



TRANSPORT NOTE

PROPOSED RESIDENTIAL DEVELOPMENT UNITS 14-16, RYEFIELD CRESCENT, PINNER, NORTHOLT HA6 1LT

On behalf of **Hamways Limited**
Report Reference: **24/459/30a**
September 2024

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REPORT CONTROL SHEET

Magna Ref. 24/459/30A

September 2024

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1 INTRODUCTION

1.1 Purpose Of Report

- 1.1.1 Magna Transport Planning Ltd has been appointed by Hamways Limited to prepare a Transport Note in support of a planning application for the proposed conversion of a ground floor commercial unit to a residential use (Class C3) at Units 14-16, Ryefield Crescent, Pinner, Northwood, HA6 1LT.
- 1.1.2 This Transport Note has been prepared to assess the transport and highways impact of the proposed development. It has been in accordance with the National Planning Policy Framework (NPPF, 2023), The London Plan 2021 and London Borough of Hillingdon's (LBH) Local Plan.

1.2 Site's Recent Planning History

Units 2-6, 8-12, 15-20, 22, 30

- 1.2.1 A Prior Approval for the change of use of these units from Class B1a (Class E) to 15 residential dwellings under planning reference 20331/APP/2023/564 was granted by LBH in July 2023.
- 1.2.2 The proposal was promoted as primarily 'car-free', with potential for 10 on-site car parking spaces to be leased out to the residential dwellings.
- 1.2.3 The Local Highway Authority (LHA) comments on the car parking are as follows:

Although the proposal is promoted as primarily 'car-free', the applicant highlights that 10 parking spaces (which broadly meet the above regional standard) on unadopted land lying directly adjacent to the private leg of RC would be made available to any new occupiers on a 'monthly' leased 'demand led' basis which neatly complies with the ethos promoted within the regional London Plan (2021) Policy T6.1 (bullet point C). As these spaces are currently utilised by the commercial units which would now be vacated and therefore be made available to new occupiers, this arrangement is considered acceptable in principle.

- 1.2.4 The LHA's comments on the existing on-street car parking and PTAL rating are as follows:

As the site envelope fronts onto a private unadopted segment of RC, this area falls outside of the jurisdiction of the Highway Authority i.e. no parking enforcement can be applied by the council. However, it is also noted that the remaining part of RC that is adopted highway and provides a single residents parking bay for which a parking permit is required if legitimised parking is required during the operational period of 1 to 2pm - Monday to Friday. It is considered unlikely that a new occupier would require access to this facility given the more convenient and available 'leased' parking option located in proximity of the site envelope as highlighted above, coupled with the high 'real-world' PTAL rating that

*inherently promotes 'car-free' status. *However, in the spirit of safeguarding this single parking bay provision for the remainder of the local community, the applicant has agreed to the imposition of a 'resident permit restriction' (by way of a S106 legal agreement) to prevent future site occupiers from obtaining parking permits for the local CPZStructure of Report*

1.2.5 The LHA's comments on the vehicular trip generation are as follows:

Given the scale of the proposal and when compared with activities already associated with the previous established commercial use, there are no immediate concerns raised in regard to generated vehicular activity which is likely to be less than at present and therefore any imposition on the local road network is anticipated to be inconsequential

1.2.6 The LHA's comments on the operational refuse requirements were as follows:

Refuse collection would be conducted from Ryefield Crescent.

*In order to conform to the council's 'waste collection' maximum distance collection parameter of 10m i.e. distance from a refuse vehicle to the point of collection, arrangements should ensure that waste is positioned at a collection point within this set distance. Two refuse storage areas are indicated but without further detail hence * this aspect can be secured via planning condition*

1.2.7 The approved site plan is shown in Figure 1A.

Figure 1A Approved Site Plan – Planning Ref: 20331/APP/2023/564



Units 28

1.2.8 A Prior Approval for the change of use of these units from Charitable Servies Offices (Class E) to five residential dwellings under planning reference 77316/APP/2022/1726 was granted by LBH in August 2022. The LHA's comments to the application were similar to those made in the 2023 Prior Approval application.

