher dependency on private motor transport due to the 'poor' PTAL rating.

Electric Vehicle Charging Points (EVCP's)

In line with the London Plan (2021), within the final parking quantum there is a requirement for a minimum 20% 'active' EVCP provision with all remaining spaces being designated as 'passive' provisions. In this case, it is recommended that 1 'active' and 1 'passive' space is provided for each of the new units to future proof for anticipated demand.

Cycle Parking

In line with the more onerous regional London Plan requirements, the applicant is to provide 12 long stay (2 per unit) and 2 short stay spaces in total. These are to be positioned in a relatively secure and accessible location on the property frontages which is considered to standard. Notwithstanding this, elsewhere in the report identifies some concerns regarding the siting.

Vehicular Trip Generation

Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The anticipated potential uplift in trip generation related to the new dwelling units does not raise any immediate highway concerns. This is due to the fact that traffic movement into and out of the site is not expected to exceed 2-3 vehicle movements during the most sensitive and therefore crucial peak morning and late afternoon/evening hours. Hence such an uplift is considered marginal in generation terms and therefore can be absorbed within the local road network without notable detriment to traffic congestion and general road safety.

Vehicular Access and Internal Arrangements

There is no objection in principle to the utilisation of the existing northern carriageway crossing (cc) for the purposes of an 'exit only' aperture together with a new cc located at the southern extent of the envelope facilitating 'entry only'. At this juncture, an effective electronic gated control is recommended as it helps to ensure a more rapid discharge of a vehicle entering the site from the public highway which promotes traffic fluidity and mutual safety for all road users. It is noted that the proposed location of the new crossing respects an established and distinct front boundary wall feature with the public highway.

In terms of scale, the new cc should conform to the council's 'Domestic Vehicle Footway Crossover' (DVFC) 2022 Policy i.e. with a maximum width of 5m at the back of footway and 6.2m at the edge of kerb. Although precise dimensions have not been presented, in terms of scale, the indicated design broadly conforms to the above policy. Final designs for the new crossing and any necessary alteration to the established crossing would be arranged post-permission, and it should be noted that all provisions would need to be constructed to an appropriate council standard executed under S184 of the Highways Act 1980 (or suitable alternative arrangement) at the applicant's/developer's expense.

The design of the new internal road layout is again broadly acceptable as it conforms to nationally recognised road layout/ junction standards - Manual for Streets (MfS) circa 2007 for new developments. This allows for passenger (and smaller delivery) vehicles using the site to travel without undue hindrance and allow entry and departure in a forward gear which is the recommended practice on highway safety grounds.

Satisfactory highway visibility splays at both access points are also considered crucial given the status/heavily trafficked nature of Rickmansworth Road and the pre-applicant should demonstrate broad conformity to this requirement in-line with the aforementioned MfS best practice document. It is suggested that, with particular reference to the existing access, it would be beneficial to stagger the height of any final highway boundary walling design with a maximum height of 0.6 metres immediately adjacent to and on both sides of the aperture for a distance of 1-2 metres.

Operational Refuse Requirements

Refuse collection would be conducted via Rickmansworth Road. A bin storage location for each unit should be located in proximity of the public highway in order to conform to the council's 'waste collection' maximum distance parameter of 10m i.e. distance from a refuse vehicle to the point of collection. A specific communal bin store location has been indicated on plan which is located on the site frontage in proximity to the new access point thereby conforming to this requirement. There are no further observations.

Construction Management Plan (CMP)

The above will be a requirement given the constraints and sensitivities of the local road network to avoid/minimise potential detriment to the public realm with particular focus on safeguarding daily activities associated with the nearby local school.

Conclusion

In terms of transport/highways impacts, the acceptability (or otherwise) of a future planning application will be dependent on the evidence and detail provided within the submitted documentation together with an appropriate response to the comments and recommendations made within this appraisal which should not be considered as exhaustive given that it is within the remit of a future applicant to identify further measures that may aid scheme acceptability.

Other

CONTAMINATED LAND:

Given the former land use and that the site may be potentially contaminated and that the development involves demolition works, an asbestos survey is recommended, which should be assessed with an Environmental Risk Assessment, to assess any risk associated with land contamination and protect pollution of groundwater.

Contaminated Land would be consulted on any formal application.

FLOOD RISK AND DRAINAGE:

Policy SI 12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13= of the London Plan (2021) states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

Policy DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that applications for all new build developments (not conversions, change of use, or refurbishment) are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

The application site is in Flood Zone 1 where the risk of flooding from rivers or seas is low. As such, all forms of development, including 'more vulnerable' uses such as replacement dwellings, are acceptable in terms of fluvial and tidal flood risk in this location.

A sustainable water management scheme, with the incorporation of Sustainable Urban Drainage Systems (SUDS), should be provided with any forthcoming planning application. This would prevent the need to discharge pre-commencement conditions, in the event that planning permission were to be granted.

ACCESS:

With regards to accessibility, the proposals have been reviewed in detail by the Council's Inclusive Design Officer. Whilst no objections are noted, the following considerations have been provided for review:

"The development would be subject to compliance with the London Plan policy D7. Any future planning application would need to provide plans detailing compliance with the prescribed standards set out in Approved Document M to the Building Regulations 2010 (2015 edition), clearly detailing the required dimensions and clear access zones within entrance lobbies, passageways, living areas, bathrooms and bedrooms. Level access would need to be shown to and into all external entrance doors. To this end, a scaled drawing no less than 1:100 should be submitted. The plans should include a detailed section drawing showing a level access threshold with a chamfered or bullnose profile not exceeding a height of 15mm."

IMPACT ON PROTECTED SPECIES:

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.

Paragraph 99 of the Government Circular 06/2005 states that: "It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should therefore only be left to coverage under planning conditions in exceptional circumstances, with the result that the surveys are carried out after planning permission has been granted."

The site lies approx. 80m from multiple water courses and near established woodland and the

proposal involves the demolition of the existing building, which may contain features suitable for roosting bats, which are a protected species. Also, the site itself includes mature trees, landscaping and vegetation, therefore there is also potential for harm to be posed to reptiles and birds. A Preliminary Ecology Report has not been included with the pre-application submission. In the absence of such report, there is insufficient information to demonstrate that the proposed development would not cause any harm to protected species (which includes bats).

A Preliminary Ecology Report should be submitted if the applicant decides to proceed with a formal planning application submission. If the report recommends that additional ecology surveys should be carried out, the reports for these additional surveys will also need to be submitted with any forthcoming planning application.

SUSTAINABILITY:

Policy SI 2 of the London Plan (2021) states that residential development should achieve 10% beyond Building Regulation 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

The new dwelling should achieve an energy efficiency standard of a minimum 10% CO2 improvement over Building Regulations requirements Part L 2013 (TER Baseline). This could be submitted as part of a full application as a sustainability statement or it could be conditioned.

WATER EFFICIENCY

Policy DMEI 10 Part G) of the Hillingdon Local Plan: Part 2 (2020) states - All new development proposals (including refurbishments and conversions) will be required to include water efficiency measures, including the collection and reuse of rain water and grey water. Part H) also states - All new residential development should demonstrate water usage rates of no more than 105 litres/person/day.

Any future scheme should include measures to reduce water usage and promote water reuse in accordance with Policy DMEI 10 Parts G and H) of the Hillingdon Local Plan: Part 2 (2020).

BIODIVIERSTY NET GAIN:

Policy G6 of the London Plan 2021 states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.

Policy DMEI 7 of the Council's Local Plan: Part 2 - Development Management Policies (2020) echoes these principles. This application presents an opportunity to secure biodiversity enhancements, and as such a condition requiring enhancements would be secured should a formal application be submitted and approved. Should a formal application be submitted, the necessary information relation tot eh biodiversity condition should be submitted for review.

Biodiversity net gain is a way of creating and improving biodiversity by requiring development to have a positive impact ('net gain') on biodiversity. In England, biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). This statutory framework is referred to as 'biodiversity net

gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.

Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition") that development may not begin unless:
(a) a Biodiversity Gain Plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be the London Borough of Hillingdon. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Any application brought forward to planning stage would need to provide a comprehensive statement confirming how the site would meet the Biodiversity Gain criteria or meet the exemptions. For further information on this requirement please visit
https://www.gov.uk/guidance/understanding-biodiversity-net-gain

Planning Obligation and CIL (Mayor and LBH)

S106 PLANNING OBLIGATIONS

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:
A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).
B) Planning obligations will be sought on a scheme-by-scheme basis:
i) to secure the provision of affordable housing in relation to residential development schemes;
ii) where a development has infrastructure needs that are not addressed through CIL; and
iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.
C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m2 or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

Application Submission

In addition to the documents required to support any future application that are identified in this report, the Council has an adopted Local Planning Validation Checklist (June 2020) that sets out in full the drawings and documents required to support applications for planning permission.

