



The Boathouse, Ranelagh Drive, Twickenham
Transport Statement

Client: Boathouse Twickenham Ltd

i-Transport Ref: TW/HC/ITB17334-001E

Date: 14 June 2023

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Quality Management

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SECTION 1 Introduction

1.1 Overview

- 1.1.1 Boathouse Twickenham Ltd has appointed i-Transport LLP to provide highways and transport advice in respect of a planning application at The Boathouse, Ranelagh Drive, Twickenham.
- 1.1.2 The proposal site currently comprises three apartments within a two-storey detached building sited on the southwest bank of the River Thames and is accessed via a dropped kerb access arrangement from Ranelagh Drive.
- 1.1.3 The proposal comprises the re-development of site to provide three 4-bedroom dwellings, to be accessed via the existing dropped kerb access on Ranelagh Drive. A site plan is provided at **Appendix A**.
- 1.1.4 The site is located to the north of Ranelagh Drive, in the London Borough of Richmond upon Thames (LBRuT). The site is circa 1.1km walking distance from St Margarets Railway Station, and the nearest bus stops are located c.400m southwest of the site on St Margarets Road (A3004). Site location is shown at **Image 1.1**.

Image 1.1: Site Location



1.2 Existing Site

1.2.1 The proposal site comprises a two-storey detached building sited to the north of Ranelagh Drive on the southwest bank of the River Thames. The building is a former boat building workshop/house and has formerly been used as a recording studio. It currently comprises 3 separate units – one studio flat (Unit 1) and one 4 bedroom flat (Unit 2) to the ground floor, and one 4 bedroom flat (Unit 3) to the first floor.

1.3 Previous Pre-application Response

1.3.1 A pre-application response (20/P0166/PREAPP) was received from LBRuT on 12 August 2020, attached at **Appendix B**, with regards to a withdrawn proposal at the application site for the:

“Demolition of existing building on site, provide a sensitively designed three-storey building set back from the river that will improve the public realm by widening the river walk. Creating 8 generously spaced and bespoke units designed specifically for the downsizer market. Landscaping, parking and public realm improvements.”

1.3.2 The previous scheme was not brought forward and is greater in scale than that of this application submission however, advice with regards to *Highways, Parking and Refuse* was received and the following summarised points are deemed applicable to the forthcoming application:

“Highways, Parking and Refuse

- ***It is intended to use an existing gated vehicular crossover access from the eastern side of Ranelagh Road, an unclassified urban road with high quality footways on both sides of it and a carriageway width of 9m. The application was reviewed by the Council’s Highways officer and no objection was raised to this.***
- ***The proposal involves relocating the eastern boundary wall westwards so that the shared use pedestrian and cyclist facility would be approximately 1m wider than it currently is. This shared use facility is part of the Thames Path and is also signposted as part of the Capital Ring and is adopted by the Local Highway Authority as highway maintainable at public expense. Should you wish to offer the proposed 1m strip for adoption as highway maintainable at public expense, you will need to enter into a legal agreement under S38 of the Highways Act 1980.***

Car Parking

- ***Whilst the Council’s parking standards are set to a maximum, these standards are expected to be met unless it can be shown there would be no adverse impact on the area in terms of street-scene or on-street parking.***

Cycle Parking

- ***You will need to provide secure, sheltered, cycle parking [...] in accordance with Local Plan Policy LP45 and Appendix 3 of the Local Plan (1 space per 1 bed unit or 2 spaces for units with 2 or more beds).***

Refuse and Waste

- ***Details of refuse and recycle storage will need to be submitted under any future application"***

1.3.3 All *Highways, Parking and Refuse* matters summarised from the pre-application response (20/P0166/PREAPP) are addressed in this Transport Statement (TS).

1.4 Scope and Structure of Report

1.4.1 This Transport Statement (TS) has been prepared to consider the highways and transport aspects of the scheme proposal in accordance with the Planning Practice Guidance and the NPPF, and is presented as follows:

- Section 2 – Transport Policy Context;
- Section 3 – Existing Conditions;
- Section 4 – Proposed Development;
- Section 5 – Trip Generation and Traffic Impact; and
- Section 6 – Summary and Conclusions.

SECTION 2 Transport Policy Context

2.1 Overview

2.1.1 This section of the TS sets out the national, regional and local transport policies to be considered.

2.2 National Policy

National Planning Policy Framework

2.2.1 The NPPF sets out the Government's planning policies and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision takers both in drawing up plans and as a material consideration in determining applications.

2.2.2 The NPPF stresses that at the forefront of planning is the 'presumption in favour' of sustainable development. Paragraph 10 states:

"at the heart of the Framework is a presumption in favour of sustainable development".

2.2.3 Paragraph 110 presents the primary transport tests for new development proposals, stating that plans and specific applications for development should ensure that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) 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 Code; and

d) 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."

2.2.4 Paragraph 111 of the NPPF presents a demanding test for assessing transport impacts. Only if there would be an '**unacceptable** impact on highway safety' or when residual cumulative impacts are '**severe**' should proposals be refused on transport grounds.

2.2.5 Development should therefore provide opportunities for sustainable travel; achieve safe access; be designed in accordance with national design guidance and should only be prevented where the residual cumulative impact is '**severe**'. These four key tests are assessed in this TS and it is against this policy context that development proposals should be considered.

National Planning Practice Guidance (NPPG)

2.2.6 The NPPG provides guidance on when Transport Assessments and Transport Statements are required, and what they should contain, stating in paragraph 2:

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements ”

2.3 Regional Policy

The London Plan (March 2021)

2.3.1 The London Plan, adopted in March 2021, replaces the 2016 London Plan, and sets out an integrated economic, environmental, transport and social framework, for the development of London over the next 20-25 years.

2.3.2 Transport policies are set out within Section 9. The most relevant policies to the proposed development are:

- Policy T2 D – Developments should reduce the dominance of vehicles on London Streets and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport;
- Policy T4 B – In accordance with national or local guidance, transport statements/assessments should be submitted with development proposals to ensure impacts on the transport network (including pedestrian and cyclist networks) are fully assessed. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required with regard to Transport for London guidance;
- Policy T5 A – Appropriate levels of cycle parking should be provided which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in the London Plan;
- Policy T5 B – Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards;
- Policy T6 A – Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

2.3.3 The maximum residential car parking standards are set out within Table 10.3 of the London Plan and these are summarised in **Table 2.1**.

Table 2.1: London Plan Maximum Car Parking Standards

Land Use		Outer London PTAL 0-1
C3 Residential	3+ beds	1.5 Spaces

Source: London Plan 2021, Table 10.3

2.3.4 Cycle parking standards are set out within Table 10.2 of the London Plan. Accordingly, **Table 2.2** below sets out the relevant cycle parking standards.

Table 2.2: London Plan Minimum Cycle Parking Standards

Land Use	Minimum Cycle Parking	
	Long Stay	Short Stay
C3 Residential	2 spaces per dwelling	-

Source: London Plan 2021, Table 10.2

2.4 Local Policy

London Borough of Richmond upon Thames Local Plan (July 2018)

2.4.1 The Local Plan was adopted in July 2018 and replaced previous policies within the Core Strategy and Development Management Plan. The Plan sets out policies and guidance for the development of the borough until July 2033 or until it is superseded.

2.4.2 Transport policies are set out within Section 11. The most relevant policies to the proposed development are:

- Policy LP 44 Sustainable Travel Choices - The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:
 - Walking and Cycling - Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.

- The Road Network - Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements. In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.
- Policy LP 45 Parking Standards - The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:
 - Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.

2.4.3 Appendix 3 of the Local Plan details residential parking and cycle parking standards, which are summarised in **Table 2.3**. Car parking is expressed as a maximum standard.

Table 2.2: LBRUT Local Plan Parking and Cycle Standards

Land Use		Parking Standard	Cycle Parking Standard
C3 Residential	3+ beds	2 spaces	As per London Plan

Source: Richmond Local Plan, Appendix 3

2.5 Summary

2.5.1 National policy establishes that development should only be prevented where the impact of the development on transport networks is considered 'severe' or resulting in unacceptable safety impacts. Developments should provide safe and convenient access arrangements and be located in areas with opportunities for sustainable travel.

SECTION 3 Existing Conditions

3.1 Site Location

3.1.1 The proposal site comprises a two-storey detached building and one-storey out-building located to the north of Ranelagh Drive on the southwest bank of the River Thames, within the London Borough of Richmond upon Thames.

3.1.2 A site location plan is shown at **Figure 1**.

3.2 Local Highway Network

3.2.1 Ranelagh Drive is a single-carriageway road of around 9m width, subject to a 20mph speed limit and features on-street parking bays on both sides of the carriageway. Ranelagh Drive also features double-yellow line parking restrictions along its northern edge across the site frontage and to the southwest of the site, as shown at **Image 3.1**.

Image 3.1: Ranelagh Drive



Source: Google Maps

3.2.2 Ranelagh Drive on-street parking bays on the southern side of the carriageway to the east of the site are within car parking zone (CPZ) 'Zone S3 – St Margarets Riverside'. Resident permit hours of control are Monday – Friday 10:00 – 12:00 however, 'pay-by-phone' parking is also available with a maximum stay of 2 hours, no return within 1 hour.

3.2.3 Ranelagh Drive meets The Avenue, at a T-junction with Ducks Walk, to the east and St Margarets Drive, at a T-junction with St Peter’s Road, to the west. The Avenue is accessed from the A316 via a one-way ‘in’ route only and is subject to a timebound 18 tonne weight restriction. St Margarets Drive connects to the site to St Margarets Road (A3004) via a simple priority T-junction.

