Planning Inspectorate

Appeal Decision

Site visit made on 16 October 2025

by J Symmons BSc (Hons) CEng MICE

an Inspector appointed by the Secretary of State

Decision date: 06 January 2026

Appeal Ref: APP/H5390/W/25/3368375
227 Shepherd's Bush Road, Hammersmith, London W6 7AS

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant approval required under Article 3(1) and Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).
- The appeal is made by 227 SBR Limited against the decision of the Council of the London Borough of Hammersmith and Fulham.
- The application Ref is 2025/01113/PMA56.
- The development proposed is for the change of use of the first, second and third floor levels from offices (Class E) into 21no self-contained flats (Class C3) comprising of 18 x 1 bedroom and 3 x 2 bedroom flats; change of use of part of the ground and mezzanine floor level from office (Class E) into 1 x 2 bedroom self-contained flat (Class C3).

Decision

1. The appeal is allowed and prior approval is granted under the provisions of Article 3(1) and Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for the change of use of the first, second and third floor levels from offices (Class E) into 21no self-contained flats (Class C3) comprising of 18 x 1 bedroom and 3 x 2 bedroom flats; change of use of part of the ground and mezzanine floor level from office (Class E) into 1 x 2 bedroom self-contained flat (Class C3) at 227 Shepherd's Bush Road, Hammersmith, London W6 7AS in accordance with the application 2025/01113/PMA56 and the details submitted with it subject to the conditions set out on the attached schedule and the obligation in the Unilateral Undertaking dated 9 October 2025.

Preliminary Matters

2. I have used the development description detailed in the Officer Report, Notice of Refusal and on the appellant's Appeal Questionnaire as this more accurately describes the proposal.

3. Article 3(1) and Schedule 2, Part 3, Class MA, of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (GPDO) provides a permitted development right for the change of use of a building falling within Use Class E (Commercial, Business and Service) to Use Class C3 (Dwellinghouses), subject to limitations and conditions.

4. At the time the Council made its decision it determined that there were no limitations under Paragraph MA.1 that would prevent the proposal from being permitted development subject to the conditions under Paragraph MA.2 being satisfied. I see no reason to question this.

5. Paragraph MA.2 of Class MA stipulates that development is permitted subject to the condition that, before commencement, the developer applies to the local planning authority for prior approval in respect of specified matters. In this case, the Council refused prior approval for four reasons: first, it had not been demonstrated that all proposed habitable rooms would receive adequate natural light; second, the proposed cycle storage would involve external alterations not permitted under Class MA and no agreed Unilateral Undertaking (UU) had been provided to restrict future residents from applying for parking permits; third, Flat 1 would fail to achieve the finished floor to ceiling height required by the Nationally Described Space Standards 2015; and finally, no Planning Fire Safety Strategy had been submitted.

6. To address the second reason for refusal, the appellant submitted a separate planning application (Ref: 2025/01160/FUL) for the proposal's required external alterations including the installation of two rooflights, the formation of a new door opening to the delivery area, and the provision of cycle and refuse storage. This application has been granted (granted scheme) and has been submitted in support of the appeal. The appellant has also provided a signed UU made pursuant to Section 16 of the Greater London Council (General Powers) Act 1974, which restricts future residents from applying for parking permits, other than blue badge holders. The Council has confirmed that this UU would be acceptable. In addition, to address the third reason for refusal, the appellant has submitted a revised drawing titled 'Back Elevation (East)' Ref: SHE_P12c12 Rev. C, dated 26 June 2025, which is stated as now showing the correct finished floor to ceiling height for Flat 1.

7. With regard to the submitted new and additional information, the 'Procedural Guide – Planning Appeals – England' makes clear that the appeal process should not be used to evolve a scheme and advises that appeals should be generally determined on the same basis as the original application and should not normally introduce new evidence or technical data that was not before the local planning authority and interested parties at the application stage. Indeed, the Council has raised this point in its appeal statement.

8. However, in this case, even when taken together, the information does not fundamentally change or evolve the proposal. The granted scheme has been appropriately considered by the Council and consulted upon at its application stage. The submitted UU has been agreed with the Council, and it is highly unlikely that preventing the proposed development's future residents from applying for parking permits would adversely affect any interested parties. In relation to the revised drawing submitted, this only clarifies the ceiling height and would not fundamentally change Flat 1. Overall, accepting the information provided in support of the appeal would not result in procedural unfairness or cause prejudice to the Council or other interested parties. I therefore conclude that the revised drawings and additional information should be accepted, and I have determined the appeal on this basis.

9. On 16 December 2025, the Government published a consultation on proposed reforms to the National Planning Policy Framework dated December 2024 (the Framework) and issued a written ministerial statement titled 'Planning Reform: Next Phase'. The consultation and draft Framework do not constitute Government policy or guidance, and I consider in this case that there is no requirement to seek further submissions on this matter. I am satisfied that no party's interests would be prejudiced by my taking this approach.

Main Issues

10. The main issues in determination of the appeal are whether or not:

- adequate natural light would be provided in all habitable rooms of the proposed development;
- the transport impacts of the proposed development would be acceptable;
- the proposed development would comply with the Nationally Described Space Standards; and
- the proposed development would meet the fire safety requirements.

Reasons

11. The appeal site comprises a four-storey detached office building accessed from Shepherd's Bush Road. A shared access at one end of the building leads to a rear undercroft and an adjoining external area currently used for car parking and servicing.

12. The proposal seeks conversion of the building to 22 self-contained residential flats, retaining a small element of office accommodation at ground floor level. The undercroft and external area would provide disabled parking, cycle storage, and refuse and recycling facilities.

Adequate natural light

13. Paragraph MA.2(2)(f) of Class MA requires that all habitable rooms within a dwellinghouse are provided with adequate natural light. The GPDO does not define what constitutes 'adequate natural light'.

14. There is no dispute between the main parties regarding which rooms within the proposed development would be classed as habitable. The appellant submitted an Interior Daylight and Sunlight Report, prepared by Consil and dated 6 June 2025, which assessed the daylight and sunlight received by these rooms in accordance with the guidance set out in the BRE Report Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2022) (BRE guidance). The report concluded that all flats would achieve daylight and sunlight levels exceeding the BRE guidance recommendations and that the natural light provision would be acceptable.

15. The Council does not dispute the use of BRE guidance, or the figures calculated in the report in assessing natural light. Nor does it dispute that the report demonstrates that there would be adequate daylight provision in all the flats. However, it contends that the sunlight assessment shows some habitable rooms in Flats 1, 6, 7, 13, 14, 20 and 21 would not meet the BRE guidance's recommended levels of sunlight.

16. However, regarding sunlight, the BRE guidance does not require every habitable room to achieve a specific amount of sunlight. Instead, the BRE guidance recommends that a dwelling would appear reasonably sunlit if at least one main window wall faces within 90 degrees of due south and a habitable room, preferably a living room, receives at least 1.5 hours of sunlight on 21 March. The BRE guidance also notes that where groups of dwellings are planned, site layout design

should aim to maximise the number of dwellings that meet the above recommendations.

17. The Council has provided no evidence to demonstrate that the interpretation of how sunlight should be assessed under the BRE guidance is incorrect. While it argues that some habitable rooms would not receive 1.5 hours of sunlight on 21 March, this is not the basis on which the BRE guidance determines sunlight adequacy. Moreover, the Council has not shown that, when assessed in accordance with the guidance, the flats it identifies - Flats 1, 6, 7, 13, 14, 20 and 21 - would fail to meet the recommended sunlight standard.

18. Accordingly, while not all habitable rooms would receive 1.5 hours of sunlight on 21 March, the Interior Daylight and Sunlight Report demonstrates that the proposed flats would achieve daylight and sunlight levels consistent with the BRE guidance. Considering both daylight and sunlight provision together, I am satisfied that all habitable rooms would benefit from adequate natural light. Accordingly, the requirements of paragraph MA.2(2)(f) would be met.

Transport impacts

19. The main parties agree that the site has a public transport access level (PTAL) of 6b, denoting excellent public transport accessibility. With the exception that one commercial and one residential blue badge parking space would be provided, it has been agreed that the proposed development would be car free and a total of 28 residential cycle parking spaces (26 long stay and 2 short stay) would be required and provided at ground level. The proposed refuse and recycling storage and delivery and servicing arrangements were also accepted by the Council. I have no reason to disagree with these matters.

20. To ensure the proposed development would be car-free, the signed and agreed UU dated 9 October 2025 would prevent, other than for blue badge holders, future residents from being able to apply for parking permits. I see little reason to question the content of the UU. The UU is necessary to prevent the development from causing unacceptable transport impacts and is directly related to the proposal and is fairly and reasonably related in scale and kind. Accordingly, it meets the tests for a planning obligation set out in the Framework.

21. Class MA permits the change of use of a building but does not expressly authorise external alterations, including those required for the proposed cycle parking. However, the granted scheme includes permission for the necessary external works, and these are consistent with the works shown on the proposed development's drawings. To secure the granted scheme's works, the Council has suggested a condition requiring their full completion prior to occupation of the development. I consider this condition would meet the six tests set out in paragraph 57 of the Framework and would therefore be acceptable. Accordingly, the external alterations can be secured without conflicting with the limitations of Class MA.

22. Taking all transport-related matters into account, and subject to the planning condition for the granted scheme and the inclusion of the UU, the proposed development would not cause unacceptable transport impacts. It would accord with part MA.2(2)(a) of the GPDO.

23. Insofar as they are related to transport impacts, the proposed development would not conflict with Policy T4 of the Hammersmith and Fulham Local Plan February 2018 and Policies T5 and T6 of the London Plan 2021.

Nationally Described Space Standards (NDSS)

24. Aside from the dispute between the main parties regarding whether Flat 1 meets the NDSS requirement for a minimum ceiling height of 2.3 metres across at least 75% of its gross internal floor area, it is agreed that all other flats comply with the NDSS. I see little reason to disagree with this.

25. In relation to Flat 1, revised drawing SHE_P12c12 Rev. C titled 'Back Elevation (East)' dated 26 June 2025, clarifies that the finished floor to ceiling height for Flat 1 to be 2.5 metres at ground level and 2.46 metres at mezzanine level. The flat would therefore comply with the NDSS's finished floor to ceiling height.

26. The proposed development would accord with paragraph 9A of Article 3 of the GPDO in respect of compliance with the NDSS.

Fire safety

27. Paragraph MA.2(2)(i) of Class MA requires consideration of fire safety where the fire risk condition applies. Under MA.3, the fire risk condition is met if the development relates to a building that will contain two or more dwellinghouses and satisfies the height requirement in paragraph (3), read with paragraph (7) of Article 9A (fire statements) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The height requirement is that the building is at least 18 metres in height or comprises seven or more storeys.

28. The proposed development does not meet either the height or storey threshold and therefore does not trigger the fire risk condition. As a result, consideration of fire safety impacts on future occupants is not required.

29. Development plan policies may be relevant in prior approval cases, but only insofar as they relate to the matters for consideration. No substantive evidence has been provided to demonstrate that the London Plan Guidance: Fire Safety 2022 or Policy D12 of the London Plan applies where the fire risk condition is not met. Accordingly, as fire risk is not a matter requiring assessment in this case, Policy D12 (Fire Safety) of the London Plan 2021 does not apply, and a fire statement is not required.

30. Consequently, the proposed development would accord with parts MA.2(2)(i) and MA.3 of the GPDO.

Other Matters

31. Matters relating to air quality, Secured by Design, and water efficiency were raised by consultees. However, the Council has not identified any specific requirements for these matters, and I have no reason to take a different view.

32. At the time the Council made its decision, and the appeal was started, the Council was in the process of proposing an Article 4 Direction of the GPDO which would remove Permitted Development Rights allowing the change of use from business, commercial and service use to residential. This direction was proposed to come into force on the 5 December 2025. However, the Council has confirmed that it has

not been adopted at this time. Accordingly, I give this limited weight and consider it does not outweigh my finding that the proposal would be permitted development.

Conditions

33. I have considered the conditions suggested by the Council and amended these where necessary for clarity and precision. The appellant has commented on the suggested conditions, and I have considered the comments provided.

34. The time limit for completion within three years and the restriction of the use to only dwellinghouses are already secured by the standard conditions set out in paragraph MA.2(5) and (6) of the GPDO. As such, suggested conditions 1 and 3 are unnecessary and have not been imposed. I have renumbered the other conditions to suit.

35. Even though prior approval requires the development to be completed in accordance with the details approved, due to revised drawings being submitted, for certainty, I have included suggested condition 2 but have, for accuracy, revised some of the drawing references as suggested by the appellant.

36. To prevent transport impacts, a condition is necessary to ensure the granted scheme for the external works is completed in full prior to the proposed development's occupation. Suggested condition 4 has therefore been included to secure this. To mitigate flood risk and limit its impact on future occupiers suggested condition 5 is necessary. Suggested condition 6 is required to ensure the proposed development is in accordance with the Noise Impact Assessment and the living conditions of future occupiers are protected.

Conclusion

37. For the reasons given above, I conclude that the appeal should be allowed and prior approval should be granted.

J Symmons

INSPECTOR

Schedule Of Conditions

1) The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice:

   - SHE_P01c16 Rev C; SHE_P02c16 Rev C; SHE_P03c16 Rev C; SHE_P04c16a Rev C; SHE_P05c16a Rev C; SHE_P08c16 Rev C; SHE_P09c16 Rev C; SHE_P10c16 Rev C; SHE_P11c16 Rev C; SHE_P12c12 Rev C and SHE_P13c16 Rev C;
   - Cover Letter Ref. HC/ET/P25-0304, dated 14 April 2025 prepared by Pegasus Group;
   - Accommodation Schedule Rev C12, dated 14 April 2025;
   - Delivery and Service Plan - Conversion Ref. AF/CC/P25-3477/05, dated April 2025 prepared by Create Consulting Engineers (Create) Limited;
   - Flood Risk Assessment Ref. ST3782/FRA-2503-Rev 2, dated March 2025 prepared by Stomor Ltd;
   - Healthy Streets Check for Designers prepared by Create Consulting Engineers (Create) Limited;
   - Interior Daylight and Sunlight Report dated 6 June 2025 prepared by Consil;
   - Noise Impact Assessment to a Proposed Development Ref. 250219-R001A, dated 11 April 2025 prepared by ACA Acoustics;
   - Phase 1 Contaminated Land Assessment (Class MA Conversion) Ref. CB/CC/P25-3477/01 Rev A, dated April 2025 prepared by Create Consulting Engineers (Create) Limited;
   - Transport Statement - Conversion Ref. AF/CC/P25-3477/03, dated April 2025 prepared by Create Consulting Engineers (Create) Limited; and
   - Transport Technical Note - Conversion Ref AF/VL/P25-3477/08 dated June 2025 Prepared by Create Consulting Engineers (Create) Limited.

2) Prior to the occupation of the 22 self-contained residential units hereby approved to the ground, mezzanine, first, second and third-floors of the application property, the cycle and refuse storage as shown on Drawing Nos. SHE_P01d12c Rev D, SHE_P10d12c Rev D and SHE_P12d12c Rev D approved on 4 July 2025 under planning application ref. 2025/01160/FUL, shall be installed and retained for the lifetime of the development.

3) The development shall be carried out and completed in full accordance with the details contained within the approved Flood Risk Assessment Ref. ST3782/FRA-2503-Rev 2, dated March 2025 prepared by Stomor Ltd. No part of the development shall be used or occupied until all flood prevention and mitigation measures have been installed in accordance with the submitted details and the development shall be permanently retained in this form and maintained as necessary thereafter.

4) The development hereby granted prior approval shall be carried out and completed in accordance with the details contained within the Noise Impact Assessment Ref. 250219-R001A, dated 11.04.2025 prepared by ACA Acoustics. No part of the development shall be used or occupied until all commercial noise mitigation measures have been installed in accordance with the submitted details and the development shall be permanently retained in this form and maintained as necessary thereafter.

LEGEND

site area

NORTH

SITE LOCATION PLAN

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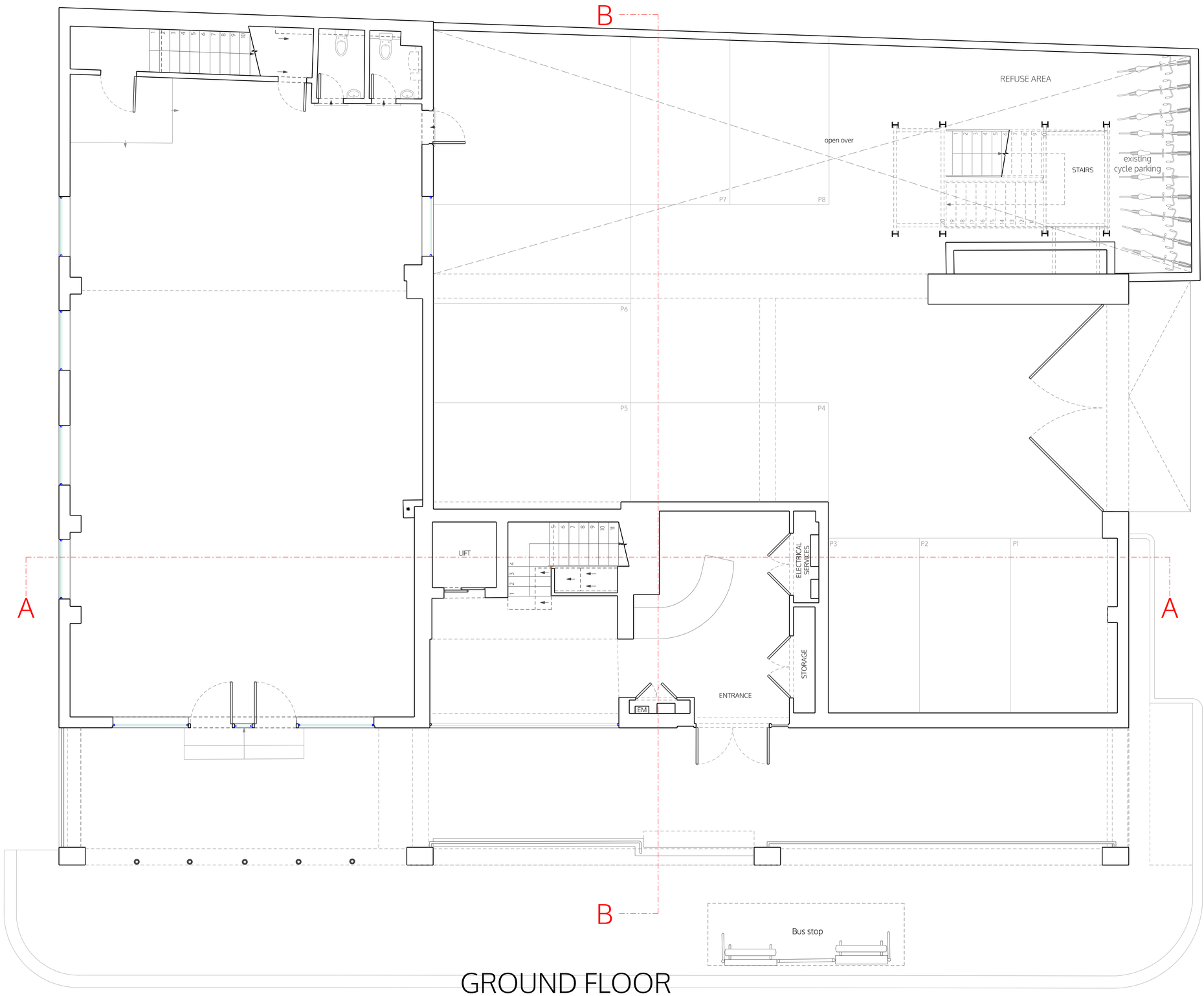
project
Conversion to residential
227 Shepherds Bush Road
London W6 7AS

client
227 SBR Ltd
London, UK

title
Site Location Plan

status	scale	date	drawn	no.
planning only	1:1000 @A3 1:500 @A1	11.04.2025	I.Iezzi	SHE_LOC1



GROUND FLOOR

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no. | drawn | date | scale | status

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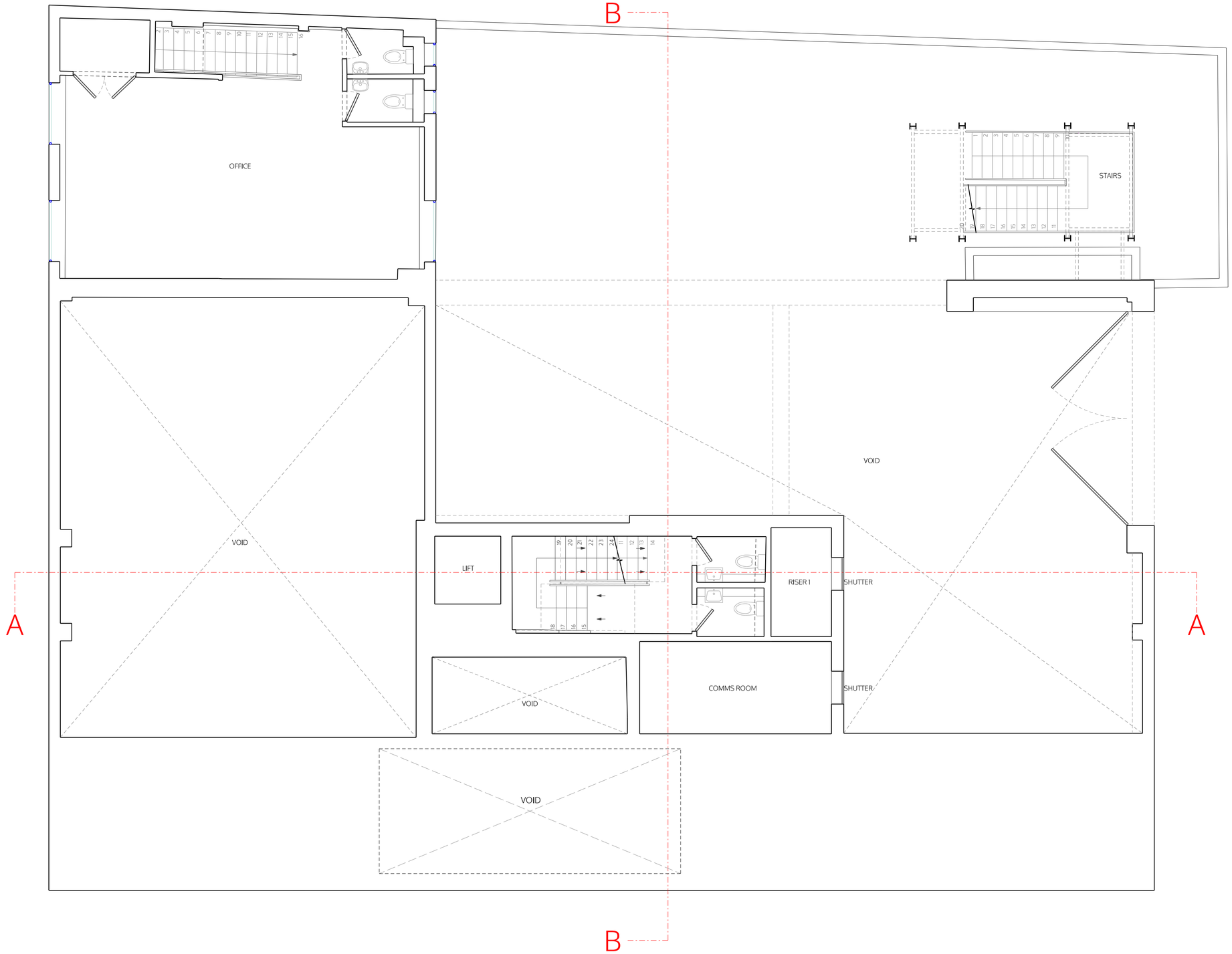
client
227 SBR LTD
London

title
Ground floor plan
as existing

EXISTING

scale	1:100 @A3 1:50 @A1
date	28.04.2025
drawn	I.Iezzi

SHE_E01e12



MEZZANINE

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227 SBR LTD
London

title
Mezzanine plan
as existing

status
EXISTING

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date
14.04.2025

drawn
I.Iezzi

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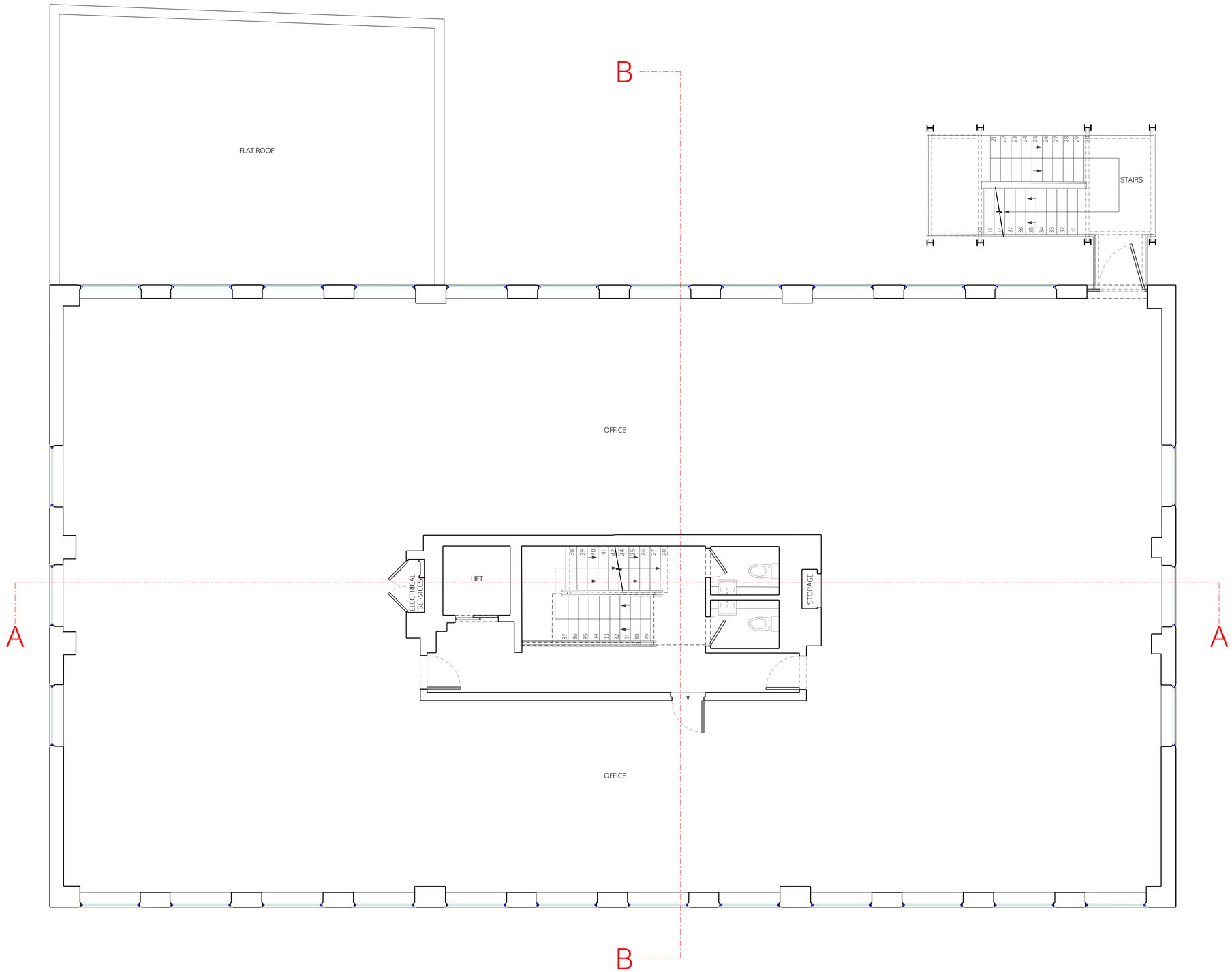

FIRST FLOOR

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227 Shepherds Bush Road
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client
227 SBR LTD
London

title
First floor plan
as existing

status
EXISTING

scale
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date
14.04.2025

drawn
I.Iezzi

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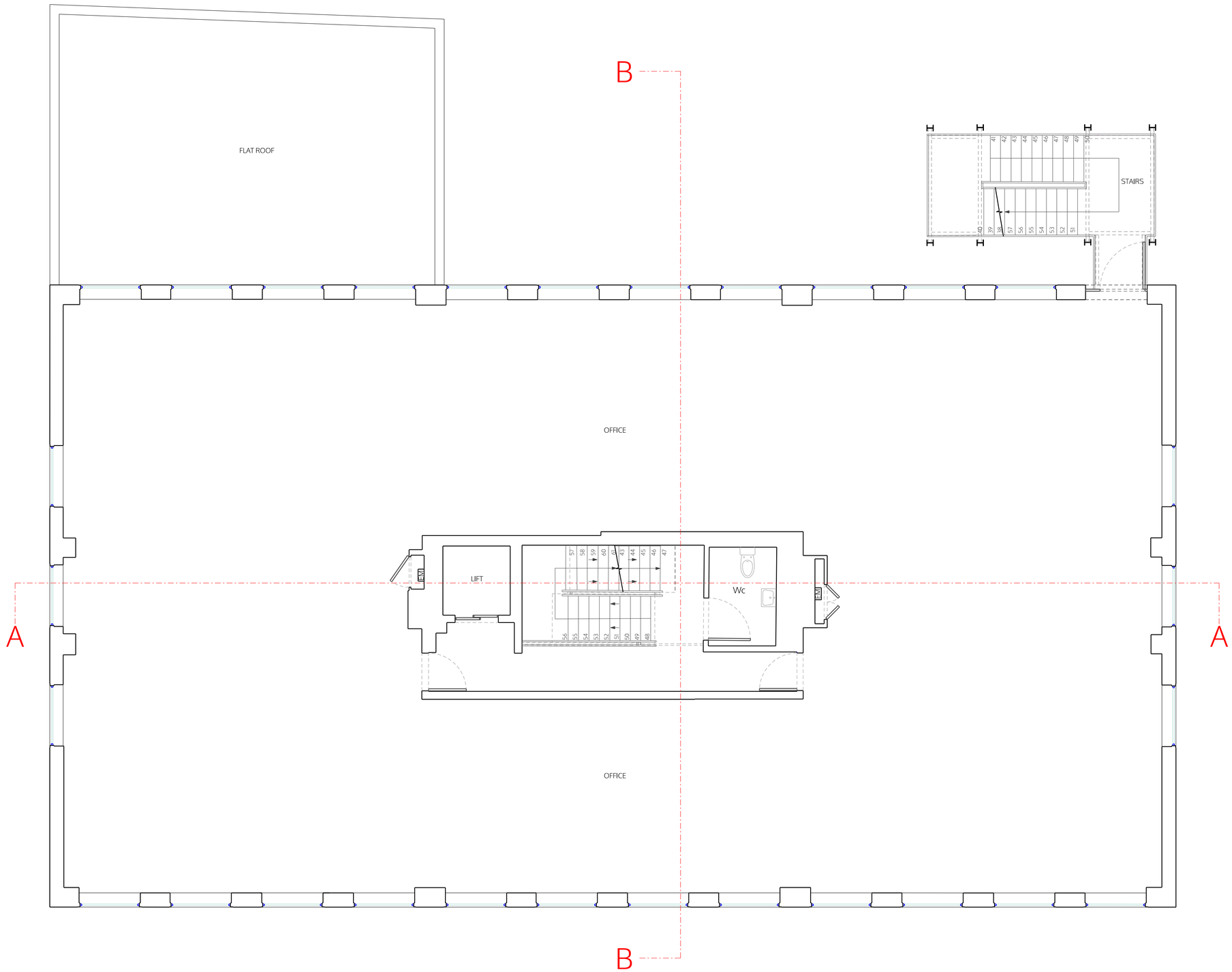

SECOND FLOOR

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Conversion to residential
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client
227 SBR LTD
London

title
Second floor plan
as existing

EXISTING

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drawn	I.Iezzi

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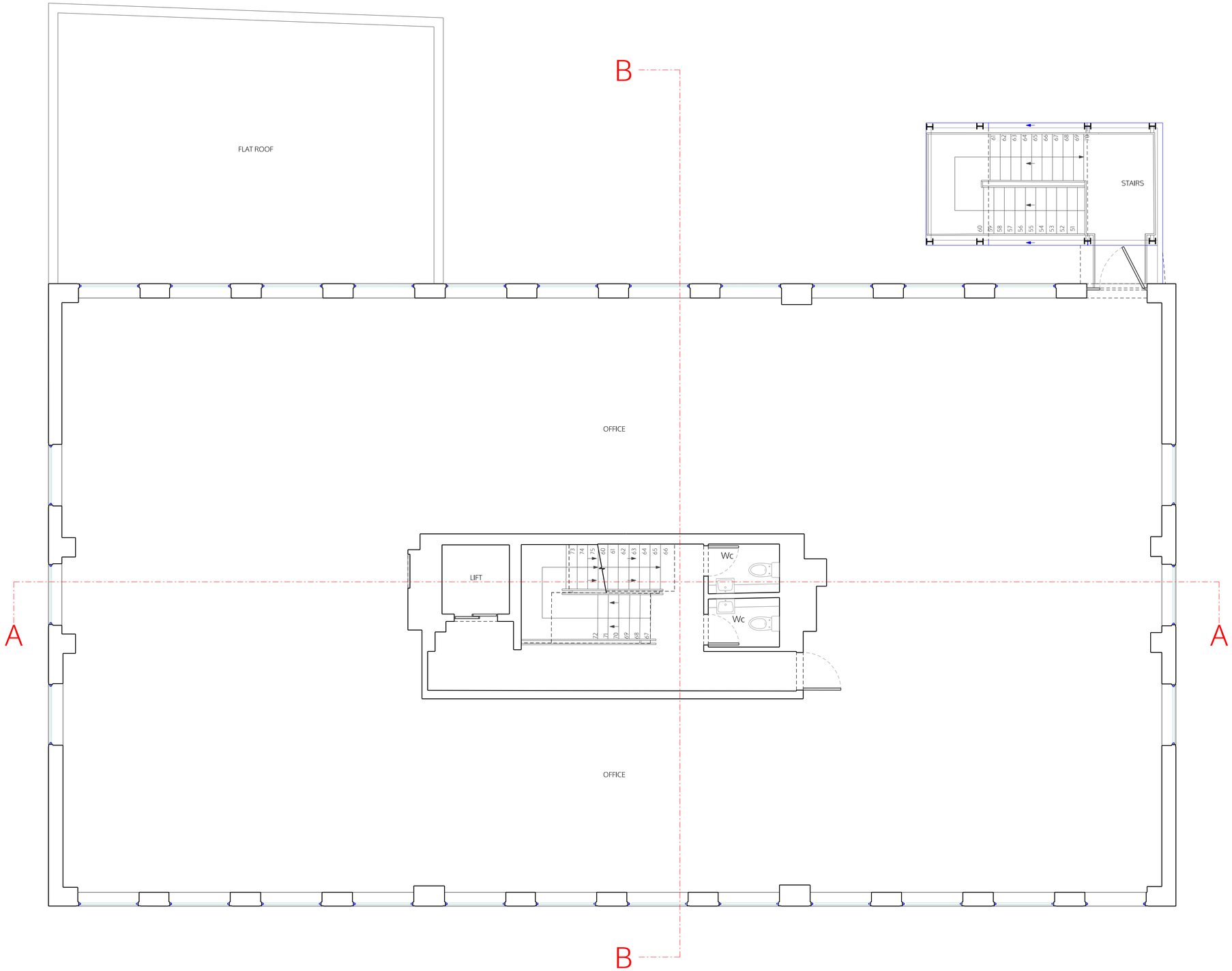

THIRD FLOOR

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client: 227 SBR LTD
London

title: Third floor plan
as existing

status	EXISTING
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date	14.04.2025
drawn	I.Iezzi
no.	SHE_E05e12

FRONT ELEVATION (WEST)

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client
227 SBR LTD
London

title
Front elevation (West)
as existing

status
EXISTING

scale
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date
14.04.2025

drawn
I.Iezzi

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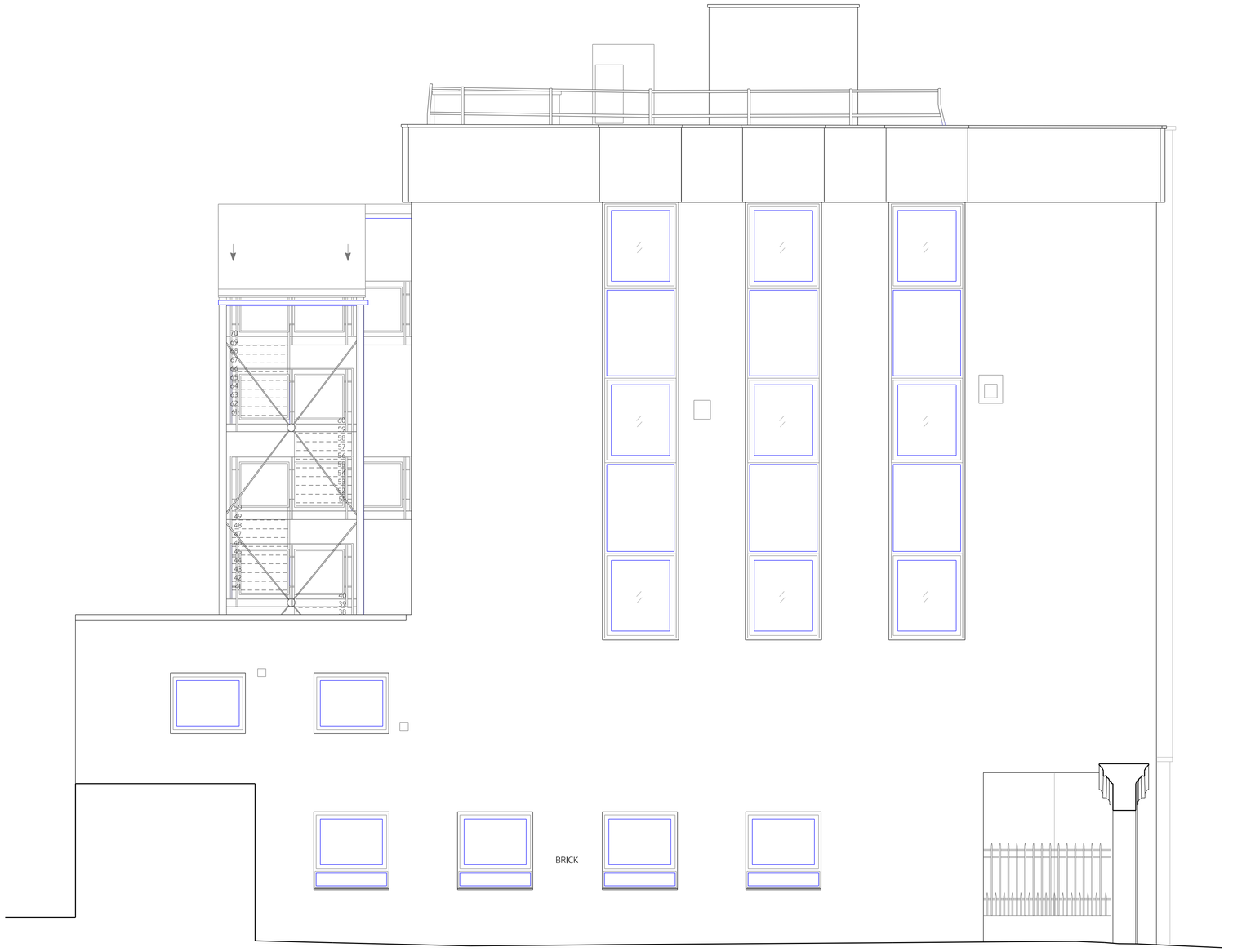

NORTH ELEVATION

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project
Conversion to residential
227 Shepherds Bush Road
London W6 7AS

client
227 SBR LTD
London

title
North elevation
as existing

SHE_E09e12

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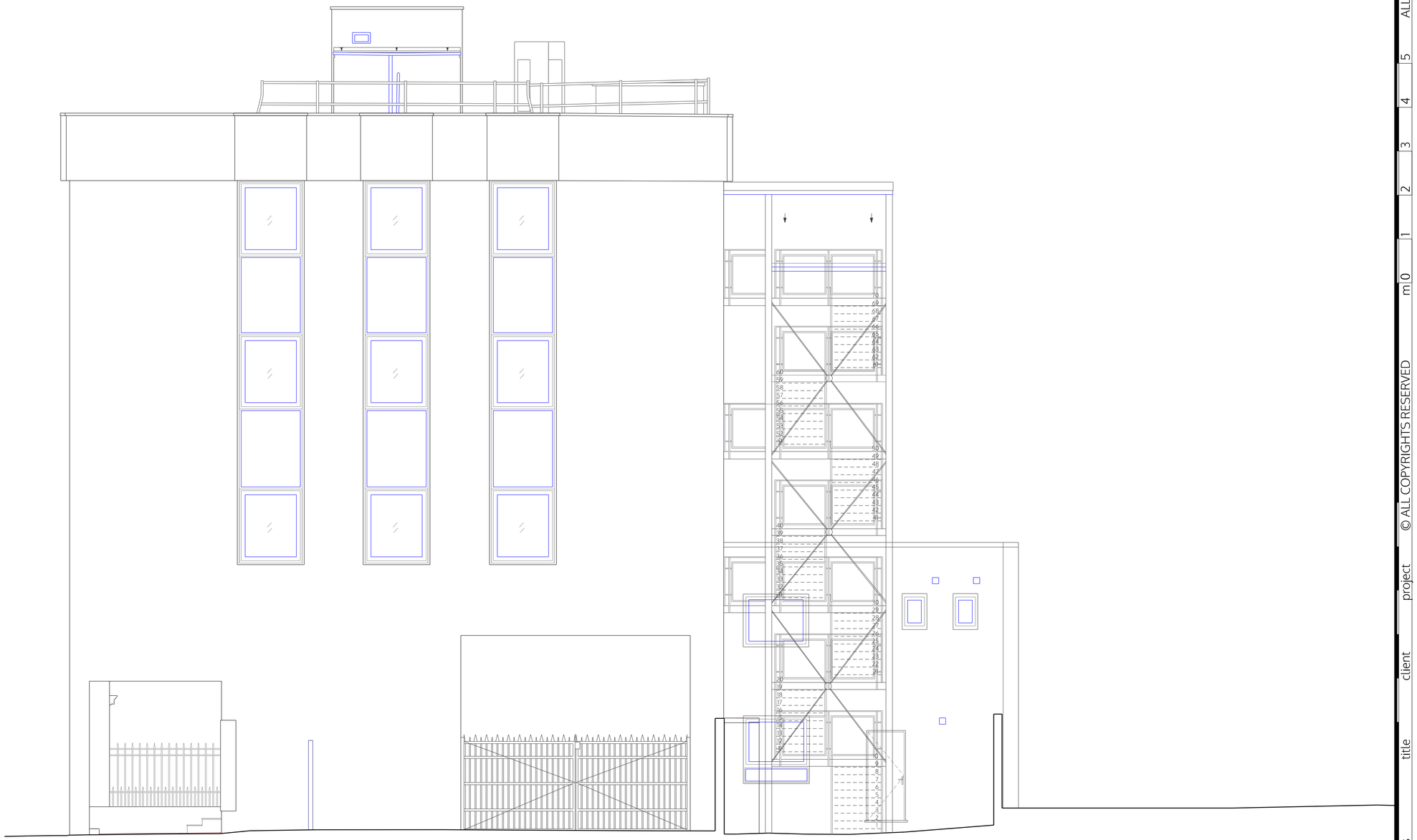