The list of documents to be submitted with a future application is likely to include:

- Application Form and associated fee
- CIL Form
- Location Plan (1:1250)
- Block Plan (1:500)
- Existing and Proposed Site Plan (1:200)
- Existing floor plans and elevations
- Proposed floor plans (including a roof plan), elevations and sections (including GIA of the houses and floor areas of the bedrooms, % of ceiling height below 2.5)
- Proposed Street Scene Elevation
- Daylight and Sunlight Assessment / Supporting Info on neighbours windows
- Tree Survey, Arboricultural Impact Assessment, Method Statement and Tree Protection Plan
- Preliminary Ecology Report
- Construction Management Plan
- Landscaping Scheme
-Sustainability Statement
- Planning Statement/ Design and Access Statement
- Biodiversity Net Gain Info

Please note that this list is not exhaustive and other information may be required on the proposals program. Should you require further information, please refer to the Council's website: https://www.hillingdon.gov.uk/apply-planning-permission.

Conclusion

Cumulatively, the development proposal, has adequately reduced the scale, bulk, massing and improved the design of the proposed dwellings.

As discussed, it is recommended to further enhance the landscaping scheme and explore retaining the front boundary wall, omitting the seating and pathway, alongside exploring the relocating the cycle stores and ASHP.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

Follow Up Pre-application Meeting

Thank you for entering into the Councils pre-application advice service and I trust you have found this service of assistance.

Emilie Bateman
Graduate Planning Officer
London Borough of Hillingdon

Planning Guarantee
For complex applications which are likely to exceed the statutory to me frames, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all planning performance agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined on a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.

Appendix B ATZ Key Destination Route Assessment

Merchant Land Investments Limited

Manor Lodge, Northwood

Active Travel Zone Assessment

March 2023

Project Code: 06181

PJA
The Aquarium
King Street
Reading
RG1 2AN
UK
pja.co.uk

Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
A	04 January 2023	TH	JW	JW
B	08 March 2023	TH	JW	JW

Prepared for

Irfaan Merali
Merchant Land Investments Limited
66 Leman Street
London
E1 8EU

Contents

List of Figures

1 Introduction

1.1 Overview

1.1.1 This Active Travel Zone (ATZ) Assessment has been prepared by PJA on behalf of Merchant Land Investments Limited in association with the proposed redevelopment of a site at Manor Lodge, Rickmansworth Road, Northwood, Hillingdon.

1.1.2 This report summarises the findings of the ATZ Assessment site visit with point of view (POV) photography undertaken along the key routes identified within the assessment. The report has been produced to accompany the planning application for the proposed scheme and should be read in conjunction with the associated Transport Statement (TS).

1.1.3 The purpose of the ATZ assessment is to establish the current condition of pedestrian and cycle routes to key destinations associated with the proposed development and to establish whether these are sufficient for encouraging a car-free lifestyle.

1.1.4 A total of four Key Destination Routes have been identified within the ATZ study area. The key destinations and routes considered in context to the site are as follows:

- **Key Destination 1** – Northwood station
- **Key Destination 2** – Northwood Town Centre
- **Key Destination 3** – Bus stops V/W (Northwood Golf Course)
- **Key Destination 4** – Bus stop on Myrtleside Close / The Avenue

1.1.5 The Healthy Streets Approach is the framework used to guide the Mayor's Transport Strategy and is a system of policies and strategies aimed at delivering a healthier, more inclusive city where people choose to walk, cycle and use public transport. It puts people and their health at the centre of decisions about how public spaces are designed, used and managed. The approach is based on ten indicators of a Healthy Street which focus on the experience of people using streets:

- Pedestrians from all walks of life
- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People choose to walk, cycle and use public transport
- People feel safe
- Things to see and do

- People feel relaxed
- Clean air

1.1.6 The Key Destination Routes have been assessed and photographed, with the worst location along each route reviewed against Transport for London's (TfL) Healthy Streets criteria. Accompanying suggestions of potential improvements have been made for the consideration of London Borough of Hillingdon (LBH) and TfL.

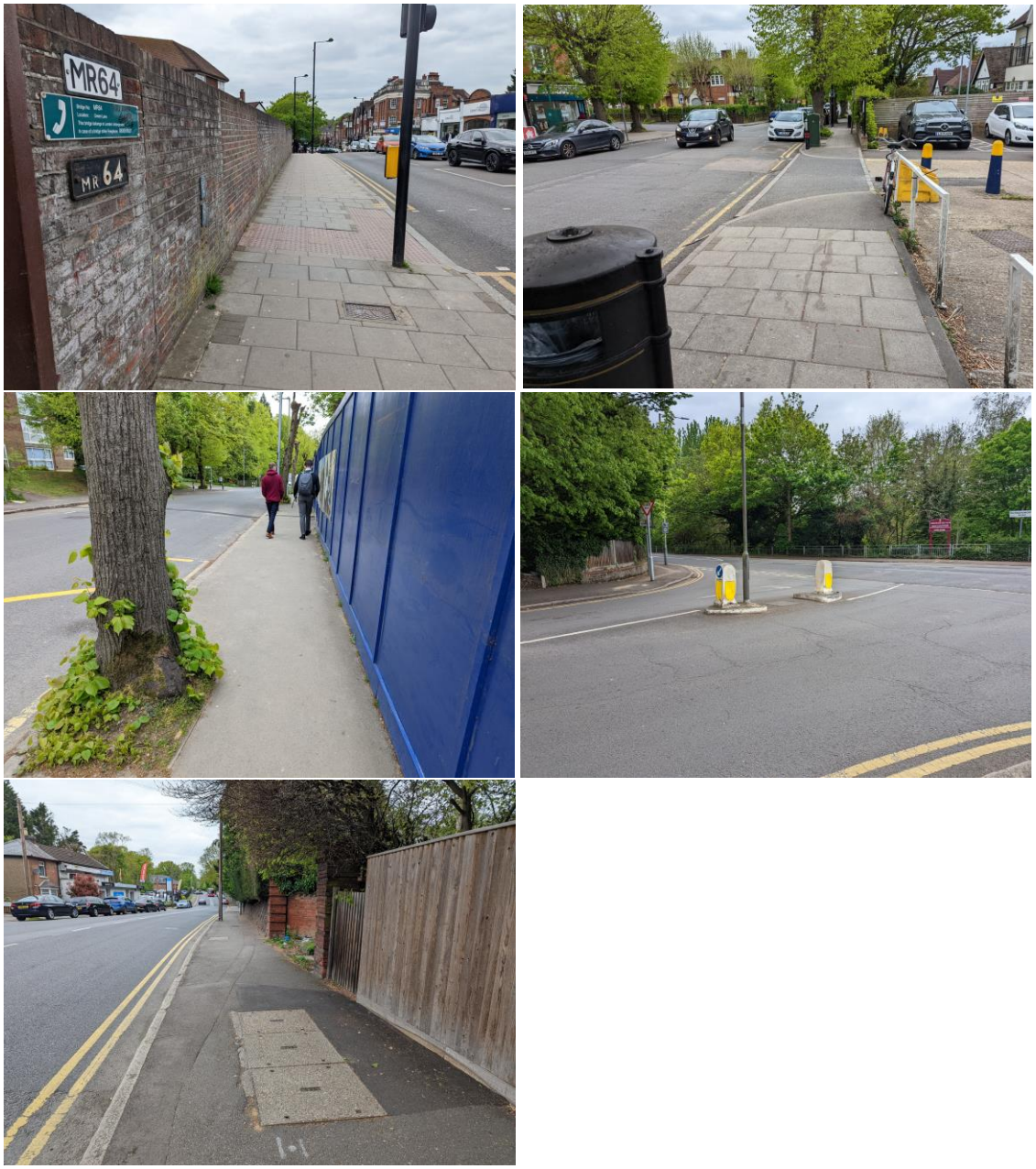
2 Key Destination Route 1 – Northwood Station

2.1 Description

2.1.1 Northwood station is located approximately 750m to the northeast of the site. The route from the site follows Rickmansworth Road southeast, Maxwell Road north, and Green Lane east towards the station. Northwood station provides access to London Underground Metropolitan Line services.

2.1.2 POV photography of Key Destination Route 1 is presented in Figure 2-1.

Figure 2-1: Key Destination Route 1 POV Photography



2.2 Worst Location and Recommendations

2.2.1 The worst location along this route was located at the informal crossing at Rickmansworth Road / Maxwell Road. This area was identified as an area where improvements to the pedestrian environment could be made. It was observed that no tactile paving was present at this crossing. The addition of tactile paving at this location would aid safe crossing for those with visual impairment.