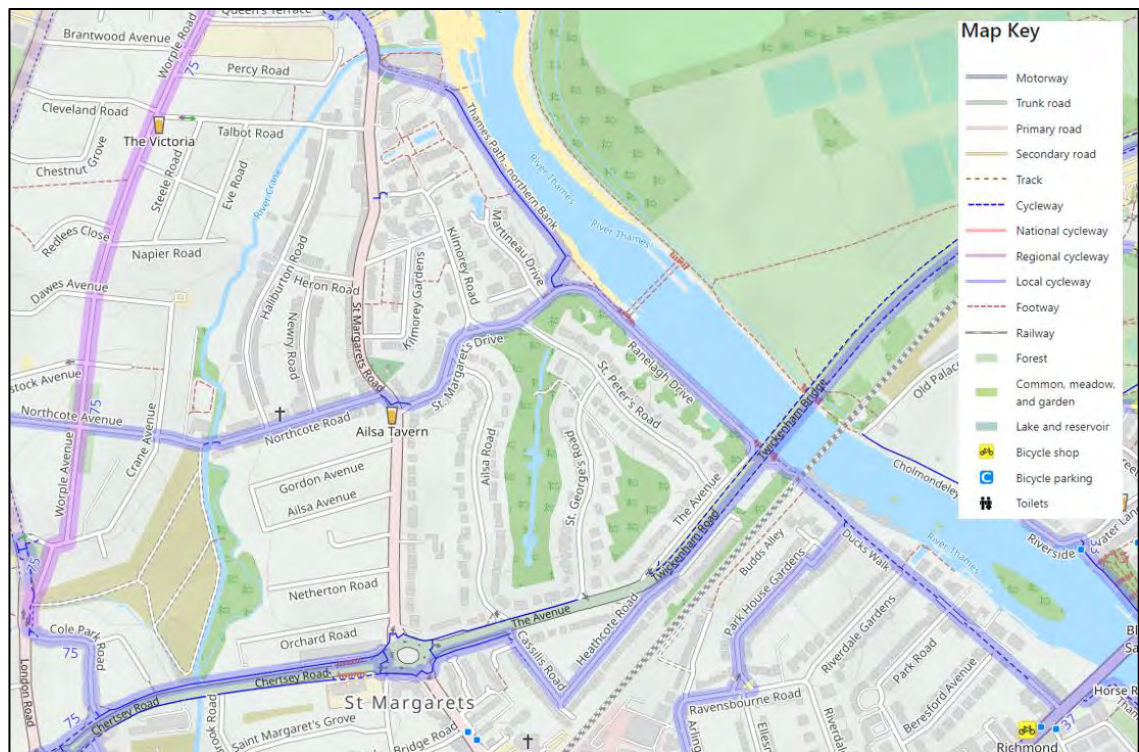
3.3 Opportunities for Walking and Cycling

3.3.1 Footways are provided along the full length of Ranelagh Drive and St Margarets Drive, enabling a continuous pedestrian route to St Margarets Road (A3006) and the wider local area, including between the site and the nearest bus stop ‘St Margarets Drive (Stop M)’. A signalised pedestrian crossing is located to the north of the St Margarets Road/ St Margarets Drive T-junction, providing a link to the ‘St Margarets Drive (Stop L)’ for northbound services.

3.3.2 The footway that borders the northeast of the site forms part of Section 7 of the Capital Ring Walk and Section 1b of the Thames Path.

3.3.3 Ranelagh Drive and St Margarets Drive are signposted ‘London Network local cycleways’. Local cycle infrastructure is demonstrated at **Image 3.2**.

Image 3.2: Local Cycle Infrastructure



Source: OpenStreetMap

3.4 Opportunities for Public Transport

Public Transport Accessibility Level (PTAL)

3.4.1 The Public Transport Accessibility Level (PTAL) methodology is used by TfL and London Boroughs to provide a measure of the accessibility of a site to the public transport network, taking into account the combination of walking time and service frequency. It is evident from the TfL 'WebCAT' tool that the site has a PTAL of 1b, as shown at **Image 3.3**. A rating of 1a indicates the lowest level of accessibility to public transport and 6b indicates the highest level. The PTAL 1b rating identifies that the site has very poor access to the public transport network. A copy of the PTAL output is available at **Appendix C**.

Image 3.3: PTAL Output



Source: TfL

Bus

3.4.2 The nearest bus stops 'St Margarets Drive (Stop M)' and 'St Margarets Drive (Stop L)' are located circa 400m southwest of the site on St Margarets Road (A3004). 'St Margarets Drive (Stop M)' provides shelter, bench, litter bin and timetable facilities and 'St Margarets Drive (Stop L)' provides litter bin and timetable facilities.

3.4.3 St Margarets Drive (Stop M) and (Stop L) bus stops provide access to the H37 service (every 6-10 minutes in each direction), enabling access to Hounslow and Richmond.

National Rail/ London Overground

- 3.4.4 The nearest railway station is St Margarets, circa 1.1km (equivalent to a fourteen-minute walk) south of the site. South Western Railway trains serve the station and provide services to London Waterloo in the northeast (4 trains per hour), Chiswick in north and Wimbledon in the southeast (2 trains per hour).
- 3.4.5 Furthermore, more frequent South Western Railway services are available from Richmond Railway Station, some 1.4km (equivalent to a seventeen-minute walk) east of the site.
- 3.4.6 London Overground services are also available from Richmond to Stratford in the east (5 trains per hour).

London Underground

- 3.4.7 The closest London Underground Limited (LUL) services from the site are accessible from Richmond LUL Station, some 1.4km (equivalent to a seventeen-minute walk) east of the site. The District Line serves the station and offers access to key central London interchanges and destinations, as well as east, southwest and west London destinations.
- 3.4.8 The District Line provides access to a high frequency of services to Edgware Road in the north, Upminster via Central London in the east, Wimbledon in the south and Ealing Broadway in the west. Services are also available on weekends and some public holidays to Kensington Olympia.

3.5 Summary

- 3.5.1 The site is located within reasonable walking distance of nearby public transport services and a good quality pedestrian and cycle network provide very good opportunities for residents to travel to the site by non-car modes.

4.4 Parking Provision

Car Parking

4.4.1 In line with the residential car parking standards, as set out within Appendix 3 of the London Borough of Richmond upon Thames Local Plan and summarised in **Table 4.1**, the three 4-bedroom dwelling development proposes 2 car parking spaces per dwelling, a total of 6 spaces.

Table 4.1: London Plan Maximum Car Parking Standards

Land Use	3 + Beds
C3 Residential	2 spaces

Source: Richmond Local Plan, Appendix 3

4.4.2 Swept path analysis of the onsite car parking spaces is demonstrated at i-Transport Drawing **ITB17334-GA-001B** (attached) and shows all car parking spaces are adequately accessible.

4.4.3 Whilst marginally exceeding the London Plan requirements, the local car parking standards are met, as requested by Highways Officers at LBRuT (20/P0166/PREAPP).

Cycle Parking

4.4.4 The London Plan requires 2 spaces per dwelling and therefore a total long-stay requirement of six spaces (the minimum required for any use in the London Plan); accordingly, the scheme proposes two secure cycle storage spaces per dwelling within the site, within a dedicated cycle storage facility provided south of the site access.

4.4.5 Cycle parking standards are met in accordance with Local Plan Policy LP45 and Appendix 3 of the Local Plan, as requested by Highways Officers at LBRuT (20/P0166/PREAPP).

4.5 Servicing

4.5.1 Servicing of the site will continue as existing, which involves the infrequent stopping of refuse vehicles (once on a Wednesday every week) on double yellow lines/in residents' parking bays and pay-by-phone bays on Ranelagh Drive during the controlled hours (which allow for a maximum loading/ unloading period of 20 minutes).

4.5.2 Two refuse stores are proposed adjacent to and either side of the site entrance gate. Bin collection will be undertaken kerbside, where bin carry distance between bin store and kerbside is c.5.0m. Details of refuse and recycle storage has been submitted. as requested by Highways Officers at LBRuT (20/P0166/PREAPP).

4.5.3 Swept path analysis of a fire tender accessing the site is demonstrated at i-Transport Drawing **ITB17334-GA-002B** (attached) and shows a fire tender can adequately access the site, reaching the front door of the proposed dwellings.

4.6 **Summary**

4.6.1 The proposed development will provide safe and convenient access to the site via the existing dropped kerb vehicular access with a new sliding gate, and will also provide a separate gated pedestrian access, both from Ranelagh Drive.

4.6.2 The proposal also includes improvements to Thames Path with widening of the shared pedestrian and cyclist facility. This provides an important local benefit of the scheme.

4.6.3 Car and Cycle parking will be provided in accordance with the London Borough of Richmond upon Thames Local Plan, Appendix 3 standards, and in line with the London Plan.

4.6.4 Servicing of the site will be undertaken kerbside, as per existing arrangements, with two refuse stores provided adjacent to the site entrance and access provided for fire tenders.

SECTION 5 Trip Generation and Traffic Impact

5.1 Overview

5.1.1 This section of the TS sets out the anticipated net trip generation as a result of the three 4-bedroom dwelling re-development proposal, which will replace the three existing dwellings.

5.2 Extant Trip Generation

5.2.1 The TRICS database has been used to determine private apartment trip rates based on surveys of comparable sites for the existing trip generation of the site. The following site selection parameters were used:

- **Land use category:** Residential – Flats Privately Owned;
- **Size Range:** 10 to 30 dwellings (this being the ranges available based on other selection criteria);
- **Date Range:** Only surveys since January 2014 were included; and
- **Location:** Edge of Town Centre, Suburban Area and Edge of Town locations in Greater London only were included.

5.2.2 **Table 5.1** summarises the trip rates and resultant trip generation for the existing three apartments. The full TRICS output is included as **Appendix D**.

Table 5.1: Extant Use Vehicle Trip Generation - 3 Apartments

	Trip Rates (per 1 Unit)			Trip Generation (3 Apartments)		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
AM Peak (0800-0900)	0.051	0.126	0.177	0	1	1
PM Peak (1700-1800)	0.12	0.051	0.171	1	0	1
14hr Daily (0700-2100)	0.978	0.957	1.935	3	3	6

Source: TRICS v.7.9.2 and Consultants Calculations.

5.2.3 The estimated extant site trip generation is one departure trip in the AM peak period, one arrival trip in the PM peak period and six two-way trips across the 14-hour day.

5.3 Proposed Trip Generation

5.3.1 The TRICS database has been used to determine the expected traffic generation of the scheme proposals, using private house trip rates based on surveys of comparable sites in TRICS. The following site selection parameters were used:

- **Land use category:** Residential – Houses Privately Owned;
- **Size Range:** 10 to 50 dwellings (this being the ranges available based on other selection criteria);
- **Date Range:** Only surveys since January 2014 were included; and
- **Location:** Edge of Town Centre and Edge of Town locations in Greater London only were included.