SOUTH ELEVATION

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client
227 SBR LTD
London

title
South elevation
as existing

status
EXISTING

scale
1:100 @A3
1:50 @A1

date
14.04.2025

drawn
I.Iezzi

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SECTION B-B

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client

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London

title

Section B-B
as existing

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14.04.2025

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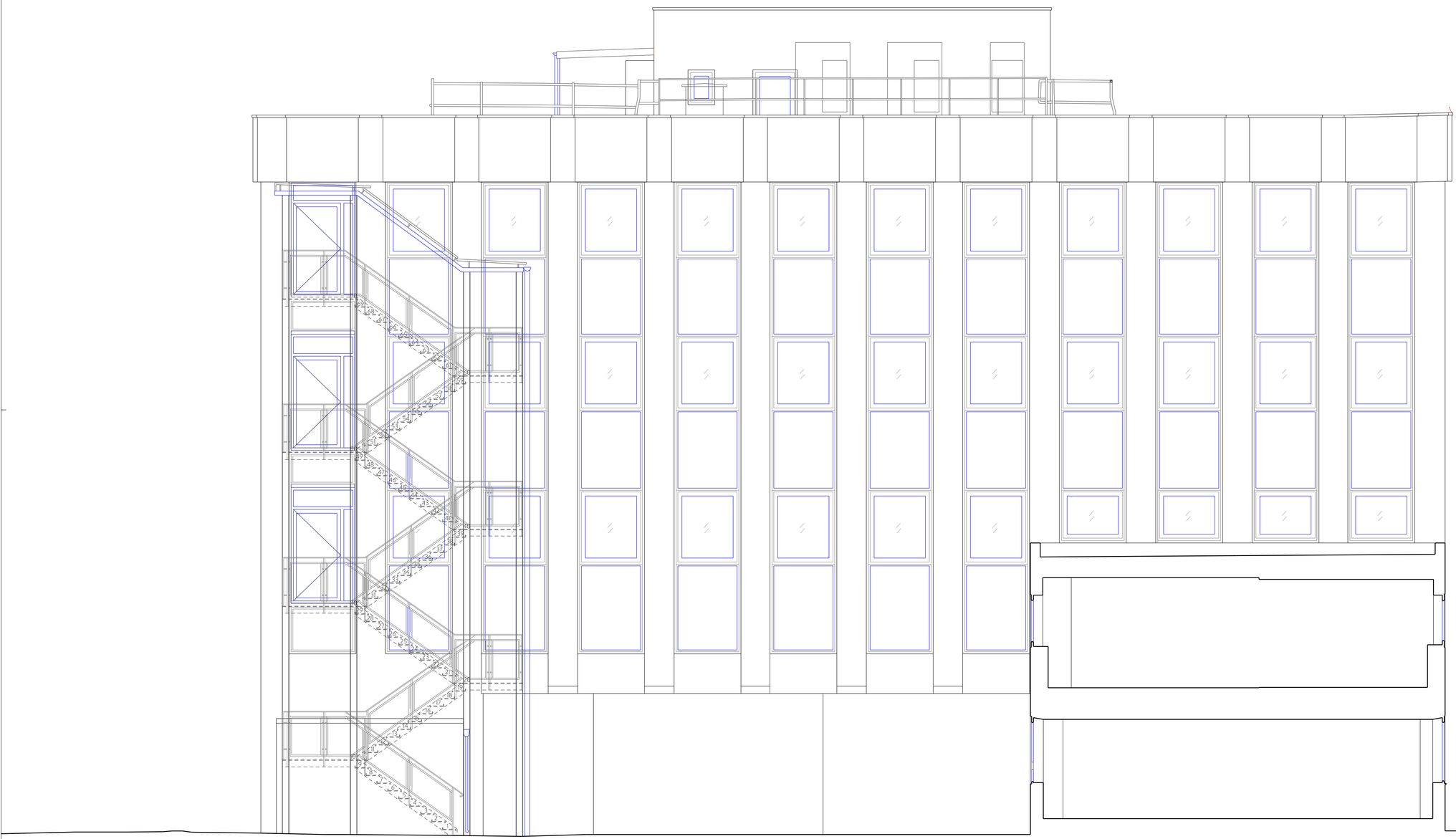

BACK ELEVATION (EAST)

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227 Shepherds Bush Road
London W6 7AS

client
227 SBR LTD
London

title
Back elevation (East)
as existing

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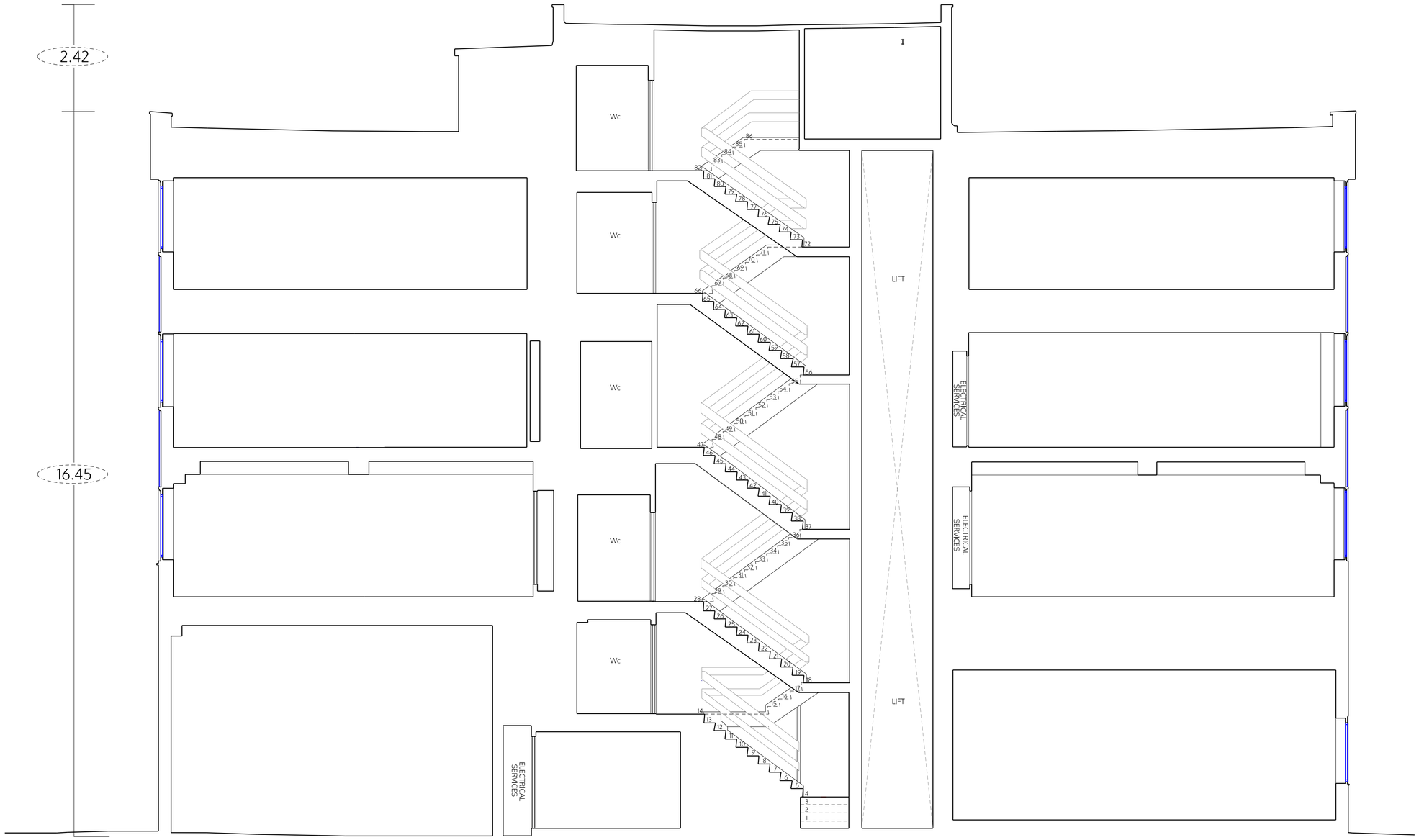

SECTION A-A

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title
Section A-A
as existing

status: EXISTING

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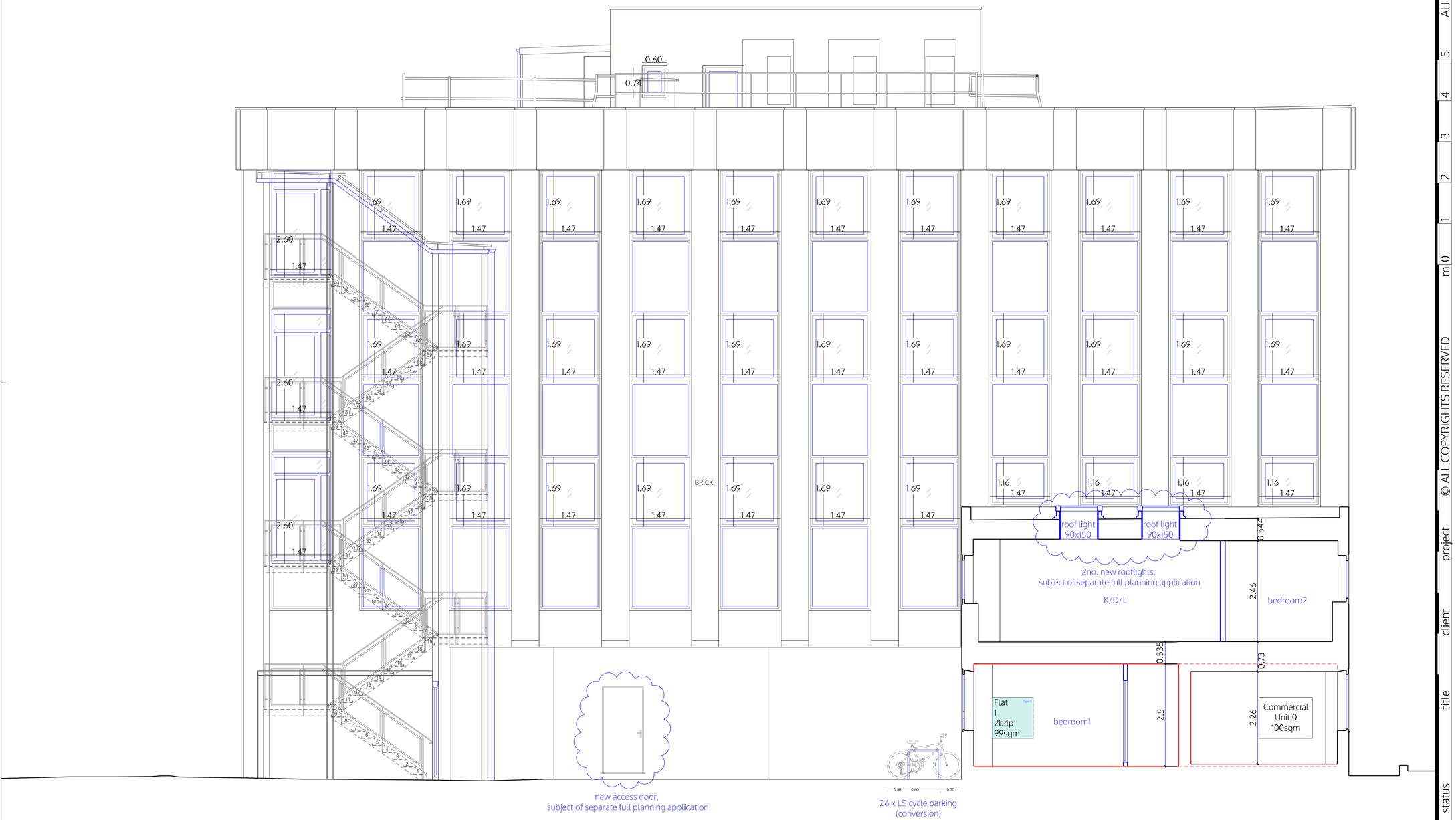
date: 14.04.2025

drawn: I.Iezzi

no. SHE_E13e12



BACK ELEVATION (EAST)

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no. | drawn | date | scale | status

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project | client | title

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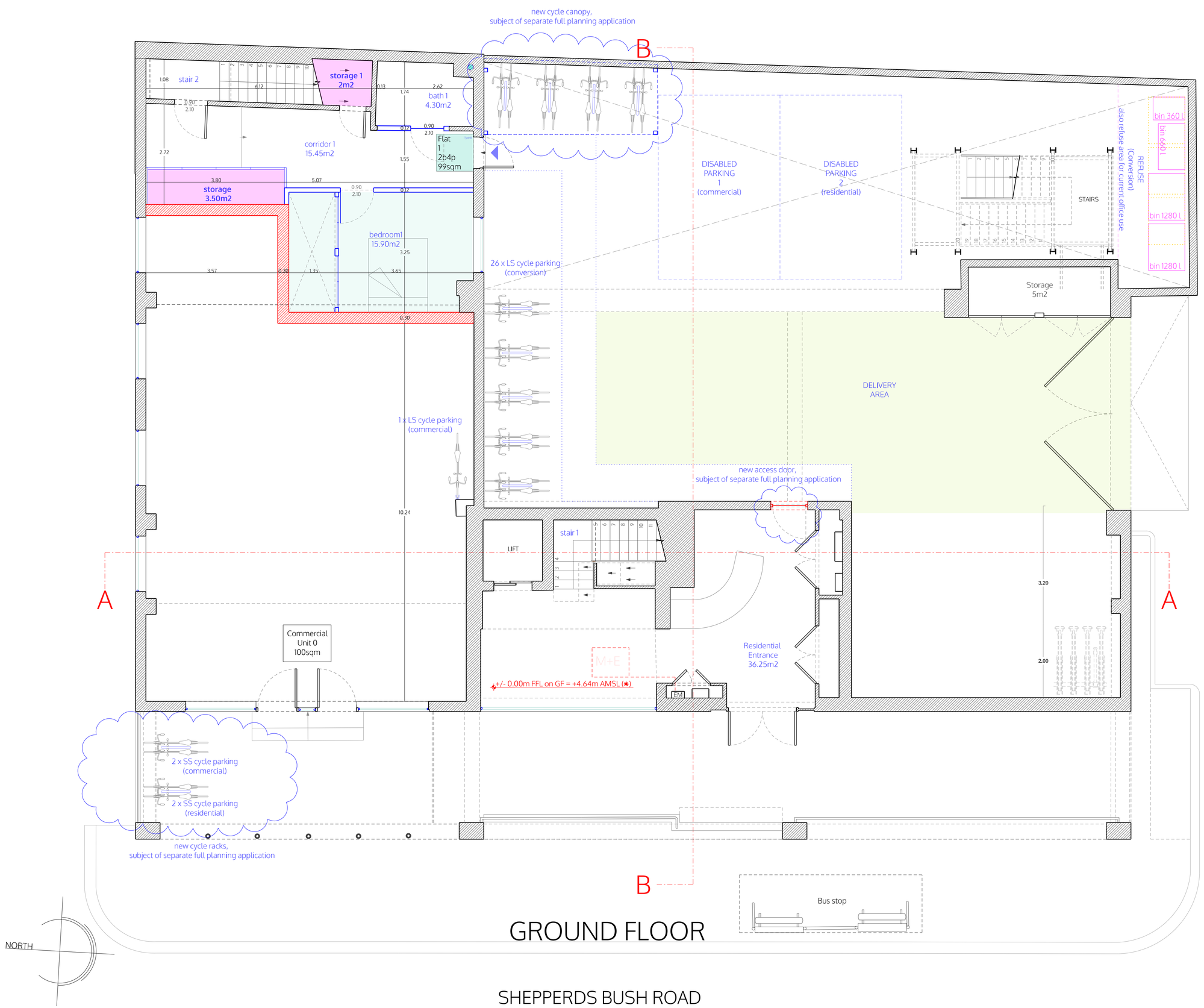
Conversion to residential
227 Shepherds Bush Road
London W6 7AS

227 SBR LTD
London

Back elevation (East)
as proposed
rev. C = (Conversion) Class MA

Planning only	
	1:100 @A3 1:50 @A1
	26.06.2025
	I.Iezzi
SHE_P12c12	



LEGEND

- Existing
- Demolition
- Partitions between flats
  Fire rated and sound proofing
- Internal partitions

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project
Conversion to residential
227 Shepherds Bush Road
London W6 7AS

client
227 SBR LTD
London

title
Ground floor plan
as proposed
rev. C = (Conversion) Class MA

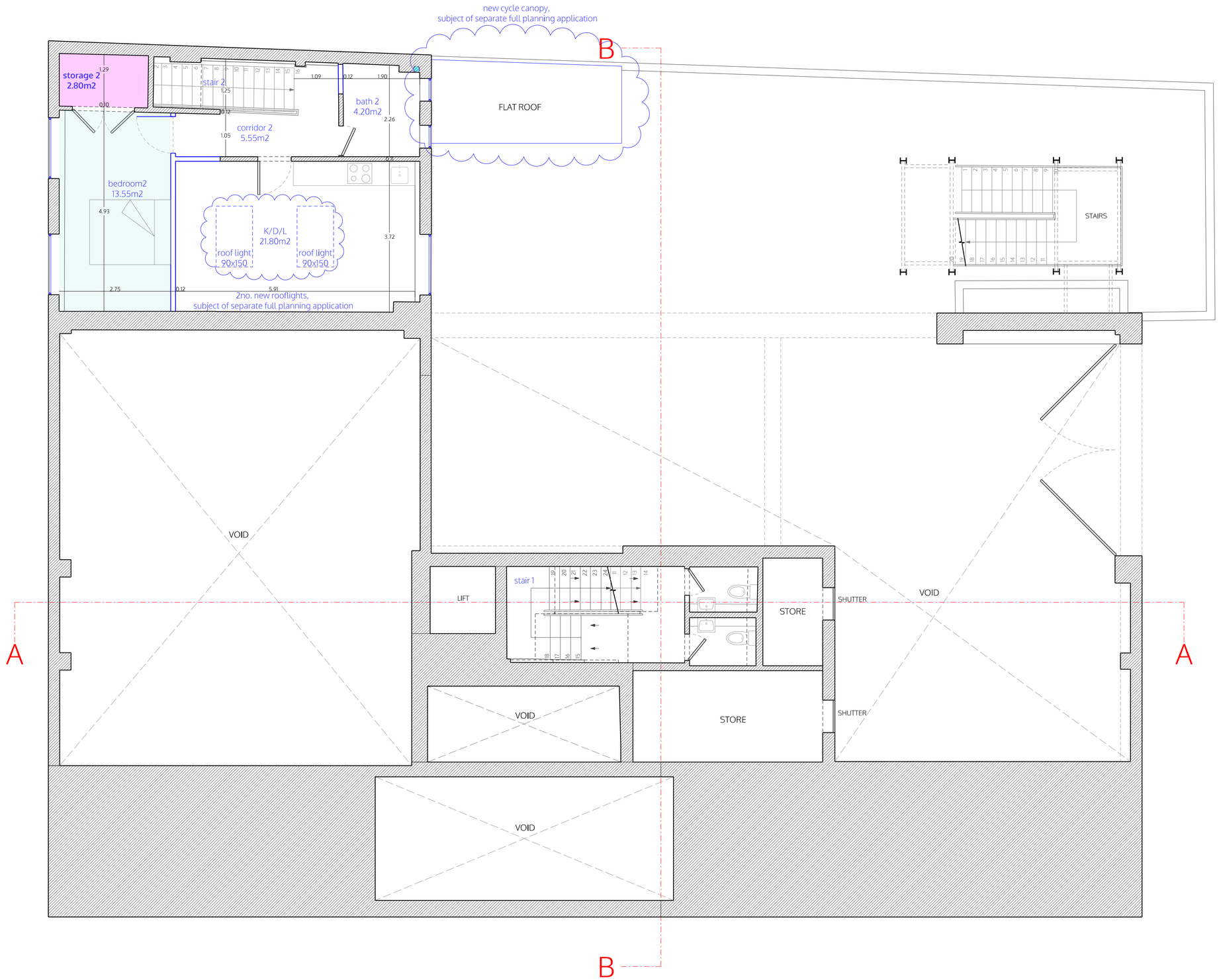
status
Planning only

scale
1:100 @A3
1:50 @A1

date
28.05.2025

drawn
I.Iezzi

no.
SHE_P01c16



NORTH

MEZZANINE

LEGEND

- Existing
- Demolition
- Partitions between flats
  Fire rated and sound proofing
- Internal partitions

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m|0 1 2 3 4 5

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project

Conversion to residential
227 Shepherds Bush Road
London W6 7AS

client

227 SBR LTD
London

title

Mezzanine plan
as proposed
rev. C = (Conversion) Class MA

status

Planning only

scale

1:100 @A3
1:50 @A1

date

28.05.2025

drawn

I.Iezzi

no.

SHE_P02c16

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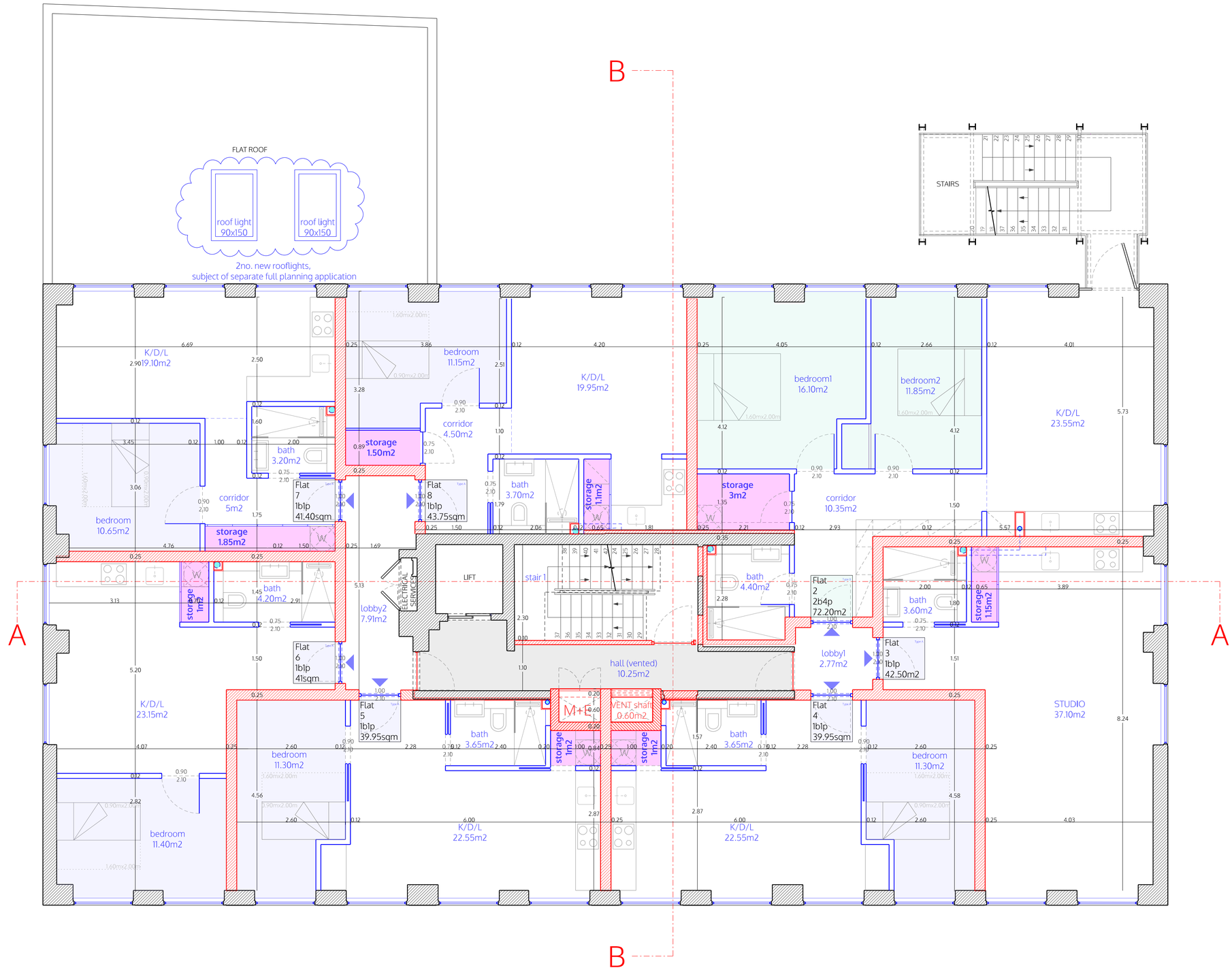

NORTH

FIRST FLOOR

LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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no.	drawn	date	scale	status
	I.Iezzi	28.05.2025	1:100 @A3 1:50 @A1	Planning only

project

Conversion to residential
227 Shepherds Bush Road
London W6 7AS

client

227 SBR LTD
London

title

First floor plan
as proposed
rev. C = (Conversion) Class MA

SHE_P03c16

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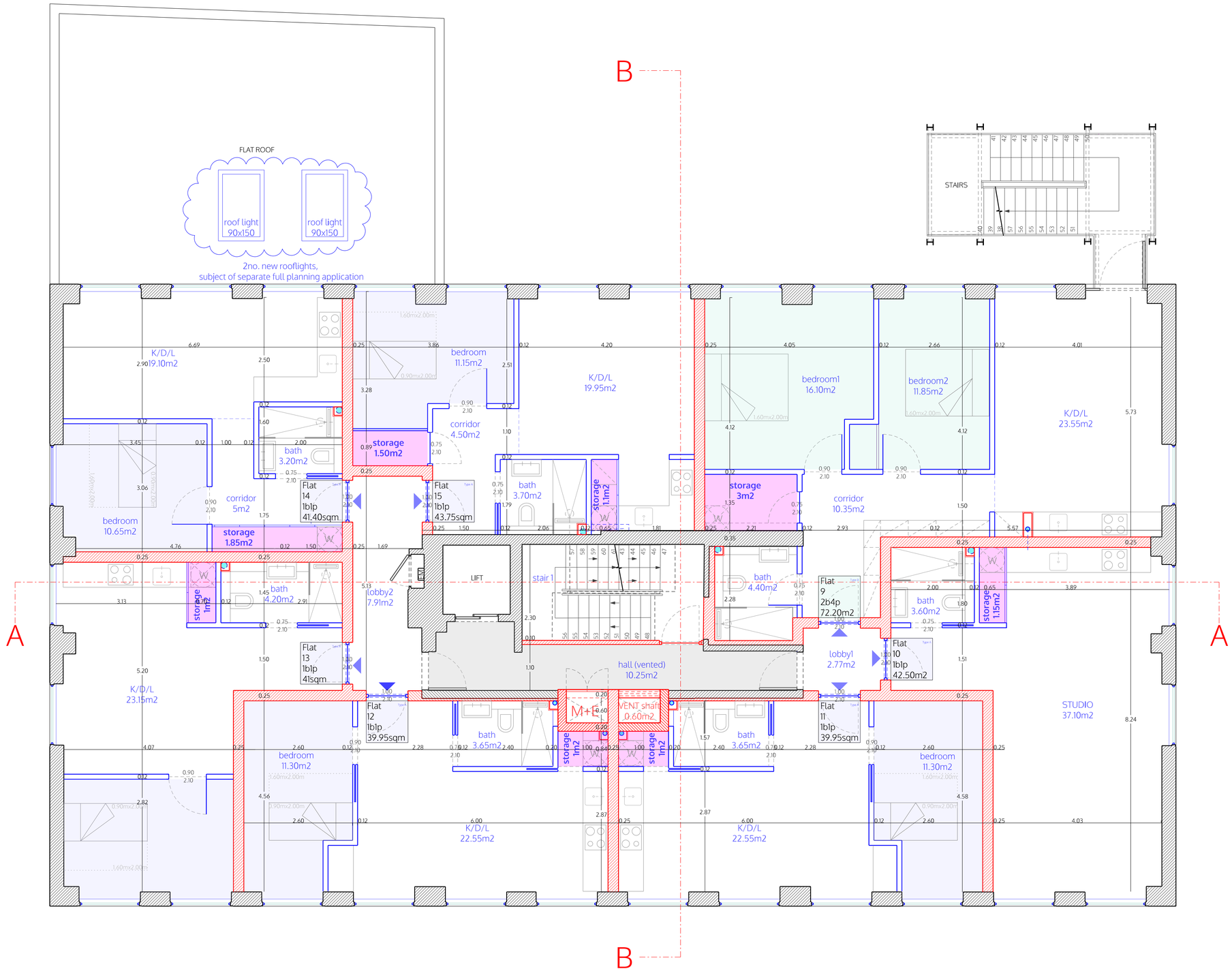

NORTH

SECOND FLOOR

LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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no.	drawn	date	scale	status
	I.Iezzi	05.06.2025	1:100 @A3 1:50 @A1	Planning only

project | client | title

Conversion to residential
227 Shepherds Bush Road
London W6 7AS

227 SBR LTD
London

Second floor plan
as proposed
rev. C = (Conversion) Class MA

SHE_P04c16a

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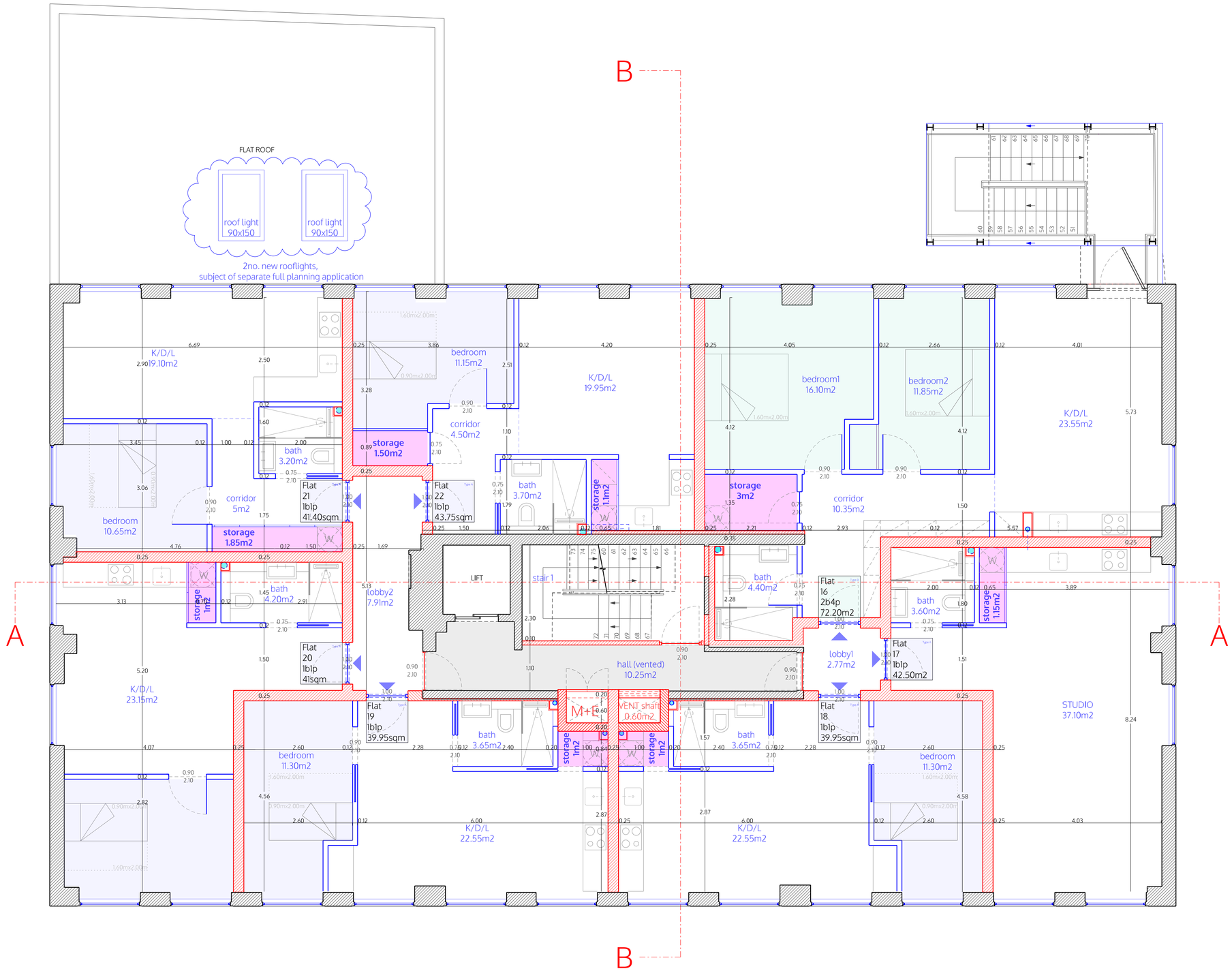

THIRD FLOOR

LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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project: Conversion to residential
227 Shepherds Bush Road
London W6 7AS

client: 227 SBR LTD
London

title: Third floor plan
as proposed
rev. C = (Conversion) Class MA

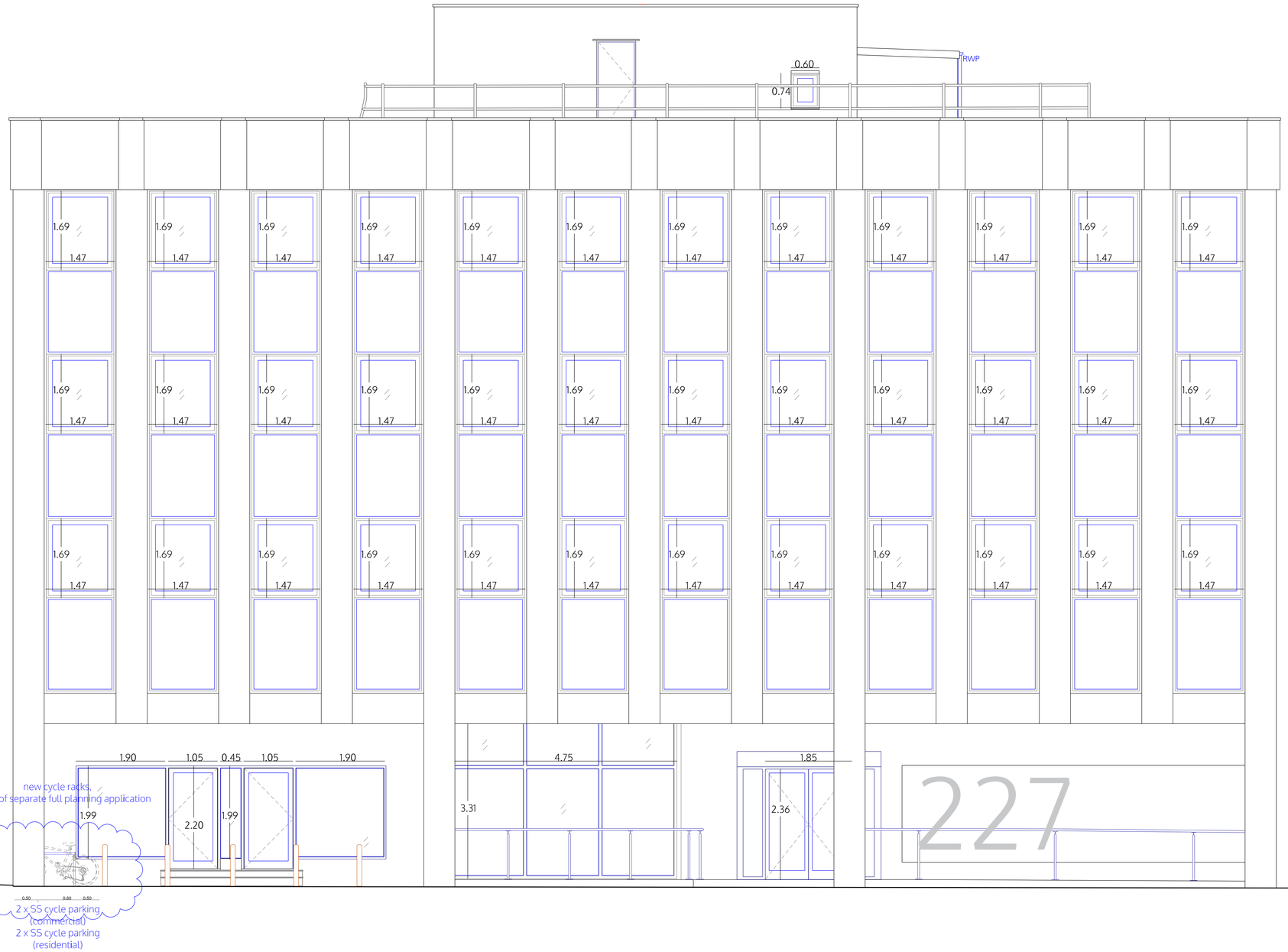
status: Planning only

scale: 1:100 @A3
1:50 @A1

date: 05.06.2025

drawn: I.Iezzi

no. SHE_P05c16a



FRONT ELEVATION (WEST)

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m|0 | 1 | 2 | 3 | 4 | 5

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project
Conversion to residential
227 Shepherds Bush Road
London W6 7AS

client
227 SBR LTD
London

title
Front elevation (West)
as proposed
rev. C = (Conversion) Class MA

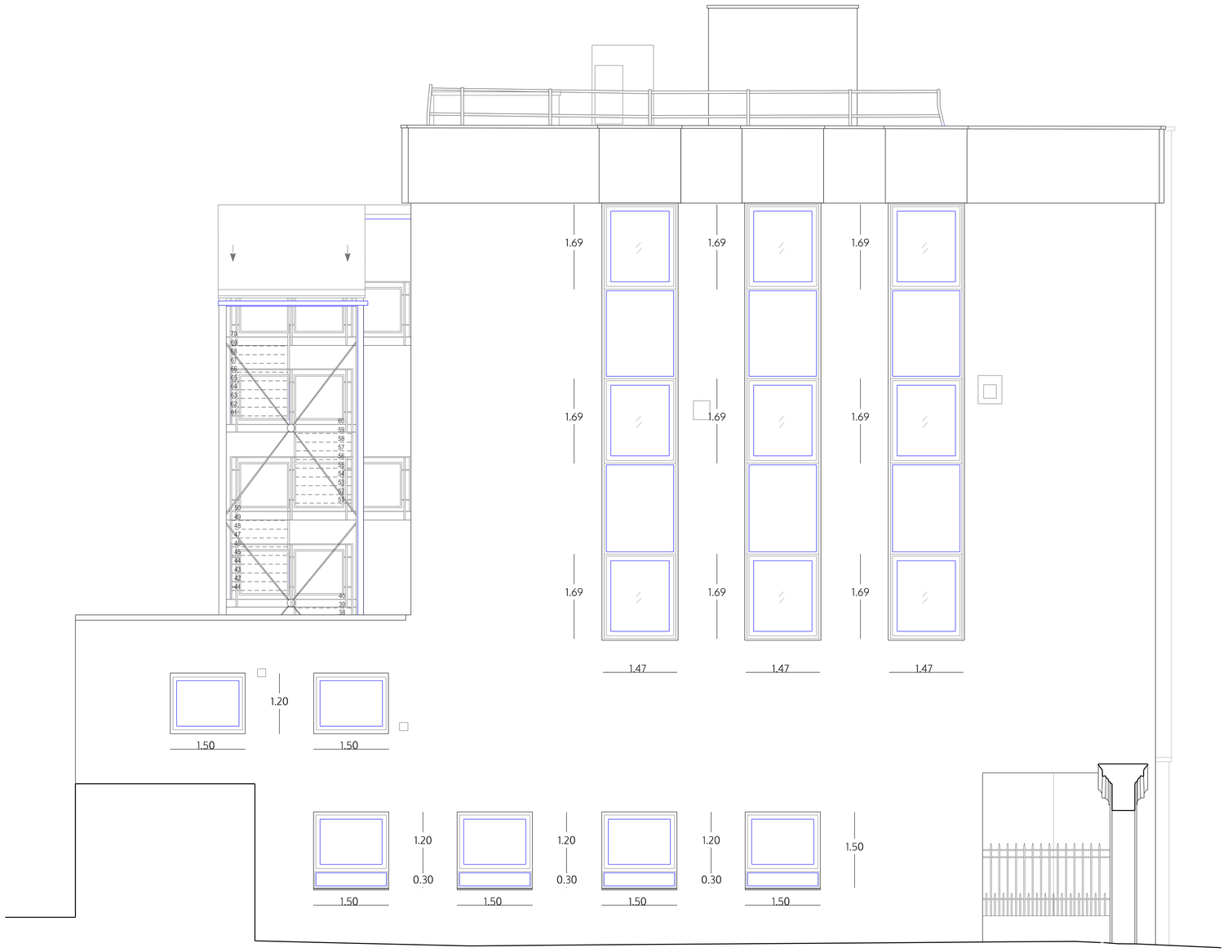
status
Planning only

scale
1:100 @A3
1:50 @A1

date
28.05.2025

drawn
I.Iezzi

no.
SHE_P08c16



NORTH ELEVATION

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no. | drawn | date | scale | status | project | client | title

m|0 | 1 | 2 | 3 | 4 | 5 ALL DIMENSIONS TO BE CHECKED ON SITE

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Conversion to residential
227 Shepherds Bush Road
London W6 7AS