1.2.9 The approved site plan is shown in Figure 1B.

Figure 1B Approved Site Plan – Planning Ref: 77316/APP/2022/1726



1.3 Structure of Report

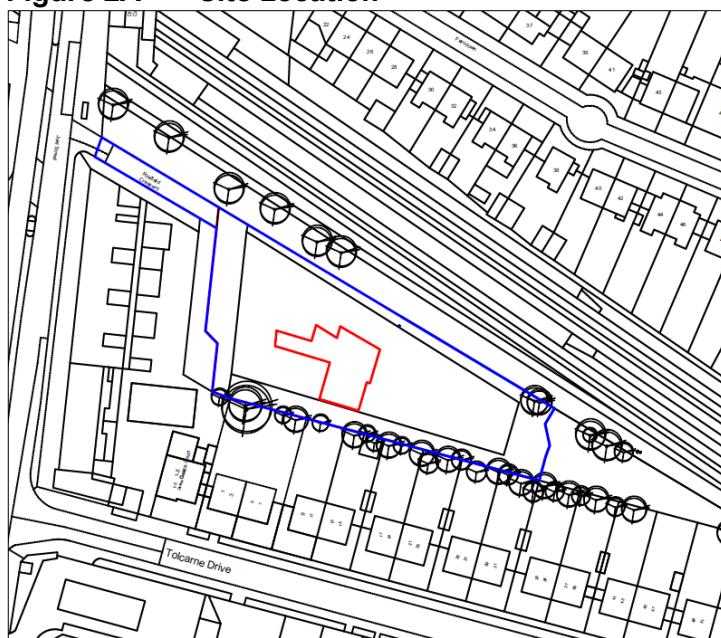
- 1.3.1 Chapter 2 provides details of site and surrounding area.
- 1.3.2 Chapter 3 provides details of the accessibility by non-car modes of transport.
- 1.3.3 Chapter 4 provides description of the proposed development.
- 1.3.4 Chapter 5 outlines the traffic and parking impact assessment.
- 1.3.5 Chapter 6 concludes the study.

2 SITE AND SURROUNDING AREA

2.1 The Site

- 2.1.1 The application site is located in Northwood, a suburb of North West London. The site postcode is HA6 1LJ. Commercial units which form part of this planning application are located on the ground floor of a 3-storey mixed use building with residential units on the upper two floors.
- 2.1.2 The site is located within a primarily residential area and is surrounded by existing built-form on all aspects. Adjoining the building to the south are semi-detached residential dwellings to the south, and to the west there is a small high-street, with commercial high-street uses backing on to the site more generally. There is reasonable separation distance between these nearby buildings and the site. To the north of the site lies a railway line servicing Northwood Hills Station.
- 2.1.3 The site is located within an area identified by the Local Development Plan as a 'Minor Town Centre' of Northwood Hills.
- 2.1.4 The site location in its local context is shown in Figure 2A.

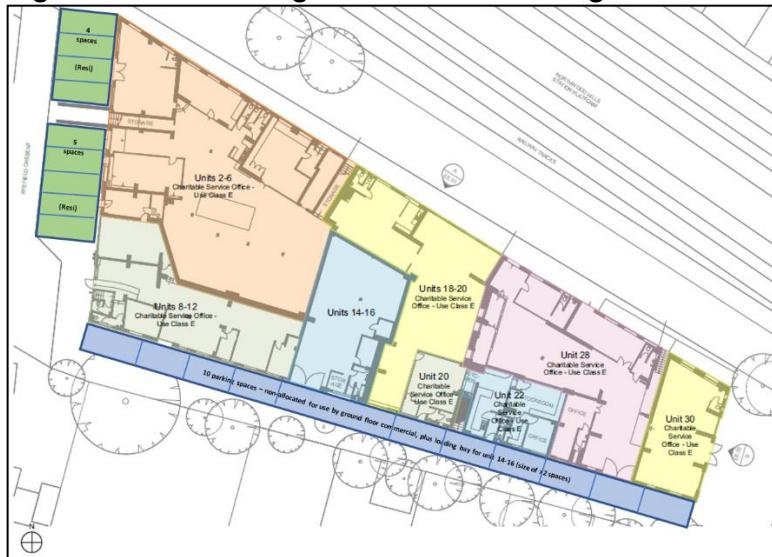
Figure 2A Site Location



- 2.1.5 The commercial unit that forms part of this application is Unit 14-16. The total floorspace associated with this unit is 178.1 sqm and is identified as an vehicle repair (MOT test) centre.

- 2.1.6 The existing ground floor plan which shows the arrangement of these units is shown in Figure 2B.