5.3.2 **Table 5.2** summarises the trip rates and resultant trip generation for the proposed three houses. The full TRICS output is included as **Appendix E**.

Table 5.2: Proposed Development Vehicle Trip Generation - 3 Houses

	Trip Rates (per 1 Unit)			Trip Generation (3 Houses)		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
AM Peak (0800-0900)	0.176	0.275	0.451	1	1	2
PM Peak (1700-1800)	0.187	0.121	0.308	1	0	1
14hr Daily (0700-2100)	2.453	2.365	4.818	7	7	14

Source: TRICS v.7.9.2 and Consultants Calculations.

5.3.3 As shown in Table 5.2, the estimated trip generation for the proposed three dwelling re-development is two two-way trips in the AM peak period, one arrival trip in the PM peak period and fourteen two-way trips across the 14-hour day.

5.4 Net Trip Generation

5.4.1 **Table 5.3** summarises the resultant net trip generation of the proposed re-development.

Table 5.3: Net Vehicle Trip Generation

	Existing Trips (3 Apartments)			Proposed Trips (3 Houses)			Net Trip Generation		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak (0800-0900)	0	1	1	1	1	2	+1	0	+1
PM Peak (1700-1800)	1	0	1	1	0	1	0	0	0
14hr Daily (0700-2100)	3	3	6	7	7	14	+4	+4	+8

Source: TRICS v.7.9.2 and Consultants Calculations.

5.4.2 The estimated net trip generation of the proposed re-development is an increase of one arrival trip in the AM peak period, no impact in the PM peak period and an increase of some eight two-way trips across the 14-hour day. The proposal is therefore likely to result in a negligible increase in vehicle trips to/from the development site.

5.5 **Summary**

5.5.1 The proposed three dwelling re-development will result in a negligible increase of traffic on the local highway network in the AM and PM peak hours and across the day and therefore cannot be described as having a 'severe' impact.

SECTION 6 Summary and Conclusions

6.1 Summary

6.1.1 Boathouse Twickenham Ltd has appointed i-Transport LLP to provide highways and transport advice in respect of a planning application at The Boathouse, Ranelagh Drive, Twickenham. The proposal site currently comprises three apartments within a two-storey detached building sited on the southwest bank of the River Thames accessed from Ranelagh Drive.

6.1.2 This Transport Statement considers the highway and transport aspects of the proposed re-development of site to provide three 4-bedroom dwellings, to be accessed via the existing dropped kerb access on Ranelagh Drive.

6.1.3 The site is located to the north of Ranelagh Drive, in the London Borough of Richmond upon Thames (LBRuT), an area with good opportunities for sustainable travel. Bus stops are located c.400m southwest of the site on St Margarets Road (A3004), and train services, circa 1.1km walking distance from St Margarets Railway Station. There are good quality pedestrian and cycle infrastructure networks adjoining the site to provide opportunities for residents to travel to/from the site by non-car modes.

6.1.4 The proposed development will provide safe and convenient access to the site via the existing dropped kerb vehicular access with a new sliding gate and will also provide a separate gated pedestrian access, both from Ranelagh Drive. Car and Cycle parking will be provided in accordance with the London Borough of Richmond upon Thames Local Plan standards. Servicing of the site will be undertaken from the carriageway, and is shown to be acceptable.

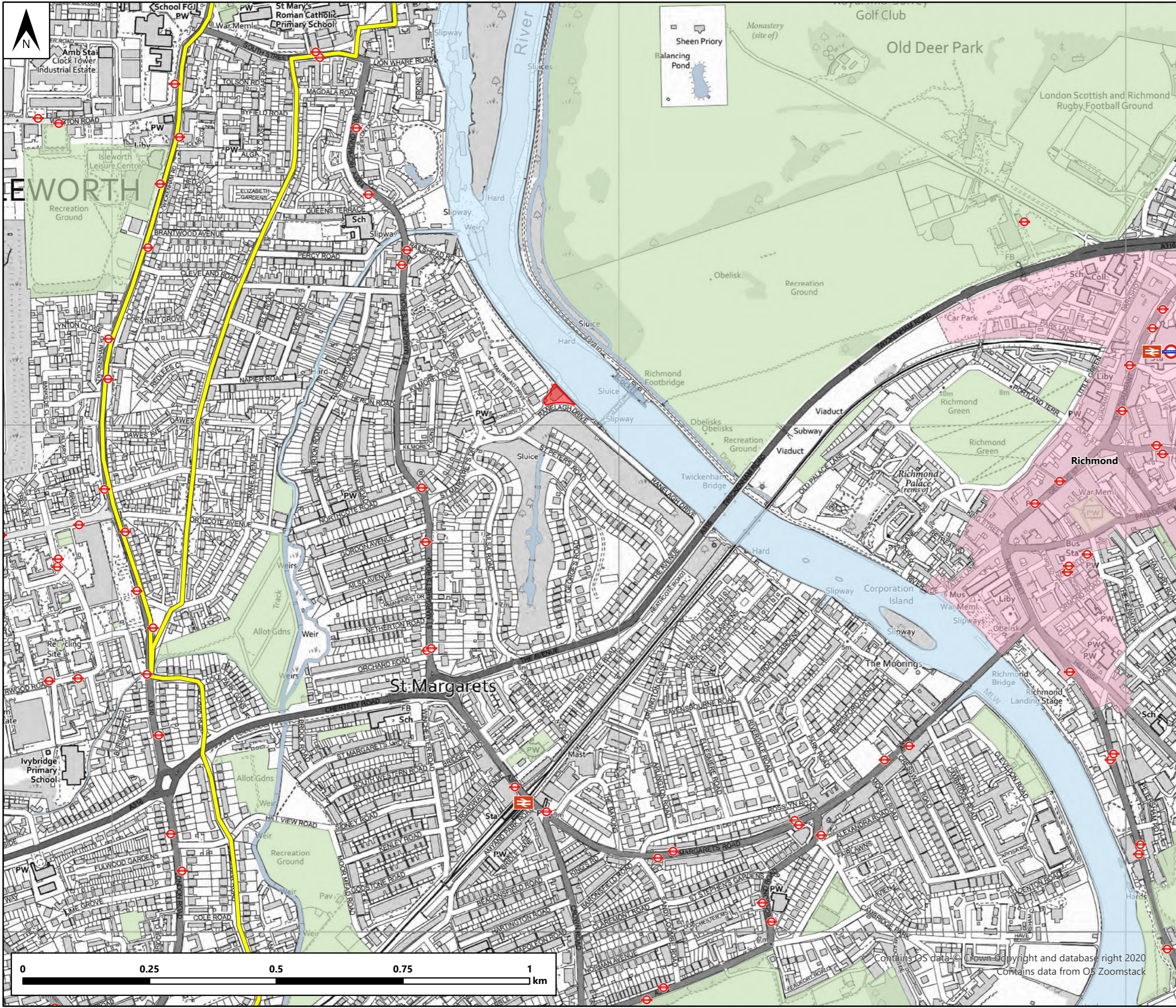
6.1.5 The proposal includes improvements to Thames Path with widening of the shared pedestrian and cyclist facility, which will be secured via S38 agreement and will offer a key site benefit.










6.1.6 The proposed three 4-bedroom dwelling development will result in a negligible net increase of traffic on the local highway network in the AM peak hour and a total of eight two-way trips across the 14-hour day. The proposal development therefore cannot be described as having a 'severe' impact on the local highway network.

6.2 Conclusion

6.2.1 In conclusion, the proposed development complies with the relevant national and local policies and is considered acceptable in transport terms.

FIGURES



- Key**
-  Bus Stops
 -  National Rail
 -  National Rail & London Underground
 -  Open
 -  Site Boundary
 -  Surface Water
 -  Tidal Water
 -  Town Centres
 -  Green space

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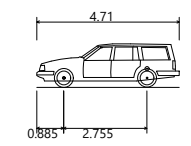
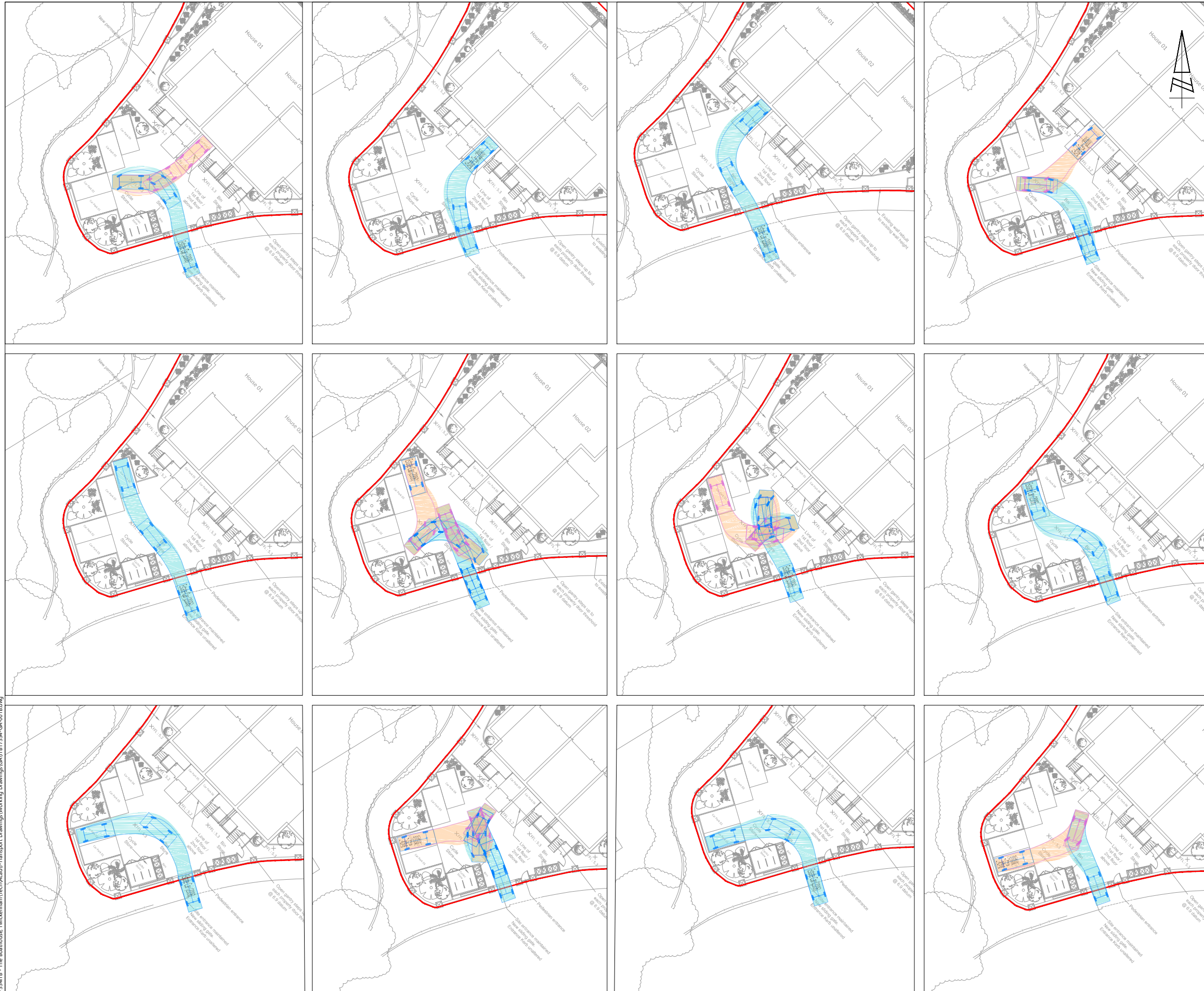
Title: **Site Location Plan**