227 SBR LTD
London

North elevation
as proposed
rev. C = (Conversion) Class MA

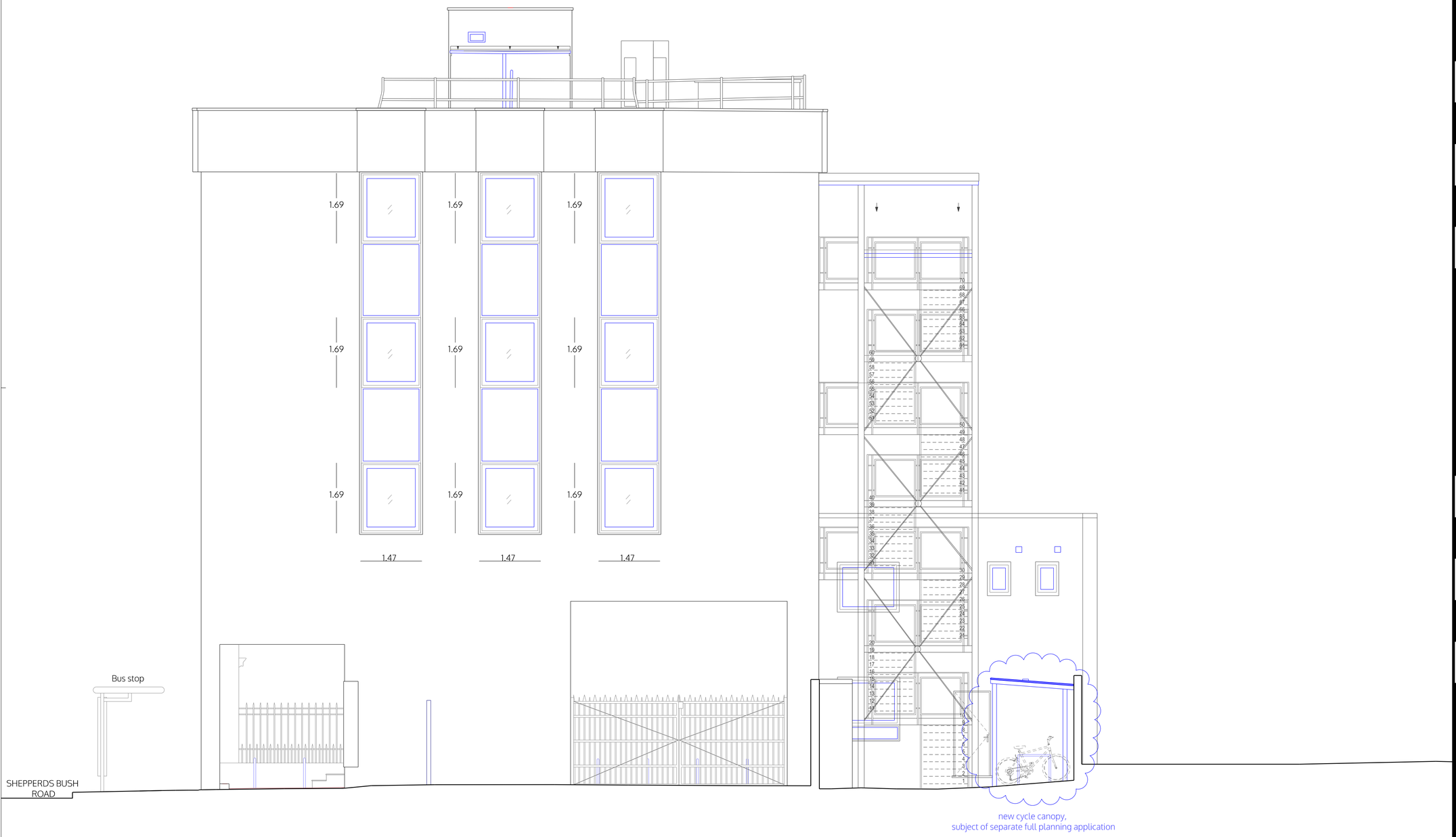
Planning only

1:100 @A3
1:50 @A1

28.05.2025

I.Iezzi

SHE_P09c16



SOUTH ELEVATION

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project
Conversion to residential
227 Shepherds Bush Road
London W6 7AS

client
227 SBR LTD
London

title
South elevation
as proposed
rev. C = (Conversion) Class MA

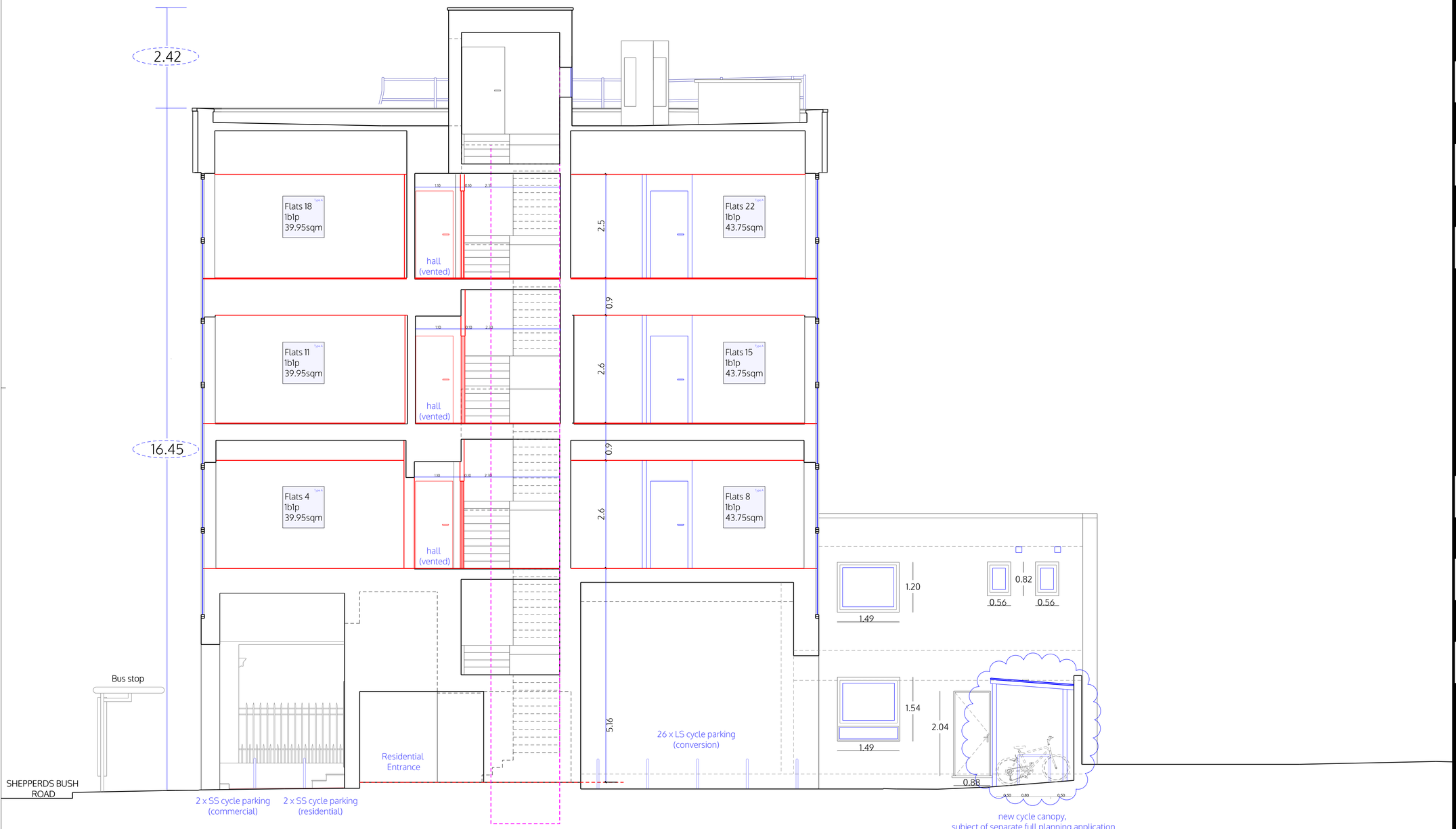
status
Planning only

scale
1:100 @A3
1:50 @A1

date
28.05.2025

drawn
I.Iezzi

no.
SHE_P10c16



SECTION B-B

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project

Conversion to residential
227 Shepherds Bush Road
London W6 7AS

client

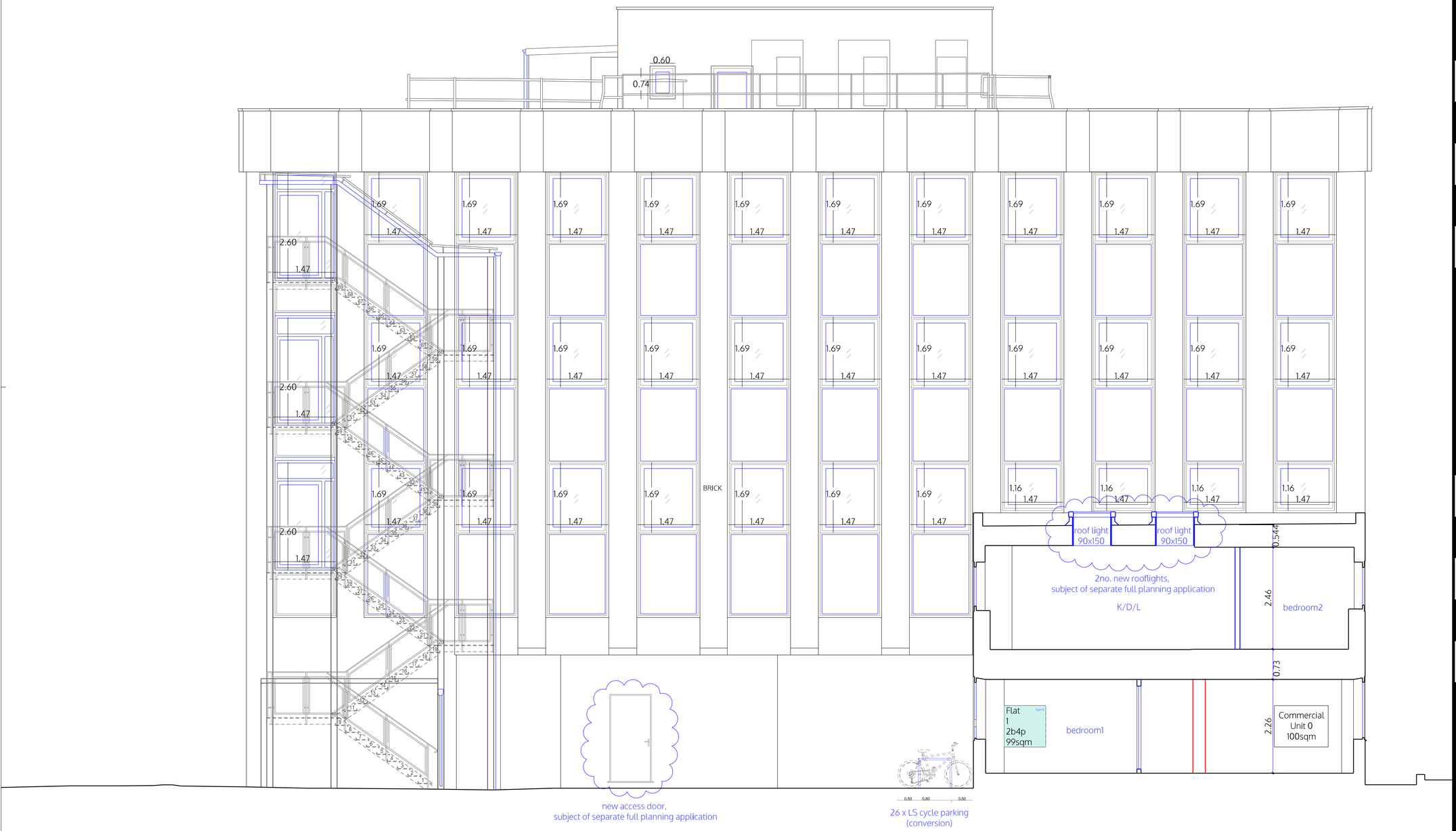
227 SBR LTD
London

title

Section B-B
as proposed
rev. C = (Conversion) Class MA

Planning only	
	1:100 @A3 1:50 @A1
	28.05.2025
	I.Iezzi

SHE_P11c16



BACK ELEVATION (EAST)

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no. | drawn | date | scale | status

m|0 | 1 | 2 | 3 | 4 | 5 ALL DIMENSIONS TO BE CHECKED ON SITE

project | client | title

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Conversion to residential
227 Shepherds Bush Road
London W6 7AS

ADJACEI

227 SBR LTD
London

Back elevation (East)
as proposed
rev. C = (Conversion) Class MA

Planning only			
	1:100 @A3 1:50 @A1	28.05.2025	I.Iezzi
SHE_P12c16			

SECTION A-A

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project
Conversion to residential
227 Shepherds Bush Road
London W6 7AS

client
227 SBR LTD
London

title
Section A-A
as proposed
rev. C = (Conversion) Class MA

status	scale	date	drawn	no.
Planning only	1:100 @A3 1:50 @A1	28.05.2025	I.Iezzi	SHE_P13c16

HC/ET/P25-0304

14 April 2025

Planning Division
Hammersmith & Fulham Council
Town Hall
King Street
Hammersmith
London
W6 9JU

Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)
227 Shepherds Bush Road, Hammersmith, London, W6 7AS
Application for Prior Approval under Schedule 2, Part 3, Class MA
Planning Portal Ref. PP-13920022

Pegasus Group have been instructed on behalf of 227 SBR Limited ('the Applicant') to submit an application for Prior Approval to utilise Permitted Development Rights` under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (hereafter 'GPDO 2015') at 227 Shepherds Bush Road, Hammersmith, London, W6 7AS ('the application site').

Accordingly, the following documentation has been submitted directly to the London Borough of Hammersmith and Fulham (LBHF) via the Planning Portal (ref. PP-13920022):

- Prior Approval Application Form;
- Community Infrastructure Levy Form;
- Plans and Drawings, prepared by SpaceAgent Architects Ltd:
    - Site Location Plan (drawing no. SHE_LOC1);
    - Ground Floor Plan as Existing (drawing no. SHE_E01e12);
    - Mezzanine Plan as Existing (drawing no. SHE_E02e12);
    - First Floor Plan as Existing (drawing no. SHE_E03e12);
    - Second Floor Plan as Existing (drawing no. SHE_E04e12);
    - Third Floor Plan as Existing (drawing no. SHE_E05e12);
    - Front Elevation (West) as Existing (drawing no. SHE_E08e12);
    - North Elevation as Existing (drawing no. SHE_E09e12);
    - South Elevation as Existing (drawing no. SHE_E10e12);
    - Section BB as Existing (drawing no. SHE_E011e12);
    - Back Elevation (East) as Existing (drawing no. SHE_E12e12);
    - Section AA as Existing (drawing no. SHE_E13e12);+
    - Ground Floor Plan as Proposed (drawing no. SHE_P01c12, rev. C);
    - Mezzanine Plan as Proposed (drawing no. SHE_P02c12, rev. C);
    - First Floor Plan as Proposed (drawing no. SHE_P03c12, rev. C);
    - Second Floor Plan as Proposed (drawing no. SHE_P04c12, rev. C);
    - Third Floor Plan as Proposed (drawing no. SHE_P05c12, rev. C);
    - Fourth Floor Plan as Proposed (drawing no. SHE_P06c10, rev. C);
    - Front Elevation (West) as Proposed (drawing no. SHE_P08c12, rev. C);
    - North Elevation as Proposed (drawing no. SHE_P09c12, rev. C);
    - South Elevation as Proposed (drawing no. SHE_P10c12, rev. C);

    - Section BB as Proposed (drawing no. SHE_P11c12, rev. C):
    - Back Elevation (East) as Proposed (drawing no. SHE_P12c12, rev. C);
    - Section AA as Proposed (drawing no. SHE_P13c12, rev. C);
- Schedule of Accommodation, prepared by SpaceAgent Architects Ltd;
- Noise Impact Assessment, prepared by ACA Acoustics;
- Transport Statement, prepared by Create Consulting Engineers;
- Delivery and Service Plan, prepared by Create Consulting Engineers;
- Healthy Streets Check for Designers, prepared by Create Consulting Engineers;
- Phase 1 Contaminated Land Assessment, prepared by Create Consulting Engineers;
- Flood Risk Assessment, prepared by Stomor Civil Engineering Consultants;
- Daylight / Sunlight Assessment, prepared by Consil Ltd; and
- Unilateral Undertaking dated 11 April 2025.

The planning application fee of £5,585 (inclusive of £85 Planning Portal administration fee) will be paid by the Applicant under separate cover.

Site Description

The application site comprises of a modern, detached, four storey office (Class E) property located on the eastern side of Shepherds Bush Road in Hammersmith. The property comprising the application site consists of a multi-tenanted serviced office building with parking and servicing facilities, partially accommodated within an undercroft area at the rear. The extent of the application site is identified within the below map extract.

Figure 1: Site Location (Google Maps extract)

The ground floor of the property is recessed from the upper floors with supporting redbrick pillars creating an open frontage to the property and comprises full length windows across each façade. The application site shares vehicular access to the south with nos. 229-243 Shepherds Bush

Road (Brook House), which operates as a hotel (Class C1) on the upper floors and part of the ground floor, and a restaurant (Class E) on the remainder of the ground floor.

The application site has a Public Transport Accessibility Level (PTAL) of 6b, indicating excellent access to public transport. Hammersmith Underground Station is situated approximately 180m (3-minute walk) to the south of the site providing access to the District, Circle and Piccadilly Lines. Several bus stops are located on Shepherds Bush Road, including a stop directly to the front of the site, which provide services to various locations across London. Furthermore, due to the site's town center location, there are extensive amenities and facilities located within walking distance including shops, schools, medical facilities and public houses.

The application site is located within Flood Zone 3a. The site is not located within a Groundwater Source Protection Zone, and is not located within a surface water or groundwater drinking water safeguarded zone, and is at low groundwater vulnerability risk.

The appraisal site is not located within a Conservation Area, however the site's northern and eastern boundary are in proximity to the boundary of the Brook Green Conservation Area, and the Hammersmith Broadway Conservation Area is sited approximately 12m westward of the application site. The application boundary does not comprise a Listed or Locally Listed Building, albeit there are various Listed Buildings located within the nearby Conservation Areas, including the Sacred Heart High School (Grade II*) and Carnegie Central Library (Grade II).

Planning History

The planning records obtained from LBHF have revealed that the following planning history is of relevance to this application.

Table 1: Planning History

Ref.	Development	Decision/Date
2022/01872 /FUL	Erection of infill extension at ground floor and mezzanine floor levels, alterations to vehicular access, new glazed entrance to No.227 Shepherd's Bush Road, retained brick columns with new glazed infill to undercroft, provision of bin and cycle stores; associated external alterations.	Approved 07/10/22 (unimplemented)
2019/00638 /FUL	Erection of infill extension at ground floor and mezzanine floor levels, alterations to vehicular access, new glazed entrance to No.227 Shepherd's Bush Road, retained brick columns with new glazed infill to undercroft, provision of bin and cycle stores; associated external alterations.	Approved 10/09/19 (unimplemented)
2013/03139 /FUL	Installation of new windows and set of doors to replace the existing windows at ground floor level to the front elevation.	Approved 23/09/13
2013/03049 /CLE	Continued use of the ground floor property as offices (Class B1).	Approved 12/09/13
2013/03139 /FUL	Installation of new windows and set of doors to replace the existing windows at ground floor level to the front elevation	Approved 02/07/13

2008/01052 /FUL	Use of part of ground floor as retail (Class A1) and restaurant (Class A3); enclosure of the existing front undercroft at ground floor level to create floor space for use Class B1 (Office); alterations to north elevation comprising new handrail at ground floor level; alterations to east elevation comprising extract grilles and new door at ground floor level; alterations to south elevation comprising new window at ground floor level; alterations to front elevation comprising new windows, doors and handrails at ground floor level.	Approved 06/06/08
2005/00525 /FUL	Retention of alterations to front elevation at ground floor level including new doors, windows, feature panel (with building numbering) and existing access ramp, creation of new access ramp with railings around.	Approved 03/05/05
2003/03147 /FUL	Retention of alterations to front elevation at ground floor level including new doors, windows, bollards and access ramp.	Refused 15/01/04
2003/03122 /FUL	Installation of three air conditioning condenser units and AHU plant at roof level; installation of railings at roof level.	Approved 09/01/04
1986/00240 /FUL	Redevelopment of the site by the erection of a part three part four storey building for use as offices (742 square metres) (revised scheme).	Approved 04/03/86
1985/01568 /FUL	Redevelopment of the site by the erection of a part three part four storey building for use as offices (643 square metres)	Approved 25/11/85

From review of the planning history, there are no planning conditions which either restrict the use of the property or use of permitted development rights.

Legislation Background

Class MA of the GPDO 2015 allows, under Permitted Development Rights, the conversion of commercial, business and service uses to dwellinghouses. Specifically, Permitted Development Rights are established for the following:

"Development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E (commercial, business and service) of Schedule 2 to the Use Classes Order to a use falling within Class C3 (dwellinghouses) of Schedule 1 to that Order."

Development Description

This Prior Approval application seeks the conversion of the part of the ground floorspace and the upper three storeys at the application site to create 22no. self-contained residential units under Schedule 2, Part 3, Class MA of the GPDO 2015. 100sqm of commercial floorspace (Class E) is proposed to be retained at the ground floor level, accessed from Shepherds Bush Road.

The proposed development will be served by two, off-street accessible car parking spaces (one to serve the retained commercial floorspace and one the residential use), and will provide a combined total of 31no. secure cycle parking spaces to serve the residential units and retained commercial floorspace. The proposed accommodation schedule is shown in Table 2 below:

Table 2: Proposed Accommodation Schedule

Level	Unit no.	Occupancy	GIA (sqm) (inc. built in storage)	Nationally Described Space Standards
Ground Floor / Mezzanine Level	1	2b4p	99.00	79
First Floor	2	2b4p	72.20	70
	3	1b1p	42.50	39 (37*)
	4	1b1p	39.95	39 (37*)
	5	1b1p	39.95	39 (37*)
	6	1b1p	41.00	39 (37*)
	7	1b1p	41.40	39 (37*)
	8	1b1p	43.75	39 (37*)
Second Floor	9	2b4p	72.20	70
	10	1b1p	42.50	39 (37*)
	11	1b1p	39.95	39 (37*)
	12	1b1p	39.95	39 (37*)
	13	1b1p	41.00	39 (37*)
	14	1b1p	41.40	39 (37*)
	15	1b1p	43.75	39 (37*)
Third Floor	16	2b4p	72.20	70
	17	1b1p	42.50	39 (37*)
	18	1b1p	39.95	39 (37*)
	19	1b1p	39.95	39 (37*)
	20	1b1p	41.00	39 (37*)
	21	1b1p	41.40	39 (37*)
	22	1b1p	43.75	39 (37*)

**Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m2 to 37m2, as shown bracketed.*

In accordance with the Paragraph W.(2), the Developer Contact Details – of 227 SBR Limited, Chancery House, 30 St Johns Road, Woking, Surrey, United Kingdom, GU21 7SA. The Developer can be contacted via email at Henry.Courtier@pegasusgroup.co.uk

Assessment

Paragraph MA.1 within the GPDO 2015 lists where development is not permitted by Class MA. These are identified within Table 3 below and assessed against the application site and development proposals.

Table 3: Class MA Assessment

Development is not permitted by Class MA	Assessment
(b) unless the use of the building fell within one or more of the classes specified in subparagraph (2) for a continuous period of at least 2 years prior to the date of the application for prior approval;	✓ The application site has been wholly in use as a multi-tenanted, serviced office building (Class E) for a continuous period over two years.
(d) if land covered by, or within the curtilage of, the building—	
(i) is or forms part of a site of special scientific interest;	✓ The application site is not located within an SSSI.
(ii) is or forms part of a listed building or land within its curtilage;	✓ The application site does not comprise a listed building nor is it situated within the curtilage of a listed building.
(iii) is or forms part of a scheduled monument or land within its curtilage;	✓ The application site is not a Scheduled Monument.
(iv) is or forms part of a safety hazard area; or	✓ The application site is not within a Safety Hazard Area.
(v) is or forms part of a military explosives storage area;	✓ The application site is not within a military explosives storage area.
(e) if the building is within—	
(i) an area of outstanding natural beauty;	✓ The application site is not within an AONB.
(ii) an area specified by the Secretary of State for the purposes of section 41(3) of the Wildlife and Countryside Act 198156;	✓ The application site is not within an area specified by the Secretary of State for the purposes of section 41(3) of the Wildlife and Countryside Act 1981.
(iii) the Broads;	✓ The application site is not within The Broads.
(iv) a National Park; or	✓ The application site is not within a National Park.
(v) a World Heritage Site;	✓ The application site is not within a World Heritage Site.

(f) if the site is occupied under an agricultural tenancy, unless the express consent of both the landlord and the tenant has been obtained; or	✓ The application site is not subject to an agricultural tenancy.
(g) before 1 August 2022, if—	
(i) the proposed development is of a description falling within Class O of this Part as that Class had effect immediately before 1st August 2021; and (ii) the development would not have been permitted under Class O immediately before 1st August 2021 by virtue of the operation of a direction under article 4(1) of this Order which has not since been cancelled in accordance with the provisions of Schedule 3.	✓ The application is submitted after the 1 August 2022 and this is therefore not of relevance.

Matters for Prior Approval

Paragraph MA.2(2) requires proposed uses of Class MA to firstly apply to the LPA for Prior Approval for the following matters which are assessed against the proposed scheme in turn:

Transport and Highways

A Transport Statement, prepared by Create Consulting Engineers, has been submitted to support this application which outlines the travel options available to future residents, highlighting opportunities for walking, cycling, and public transport use. It also sets out measures to promote sustainable travel and reduce reliance on single-occupancy private car journeys associated with the development.

Car Parking

Parking standards for new development within the London Borough of Hammersmith and Fulham are set out within Local Plan Policy T4 (Vehicle Parking Standards), Chapter 10 (Transport) of the London Plan (adopted 2021). London Plan Policy T6.1 (Residential Parking) states that car-free development should be the starting point for all development proposals in locations that are well-connected by public transport.

Within the adopted Local Plan, the application site is located within the Hammersmith Town Centre. Paragraph 10.6.2 of the London Plan states that developments in town centres are a more realistic option for car-free development as they tend to have a greater access to services within walking distance and there is greater access and opportunities for cycling and public transport.

Local Plan Policy T1 (Transport) notes that the Council is seeking to promote the modal shift away from private vehicles across the borough to improve congestion and air quality, and ensuring that traffic generated by new development is minimised so that it does not add to parking pressures on local street or congestion.

The application site benefits from a Public Transport Accessibility Level (PTAL) of 6b which indicates that it has the highest level of access to public transport services, Hammersmith Underground station is located approximately 180m (3-minute walk) to the south of the site, and numerous bus stops are located within the immediate surrounds of the site. Furthermore, the application site is located conveniently to local serves and facilities including shops, schools, doctor's surgeries and public houses. It is therefore considered that there would be a significantly reduced reliance on car-free travel for residents.

In accordance with Local Plan Policy T4, London Plan Policy T6 and the London Plan Maximum Residential Parking Standards, it is proposed that the development will be car-free, with the exception of the requisite accessible (blue badge holder) parking provision of one space for the proposed residential use and one for the retained commercial use. This has been considered with the Healthy Streets Checklist which has been undertaken to support this application.

In light of the above, the total number of car parking spaces provided on site will be significantly reduced on site from eight spaces to two accessible spaces, which is in line with the aspirations of both the London and Local Plans.

The proposed reduction in car parking spaces will reduce and enhance the management of car travel and parking impacts at the application site and the wider local transport network in comparison to the current situation. Therefore, this aspect of the proposed development is not anticipated to cause any adverse transport impacts.

Local Plan Policy T4 states that the Council require that for all new developments, car parking permit free measures are required, unless evidence is provided to show that there is a significant lack of public transport available. As abovementioned, the application site is highly accessible via public transport modes, and therefore a Unilateral Undertaking has been submitted in support of this Prior Approval application which restricts non-blue badge holder residents from applying for parking permits.

For reference, Schedule 2 (Transport Policy) of the submitted Draft Unilateral Undertaking includes covenants to restrict future residents (other than Blue Badge holders) from applying for or holding parking permits within controlled parking zones in the Borough. It requires marketing materials to clearly inform prospective occupiers of this restriction, and mandates the inclusion of relevant clauses in all leases, tenancy agreements, and transfers to enforce this limitation. Additionally, any issued permits must be surrendered, and the Council must be notified if a permit is obtained in breach of the restriction.

The submitted Unilateral Undertaking demonstrates the Applicant's commitment to securing these measures. Should the wording of the Unilateral Undertaking require amendment following review by the Council's legal team, then the Applicant would be happy to do so and a revised version can be provided.

Cycle Parking

London Plan Policy T5 (Cycling) states that development will be supported where it provides appropriate levels of cycle parking which should be fit for purpose, secure and well located. Table 10.2 of the London Plan sets out the minimum cycle parking standards for development across the capital city. These are extracted below in reference to residential and the relevant commercial floorspace across the development proposals.

Table 4: London Plan Minimum Residential Cycle Parking Standards

Bedrooms	Long Stay Cycle Spaces	Short Stay Cycle Spaces
1b1p / Studio	1.25	5 to 40 dwellings: 2 spaces
1b2p	1.5	
2b+	2	

Table 5: London Plan Minimum Retail Cycle Parking Standards

Use	Long Stay Cycle Spaces	Short Stay Cycle Spaces
Non-food retail above 100sqm	First 1000 sqm: 1 space per 250 sqm Thereafter: 1 space per 1000 sqm (GEA)	First 1000 sqm: 1 space per 60 sqm; Thereafter: 1 space per 500 sqm (GEA)

A combined total of 31no. cycle parking spaces will be provided as part of the development proposals. In line with the minimum requirements set out in Table 4, a total of 26no. long stay spaces and two short stay spaces are proposed on site to serve the proposed residential units. The long stay spaces are located securely to the rear of the site.

A total of four short stay cycle parking spaces (two to serve the proposed residential use and two to serve the retained commercial use) are provided, comprising of Sheffield stands located to the front of the property within the covered lobby area, in compliance with the standards extracted within Tables 4 and 5. A further long stay cycle parking space is located internally within the commercial unit.

Table 6: Proposed Schedule of Cycle Parking

	Occupancy	Proposed Units	Long Stay Proposed	Short Stay Proposed	Total Proposed
Residential	1b1p / Studio	18	18	2	**28**
	1b2p	0	0		
	2b+	4	8		
Commercial	1	100sqm	1	2	**3**
	Total	**-**	**27**	**4**	**31**

In line with Chapter 8 of the London Cycling Design Standards (LCDS) (2014), the residential cycle stores are secure, weatherproof, and easily accessible for future occupants. Access is provided via a single set of secure doors leading directly to an external footpath on the southern side of the site, ensuring convenience and safety for users.

The cycle stores are located within the existing undercroft of the building, providing natural shelter and efficient use of space. Access to the stores is via an existing entrance on the southern elevation of the property, which has a width of 5.2m, significantly exceeding the LCDS minimum recommendation of 2m. This enhances accessibility and allows for ease of movement for both users and cycles.

Delivery and Servicing

A Delivery and Servicing Plan, prepared by Create Consulting Engineers has been submitted to support this application which devises a strategy to ensure that the proposals minimise the impact of delivery and service activities on the local highway network.

The Plan sets out a detailed servicing strategy covering both waste collection and delivery arrangements. Waste and recycling will be managed by the LBHF, with collections taking place from the service road adjacent to the southern boundary, following existing arrangements. Servicing by larger vehicles will occur from Shepherds Bush Road between 10:00 and 16:00, with smaller vehicles accessing the internal delivery area under banksman control. For areas with electronic gates or barriers, access codes should be provided to collectors as part of the estate management strategy.

Deliveries to the retained commercial unit will predominantly include mail, parcels, and other operational supplies, while residential deliveries will primarily consist of mail and food. Swept path analysis has been provided to demonstrate safe and efficient vehicle movements.

Contamination Risk

The accompanying Phase 1 Contamination Land Assessment, produced by Create Consulting Engineers has been prepared to assess the potential for the presence of contamination and / or development constraints associated with the application site and development proposals. The assessment identifies that the environmental sensitivity of the site is considered predominantly low for groundwater and very low for surface water. The Assessment further identifies that risks associated with potential contaminants from historical site uses, adjacent land uses, possible asbestos-containing materials, radon gas, and unexploded ordnance are classified as very low to low.

Based on the findings of the submitted Contamination Assessment, it is concluded that there is limited potential for contamination to be present on site and exposure risk presented to identified receptors is very low to low. Furthermore, the application proposals involve the change of use of the property, and this does not involve any ground disturbance and therefore, the proposals will not be affected by any existing contamination trace.

Flood Risk

According to the Indicative Floodplain Map obtained from the UK Government website, the application site is located within Flood Zone 3a and is therefore considered to have a high probability of flooding. Environmental Agency maps and data show that the site is not located within a Groundwater Source Protection Zone, or a surface water or groundwater drinking water safeguard zone. The application site is at low groundwater vulnerability risk.

A Flood Risk Assessment has been prepared by Stomor Civil Engineering Consultants which identifies that the proposed development would have a NPPF flood risk vulnerability classification of ‘More Vulnerable’. The 2024 NPPG Guidance identifies that for development located within Flood Zone 3, the sequential test should be followed, however as the development proposals comprise of a change of use only, the sequential test is not required.

Furthermore, a Strategic Flood Risk Assessment (SFRA) for the area was prepared on behalf of the Council in September 2016 which confirms that given that the majority of the Borough is at

risk of some form flooding, and that a Borough-wide sequential test has been undertaken, site specific sequential tests are not required to support development proposals.

Notwithstanding the above, the development proposal is to be located within the existing envelope. As such, taking into account the circumstances of the proposal, it is concluded that the development would not result in flood risk on site.

Noise Impact from Commercial Premises Upon Flats

The accompanying Noise Impact Assessment, prepared by ACA Acoustics, has fully considered the noise impact upon the proposed flats from industrial and commercial operations.

Condition MA.2, Part 2(d) of the GPDO 2015 request that the developer must apply to the local planning authority to determine if prior approval is required in respect of the *'impacts of noise from commercial premises on the intended occupiers of the development'*. It is thereby important to note that the legislation does not, and reasonably should not, encompass road traffic noise. Moreover, it is not practical to isolate or assess such noise to determine which vehicle or other movements are specifically linked to commercial premises. In this instance this includes any noise generated from traffic noise and deliveries to the retained commercial unit on the ground floor

To assess the noise impact from surrounding commercial and industrial services, a sound level survey was undertaken onsite. It was identified that towards the front of the application site, traffic noise is dominant at all times and commercial noise does not impact this façade. Whereas at the rear of the site, commercial use is the primary noise source in the form of third-party air-conditioning condensers and extract fans. These units largely serve the Premier Inn hotel located to the south of the site.

The Assessment identifies that subject to the recommended mitigation measures, no noise of an industrial or commercial nature will have an adverse impact on future occupants. As such an appropriate scheme of sound insulation has been developed and comprises an acoustic ventilation scheme (such as a passive acoustic window vent), and a schedule of double glazing (such as thermal or laminated double glazing). Any further noise mitigation required can be secured by way of a planning condition requiring internal noise insulation to the flats.

In respect of the retained commercial unit on the ground floor, the submitted Noise Impact Assessment identifies that likelihood of adverse impact due to operational noise transmission though the separating partitions from this use to the proposed flats is low. However, should the existing unit be amended to a restaurant (within Class E), which will likely have higher internal sound levels, the separating walls and floors surrounding this use would need to monitored, and could be controlled through a planning condition.

Adequate Natural Light in Habitable Rooms

The Interior Daylight and Sunlight Report, prepared by Consil Ltd, that accompanies this Prior Approval application concludes all proposed studios and habitable rooms meet or exceed BRE guidelines for daylight and sunlight. Daylight levels are compliant across all rooms, with most exceeding the recommended lux values, and sunlight exposure requirements are also met, ensuring good natural light in living spaces.

Fire Risk

As set out at MA.2(2)(i) the fire safety impact on the intended occupants of the building is a matter of Prior Approval where the development meets the 'fire risk condition'. Part MA.3 states:

Development meets the fire risk condition referred to in paragraph MA.2(2)(i) if the development relates to a building which will—

(a) contain two or more dwellinghouses; and
(b) satisfy the height condition in paragraph (3), read with paragraph (7), of article 9A (fire statements) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Paragraph (3) of article 9A of the DMPO states:

The height condition is that—

(a) the building is 18 metres or more in height; or
(b) the building contains 7 or more storeys.

Paragraph (7) of article 9A of the DMPO states:

(a) the height of a building is to be measured from ground level to the top floor surface of the top storey of the building (ignoring any storey which is a roof-top machinery or plant area or consists exclusively of machinery or plant rooms);
(b) when determining the number of storeys a building has—
i. any storey which is below ground level is to be ignored; and
ii. any mezzanine floor is a storey if its internal floor area is at least 50% of the internal floor area of the largest storey in the building which is not below ground level.

The building as proposed does not contain seven or more storeys, and as per the submitted elevation and section drawings, the finished floor level of the top storey of accommodation (fourth floor) measures 16.45, thus also below the 18m threshold. Accordingly, the fire safety impact on the intended occupants is not a matter for prior approval in this instance.

Other Matters

The application site is not located within a designated employment or industrial area, and is not used for general or heavy industry, waste management or storage distribution. Furthermore, the change of use will not result in the loss of services provided by a registered nursery, or health center. As such criterion MA.2(2)(g) and (h) are not applicable.

As is required under all Permitted Development Rights involving the conversion to residential, all proposed flats exceed the Technical Housing Standards – Nationally Described Space Standard (published March 2015). This is demonstrated within Table 2 above.

An Article 4 Direction is a direction under the GPDO 2015 which enables the Council to withdraw specified permitted development rights across defined areas. The effect of this is to require planning permission for the specified works where normally such works would not require planning permission. LBHF do not currently have an Article 4 direction across any areas within the Borough, albeit a public consultation was undertaken on a non-immediate Article 4 Direction across 44no. retail and employment locations, to remove Permitted Development rights which

allow the change of use from commercial (Class e) to residential (Class C3) without the need for planning.

The public consultation ended on the 23 January 2025, and the direction (if agreed to by the Ministry of Housing, Communities and Local Government) will not come into force until December 2025.

Conclusion

For the reasons set out above, it is considered the proposed conversion of the floorspace at no. 227 Shepherds Bush Road, Hammersmith, to 22no. self-contained residential flats benefits from Permitted Development Rights under Schedule 2, Part 3, Class MA of the GPDO 2015. It has been demonstrated that the proposed scheme is compliant with all matters for Prior Approval, subject to the attachment of any necessary planning conditions.

I trust that the above and enclosed is sufficient to allow the validation of this application and look forward to receiving confirmation of this in due course.

If you require any additional information, then please do not hesitate to contact myself or my colleague Emily Thorne (Emily.Thorne@pegasusgroup.co.uk).

Yours, faithfully

Pegasus Group

Henry Courtier
Director
Henry Courtier@pegasusgroup.co.uk

227 Shepherds Bush Rd

Accommodtion Schedule (Rev C12)

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14.04.2025

	SQM
Existing GIA	1293.50
Proposed GIA Residential	1061.25
Proposed GIA Commercial	100.00
Proposed GIA Common parts	132.25

	flat no	GIA m2	level	bedrooms	persons	compliance min housing standards	
total	**22**	**1061.25**		**26**	**34**	> GIA	> storage
revC12	1	99.00	GF/Mez	2	4	79	2
	2	72.20	1F	2	4	70	2
	3	42.50	1F	1	1	39 (37)	1
	4	39.95	1F	1	1	39 (37)	1
	5	39.95	1F	1	1	39 (37)	1
	6	41.00	1F	1	1	39 (37)	1
	7	41.40	1F	1	1	39 (37)	1
	8	43.75	1F	1	1	39 (37)	1
	9	72.20	2F	2	4	70	2
	10	42.50	2F	1	1	39 (37)	1
	11	39.95	2F	1	1	39 (37)	1
	12	39.95	2F	1	1	39 (37)	1
	13	41.00	2F	1	1	39 (37)	1
	14	41.40	2F	1	1	39 (37)	1
	15	43.75	2F	1	1	39 (37)	1
	16	72.20	3F	2	4	70	2
	17	42.50	3F	1	1	39 (37)	1
	18	39.95	3F	1	1	39 (37)	1
	19	39.95	3F	1	1	39 (37)	1
	20	41.00	3F	1	1	39 (37)	1
	21	41.40	3F	1	1	39 (37)	1
	22	43.75	3F	1	1	39 (37)	1

Cycles - Residential	26	Long Stay
	2	Short Stay (Visitor)
Cycles - Commercial	1	Long Stay
	2	Short Stay (Visitor)

227 SBR LTD

227 SHEPHERDS BUSH ROAD

Delivery & Service Plan - Conversion

Independent, multidisciplinary engineering
and environmental consultants

227 SHEPHERDS BUSH ROAD

Delivery & Service Plan - Conversion

Document Reference: AF/CC/P25-3477/05

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Date: April 2025

DOCUMENT AND QUALITY CONTROL

Revision/Date	Prepared By	Approved By	Nature of Revision
Draft Issue April 2025	Aidan Fisher BSc (Hons), MTPS, MCIHT	Colin Buchanan BSc (Hons), FGS	
Final Issue 14.04.2025	Aidan Fisher BSc (Hons), MTPS, MCIHT	Colin Buchanan BSc (Hons), FGS	

CONTENTS

1.0 INTRODUCTION
2.0 TRANSPORT POLICY
3.0 EXISTING SITUATION
4.0 THE DEVELOPMENT
5.0 DELIVERY & SERVICE PLAN
6.0 REPORT DISCLAIMER

APPENDICES

A. Bus Map
B. TRICS Report

PLANS

Swept Path Analysis Plans
Site Layout Plans

1.0 INTRODUCTION

1.1 Create Consulting Engineers Ltd have been instructed by 227 SBR Ltd (the client) to provide a Delivery and Servicing Plan in support of a Prior Approval application for the conversion of part of the ground floorspace and the upper three storeys at the application site (227 Shepherds Bush Road, London W6 7AS) to create 22no. self-contained residential units under Schedule 2, Part 3, Class MA of the GPDO 2015.

1.2 The existing Site provides 1163m^2 of office space and is currently operating at 70% occupied.

1.3 The Site is located on the eastern side of Shepherds Bush Road (A219), in the London borough of Hammersmith and Fulham.

1.4 The Site is a three minute walk north of Hammersmith underground station and is well catered for by public transport with bus stops adjacent to the Site frontage on Shepherds Bush Road.

1.5 Being located centrally within Hammersmith the Site is within easily achievable walking distance of a wide variety of retail offers, restaurants and other services.

1.6 This Delivery & Service Plan has been prepared in accordance with current central and local government policies and best practices. It is created to minimise the impact of delivery and service activities on the local highway network.

2.0 TRANSPORT POLICY

National Planning Policy Framework (NPPF) 2024

2.1 The updated NPPF 2024 sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

2.2 The NPPF 2024 requires that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.

2.3 This should involve:

a) making transport considerations an important part of early engagement with local communities,
b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places,
c) understanding and addressing the potential impacts of development on transport networks,
d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated,
e) identifying and pursuing opportunities to promote walking, cycling and public transport use,
f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

2.4 It also requires that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.5 Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities,
b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned,
c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development,
d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans),
e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such

development is likely to be a nationally significant infrastructure project and any relevant national policy statements,

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy.

2.6 If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development,
b) the type, mix and use of development,
c) the availability of and opportunities for public transport,
d) local car ownership levels,
e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.7 Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

2.8 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.9 Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use,
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport,
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards,
d) allow for the efficient delivery of goods, and access by service and emergency vehicles, and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.10 All developments that are forecast to generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a vision-led Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed and monitored.

2.11 With respect to transport issues, the proposed development is in accordance with the NPPF.

Other Relevant Guidance

2.12 Planning Practice Guidance supports the overarching NPPF and provides information on structuring a Transport Assessment in support of a proposed development. It requires that a robust assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision,
- Enhancing accessibility,
- Creating choice amongst different modes of transport,
- Improving health and well-being,
- Supporting economic vitality,
- Improving public understanding of the transport implications of development,
- Enabling other highway and transport authorities/service providers to support and deliver the transport infrastructure that conforms to the Local Plan,
- Supporting local shops and the high street.

2.13 And that the key issues, which should be considered in developing a transport evidence base, include the need to:

- Assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms,
- Assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport,
- Highlight and promote opportunities to reduce the need for travel where appropriate,
- Identify opportunities to prioritise the use of alternative modes in both existing and new development locations, if appropriate,
- Consider the cumulative impacts of existing and proposed developments on transport networks,
- Assess the quality and capacity of transport infrastructure and its ability to meet the forecast demands in trip generation,
- Identify short, medium and long-term transport proposals across all modes.

Local Policies

The London Plan

2.14 The London Plan sets out an overarching and integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The current plan was adopted in March 2021.

Policy T1 Strategic Approach to Transport

A. Development Plans should support, and development proposals should facilitate:
   1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041,
   2) the proposed transport schemes set out in Table 10.1.

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

Policy T4 Assessing and mitigating transport impacts

A. Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B. When required in accordance with national or local guidance, 179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C. Where appropriate, mitigation, either through direct provision of public transport, walking/cycling facilities and highways improvements or through financial contributions, will be required to then address identified adverse transport impacts.

D. Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F. Development proposals should not increase road danger.

2.15 The relevant section of Table 10.2, showing the required cycle parking standards, is shown in Table 2.1 below:

Use Class	Long-stay	Short-stay
B1 Offices	• areas with higher cycle parking standards (see Figure 10.3): 1 space per 75 sqm • rest of London: 1 space per 150 sqm (GEA)	• first 5,000sq.m: 1 space per 500sq.m • thereafter: 1 space per 5,000sq.m (GEA)
C3-C4 Dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling	• 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

Use Class	Long-stay	Short-stay
	• 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings	

Table 2.1: Minimum Cycle Parking Standards

Delivery and Servicing Plan Guidance (TfL) December 2020

2.16 The aforementioned guidance requires that a Delivery & Service Plan should cover the following areas of interest:

- *the physical design and layout of the Site, and how it provides adequate provision for delivery and servicing activity from day one,*
- *the day-to-day policies and measures which will be implemented so that deliveries and servicing are appropriately managed, and how the disruption and environmental impact of that activity locally will be minimised over time. It should set appropriate targets for continuous improvement, and*
- *it also sets out the forecast trip rates for the Site.*

Hammersmith and Fulham Local Plan February 2018

2.17 On 28 February 2018, the council adopted its new Local Plan. This plan replaces the Core Strategy 2011 and the Development Management Local Plan 2013 and together with the London Plan forms the Development Plan for the borough.