Figure 2B Existing Ground Floor Arrangement

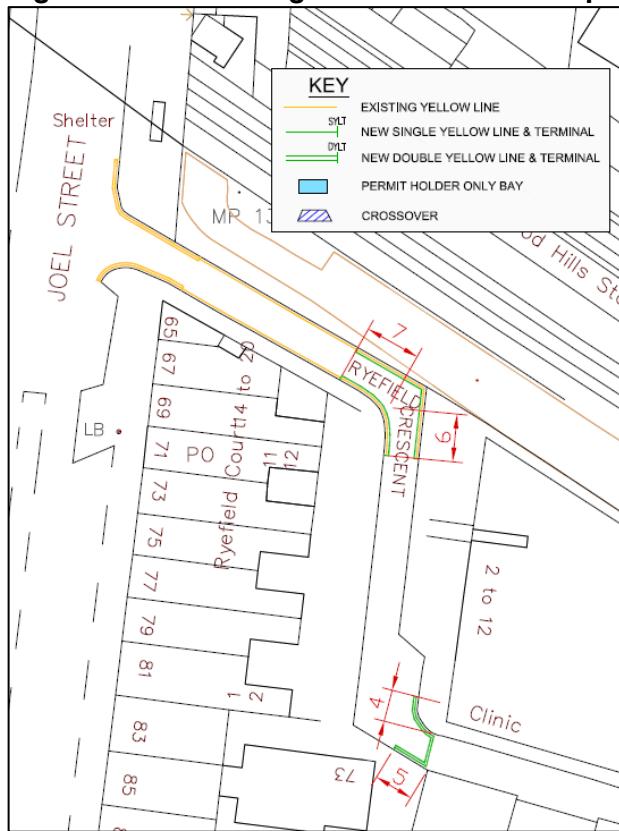


- 2.1.7 As can be seen in above Figure 2B, nine car parking spaces along the site's western boundary are leased on a monthly license to the existing residential units on the upper floors. The ten car parking spaces along the site's southern boundary are currently not allocated. These spaces are currently being used by the commercial units on an informal basis.
- 2.1.8 The loading bay (approximately 12 metres in length) in between these car parking spaces (adjacent to Unit 14-16) are currently used by a vehicle repair centre that occupies this unit.
- 2.1.9 As discussed in Section 1.2 of this report, the site benefits from prior approval for the change of use of the building from Class B1a (Class E) to 15 residential dwellings (1 x studio, 10 x 1-bedroom and 4 x 2-bedroom dwellings) (Class C3) under ref: 20331/APP/2023/564. This scheme however excluded units 14-16 and 28.
- 2.1.10 Unit 28 benefits from prior approval under ref: 20331/APP/2023/564 for the conversion from Charitable Services Offices (Class E) space to five residential dwellings comprising 4 studio dwellings and 1 two-bed dwelling (class C3).
- 2.1.11 Both these developments are promoted as car-free. There is potential for the 10 on-site car parking spaces to be leased out to the residents of the 15 residential unit scheme.

2.2 Local Highway Network

- 2.2.1 The site is accessed from Ryefield Crescent which envelopes the site to the west, south and east. Along the western alignment, Ryefield Crescent is approximately four metres wide.
- 2.2.2 As it continues along the site's southern boundary, Ryefield Crescent is approximately 3.3 metres in width. At the eastern end of Ryefield Crescent is a turning head marked with hatching and the access to Rail Lodge, a residential development
- 2.2.3 The first approximately 90-metre section of Ryefield Crescent (starting from its junction with Joel Street) is an adopted highway. Past this point, it is a privately owned street.
- 2.2.4 This section is characterised by single and double yellow line restrictions, as shown in Figure 2C.

Figure 2C Parking Restrictions on Adopted Section of Ryefield Crescent



- 2.2.5 Joel Street is one of the primary routes in the vicinity of the site. It provides frontage access to Ryefield Parade (terrace of local shops, takeaways, restaurants and other commercial services). This is located immediately adjacent to the junction with Ryefield Crescent. There are bus stops as well as Northwood Hills Underground Station located on Joe Street.

- 2.2.6 Joel Streets is a single carriageway street, subject to a 30mph speed limit. It runs in north-south direction; and connects to the A404 Pinner Road to the north at a distance of 240 metres from Ryefield Crescent junction.
- 2.2.7 To the south, Joel Street provides frontage access to residential properties as well as other residential streets, before connecting to the B466 High Road Eastcote.

2.3 Local Amenities

- 2.3.1 Given that the site is located in town centre, there are a number of local services and facilities located within comfortable walking distance of one-kilometre or less than a 15-minute walk. They are as follows:
- High street style local shops, restaurants, cafes, takeaways, convenience stores and other amenities within Ryefield Parade along Joel Street
 - Bus stops on Joel Street
 - Northwood Hills Underground Station on Joel Street
 - Northwood Surgery on Joel Street
 - The Health Club on Joel Street
 - Northwood School on Pinner Road
 - Harlyn Primary School on Tolcarne Drive
- 2.3.2 The site is therefore located in a highly sustainable location with excellent access to local services and amenities within comfortable walking distance.