3 Key Destination Route 2 – Northwood Town Centre

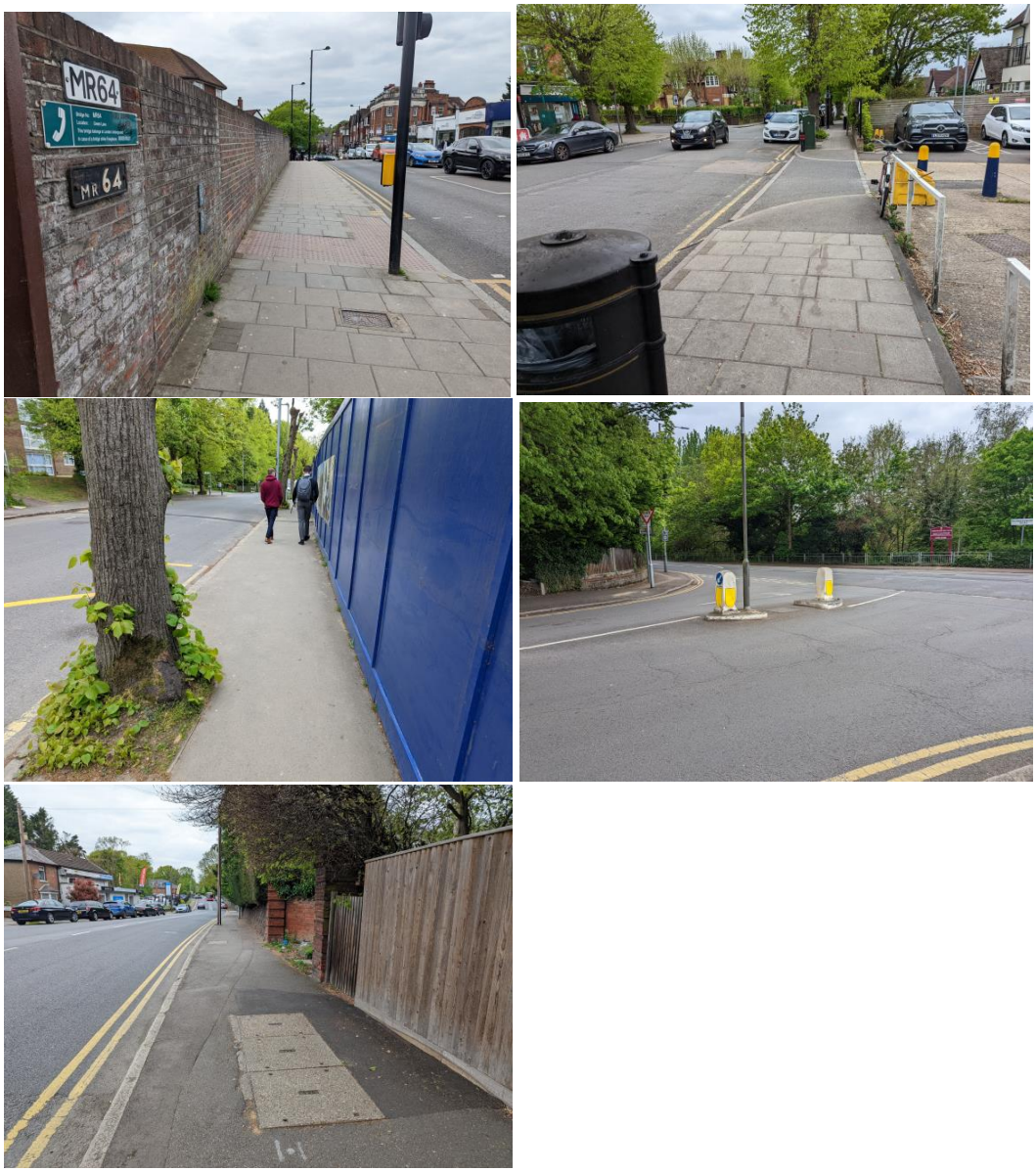
3.1 Description

3.1.1 Northwood town centre is located approximately 800m to the northeast of the site. The route from the site follows Rickmansworth Road southeast, Maxwell Road north, and Green Lane east towards Northwood.

3.1.2 Northwood town centre provides access to several retail opportunities, healthcare facilities, schools and several multi-faith places of worship.

3.1.3 POV photography of Key Destination Route 2 is presented in Figure 3-1.

Figure 3-1: Key Destination 2 POV Photography



3.2 Worst Location and Recommendations

3.2.1 Key Destination Route 1 and 2 follow identical routes towards Northwood town centre. Instead of highlighting the same location as in Section 2, a second worst location along this route has been considered.

3.2.2 Northwood town centre is located approximately 800m to the northeast of the site on foot, and as a result additional places to stop and rest have been suggested. The footway is sufficiently wide to support additional places to stop and rest between Green Lane and Anthus Mews. Benches could be implemented to improve the pedestrian environment along this section of the route.

4 Key Destination Route 3 – Bus Stops V/W (Northwood Golf Course)

4.1 Description

4.1.1 Key Destination Route 3 follows Rickmansworth Road northbound from the site. The bus stops are located approximately 75m to the northwest of the site and provide access to the 331 bus service.

4.1.2 POV photography of Key Destination Route 3 is presented in Figure 4-1.

Figure 4-1: Key Destination Route 3 POV Photography

4.2 Worst Location and Recommendations

4.2.1 The nearest crossings are currently located approximately 200m to the north and south of the bus stops V/W. As a result, pedestrians are likely to cross Rickmansworth Road away from the crossing facilities provided, as observed in the POV photography.

4.2.2 An informal crossing provided in the vicinity of the bus stops V/W (Northwood Golf Course), would allow pedestrians to cross Rickmansworth Road more easily and safely.

5 Key Destination Route 4 – Bus Stops on Myrtleside Close / The Avenue

5.1 Description

5.1.1 Key Destination Route 4 follows Rickmansworth Road northwest, towards the junction with Green Lane. The bus stops at Myrtleside Close and The Avenue are located approximately 400m and 450m to the northwest of the site respectively. These bus stops provide access to the 282, 331, 508 and H11 services.

5.1.2 POV photography of Key Destination Route 4 is presented in Figure 5-1.

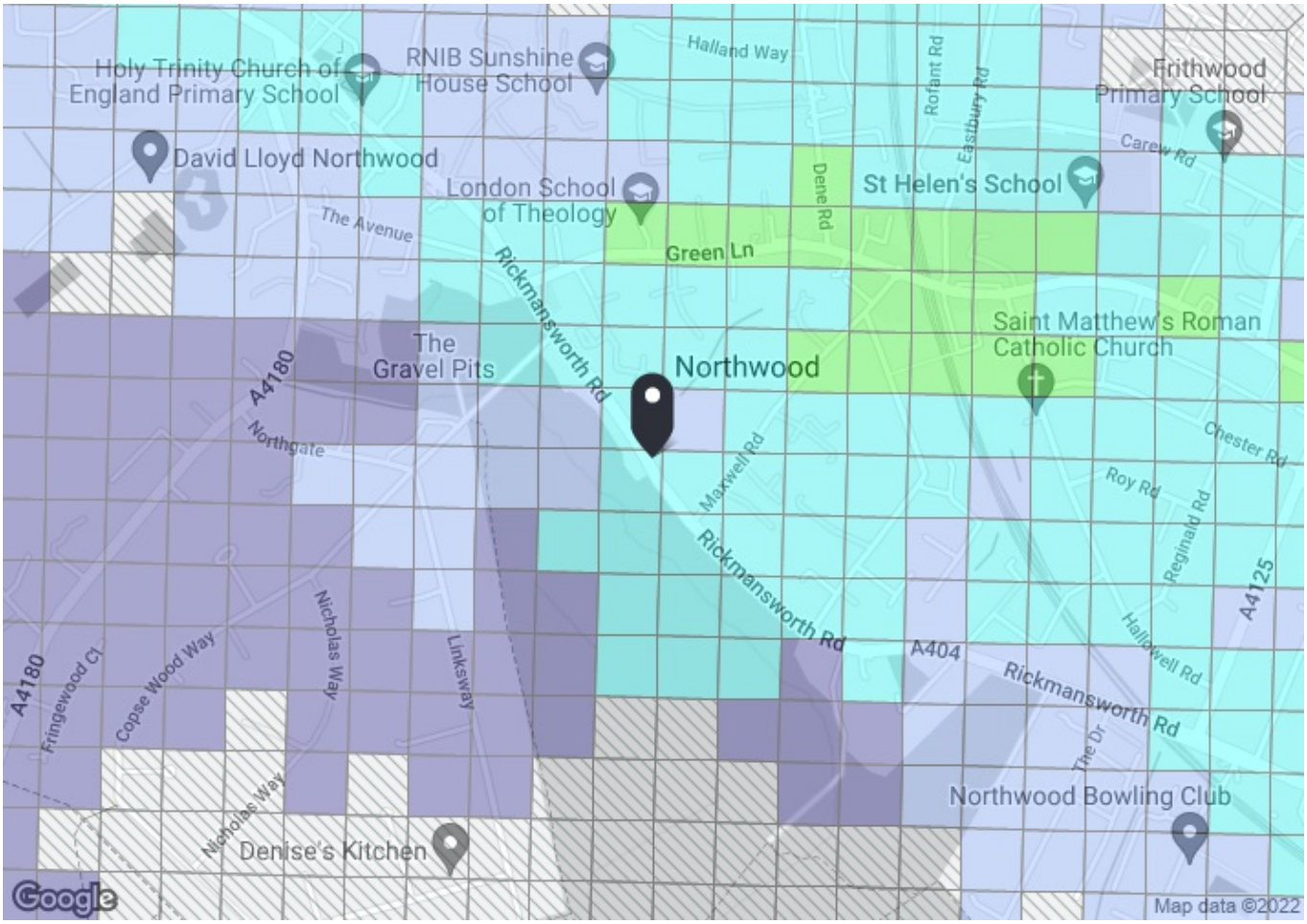
Figure 5-1: Key Destination Route 4 POV Photography

5.2 Worst Location and Recommendations

5.2.1 During the time of the site visit it was observed that greenery encroached the northern side of the footway, along Rickmansworth Road, in the vicinity of Copse Wood Way. Pedestrians would feel more relaxed along this route if greenery is maintained at this location.