2.18 The Local Plan spatial vision and objectives interpret the council's corporate priorities and those of its partners and outlines how the borough will have been transformed in 15-20 years' time.

2.19 Strategic objectives set out the within the Local Plan include:

> *"To regenerate the most deprived parts of the borough and the designated town centres, regeneration and opportunity areas by improving their viability and vitality and promoting a network of supporting key local centres providing local services.*
>
> *To ensure that regeneration in the borough benefits and involves all sections of the community and meets the diverse needs of residents and visitors now and in the future.*
> *To create opportunities for education, training and employment in order to reduce polarisation and worklessness and create more stable, mixed and balanced communities."*

2.20 In section 5 the Local Plan focusses on regeneration strategies setting an indicative figure of 10,000 new jobs in the Hammersmith regeneration area, stating:

> *"The council will encourage the regeneration of Hammersmith Town Centre and seek development that builds upon the centre's major locational advantages for office and retail development. Opportunities will be taken to secure more modern accommodation, to continually improve the environment and public realm, and to improve access between the town centre and the Thames."*

Section Summary

2.21 Considering the proposed development and having reviewed the aforementioned transport-related policies, it can be said that on transport and highways-related issues, the scheme reported on in this Delivery & Service Plan adheres to the national and local planning requirements given by the appropriate authorities.

3.0 EXISTING SITUATION

3.1 This chapter of the report establishes the existing, or 'baseline', transport conditions currently prevailing at the Site and within the immediate surrounding area.

3.2 It is important that baseline conditions are accurately established so that the context of any potential future development at the Site, and its potential impact on the surrounding transport and highway networks, can be fully understood.

3.3 Hammersmith is a district of West London located 4.3 miles (6.9km) southwest of Charing Cross and is identified in the London Plan as one of 35 major centres in Greater London.

3.4 It is bordered by Shepherd's Bush to the north, Kensington to the east, Chiswick to the west, and Fulham to the south, all on the north bank of the River Thames. The area is one of west London's main commercial and employment centres. It is a major transport hub for west London, with two London Underground stations and a bus and coach station at Hammersmith Broadway.

3.5 The local government authority is London borough of Hammersmith and Fulham.

Site Access

3.6 The Site has a Servicing road accessed off Shepherds Bush Road which runs adjacent to the southern boundary. From which small servicing vehicles up to 7.5t can enter a loading area in the ground floor.

3.7 Larger delivery, refuse and emergency services vehicles services the Site either from Shepherds Bush Road directly or by reversing down the servicing road under banksman control.

Pedestrian and Cyclist Facilities

3.8 Walking and cycling are the most sustainable modes of transport, and encouraging walking and cycling not only reduces the overall vehicular travel demand but also has major benefits for the health of the development end users.

3.9 The topography of the surrounding area is relatively level and therefore, conducive to journeys via walking and cycling. There is a good level of pedestrian infrastructure in the built-up area surrounding the Site which will enable the development to connect to the rest of Hammersmith and the surrounding areas.

3.10 The area covered by a 30-minute walking distance from the Site have been calculated using the online service 'maps.openrouteservice.org' and are shown by the shaded walking isochrones in Figures 3.1 (below). These isochrones demonstrate that large areas of Hammersmith, Shepherds Bush, Fulham, Kensington and Notting Hill and a wide range of local services and facilities are within readily achievable walking time/distance of the Site. Figure 3.2 (also below) demonstrates that the Site's accessibility is enhanced further by means of cycling, with large areas of west and central London accessible within a 15-25minute cycling time/distance.

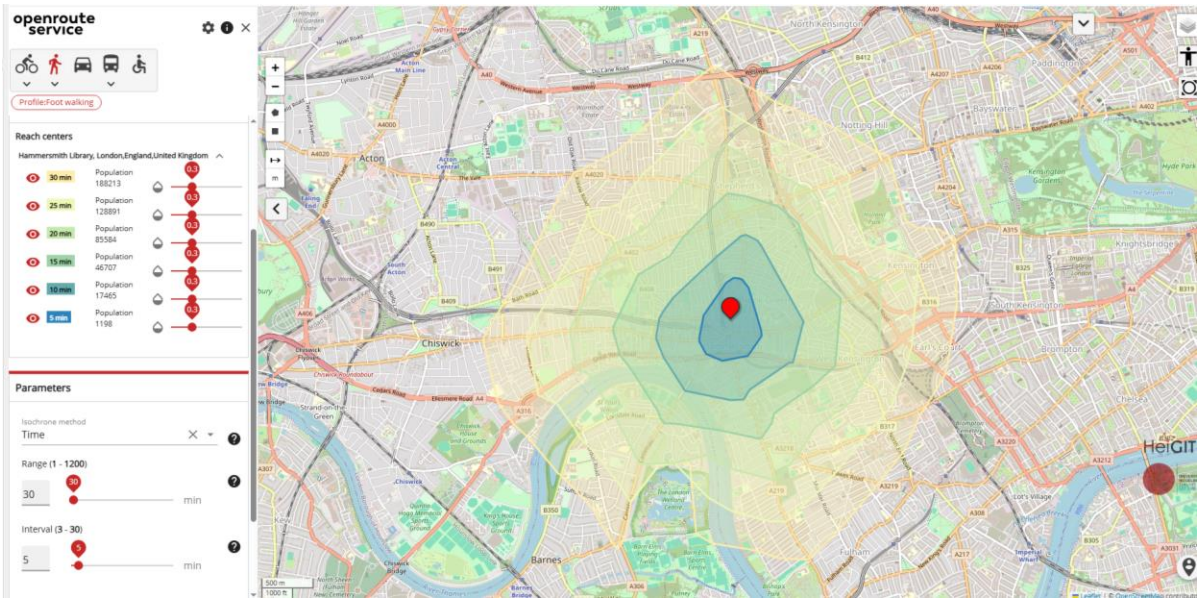


Photo 3.1: 30 minute Walking Isochrones

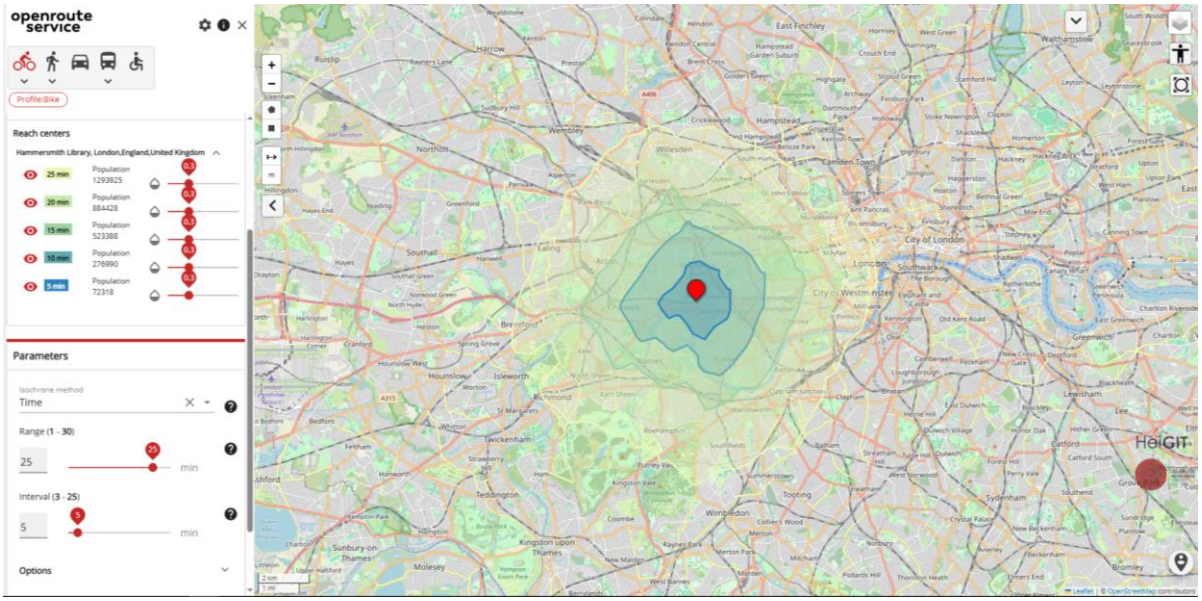


Photo 3.2: 25 minute Cycling Isochrones

3.11 The are generous footways provided on both sides of Shepherds Bush Road providing continuous links to a wide variety of services and facilities.

3.12 There is a bus lane on the eastern side of Shepherds Bus Road which can also be utilised by cyclists. There is also a large number of cycle parking stands provided on street in the vicinity of the Site, predominantly on the western side of Shepherds Bus Road.

Public Transport Accessibility Level (PTAL)

3.13 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

3.14 Walk times are calculated from the specified point of interest to all public transport access points: bus stops, light rail stations and underground stations, within pre-defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point. A reliability factor is added, and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes (bus, rail etc) are then added to give a single value. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further sub-divided into 2 sub-levels to provide greater clarity.

3.15 The measure, therefore, reflects:

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

3.16 The PTAL rating of the Site is "6b" indicating an excellent level of public transport accessibility. This PTAL value has been taken from the online TfL PTAL calculator. A map showing the PTAL levels across the Site in 100m square areas is shown in Figure 3.3.

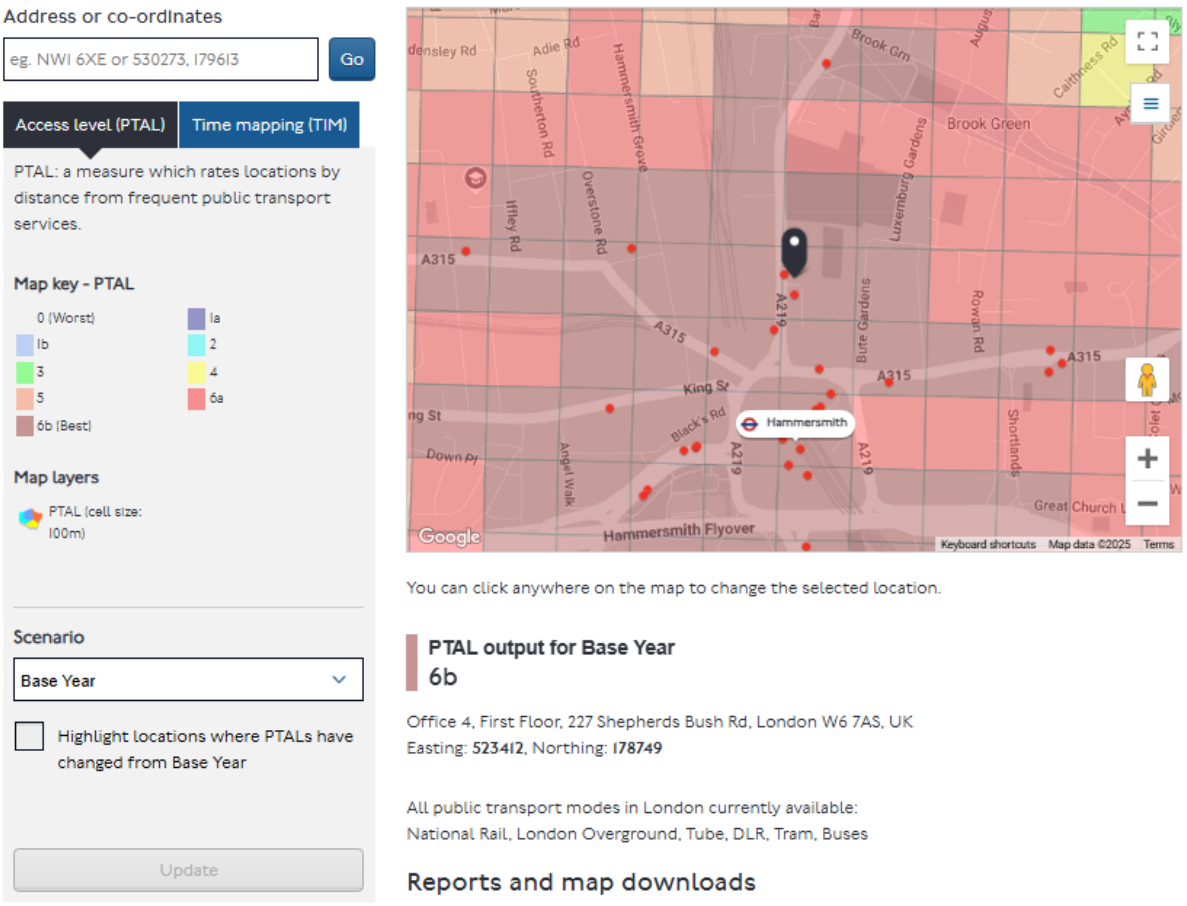


Figure 3.3: PTAL Rating (source: tfl.gov.uk)

Bus Services

3.17 There is a bus lane on the eastern side of Shepherds Bush Road with the closest southbound bus stop located adjacent to the Site frontage. From which the following Transport for London bus services operate: 72, 283 and N72. Services 220 and 295 operate from Stop P located 40m south of the Site.

3.18 Bus stop Q is located on the western side of Shepherds Bush Road approximately 60m south of the Site and offers northbound services for the following routes: 72, 220, 283, 295, N72.

3.19 The Hammersmith bus spider plan is included at Appendix A, showing in detail the services available from the Site and the bus routing.

London Underground

3.20 Hammersmith has two underground stations separated by Hammersmith and Broadway. Both located within a short 3 minute walk from the Site.

3.21 One is served by the District and Piccadilly lines and the one to the north is served by Circle and Hammersmith and City lines.

Highways Network

3.22 Shepherds Bush Road (A219) runs adjacent to the Site's western boundary connects to the A315, King Street and the A4 to the south.

3.23 To the north Shepherds Bush Road extends to Shepherds Bush and the A3220.

3.24 Shepherds Bush Road in the vicinity of the Site is single carriageway with an additional southbound bus lane and is subject to a mandatory 20mph speed limit.

3.25 Car ownership levels for the local residential population have been derived from the recently released 2021 Census data. The data obtained suggests that at that time (2021) over 64.5% of neighbouring households did not own a car or van.

Figure 3.4: Car Ownership Data

Car Parking

Controlled Parking Zones (CPZ)

3.26 The Site is located in the Hammersmith and Fulham (A) Controlled Parking Zone (CPZ), details of which are shown on Figure 3.5.

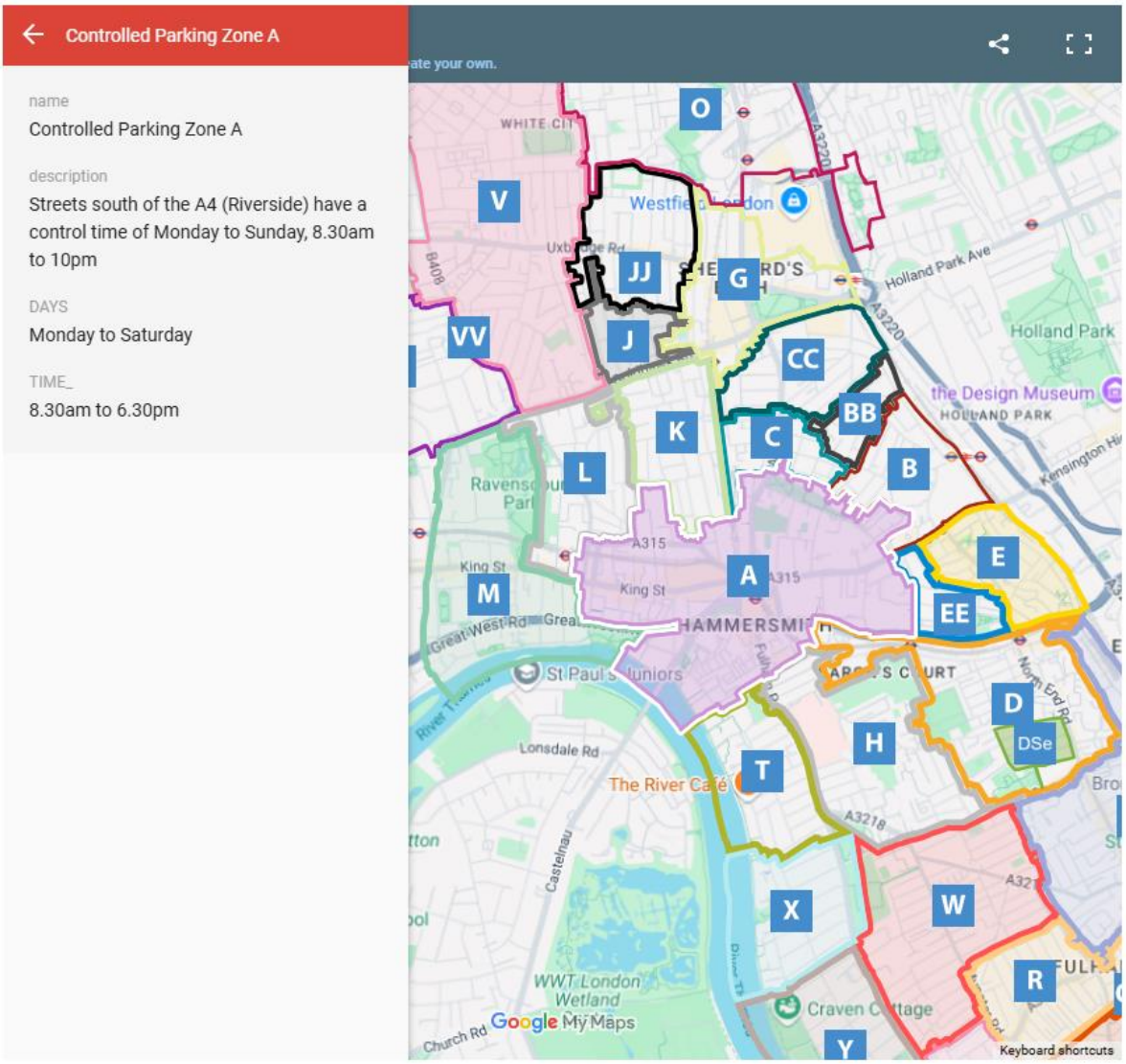


Figure 3.5: CPZ Map

Local Car Parking

3.27 To support the retail/commercial offer present in the town centre, there are a number of car parks located within close proximity to the Site including; Livat Hammersmith (625 spaces), Car Park West 12 - London | APCOA (178 spaces) as well as other car parks. As a result, is deemed to adequate public parking spaces within a short walking distance of the Site.

Trip Generation

3.28 The latest version of the TRICS database 7.11.4 has been used to provide an estimation of trip rates for the existing retail land use on the Site. Surveys have been filtered by use 'Employment-Office', Location 'Town Centre' and region 'Greater London'.

3.29 Table 3.1 shows the existing total vehicular trip generation for weekday peak hours, as well as daily trips.

Classification	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
Office – 1,163m^2	1	1	2	1	1	2	6	6	12

Table 3.1: Existing Total Trip Generation Weekday (Based on a total 1,163m^2)

Highway Safety

3.30 Road safety issues have been reviewed according to "Crashmap".

3.31 The Crashmap database includes information collected by the police relating to road traffic incidents where there has been a "Personal Injury Accident". This data is approved by the National Statistics Authority and reported on by the Department for Transport.

3.32 The current Crashmap database includes incidents from 1999 up to 2023 and data outputs extracted from Crashmap for the most recent three-year period to date are presented on the schematic diagram (in Figure 3.6 below).

3.33 Crashmap shows there to be only numerous recorded incidents on the local section of Shepherds Bush Road. Although numerous the recorded accidents are predominantly 'Slight' in classification and consistent with the number of accidents on the surrounding roads in the area and wider London. This can for the most part be attributed to high vehicle numbers.

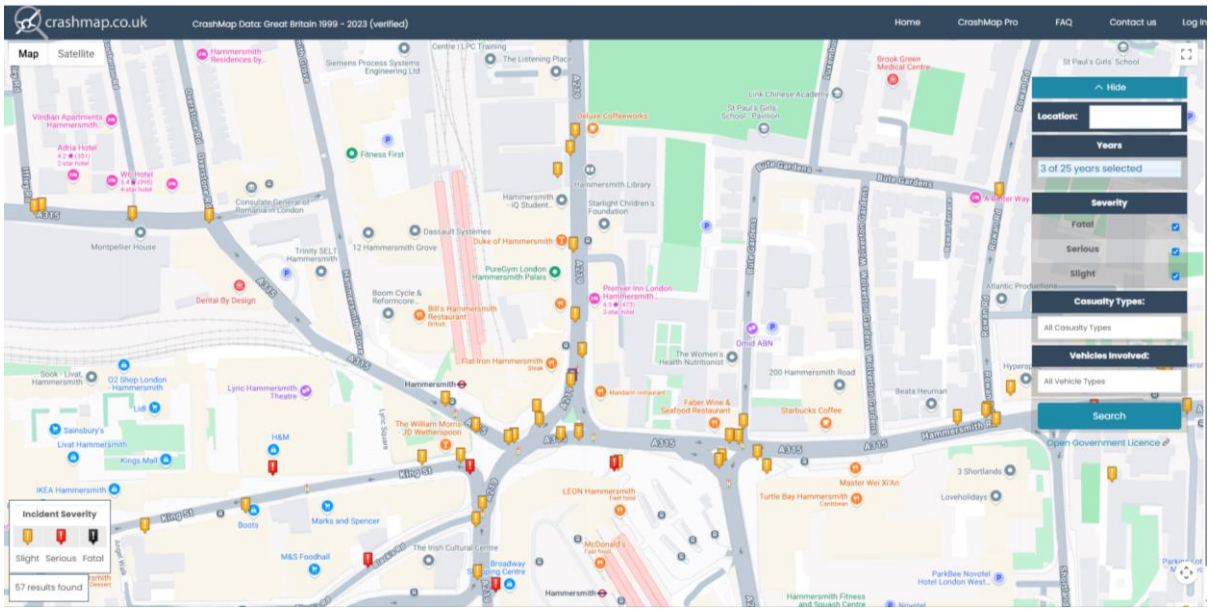


Figure 3.6: Crashmap Accident Data

3.34 The Crashmap data shows no accidents recorded at the Site access onto Shepherds Bush Road in the study period.

3.35 Based on the information provided by Crashmap, it can be concluded that there are no prevailing safety issues on the local road network that should hinder the proposed development from coming forward and it can be asserted that the type and modest scale of the scheme in this case (as a proportion of overall vehicle trip generation in the area), would have negligible effect on overall highway safety in this area.

4.0 THE DEVELOPMENT

4.1 Create Consulting Engineers Ltd have been instructed by 227 SBR Ltd (the client) to undertake a Transport Statement in support of a Prior Approval application for the conversion of part of the ground floorspace and the upper three storeys at the application site (227 Shepherds Bush Road, London W6 7AS) to create 22no. self-contained residential units under Schedule 2, Part 3, Class MA of the GPDO 2015.

4.2 The proposals will see a ground floor commercial unit measuring 100m^2 retained.

4.3 The residential units will consist of four number two bed flats and 18 one bed flats.

Access Strategy

4.4 The access strategy will remain consistent with the existing Site. Vehicles will be able to enter the building through the existing gate located on the southern side of the building via the service road accessed via a priority junction onto Shepherds Bush Road.

4.5 The only vehicular parking onsite will consist of two disabled parking spaces located on the ground floor. Drawing 3477-CCE-XX-GF-DR-J-0001 demonstrates how vehicles would access and egress the Site in forward gear.

4.6 One of the proposed flats is to be accessed at ground floor level through the parking/servicing area. To ensure safe segregation of pedestrians and moving vehicles a pedestrian route will be demarcated. As shown on the architect plans included at the back of this TS.

Cycle Parking

4.7 Cycle parking will be provided in accordance with the London Plan standards as set out in Section 2 of this report. This would equate to:

- 26 residents long-stay spaces
- 2 visitor/short-stay spaces
- 1 retained commercial long-stay space
- 2 retained commercial short-stay spaces

4.8 Cycle parking locations are shown on the architect plans included in the Plans section at the back of this TS.

Trip Generation

4.9 This section of the TS assesses the level of trips generated by the proposed development. The latest version of the TRICS database 7.11.4 has been used to provide an estimation of trip rates for the proposed residential development on Site. Surveys have been filtered by use 'Residential-Flats privately owned', Location 'Town Centre and Edge of Town Centre' and region 'Greater London'.

4.10 Table 4.1 shows the proposed vehicular trip generation for weekday peak hours, as well as daily trips.

Classification	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
Resi – 22 Flats	1	2	3	1	1	2	11	12	23
Office 100m^2	0	0	0	0	0	0	1	1	2

Table 4.1: Existing Trip Generation Weekday (Based on 22 Flats + Office 100m^2)

4.11 Table 4.1 demonstrates that during weekday conditions the redeveloped Site will generate in the order of just 3 vehicle movements in the AM peak and 2 in the PM peak.

4.12 The TRICS analysis provided supports the assertion that, in this case, the proposed development will lead to only minimal levels of vehicular trip generation. Even if it were assumed that all vehicle trips presented in Table 4.1 were associated with delivery and service activities then this still represents only a negligible amount of activity given the highly development urbanised setting of the existing town centre environment.

4.13 On a practical level the proposed development will primarily be car-free with the absence of on site car parking with the exception of two disabled spaces and enhanced cycle parking provision.

4.14 All flats within the development would also enter into a Unilateral Undertaking removing car parking permit rights for future inhabitants.

4.15 Therefore, it can be asserted that the impact of vehicle trips generated by the development would be minimal especially so given the brownfield nature of the Site.

5.0 DELIVERY & SERVICE PLAN

5.1 This section considers in detail the servicing strategy to be implemented at the proposed Site, considering separately the proposals for the general storage and collection of waste and recyclables and the proposals for the delivery and servicing activity to support the proposed development.

5.2 Regular servicing of the development, comprises collection of general waste and recyclables, which can vary in terms of frequency depending upon the nature of the end uses but typically no less than weekly and up to daily, and the delivery of goods and services required to support day-to-day operations.

5.3 Typical day-to-day deliveries to the commercial element of the Site would include mail and parcels, courier services, stationery, archive records pick-up/drop-off, cleaning teams, cleaning products, food and drink, and for various maintenance matters. There would be also those more bespoke to the particular activities of the tenants.

5.4 Typical day-to-day deliveries to the residential element of the Site would include mail/parcels, and takeaway food deliveries.

Location for Deliveries and Servicing

5.5 The Site will be serviced in line with the current strategy for the existing use.

5.6 Large delivery vehicles (over 7.5tn) will service the Site from Shepherds Bush Road between 1000 and 1600. On occasion large delivery vehicles may reverse onto the service road adjacent to the southern Site boundary under banksman control and load/unload from there.

5.7 Smaller delivery vehicles would use the delivery area within the ground floor of the Site. As there is no turning facility within the building small delivery vehicles would need to reverse into the Site under banksman control and exit in forward gear, as is currently the case.

5.8 Smaller deliveries for residents (food delivery/Amazon type parcels) are more likely to take place at off-peak times and would not clash with other servicing trips. Residents would have access to the gate on the southern elevation and would therefore be able to meet drivers to streamline the delivery process.

5.9 Refuse and recycling from the development will be collected by London Borough Hammersmith and Fulham services.

5.10 Refuse would be collected using the existing arrangement whereby building management personnel wheel the bins onto the service road adjacent to the southern Site boundary on collection days. The refuse vehicle reverses onto said service road from Shepherds Bush Road under banksman control. Then exits back onto Shepherds Bush Road in forward gear.

5.11 In the instance the service road is occupied refuse vehicles would either service the Site from Shepherds Bush Road or postpone the collection.

5.12 Swept path drawings demonstrating how the Site would be serviced are included at the Plans section of this TS.

Refuse Storage/Servicing

5.13 The architect layout plans included at the back of this report show a communal refuse store located on the Ground floor for use by both commercial and residential. The storage area has capacity to accommodate 1 x 360 litre, 1 x 660 litre and 2 x 1280 litre bins. Refuse stores are designed to provide adequate space between bins, facilitating their manoeuvre in and out of enclosures, including through doorways and gates for collection. For areas with electronic gates or barriers, access codes should be provided to collectors as part of the estate management strategy.

5.14 Estimated commercial waste generation has been quantified using weekly waste metrics from LBHF's Planning Guidance and Supplementary Planning Document (February 2018). The refuse strategy adheres closely to the current LBH&F Guidelines for the Storage and Collection of Domestic Rubbish and Recycling, Approved Document Part H – H6 solid waste storage, and the Peabody Design Guide 2018.

5.15 Refuse from the wider Site would be taken to the communal bin at ground floor level. On collection days site management would transport the bins via the main gated access and station them at an appropriate location for the refuse vehicle to collect the waste from the service road adjacent to the Site southern boundary as is currently the case.

5.16 Bin collection is to be provided by London Borough Hammersmith and Fulham (LBHF) commercial waste service (including recyclables) as is currently the case for the existing office use. Therefore, introducing no additional refuse vehicle trips onto the service road.

5.17 Once collected site management would be responsible for moving the bins back to the bin store. The site management will be under the control of the client (227 SBR Ltd) with exact personnel contact details to be provided to LBHF waste services upon appointment.

5.18 Emergency service vehicular access to the Site can be gained via either Shepherds Bush Road or the service road adjacent to the southern boundary depending on the requirements of the situation, as per the existing arrangement.

5.19 As refuse vehicle and emergency service vehicle access is already established on Shepherds Bush Road and the service road adjacent to the southern boundary, and the scheme is proposing no changes to the layout of the road, no swept path analysis of said vehicles is required.

Management and Servicing Strategy

5.20 Where possible, deliveries will be scheduled to avoid the network peak times assumed to be 07:00-10:00 and 16:00-19:00 on a weekday and 09:00-13:00 on a Saturday. The majority of deliveries to the Site are expected to be undertaken by light goods vehicles (3.5T) or (4.6T) (Ford Transit/Mercedes Sprinter or similar).

5.21 Staff from the retained commercial unit will be discouraged from organising personal deliveries to/from the Site to reduce the number of delivery vehicles generated by the development and subsequent impact on the local highway.

5.22 There are a number of collection points within a short walk from the Site where staff will be encouraged to send and pick up personal parcels, for instance there is an Amazon locker at Hammersmith Broadway, Queen Caroline St, London W6 9YE approximately 390m walking distance from the Site.

5.23 In addition to the above measures the commercial occupant will also be encouraged to reduce the number of deliveries where possible via bulk ordering and reviewing their suppliers to try and amalgamate deliveries where practicable.

5.24 With these measures in place the development will aim for a 10% reduction in all delivery/servicing vehicular movements, benchmarked against the predicted trip level shown at Table 4.1, in the first year of full occupation.

5.25 As well as reducing the number of vehicle trips, an increase in the number of electric vehicles servicing and delivering to the Site will be encouraged.

5.26 The occupants will be advised to request that electric vehicles are used where possible for Site deliveries. A reasonable target for the Site will be for 10% of all delivery and servicing vehicles to be electric powered after 12 months of full occupation.

5.27 The implementation of this Delivery and Servicing Plan over time will be the responsibility of the client 227 SBR Ltd. With contact details of the appropriate personnel to be provided to London Borough Hammersmith and Fulham Council upon appointment.

6.0 REPORT DISCLAIMER

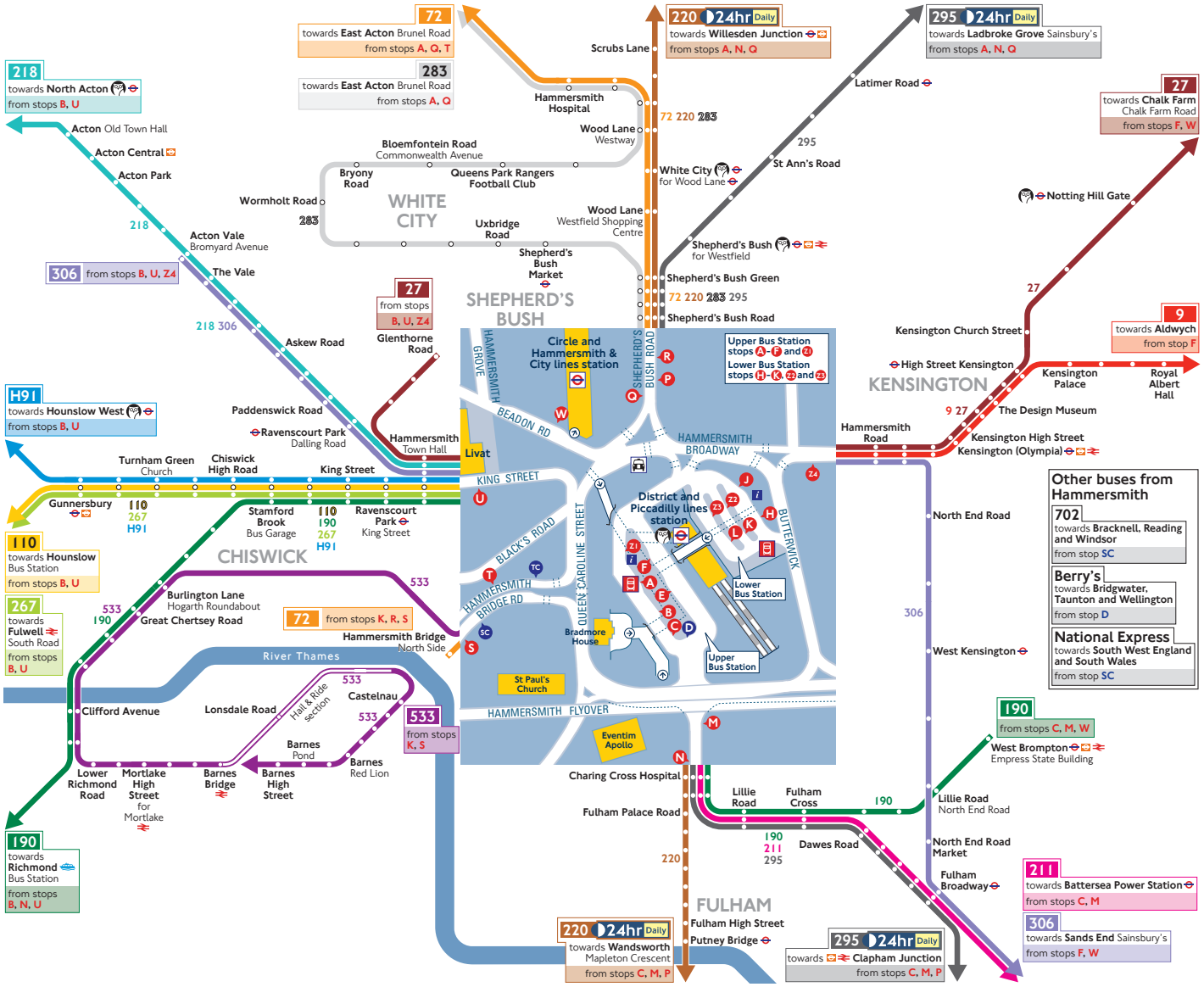
6.1 Create Consulting disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report.

6.2 The copyright of this report is vested in Create Consulting Engineers Ltd and 227 SBR LTD. The Client, or his appointed representatives, may copy the report for purposes in connection with the development described herein. It shall not be copied by any other party or used for any other purposes without the written consent of Create Consulting Engineers Ltd or 227 SBR LTD.

6.3 Create Consulting Engineers Ltd accepts no responsibility whatsoever to other parties to whom this report, or any part thereof, is made known. Any such other parties rely upon the report at their own risk.

APPENDIX A
Bus Map

Buses from Hammersmith



© Transport for London
Information correct from 29 June 2024

How to use this map

- Find your destination on the map or in the Destination finder
- See the coloured lines on the map and numbers in the Destination finder for the bus routes that go to your destination
- Check the Destination finder and map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Connections with river boats
	Taxi rank
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

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APPENDIX B
TRICS Outputs

Calculation Reference: AUDIT-649801-250408-0447

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	LB	LAMBETH	1 days
	WH	WANDSWORTH	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:	Gross floor area
Actual Range:	1215 to 3054 (units: sqm)
Range Selected by User:	408 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 11/11/21

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
Tuesday	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 undertaking using machines.

Selected Locations:

Town Centre	3

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:

Built-Up Zone	2
High Street	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	3 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	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:

250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 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:

5 Very Good	1 days
6a Excellent	1 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	HM-02-A-01 REGUS OFFICES QUEEN CAROLINE STREET HAMMERSMITH		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total Gross floor area:	2036 sqm	
	Survey date: MONDAY	*13/11/17*	*Survey Type: MANUAL*
2	LB-02-A-02 MUSIC COMPANY STREATHAM HIGH ROAD STREATHAM		LAMBETH
	Town Centre High Street Total Gross floor area:	3054 sqm	
	Survey date: TUESDAY	*05/11/19*	*Survey Type: MANUAL*
3	WH-02-A-02 OFFICES BATTERSEA PARK ROAD BATTERSEA		WANDSWORTH
	Town Centre Built-Up Zone Total Gross floor area:	1215 sqm	
	Survey date: THURSDAY	*10/05/12*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 25.94

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.063	0.738	3	2102	0.032	0.369	3	2102	0.095	1.107
08:00 - 09:00	3	2102	0.095	1.107	3	2102	0.048	0.553	3	2102	0.143	1.660
09:00 - 10:00	3	2102	0.048	0.553	3	2102	0.016	0.184	3	2102	0.064	0.737
10:00 - 11:00	3	2102	0.048	0.553	3	2102	0.048	0.553	3	2102	0.096	1.106
11:00 - 12:00	3	2102	0.032	0.369	3	2102	0.032	0.369	3	2102	0.064	0.738
12:00 - 13:00	3	2102	0.063	0.738	3	2102	0.048	0.553	3	2102	0.111	1.291
13:00 - 14:00	3	2102	0.016	0.184	3	2102	0.016	0.184	3	2102	0.032	0.368
14:00 - 15:00	3	2102	0.032	0.369	3	2102	0.016	0.184	3	2102	0.048	0.553
15:00 - 16:00	3	2102	0.000	0.000	3	2102	0.048	0.553	3	2102	0.048	0.553
16:00 - 17:00	3	2102	0.048	0.553	3	2102	0.032	0.369	3	2102	0.080	0.922
17:00 - 18:00	3	2102	0.048	0.553	3	2102	0.111	1.291	3	2102	0.159	1.844
18:00 - 19:00	3	2102	0.048	0.553	3	2102	0.079	0.922	3	2102	0.127	1.475
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.541	6.270			0.526	6.084			1.067	12.354

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:	1215 - 3054 (units: sqm)
Survey date date range:	01/01/10 - 11/11/21
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.032	0.369	3	2102	0.016	0.184	3	2102	0.048	0.553
08:00 - 09:00	3	2102	0.032	0.369	3	2102	0.048	0.553	3	2102	0.080	0.922
09:00 - 10:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
10:00 - 11:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
11:00 - 12:00	3	2102	0.016	0.184	3	2102	0.000	0.000	3	2102	0.016	0.184
12:00 - 13:00	3	2102	0.016	0.184	3	2102	0.032	0.369	3	2102	0.048	0.553
13:00 - 14:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
14:00 - 15:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
15:00 - 16:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
16:00 - 17:00	3	2102	0.016	0.184	3	2102	0.016	0.184	3	2102	0.032	0.368
17:00 - 18:00	3	2102	0.032	0.369	3	2102	0.016	0.184	3	2102	0.048	0.553
18:00 - 19:00	3	2102	0.032	0.369	3	2102	0.048	0.553	3	2102	0.080	0.922
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.176	2.028			0.176	2.027			0.352	4.055

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.032	0.369	3	2102	0.000	0.000	3	2102	0.032	0.369
08:00 - 09:00	3	2102	0.032	0.369	3	2102	0.000	0.000	3	2102	0.032	0.369
09:00 - 10:00	3	2102	0.063	0.738	3	2102	0.000	0.000	3	2102	0.063	0.738
10:00 - 11:00	3	2102	0.016	0.184	3	2102	0.000	0.000	3	2102	0.016	0.184
11:00 - 12:00	3	2102	0.079	0.922	3	2102	0.032	0.369	3	2102	0.111	1.291
12:00 - 13:00	3	2102	0.000	0.000	3	2102	0.016	0.184	3	2102	0.016	0.184
13:00 - 14:00	3	2102	0.032	0.369	3	2102	0.000	0.000	3	2102	0.032	0.369
14:00 - 15:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
15:00 - 16:00	3	2102	0.000	0.000	3	2102	0.032	0.369	3	2102	0.032	0.369
16:00 - 17:00	3	2102	0.000	0.000	3	2102	0.016	0.184	3	2102	0.016	0.184
17:00 - 18:00	3	2102	0.000	0.000	3	2102	0.079	0.922	3	2102	0.079	0.922
18:00 - 19:00	3	2102	0.000	0.000	3	2102	0.016	0.184	3	2102	0.016	0.184
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.254	2.951			0.191	2.212			0.445	5.163

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.111	1.291	3	2102	0.032	0.369	3	2102	0.143	1.660
08:00 - 09:00	3	2102	0.127	1.476	3	2102	0.048	0.553	3	2102	0.175	2.029
09:00 - 10:00	3	2102	0.048	0.553	3	2102	0.016	0.184	3	2102	0.064	0.737
10:00 - 11:00	3	2102	0.048	0.553	3	2102	0.048	0.553	3	2102	0.096	1.106
11:00 - 12:00	3	2102	0.032	0.369	3	2102	0.032	0.369	3	2102	0.064	0.738
12:00 - 13:00	3	2102	0.079	0.922	3	2102	0.063	0.738	3	2102	0.142	1.660
13:00 - 14:00	3	2102	0.016	0.184	3	2102	0.016	0.184	3	2102	0.032	0.368
14:00 - 15:00	3	2102	0.063	0.738	3	2102	0.016	0.184	3	2102	0.079	0.922
15:00 - 16:00	3	2102	0.000	0.000	3	2102	0.063	0.738	3	2102	0.063	0.738
16:00 - 17:00	3	2102	0.127	1.476	3	2102	0.063	0.738	3	2102	0.190	2.214
17:00 - 18:00	3	2102	0.063	0.738	3	2102	0.159	1.845	3	2102	0.222	2.583
18:00 - 19:00	3	2102	0.048	0.553	3	2102	0.143	1.660	3	2102	0.191	2.213
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.762	8.853			0.699	8.115			1.461	16.968

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.571	6.640	3	2102	0.048	0.553	3	2102	0.619	7.193
08:00 - 09:00	3	2102	0.634	7.378	3	2102	0.190	2.213	3	2102	0.824	9.591
09:00 - 10:00	3	2102	0.317	3.689	3	2102	0.143	1.660	3	2102	0.460	5.349
10:00 - 11:00	3	2102	0.222	2.582	3	2102	0.317	3.689	3	2102	0.539	6.271
11:00 - 12:00	3	2102	0.476	5.534	3	2102	0.397	4.611	3	2102	0.873	10.145
12:00 - 13:00	3	2102	0.634	7.378	3	2102	1.047	12.174	3	2102	1.681	19.552
13:00 - 14:00	3	2102	1.253	14.572	3	2102	0.761	8.854	3	2102	2.014	23.426
14:00 - 15:00	3	2102	0.523	6.087	3	2102	0.381	4.427	3	2102	0.904	10.514
15:00 - 16:00	3	2102	0.301	3.505	3	2102	0.523	6.087	3	2102	0.824	9.592
16:00 - 17:00	3	2102	0.222	2.582	3	2102	0.856	9.961	3	2102	1.078	12.543
17:00 - 18:00	3	2102	0.222	2.582	3	2102	0.714	8.301	3	2102	0.936	10.883
18:00 - 19:00	3	2102	0.032	0.369	3	2102	0.412	4.796	3	2102	0.444	5.165
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			5.407	62.898			5.789	67.326			11.196	130.224