3 ACCESSIBILITY

3.1 Pedestrians and Cyclists

- 3.1.1 Chartered Institute of Highways and Transportation (CIHT) document – ‘Planning for Walking’ (2015) states that 80% of journeys shorter than one mile (1.6 kilometres) are made wholly on foot. The local amenities in the vicinity of the site are well within this distance. In terms of access to local shops and services, the site location is therefore considered to be very sustainable.
- 3.1.2 There is a footway on south side of Ryefield Crescent adjacent to its junction with Joel Street. This continues for approximately 40 metres. Past this point, there is some hardstanding along the street adjacent to the car parking spaces at the western side of the site which doubles up as a footway. The private section of Ryefield Crescent is a shared surface.
- 3.1.3 There are at least three metres wide footways on both sides of Joel Street. These footway provide direct pedestrian access to Ryefield Parade, bus stops and railway station. These footway continue onto Pinner Road to the north, providing pedestrian access to key destinations in the wider area.
- 3.1.4 There are a number of opportunities in the form of zebra crossings on Joel Street. Similarly, the Pinner Road/Joel Street roundabout has zebra crossings across Pinner Road approaches, thus facilitating safe crossing.
- 3.1.5 Local Transport Note 1/20 (Cycle Infrastructure Design) states that two out every three personal trips are less than five miles (eight kilometres) in length which is an achievable distance to cycle for most people. The areas of Northwood, Pinner Green, Moor Park, South Oxhey, Stanmore, South Harrow, Ruislip and Ickenham are within this distance.
- 3.1.6 As such, LBH recommends Joel Street as one of the quieter roads to travel from Northwood Hills to Uxbridge, via Ruislip and Ickenham district centres.
- 3.1.7 The site is therefore located in an environment which is conducive to encouraging residents to walk and cycle to short journeys in and around the site.

3.2 Public Transport

Buses

- 3.2.1 CIHT's Buses in Urban Developments (2018) guidance recommends that the new developments should be within walking distance of 250 metres from town centre bus stops.
- 3.2.2 There are bus stops on Joel Street, within 250 metres walking distance from the site. The site is located well within the CIHT's recommended walking distance from the bus stop. These bus stop is served by a number of bus routes, which are summarised in Table 3A.

Table 3A Bus Services

Route No.	Route Location	Frequency		
		Mon-Fri	Saturday	Sunday
282	Mount Vernon Hospital – Ealing Hospital	5 per hr	5 per hr	3/4 per hour
H11	Mount Vernon Hospital – Harrow Bus Station	4 per hr	4 per hr	3 per hr
H13	St Vincent's Nursing Home – Ruislip Lido	3 per hr	3 per hr	3 per hr

Source: TfL Website, 14th November 2022

- 3.2.3 As shown in Table 3A, there are services to locations such as Northwood (Mount Vernon Hospital), Ealing, Harrow, Pinner (St Vincent's Nursing Home) and Ruislip.

Rail

- 3.2.4 Northwood Hills Underground Station is located on Joel Street immediately north of the site. This Underground station is on the Metropolitan line.
- 3.2.5 In the northbound direction the station is served by trains to Watford (four trains per hour (tph)), Amersham (2tph) and Chesham (2tph) trains (at peak times, 'fast' trains do not stop at stations between Harrow-on-the-Hill and Moor Park). In the southbound direction off-peak services generally run 4tph to Baker Street and 4tph to Aldgate.

PTAL

- 3.2.6 Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London.
- 3.2.7 Each area is graded between 0 and 6b, where a score of 0 is very poor access to public transport, and 6b is excellent access to public transport. The measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points - i.e., average waiting time.

3.2.8 As such, the PTAL (Public Transport Accessibility Level) rating of the site is 3 i.e., moderate.

3.2.9 The proposed development, by virtue of its strategic location, provide significant opportunities to its residents and staff to take up public transport as their main mode of transport.

3.2.10 Whilst it is suggested that the theoretical PTAL score is moderate (rating = 3); in the previous Prior Approval applications on site, the Highways Officer stated that 'real-world' PTAL score to be higher than 3.

3.2.11 It is likely that the Highways Officer came this view due to the fact that the site is within a sustainable location with, public transport links in close proximity to the site. Northwood Hills Underground Station is less than a three-minute walk, providing access to the Metropolitan Line with links to Watford and Baker Street. In addition, there are convenient bus links to Harrow, Southall and Ruislip.

4 PROPOSED DEVELOPMENT

4.1 The Proposals

- 4.1.1 The planning permission is sought for the conversion of ground floor commercial unit (unit 14-16) (with a total floor area of approximately 178.1 sqm) to one x one-bedroom residential dwelling and an internal store.
- 4.1.2 The internal store would be used in connection with the wider scheme, for use by future occupiers. This was deemed to be accepted by the Local Planning Authority (LPA), as confirmed within its Pre-application response.
- 4.1.3 The proposed site plan is provided in Appendix 1.