Appendix C PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
2

98 Rickmansworth Rd
98 Rickmansworth Rd, Northwood HA6 2QT, UK
Easting: 508782, Northing: 191175

Grid Cell: 137365

Report generated: 19/12/2022

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	RICKMANSWORTH R GREEN LN	282	404.73	5	5.06	8	13.06	2.3	0.5	1.15
Bus	RICKMANSWORTH R GREEN LN	H11	404.73	4	5.06	9.5	14.56	2.06	0.5	1.03
Bus	NORTHWOOD GOLF CLUB	331	76.06	3	0.95	12	12.95	2.32	1	2.32
LUL	Northwood	'Watford-BStreetSF '	795.27	2.33	9.94	13.63	23.57	1.27	0.5	0.64
LUL	Northwood	'Watford-AldSfast '	795.27	3.67	9.94	8.92	18.87	1.59	1	1.59
LUL	Northwood	'Aldg-WatfordSlow'	795.27	3.67	9.94	8.92	18.87	1.59	0.5	0.8
LUL	Northwood	'BakStr-WatfordSlow'	795.27	1.67	9.94	18.71	28.65	1.05	0.5	0.52
LUL	Northwood	'Wembley-WatfordSL '	795.27	0.67	9.94	45.53	55.47	0.54	0.5	0.27
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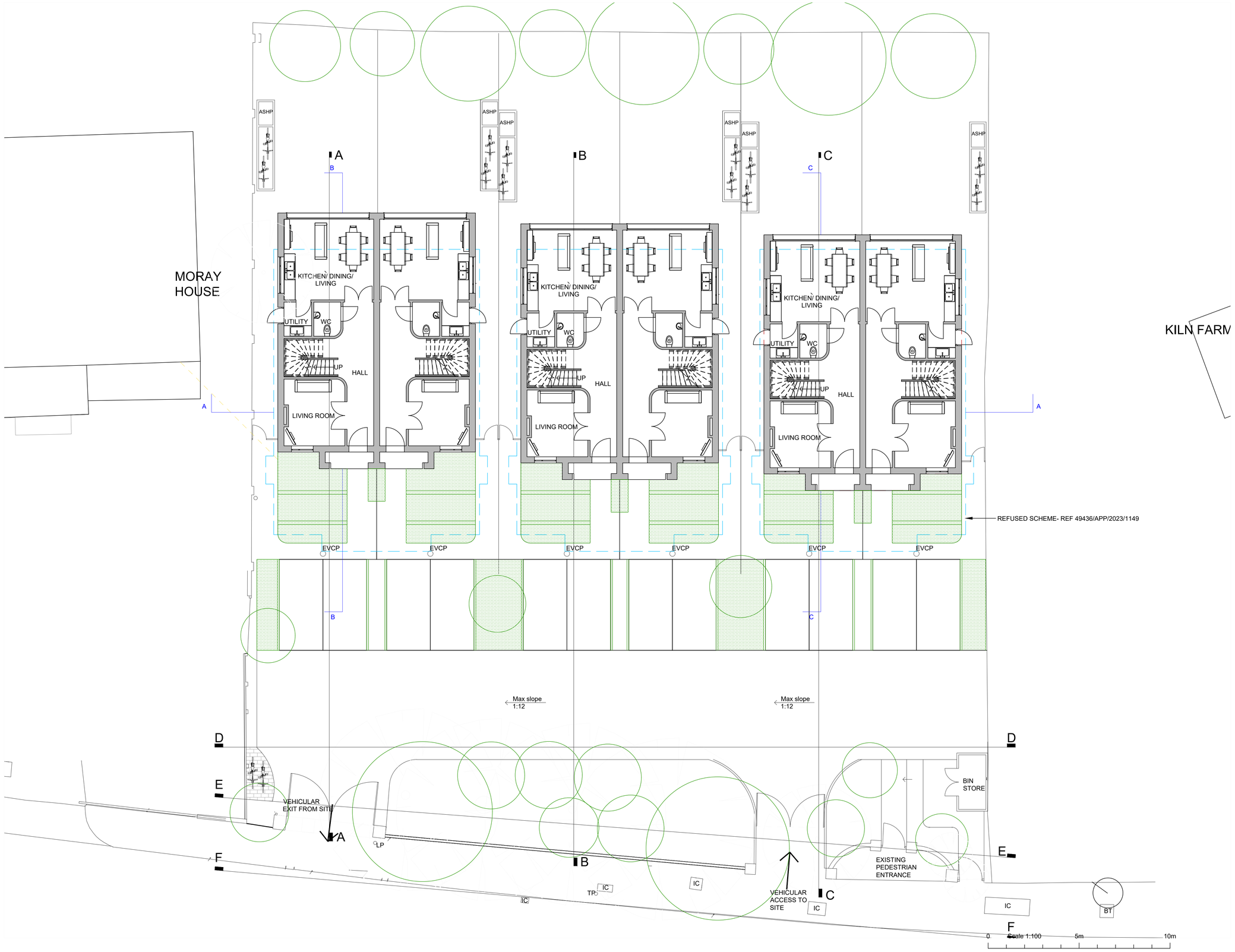
Appendix D Architect's Layout Plan



Amendments/Notes

Rev.	Detail	By	Date
D	Amendments in correlation with landscape scheme	AW	27/01/25
E	Updated with Landscape scheme	AW	19/03/25

Total GIA : 63 m2

Project

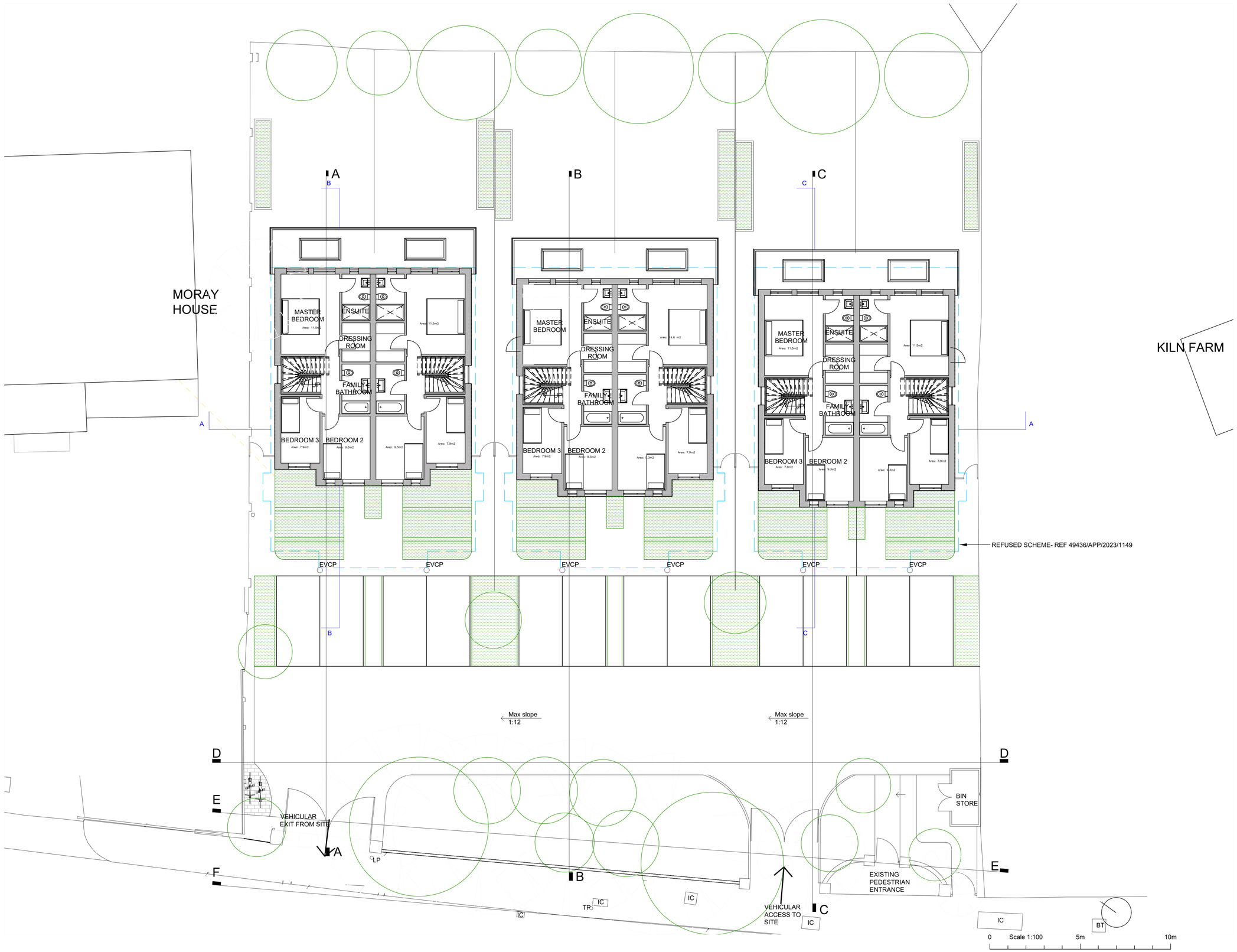
MANOR LODGE
RICKMANSWORTH
ROAD
NORTHWOOD
HA6 2QT

Drawing

PROPOSED
GROUND FLOOR
PLANS

SEABROOK ARCHITECTS
CHARTERED ARCHITECTS
Unit17, Chiltern Court, Asheridge Road,
Chesham, Bucks HP5 2PX
Tel: 01494 778918
e-mail: info@seabrookarchitects.co.uk