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.412	4.796	3	2102	0.048	0.553	3	2102	0.460	5.349
08:00 - 09:00	3	2102	0.936	10.883	3	2102	0.048	0.553	3	2102	0.984	11.436
09:00 - 10:00	3	2102	0.761	8.854	3	2102	0.111	1.291	3	2102	0.872	10.145
10:00 - 11:00	3	2102	0.333	3.874	3	2102	0.127	1.476	3	2102	0.460	5.350
11:00 - 12:00	3	2102	0.206	2.398	3	2102	0.190	2.213	3	2102	0.396	4.611
12:00 - 13:00	3	2102	0.222	2.582	3	2102	0.508	5.903	3	2102	0.730	8.485
13:00 - 14:00	3	2102	0.444	5.165	3	2102	0.428	4.980	3	2102	0.872	10.145
14:00 - 15:00	3	2102	0.270	3.136	3	2102	0.254	2.951	3	2102	0.524	6.087
15:00 - 16:00	3	2102	0.095	1.107	3	2102	0.365	4.243	3	2102	0.460	5.350
16:00 - 17:00	3	2102	0.063	0.738	3	2102	0.619	7.194	3	2102	0.682	7.932
17:00 - 18:00	3	2102	0.032	0.369	3	2102	0.872	10.145	3	2102	0.904	10.514
18:00 - 19:00	3	2102	0.000	0.000	3	2102	0.301	3.505	3	2102	0.301	3.505
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.774	43.902			3.871	45.007			7.645	88.909

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.523	6.087	3	2102	0.000	0.000	3	2102	0.523	6.087
08:00 - 09:00	3	2102	1.063	12.359	3	2102	0.032	0.369	3	2102	1.095	12.728
09:00 - 10:00	3	2102	0.555	6.456	3	2102	0.174	2.029	3	2102	0.729	8.485
10:00 - 11:00	3	2102	0.365	4.243	3	2102	0.079	0.922	3	2102	0.444	5.165
11:00 - 12:00	3	2102	0.222	2.582	3	2102	0.095	1.107	3	2102	0.317	3.689
12:00 - 13:00	3	2102	0.254	2.951	3	2102	0.222	2.582	3	2102	0.476	5.533
13:00 - 14:00	3	2102	0.285	3.320	3	2102	0.159	1.845	3	2102	0.444	5.165
14:00 - 15:00	3	2102	0.159	1.845	3	2102	0.190	2.213	3	2102	0.349	4.058
15:00 - 16:00	3	2102	0.127	1.476	3	2102	0.222	2.582	3	2102	0.349	4.058
16:00 - 17:00	3	2102	0.111	1.291	3	2102	0.555	6.456	3	2102	0.666	7.747
17:00 - 18:00	3	2102	0.000	0.000	3	2102	0.920	10.698	3	2102	0.920	10.698
18:00 - 19:00	3	2102	0.000	0.000	3	2102	0.444	5.165	3	2102	0.444	5.165
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.664	42.610			3.092	35.968			6.756	78.578

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
08:00 - 09:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
09:00 - 10:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
10:00 - 11:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
11:00 - 12:00	3	2102	0.016	0.184	3	2102	0.000	0.000	3	2102	0.016	0.184
12:00 - 13:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
13:00 - 14:00	3	2102	0.016	0.184	3	2102	0.000	0.000	3	2102	0.016	0.184
14:00 - 15:00	3	2102	0.000	0.000	3	2102	0.016	0.184	3	2102	0.016	0.184
15:00 - 16:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
16:00 - 17:00	3	2102	0.000	0.000	3	2102	0.016	0.184	3	2102	0.016	0.184
17:00 - 18:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
18:00 - 19:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.032	0.368			0.032	0.368			0.064	0.736

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.936	10.883	3	2102	0.048	0.553	3	2102	0.984	11.436
08:00 - 09:00	3	2102	1.998	23.242	3	2102	0.079	0.922	3	2102	2.077	24.164
09:00 - 10:00	3	2102	1.316	15.310	3	2102	0.285	3.320	3	2102	1.601	18.630
10:00 - 11:00	3	2102	0.698	8.116	3	2102	0.206	2.398	3	2102	0.904	10.514
11:00 - 12:00	3	2102	0.444	5.165	3	2102	0.285	3.320	3	2102	0.729	8.485
12:00 - 13:00	3	2102	0.476	5.534	3	2102	0.730	8.485	3	2102	1.206	14.019
13:00 - 14:00	3	2102	0.745	8.669	3	2102	0.587	6.825	3	2102	1.332	15.494
14:00 - 15:00	3	2102	0.428	4.980	3	2102	0.460	5.349	3	2102	0.888	10.329
15:00 - 16:00	3	2102	0.222	2.582	3	2102	0.587	6.825	3	2102	0.809	9.407
16:00 - 17:00	3	2102	0.174	2.029	3	2102	1.190	13.834	3	2102	1.364	15.863
17:00 - 18:00	3	2102	0.032	0.369	3	2102	1.792	20.844	3	2102	1.824	21.213
18:00 - 19:00	3	2102	0.000	0.000	3	2102	0.745	8.669	3	2102	0.745	8.669
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			7.469	86.879			6.994	81.344			14.463	168.223

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 25.94

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	1.649	19.184	3	2102	0.127	1.476	3	2102	1.776	20.660
08:00 - 09:00	3	2102	2.791	32.464	3	2102	0.317	3.689	3	2102	3.108	36.153
09:00 - 10:00	3	2102	1.745	20.290	3	2102	0.444	5.165	3	2102	2.189	25.455
10:00 - 11:00	3	2102	0.983	11.436	3	2102	0.571	6.640	3	2102	1.554	18.076
11:00 - 12:00	3	2102	1.031	11.990	3	2102	0.745	8.669	3	2102	1.776	20.659
12:00 - 13:00	3	2102	1.190	13.834	3	2102	1.856	21.581	3	2102	3.046	35.415
13:00 - 14:00	3	2102	2.046	23.795	3	2102	1.364	15.863	3	2102	3.410	39.658
14:00 - 15:00	3	2102	1.015	11.805	3	2102	0.856	9.961	3	2102	1.871	21.766
15:00 - 16:00	3	2102	0.523	6.087	3	2102	1.205	14.019	3	2102	1.728	20.106
16:00 - 17:00	3	2102	0.523	6.087	3	2102	2.125	24.717	3	2102	2.648	30.804
17:00 - 18:00	3	2102	0.317	3.689	3	2102	2.744	31.911	3	2102	3.061	35.600
18:00 - 19:00	3	2102	0.079	0.922	3	2102	1.316	15.310	3	2102	1.395	16.232
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			13.892	161.583			13.670	159.001			27.562	320.584

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.*

Calculation Reference: AUDIT-649801-250408-0407

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	IS	ISLINGTON	2 days
	KN	KENSINGTON AND CHELSEA	1 days
	SK	SOUTHWARK	2 days
	WF	WALTHAM FOREST	1 days
	WH	WANDSWORTH	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: 14 to 97 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 18/10/23

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	7

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	4
Built-Up Zone	3
High Street	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
50,001 to 100,000	3 days
100,001 or More	3 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	6 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	3 days
0.6 to 1.0	5 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	7 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:

5 Very Good	3 days
6a Excellent	2 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	HM-03-C-01 VANSTON PLACE FULHAM	BLOCK OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre High Street Total No of Dwellings:		42	
	Survey date: WEDNESDAY		*16/07/14*	*Survey Type: MANUAL*
2	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		15	
	Survey date: WEDNESDAY		*29/06/16*	*Survey Type: MANUAL*
3	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		14	
	Survey date: MONDAY		*27/06/16*	*Survey Type: MANUAL*
4	KN-03-C-03 ALLEN STREET KENSINGTON	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	Edge of Town Centre Residential Zone Total No of Dwellings:		72	
	Survey date: FRIDAY		*11/05/12*	*Survey Type: MANUAL*
5	SK-03-C-01 PARK STREET SOUTHWARK	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		53	
	Survey date: FRIDAY		*19/09/14*	*Survey Type: MANUAL*
6	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		29	
	Survey date: THURSDAY		*23/04/15*	*Survey Type: MANUAL*
7	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	Survey date: TUESDAY		*05/11/19*	*Survey Type: MANUAL*
8	WH-03-C-01 AMIES STREET CLAPHAM JUNCTION	BLOCKS OF FLATS		WANDSWORTH
	Edge of Town Centre Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		*09/05/12*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.34

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.006	0.125	8	44	0.060	1.313	8	44	0.066	1.437
08:00 - 09:00	8	44	0.028	0.625	8	44	0.108	2.375	8	44	0.136	3.000
09:00 - 10:00	8	44	0.043	0.937	8	44	0.034	0.750	8	44	0.077	1.687
10:00 - 11:00	8	44	0.037	0.813	8	44	0.040	0.875	8	44	0.077	1.687
11:00 - 12:00	8	44	0.026	0.563	8	44	0.031	0.688	8	44	0.057	1.250
12:00 - 13:00	8	44	0.045	1.000	8	44	0.034	0.750	8	44	0.079	1.750
13:00 - 14:00	8	44	0.034	0.750	8	44	0.017	0.375	8	44	0.051	1.125
14:00 - 15:00	8	44	0.023	0.500	8	44	0.043	0.937	8	44	0.066	1.437
15:00 - 16:00	8	44	0.065	1.438	8	44	0.026	0.563	8	44	0.091	2.000
16:00 - 17:00	8	44	0.043	0.937	8	44	0.037	0.813	8	44	0.080	1.749
17:00 - 18:00	8	44	0.060	1.313	8	44	0.026	0.563	8	44	0.086	1.874
18:00 - 19:00	8	44	0.040	0.875	8	44	0.037	0.813	8	44	0.077	1.687
19:00 - 20:00	4	39	0.039	0.852	4	39	0.019	0.426	4	39	0.058	1.278
20:00 - 21:00	4	39	0.019	0.426	4	39	0.026	0.568	4	39	0.045	0.994
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.508	11.151			0.538	11.804			1.046	22.955

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:	14 - 97 (units:)
Survey date date range:	01/01/10 - 18/10/23
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.003	0.063	8	44	0.003	0.063	8	44	0.006	0.124
08:00 - 09:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
09:00 - 10:00	8	44	0.003	0.063	8	44	0.003	0.063	8	44	0.006	0.124
10:00 - 11:00	8	44	0.003	0.063	8	44	0.003	0.063	8	44	0.006	0.124
11:00 - 12:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
12:00 - 13:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
13:00 - 14:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
14:00 - 15:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
15:00 - 16:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
16:00 - 17:00	8	44	0.003	0.063	8	44	0.003	0.063	8	44	0.006	0.124
17:00 - 18:00	8	44	0.006	0.125	8	44	0.006	0.125	8	44	0.012	0.250
18:00 - 19:00	8	44	0.003	0.063	8	44	0.003	0.063	8	44	0.006	0.124
19:00 - 20:00	4	39	0.000	0.000	4	39	0.000	0.000	4	39	0.000	0.000
20:00 - 21:00	4	39	0.000	0.000	4	39	0.000	0.000	4	39	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.021	0.435			0.021	0.435			0.042	0.870

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
08:00 - 09:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
09:00 - 10:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
10:00 - 11:00	8	44	0.009	0.188	8	44	0.006	0.125	8	44	0.015	0.313
11:00 - 12:00	8	44	0.006	0.125	8	44	0.009	0.188	8	44	0.015	0.313
12:00 - 13:00	8	44	0.006	0.125	8	44	0.003	0.063	8	44	0.009	0.187
13:00 - 14:00	8	44	0.000	0.000	8	44	0.003	0.063	8	44	0.003	0.062
14:00 - 15:00	8	44	0.006	0.125	8	44	0.006	0.125	8	44	0.012	0.250
15:00 - 16:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
16:00 - 17:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
17:00 - 18:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
18:00 - 19:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
19:00 - 20:00	4	39	0.000	0.000	4	39	0.000	0.000	4	39	0.000	0.000
20:00 - 21:00	4	39	0.000	0.000	4	39	0.000	0.000	4	39	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.027	0.563			0.027	0.562			0.054	1.125

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.000	0.000	8	44	0.006	0.125	8	44	0.006	0.125
08:00 - 09:00	8	44	0.000	0.000	8	44	0.023	0.500	8	44	0.023	0.500
09:00 - 10:00	8	44	0.006	0.125	8	44	0.011	0.250	8	44	0.017	0.375
10:00 - 11:00	8	44	0.011	0.250	8	44	0.006	0.125	8	44	0.017	0.375
11:00 - 12:00	8	44	0.003	0.063	8	44	0.000	0.000	8	44	0.003	0.062
12:00 - 13:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
13:00 - 14:00	8	44	0.009	0.188	8	44	0.003	0.063	8	44	0.012	0.250
14:00 - 15:00	8	44	0.006	0.125	8	44	0.000	0.000	8	44	0.006	0.125
15:00 - 16:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
16:00 - 17:00	8	44	0.000	0.000	8	44	0.003	0.063	8	44	0.003	0.062
17:00 - 18:00	8	44	0.006	0.125	8	44	0.000	0.000	8	44	0.006	0.125
18:00 - 19:00	8	44	0.003	0.063	8	44	0.000	0.000	8	44	0.003	0.062
19:00 - 20:00	4	39	0.026	0.568	4	39	0.000	0.000	4	39	0.026	0.568
20:00 - 21:00	4	39	0.000	0.000	4	39	0.000	0.000	4	39	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.070	1.505			0.052	1.124			0.122	2.629

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.000	0.000	8	44	0.080	1.750	8	44	0.080	1.750
08:00 - 09:00	8	44	0.034	0.750	8	44	0.193	4.250	8	44	0.227	5.000
09:00 - 10:00	8	44	0.057	1.250	8	44	0.045	1.000	8	44	0.102	2.250
10:00 - 11:00	8	44	0.037	0.813	8	44	0.054	1.188	8	44	0.091	2.000
11:00 - 12:00	8	44	0.026	0.563	8	44	0.037	0.813	8	44	0.063	1.374
12:00 - 13:00	8	44	0.065	1.438	8	44	0.051	1.125	8	44	0.116	2.563
13:00 - 14:00	8	44	0.034	0.750	8	44	0.017	0.375	8	44	0.051	1.125
14:00 - 15:00	8	44	0.034	0.750	8	44	0.045	1.000	8	44	0.079	1.750
15:00 - 16:00	8	44	0.142	3.125	8	44	0.031	0.688	8	44	0.173	3.813
16:00 - 17:00	8	44	0.065	1.438	8	44	0.037	0.813	8	44	0.102	2.250
17:00 - 18:00	8	44	0.074	1.625	8	44	0.028	0.625	8	44	0.102	2.250
18:00 - 19:00	8	44	0.031	0.688	8	44	0.043	0.937	8	44	0.074	1.625
19:00 - 20:00	4	39	0.052	1.135	4	39	0.026	0.568	4	39	0.078	1.703
20:00 - 21:00	4	39	0.019	0.426	4	39	0.032	0.710	4	39	0.051	1.136
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.670	14.749			0.719	15.840			1.389	30.589

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.034	0.750	8	44	0.063	1.375	8	44	0.096	2.125
08:00 - 09:00	8	44	0.043	0.937	8	44	0.156	3.438	8	44	0.199	4.375
09:00 - 10:00	8	44	0.028	0.625	8	44	0.125	2.750	8	44	0.153	3.375
10:00 - 11:00	8	44	0.043	0.937	8	44	0.060	1.313	8	44	0.103	2.249
11:00 - 12:00	8	44	0.057	1.250	8	44	0.045	1.000	8	44	0.102	2.250
12:00 - 13:00	8	44	0.063	1.375	8	44	0.026	0.563	8	44	0.088	1.937
13:00 - 14:00	8	44	0.048	1.063	8	44	0.065	1.438	8	44	0.113	2.500
14:00 - 15:00	8	44	0.031	0.688	8	44	0.043	0.937	8	44	0.074	1.625
15:00 - 16:00	8	44	0.119	2.625	8	44	0.054	1.188	8	44	0.173	3.813
16:00 - 17:00	8	44	0.097	2.125	8	44	0.071	1.563	8	44	0.168	3.688
17:00 - 18:00	8	44	0.116	2.563	8	44	0.102	2.250	8	44	0.218	4.812
18:00 - 19:00	8	44	0.108	2.375	8	44	0.068	1.500	8	44	0.176	3.875
19:00 - 20:00	4	39	0.135	2.981	4	39	0.058	1.277	4	39	0.193	4.258
20:00 - 21:00	4	39	0.071	1.561	4	39	0.058	1.277	4	39	0.129	2.838
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.992	21.853			0.993	21.867			1.985	43.720

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.006	0.125	8	44	0.060	1.313	8	44	0.066	1.437
08:00 - 09:00	8	44	0.006	0.125	8	44	0.139	3.062	8	44	0.145	3.187
09:00 - 10:00	8	44	0.017	0.375	8	44	0.071	1.563	8	44	0.088	1.938
10:00 - 11:00	8	44	0.014	0.313	8	44	0.031	0.688	8	44	0.045	1.000
11:00 - 12:00	8	44	0.017	0.375	8	44	0.014	0.313	8	44	0.031	0.687
12:00 - 13:00	8	44	0.034	0.750	8	44	0.011	0.250	8	44	0.045	1.000
13:00 - 14:00	8	44	0.031	0.688	8	44	0.014	0.313	8	44	0.045	1.000
14:00 - 15:00	8	44	0.023	0.500	8	44	0.023	0.500	8	44	0.046	1.000
15:00 - 16:00	8	44	0.063	1.375	8	44	0.020	0.438	8	44	0.082	1.813
16:00 - 17:00	8	44	0.034	0.750	8	44	0.020	0.438	8	44	0.054	1.188
17:00 - 18:00	8	44	0.065	1.438	8	44	0.020	0.438	8	44	0.085	1.876
18:00 - 19:00	8	44	0.068	1.500	8	44	0.026	0.563	8	44	0.094	2.062
19:00 - 20:00	4	39	0.103	2.271	4	39	0.039	0.852	4	39	0.142	3.123
20:00 - 21:00	4	39	0.039	0.852	4	39	0.006	0.142	4	39	0.045	0.994
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.519	11.436			0.494	10.869			1.013	22.305

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.009	0.188	8	44	0.065	1.438	8	44	0.074	1.626
08:00 - 09:00	8	44	0.017	0.375	8	44	0.142	3.125	8	44	0.159	3.500
09:00 - 10:00	8	44	0.011	0.250	8	44	0.077	1.688	8	44	0.088	1.938
10:00 - 11:00	8	44	0.023	0.500	8	44	0.037	0.813	8	44	0.060	1.312
11:00 - 12:00	8	44	0.031	0.688	8	44	0.026	0.563	8	44	0.057	1.250
12:00 - 13:00	8	44	0.020	0.438	8	44	0.028	0.625	8	44	0.048	1.063
13:00 - 14:00	8	44	0.045	1.000	8	44	0.031	0.688	8	44	0.076	1.688
14:00 - 15:00	8	44	0.026	0.563	8	44	0.017	0.375	8	44	0.043	0.937
15:00 - 16:00	8	44	0.043	0.937	8	44	0.014	0.313	8	44	0.057	1.249
16:00 - 17:00	8	44	0.048	1.063	8	44	0.028	0.625	8	44	0.076	1.687
17:00 - 18:00	8	44	0.071	1.563	8	44	0.037	0.813	8	44	0.108	2.375
18:00 - 19:00	8	44	0.122	2.688	8	44	0.048	1.063	8	44	0.170	3.750
19:00 - 20:00	4	39	0.135	2.981	4	39	0.026	0.568	4	39	0.161	3.549
20:00 - 21:00	4	39	0.065	1.419	4	39	0.013	0.284	4	39	0.078	1.703
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.666	14.651			0.589	12.976			1.255	27.627

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.014	0.313	8	44	0.125	2.750	8	44	0.139	3.062
08:00 - 09:00	8	44	0.023	0.500	8	44	0.281	6.188	8	44	0.304	6.688
09:00 - 10:00	8	44	0.028	0.625	8	44	0.148	3.250	8	44	0.176	3.875
10:00 - 11:00	8	44	0.037	0.813	8	44	0.068	1.500	8	44	0.105	2.312
11:00 - 12:00	8	44	0.048	1.063	8	44	0.040	0.875	8	44	0.088	1.937
12:00 - 13:00	8	44	0.054	1.188	8	44	0.040	0.875	8	44	0.094	2.063
13:00 - 14:00	8	44	0.077	1.688	8	44	0.045	1.000	8	44	0.122	2.688
14:00 - 15:00	8	44	0.048	1.063	8	44	0.040	0.875	8	44	0.088	1.937
15:00 - 16:00	8	44	0.105	2.313	8	44	0.034	0.750	8	44	0.139	3.062
16:00 - 17:00	8	44	0.082	1.813	8	44	0.048	1.063	8	44	0.130	2.874
17:00 - 18:00	8	44	0.136	3.000	8	44	0.057	1.250	8	44	0.193	4.250
18:00 - 19:00	8	44	0.190	4.188	8	44	0.074	1.625	8	44	0.264	5.813
19:00 - 20:00	4	39	0.239	5.252	4	39	0.065	1.419	4	39	0.304	6.671
20:00 - 21:00	4	39	0.103	2.271	4	39	0.019	0.426	4	39	0.122	2.697
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.184	26.084			1.084	23.845			2.268	49.929

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.34

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.048	1.063	8	44	0.273	6.000	8	44	0.321	7.062
08:00 - 09:00	8	44	0.099	2.188	8	44	0.653	14.375	8	44	0.752	16.563
09:00 - 10:00	8	44	0.119	2.625	8	44	0.330	7.250	8	44	0.449	9.875
10:00 - 11:00	8	44	0.128	2.813	8	44	0.188	4.125	8	44	0.316	6.937
11:00 - 12:00	8	44	0.134	2.938	8	44	0.122	2.688	8	44	0.256	5.626
12:00 - 13:00	8	44	0.182	4.000	8	44	0.116	2.563	8	44	0.298	6.562
13:00 - 14:00	8	44	0.168	3.688	8	44	0.131	2.875	8	44	0.299	6.563
14:00 - 15:00	8	44	0.119	2.625	8	44	0.128	2.813	8	44	0.247	5.437
15:00 - 16:00	8	44	0.366	8.063	8	44	0.119	2.625	8	44	0.485	10.687
16:00 - 17:00	8	44	0.244	5.375	8	44	0.159	3.500	8	44	0.403	8.875
17:00 - 18:00	8	44	0.332	7.313	8	44	0.188	4.125	8	44	0.520	11.437
18:00 - 19:00	8	44	0.332	7.313	8	44	0.185	4.063	8	44	0.517	11.374
19:00 - 20:00	4	39	0.452	9.935	4	39	0.148	3.265	4	39	0.600	13.200
20:00 - 21:00	4	39	0.194	4.258	4	39	0.110	2.413	4	39	0.304	6.671
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.917	64.192			2.850	62.677			5.767	126.869

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.*

PLANS

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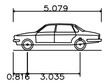
KEY:

VEHICLE WHEEL ROUTE

VEHICLE BODY OVERHANG

VEHICLE LIBRARY



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

Conversion to residential
227 Shepherds Bush Road
London W6 7AS

227 SBR LTD
London

Ground floor plan
as proposed
rev. (Conversion) Class MA

11.04.2025
I.Iezzi

REV	DATE	DESCRIPTION	DRAWN	CHECKED
P01	09/04/25	WORK IN PROGRESS	AF	CB

CLIENT
227 SBR LTD

PROJECT
227 SHEPHERDS BUSH ROAD, HAMMERSMITH

DRAWING TITLE
SWEPT PATH ANALYSIS
LARGE CAR

DATE	DESIGNED	DRAWN	CHECKED	SCALE(S)
09/04/25	AF	AF	CB	1:125-@A2

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PROJ	ORIG	ZONE	LEVEL	TYPE	ROLE	NUMBER	REVISION
3477	CCE	XX	GF	DR	J	0002	P01

Scale 1:100
0 1 2 3 4 5 10m

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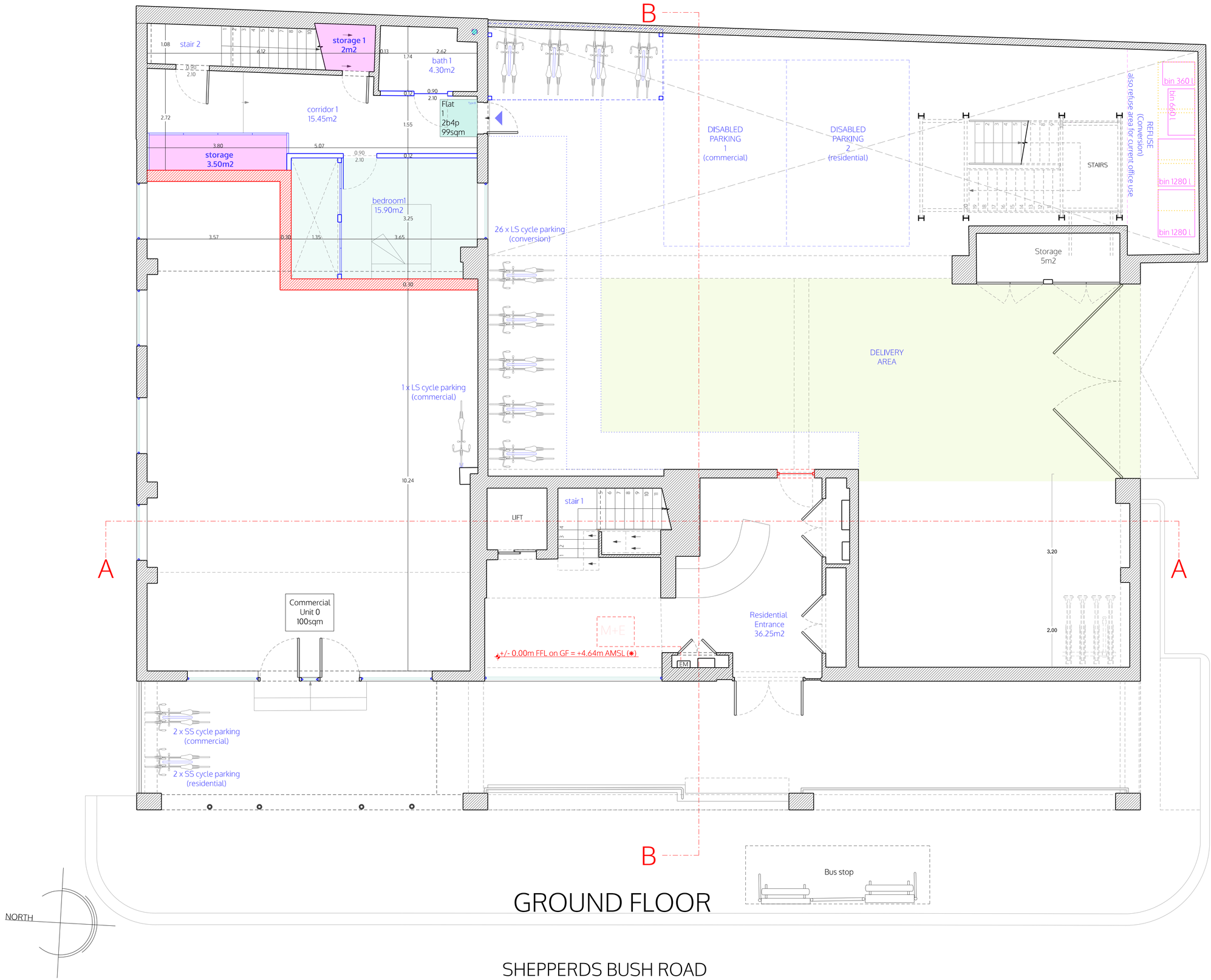
W:\2.0 NEW PROJECTS\2025\3477 - 227 SHEPHERDS BUSH ROAD, HAMMERSMITH\4.0 TRANSPORT\3477-CCE-XX-GF-DR-J-0002 SWEPT PATH ANALYSIS LARGE CAR - CONVERSION



LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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client
227 SBR LTD
London

title
Ground floor plan
as proposed
rev. C = (Conversion) Class MA

status
Planning only

scale
1:100 @A3
1:50 @A1

date
11.04.2025

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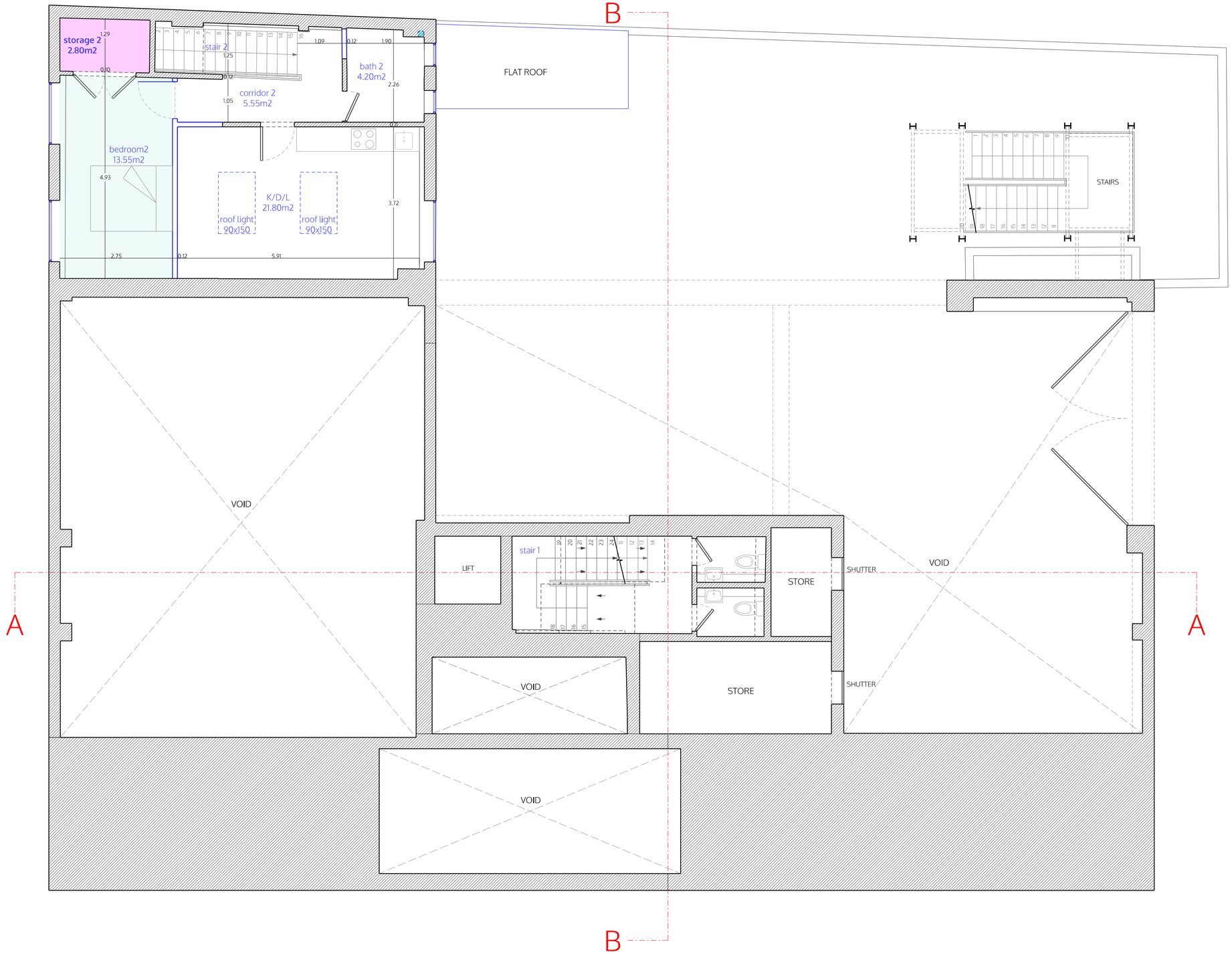
SHE_P01c12



NORTH

MEZZANINE

LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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0 1 2 3 4 5 m

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Mezzanine plan
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1:50 @A1

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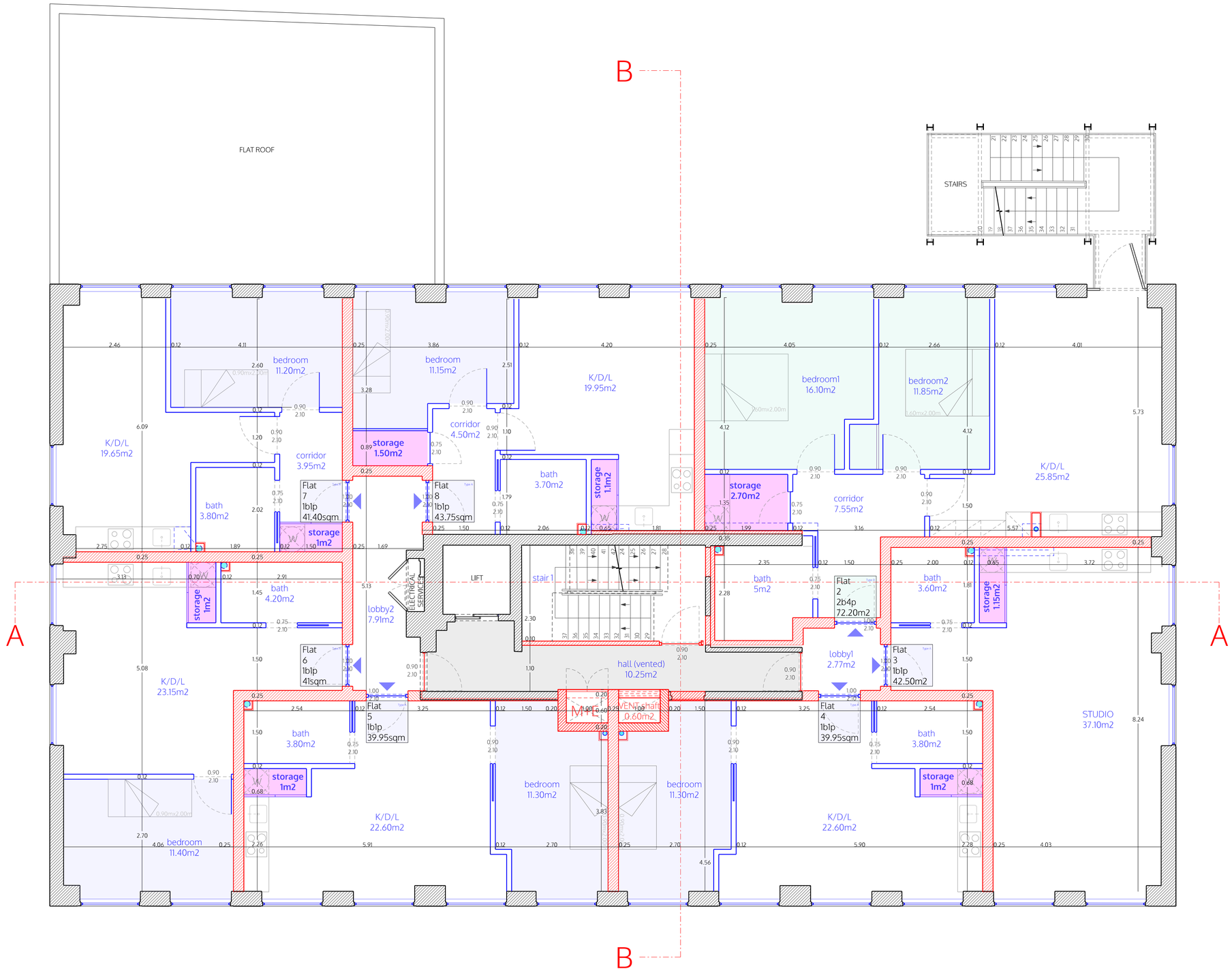

NORTH

FIRST FLOOR

LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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0 1 2 3 4 5 m

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First floor plan
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scale: 1:100 @A3
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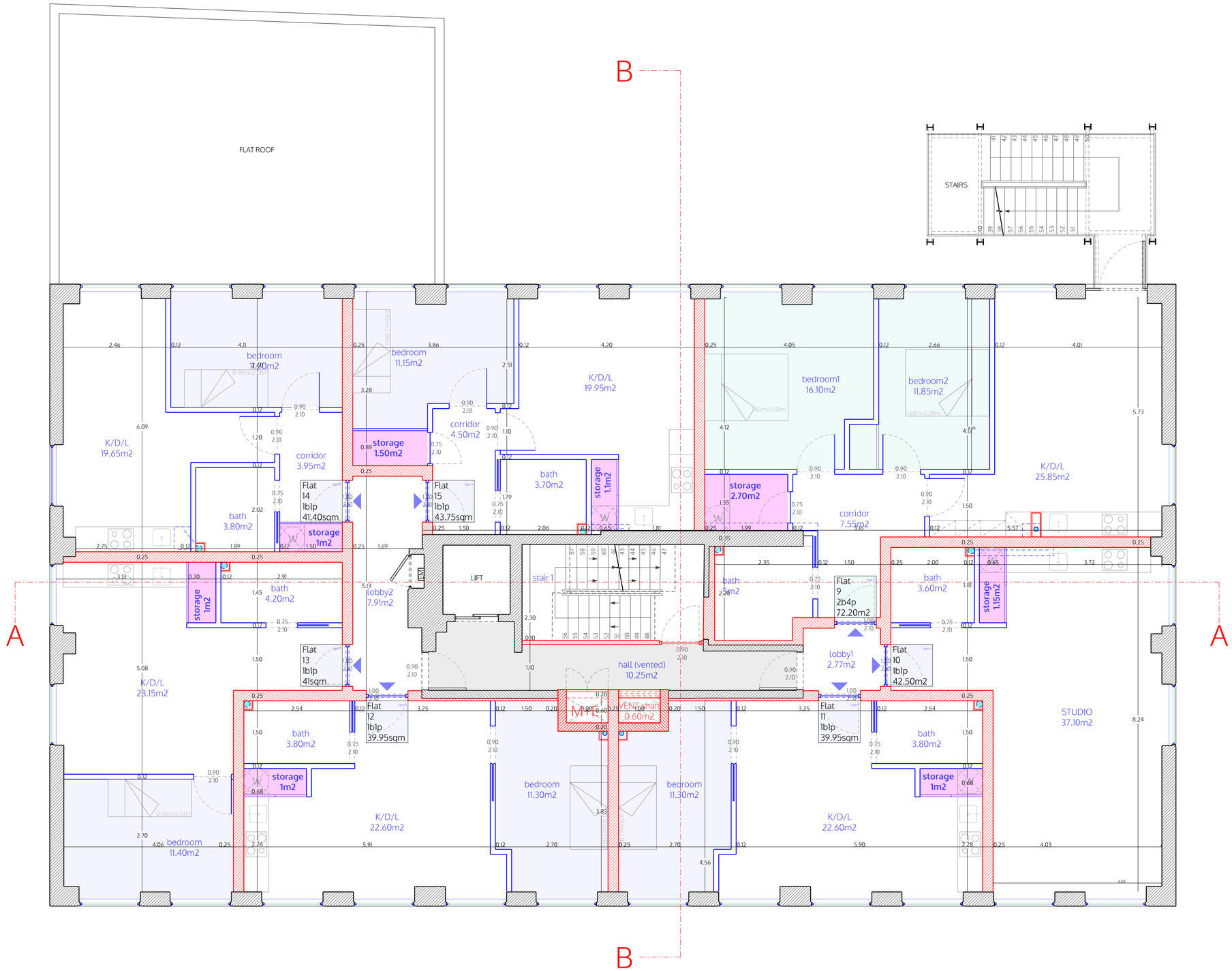

SECOND FLOOR

LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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client
227 SBR LTD
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title
Second floor plan
as proposed
rev. C = (Conversion) Class MA

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scale: 1:100 @A3
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date: 11.04.2025

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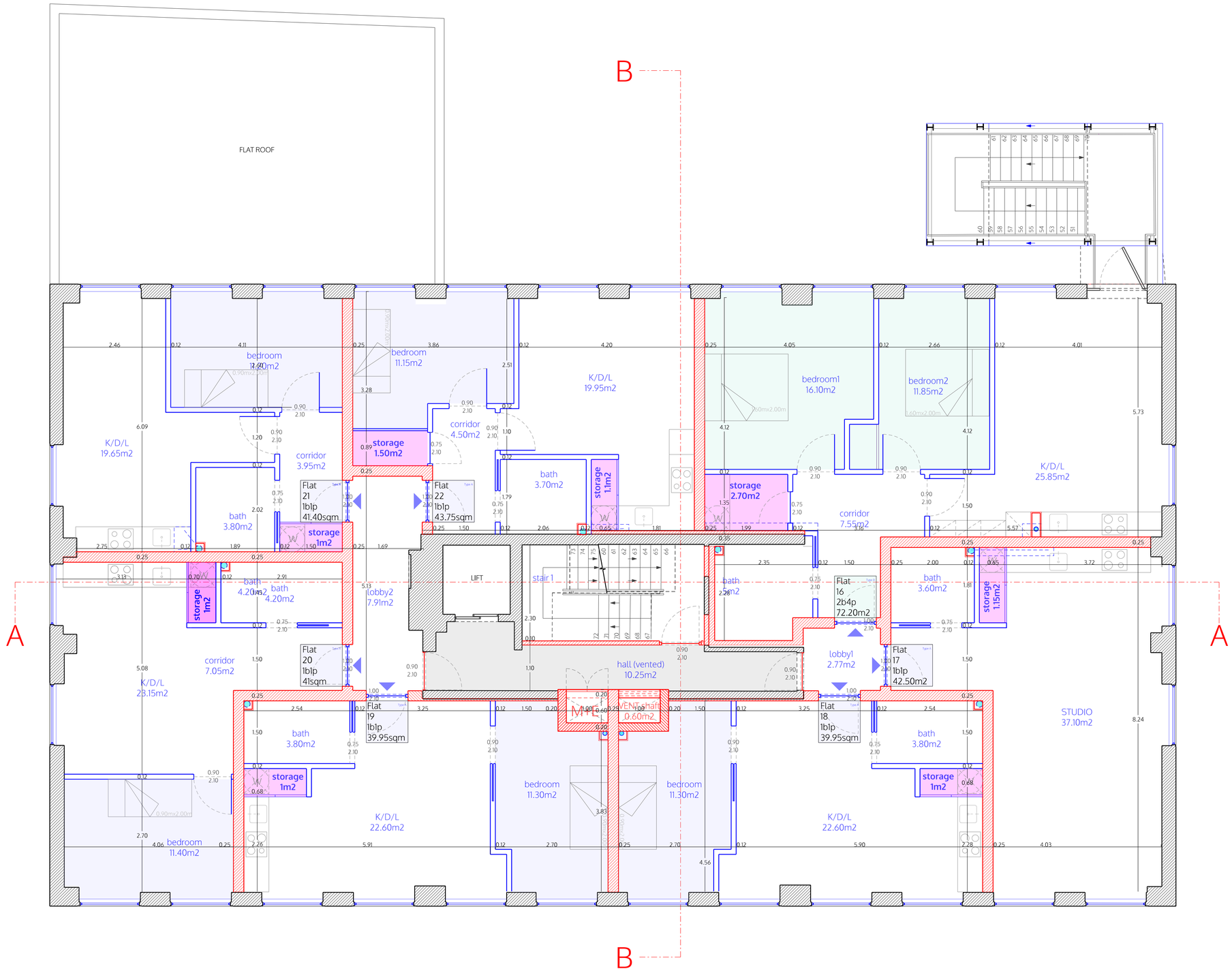