Project: **The Boathouse, Twickenham**

Project Number:	Figure Number:	Revision:
ITB17334	Figure 1	-

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DRAWINGS



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
B	13.06.23	JB	SITE LAYOUT UPDATED	TW	TW
A	15.03.23	MM	SITE LAYOUT UPDATED	HC	TW

STATUS: FOR INFORMATION



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
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TITLE: SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT: BOATHOUSE TWICKENHAM

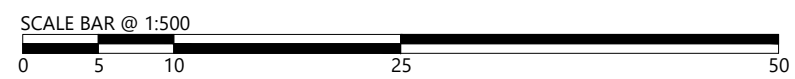
CLIENT: SILVER JETTY

DRAWN: MM	CHECKED: TW	APPROVED: TW
PROJECT No: ITB17334	SCALE @ A3: 1:500	DATE: 13.06.22

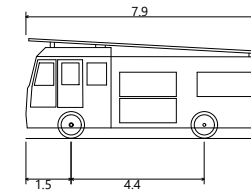
DRAWING No: ITB17334-GA-001 REV: B

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Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.350m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

B	13.06.23	JB	SITE LAYOUT UPDATED	TW	TW
A	15.03.23	MM	SITE LAYOUT UPDATED	HC	TW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - FIRE TENDER

PROJECT: BOATHOUSE TWICKENHAM

CLIENT: SILVER JETTY

DRAWN: MM	CHECKED: TW	APPROVED: TW
PROJECT No: ITB17334	SCALE @ A3: 1:250	DATE: 13.06.22

DRAWING No: ITB17334-GA-002 REV: B

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APPENDIX A. Site Plan

River Thames

River side walk

River wall access point opened up and increased from 1427mm to 2600mm

Line of Existing Boundary Wall

Existing trees retained

Line of Existing Boundary Wall

House 01

House 02

House 03

FFL : 5.1

FFL : 5.3

New permeable Path

New permeable Path

Existing wall rebuilt to existing wall height

FFL : 5.2

FFL : 5.3

Open gantry steps up to each property door threshold @ 6.9 datum

FFL : 5.2

FFL : 5.2

FFL : 5.3

Line of 1st floor / 2nd floor above

Bin Store

Pedestrian entrance

Site entrance maintained
New sliding gate.
Entrance Kerb unaltered

Car Park 04

Car Park 03

Car Park 02

Car Park 01

FFL : 5.3

Cycle Store

Cycles Store

Bin Store

Bins

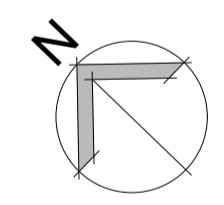
26569

3000

General Notes
This drawing is to be read in conjunction with all relevant design team specifications and drawings.
All dimensions are to be checked on site prior to commencement of work any discrepancies reported to the Project Architect.
All materials and components are to be handled, stored, protected, installed and finished strictly in accordance with the manufacturer's recommendations.
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Notes:

Site Boundary



REV	DATE	DESCRIPTION	INITIALS
P4	31.05.2023	PLANNING ISSUE	CJB

SILVER JETTY LIMITED

The Boathouse

Ranelagh Drive
Twickenham
TW1 1QZ

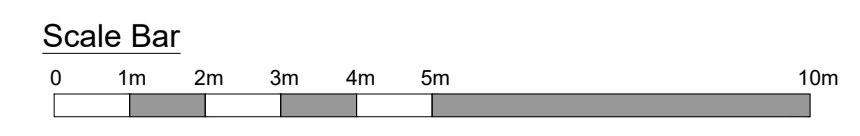
Proposed Site Plan Plan

Scale: 1:100 @ A1

Project No: PL-040	Issue: P4
Client Ref: SJ 171001	Architect: CJB
Date: 02.09.2022	Drawn by: JA
Discipline: PLANNING	



Proposed Site Plan
Scale @ 1:100



APPENDIX B. Pre-application Response -
(20/P0166/PREAPP)

Environment Directorate

Civic Centre, 44 York Street, Twickenham TW1 3BZ
tel: 020 8891 7300 text phone 020 8891 7120
fax: 020 8891 7789
email: envprotection@richmond.gov.uk
website: www.richmond.gov.uk

Our ref: 20/P0166/PREAPP

Mr Stuart Slatter
stuart@planningpotential.co.uk

Contact: Thomas Faherty
Thomas.faherty@richmondandwandsworth.gov.uk

Date: 21 August 2020

BY EMAIL ONLY

Dear Stuart,

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

LOCATION: THE BOATHOUSE, RANELAGH DRIVE, TWICKENHAM TW1 1QZ
PROPOSAL: DEMOLITION OF EXISTING BUILDING ON SITE, PROVIDE A SENSITIVELY DESIGNED THREE-STOREY BUILDING SET BACK FROM THE RIVER THAT WILL IMPROVE THE PUBLIC REALM BY WIDENING THE RIVER WALK. CREATING 8 GENEROUSLY SPACED AND BESPOKE UNITS DESIGNED SPECIFICALLY FOR THE DOWNSIZER MARKET. LANDSCAPING, PARKING AND PUBLIC REALM IMPROVEMENTS.

I write in reference to your pre-application scheme received at the Local Planning Authority (LPA) on 24 June 2020. On the basis of this information I have the following comments to make.

Site & Surroundings

The proposal site comprises a two-storey detached building sited to the north of Ranelagh Drive on the south west bank of the River Thames. The building is a former boat building workshop/house and has been used as a recording studio. It comprises 3 separate units – including one studio flat (Unit 1) and one 4 bedroom flat (Unit 2) to the ground floor, and one 4 bedroom flat (Unit 3) to the first floor. The lawful use of Units 2 and 3 has been established under application ref. 19/0141/ES191.

The building is not statutorily or locally listed but is sited within the St Margarets Conservation Area. To the east of the site is the Richmond Lock Footbridge which is a listed structure. The site is also sited within Metropolitan Open Land (MOL), Other Site of Nature Importance (OSNI), the Thames Policy Area, a protected view corridor, and is within the functional floodplain being in Flood Zone 3b. It is also noted to be located on potentially contaminated land due to a Past Industrial Land Use between 1950 and 1976.

Planning History (most recent/relevant)

19/0141/ES191 – Continued use of part of the property (excluding Unit 1) as 2No. flats in multiple occupation for up to 6 people – Application Granted 21.06.2019.

17/0668/ES191 – Use of the premises as 3 separate residential units with ancillary car parking (unit 1 used as Use Class C3, Units 2 and 3 used as Use Class C4) – Application Refused 15.05.2017.

16/P0301/PREAPP – Re-development of site.

15/P0206/PREAPP – Redevelopment of existing residential accommodation and replacement with a two storey family dwelling house.

15/P0058/PREAPP – Redevelopment of existing accommodation to form a three storey single family dwelling.

Relevant policies

The following local planning policies and supplementary documents would generally apply when assessing such an application:

National Planning Policy Framework (NPPF) (2018)

London Plan (2016)

Local Plan (2018):

LP 1 – Local Character and Design Quality

LP 2 – Building Heights

LP 3 – Designated Heritage Assets

LP 8 – Amenity and Living Conditions

LP 10 – Local Environment Impacts, Pollution and Land Contamination

LP 13 – Green Belt, Metropolitan Open Space and Local Green Space

LP 15 – Biodiversity

LP 16 – Trees, Woodlands and Landscape

LP 18 – River corridors

LP 20 – Climate Change Adaptation

LP 21 – Flood Risk & Sustainable Drainage

LP 22 – Sustainable Design and Construction

LP 24 – Waste Management

LP 34 – New Housing

LP 35 – Housing Mix and Standards

LP 36 – Affordable Housing

LP 39 – Infill, Backland and Backgarden Development

LP 40 – Employment and Local Economy

LP 41 – Offices

LP 44 – Sustainable Travel Choices

LP 45 – Parking Standards and Servicing

Supplementary Planning Guidance:

Design Quality SPD (2006)

Planning Obligation Strategy SPD

Residential Development Standards SPD (Incorporating Nationally Described Space Standards) (2010)

Affordable Housing SPD (2014)

All local policies and documents referred to in this letter are available to view on Council's website (www.richmond.gov.uk).

Planning Assessment

Key planning considerations with any potential application

- Principle of Development/MOL;
- Housing Standards;
- Character, Design and Siting;
- Sustainability;
- Highways, Parking and Refuse;
- Residential Amenity of Neighbouring Properties;
- Affordable Housing;
- Ecology and Trees;
- Basement Development;
- Flooding and Drainage;
- Contamination.

Principle of Development

Development in the River Corridor/ MOL

Policy LP18 River Corridors requires development on sites along the river to be functionally related to the river and include river dependent or river-related uses where possible. The site falls within the Thames Policy Area and therefore as per policy LP18, development should take into account the character of the reach as set out in the Thames Landscape Strategy and Conservation Area Statements. Developments alongside and adjacent to the River Thames should ensure that they establish a relationship with the river, maximise the benefits of its setting in terms of views and vistas, and incorporate uses that enable local communities and the public to enjoy the riverside, especially at ground level in buildings fronting the river.