Drawn By	Date 01/03/2023
Checked By	Date 16/08/2024
Approved By	Scale 1:100@A1
Drawing No. 5819A(PP)010	Rev. E



Amendments/Notes

Rev.	Detail	By	Date
D	Amendments in correlation with landscape scheme	AW	27/01/25
E	Updated with Landscape scheme	AW	19/03/25

Total GIA : 54 m2

Project

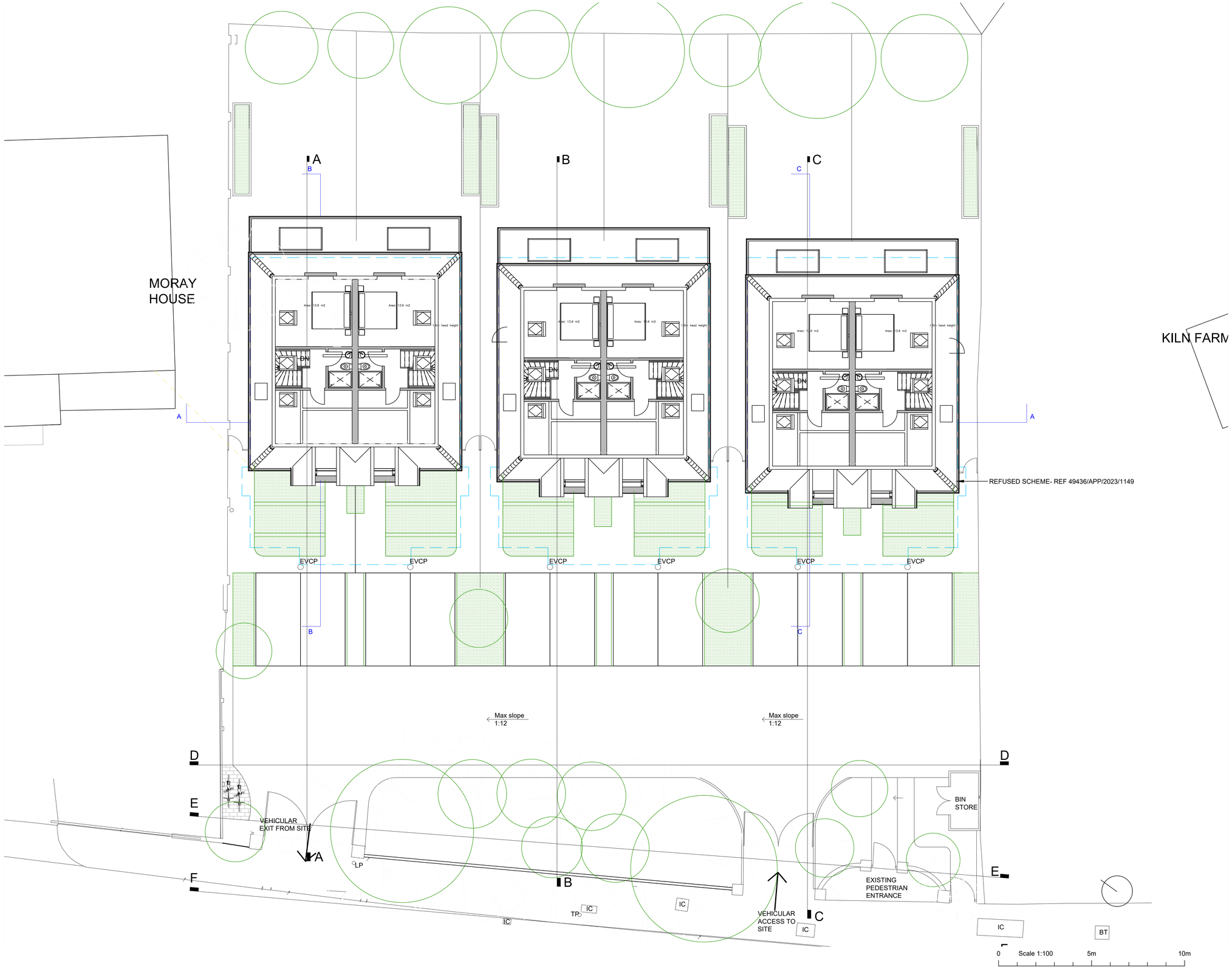
MANOR LODGE
RICKMANSWORTH
ROAD
NORTHWOOD
HA6 2QT

Drawing

PROPOSED FIRST FLOOR PLANS

SEABROOK ARCHITECTS
CHARTERED ARCHITECTS
Unit17, Chiltern Court, Asheridge Road,
Chesham, Bucks HP5 2PX
Tel: 01494 778918
e-mail: info@seabrookarchitects.co.uk

Drawn By	Date 01/03/2023
Checked By	Date 16/08/2024
Approved By	Scale 1:100@A1
Drawing No. 5819A(PP)011	Rev. E



Amendments/Notes

Rev.	Detail	By	Date
D	Amendments in correlation with landscape scheme	AW	27/01/25
E	Updated with Landscape scheme	AW	19/03/25

Total GIA : 36 m2 (plan taken at 1.2m)

All dimensions and levels to be checked on site by contractor prior to preparation of shop drawings and commencement of work on site.
This drawing and the copyrights and patents therein are the property of the Architect and may not be used or reproduced without consent.
This drawing is to be read in conjunction with all relevant consultants and/or specialist's drawings/documents and any discrepancies or variations are to be notified to the Architect before the affected work commences.
All works on site are to be carried out fully in accordance with current CDM regulations and recommendations, current Building Regulations, British Standards and Codes of Practice as appropriate.