NORTH

THIRD FLOOR

LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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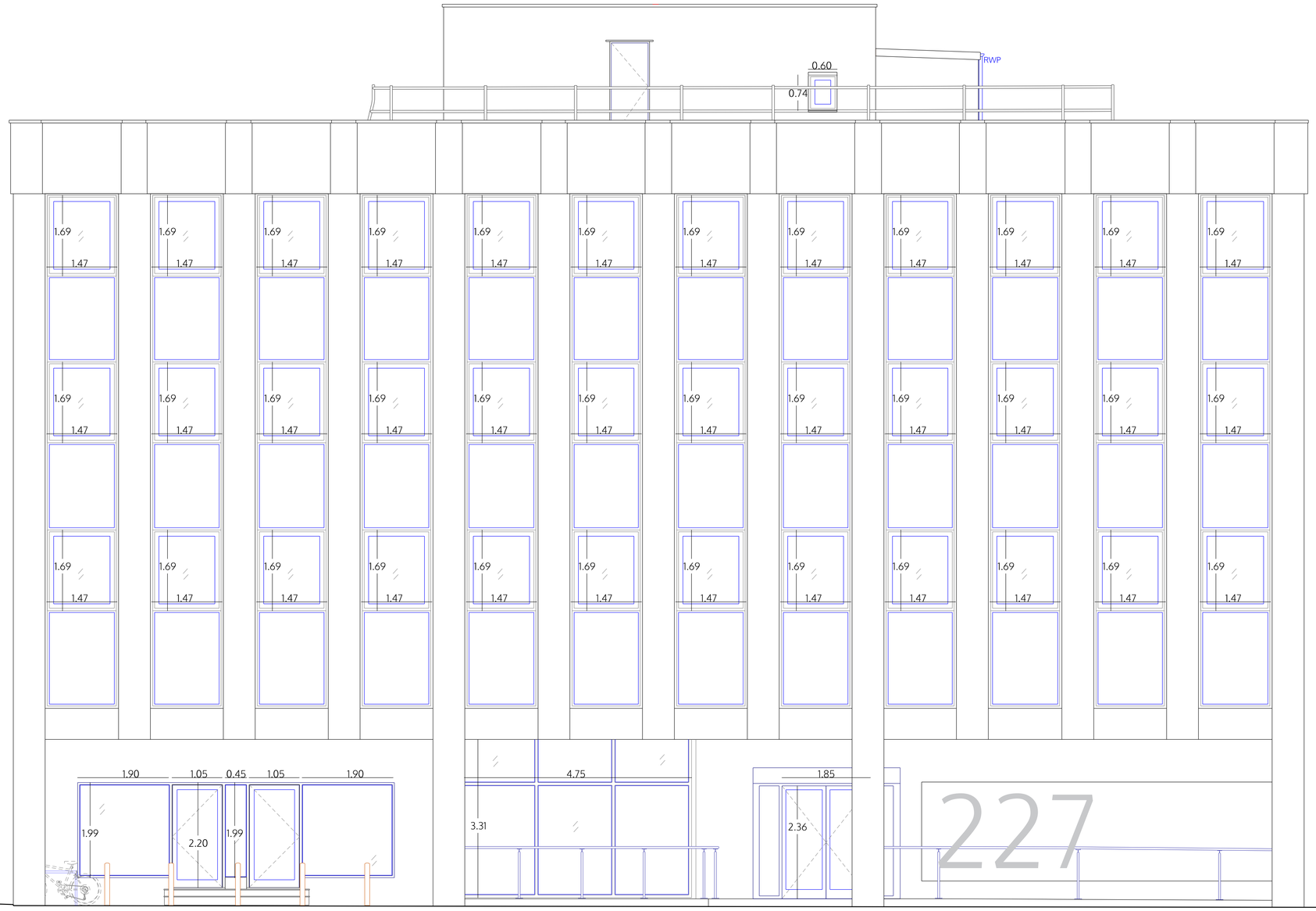

FRONT ELEVATION (WEST)

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Front elevation (West)
as proposed
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status
Planning only

scale
1:100 @A3
1:50 @A1

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SHE_P08c12

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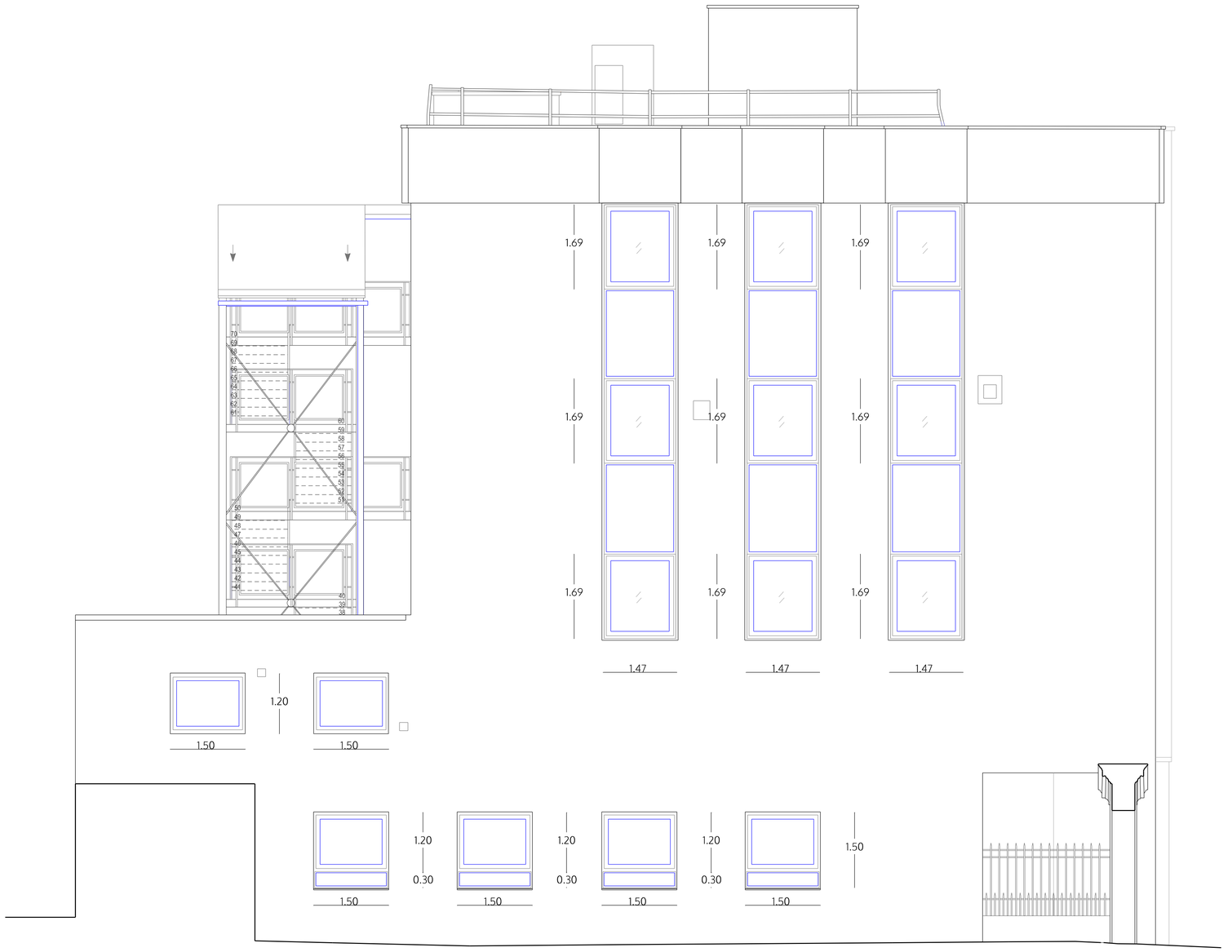

NORTH ELEVATION

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m|0 | 1 | 2 | 3 | 4 | 5

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London

title
North elevation
as proposed
rev. C = (Conversion) Class MA

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scale
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1:50 @A1

date
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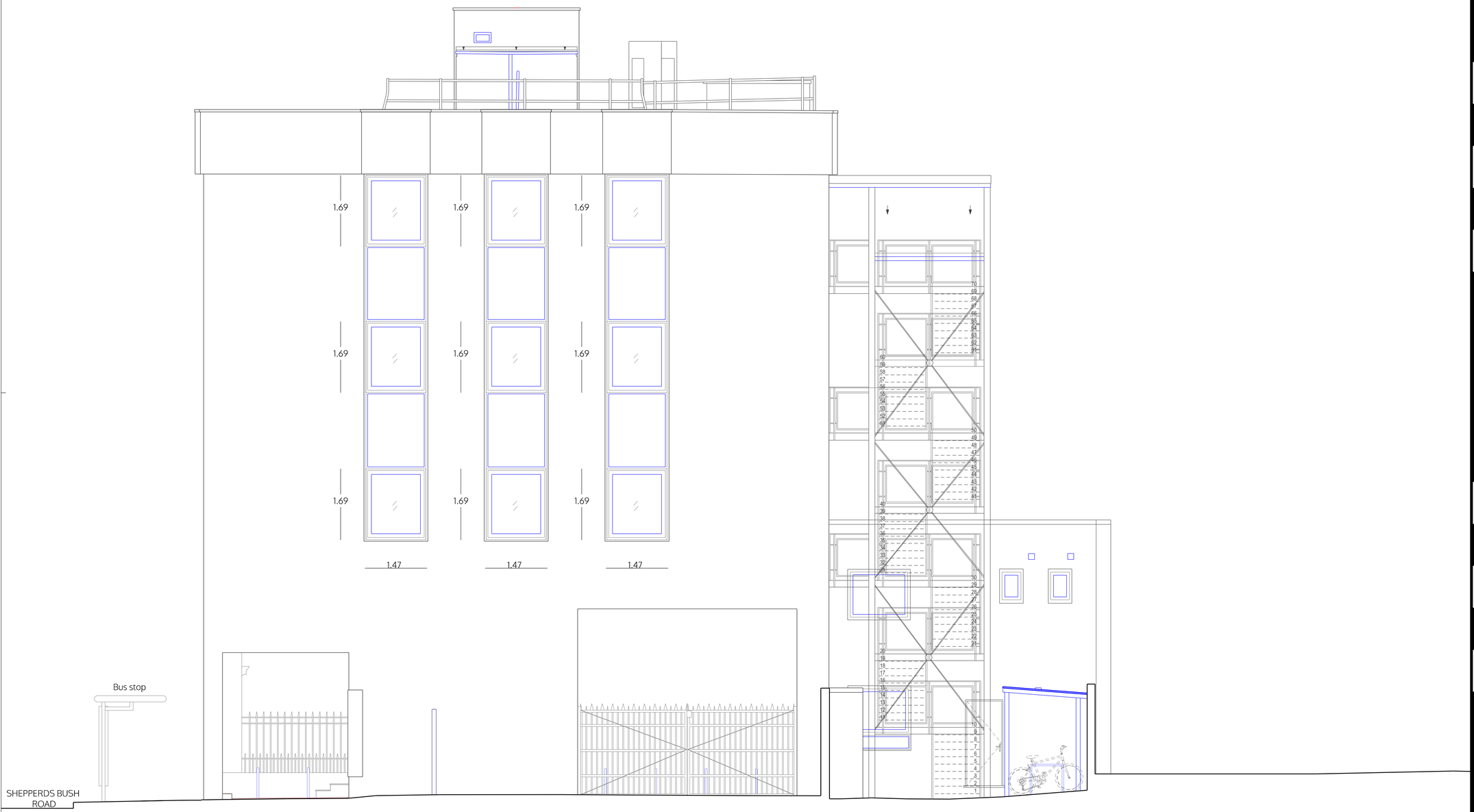

SOUTH ELEVATION

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m|0 | 1 | 2 | 3 | 4 | 5

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South elevation
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11.04.2025

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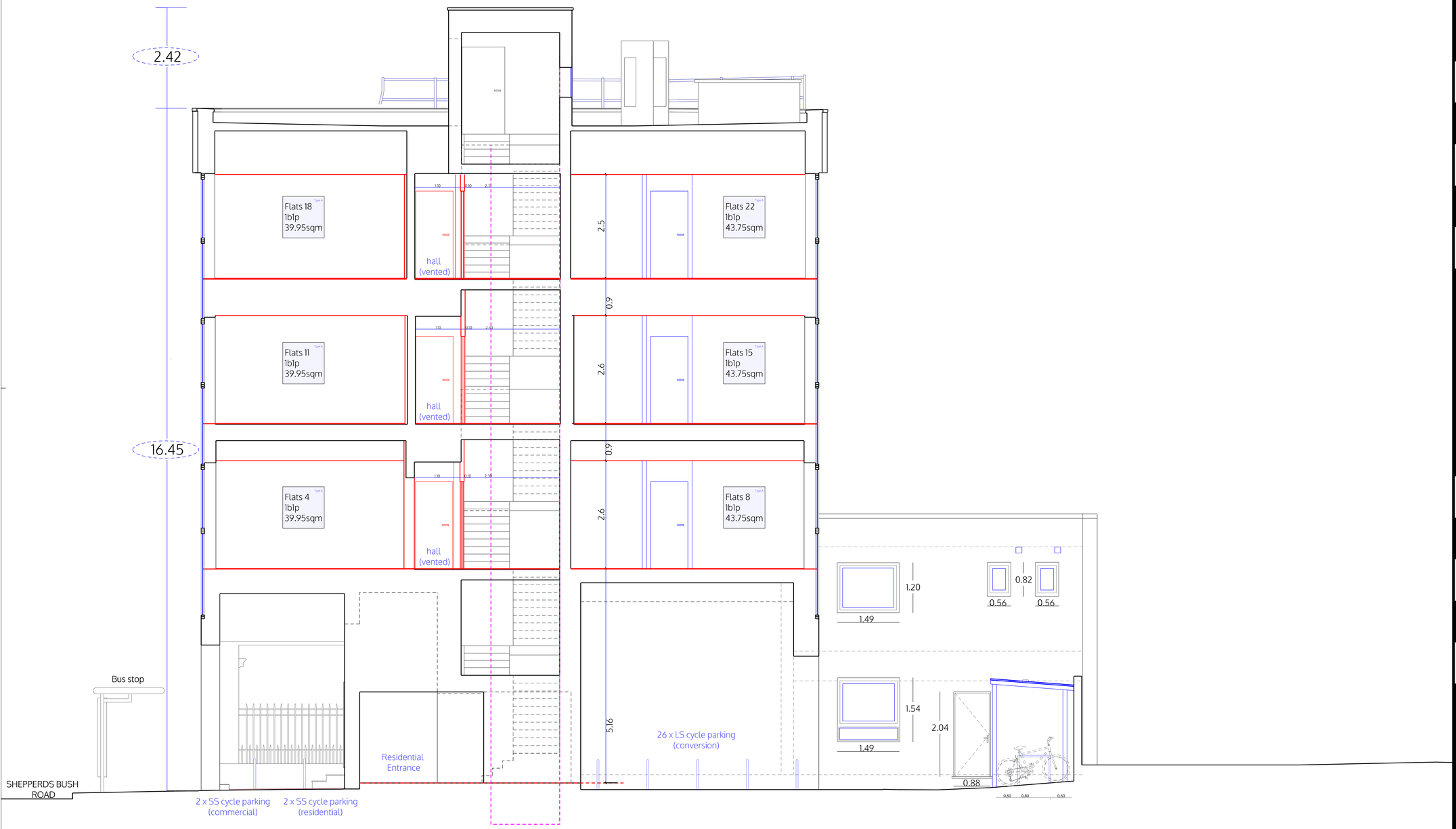

SECTION B-B

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Section B-B
as proposed
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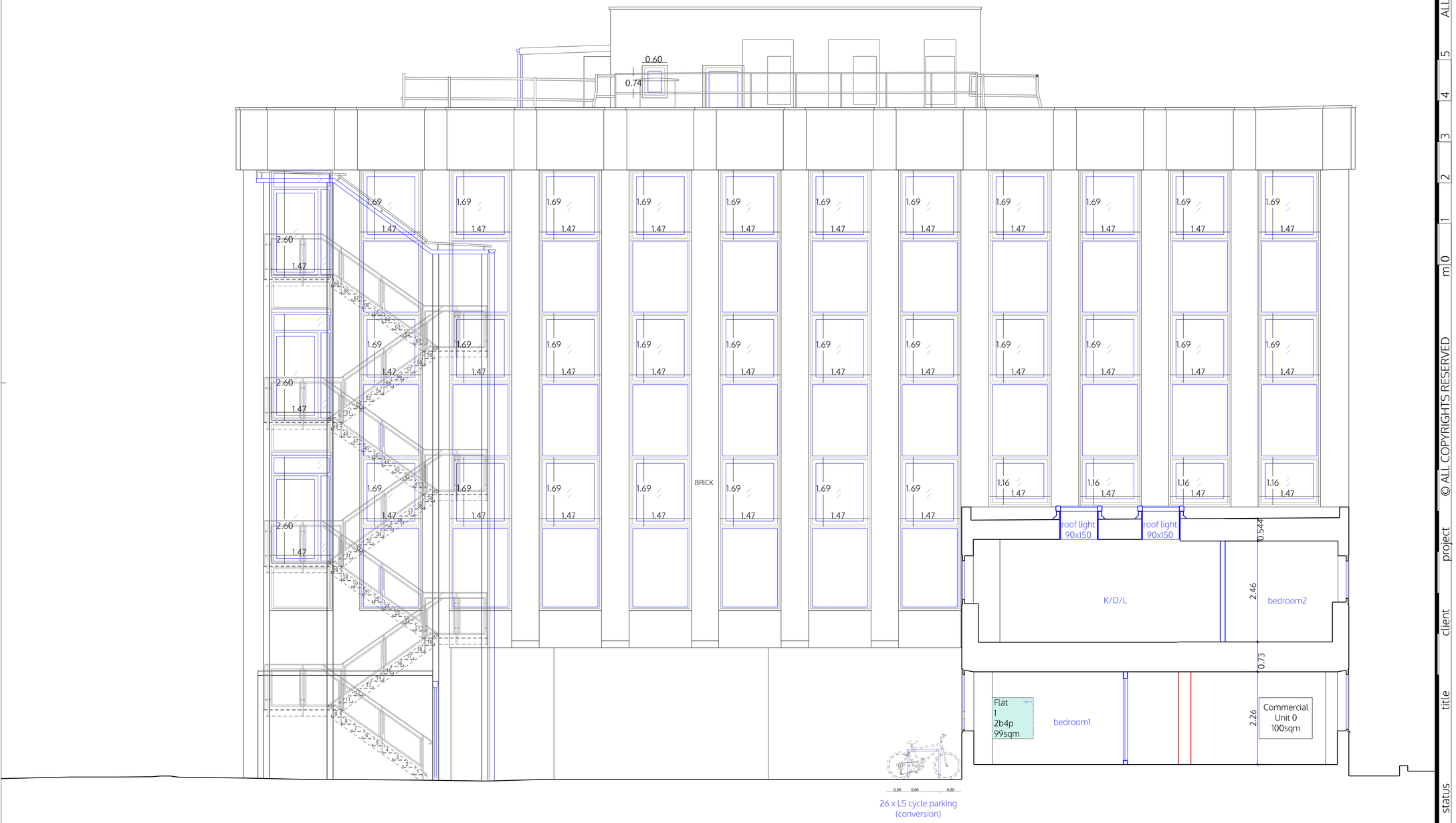

BACK ELEVATION (EAST)

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title
Back elevation (East)
as proposed
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status: Planning only

scale: 1:100 @A3
1:50 @A1

date: 11.04.2025

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SECTION A-A

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Section A-A
as proposed
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status
Planning only

scale
1:100 @A3
1:50 @A1

date
11.04.2025

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227 SBR LTD

227 SHEPHERDS BUSH ROAD

Delivery & Service Plan - Conversion

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stomor
CIVIL ENGINEERING CONSULTANTS

FLOOD RISK ASSESSMENT

GRID REF: 523407E, 178761N

227 SHEPHERDS BUSH ROAD

LONDON, W6 7AS

prepared for

227 SBR Ltd

MARCH 2025

REFERENCE: ST3782/FRA-2503-Rev2
REVISION 2

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Revision	*Author*	*Checked by*	*Issue Date*
0	*FG*	*SB*	*28/03/2025*
1	*FG*	*SB*	*09/04/2025*
2	*FG*	*KD*	*10/04/2025*

CONTENTS

1. Introduction 1
   1.2. Policy Context 1
   1.3. Flood Risk Vulnerability and the NPPF Sequential Test 2
2. Site Location & Surrounding Area 4
3. Site Background 5
4. Existing Drainage 6
   4.1. Surface Water Drainage 6
   4.2. Foul Water Drainage 6
5. Proposed Development 7
6. Potential Sources of Flooding 8
   6.1. Flooding from Rivers or Sea 8
   6.2. Flooding from Tidal 8
   6.3. Flooding from Breach 8
   6.4. Flooding from Overtopping 9
   6.5. Flooding from Land (Surface Water) 10
   6.6. Flooding from Groundwater 12
   6.7. Flooding from Sewers 13
   6.8. Flooding from Reservoirs, Canals and Other Artificial Sources 13
7. Summary and Recommendations 15

APPENDICES

A Topographical Survey

B TWU Sewer Records

C Runoff Calculation Sheets

1. Introduction

1.1.1 Stomor Ltd. have been commissioned by 227 SBR Ltd to prepare a Flood Risk Assessment (FRA) to support the proposed redevelopment at 227 Shepherds Bush Road, London, W6 7AS. A Site Location Plan is provided in **FIGURE 1.1**.

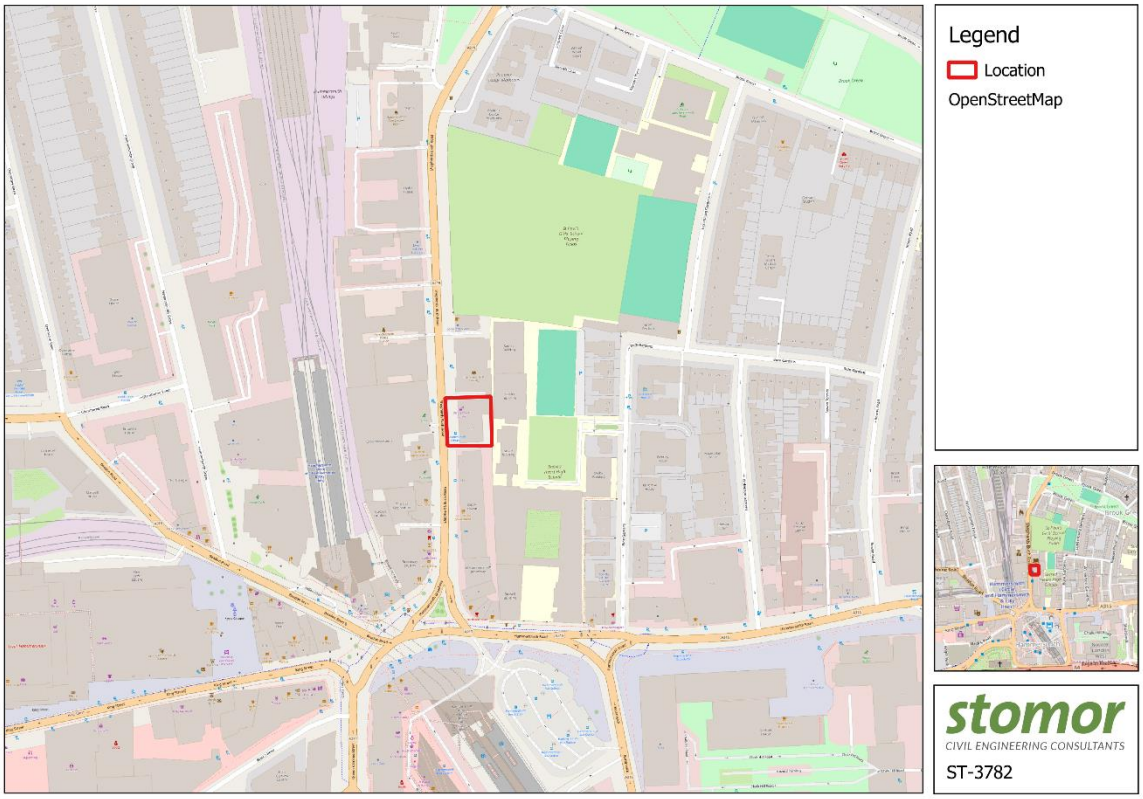


FIGURE 1.1: Site Location Plan

1.1.2 The application site is brownfield, currently comprising an office building, with a total area of 0.088 hectares (ha).

1.1.3 Development proposals comprise the change of use from offices into residential units.

1.2. Policy Context

1.2.1. The FRA has been prepared in accordance with relevant national, regional, and local planning policy and guidance on flooding as follows:

- The National Planning Policy Framework (NPPF) published by Department for Communities and Local Government (DCLG), and the accompanying National Planning Practice Guidance (NPPG).
- The Environment Agency (EA) published advice for Preparing a Flood Risk Assessment: Standing Advice (April 2012, updated July 2024).

- The EA's Approach to Groundwater Protection (March 2017, updated October 2023).
- Hammersmith & Fulham Local Plan (February 2018).
- London Borough of Hammersmith and Fulham Updated Surface Water Management Plan (July 2015).

1.2.2. Furthermore, the FRA follows the methodology prescribed in Construction Industry Research and Information Association (CIRIA) document C624: Development and Flood Risk (2004), Guidance for the Construction Industry.

1.3. Flood Risk Vulnerability and the NPPF Sequential Test

1.3.1. The Indicative Floodplain Map obtained from the UK government website is provided in **FIGURE 1.2**. This shows that the application site is located within Flood Zone 3, land assessed to have a high probability of flooding.

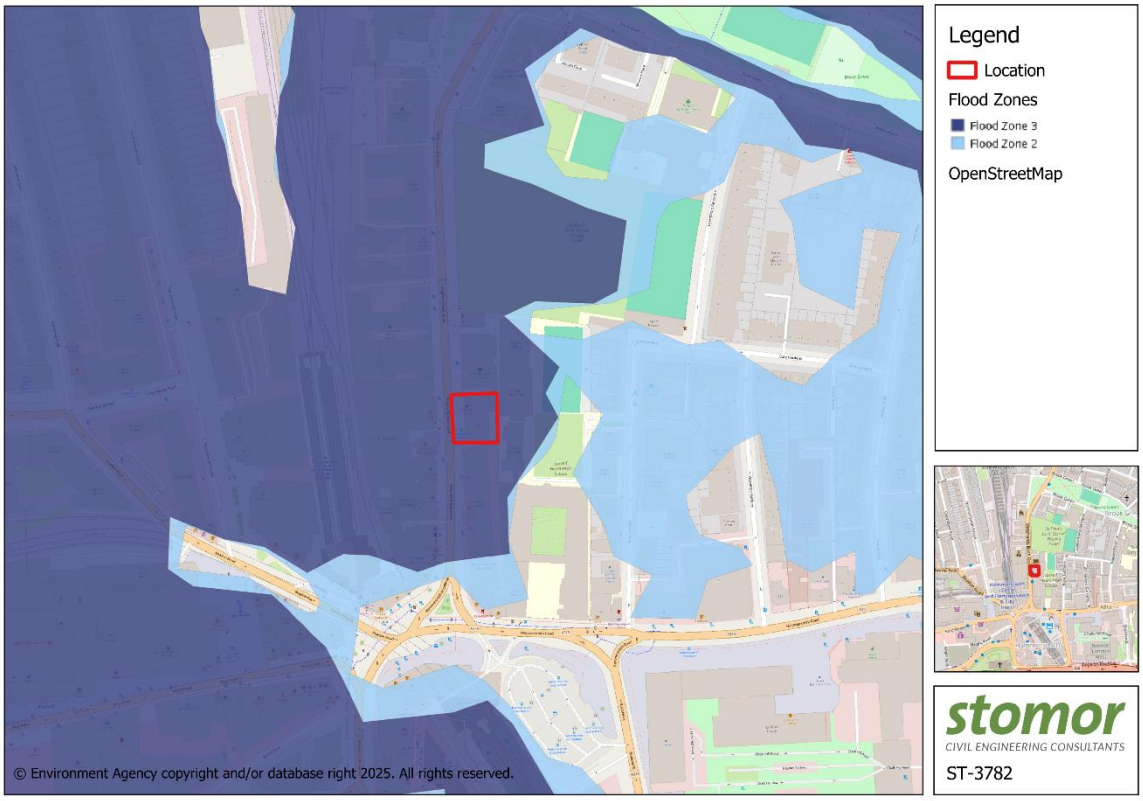


FIGURE 1.2: UK Government Flood Map for Planning

1.3.2. The difference between Flood Zones 1, 2 and 3 are described in Table 1: Flood Zones from the Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government Flood Risk and Coastal Change guidance (updated August 2022), reproduced below:

Zone 1 Low Probability	Land assessed as having a less than 0.1% annual probability of river or sea flooding.
Zone 2 Medium Probability	Land assessed as having between a 1% and 0.1% annual probability of river flooding, or land having between a 0.5% and 0.1% annual probability of sea flooding.
Zone 3a High Probability	Land assessed as having a 1% or greater annual probability of river flooding, land having a 0.5% or greater annual probability of flooding from the sea.
Zone 3b The Functional Floodplain	Land where water from rivers or the sea has to flow or be stored in times of flood. Normally comprises land having a 3.3% or greater annual probability of flooding, or land designed to flood (such as a flood attenuation scheme).

1.3.3. The Flood Risk and Coastal Change Category (ID 7) of the NPPG and associated documents identifies that a Flood Risk Assessment is required areas at risk of flooding.

1.3.4. The Flood Risk and Coastal Change Category of the NPPG and associated documents identify that site-specific flood risk assessments should identify and assess the risks of all forms of flooding to and from the development and demonstrate how these flood risks will be managed so that the development remains safe throughout its lifetime, taking climate change into account.

1.3.5. The development would have a NPPF flood risk vulnerability classification of More Vulnerable. In accordance with the 2024 NPPG guidance, the sequential test should be followed in areas at risk from any sources of flooding including access routes and areas of land raising. The site is shown to be at risk from surface water flooding. However, the site is change of use, therefore, the sequential test is not required.

2. Site Location & Surrounding Area

2.1.1. The application site comprises approximately 880m^2 of brownfield land, currently comprising of an office block.

2.1.2. The site is located within Hammersmith, with proposed access from Shepherds Bush Road.

2.1.3. The site is bounded by commercial development to the north, east and west with a hotel to the south.

2.1.4. Inspection of the topographical survey shows that the site generally flat. Surveyed ground levels range from approximately 4.46mOAD - 4.63mAOD within the site. A copy of the topographical survey is provided in **Appendix A**.

2.1.5. The nearest watercourse to the site is the River Thames located 700m south west of the site.

2.1.6. Inspection of the EA's groundwater source protection zone data shows that the site does not lie within a Groundwater Source Protection Zone.

2.1.7. EA Maps identify that the site is not located within surface water or groundwater drinking water safeguard zones. It shows the site is at low groundwater vulnerability risk.

3. Site Background

3.1.1. The site is currently brownfield and in use as an office. Historical mapping information indicates that the site has been built up since the 1892-1914 mapping.

3.1.2. A Strategic Flood Risk Assessment (SFRA) for the area was prepared by Capita/AECOM, on behalf of the London Borough of Hammersmith and Fulham, in September 2016. The SFRA is used as a desk-based study to map all forms of flood risk to provide an evidence base to locate new development primarily within low-risk areas. The information allows the planning authority to identify the level of detail required for the site-specific Flood Risk Assessments.

3.1.3. Inspection of the British Geological Survey (BGS) website identifies that the underlying ground conditions of the site comprise London Clay Formation - clay and silt at bedrock with superficial deposits of Kempton Park Gravel Member - sand and gravel. In addition, inspection of the Soilscapes website indicates that the site lies in a region with freely draining soil.

4. Existing Drainage

4.1. Surface Water Drainage

4.1.1. As a brownfield site, there is existing surface water drainage infrastructure in place.

4.1.2. Thames Water sewer records identify that there is a combined sewer located Shepherds Bush Road. Thames Water sewer records are provided in **Appendix B.**

4.1.3. Greenfield runoff rates have been calculated based upon the IH124 Method, for a development area of 0.088 ha. Geotechnical information from the WRAP map of the Wallingford Procedure indicates that the underlying soil conditions would reflect Winter Rain Acceptance Potential (WRAP) Soil Class 4, which gives flow rates as follows:

Greenfield Runoff (l/s)		
1 in 1 year	Q1	0.3
1 in 30 years	Q30	0.82
1 in 100 years	Q100	1.1

4.1.4. The existing impermeable area of the site is approximately 0.088ha. Surface water runoff associated with these impermeable areas would discharge at an unrestricted rate to either a receiving watercourse or public surface water sewer. The existing discharge rate being generated by the current impermeable areas within the site has been calculated based upon the Modified Rational Method as follows:

Existing Brownfield Area – 0.088ha		
Storm Event	**Rainfall Intensity (i)**	**Peak Runoff Rate**
1 in 1 year	50mm/hr	12.23
1 in 30 years	126mm/hr	30.83
1 in 100 years	152mm/hr	37.19

4.1.5. A copy of the runoff calculation sheets are provided in **Appendix C**.

4.2. Foul Water Drainage

4.2.1. Thames Water sewer records identify that there is a combined sewer located in Shepherds Bush Road.

5. Proposed Development

5.1.1. Development proposals currently comprise the change of use from offices into residential units.

5.1.2. The existing site is 100% impermeable at 0.088ha. Based upon the current development proposals, redevelopment of the site will not alter the impermeable area or surface water drainage scenario.

6. Potential Sources of Flooding

6.1. Flooding from Rivers or Sea

6.1.1. The EA Indicative Floodplain Map (**FIGURE 1.1**) identifies the site is located within Flood Zone 3.

6.1.2. The 2016 SFRA stated '*There has been no major flooding from the River Thames within LBHF since the 1930 Flood Act when, following the 1928 flood event, the level of the defences were raised*.'.

6.1.3. The site is located downstream of Teddington Lock and upstream of the Thames Barrier, therefore, the site is protected up to the 0.1% AEP fluvial flooding from the River Thames. Based on this, it can be determined that there is a low risk of fluvial flooding at the site.

6.1.4. Based upon the above information, it is considered that the site is at low risk of flooding from fluvial sources.

6.2. Flooding from Tidal

6.2.1. The site benefits from a level of defence associated with the Thames Barrier up to the 0.1% AEP tidal flood event according to EA data. On this basis, the site can be determined to be at a low-risk tidal flooding.

6.2.2. Although it can be deemed the site is at a low risk from tidal flooding, residents should still sign up to receive flood warnings. Residents can sign up by phone or online:

- Floodline - 0345 988 1188
- https://www.fws.environment-agency.gov.uk/app/olr/register

6.3. Flooding from Breach

6.3.1. EA breach modelling for the area has been obtained. This is from the Thames Tidal Upriver Breach Inundation Modelling Study 2017 completed by Atkins Ltd. in May 2017.

6.3.2. The EA has modelled tidal breaches along the entire extent of the Thames from Teddington to the Thames Barrier. For breaches upriver of the Thames Barrier, there is no return period for modelled levels as the levels are controlled by barrier closures. The levels used are referred to as Maximum Likely Water Levels (MLWLs). Therefore, 2005 and 2100 epochs were modelled on that basis.

6.3.3. As shown in ***FIGURE 6.1***, the site is located outside the breach scenario for the 2100 epoch.

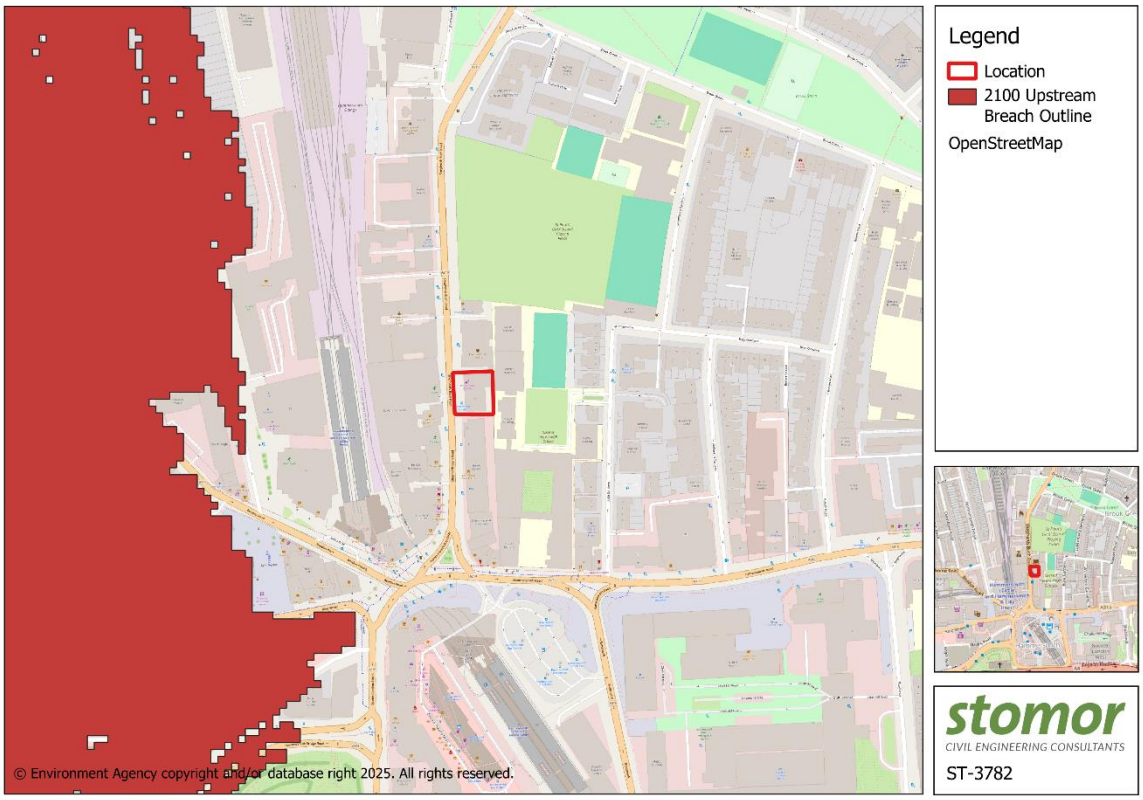


FIGURE 6.1: UK Government Flood Map for Planning

6.4. Flooding from Overtopping

6.4.1. In-channel flood levels for the tidal River Thames have been provided by the EA. These have been taken from the Thames Estuary 2100 study completed by HR Wallingford in 2008.

6.4.2. The Thames Estuary 2100 Plan outlines to manage risk within the Thames Estuary. It is an adaptive plan for managing the Thames Estuary, including the tidal defence system, until 2100 so that current standards of flood protection are maintained or improved taking into account climate change effects e.g. sea level rise.

Node	Extreme Water Level (m)	Current Defence Levels	Allow for future defence raising to a level of
		Left Bank (m)	Left Bank (m)
2.20	5.01	5.54	6.40

Node	2065 to 2100		2100	
	Design water Level	Defence Levels	Design water Level	Defence Levels
2.20	5.48	5.95	5.92	6.40

6.4.3. The nearest node to the site is 2.20. This shows the defences will be raised by 860mm to protect against a higher design water level. Therefore, the site is considered to be at a low risk from overtopping.

6.5. Flooding from Land (Surface Water)

6.5.1. Flooding from land occurs when intense rainfall is unable to soak into the ground or enter drainage systems. Local topography and built form can have a strong influence on the direction and depth of flow.

6.5.2. The EA indicative surface water flood map (**FIGURE 6.2**) identifies that the site is within a high risk area of surface water flooding.

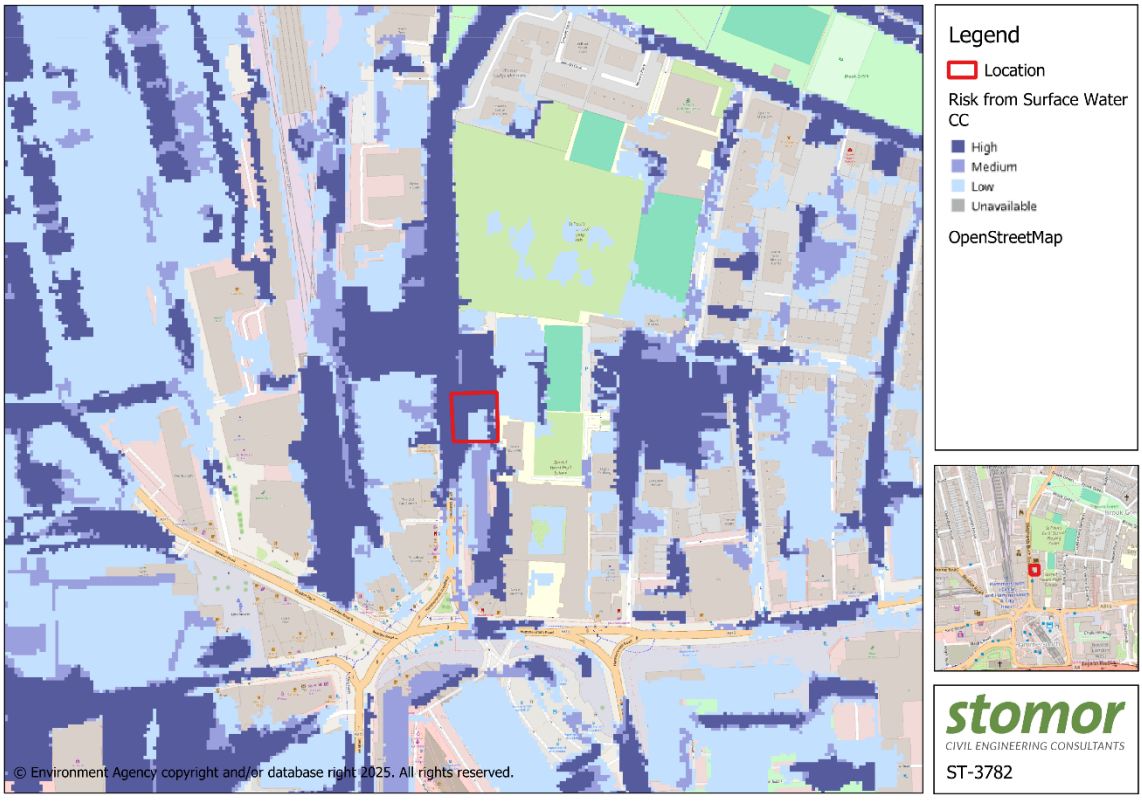


FIGURE 6.2: EA Indicative Surface Water Flood Map Plus Climate Change

6.5.3. The site is shown to be at very low risk at 300mm of surface water flooding during the climate change event. The west of the site is shown to be at low risk with Shepherds Bush Road at high risk.

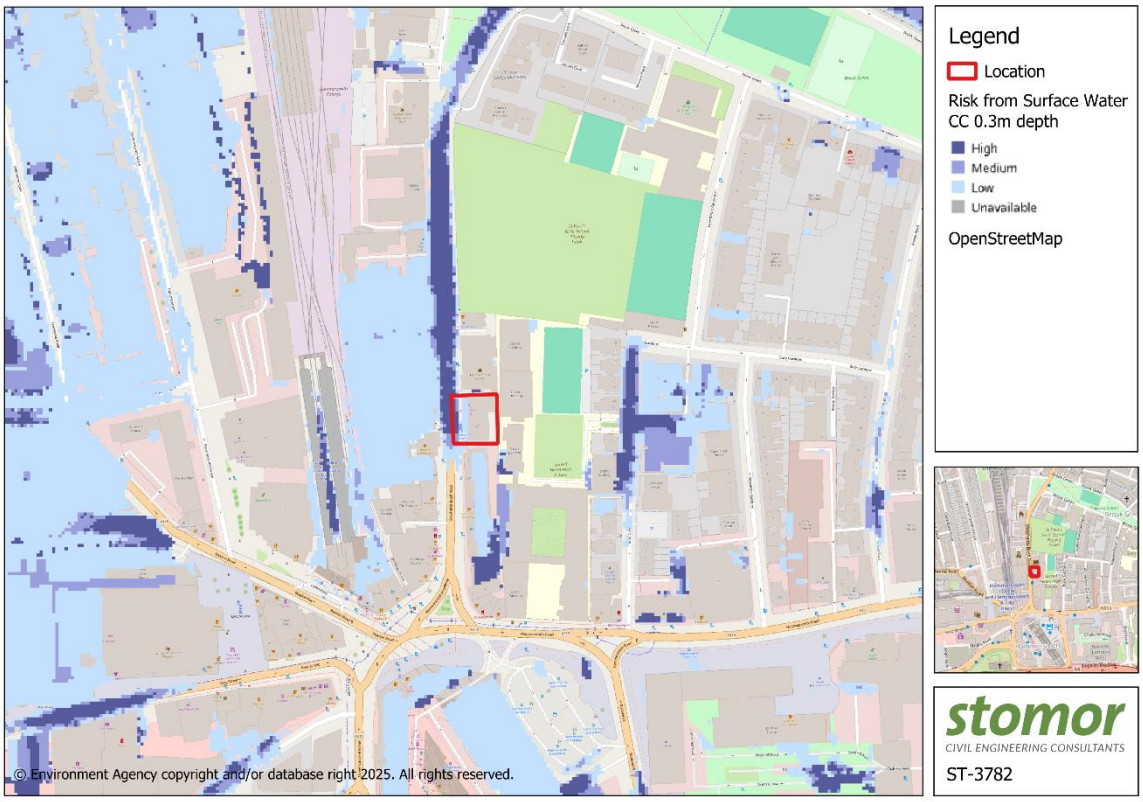


FIGURE 6.3: EA Indicative Surface Water Flood Map

6.5.4. It appears this flooding is not part of a flow path but associated with the depression at the road level and then overtopping onto the site.

