

Our Ref: TP53xx_L3_RF

Your Ref:

Date: 26 January 2018

Entran Ltd
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James Waterhouse
Iceni Projects Ltd
[By email]

Dear James,

Land at Dollis Road, Mill Hill East, NW7 1JX

In June 2017 Entran prepared a Transport Statement (TS) in support of a planning application to redevelop land at Dollis Road. The proposed development comprised the demolition of existing industrial buildings to the rear of the site and the construction of new residential accommodation. The development also included the building which flanks the site access (Building C), to retain retail use at ground floor but to include employment at first floor and residential above.

In respect of Building C the TS said the proposal *“includes 120m² of replacement retail at ground floor level and 43m² of B1 office at first floor. For the purpose of this assessment the commercial elements (ground and first floor) of the proposed Building C are deemed to be traffic-neutral. The four flats above are included in the travel demand calculations.”*

The proposal has been slightly altered in respect of Building C; the proposal no longer includes a third floor and the internal mix at first and second floor has changed. The proposed uses will increase the proportion of B1 office but slightly decrease the number of flats. The revised schedule of accommodation is included as Appendix A. In addition, a simple comparison schedule of accommodation is included below.

Table 1 – Summary schedule of accommodation (Building C)

	A1/A3 (GIA)	B1 (GIA)	Residential (units)
Existing	120	0	2
Previous proposal	120	43	4
Revised proposal	120	181	1

Vehicle trips

As a consequence of this minor alteration we have re-calculated the vehicle trips associated with the existing Building C, the previous proposals for that building and the current revised proposal. As with the previous proposal, the ground floor use remains unaltered and is therefore traffic neutral. The traffic impact is therefore associated with the upper floors which contain the B1 and residential uses. The TS included multi-modal trip rates for the existing commercial uses and the proposed residential uses. The same trip rates for B1 and residential uses have been used again here. These are set out in detail in Appendix B to this letter and summarised below.



Table 2 – Existing vehicle trips (Building C)

	B1	Residential	Total
AM	0	0	0
PM	0	0	0
Daily	0	3	3

Table 3 – Previous proposal vehicle trips (Building C)

	B1	Residential	Total
AM	0	1	1
PM	0	1	1
Daily	1	6	7

Table 4 – Revised proposal vehicle trips (Building C)

	B1	Residential	Total
AM	0	0	0
PM	0	0	0
Daily	3	1	5

This assessment demonstrates that, as stated in the TS, the primary effect of the previous proposal was caused by the proposed residential flats. These were included in the assessment of that proposal. However, Table 4 demonstrates that the revised proposal, with more employment space and fewer flats, would generate fewer peak hour vehicle trips than the previous proposal and fewer vehicle trips across the day. Indeed, the effect is negligible when compared to the existing use, but a reduction when compared to the previous proposal.

Parking

The TS included a detailed assessment of parking demand for the previous proposal. It demonstrated that parking demand for these flats in this location would equate to an average of 0.82 spaces per dwelling. For 26 flats that equated to 21 spaces. The proposal included 21 spaces but stated that one of those spaces would be designated as a space for a new Car Club.

The revised proposal reduces the number of dwellings from 26 to 23. The residential parking demand therefore equates to 19 spaces. The revised proposal therefore retains 21 parking spaces but allocates 19 to the proposed flats, one as the new Car Club space and one as an operational space for the proposed employment uses.

I trust that the above covers all matters in sufficient detail, however please do not hesitate to contact me if you require any further information.

Yours sincerely

Richard Fitter
Director FCILT, FICE, FIHE
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Appendix A

Revised schedule of accommodation

Building A	GIA / NSA PROPOSED					
	GEA		GIA		NSA	
	sq m	sq ft	sq m	sq ft	sq m	sq ft
Ground	401.0	4,316	354.0	3,810	224.0	2,411
First	407.0	4,381	362.0	3,897	282.0	3,035
Second	362.0	3,897	316.0	3,401	246.0	2,648
TOTAL	1170.0	12594	1032.0	11108	752.0	8095

percentage of units by type

Mews B	GIA / NSA PROPOSED					
	GEA		GIA		NSA	
	sq m	sq ft	sq m	sq ft	sq m	sq ft
Mews 1	106.0	1,141	85.0	915	85.0	915
Mews 2	103.0	1,109	85.0	915	85.0	915
Mews 3	106.0	1,141	85.0	915	85.0	915
Mews 4	108.0	1,163	86.0	926	86.0	926
Mews 5	106.0	1,141	87.0	936	87.0	936
Mews 6	118.0	1,270	93.0	1,001	93.0	1,001
Mews 7	117.0	1,259	93.0	1,001	93.0	1,001
Mews 8	120.0	1,292	93.0	1,001	93.0	1,001
TOTAL	884.0	9515	707.0	7610	707.0	7610