4.2 Access Arrangements

- 4.2.1 The existing site accesses via Ryefield Crescent will be retained. There are no changes proposed to these accesses.

4.3 Car Parking

Existing On-site Car Parking Provision

- 4.3.1 As discussed previously, there are 10 car parking spaces and a loading bay (approximately 12 metres in length) along the site's southern boundary.
- 4.3.2 The car parking spaces are used by the commercial units. The loading bay is used by Unit 14-16.

Spaces to be Leased out to Occupiers of Residential Units of the 2022 and 2023 Prior Approval Applications (on the basis of demand)

- 4.3.3 As such, the commercial parking demand will not exist once these units are converted into flats as part of the previous 2022 and 2023 Prior Approval applications (i.e., 77316/APP/2022/1726 and 20331/APP/2023/564).
- 4.3.4 As such, these spaces would be leased out to the occupiers of the residential dwellings subject to the 2023 Prior Approval application.

Parking Strategy for the Proposed Residential Unit

- 4.3.5 There is a 10 metres long loading bay adjacent to Unit 14-16. This loading bay is used by the existing occupier of Unit 14-16. The commercial loading bay demand will not exist once Unit 14-16 is converted into a residential dwelling as part of this application.
- 4.3.6 There is a potential to convert use some of the length of the loading bay into a car parking space. Should the residents of the new residential dwelling require on-site parking, the Applicant will lease the space to the new unit on a monthly license, in the similar manner as the parking bays located along the western boundary of the site.
- 4.3.7 Instead of allocating the space to the proposed dwelling as part of their sale/rent agreement, the proposal to lease it out on a monthly license ensures that the car parking space is made available to only those who truly need a space which in turn results in an efficient use of the land. This arrangement is also in line with the London Plan 2021 Policy T6.1 (bullet point C).
- 4.3.8 As stated by the LPA within its Pre-application response, the Applicant would be willing to enter into a S106 legal agreement which would preclude the new residents of the development from obtaining a resident permit restriction for the local CPZ.

Cycle Parking

- 4.3.9 There would be a total of 36 cycle parking spaces within an internal cycle store. This accommodates the London Plan cycle parking requirement associated with the previously approved Prior Approval applications (totally 20 residential dwellings) as well as the proposed one-bedroom residential dwelling.
- 4.3.10 This exceeds the minimum requirement for cycle parking prescribed within the London Plan.

4.4 Servicing

- 4.4.1 Refuse collection would be conducted from Ryefield Crescent in the similar manner as the existing residential development known as Rail Lodge located to the immediate east of the site and accessed via Ryefield Crescent.
- 4.4.2 There will be two refuse stores on the ground floor provided as shown in Appendix 1.

- 4.4.3 The refuse stores are located adjacent to Ryefield Crescent and will therefore be within 10 metres from the refuse truck.
- 4.4.4 The details in respect to on-site refuse and recycling provision could be secured by condition, in the similar manner as the previous Prior Approval applications.

5 TRAFFIC AND PARKING IMPACT ASSESSMENT

5.1 Permitted Commercial Development Trip Generation

5.1.1 Unit 14-16 is occupied by a vehicle repair centre. In order to estimate people trips associated with the permitted commercial development with a floor space of approximately 178.1 sqm, TRICS database v7.11.2 has been interrogated. Following criteria within TRICS have been used:

- Land Use Vehicle Services
- Sub-land Use Vehicle Repair Centre (Slow Fit)
- Regions Greater London

5.1.2 TRICS report is provided in Appendix 2 and the results for typical commuter peak hours of 08:00-09:00 and 17:00-18:00 and on daily basis are summarised in Table 5A.

Table 5A Vehicle Repair Centre - Vehicular Trip Generation

Hour	Trip Rate		Vehicular Trips (178.1 sqm)		
	In	Out	In	Out	Two-way
0800-0900	1.102	0.346	2	1	3
1700-1800	0.693	1.417	1	3	4
Daily	10.227	9.558	18	17	35

5.1.3 Table 5A shows that the Unit 14-16 commercial unit could generate up to three two-way vehicular trips during typical commuter peak hours and 35 two-way trips on a daily weekday basis.

5.2 Proposed Residential Development Trip Generation

5.2.1 In order to estimate people trips associated with the proposed residential development comprising one dwelling, TRICS database v7.11.2 has been interrogated. Following criteria within TRICS have been used:

- Land Use Residential
- Sub-land Use Flats Privately Owned
- Regions Greater London
- PTAL Rating 3 and 4

5.2.2 TRICS report is provided in Appendix 3 and the results for typical commuter peak hours of 08:00-09:00 and 17:00-18:00 are summarised in Table 5B.