The proposal seeks to improve the public realm with the inclusion of a wider river walk, a node point for meeting and an improved surrounding path and new wall. The existing Thames path in front of the Boathouse is quite narrow and in some disrepair and the aim is to transform the whole experience past the boathouse by opening up each end of the path to a walkway that to make it over a metre wider, 1.4m to 2.8m wide. The path will be laid with new stone and with new painted railings to match the river railings. This would be welcomed in line with LP18 C Public Access and D River Thames public riverside walk. Please note also LP 18 A and B where development is expected to improve and enhance the river environment. As the site is within the Thames Policy Area development must respect the character of the reach as set out in the TLS and Thames Strategy.

The Council in conjunction with the Environment Agency (EA) usually requires a buffer zone of 16 metres on the tidal Thames. It appears the developer has consulted the EA and as well as a wider footpath and structural repair to the river wall which is failing, proposes to raise the premises' ground floor level to be 6.7m above the datum level, an increase of 1.4m from the current ground floor level. It is noted in the submission documents that this floor level has been agreed in conjunction with the Environment Agency. There is car parking for 12 vehicles proposed on the basement floor level

Local Plan policy LP13 strives to safeguard open land and protect and retain it in predominantly open use. There is a presumption against inappropriate developments in the Metropolitan Open Land (MOL) and these should not be approved except in very special circumstances. The policy recognises that there may be exceptional cases where appropriate development such as small-scale structures is acceptable, but only if:

- 1) it does not harm the character and openness of MOL, and
- 2) is linked to the functional use of the MOL; or
- 3) supports outdoor open space uses or if it is an essential utility infrastructure / facility.

MOL policy stipulates which uses are appropriate in the MOL; these include public and private open spaces and playing fields, open recreation and sport, biodiversity including rivers and bodies of water and open community uses including allotments and cemeteries. The boathouse, set on a 0.12ha site, is a two-storey building located prominently on the corner of Ranelagh Drive. The Boathouse was formerly used as a recording studio on the lower ground floor with some residential use on part of the existing upper ground floor. Applications for the use of the boathouse as a commercial recording studio was approved in the 1970s (ref:923/A/P8) but this use ceased some time ago. Other relevant planning history for the site is ref. 19/0141/ES191, where it has been proven that the existing use as two flats (units 2 and 3) are in multiple occupation (C4 Use Class), and this has subsisted for more than four years at the time of the submission of that application.

Where a development proposal affects the MOL, the developer is required to submit an assessment that compares the footprint and floorspace of the existing structures and buildings with the footprint and floorspace of the proposed development. This will enable an informed judgement to be made on the overall impact on the designated MOL.

The NPPF states in paragraph 145 that: "A local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. Exceptions to this are:

- (a) buildings for agriculture and forestry;
- (b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- (c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- (d) the replacement of a building, provided the new building is in the same use and not

materially larger than the one it replaces;

(e) limited infilling in villages;

(f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and

(g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority."

The proposal scheme seeks to replace an existing permanent building in the same use (i.e. residential). The proposal should not involve any extension of the existing footprint to avoid any further encroachment onto the MOL, and the scale of the new building should be similar to the existing. The proposal is materially larger and therefore would not comply with national and local policy guidance on the MOL. It is acknowledged that views of the river may be improved by shifting any proposed replacement building further away from the riverside, however any increase in the scale should be very limited and the building be mainly 2-storey height.

A proposal should also enhance the open nature, character and biodiversity interest of MOL, which will be discussed further in the character/appearance section of this report.

Loss of Housing

The existing property includes two units which are HMOs (Houses in Multiple Occupation) - C4 use class which are catering for 3-6 persons (as per 19/0141/ES191). The proposal results in the loss of these HMO non-self contained units. This type of accommodation can provide a valued source of cheaper accommodation for young and transient groups in the population who have not reached a stage where they can or want to buy, for people who are unable to gain access to other forms of housing and for people who would otherwise be homeless. However, it is proposed this existing floorspace, along with one unit stated as in C3 use, would be redeveloped into 8 units.

The requirements of LP38.C needs to be satisfied, to demonstrate that the existing housing is incapable of improvement or conversion to a satisfactory standard to provide an equivalent scheme. Only if redevelopment can be justified, then demolition and replacement may be considered acceptable in principle.

New housing

Chapter 5 of the revised National Planning Policy Framework (NPPF) encourages local planning authorities to 'boost significantly the supply of housing' to 'deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities'. Encouragement for the delivery of new housing is also expressed within Policy 3.3 of the London Plan (2016) and Policy LP 34 of the Council's adopted Local Plan (2018). As emphasised under Policy LP 34 of the Local plan, the borough have set a

target of creating 3,150 new houses between 2015-2025. The Council's most recent affordable housing needs assessment indicates that there is a need for 964 affordable dwellings per annum, a total of 18,300 over a 19 year period (2014-2033).

The proposed development would result in a net increase of 8 units on the site, meaning that it would positively contribute to the borough's housing stock in line with Policy LP34 of the Local Plan.

Housing mix

Policy LP35 (A) states that the unit mix should be appropriate to the location. Development should generally provide family sized accommodation, except within town centres where a higher proportion of small units would be appropriate. The Borough SHMA supports this approach, finding that an overall mix of market housing should be delivered, including family housing and options for older households to downsize.

The proposal is for 2 x 1 bed, 2 x 2 bed, 4 x 3 bed. This therefore accords with policy, providing 75% family units, and the Council would not object to the overall mix.

Housing standards

Internal space standards

Policy LP35 requires that all new housing complies with the Nationally Described Space Standards (NDSS). The minimum standards are outlined below:

- *A double bedroom should be 11.5sqm and 2.75m wide*
- *Head height should be at least 2.3m for a minimum of 75% of the gross internal floor (GIA) area (However please note the London Plan suggests a minimum head height of 2.5m for new dwellings within London to mitigate the 'heat island' effect)*
- *Suitable storage space to be incorporated into units*
- *Communal gardens to be sheltered from roads and not overlooked from habitable rooms.*

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	

As per above, the NDSS sets for example a minimum gross internal floor area for example of 70sqm for a 2 bed 4 person one storey dwelling. According to the submitted cover letter, the proposed unit sizes are as follows:

Unit 1 – 128.87 sqm - 2 bed

Unit 2 – 66.96 sqm - 1 bed
Unit 3 – 126.15 sqm - 2 bed
Unit 4 – 63.64 sqm - 1 bed
Unit 5 – 223.01 sqm - 3 bed
Unit 6 – 215.96 sqm - 3 bed
Unit 7 – 149.8 sqm - 3 bed
Unit 8 – 142.75 sqm - 3 bed

The potential occupancy is not clearly stated; however, the proposed units all appear to exceed the minimum requirements as set out in the above table.

The cover letter suggests the proposals are designed for the downsizer market, hence are above the minimum standards. Concerns are raised with the fact that they are significantly above the standard and given the site constraints and the above comments regarding overdevelopment in the MOL, this may not be justified. Although there are no maximum standards in terms of unit sizes, the new London Plan (intend to publish version) advises that "Boroughs are, however, encouraged to resist dwellings with floor areas significantly above those set out in Table 3.1 for the number of bed spaces they contain due to the level of housing need and the need to make efficient use of land" (Table 3.1 reflects the national described space standard).

In light of the above, it is recommended to reduce the size of the proposed units.

External amenity space

The requirements of Policy LP35 and the Residential Development Standards SPD continue to apply to external amenity space. For flats a minimum of 5sqm of private outdoor space for 1-2 person dwellings should be provided and an extra 1sqm should be provided for each additional occupant.

Policy LP35 states that amenity spaces should be:

- a. private, usable, functional and safe;
- b. easily accessible from living areas;
- c. orientated to take account of need for sunlight and shading;
- d. of a sufficient size to meet the needs of the likely number of occupiers; and
- e. accommodation likely to be occupied by families with young children should have direct and easy access to adequate private amenity space.

The covering letter advises that each unit will be provided with private external amenity space, with all units having at least 29sqm of private outdoor space. This clearly exceeds the minimum standards. The proposed terraces/balconies will need to be assessed against policies regarding neighbour amenity later in the report.

Inclusive Access

Policy LP35 (E) requires all new build housing is required to meet Building Regulation Requirement M4 (2) 'accessible and adaptable dwellings'. There is no reference in the pre-

application documents as to whether this requirement can be met. If this was clarified in an application, provision to Building Regulation Requirement M4 (2) 'accessible and adaptable dwellings' would be secured by condition. It is noted there is a lift and therefore step-free access could be provided, although it is unclear if there is level access due to the flooding constraints. Any shortcomings should be justified in an application.

Amenity of future occupants

It is expected that future occupants are provided with an adequate amount of outlook, daylight and ventilation. All units would appear to allow an adequate amount of natural light and ventilation in, which would be considered adequate to allow a reasonable level of amenity to occupiers.

Affordable Housing

Local Plan Policy LP36 states that some form of affordable housing contribution will be expected on all new housing sites. This policy sets out the framework which requires contributions to affordable housing from all small sites. As set out in the Affordable Housing SPD "The affordable housing provision (on-site or off-site) or any financial contribution should be calculated in relation to gross rather than net development i.e. it should be based on the total number of units proposed in the final development."

The Council has considered the Secretary of State's Written Ministerial Statement of 28 November 2014 (and any future reinstatement of Planning Policy Guidance in this respect) in light of the Court of Appeal's judgement of 11 May 2016. The Council contend that its local evidence of affordable housing need remains substantial and small sites make a significant contribution to housing supply and therefore need to contribute to affordable housing provision through continued implementation of Policy LP36.

Policy LP36 requires contributions to affordable housing from all small sites, further details are set out in the Affordable Housing SPD. The contribution that would be sought would be discounted to represent 40% affordable housing, given the proposal creates eight new units (gross). The commuted sum can be calculated using the pro-forma Annex A to the SPD.