6.5.5. Property flood resilience measures should be considered to mitigate the risk of surface water flooding. These measures should follow the CIRIA Property Flood Resilience Code of Practice and relevant British Standards. Due to structural reasons flood resistance measures can only be used up to a depth of 600mm. Some examples of these measures are:

- using flood resistant materials that have low permeability to at least 600mm above the estimated flood level.
- making sure any doors, windows or other openings are flood resistant to at least 600mm above the estimated flood level.
- making sure that soil pipes are protected from back-flow such as by using non-return valves.

6.5.6. Residents will have access to the upper floors during a surface water flooding event which will provide a safe refuge.

6.5.7. According to the R&D Technical Report FD2320/TR2 with a depth of 300mm and up to a velocity of 2.5m/s, safe access/egress is achievable with a rating of '*Danger for Most*' meaning emergency services can still access the site.

6.6. Flooding from Groundwater

6.6.1. Groundwater flooding occurs when water levels in the ground rise above surface elevations. Groundwater flooding events are most likely to occur in low lying areas underlain by permeable rocks (aquifers).

6.6.2. The SFRA does not provide historical groundwater flooding.

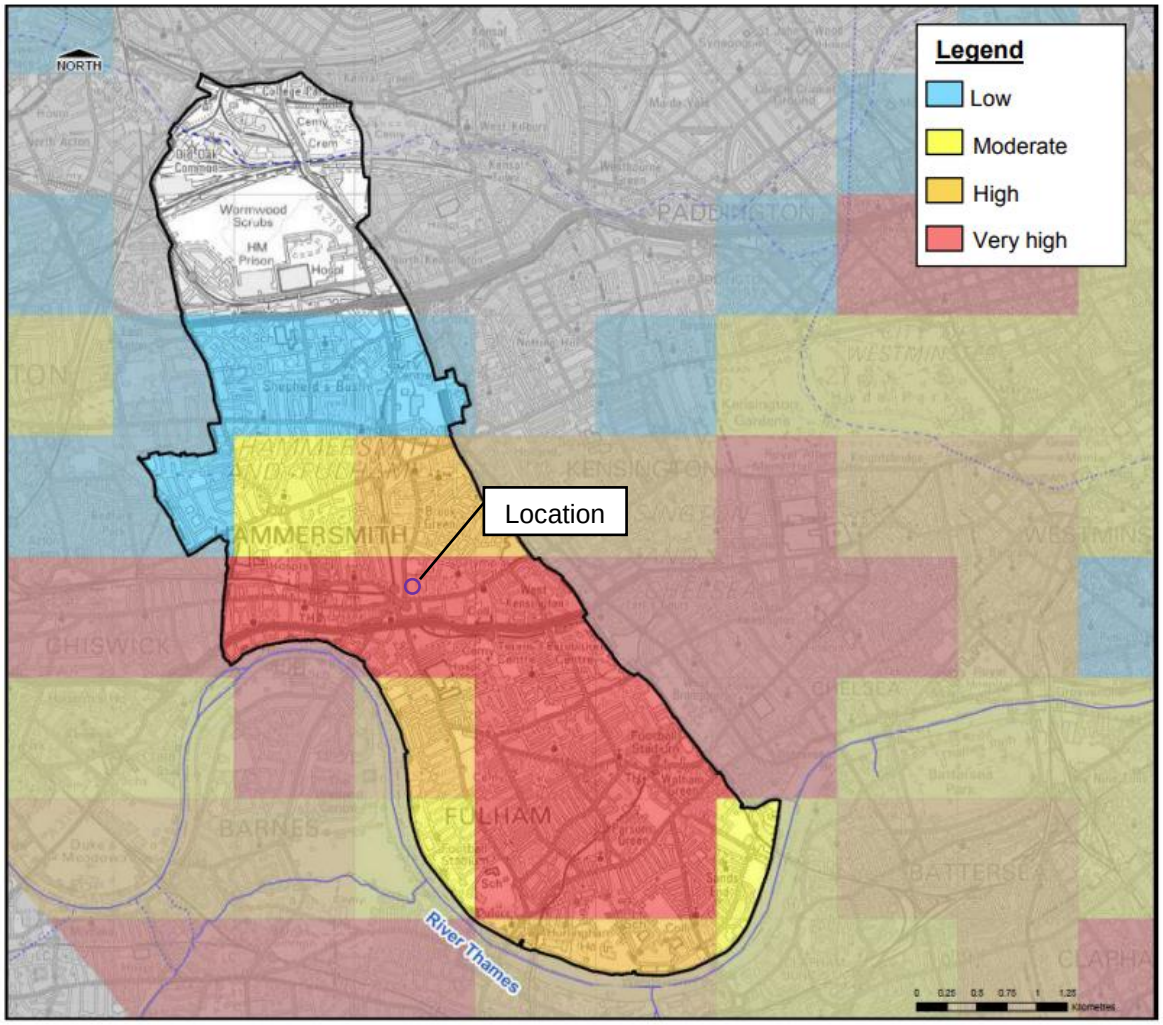


FIGURE 6.4: SFRA Groundwater Vulnerability Map Extract

6.6.3. Based on the SFRA and British Geological Survey (BGS) Groundwater Susceptibility data, it is reasonable to assume that the site is at high risk of groundwater flooding.

6.6.4. As the site is a change of use, it is considered that there will be no change to the flood risk to the site from groundwater sources.

6.7. Flooding from Sewers

6.7.1. The SFRA identifies that there are 415 sewer flood evidence of historic sewer flooding in the postcode area W6. However, the exact location and nature of these events is not known.

6.7.2. The development layout will be designed with consideration of flood routing, to ensure that new buildings and occupants of the site will not be subject to detrimental impacts in the event of flooding from infrastructure failure within or upstream of the site.

6.8. Flooding from Reservoirs, Canals and Other Artificial Sources

6.8.1. Inspection of the EA flood maps (**FIGURE 6.5**) confirm the site is at risk of flooding from reservoirs, canals or other artificial sources.

6.8.2. Reservoirs that could affect this area include:

- Queen Mother (Thames Water Limited)
- Staines South (Thames Water Limited)
- Pen Pond Upper Lake, Richmond (The Royal Parks)
- Wraysbury (Thames Water Limited)
- Queen Mary (Thames Water Limited)
- Serpentine (The Royal Parks)
- Staines North (Thames Water Limited)
- Queen Elizabeth II (Thames Water Limited)
- Brent (aka Welsh Harp Reservoir) (Canal & River Trust)
- Wimbledon Park Lake (London Borough of Merton)
- Walton – Knight (Thames Water Limited)
- Pen Pond Lower Lake, Richmond (The Royal Parks)

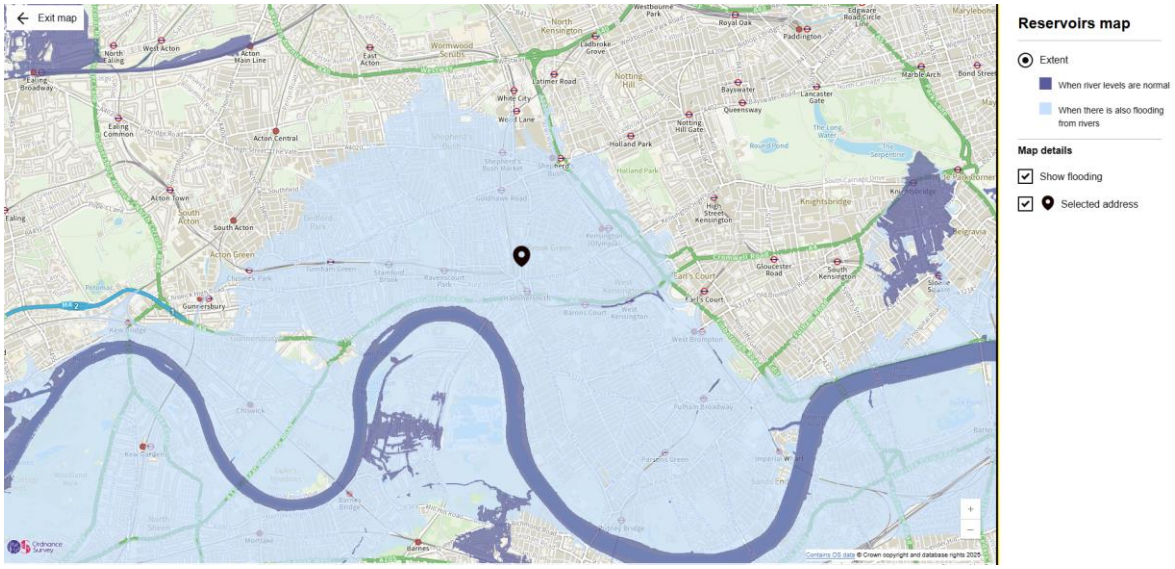


FIGURE 6.5: EA Flooding from Reservoirs Map

6.8.3. The Canal and River Trust show a number of canals within close proximity to the site which include the Paddington Arm (Grand Union Canal) and Regent's Canal.

6.8.4. No other non-natural or artificial sources of flooding where water is retained above natural ground level, operational and redundant industrial processes including mining, quarrying and sand and gravel extraction, would appear to be located in the vicinity of the site which may cause increase floodwater depths or velocities.

7. Summary and Recommendations

7.1.1. Stomor Ltd. has been commissioned by 227 SBR Ltd to prepare a Flood Risk Assessment (FRA) to support the proposed residential redevelopment of 227 Shepherds Bush Road, London, W6 7AS.

7.1.2. The application site is brownfield, currently comprising of an office, with a total area of 0.088 hectares (ha).

7.1.3. Development proposals comprise the change of use from offices into residential units.

7.1.4. The proposed development would have a NPPF flood risk vulnerability classification of 'More Vulnerable'. However, the site is change of use therefore, the sequential test is unlikely to be required.

7.1.5. The nearest watercourse to the site is the River Thames located 700m south west of the site.

7.1.6. It is considered that the site would be at low risk of flooding from fluvial, tidal breach and overtopping. It is shown to be at high risk from surface water and groundwater flooding.

7.1.7. Property flood resistance measures should be considered to mitigate against surface water flooding. These measures should follow the CIRIA Property Flood Resilience Code of Practice and relevant British Standards.

7.1.8. Residents should sign up to receive flood warnings.

NB: THERE ARE AREAS COVERED IN DENSE VEGETATION AS OUTLINED ON THE DRAWINGS. DUE TO THIS FACT IT IS POSSIBLE THERE WERE OBSCURED SERVICES THAT COULD NOT BE SURVEYED IN THESE AREAS.

NB: VEHICLES WERE PRESENT WITHIN THE SURVEY BOUNDARY AT THE TIME OF SURVEY. DUE TO THIS, IT IS POSSIBLE THAT CERTAIN SURFACE FEATURES OR SERVICES WERE OBSCURED AND COULD NOT BE SURVEYED IN THESE AREAS.

PROJECT P2513

227 Shepherds Bush Rd, London W6 7AS

Project No. P2513

Contact

Modelling Architecture LTD

info@modellingarchitecture.co.uk

www.modellingarchitecture.co.uk

020 3488 8968

17A Electric Lane, London SW9 8LA

Project Information

Type of work	2d Measured Survey
Inspection Date	00/00/00
Delivery Date	00/00/00
Drawn By	FG-CR
QA By	SH
Scale	1:100

Notes

1. Do not scale from this drawing.
2. The north arrow on this drawing indicates orientation, but not necessarily true north.
3. The information contained within this document are the copyright of Modelling Architecture LTD.

Project Coordinates

GRID
Local grid

DATUM
Local datum

Station Listing

Station	Easting	Northing	Level
S1	523413.703	178765.128	20.504
S2	523414.040	178749.051	20.493
S3	523405.865	178750.506	20.470
S4	523404.199	178769.617	20.499

Drawing Location

TOPOGRAPHICAL

Sheet No.

A1.01

Asset Location Search

Property Searches

Stomor Ltd
PORTMILL HOUSE, PORTMILL LANE
HITCHIN
SG5 1DJ

Search address supplied Cleveland Travel
227
Shepherds Bush Road
London
W6 7AS

Your reference ST-3782

Our reference ALS/ALS Standard/2025_5140438

Search date 26 March 2025

Keeping you up-to-date

We have a new website and email address

Website URL: thameswater.co.uk/propertysearches

Email address: property.searches@thameswater.co.uk

Please do get in contact with us if you have any questions.

Thames Water Utilities Ltd
Property Searches,
Clearwater Court, Vastern Road, Reading RG1 8DB

property.searches@thameswater.co.uk
thameswater.co.uk/propertysearches

0800 009 4540

Asset Location Search

Property Searches

Search address supplied: Cleveland Travel, 227, Shepherds Bush Road, London, W6 7AS

Dear Sir / Madam

An Asset Location Search is recommended when undertaking a site development. It is essential to obtain information on the size and location of clean water and sewerage assets to safeguard against expensive damage and allow cost-effective service design.

The following records were searched in compiling this report: - the map of public sewers & the map of waterworks. Thames Water Utilities Ltd (TWUL) holds all of these.

This search provides maps showing the position and size of Thames Water assets close to the proposed development and also manhole cover and invert levels, where available.

Please note that none of the charges made for this report relate to the provision of Ordnance Survey mapping information. The replies contained in this letter are given following inspection of the public service records available to this company. No responsibility can be accepted for any error or omission in the replies.

You should be aware that the information contained on these plans is current only on the day that the plans are issued. The plans should only be used for the duration of the work that is being carried out at the present time. Under no circumstances should this data be copied or transmitted to parties other than those for whom the current work is being carried out.

Thames Water do update these service plans on a regular basis and failure to observe the above conditions could lead to damage arising to new or diverted services at a later date.

Contact Us

If you have any further queries regarding this enquiry please feel free to contact a member of the team on 0800 009 4540, or use the contact details below:

Thames Water Utilities Ltd
Property Searches
Clearwater Court
Vastern Road
Reading
RG1 8DB

Email: property.searches@thameswater.co.uk
Web: thameswater.co.uk/propertysearches

Asset Location Search

Thames Water Property Searches

Waste Water Services

Please provide a copy extract from the public sewer map.

Enclosed is a map showing the approximate lines of our sewers. Our plans do not show sewer connections from individual properties or any sewers not owned by Thames Water unless specifically annotated otherwise. Records such as "private" pipework are in some cases available from the Building Control Department of the relevant Local Authority. Where the Local Authority does not hold such plans it might be advisable to consult the property deeds for the site or contact neighbouring landowners. The public sewer map relates only to sewerage apparatus of Thames Water Utilities Ltd, it does not disclose details of cables and or communications equipment that may be running through or around such apparatus. The sewer level information contained in this response represents all of the level data available in our existing records. Should you require any further Information, please refer to the relevant section within the 'Further Contacts' page found later in this document.

For your guidance:

- The Company is not generally responsible for rivers, watercourses, ponds, culverts or highway drains. If any of these are shown on the copy extract they are shown for information only.
- Any private sewers or lateral drains which are indicated on the extract of the public sewer map as being subject to an agreement under Section 104 of the Water Industry Act 1991 are not an ‘as constructed’ record. It is recommended these details be checked with the developer.

Clean Water Services

Please provide a copy extract from the public water main map.

Enclosed is a map showing the approximate positions of our water mains and associated apparatus. Please note that records are not kept of the positions of individual domestic supplies.

For your information, there will be a pressure of at least 10m head at the outside stop

valve. If you would like to know the static pressure, please contact our Customer Centre on 0800 316 9800. The Customer Centre can also arrange for a full flow and pressure test to be carried out for a fee.

For your guidance:

- Assets other than vested water mains may be shown on the plan, for information only.
- If an extract of the public water main record is enclosed, this will show known public water mains in the vicinity of the property. It should be possible to estimate the likely length and route of any private water supply pipe connecting the property to the public water network.

Further contacts:

Waste Water queries

Should you require verification of the invert levels of public sewers, by site measurement, you will need to approach the relevant Thames Water Area Network Office for permission to lift the appropriate covers. This permission will usually involve you completing a TWOSA form. You can do this by emailing customer.feedback@thameswater.co.uk with the email subject header 'Enquiry – TWOSA', along with details of the request.

If you have any questions regarding sewer connections, budget estimates, diversions or building over issues please direct them to our service desk which can be contacted by writing to:

Developer Services (Waste Water)
Thames Water
Clearwater Court
Vastern Road
Reading
RG1 8DB

Tel: 0800 009 3921
Email: developer.services@thameswater.co.uk

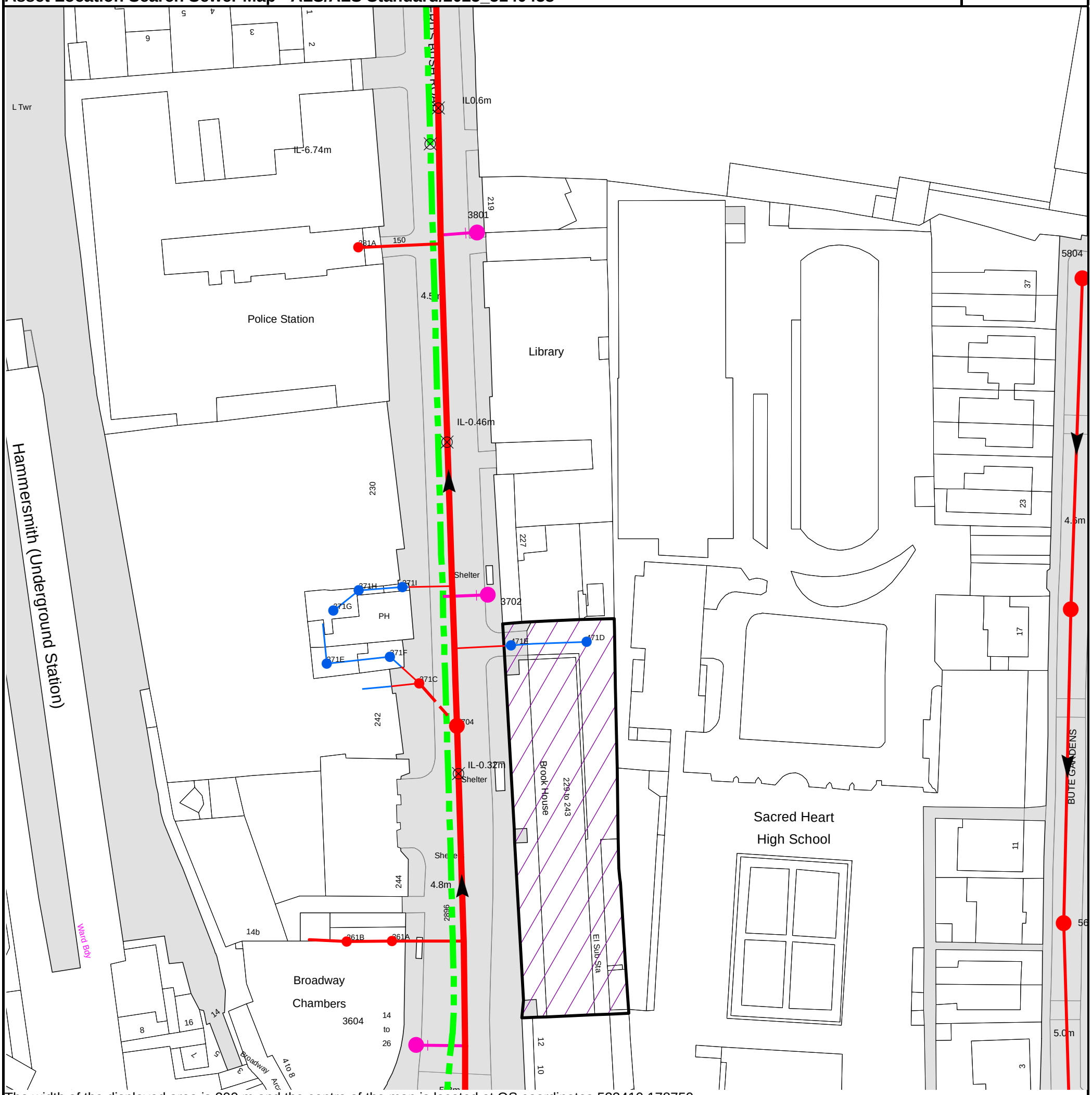
Clean Water queries

Should you require any advice concerning clean water connections, please contact:

Developer Services (Clean Water)
Thames Water
Clearwater Court
Vastern Road
Reading
RG1 8DB

Tel: 0800 009 3921
Email: developer.services@thameswater.co.uk

Asset Location Search Sewer Map - ALS/ALS Standard/2025_5140438



The width of the displayed area is 200 m and the centre of the map is located at OS coordinates 523410,178759

The position of the apparatus shown on this plan is given without obligation and warranty, and the accuracy cannot be guaranteed. Service pipes are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Thames Water for any error or omission. The actual position of mains and services must be verified and established on site before any works are undertaken.

Based on the Ordnance Survey Map (2024) with the Sanction of the controller of H.M. Stationery Office, License no. AC0000849556 Crown Copyright Reserved.

NB. Levels quoted in metres Ordnance Newlyn Datum. The value -9999.00 indicates that no survey information is available

Manhole Reference	Manhole Cover Level	Manhole Invert Level
371E	n/a	n/a
371G	n/a	n/a
361B	n/a	n/a
381A	n/a	n/a
371H	n/a	n/a
371F	n/a	n/a
361A	n/a	n/a
371I	n/a	n/a
3604	5.15	n/a
371C	n/a	n/a
3704	n/a	n/a
3801	4.21	n/a
3702	4.37	n/a
471E	4.4	2.41
471D	4.34	2.88
5604	4.91	.54
5702	4.6	1.22
5804	4.85	2.37

The position of the apparatus shown on this plan is given without obligation and warranty, and the accuracy cannot be guaranteed. Service pipes are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Thames Water for any error or omission. The actual position of mains and services must be verified and established on site before any works are undertaken.

Asset Location Search - Sewer Key

Public Sewer Types (Operated and maintained by Thames Water)

Foul Sewer: A sewer designed to convey waste water from domestic and industrial sources to a treatment works.

Surface Water Sewer: A sewer designed to convey surface water (e.g. rain water from roofs, yards and car parks) to rivers or watercourses.

Combined Sewer: A sewer designed to convey both waste water and surface water from domestic and industrial sources to a treatment works.

- Storm Sewer
- Sludge Sewer
- Foul Trunk Sewer
- Surface Trunk Sewer
- Combined Trunk Sewer
- Foul Rising Main
- Surface Water Rising Main
- Combined Rising Main
- Vacuum
- Thames Water Proposed
- Vent Pipe
- Gallery

Other Sewer Types (Not operated and maintained by Thames Water)

- Sewer
- Culverted Watercourse
- Proposed
- Decommissioned Sewer
- Content of this drainage network is currently unknown
- Ownership of this drainage network is currently unknown

Sewer Fittings

A feature in a sewer that does not affect the flow in the pipe. Example: a vent is a fitting as the function of a vent is to release excess gas.

- Air Valve
- Meter
- Dam Chase
- Vent
- Fitting

Operational Controls

A feature in a sewer that changes or diverts the flow in the sewer. Example: A hydrobrake limits the flow passing downstream.

- Ancillary
- Drop Pipe
- Control Valve
- Weir

End Items

End symbols appear at the start or end of a sewer pipe. Examples: an Undefined End at the start of a sewer indicates that Thames Water has no knowledge of the position of the sewer upstream of that symbol. Outfall on a surface water sewer indicates that the pipe discharges into a stream or river.

- Inlet
- Outfall
- Undefined End

Other Symbols

Symbols used on maps which do not fall under other general categories.

- Change of Characteristic Indicator
- Public / Private Pumping Station
- Invert Level
- Summit

Areas

Lines denoting areas of underground surveys, etc.

- Agreement
- Chamber
- Operational Site

Ducts or Crossings

- Casement

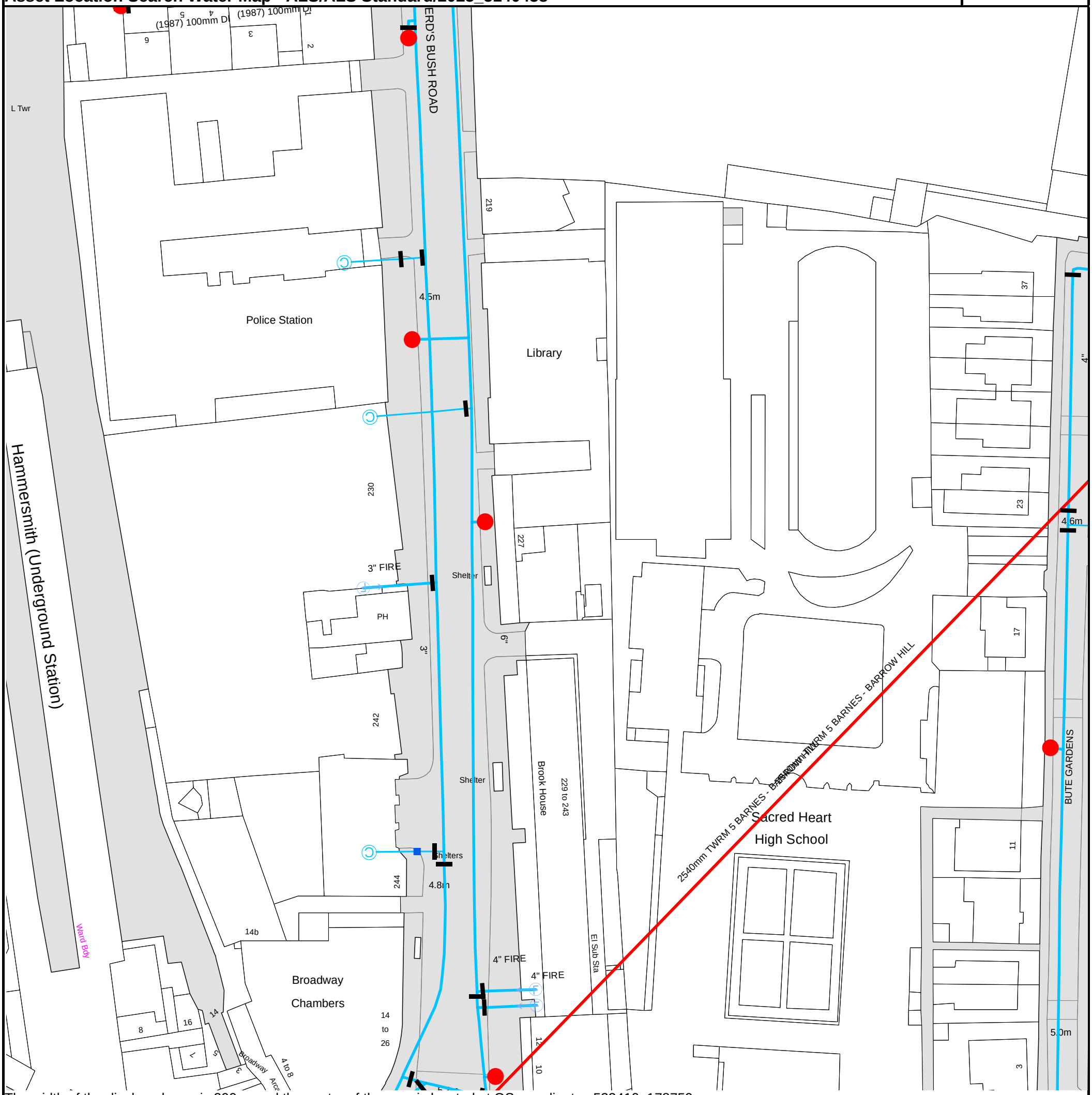
Ducts may contain high voltage cables. Please check with Thames Water.

- Conduit Bridge
- Subway
- Tunnel

Notes:

1) All levels associated with the plans are to Ordnance Datum Newlyn.
2) All measurements on the plan are metric.
3) Arrows (on gravity fed sewers) or flecks (on rising mains) indicate the direction of flow.
4) Most private pipes are not shown on our plans, as in the past, this information has not been recorded.
5) 'na' or '0' on a manhole indicates that data is unavailable.
6) The text appearing alongside a sewer line indicates the internal diameter of the pipe in millimeters. Text next to a manhole indicates the manhole reference number and should not be taken as a measurement. If you are unsure about any text or symbology, please contact Property Searches on 0800 009 4540.

Asset Location Search Water Map - ALS/ALS Standard/2025_5140438



The width of the displayed area is 200 m and the centre of the map is located at OS coordinates 523410, 178759.

The position of the apparatus shown on this plan is given without obligation and warranty, and the accuracy cannot be guaranteed. Service pipes are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Thames Water for any error or omission. The actual position of mains and services must be verified and established on site before any works are undertaken.

Based on the Ordnance Survey Map (2024) with the Sanction of the controller of H.M. Stationery Office, License no. AC0000849556 Crown Copyright Reserved.

Asset Location Search - Water Key

Water Pipes (Operated & Maintained by Thames Water)

4"

Distribution Main: The most common pipe shown on water maps. With few exceptions, domestic connections are only made to distribution mains.

16"

Trunk Main: A main carrying water from a source of supply to a treatment plant or reservoir, or from one treatment plant or reservoir to another. Also a main transferring water in bulk to smaller water mains used for supplying individual customers.

3" SUPPLY

Supply Main: A supply main indicates that the water main is used as a supply for a single property or group of properties.

3" FIRE

Fire Main: Where a pipe is used as a fire supply, the word FIRE will be displayed along the pipe.

3" METERED

Metered Pipe: A metered main indicates that the pipe in question supplies water for a single property or group of properties and that quantity of water passing through the pipe is metered even though there may be no meter symbol shown.

Transmission Tunnel: A very large diameter water pipe. Most tunnels are buried very deep underground. These pipes are not expected to affect the structural integrity of buildings shown on the map provided.

Proposed Main: A main that is still in the planning stages or in the process of being laid. More details of the proposed main and its reference number are generally included near the main.

Valves

- General Purpose Valve
- Air Valve
- Pressure Control Valve
- Customer Valve

Hydrants

- Single Hydrant

Meters

- Meter

End Items

Symbol indicating what happens at the end of a water main.

- Blank Flange
- Capped End
- Emptying Pit
- Undefined End
- Manifold
- Customer Supply
- Fire Supply

Operational Sites

- Booster Station
- Other
- Other (Proposed)
- Pumping Station
- Service Reservoir
- Shaft Inspection
- Treatment Works
- Unknown
- Water Tower

Other Symbols

- Data Logger
- **Casement:** Ducts may contain high voltage cables. Please check with Thames Water.

PIPE DIAMETER	DEPTH BELOW GROUND
Up to 300mm (12")	900mm (3')
300mm - 600mm (12" - 24")	1100mm (3' 8")
600mm and bigger (24" plus)	1200mm (4')

Other Water Pipes (Not Operated or Maintained by Thames Water)

Other Water Company Main: Occasionally other water company water pipes may overlap the border of our clean water coverage area. These mains are denoted in purple and in most cases have the owner of the pipe displayed along them.

Private Main: Indiates that the water main in question is not owned by Thames Water. These mains normally have text associated with them indicating the diameter and owner of the pipe.

	ST 3782	
Project Name	227 Shepherds Bush Road	
Date	Mar-25	

Brownfield Runoff Calculation

Based upon the Modified Rational Method

$Q = C \times A_p \times r$

Q		=	Flow Rate in litres/second
C	2.78	=	Dimensionless Runoff Coefficient of 2.78
A_p	0.088	=	Impermeable Drained Area (ha)
r		=	Rainfall Intensity Rate in mm/hour; Storm Duration 6 minutes

r (1 in 1 year)	50	mm/hr
r (1 in 30 year)	126	mm/hr
r (1 in 100 year)	152	mm/hr

Brownfield Runoff Rate:

1 in 1 year	Q=	12.232	l/s
1 in 30 year	Q=	30.825	l/s
1 in 100 year	Q=	37.185	l/s

Greenfield runoff rate estimation tool

www.uksuds.com | Greenfield runoff rate estimation tool (https://www.uksuds.com/)

This is an estimation of the greenfield runoff rates that are used to meet normal best practice criteria in line with Environment Agency guidance “Rainfall runoff management for developments”, SC030219 (2013), the SuDS Manual C753 (CIRIA, 2015) and the non-statutory standards for SuDS (Defra, 2015). This information on greenfield runoff rates may be the basis for setting consents for the drainage of surface water runoff from sites.

Project details

Date	20/03/2025
Calculated by	FG
Reference	ST-3782
Model version	0.6.5

Location

Site name	227 Shepherds Bush Road
Site location	227 Shepherds Bush Road

Site easting	523410
Site northing	178755

Site details

Total site area (ha)	0.088 ha

Greenfield runoff

Method

Method	IH124

IH124

	My value		Map value
SAAR (mm)	603 mm		603
How should SPR be derived?	WRAP soil type		
WRAP soil type	4		4
SPR	0.47		0.47
QBar (IH124) (l/s)	0.36 l/s		

Growth curve factors

	My value		Map value
Hydrological region	6		6
1 year growth factor	0.85		
2 year growth factor	0.88		
10 year growth factor	1.62		
30 year growth factor	2.3		
100 year growth factor	3.19		
200 year growth factor	3.74		

Results

Method	IH124
Flow rate 1 year (l/s)	0.3 l/s
Flow rate 2 year (l/s)	0.31 l/s
Flow rate 10 years (l/s)	0.58 l/s
Flow rate 30 years (l/s)	0.82 l/s
Flow rate 100 years (l/s)	1.1 l/s
Flow rate 200 years (l/s)	1.3 l/s

Disclaimer

This report was produced using the Greenfield runoff rate estimation tool (0.6.5) developed by HR Wallingford and available at uksuds.com (https://www.uksuds.com/). The use of this tool is subject to the UK SuDS terms and conditions and licence agreement, which can both be found at uksuds.com/terms-conditions (https://www.uksuds.com/terms-conditions). The outputs from this tool have been used to estimate Greenfield runoff rates. The use of these results is the responsibility of the users of this tool. No liability will be accepted by HR Wallingford, the Environment Agency, Centre for Ecology and Hydrology, Wallingford Hydrosolutions or any other organisation for the use of these data in the design or operational characteristics of any drainage scheme.

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Healthy Streets Check for Designers

Start the Check ›

Further information ›

Project Summary

Name of scheme*

227 Shepherds Bush Road

Segment number*

N/A

Where multiple segments are being assessed for a scheme, please attach an overview plan as part of your submission, showing the areas defined for each segment.

Segment description*

Shepherds Bush Road (A219) from Brook Green to the north to A315 to the south.

From (Side Street)*

Brook Green

To (Side Street)*

A315

Client name and organisation*

277 SBR LTD

Designer name and organisation*

Aidan Fisher-Rowe - Create Consulting Engineers Ltd

Drawing number reference*

N/A - Check of existing street only

Check originator*

Aidan Fisher-Rowe - Create Consulting Engineers Ltd

Date*

09/04/2025

Check moderator*

Paul Zanna - Create Consulting Engineers Ltd

Date*

09/04/2025

Complete the Check ›

Key scoring rules ›

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	**Total volume of two way motorised traffic**	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	**There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.**	ⓘ	1	1	This assumption has been made using the DfT AADT data for count point 56763. AADT flows were recorded as 19134 in 2023.
2	**Interaction between large vehicles and people cycling**	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. **or** The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	**The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either:** **- in a nearside general traffic lane or bus lane less than 4.5m wide, or** **- in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.**	ⓘ	1	1	The proportion of HGV traffic is approximately 3%. South bound cyclists are able to make use of a bus lane.
3	**Speed of motorised traffic**	85th percentile speed is less than 20mph. **or** Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. **or** Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. **or** Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. **or** Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	**85th percentile speed is greater than 30mph.** **or** **Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.**	ⓘ	2	2	Estimated 85th percentile speeds are 20 to 25mph.
4	**Traffic noise based on peak hour motorised traffic volumes**	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	_	ⓘ	1	1	
5	**Noise from large vehicles**	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	_	ⓘ	3	3	The proportion of HGV traffic is approximately 3%

6	**NO2 concentration** (from London Atmospheric Emission Inventory)	**If assessing existing:** The NO2 concentration is less than 32µg/m3. **If assessing proposal:** The existing NO2 concentration is less than 32µg/m3 **or** the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is 32 to 40µg/m3. **If assessing proposal:** The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume **or** the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is greater than 40µg/m3 (legal limit value). **If assessing proposal:** The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	_	ⓘ	**2**	**2**	NO2 level is recorded at 35ug/m3 annually for 2025.
7	**Reducing private car use**	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	_	ⓘ	**1**	**1**	
8	**Ease of crossing side roads for people walking**	Side roads are closed to motor traffic. **or** Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	**Side roads have no dropped kerbs.**	ⓘ	**2**	**2**	
9	**Controlled crossings to meet pedestrian desire lines**	**If assessing existing:** All main pedestrian desire lines are provided for with controlled crossings. **If assessing proposal:** A new controlled crossing(s) is proposed or crossing(s) relocated to meet all main desire lines.	Only some of the main pedestrian desire lines are provided for with controlled pedestrian crossings.	No main pedestrian desire lines are provided for with controlled pedestrian crossings.	_	ⓘ	**3**	**3**	
10	**Type and suitability of pedestrian crossings away from junctions**	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. **or** A Zebra or parallel crossing is provided. **or** Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. **or** Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. **or** Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. **or** Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	_	ⓘ	**1**	**1**	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour.