percentage of units by type

Building C	GIA / NSA PROPOSED					
	GEA		GIA		NSA	
	sq m	sq ft	sq m	sq ft	sq m	sq ft
Ground	10.0	108	6.0	65	0.0	0
First	18.0	194	16.0	172	0.0	0
Second	73.0	786	62.0	667	50.0	538
TOTAL	101.0	1087	84.0	904	50.0	538

percentage of units by type

APARTMENT NUMBERS					
1 Bed 2P	2 Bed 3P (1 bath)	2 Bed 4P (2 baths)	3 Bed 5P (2 baths)	3 Bed 6P (2 baths)	TOTAL
No.	No.	No.	No.	No.	No.
2	2				4
6					6
2		2			4
10	2	2	0	0	14
71.4%	14.3%	14.3%	0.0%	0.0%	100.0%

10	4	0	14
71.4%	28.6%	0.0%	100.0%

Habitable Rooms	Bed Spaces
No.	No.
10	10
12	12
10	12
32	34

32	34
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APARTMENT NUMBERS					
1 Bed 2P	2 Bed 3P (1 bath)	2 Bed 4P (2 baths)	3 Bed 5P (2 baths)	3 Bed 6P (2 baths)	TOTAL
No.	No.	No.	No.	No.	No.
		1			1
		1			1
		1			1
		1			1
		1			1
		1			1
		1			1
		1			1
0	0	8	0	0	8
0.0%	0.0%	100.0%	0.0%	0.0%	100.0%

0	8	0	8
0.0%	100.0%	0.0%	100.0%

Habitable Rooms	Bed Spaces
No.	No.
3	4
3	4
3	4
3	4
3	4
3	4
3	4
3	4
24	32

24	32
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APARTMENT NUMBERS					
1 Bed 2P	2 Bed 3P (1 bath)	2 Bed 4P (2 baths)	3 Bed 5P (2 baths)	3 Bed 6P (2 baths)	TOTAL
No.	No.	No.	No.	No.	No.
					0
					0
1					1
1	0	0	0	0	1
100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

1	0	0	1
100.0%	0.0%	0.0%	100.0%

Habitable Rooms	Bed Spaces
No.	No.
0	0
0	0
2	2
2	2

2	2
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TOTAL	GIA / NSA PROPOSED					
	GEA		GIA		NSA	
	sq m	sq ft	sq m	sq ft	sq m	sq ft
Block A	1170.0	12,594	1032.0	11,108	752.0	8,095
Block B	884.0	9,515	707.0	7,610	707.0	7,610
Block C	101.0	1,087	84.0	904	50.0	538
TOTAL	2155.0	23196	1823.0	19623	1509.0	16243

APARTMENT NUMBERS					
1 Bed 2P	2 Bed 3P (1 bath)	2 Bed 4P (2 baths)	3 Bed 5P (2 baths)	3 Bed 6P (2 baths)	TOTAL
No.	No.	No.	No.	No.	No.
10	2	2	0	0	14
0	0	8	0	0	8
1	0	0	0	0	1
11	2	10	0	0	23
47.8%	8.7%	43.5%	0.0%	0.0%	100.0%

Habitable Rooms	Bed Spaces
No.	No.
32	34
24	32
2	2
58	68

percentage of units by type

11	12	0	23
47.8%	52.2%	0.0%	100.0%

Employment	GEA		GIA	
	sq m	sq ft	sq m	sq ft
Retail A3	138.0	1,485	120.0	1,292
Office B1	214.0	2,303	181.0	1,948
Total	352.0	3,789	301.0	3,240

Parking Spaces 21
 Parking Ratio 0.91 spaces per unit
 Average Hab Rooms per unit 2.52
 Average Bed Spaces per unit 2.96

The NSA is the sum of the all of the GIAs of the individual apartments

The areas have been measured as shown on the following drawings: P1-100_revPC; P1-101_revPC; P1-102_revPC; P1-103_revPC

The areas are approximate and relate to the likely areas of the building at the current state of the design.

The standard RICS Code of Practice for measuring areas has been used with the exception that internal balconies are not included in GIA/NSA

Any decisions to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements and the like, should make allowance for the following:

1. Design development.
2. Accurate site survey, site levels and dimensions.
3. Construction methods and building tolerances.
4. Local Authority consents.

Appendix B

Vehicle trips

Dollis Jan 18

Vehicle trip rates

	A1/A3	B1	Resi
AM		0.072	0.127
PM		0.14	0.197
Daily		1.802	1.492

Summary schedule

	A1/A3	B1	Resi
Existing	120	0	2
Previous proposal	120	43	4
Current proposal	120	181	1

Existing

	B1	Resi	Total
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Previous proposal

	B1	Resi	Total
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Daily	1	6	7

Current proposal

	B1	Resi	Total
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PM	0	0	0
Daily	3	1	5