However, note as set out in paragraph 9.3.7 of the Local Plan, the Council would need to consider, when eight spacious units are provided, whether there has been an attempt to evade the threshold for on-site provision. The covering letter notes the policy context and explains that the scheme is specifically designed for the downsizer market, where bespoke design, space and storage requirements are significant and cater for a very specific market sector, above the minimum space standards set out. As noted above, the significant exceeding of the policy standards may not be justified. As the Local Plan at paragraph 3.1.31 states, downsizing for older people is to smaller units, and the Strategic Housing Market Assessment recognised this is a complex picture with other barriers, including financial, and affordability would not be aided by excessively large units. Also, given the wider constraints of the site, this would need to be justified in an application and the Council would need to assess whether the site is capable of 10 units including smaller sizes. If so, then separately from viability, it would then be necessary to provide evidence of engaging with Registered Providers to explore on-site opportunities, funding etc. to provide affordable housing in accordance with LP36.

If there are issues of viability to raise then financial appraisal information would need to be

submitted and the Council will require this to be independently verified. The covering letter states that given the contribution to public realm, through opening up a wider footpath and structural repair to the river wall which is failing, it is likely any financial contribution will be tested through a viability assessment submission. It would be necessary for a review to be undertaken (at cost to the applicant/agent) to ensure that the assumptions and values are appropriate. The outcome of this would be necessary for the Council to be satisfied that the maximum contribution towards affordable housing provision can be made, or that no contribution is viable, to accord with Policy LP36.

Any affordable housing contribution would need to be assessed at the time of a future planning application, and would need to be secured via a s106 legal agreement.

Character, Design and Siting

The NPPF attaches great importance to the design of the built environment, stating that good design is a key aspect of sustainable development and should contribute positively to making places better for people. It stresses the need to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings and smaller developments. Whilst it states that LPAs should not impose architectural styles or particular tastes, it reinforces that it is important to consider local character and distinctiveness.

Acceptability of backland/infill housing

Policy LP 39 of the Local Plan states that all backland/infill development must reflect the character of the surrounding area and protect the amenity of neighbours. In considering applications for infill developments, the following factors will be taken into account:

- Retain plots of sufficient width for adequate separation between dwellings;
- Retain similar spacing between new buildings to any established spacing;
- Retain appropriate garden space for adjacent dwellings;
- Respect the local context, in accordance with policy LP 2 Building Heights;
- Enhance the street frontage (where applicable) taking account of local character;
- Incorporate or reflect materials and detailing on existing dwellings, in accordance with policy LP 1 Local Character and Design Quality;
- Retain or re-provide features important to character, appearance or wildlife, in accordance with policy LP 16 Trees and Landscape;
- Result in no unacceptable adverse impact on neighbours, including loss of privacy to existing homes or gardens, in accordance with policy LP 8 Amenity and Living Conditions;
- Provide adequate servicing, recycling and refuse storage as well as cycle parking;
- Result in no adverse impact on neighbours in terms of visual impact, noise or light from vehicular access or car parking.

Character/design, building height, neighbour amenity, refuse storage/cycle parking, and opportunities for enhancements in soft landscaping and ecology will be discussed in the forthcoming sections of this report.

Design, Character and Layout

Local Plan Policy LP1 states new development must be of a high architectural quality based on sustainable design principles. Development must respect local character and contribute positively to its surrounding based on a thorough understanding of the site and its context. In addressing design quality, the Council will have regards to the following:

- Compatibility with local character including relationship with existing townscape and frontages, scale, height, massing, proportions and form
- Sustainable development and adaptability, subject to aesthetic considerations
- Layout and access
- Space between buildings and relationship to the public realm
- Detailing and material

The Council does not wish to encourage a particular architectural style or approach but expects each scheme to be justified as a result of a sound understanding of the site and its context. The Council will generally be opposed to any development or re-development that will be out of scale with existing surrounding development. The policy is intended to encourage analysis and sympathy with existing layout and massing, while respecting important historical styles.

Policy LP3 notes that buildings or parts of buildings, street furniture, trees and other features which make a positive contribution to the character, appearance or significance of the area should be retained. New development (or redevelopment) or other proposal should conserve and enhance the character and appearance of the area.

This is a particularly sensitive site, located close to the listed Richmond Lock footbridge and with a site entirely within the MOL and St Margarets Conservation Area with riverviews.

The proposal has been reviewed by the Council's Urban Design officer who advised who advised that there is no objection to the replacement of the existing 1960s building, which is not of any particular quality, however it fits into the tree line and setting in riverside views in terms of height and scale, also being within the MOL, and this gives an indication of the appropriate scale for a replacement. The proposal as submitted is considered to be over-scaled for the site and would be significantly damaging to the character and openness of the MOL. It also appears visually intrusive and out of character with the Conservation Area. The proposed building has an appearance, in particular, from the riverside, and north up Ranelagh Drive, of a block of flats or offices, out of character with its setting. 4 storeys (including the basement) is not an appropriate form of development within this context.

Relative to previous pre-application schemes, the proposal is slightly lower than previously submitted, however it remains very large and bulky, and with a design that is not sympathetic to the character of the area. It is appreciated that the proposed building may be less deep than the existing, however there also seems to be a much more extensive taller element to this proposal over the existing. Overlarge fenestration is also uncharacteristic of the location, particularly the large 'picture windows'. The overall effect is harmful to the character and openness here, and too visually dominant a form of development on the riverside.

Policy LP13 recognises that, in the case of a development proposal in Metropolitan Open Land (MOL) it is necessary to consider the criteria given in the NPPF for Green Belt development as both are given equal protection from inappropriate development by the Local Plan.

Inappropriate development will be refused unless 'very special circumstances' can be demonstrated that clearly outweigh the harm to the Green Belt or Metropolitan Open Land. Appropriate uses within Green Belt or Metropolitan Open Land include public and private open spaces and playing fields, open recreation and sport, biodiversity including rivers and bodies of water and open community uses including allotments and cemeteries. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt or Metropolitan Open Land. It is recognised that there may be exceptional cases where inappropriate development, such as small scale structures for essential utility infrastructure, may be acceptable (LP13B).

The NPPF allows for 'the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building' and 'the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces'.

As per above the proposal in itself is inappropriate, and results in a building which is much larger than the existing boathouse. Para 145d of the NPPF allows for the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces. In this circumstance the proposal is materially much larger and is therefore unacceptable.

Overall, the proposed scheme would be considered too large and over-scaled in relation to the existing boathouse and its context, and should be significantly reduced in height and scale to lessen the impact on the riverside and appear more appropriate.

Sustainability

On the basis that information in relation to the sustainability performance of the development has not been provided as part of this pre-application, the Council are unable to establish if the proposed development would accord with policies LP 20 and LP 22 of the Local Plan.

The applicant is advised that should the proposed redevelopment be considered acceptable; the scheme would be required to comply with the following:

- Conform to the Sustainable Construction Checklist SPG, with the development achieving a satisfactory Sustainable Construction Checklist score.
- Achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation unless it can be demonstrated that such provision is not feasible.
- Achieve a minimum 35% reduction in carbon dioxide emissions over Building Regulations 2013.
- Achieve zero carbon standards in line with London Plan Policy.
- Achieve water consumption targets of 105 litres or less per person per day, and 5 litres or less per head per day for external water use.
- Be connected to a decentralised energy network (where feasible).
- Green roof/green wall to be provided in line with Policy LP17.
- Meet the BREEAM 'Excellent' standard.

You are advised that a subsequent application would need to be accompanied with a completed Sustainable Construction Checklist, Water Usage Statement and Energy Statement to demonstrate compliance with the above. Should the proposal fail to comply with

the above standards then evidence would need to be provided to justify departure from these sustainability requirements.

Highway, Parking and Refuse

As per Policy LP 44 of the Local Plan, the Council will seek to promote safe, sustainable and accessible transport solutions. There is a strong emphasis on ensuring that development proposals do not have a severe impact on the operation, safety and accessibility to the local or strategic highway networks. Any adverse impact on the highway should be mitigated through the provision of, or improvements towards necessary and relevant transport improvements.

It is intended to use an existing gated vehicular crossover access from the eastern side of Ranelagh Road, an unclassified urban road with high quality footways on both sides of it and a carriageway width of 9m. The application was reviewed by the Council's Highways officer and no objection was raised to this.

The northern bank of the Thames Path runs past the eastern frontage of the site. The proposal involves relocating the eastern boundary wall westwards so that the shared use pedestrian and cyclist facility would be approximately 1m wider than it currently is. This shared use facility is part of the Thames Path and is also signposted as part of the Capital Ring and is adopted by the Local Highway Authority as highway maintainable at public expense. Should you wish to offer the proposed 1m strip for adoption as highway maintainable at public expense, you will need to enter into a legal agreement under S38 of the Highways Act 1980. The Local Highway Authority will need to give its prior technical approval of the proposed materials palette and detailed design before the agreement is signed. You will also be expected to pay a commuted sum to the Local Highway Authority for the cost of maintaining the additional strip for 30 years from the date of adoption.

Car parking

In accordance with policy LP45 developments and redevelopments have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions. The parking requirements are in accordance with the London Plan, which allows for a maximum of 1.5 spaces per unit. Whilst the Council's parking standards are set to a maximum, these standards are expected to be met unless it can be shown there would be no adverse impact on the area in terms of street-scene or on-street parking.

A basement car park is proposed with 12 vehicular parking spaces. The site has a public transport accessibility (PTAL) score of 1b. It is not within a controlled parking zone (CPZ) but is a short distance east of the northern boundary of CPZ Zone S3.

Appendix 3 of the Local Plan stipulates parking should be provided at a level of 1 space per 1-2 bed unit or 2 spaces per 3-bed dwelling. As such, the 12 spaces for the 8 units is in accordance with this guidance.

Construction

A Construction Method Statement (CMP) will need to be submitted under any future

application. This must include a construction phasing plan, an estimate of the number of vehicular trips associated with the per day in each phase, details of the access to and egress from the site for construction vehicles, a description of the vehicles to be used and their dimensions, and details of the route these vehicles will take to and from the site.

The existing vehicular crossover access is in poor condition and will need to be surfaced with concrete prior to being used by heavy goods vehicles. It will also need to be made good after construction work has finished. This work will need to be supervised by the Council's Highways team.

Cycle parking

Policy LP 44 of the Local Plan seeks the provision of appropriate cycle access whilst Policy LP 45 of the Local Plan advocates that development proposals should make for the provision of sufficient and secure cycle parking facilities.