Table 5B Residential Vehicular Trip Generation

Hour	Trip Rate		Vehicular Trips (1 Flat)		
	In	Out	In	Out	Two-way
0800-0900	0.059	0.138	0	0	0
1700-1800	0.197	0.138	0	0	0
Daily	1.266	1.341	1.3	1.3	2.6

5.2.3 Table 5B shows that the proposed residential dwelling is likely to generate up to three two-way vehicular trips on a daily basis, which equates to imperceptible amount of trips during peak hours.

5.3 Net Change in Vehicular Trips

5.3.1 Table 5C compares the permitted office development with the proposed residential development.

Table 5C Net Change in Traffic

	Permitted Offices		Proposed Flats		Net Change in Traffic		
	In	Out	In	Out	In	Out	2-way
0800-0900	2	1	0	0	-2	-1	-3
1700-1800	1	3	0	0	-1	-3	-4
Daily	18	17	1.3	1.3	-17	-16	-33

5.3.2 Table 5C shows that the proposed development represents a significant reduction in vehicular traffic when compared to the existing commercial development on site; and as such it will not have any adverse traffic impact on the local road network.

5.4 Parking Impact

Existing Use – Car Parking Demand

5.4.1 The existing use of the site has a potential to generate a demand for car parking, given the use of the site as vehicle repair centre. In fact, looking at the trip generation associated with the vehicle repair centre, the maximum car parking demand for four spaces could occur, as demonstrated in Table 5D.

Figure 5D Vehicle Repair Centre – Car Parking Demand

Time Range	In	Out	Two-way	Parking Accumulation
07:00 - 08:00	1	0	1	1
08:00 - 09:00	2	1	3	2
09:00 - 10:00	2	1	3	3
10:00 - 11:00	1	1	2	3
11:00 - 12:00	1	1	2	3
12:00 - 13:00	2	2	4	3
13:00 - 14:00	2	2	4	3
14:00 - 15:00	2	2	4	3
15:00 - 16:00	2	1	3	4
16:00 - 17:00	2	3	5	3
17:00 - 18:00	1	3	4	1
18:00 - 19:00	0	1	1	0

Proposed Development

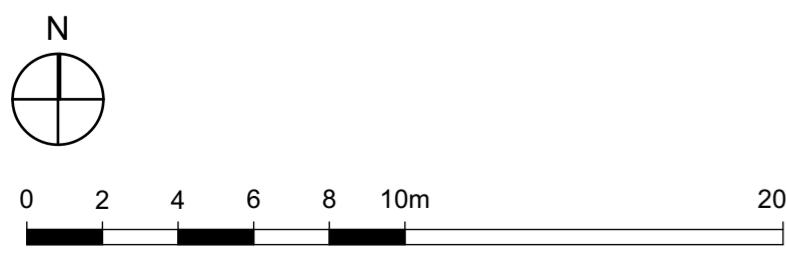
- 5.4.2 The London Plan 2021 states that residential development (one and two-bedroom units) in Outer London borough with PTAL rating of 3 should be provided with a maximum of up to 0.75 car parking spaces per unit. Therefore, a residential unit would be allowed a maximum of 0.75 or rounded up to one car parking space.
- 5.4.3 This is far less than the car parking demand associated with the existing use of the site.
- 5.4.4 In any case, as discussed previously, there is potential to convert some of the length of the existing loading bay adjacent to Unit 14-16 that is currently used by the occupier of this unit into one car parking space. This car parking space could be made available to the proposed dwelling on a monthly license. The provision would be in accordance with the maximum parking standards prescribed within the London Plan.
- 5.4.5 At the previous planning application 77316/APP/2022/1726 in relation to Unit 28, the Highways Officer's view was that:
- “... Given the relatively moderate scale of proposal and the existence of relatively extensive parking controls in the area together with a 'real-world' PTAL score that is considered higher than suggested, it is not anticipated that any measurable undue parking displacement would result due to the absence of provision hence no objection is raised.”*
- 5.4.6 There is no reason why this statement cannot hold true for this planning application also. It is therefore concluded that the proposed development would not result in any parking overspill on the local residential streets, thereby not exacerbating the parking stress situation on these streets.