Project

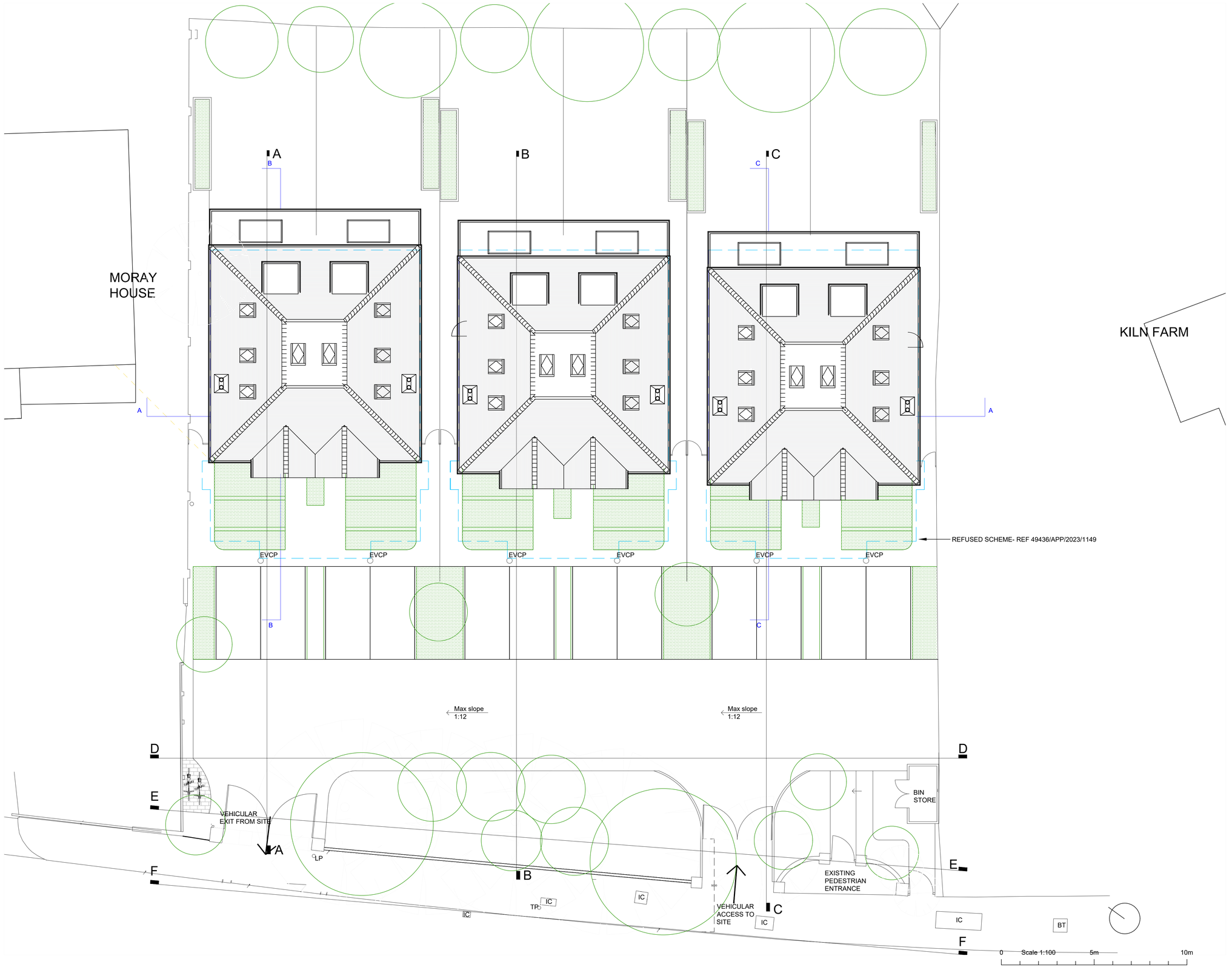
MANOR LODGE
RICKMANSWORTH
ROAD
NORTHWOOD
HA6 2QT

Drawing

PROPOSED
LOFT/SECOND FLOR
PLANS

SEABROOK
ARCHITECTS
CHARTERED ARCHITECTS
Unit17, Chiltern Court, Asheridge Road,
Chesham, Bucks HP5 2PX
Tel: 01494 778918
e-mail: info@seabrookarchitects.co.uk

Drawn By		Date	01/03/2023
Checked By		Date	16/08/2024
Approved By		Scale	1:100@A1
Drawing No.	5819A(PP)012	Rev.	E



Amendments/Notes

Rev.	Detail	By	Date
D	Amendments in correlation with landscape scheme	AW	27/01/25
E	Updated with Landscape scheme	AW	19/03/25

Total GIA : 63 m2

Project

MANOR LODGE
RICKMANSWORTH
ROAD
NORTHWOOD
HA6 2QT

Drawing

PROPOSED ROOF
PLANS

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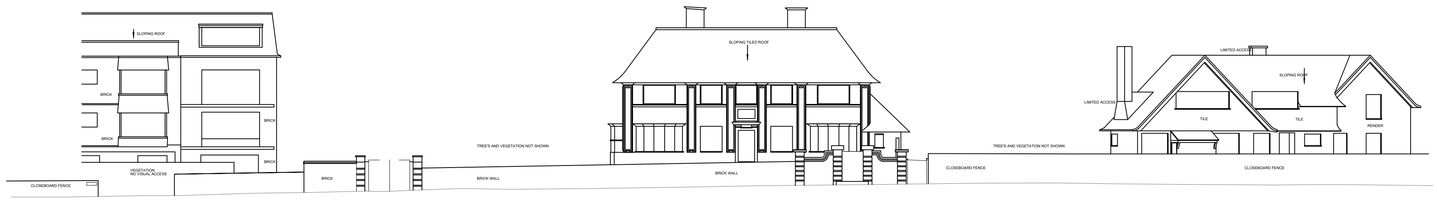
Drawn By	Date 01/03/2023
Checked By	Date 16/08/2024
Approved By	Scale 1:100@A1
Drawing No. 5819A(PP)013	Rev. E

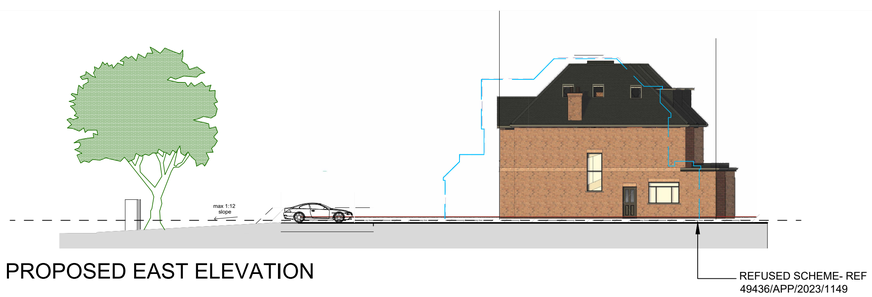


EXISTING FRONT ELEVATION

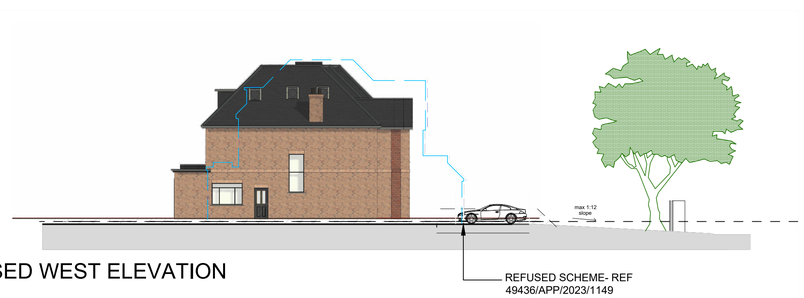
PROPOSED FRONT ELEVATION

PROPOSED FRONT ELEVATION WITH WALL AND VEGETATION

PROPOSED REAR ELEVATION



PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION

0 Scale 1:200 10m 20m

Amendments/Notes

Rev.	Detail	By	Date
D	Amendments in correlation with landscape scheme	AW	27/01/25
E	Updated with Landscape scheme	AW	19/03/25

Project

MANOR LODGE
RICKMANSWORTH
ROAD
NORTHWOOD
HA6 2QT

Drawing

PROPOSED
ELEVATIONS

SEABROOK
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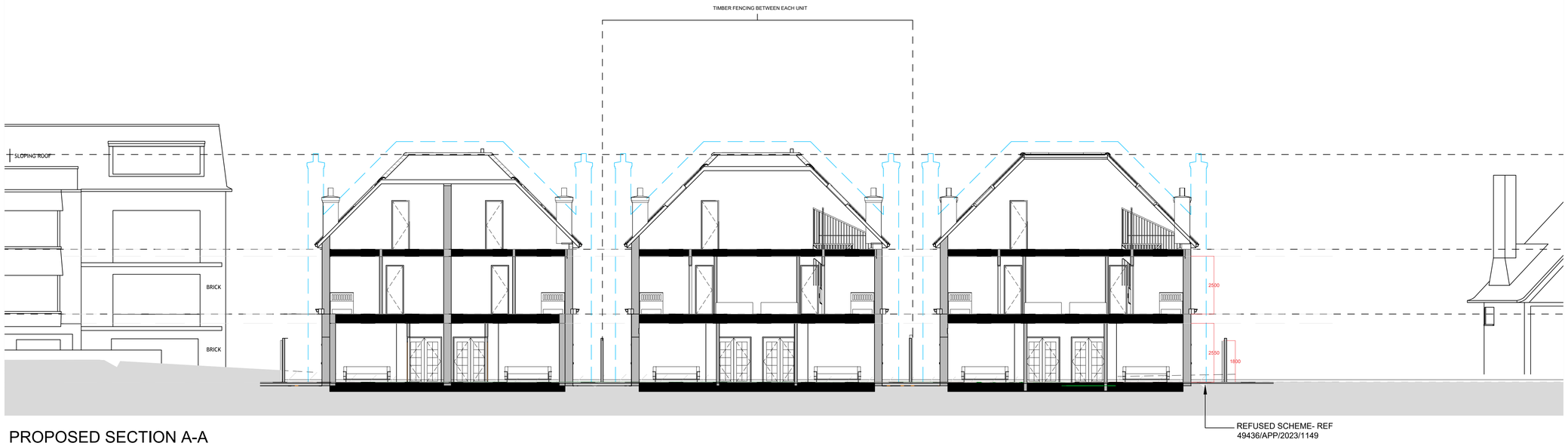
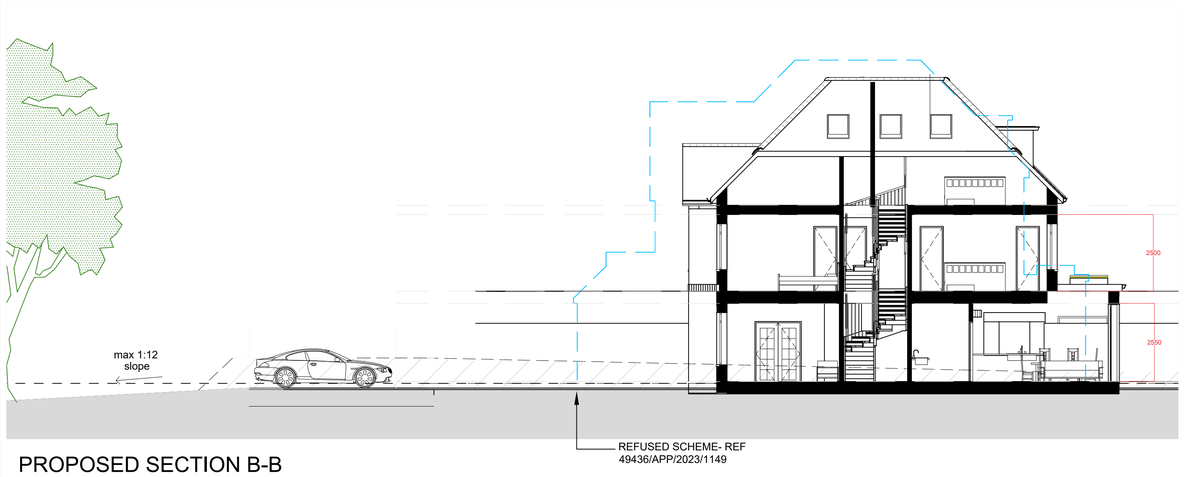
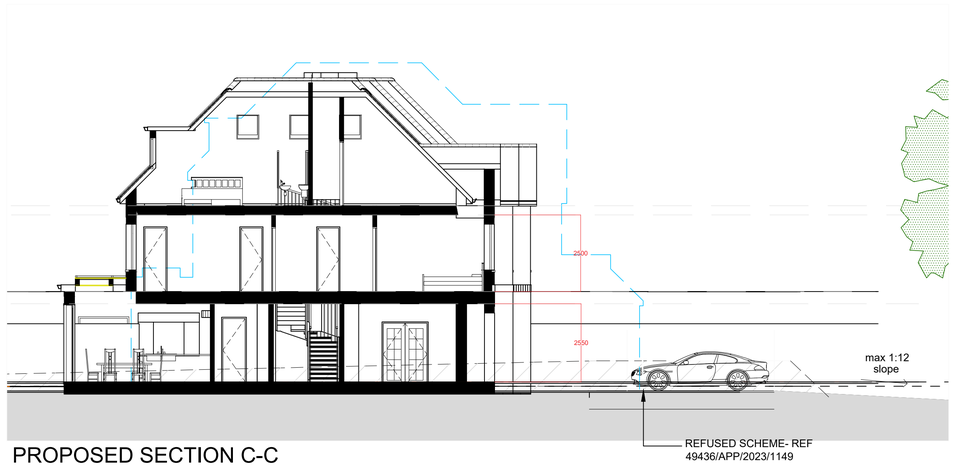
Drawn By	Date 01/03/2023
Checked By	Date 16/08/2024
Approved By	Scale 1:200@A1
Drawing No. 5819A(PP)017	Rev. E