You will need to provide secure, sheltered, cycle parking for the proposed 8 new dwellings in accordance with Local Plan Policy LP45 and Appendix 3 of the Local Plan (1 space per 1 bed unit or 2 spaces for units with 2 or more beds). No details of cycle parking have been submitted, and the spaces will need to be located in a secure area which is easily accessible.

Refuse and waste

Policy LP24 of the Local Plan, the Council's Residential Development Standards SPD and the Council's Refuse and Recycling Storage SPD require that secure storage be provided on-site for refuse and recycling bins.

Details of refuse and recycle storage will need to be submitted under any future application. Specific details are typically conditioned in order to safeguard the appearance of the surrounding locality and residential amenity of neighbouring occupiers and to ensure compliance with Policy LP24 and the Refuse and Recycling Storage Requirements SPD. Refuse stores need to be sited away from the front elevation to preserve visual amenity of the locality.

Residential Amenity of Neighbouring Properties

Policy LP8 state in considering proposals for development, the Council will seek to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance. The Council will generally seek to ensure that the design and layout of buildings enables sufficient sunlight and daylight to penetrate into and between buildings and that adjoining land or properties are protected from overshadowing in accordance with established standards.

1. ensure the design and layout of buildings enables good standards of daylight and sunlight to be achieved in new development and in existing properties affected by new development; where existing daylight and sunlight conditions are already substandard, they should be improved where possible;
4. Ensure that proposals are not visually intrusive or have an overbearing impact as a result of their height, massing or siting, including through creating a sense of enclosure;

5. Ensure there is no harm to the reasonable enjoyment of the use of buildings, gardens and other spaces due to increases in traffic, servicing, parking, noise, light, disturbance, air pollution, odours or vibration or local micro-climatic effects.

A desktop assessment of the proposal indicates that it is unlikely to impact adjacent residential properties in terms of sunlight/daylight and outlook due to the separation distance.

The Council's Small and Medium Housing Sites SPD (2006) indicates that development proposals should have a minimum separation distance of 20m between habitable room windows and the facing wall of a neighbouring property where there are no windows or obscure glazed windows. Where principal windows face a wall with no windows or the windows are obscured (such as bathrooms), there should be a minimum separation distance of 13.5m. It will need to be demonstrated as part of a future application that the proposal will not breach these standards in terms of distance from neighbouring windows.

Ecology and Trees

Policy LP15 Biodiversity states that the Council will protect and enhance the Borough's biodiversity, and in particular the sites designated for their biodiversity and nature conservation value, including the connectivity between habitats. Council will resist the loss of trees which are of value and encourage new high-quality landscaping and planting which reflects the surrounding environment.

Policy LP16 states that the Council will require the protection of existing trees and the provision of new trees, shrubs and other vegetation of landscape significance that complement existing, or create new, high quality green areas, which deliver amenity and biodiversity benefits. To ensure development protects, respects, contributes to and enhances trees and landscapes, the Council, when assessing development proposals, will resist development which results in the damage or loss of trees that are considered to be of townscape or amenity value; the Council will require that site design or layout ensures a harmonious relationship between trees and their surroundings and will resist development which will be likely to result in pressure to significantly prune or remove trees.

Due to its siting, the application site is an Other Site of Nature Importance (OSNI). To address matters relating to ecology, you will need to submit a preliminary ecological assessment and bat survey to provide a baseline against which mitigation measures limiting the impact of the proposal on local flora and fauna can be judged.

The site forms part of a Conservation Area and therefore all trees are protected. It appears that there are several trees located along the riverbank and near Ranelagh Drive which may be impacted by the proposal. There is currently limited information provided regarding trees, and a survey and implications assessment will be required under any subsequent application, in accordance with BS5837:2012. Replacement planting will need to be on a minimum of a 1:1 ratio with no net loss of trees for the conservation area. If existing trees are to be retained, an arboricultural impact assessment will be required with details on how these trees will be protected during construction.

To protect and enhance the visual amenities of the site and its surroundings, a detailed landscape plan is recommended to be submitted with the application which provides details

of the hard and soft landscaping proposed throughout the site.

Due to the siting of the development, it is likely that the proposal will need to be consulted with the Environment Agency due to its potential impacts on biodiversity.

Future schemes will also be expected to incorporate ecological enhancement measures to satisfy Policy LP15 and mitigation to prevent light spillage.

Basement development

Policy LP11 of the Local Plan covers basements and subterranean development. Part A of the policy states that 'The Council will resist subterranean and basement development of more than one storey below the existing ground level to residential properties or those which were previously in residential use. Part B sets specific criteria against which proposals for subterranean development will be assessed, to include:

- Not extend beneath a maximum of 50% of the existing garden land or more than half of any other undeveloped garden area.
- Demonstrate the scheme safeguards the structural stability of the existing building, neighbouring buildings and other infrastructure, including those related to the highway and transport;
- Use natural ventilation and lighting where habitable accommodation is provided.
- Include a minimum 1 metre naturally draining permeable soil above any part of the basement beneath the garden area, and provide a satisfactory landscaping scheme;
- Demonstrate that the scheme will not increase or otherwise exacerbate flood risk on the site or beyond, in line with Policy LP21.

All of the above matters relating to LP11 will need to be satisfied under any future application.

Flooding and Drainage

Policy LP21 of the Local Plan advocates that all developments should avoid, or minimise, contributing to all sources of flooding, including fluvial, tidal, surface water, groundwater and flooding from sewers, taking account of climate change and without increasing flood risk elsewhere.

The site falls within a high probability functional floodplain 3b based on the Council's SFRA. It is noted that the proposed basement includes car parking rather than habitable space, however a comprehensive Flood Risk Assessment will need to be submitted with the application. Please note para. 6.2.6 of LP21 which states: "Redevelopment of existing developed sites will only be supported if there is a net flood risk reduction. Net flood risk reduction includes both on- and off-site measures, including reducing the land use vulnerability, raising of floor levels, reduction in run-off, increasing flood storage capacity, reduced impedance to flood water flow and the incorporation of flood resilient and/or resistant measures."

Furthermore, paras. 6.2.10 to 6.2.14 are applicable as a basement is proposed. In particular, note para. 6.2.11 advises: "this policy restricts basement developments in areas of Extreme, Significant and Moderate Breach Hazard, as set out in the Council's SFRA and 'More Vulnerable' (such as residential) uses will only be considered if a site-specific Flood Risk

Assessment can demonstrate that the risk to life can be managed. As the SFRA is updated regularly, the applicant will need to confirm with the Council whether a development proposal is located within a breach hazard area.”

As part of the submission documents it was noted that this floor level has been agreed in conjunction with the Environment Agency. Evidence of this permission will need to be submitted with any future application.

Contamination

Given that the site is located on potentially contaminated land due to a past industrial land use, the standard contaminated land condition (DV29F) will need to be applied to any permission given for this proposal.

CIL

The proposal will be liable for a Community Infrastructure Levy (CIL), however the specific amount will need to be determined by the Council’s CIL team.

Conclusion

In view of the above, the Council considers the proposal to represent overdevelopment, and raises serious concerns with the impact of the proposal on the character and openness of the MOL, river views and the character and appearance of the Conservation Area and Richmond Lock. Concerns are also raised in relation to the excessive unit sizes, which ties into the above. Further information is also needed to justify the loss of the existing C4 units. Should you wish to proceed with an application, the following details will be required as part of any future application:

- Application Form
- Existing/Proposed Drawings
- Planning Statement (with particular emphasis on justifying impact of the proposal on the MOL and Conservation Area)
- Design & Access Statement
- Residential Standards Compliance Statement
- Pro-forma Annex A to the SPD (Affordable Housing)
- Energy Statement
- Sustainable Construction Checklist
- Water Usage Statement
- Transport Statement (in accordance with Local Plan Policy LP44)
- Construction Management Plan
- Details of cycle/waste storage
- Ecology Report
- Tree Survey/Arboricultural Report
- Landscape Plan
- Flood Report/Risk Assessment
- Evidence of previous discussions with Environment Agency

For further information please refer to the Council’s validation checklist.

Please note that any advice given by Council officers for pre-application enquiries does not constitute a formal response or decision of the Council with regards to future planning consents. Any views or opinions expressed are given in good faith and to the best of ability without prejudice to formal consideration of any planning application, which was subject to public consultation and ultimately decided by the Council. You should therefore be aware that officers cannot give guarantees about the final form or decision that will be made on your planning or related applications.

Although the advice note will be brought to the attention of the Planning Committee or an officer acting under delegated powers, it cannot be guaranteed that it will be followed in the determination of future related planning applications and in any event, circumstances may change or come to light that could alter the position. It should be noted that if there has been a material change in circumstances or new information has come to light after the date of the advice being issued then less weight may be given to the content of the Council's pre-application advice of schemes.