6 CONCLUSIONS

- 6.1 Magna Transport Planning Ltd has been appointed by Hamways Limited to prepare a Transport Note in support of a planning application for the proposed conversion of a ground floor commercial unit (Unit 14-16) to a residential use (Class C3).
- 6.2 The pedestrian and cycle infrastructure, as well as public transport facilities in town centre are excellent. The site has very good links to a number of local services and amenities, which can be accessed easily by non-car modes of transport. The site is therefore in a highly sustainable location.
- 6.3 The proposed development comprises conversion of ground floor commercial unit (Unit 14-16) (with a total floor area of approximately 178.1 sqm) to one x one-bedroom residential dwelling and an internal store which would be used by the wider site.
- 6.4 There is a loading bay adjacent to Unit 14-16 which is currently used by the occupier of the unit. Should there be demand for car parking, some of the length of this loading bay could be converted into one car parking space. The Applicant will lease the space to the new dwelling on a monthly license, in the similar manner as the parking bays located along the western boundary of the site.
- 6.5 Instead of allocating this space to the proposed dwelling as part of their sale/rent agreement, the proposal to lease it out on a monthly license ensures that the car parking space is made available to only those who truly need a space which in turn results in an efficient use of the land. This arrangement is also in line with the London Plan 2021 Policy T6.1 (bullet point C).
- 6.6 In the event that this space is leased out (although unlikely given the highly sustainable location of the site), the parking provision would be in accordance with the maximum parking standards prescribed within the London Plan. The proposed development would not result in any parking overspill on the local residential streets, thereby not exacerbating the parking stress situation on these streets.
- 6.7 There would be a total of 36 cycle parking spaces within an internal cycle store. This accommodates the London Plan cycle parking requirement associated with the previously approved Prior Approval applications (totally 20 residential dwellings) as well as the proposed one-bedroom residential dwelling. This exceeds the minimum requirement for cycle parking prescribed within the London Plan.

- 6.8 Refuse collection would be conducted from Ryefield Crescent in the similar manner as the existing residential development known as Rail Lodge located to the immediate east of the site and accessed via Ryefield Crescent. There will be two refuse stores on the ground floor. The refuse stores are located adjacent to Ryefield Crescent and will therefore be within 10 metres from the refuse truck. The details in respect to on-site refuse and recycling provision could be secured by condition, in the similar manner as the previous Prior Approval applications.
- 6.9 The proposed development represents a reduction in vehicular trip generation as well as car parking demand when compared to the existing commercial development on site. The proposed development will therefore not have any adverse traffic impact on the local road network.
- 6.10 The NPPF states:
- Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*
- 6.11 The development is therefore in line with National Planning Policy Framework 2023 and hence there are no highways reasons to refuse this planning application.

Appendix 1. PROPOSED SITE PLAN



Revision:	Date:	Drawn:	Check:
A	Site name amended in title block	20.02.24	VTQ BJW
B	Line around previously approved areas and site name in title block amended to planning consultant's request	21.02.24	VTQ BJW
C	Line around previously approved areas in proposed plan amended to planning consultant's request	23.02.24	VTQ



Project: 14-16 Ryefield Cres, Pinner, Northwood, HA6 1LT
 Status: Planning
 Client: Bankway Properties Ltd
 Sheet title: Unit 14-16 Proposed Ground Floor Plan
 Scale: 1:200, 1:500@A2
 Date: 20/12/2022
 Drawn: HRC
 Checked: VTQ
 Ref: 101-173/(P)019C

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Appendix 2. TRICS: VEHICLE REPAIR CENTRE

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES

Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)

TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BK BARKING	1 days
	EG EALING	1 days
	KN KENSINGTON AND CHELSEA	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 250 to 2475 (units: sqm)
 Range Selected by User: 250 to 2475 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 15/10/05

Selected survey days:

Wednesday	1 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:
 Not Known 3 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	1 days

Population within 5 miles:

500,001 or More	3 days
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Car ownership within 5 miles:

0.6 to 1.0	3 days
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Travel Plan:

No	3 days
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PTAL Rating:

No PTAL Present	3 days
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LIST OF SITES relevant to selection parameters