PROPOSED SECTION A-A



PROPOSED SECTION B-B



PROPOSED SECTION C-C

0 Scale 1:100 5 10m

Amendments/Notes

Rev.	Detail	By	Date
D	Amendments in correlation with landscape scheme	AW	27/01/25
E	Updated with Landscape scheme	AW	19/03/25

Project

MANOR LODGE
RICKMANSWORTH
ROAD
NORTHWOOD
HA6 2QT

Drawing

PROPOSED
SECTIONS

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e-mail: info@seabrookarchitects.co.uk

Drawn By	Date 01/03/2023
Checked By	Date 16/08/2024
Approved By	Scale 1:100@A1
Drawing No. 5819A(PP)022	Rev. E

Appendix E Visibility Splay

NOTES

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9

1. Do not scale from this drawing.
2. All dimensions in metres unless otherwise stated.

   This drawing is based on OS_MasterMap_Topography_Layer_999794_1264932_OS_Mastermap supplied by Emapsite (C) Crown Copyright and database rights [2022] Ordance Survey 0100031673 and drawing 5819 MANOR LODGE 26.3.25 supplied by Seabrook Architects and PJA cannot guarantee the accuracy of the drawing.
3. The purpose of the drawing is to demonstate visibility splays at the proposed site access.
4. Visibility splays have been shown in accordance with the requirements for a 30mph design speed as set out within Manual for Streets, in the absence of 85th percentile speed surveys.
5. Levels, earthworks and/or the need for retaining structures has been considered at this stage.
6. The impact of statutory undertakers equipment has not been considered at this stage.
7. All design elements are subject to further design development and relevant technical approvals.

Highway Boundary

2.4m x 43m (30mph) Visibility Splay

REV	DATE	REVISION NOTE	BY
P06	27.03.25	Updated Layout	DG
P05	03.02.25	Updated Layout	DG
P04	11.04.23	Updated Layout	JW
P03	30.03.23	Updated Layout	JW
P02	07.06.22	Minor Amendments	JW
P01	10:05:22	First Issue	JW

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Exeter ▫ London ▫ Reading
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CLIENT

Merchant Land Ltd

PROJECT

Manor Lodge, Northwood

DRAWING TITLE

Site Access Visibility Splays

DRAWING ISSUE STATUS

INFORMATION

PJA JOB No. SUB-CODE

06181 - TR - 0001 - P06

Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction

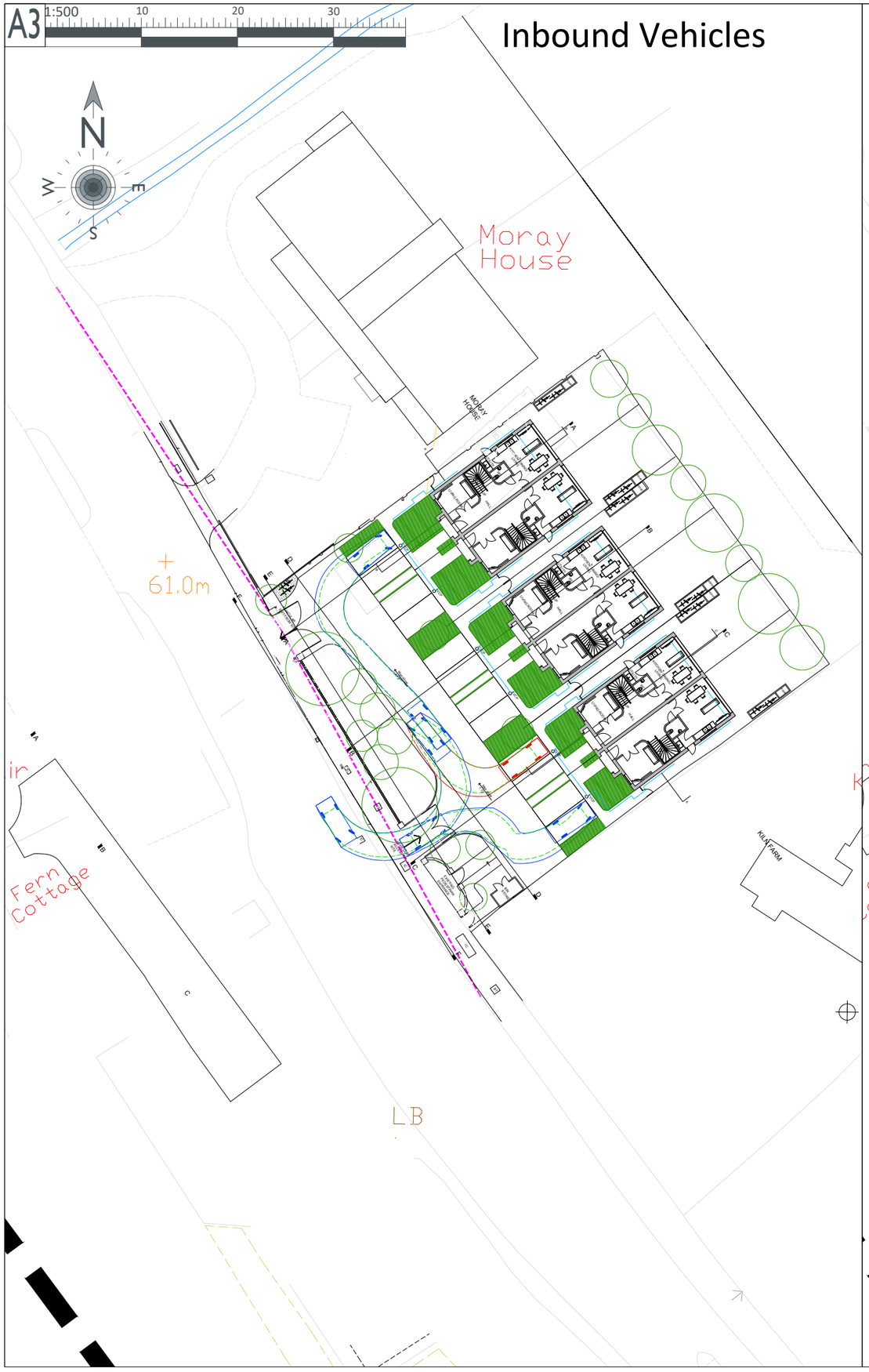
BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:500	DG	JW	27/03/2025

Appendix F Vehicle Swept Path Analysis

A3 1:500 10 20 30

Inbound Vehicles



Outbound Vehicles

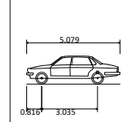
NOTES

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9

1. Do not scale from this drawing.
2. All dimensions are in meters unless otherwise stated.
3. The purpose of this drawing is to provide a review of the proposed site layout.
4. This drawing is based on drawing '5819 MANOR LODGE 26.3.25'
5. Levels and earthworks have not been considered at this stage.
6. The impact to statutory undertakers equipment has not been considered at this stage
7. All design elements are subject to further design development and relevant technical approvals