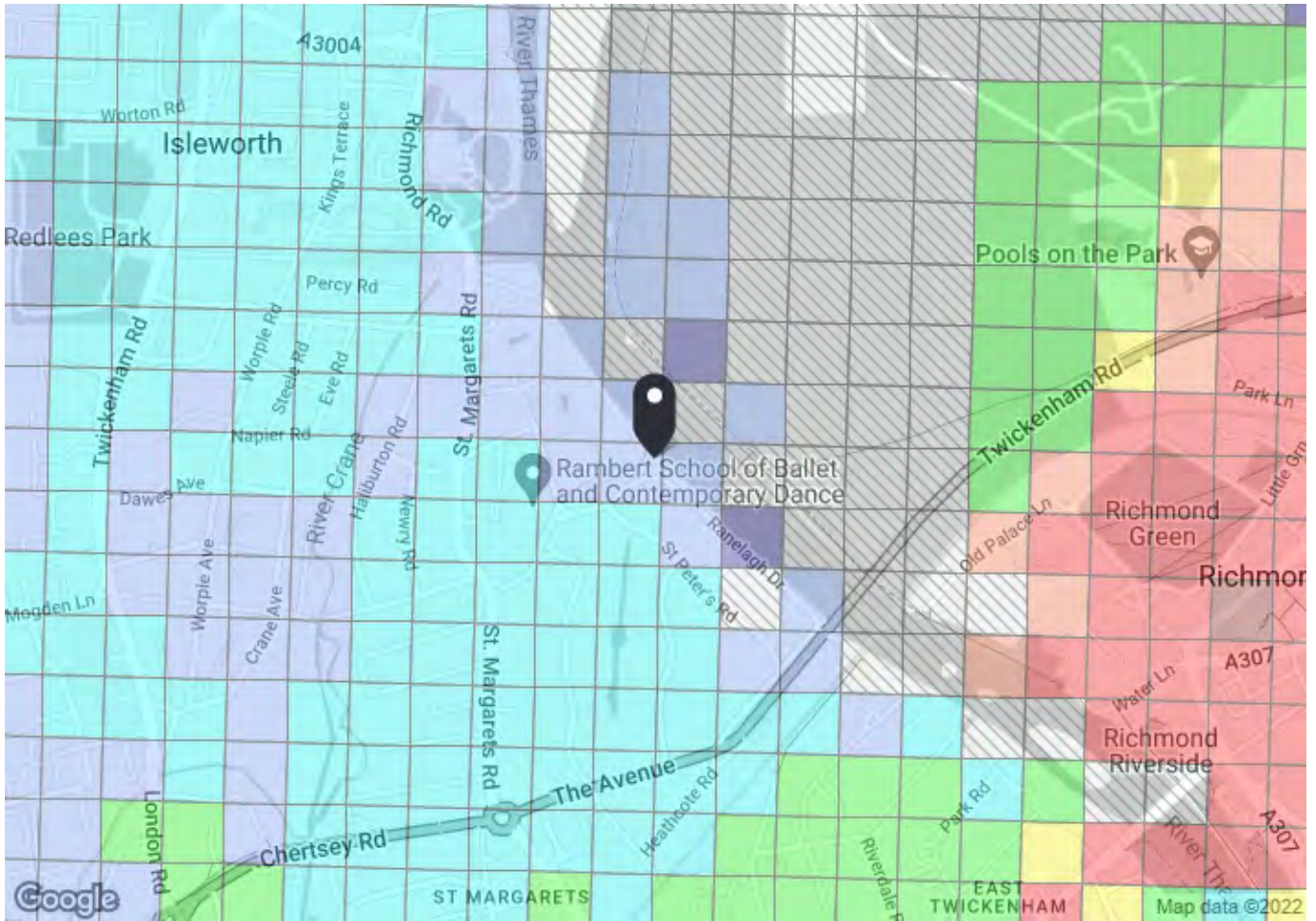
Nevertheless, I hope that the above comments are viewed as constructive and that the pre-application process has been of assistance when submitting any future application (You are also advised to refer to the local and national validation checklist on the Council's website).

Yours sincerely



Chris Tankard
Area Team Manager - Development Management (Richmond North)

APPENDIX C. PTAL Output Report



PTAL output for Base Year 1b

TW1 1QZ
Twickenham TW1 1QZ, UK
Easting: 516887, Northing: 175061

Grid Cell: 53590

Report generated: 16/06/2022

Calculation Parameters

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

Map key - PTAL

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

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	ST MARGARETS R GORDON AV	H37	365.83	10	4.57	5	9.57	3.13	1	3.13
Total Grid Cell AI:										3.13

APPENDIX D. TRICS Report - Privately Owned Flats

Calculation Reference: AUDIT-236603-220713-0706

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	2 days
	HG HARINGEY	1 days
	HK HACKNEY	1 days
	HO HOUNSLOW	1 days
	IS ISLINGTON	2 days
	KI KINGSTON	1 days
	SK SOUTHWARK	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: 10 to 30 (units:)
 Range Selected by User: 6 to 50 (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: 01/01/14 to 25/05/21

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

Selected survey days:

Monday	3 days
Wednesday	4 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	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	6
Built-Up Zone	3

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 9 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:

20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	4 days
100,001 or More	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 9 days

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

Car ownership within 5 miles:

0.5 or Less	4 days
0.6 to 1.0	4 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	8 days

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

PTAL Rating:

No PTAL Present	1 days
2 Poor	3 days
4 Good	1 days
6a Excellent	3 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	EN-03-C-01 SOUTH STREET ENFIELD	BLOCK OF FLATS		ENFIELD
	Suburban Area (PPS6 Out of Centre) Built-Up Zone			
	Total No of Dwellings:		16	
	<i>Survey date: MONDAY</i>		<i>16/11/15</i>	<i>Survey Type: MANUAL</i>
2	EN-03-C-03 NORTH CIRCULAR ROAD PALMERS GREEN	BLOCKS OF FLATS		ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		27	
	<i>Survey date: WEDNESDAY</i>		<i>08/11/17</i>	<i>Survey Type: MANUAL</i>
3	HG-03-C-02 HIGH ROAD WOOD GREEN WOODSIDE PARK	BLOCK OF FLATS		HARINGEY
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		30	
	<i>Survey date: WEDNESDAY</i>		<i>01/10/14</i>	<i>Survey Type: MANUAL</i>
4	HK-03-C-03 GREEN LANES FINSBURY PARK MANOR HOUSE	BLOCK OF FLATS		HACKNEY
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>24/09/14</i>	<i>Survey Type: MANUAL</i>
5	HO-03-C-05 PARK LANE HOUNSLOW CRANFORD	BLOCK OF FLATS		HOUNSLOW
	Edge of Town Residential Zone			
	Total No of Dwellings:		14	
	<i>Survey date: FRIDAY</i>		<i>06/03/20</i>	<i>Survey Type: MANUAL</i>
6	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone			
	Total No of Dwellings:		15	
	<i>Survey date: WEDNESDAY</i>		<i>29/06/16</i>	<i>Survey Type: MANUAL</i>
7	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		14	
	<i>Survey date: MONDAY</i>		<i>27/06/16</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	KI-03-C-03	BLOCK OF FLATS	KINGSTON
	PORTSMOUTH ROAD SURBITON		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	20	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
9	SK-03-C-02	BLOCK OF FLATS	SOUTHWARK
	LAMB WALK BERMONDSEY		
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	29	
	Survey date: THURSDAY	23/04/15	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WF-03-C-02	COVID-19
WF-03-C-04	COVID-19
WF-03-C-05	COVID-19
WF-03-C-06	COVID-19

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	9	19	0.051	9	19	0.080	9	19	0.131
08:00 - 09:00	9	19	0.051	9	19	0.126	9	19	0.177
09:00 - 10:00	9	19	0.057	9	19	0.057	9	19	0.114
10:00 - 11:00	9	19	0.057	9	19	0.063	9	19	0.120
11:00 - 12:00	9	19	0.046	9	19	0.046	9	19	0.092
12:00 - 13:00	9	19	0.080	9	19	0.051	9	19	0.131
13:00 - 14:00	9	19	0.069	9	19	0.069	9	19	0.138
14:00 - 15:00	9	19	0.074	9	19	0.086	9	19	0.160
15:00 - 16:00	9	19	0.034	9	19	0.051	9	19	0.085
16:00 - 17:00	9	19	0.080	9	19	0.063	9	19	0.143
17:00 - 18:00	9	19	0.120	9	19	0.051	9	19	0.171
18:00 - 19:00	9	19	0.091	9	19	0.063	9	19	0.154
19:00 - 20:00	6	20	0.101	6	20	0.092	6	20	0.193
20:00 - 21:00	6	20	0.067	6	20	0.059	6	20	0.126
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.978			0.957			1.935

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

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

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Parameter summary

Trip rate parameter range selected:	10 - 30 (units:)
Survey date range:	01/01/14 - 25/05/21
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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

APPENDIX E. TRICS Report – Privately Owned Houses

Calculation Reference: AUDIT-236603-220713-0716

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
	HO HOUNSLOW	1 days
	WF WALTHAM FOREST	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: 9 to 50 (units:)
 Range Selected by User: 9 to 1045 (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: 01/01/14 to 24/11/21

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Edge of Town	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	3
------------------	---

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 3 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 1 days

50,001 to 100,000 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 3 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 2 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:

No 3 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:

1b Very poor 1 days

3 Moderate 1 days

5 Very Good 1 days

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

LIST OF SITES relevant to selection parameters

1	EN-03-A-01 BOLLINGBROKE PARK COCKFOSTERS	TERRACED & SEMI -DETACHED	ENFIELD
	Edge of Town Residential Zone Total No of Dwellings:	32	
	<i>Survey date: WEDNESDAY</i>	<i>24/11/21</i>	<i>Survey Type: MANUAL</i>
2	HO-03-A-02 HIBERNIAN ROAD HOUNSLOW	MIXED HOUSES	HOUNSLOW
	Edge of Town Centre Residential Zone Total No of Dwellings:	50	
	<i>Survey date: MONDAY</i>	<i>29/06/15</i>	<i>Survey Type: MANUAL</i>
3	WF-03-A-02 PALMERSTON ROAD WALTHAMSTOW	SEMI DETACHED & TERRACED	WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:	9	
	<i>Survey date: THURSDAY</i>	<i>06/06/19</i>	<i>Survey Type: MANUAL</i>

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

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	3	30	0.022	3	30	0.154	3	30	0.176
08:00 - 09:00	3	30	0.176	3	30	0.275	3	30	0.451
09:00 - 10:00	3	30	0.088	3	30	0.176	3	30	0.264
10:00 - 11:00	3	30	0.132	3	30	0.165	3	30	0.297
11:00 - 12:00	3	30	0.165	3	30	0.099	3	30	0.264
12:00 - 13:00	3	30	0.253	3	30	0.165	3	30	0.418
13:00 - 14:00	3	30	0.165	3	30	0.231	3	30	0.396
14:00 - 15:00	3	30	0.176	3	30	0.143	3	30	0.319
15:00 - 16:00	3	30	0.242	3	30	0.209	3	30	0.451
16:00 - 17:00	3	30	0.143	3	30	0.132	3	30	0.275
17:00 - 18:00	3	30	0.187	3	30	0.121	3	30	0.308
18:00 - 19:00	3	30	0.220	3	30	0.143	3	30	0.363
19:00 - 20:00	3	30	0.220	3	30	0.154	3	30	0.374
20:00 - 21:00	3	30	0.264	3	30	0.198	3	30	0.462
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.453			2.365			4.818

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

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

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Parameter summary

Trip rate parameter range selected:	9 - 50 (units:)
Survey date range:	01/01/14 - 24/11/21
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

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