1	BK-15-A-01	GARAGE	BARKING
	WHALEBONE LANE SOUTH		
	CHADWELL HEATH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	250 sqm	
	<i>Survey date: WEDNESDAY</i>	<i>05/10/05</i>	<i>Survey Type: MANUAL</i>
2	EG-15-A-01	VEH. PARTS & REP.	EALING
	BILTON ROAD		
	PERIVALE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	450 sqm	
	<i>Survey date: THURSDAY</i>	<i>29/04/04</i>	<i>Survey Type: MANUAL</i>
3	KN-15-A-01	MERCEDES BENZ	KENSINGTON AND CHELSEA
	JEWS ROW		
	CHELSEA		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	2475 sqm	
	<i>Survey date: FRIDAY</i>	<i>07/05/04</i>	<i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	2475	0.768	1	2475	0.040	1	2475	0.808
08:00 - 09:00	3	1058	1.102	3	1058	0.346	3	1058	1.448
09:00 - 10:00	3	1058	0.945	3	1058	0.724	3	1058	1.669
10:00 - 11:00	3	1058	0.693	3	1058	0.661	3	1058	1.354
11:00 - 12:00	3	1058	0.756	3	1058	0.409	3	1058	1.165
12:00 - 13:00	3	1058	1.165	3	1058	1.102	3	1058	2.267
13:00 - 14:00	3	1058	0.850	3	1058	1.102	3	1058	1.952
14:00 - 15:00	3	1058	1.071	3	1058	0.945	3	1058	2.016
15:00 - 16:00	3	1058	0.945	3	1058	0.787	3	1058	1.732
16:00 - 17:00	3	1058	1.102	3	1058	1.512	3	1058	2.614
17:00 - 18:00	3	1058	0.693	3	1058	1.417	3	1058	2.110
18:00 - 19:00	2	1463	0.137	2	1463	0.513	2	1463	0.650
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		10.227				9.558			19.785

Parameter summary

Trip rate parameter range selected: 250 - 2475 (units: sqm)
 Survey date date range: 01/01/00 - 15/10/05
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

Appendix 3. TRICS: FLATS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BE	BEXLEY	1 days
BN	BARNET	1 days
EN	ENFIELD	1 days
HO	HOUNSLOW	1 days
KI	KINGSTON	1 days
MR	MERTON	1 days

Primary Filtering selection:

Parameter: No of Dwellings

Actual Range: 14 to 79 (units:)

Range Selected by User: 6 to 493 (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: 01/01/15 to 16/11/23

Selected survey days:

Monday	2 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	1
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	30 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:
C3 6 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	5 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

Secondary Filtering selection (Cont.):

Travel Plan:

No	6 days
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PTAL Rating:

2 Poor	4 days
3 Moderate	2 days

LIST OF SITES relevant to selection parameters

1	BE-03-C-01	BLOCKS OF FLATS CROOK LOG BEXLEYHEATH	Edge of Town Centre Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	79 19/09/18	BEXLEY
2	BN-03-C-01	FLATS IN HOUSES VICTORIA ROAD NEW BARNET	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	33 09/06/22	<i>Survey Type: MANUAL</i> BARNET
3	EN-03-C-01	BLOCK OF FLATS SOUTH STREET ENFIELD	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	16 16/11/15	<i>Survey Type: MANUAL</i> ENFIELD
4	HO-03-C-05	BLOCK OF FLATS PARK LANE HOUNSLOW CRANFORD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	14 06/03/20	<i>Survey Type: MANUAL</i> HOUNSLOW	
5	KI-03-C-03	BLOCK OF FLATS PORTSMOUTH ROAD SURBITON	Edge of Town Centre Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	20 11/07/16	<i>Survey Type: MANUAL</i> KINGSTON
6	MR-03-C-03	BLOCK OF FLATS BURLINGTON ROAD NEW MALDEN WEST BARNES Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total No of Dwellings: <i>Survey date: THURSDAY</i>	41 07/09/23	<i>Survey Type: MANUAL</i> MERTON	

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WF-03-C-02	COVID Survey excluded
WF-03-C-03	COVID Survey excluded
WF-03-C-04	COVID Survey excluded
WF-03-C-05	COVID Survey excluded

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	6	34	0.044	6	34	0.133	6	34	0.177
08:00 - 09:00	6	34	0.059	6	34	0.138	6	34	0.197
09:00 - 10:00	6	34	0.074	6	34	0.069	6	34	0.143
10:00 - 11:00	6	34	0.084	6	34	0.103	6	34	0.187
11:00 - 12:00	6	34	0.099	6	34	0.099	6	34	0.198
12:00 - 13:00	6	34	0.074	6	34	0.084	6	34	0.158
13:00 - 14:00	6	34	0.108	6	34	0.138	6	34	0.246
14:00 - 15:00	6	34	0.064	6	34	0.059	6	34	0.123
15:00 - 16:00	6	34	0.108	6	34	0.089	6	34	0.197
16:00 - 17:00	6	34	0.094	6	34	0.064	6	34	0.158
17:00 - 18:00	6	34	0.197	6	34	0.138	6	34	0.335
18:00 - 19:00	6	34	0.079	6	34	0.059	6	34	0.138
19:00 - 20:00	4	39	0.117	4	39	0.097	4	39	0.214
20:00 - 21:00	4	39	0.065	4	39	0.071	4	39	0.136
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.266			1.341				2.607

Parameter summary

Trip rate parameter range selected:	14 - 79 (units:)
Survey date date range:	01/01/15 - 16/11/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4