2.4m x 43m (30mph) Visibility Splay

VEHICLE PROFILE



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DATE	REVISION NOTE	BY
P6	27.03.2025	Drawing Update	DG
P5	03.02.2025	Drawing Update	DG
P4	11.04.2023	Drawing Update	JW
P3	17.03.2023	Drawing Update	JW
P2	06.03.2023	Drawing Update	TH
P0	15.12.2022	First Issue	TH

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CLIENT
Merchant Land Ltd

PROJECT
Manor Lodge,
Northwood

DRAWING TITLE
Vehicle Swept Path Analysis - Large Car

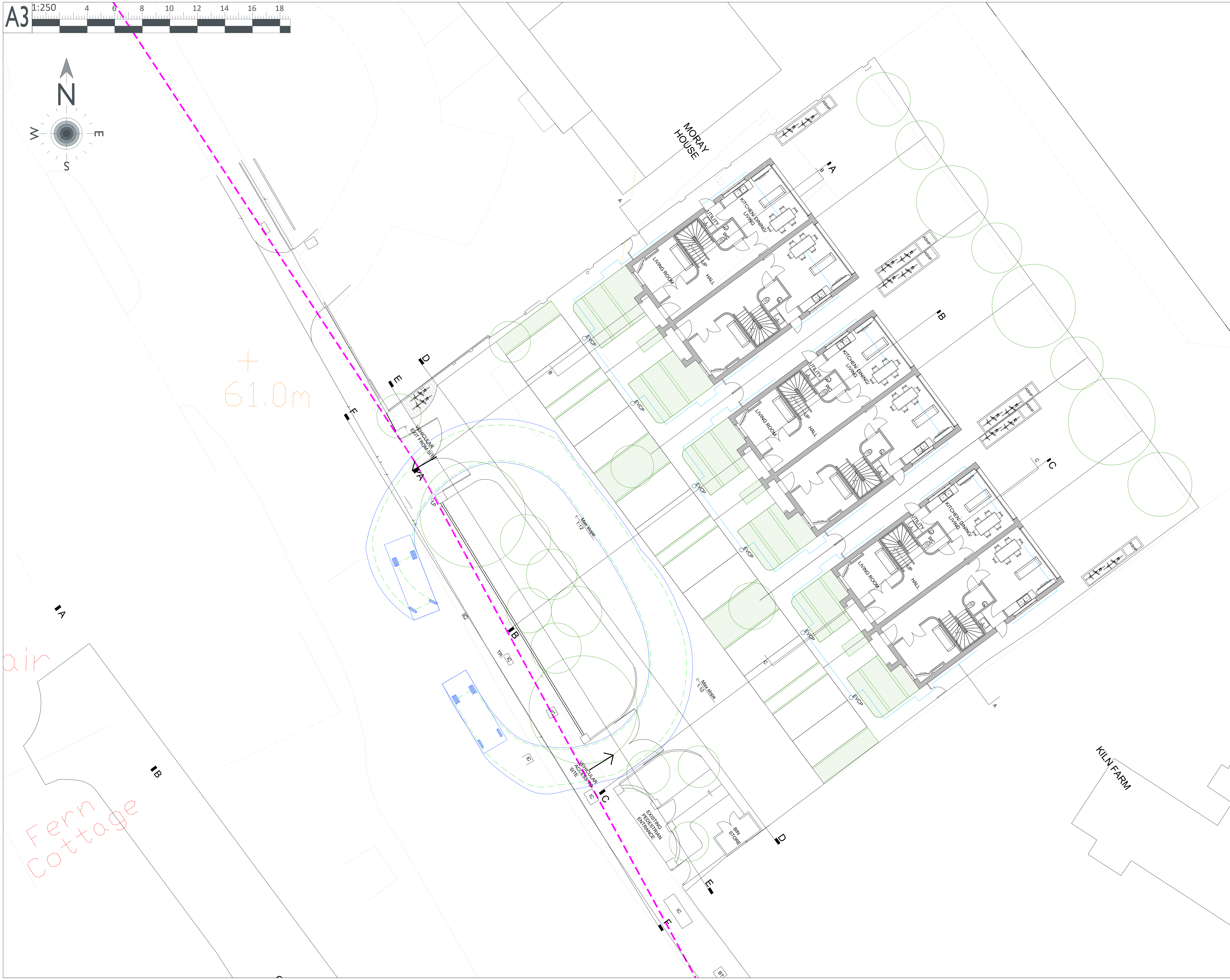
DRAWING ISSUE STATUS
INFORMATION

PJA JOB No. SUB-CODE
06181 - TR - 0002 - P6

Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction

BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:500	DG	JW	27/03/2025



NOTES

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9

1. Do not scale from this drawing.
2. All dimensions are in meters unless otherwise stated.
3. The purpose of this drawing is to provide a review of the proposed site layout.
4. This drawing is based on drawing '5819 MANOR LODGE 26.3.25'
5. Levels and earthworks have not been considered at this stage.
6. The impact to statutory undertakers equipment has not been considered at this stage
7. All design elements are subject to further design development and relevant technical approvals

2.4m x 43m (30mph) Visibility Splay

VEHICLE PROFILE

5.885
0.72
3.7

FORWARD GEAR
REVERSE GEAR
WHEEL TRACK

4.6t Light Van

Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

REV	DATE	REVISION NOTE	BY
P2	27.03.2025	Drawing Update	DG
P1	31.01.2025	Drawing Update	DG
P0	11.04.2023	First Issue	JW

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Exeter - London - Reading
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CLIENT
Merchant Land Ltd

PROJECT
Manor Lodge, Northwood

DRAWING TITLE
Vehicle Swept Path Analysis - 4.6T Light Van

DRAWING ISSUE STATUS
INFORMATION

PJA JOB No. SUB-CODE
06181 - TR - 0003 - P2

Revision Letter : P - Prelim / A - Approval / T - Tender / C - Construction

BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:250	DG	JW	27/03/2025

Appendix G TRICS Outputs

Calculation Reference: AUDIT-231601-220505-0547

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	KI	KINGSTON	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: No of Dwellings
Actual Range: 20 to 21 (units:)
Range Selected by User: 9 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 05/11/19

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:

Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

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	2

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.

Secondary Filtering selection:

Use Class:

C3	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	2 days

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

Population within 5 miles:

500,001 or More	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	1 days
1.1 to 1.5	1 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:

Yes	1 days
No	1 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:

2 Poor	1 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1 BN-03-A-02 MIXED HOUSES BARNET
SWEETS WAY
WHETSTONE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: TUESDAY *03/07/18* *Survey Type: MANUAL*

2 KI-03-A-02 DETACHED KINGSTON
WOLSEY CLOSE
KINGSTON UPON THAMES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 20
Survey date: THURSDAY *24/06/10* *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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.93

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	2	21	0.073	2	21	0.341	2	21	0.414
08:00 - 09:00	2	21	0.146	2	21	0.341	2	21	0.487
09:00 - 10:00	2	21	0.146	2	21	0.244	2	21	0.390
10:00 - 11:00	2	21	0.146	2	21	0.098	2	21	0.244
11:00 - 12:00	2	21	0.220	2	21	0.171	2	21	0.391
12:00 - 13:00	2	21	0.146	2	21	0.220	2	21	0.366
13:00 - 14:00	2	21	0.195	2	21	0.049	2	21	0.244
14:00 - 15:00	2	21	0.171	2	21	0.220	2	21	0.391
15:00 - 16:00	2	21	0.244	2	21	0.146	2	21	0.390
16:00 - 17:00	2	21	0.146	2	21	0.293	2	21	0.439
17:00 - 18:00	2	21	0.268	2	21	0.171	2	21	0.439
18:00 - 19:00	2	21	0.390	2	21	0.293	2	21	0.683
19:00 - 20:00	1	21	0.286	1	21	0.048	1	21	0.334
20:00 - 21:00	1	21	0.238	1	21	0.286	1	21	0.524
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.815			2.921			5.736

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.*

Parameter summary

Trip rate parameter range selected:	20 - 21 (units:)
Survey date date range:	01/01/10 - 05/11/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.93

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	2	21	0.195	2	21	0.951	2	21	1.146
08:00 - 09:00	2	21	0.268	2	21	0.707	2	21	0.975
09:00 - 10:00	2	21	0.244	2	21	0.439	2	21	0.683
10:00 - 11:00	2	21	0.317	2	21	0.220	2	21	0.537
11:00 - 12:00	2	21	0.317	2	21	0.390	2	21	0.707
12:00 - 13:00	2	21	0.293	2	21	0.390	2	21	0.683
13:00 - 14:00	2	21	0.317	2	21	0.073	2	21	0.390
14:00 - 15:00	2	21	0.341	2	21	0.268	2	21	0.609
15:00 - 16:00	2	21	0.537	2	21	0.220	2	21	0.757
16:00 - 17:00	2	21	0.341	2	21	0.390	2	21	0.731
17:00 - 18:00	2	21	0.463	2	21	0.512	2	21	0.975
18:00 - 19:00	2	21	0.780	2	21	0.439	2	21	1.219
19:00 - 20:00	1	21	0.429	1	21	0.190	1	21	0.619
20:00 - 21:00	1	21	0.571	1	21	0.476	1	21	1.047
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.413			5.665			11.078

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.*