11	**Additional features to support people using controlled crossings**	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ	**3**	**3**	
12	**Width of clear continuous walking space**	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). **or** There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	**There is less than 1.5m clear width for walking.**	ⓘ	**3**	**3**	
13	**Sharing of footway with people cycling**	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. **or** Part or all of a footway less than 3m wide is designated as shared use.	–	ⓘ	**3**	**3**	
14	**Collision risk between people cycling and turning motor vehicles**	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. **and** At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. **and** At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. **and** At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	**At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.**	ⓘ	**2**	**2**	Advanced cycle stop lines are provided at signal controlled junctions.
15	**Effective width for cycling**	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** Width of the nearside bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** Width of the nearside bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** Width of the nearside bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 3.2m or less.	**Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.**	ⓘ	**1**	**1**	

16	**Impact of kerbside activity on cycling**	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	**People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading, or they are required to change lane to do so.**	ⓘ	**1**	**1**	
17	**Quality of carriageway surface**	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	**There are major defects in the carriageway surface (please see scoring guidance).**	ⓘ	**3**	**3**	
18	**Quality of footway surface**	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	**There are major defects in the footway surface (please see scoring guidance).**	ⓘ	**3**	**3**	
19	**Surveillance of public spaces**	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	ⓘ	**3**	**3**	
20	**Provision of cycle parking**	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ	**3**	**3**	
21	**Street trees**	**If assessing existing:** There are multiple trees, with canopies spaced less than 15m apart on average. **If assessing proposal:** All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	**If assessing existing:** There are multiple trees, with canopies spaced more than 15m apart on average. **If assessing proposal:** Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	**If assessing existing:** There are no trees, or only one tree. **If assessing proposal:** There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ	**2**	**2**	

22	**Planting at footway-level** (excluding trees)	**If assessing existing:** There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). **If assessing proposal:** Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	**If assessing existing:** There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. **If assessing proposal:** Existing standalone greenery is to be retained.	**If assessing existing:** There is no planting, or existing planting is in a poor condition. **If assessing proposal:** No green infrastructure is proposed, or the size of existing greenery is to be reduced.	_	ⓘ	**2**	**2**	
23	**Walking distance between resting points** (benches and other informal seating)	There is less than 50m between resting points on both sides of the road.	There is between 50m and 150m between resting points on at least one side of the road.	There is more than 150m between resting points on at least one side of the road.	_	ⓘ	**1**	**1**	
24	**Walking distance between sheltered areas protecting from rain.** Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	_	ⓘ	**1**	**1**	
					Are there any bus services running on this street? (Y/N) If not, do not complete metrics 25-28		**Y**	**Y**	**An answer is required here in order to generate results**
25	**Factors influencing bus passenger journey time**	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	_	ⓘ	**3**	**3**	
26	**Bus stop accessibility**	Bus stop is wheelchair accessible, with a shelter, clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is no shelter or the cage length is insufficient for the bus service frequency.	Bus stop is not wheelchair accessible, i.e. the kerb height is less than 100mm and/or there is a lack of boarding or alighting space for a wheelchair user.	_	ⓘ	**3**	**3**	
27	**Bus lane operation**	Bus lanes operate 24/7.	Bus lane hours of operation are limited and do not cover all hours of the day / week.	There are no bus lanes.	_	ⓘ	**2**	**2**	

28	**Impact of kerbside activity on bus operations**	There is no parking or loading that adversely impacts on bus performance.	There is occasional parking or loading activity, but with minimal impact on bus operations.	There is frequent or continuous kerbside activity, regularly impacting on bus performance.	–	ⓘ	3	3	
				Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31			N	N	**An answer is required here in order to generate results**
29	**Bus stop connectivity with other public transport services**	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	**Step-free access from the street to the station entrance**	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	ⓘ			
31	**Support for interchange between cycling and underground/rail**	Secure cycle parking is provided close to station access points, and suitably exceeds existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
				If 'zero' scores (known road danger issues) remain, please explain why opposite:			**0**	**0**	***It is concluded that the street is currently well equipped to accommodate all modes of transport and any imporvements available would require works disproportionate to the proposed development and the proposed increase in trips generated by the proposed developement.***

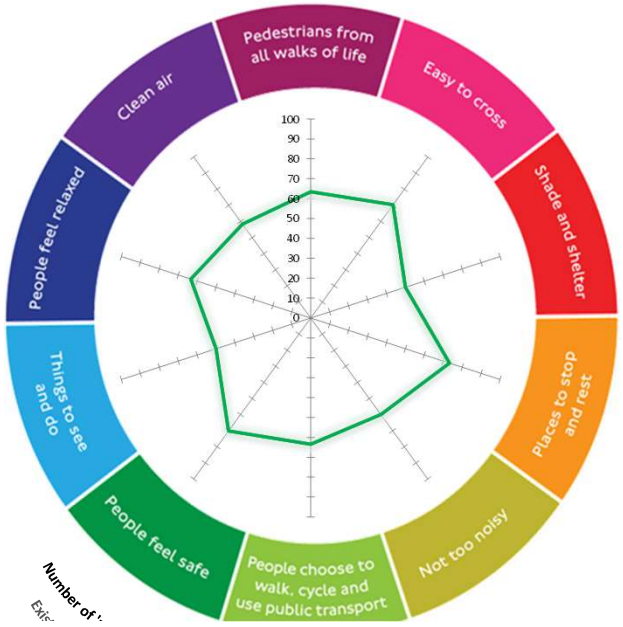
Healthy Streets Check Summary Results

Indicators explained ›

An overview of how each metric aligns with different Indicators

Interpreting results ›

A summary of how to use and improve on your results



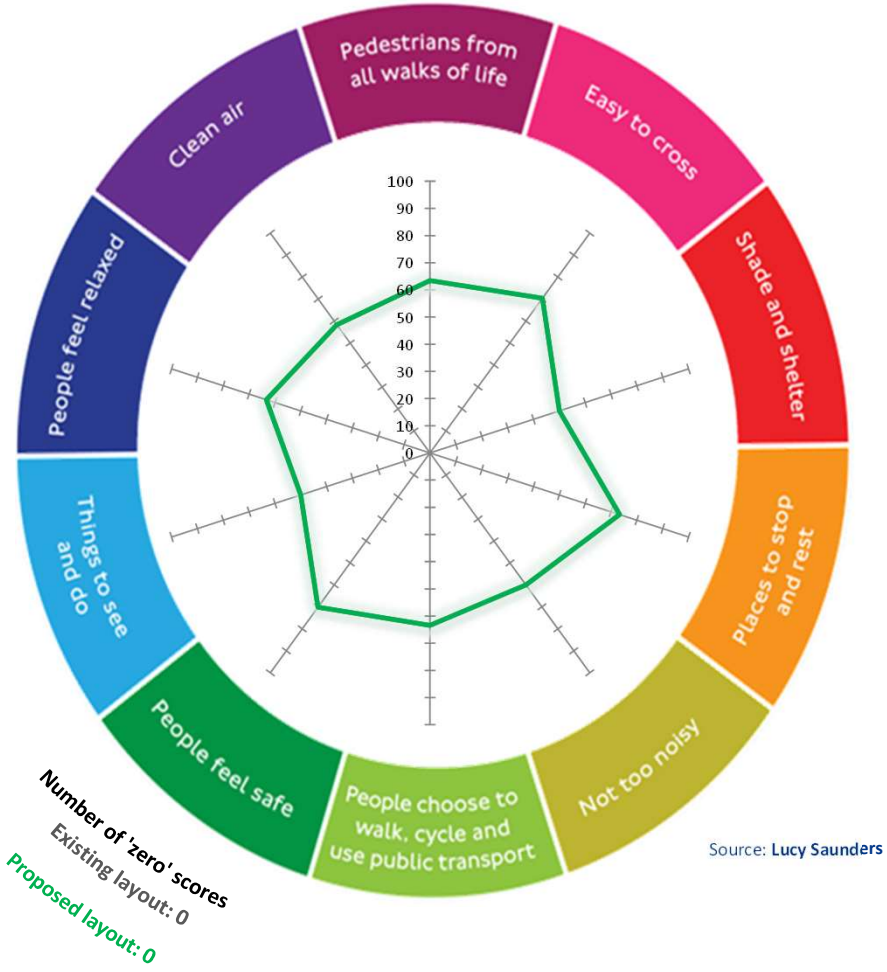
Healthy Streets Indicator scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	63	63
Easy to cross	70	70
Shade and shelter	50	50
Places to stop and rest	73	73
Not too noisy	60	60
People choose to walk, cycle and use public transport	63	63
People feel safe	70	70
Things to see and do	50	50
People feel relaxed	63	63
Clean air	58	58
Overall Healthy Streets Check score	64	64
Number of 'zero' scores	0	0
(Proposed layout score from applicable metrics)		0%

Source: Lucy Saunders

Name of scheme	227 Shepherds Bush Road
Segment number	N/A



Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	63	63
Easy to cross	70	70
Shade and shelter	50	50
Places to stop and rest	73	73
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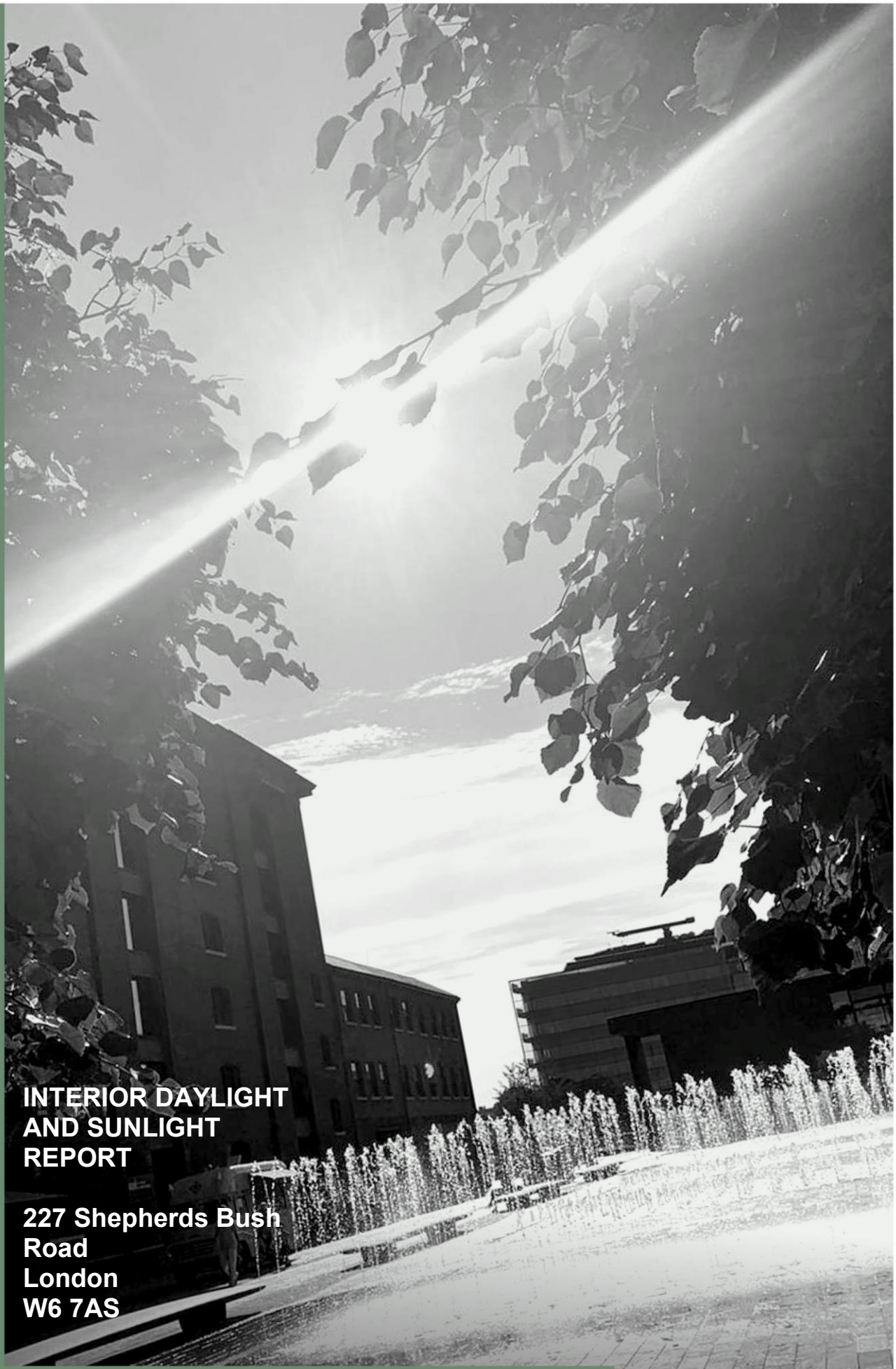
People feel safe	70	70
Things to see and do	50	50
People feel relaxed	63	63
Clean Air	58	58
Overall Healthy Streets Check score	64	64
Number of 'zero' scores	0	0
(Proposed layout score from applicable metrics)		0.00%

CONSIL



INTERIOR DAYLIGHT AND SUNLIGHT REPORT

227 Shepherds Bush Road London W6 7AS

Client
227 SBR Ltd

Dated
06 June 2025

Prepared by
Ian Smith

CONTENTS

PAGE

1 INSTRUCTIONS AND BRIEF 3

2 THE PROPERTY 3

3 PLANNING POLICY 4

4 BRE REPORT "SITE LAYOUT PLANNING FOR DAYLIGHT AND SUNLIGHT: A GUIDE TO GOOD PRACTICE" (2022) ('THE BRE GUIDELINES') 6

5 RESULTS 7

6 CONCLUSION 8

Appendices

Appendix A: BRE Explanatory Note

Appendix B: Illuminance Drawings

Appendix C: Illuminance and Sunlight Exposure Result Spreadsheets

1 INSTRUCTIONS AND BRIEF

1.1 In accordance with your instructions, we have assessed the daylight and sunlight amenity received to the habitable rooms within the proposed apartments at 227 Shepherds Bush Road, London, W6 7AS ('the property') in support of an application for prior approval under Class MA of the General Permitted Development Order (2015).

1.2 We have received the following documents and used them in preparing this report:

- Space Agent Architects Limited existing and proposed scheme drawings received on 03 June 2025.
- AccuCities photogrammetry model of 227 Shepherds Bush Road and surrounding buildings received on 10 June 2024.

1.3 Our study has been undertaken by preparing a three-dimensional computer model of the property and surrounding buildings and analysing the daylight and sunlight levels received within the proposed apartments using our bespoke software. Our assessment is based on the information detailed above and estimates of relevant distances, dimensions and levels which are as accurate as the circumstances allow.

2 THE PROPERTY

2.1 227 Shepherds Bush Road is located on the east side of Shepherds Bush Road to the north east of Hammersmith underground station. The proposal is a change of use, converting the existing offices to apartments.

Image 01: Google Maps extract, 3D view of 227 Shepherds Bush Road (shaded yellow).

3 PLANNING POLICY

3.1 National Policy

3.1.1 The revised National Planning Policy Framework ('NPPF') 2023 addresses the need for the flexible application of guidance relating to daylight and sunlight under Section 11 'Making effective use of land'. Paragraph 125(c) under subsection "*Achieving appropriate densities"* states the following;

"c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)."

3.2 The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 ('the Regulations')

3.2.1 Part 2 of the Regulations makes amendments to the Town and Country Planning (General Permitted Development) (England) Order 2015. Regulations 13 through to 17 add to the conditions of prior approval, that the local planning authority must also consider *"the provision of adequate natural light to all habitable rooms"* by the proposed change of use.

3.3 Regional Policy – Greater London Authority

3.3.1 Paragraph D of Policy D6 'Housing Quality and Standard' of The London Plan (2021) states the following in respect of daylight and sunlight amenity:

"The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space."

3.3.2 Paragraph 4.1.2 of the Mayor's 2023 Housing Design Standards LPG states:

"*The standards in this section also aim to complement the consideration of daylight and sunlight impacts using the BRE guidance (Site layout planning for daylight and sunlight). This process involves a two-stage approach: firstly, by applying the BRE guidance; and secondly, by considering the location and wider context when assessing any impacts. With extreme weather events becoming increasingly common, design must balance daylight, passive solar gain and overheating considerations. Summer heat can be reduced through orientation, shading, fenestration, insulation, high-albedo materials, the provision of green infrastructure and other strategies" This document acknowledges the need to balance daylight and sunlight against thermal efficiency and paragraph*

C6.2 states that: "Daylight and overheating assessments should be analysed together to determine the optimal balance."

3.3.3 Policy at national or regional level does not provide further detail in relation to daylight and sunlight amenity, whereas local policy is more specific, as detailed below.

3.4 Local Policy – London Borough of Hammersmith and Fulham ('LBHF')

3.4.1 Section 6.74 of the Local Plan (Adopted 2018) states:

"Once the principle of residential development has been established through land use policies, there is a need to assess planning applications against detailed standards to ensure that a development is of high quality, well designed, accessible and that it will not be detrimental to the amenities of residents in the surrounding area, including loss of daylight, sunlight and privacy for existing residents. These standards are often subject to on-site judgement, but a departure from the standards needs to be justified by the circumstances of a particular case."

3.4.2 Section 3.7 of the Supplementary Planning Document (SPD) 2018 states:

'the reception of sunlight is important to the quality of life and therefore in designing new buildings the ability for at least one habitable room to receive sunlight should be a priority.'

3.4.3 Whilst not specifically referenced in LBHF's Local Plan, the Building Research Establishment ('BRE') have provided nationally recognised guidance and methodologies for assessing daylight and sunlight amenity in their report *"Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice"*.

4 BRE REPORT "SITE LAYOUT PLANNING FOR DAYLIGHT AND SUNLIGHT: A GUIDE TO GOOD PRACTICE" (2022) ('THE BRE GUIDELINES')

4.1 Principles

4.1.1 The BRE guidelines were updated in June 2022, with the 2011 version now withdrawn. At Appendix A of this report is an explanatory note which summarises the guidance provided by the BRE.

4.1.2 It is important to note that the introduction to the report stresses that the document is provided for guidance purposes only and it is not intended to be interpreted as a strict set of rules. It states that:

"The advice given here is not mandatory and this document should not be seen as an instrument of planning policy; Its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design. (para. 1.6)

"In special circumstances the Developer or Planning Authority may wish to use different target values." (para. 1.6)

"Note that numerical values given here are purely advisory. Different criteria may be used, based upon the requirements for daylighting in an area viewed against other site layout constraints. Another important issue is whether the existing building is itself a good neighbour, standing a reasonable distance from the boundary and taking no more than its fair share of light". (para. 2.2.3)

4.1.3 The BRE guidelines should be used in conjunction with the interior daylighting recommendations in BS EN 17037 *"Daylight in buildings"* and the CIBSE publication LG10 *"Daylighting – a guide for designers"*.

4.2 Glossary of Terms

4.2.1 Below is a simplified glossary of the daylight and sunlight terminology referred to in this report. Appendix A contains a technical glossary, together with a summary of the recommendations provided by the BRE:

4.2.2 **Illuminance** – the median lux received to assessment points across a room over a typical year;

4.2.3 **Sunlight Exposure ('SE')** – the total number of hours on 21 March that sunlight is expected to shine on a window.

5 RESULTS

5.1 We have analysed the daylight and sunlight availability to the proposed studios and apartments within the property and the results are set out below. The illuminance results, along with the location of the tested rooms and window references, are shown on the drawing in Appendix B. The illuminance and sunlight exposure results spreadsheet are also included in Appendix C.

5.2 Daylight

5.2.1 We have assessed daylight amenity using the illuminance methodology described in the appended explanatory note. The BRE gives illuminance recommendations of 100 lux in bedrooms, 150 lux in living rooms and 200 lux in kitchens. In multi-use rooms, such as the proposed studios and 1 bed apartments, it is widely accepted that the target value for living rooms can be used.

5.2.2 It is recommended that at least 50% of a room should exceed the recommended lux, for 50% of the total daylight hours in a year, for its use.

5.2.3 Our results show that all rooms assessed would comply with the BRE's guidance, most receiving levels in excess of the recommended minimum.

5.3 Sunlight

5.3.1 In new buildings, the BRE recommends calculating the Sunlight Exposure to assess whether a dwelling will appear reasonably sunlit. This test measures the hours of sunlight that could be received at the centre point of each window on 21 March.

5.3.2 In housing, the main requirement for sunlight is in living rooms. It is viewed as less important in kitchens and bedrooms.

5.3.3 The BRE guidelines recommend that:

- Site layout design aims to ensure that at least one main window wall faces within 90-degrees of due south.
- That a habitable room, preferably a main living room, can receive a total of at least 1.5 hours of sunlight on 21 March.
- Where groups of dwellings are planned, site layout design should aim to maximise the number of dwellings that meet the above recommendations.

5.3.4 The results show that all habitable rooms with at least one window facing within 90-degrees of due south would receive at least 1.5 hours of direct sunlight on 21 March, in accordance with the BRE Guidelines.

6 CONCLUSION

6.1 Our analysis shows that all proposed studios and apartments would receive levels of daylight and sunlight that would exceed the recommendations set out in the BRE Report. As such, the natural light to the proposed habitable rooms would be acceptable.

APPENDIX A

BRE EXPLANATORY NOTE

BRE REPORT "SITE LAYOUT PLANNING FOR DAYLIGHT AND SUNLIGHT, A GUIDE TO GOOD PRACTICE" (2022) - EXPLANATORY NOTE AND METHODOLOGY

The 2022 edition of the BRE Report took effect in June 2022 and superseded the 2011 version. The below note summarises the recommended assessment methodologies, guidance and advice within the BRE Report, in conjunction with other key guidance documents that can be used for assessing the acceptability of developments in terms of any impact on daylight and sunlight to surrounding buildings.

Introduction

It is important to note that the introduction to the BRE Report stresses that the document is provided for guidance purposes only and it is not intended to be interpreted as a strict set of rules. It also suggests that it may be appropriate to adopt a flexible approach and alternative target values in dealing with *"special circumstances"* for example *"in a historic city centre, or in an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings."* This is amplified by the following extracts from the introduction and Section 2.2:

"The advice given here is not mandatory and this document should not be seen as an instrument of planning policy; Its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design…"

"In special circumstances the Developer or Planning Authority may wish to use different target values."

"Note that numerical values given here are purely advisory. Different criteria may be used, based upon the requirements for daylighting in an area viewed against other site layout constraints. Another important issue is whether the existing building is itself a good neighbour, standing a reasonable distance from the boundary and taking no more than its fair share of light".

The examples given in the BRE Report can be applied to any part of the country: suburban, urban and rural areas. The inflexible application of the target values given in the Report may make reaching the BRE criteria difficult in a tight, urban environment where there is unlikely to be the same expectation of daylight and sunlight amenity as in a suburban or rural environment.

New Buildings

In relation to new buildings, the assessment methodology within the 2011 Edition has been withdrawn. The BRE Report has replaced the way in which we assess both daylight and sunlight amenity to new buildings.

Daylight

The BRE Report now states that: *"To check that adequate daylight is provided in new rooms, daylight factor or interior illuminance may be calculated and compared with the recommendations in BS EN 17037 Daylight in buildings."*

BS EN 17037 provides two methodologies. One is based on target illuminances from daylight to be achieved over specified fractions of the reference plane (a plane at table top height covering the room) for at least half of the daylight hours in a typical year. The other, alternative, method is based on calculating the daylight factors achieved over specified fractions of the reference plane.

Illuminance (SDA)

This method involves using climatic data for the location of the site to calculate the illuminance (lux) from daylight at each point on an assessment grid (300mm x 300mm, excluding a 300mm band from the walls) on the reference plane at an at least hourly interval for a typical year.

The UK National Annex gives illuminance recommendations of:

- 100 lux in bedrooms;
- 150 lux in living rooms; and
- 200 lux in kitchens.

Where a room has a shared use, the highest target should apply. Although, the target for a living room could be used for a combined living/dining/kitchen area if the kitchens are not treated as habitable spaces, as it may avoid small separate kitchens in a design.

These are the median illuminances, to be exceeded over at least 50% of the assessment points in the room for at least half of the daylight hours.

When calculating illuminance, factors such as the light transmittance and ratio of window frame to glass should be considered, together with the reflectance level of internal and external surfaces and allowances for dirt build up on the window.

Daylight Factor

The daylight factor is the illuminance at a point on the reference plane in a space, divided by the illuminance on an unobstructed horizontal surface outdoors. The CIE standard overcast sky is used, rather than climatic data, thus the assessment is independent of building orientation. Similar to the illuminance methodology, a 300mm x 300mm grid is used with a 300mm band from the edge of the walls and at least 50% of the assessment grid should achieve the target daylight factors.

The UK National Annex gives daylight recommendations of:

- 0.7% Daylight Factors for Bedrooms
- 1.1% Daylight Factors for Living Rooms

- 1.4% Daylight Factors for Kitchens

Similar to the illuminance methodology, internal and external reflectance values and glazing transmission needs to be taken into account. With the exception of living/kitchen/dining rooms, where a room has a dual use, the higher target should be applied.

Sunlight

Sunlight Exposure (SE)

The BRE Report no longer recommends the use of the APSH assessment to assess sunlight potential in new dwellings. The BRE Report concludes that a dwelling will appear reasonably sunlit provided the following criteria are met:

- At least one main window wall faces within 90 degrees of due south, and;
- A habitable room, preferably a main living room, can receive a total of at least 1.5 hours of sunlight on 21 March. This is assessed at the inside centre of the window(s); sunlight received by different windows can be added provided they occur at different times and sunlight hours are not double counted.

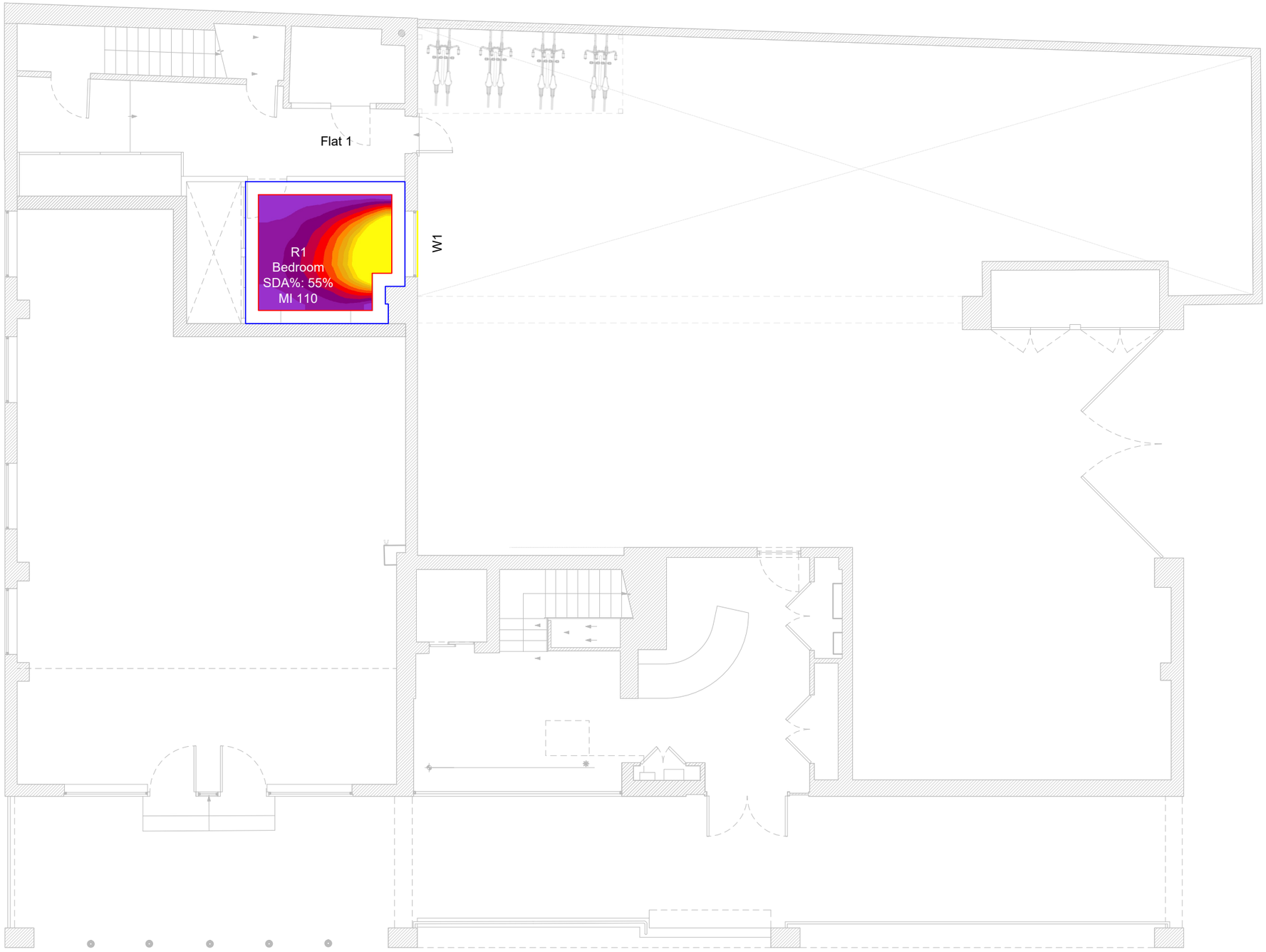
Analysis Factors Applied

The following criteria have been applied for the daylight assessment:

- Glazing Transmittance:
    - Double Glazing: 0.68;
- Maintenance Factor:
    - Obstructed Windows (Beneath Balconies): 0.76;
    - Unobstructed Windows: 0.92;
- Frame to Glazing Ratio:
    - Bespoke to Window;
- Internal Reflectance Values:
    - Walls: 0.8;
    - Floors: 0.4;
    - Ceilings: 0.8;

APPENDIX B

ILLUMINANCE DRAWINGS



Ground Floor

KEY

R1 Room Reference

Illuminance (Lux)

300	175	50
275	150	25
250	125	0
225	100	
200	75	

x% SDA (% of room area)

MI Median Illuminance (Lux)

N

SOURCES OF INFORMATION:

Space Agent Architects proposed scheme received on 05/06/2025

Accucities 3D survey model received on 10/06/2024

ANALYSIS PARAMETERS:

Maintenance Factor -
Unobstructed windows: 0.92
Window diffuse transmittance - 0.68
Frame to Glazing Ratio - Bespoke
Reflectivities (internal materials) -
Walls: 0.80 Floors: 0.40
Ceilings: 0.80
Reflectivities (external materials R,G,B) -
Medium Brick: 0.40 Concrete: 0.30
Red Brick: 0.20 Matt aluminium: 0.45
All other reflectances: 0.20

CLIENT
227 SBR Ltd

PROJECT
227 Shepherd's Bush Road, London

DRAWING TITLE
Illuminance (SDA or Spatial Daylight Autonomy) analysis

SCALE	DATE
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DRAWN BY	CHECKED BY
BG	DR

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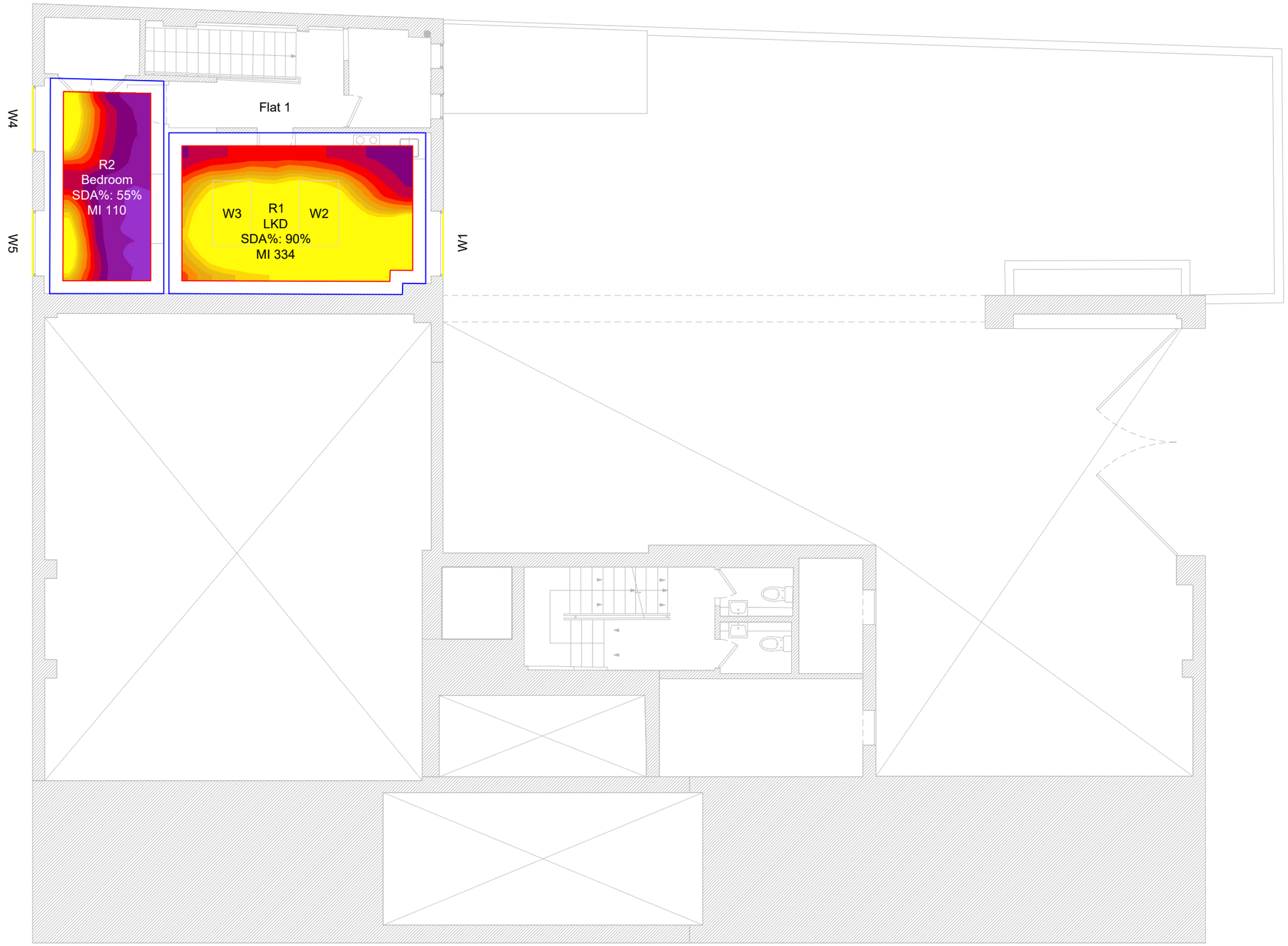

Ground Mezzanine Floor

KEY

R1 Room Reference

Illuminance (Lux)

300 275 250 225 200
175 150 125 100 75
50 25 0

x% SDA (% of room area)

MI Median Illuminance (Lux)

N

SOURCES OF INFORMATION:

Space Agent Architects proposed scheme received on 05/06/2025

Accucities 3D survey model received on 10/06/2024

ANALYSIS PARAMETERS:

Maintenance Factor -
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Red Brick: 0.20 Matt aluminium: 0.45
All other reflectances: 0.20

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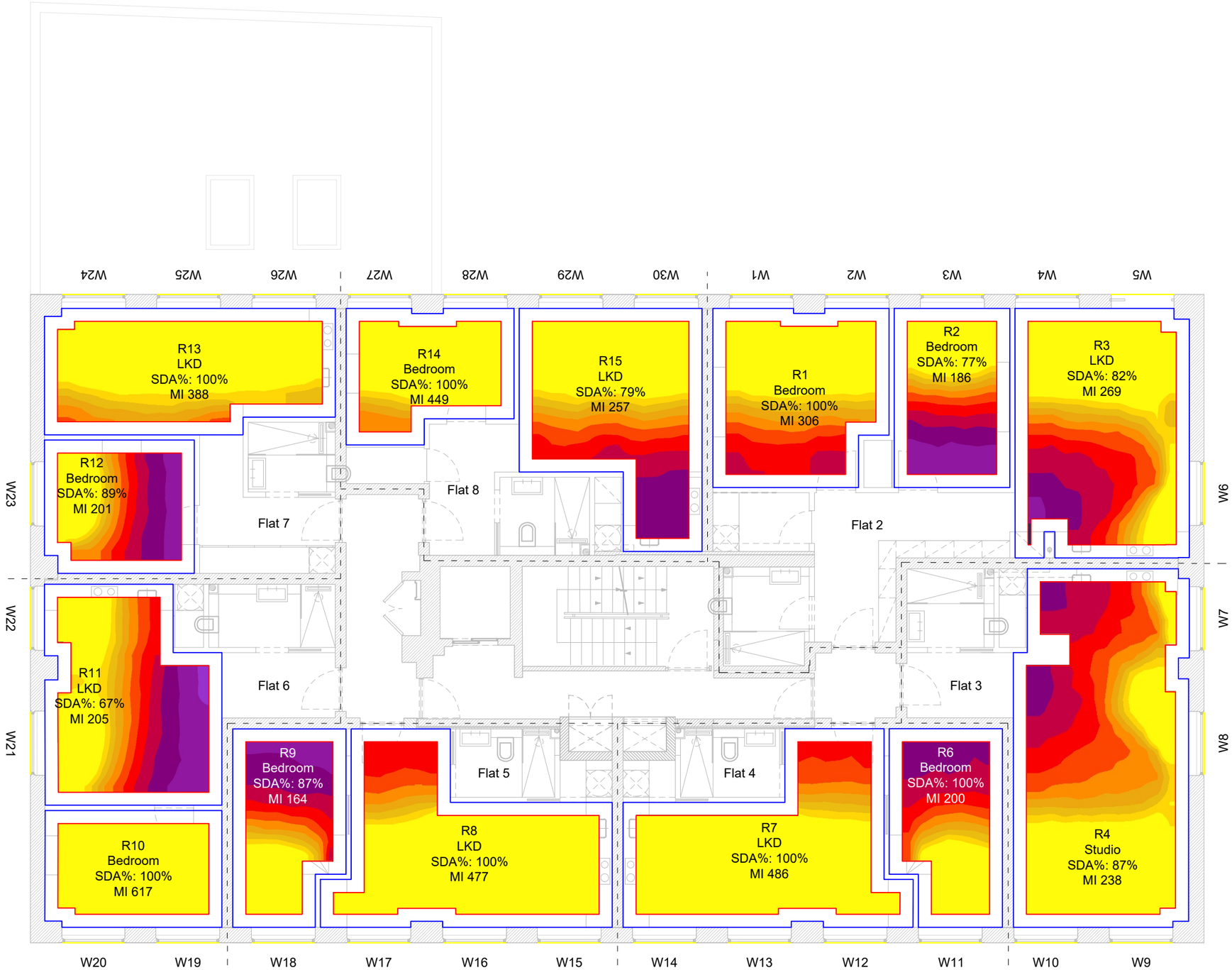

First Floor

KEY

R1 Room Reference

Illuminance (Lux)

300	175	50
275	150	25
250	125	0
225	100	
200	75	

x% SDA (% of room area)

MI Median Illuminance (Lux)

N

SOURCES OF INFORMATION:

Space Agent Architects proposed scheme received on 05/06/2025

Accucities 3D survey model received on 10/06/2024

ANALYSIS PARAMETERS:

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Ceilings: 0.80
Reflectivities (external materials R,G,B) -
Medium Brick: 0.40 Concrete: 0.30
Red Brick: 0.20 Matt aluminium: 0.45
All other reflectances: 0.20

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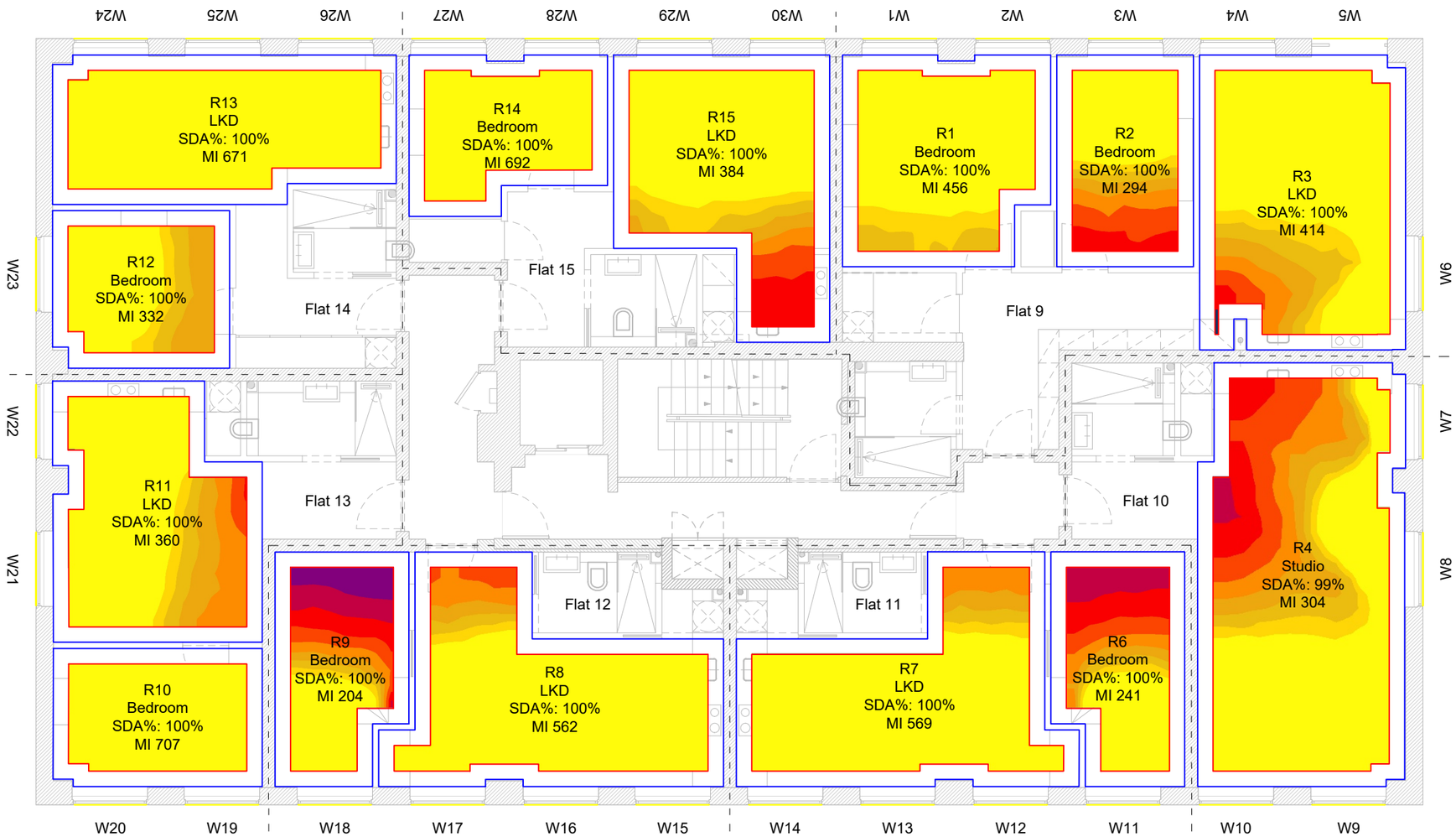

Second Floor

KEY

R1 Room Reference

Illuminance (Lux)

300 275 250 225 200 175 150 125 100 75 50 25 0

x% SDA (% of room area)

MI Median Illuminance (Lux)

N

SOURCES OF INFORMATION:

Space Agent Architects proposed scheme received on 05/06/2025

Accucities 3D survey model received on 10/06/2024

ANALYSIS PARAMETERS:

Maintenance Factor -
Unobstructed windows: 0.92
Window diffuse transmittance - 0.68
Frame to Glazing Ratio - Bespoke
Reflectivities (internal materials) -
Walls: 0.80 Floors: 0.40
Ceilings: 0.80
Reflectivities (external materials R,G,B) -
Medium Brick: 0.40 Concrete: 0.30
Red Brick: 0.20 Matt aluminium: 0.45
All other reflectances: 0.20

CLIENT
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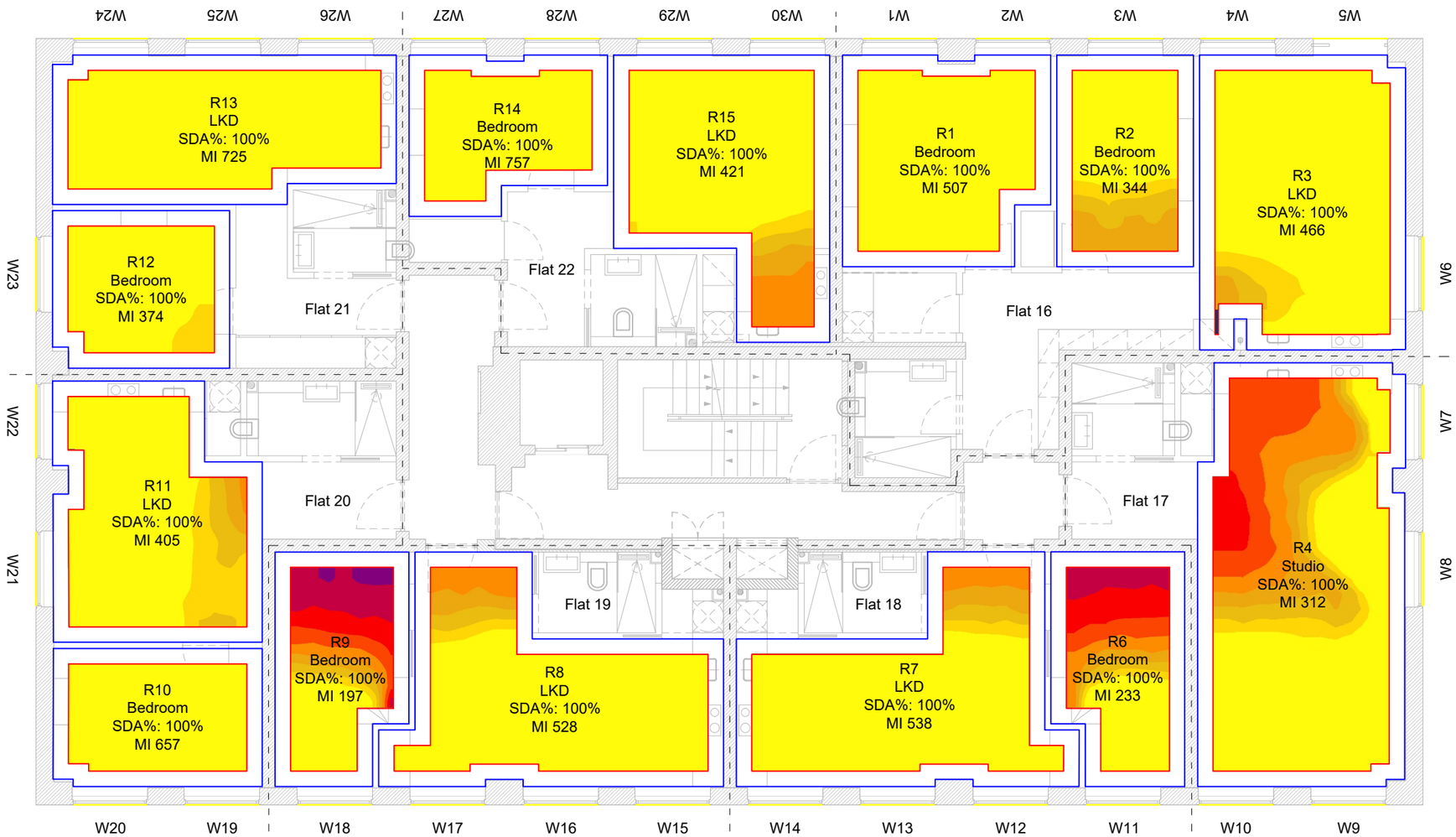

Third Floor

KEY

R1 Room Reference

Illuminance (Lux)

300 275 250 225 200
175 150 125 100 75
50 25 0

x% SDA (% of room area)

MI Median Illuminance (Lux)

N

SOURCES OF INFORMATION:

Space Agent Architects proposed scheme received on 05/06/2025

Accucities 3D survey model received on 10/06/2024

ANALYSIS PARAMETERS:

Maintenance Factor -
Unobstructed windows: 0.92
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All other reflectances: 0.20

CLIENT
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PROJECT
227 Shepherd's Bush Road, London

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Illuminance (SDA or Spatial Daylight Autonomy) analysis

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APPENDIX C

ILLUMINANCE AND SUNLIGHT EXPOSURE RESULT SPREADSHEET WITHIN THE PROPOSED SCHEME

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Floor Ref	Room Ref	Room Use	Daylight				Sunlight		
			Median Lux	Area Meeting Target Lux (%)	Target Lux	Meets BRE criteria	Proposed Sunlight Exposure (Hours)	Meets BRE criteria	South Facing?
Proposed - Flat 1									
Ground	R1	Bedroom	110	55%	100	YES	2.2	Compliant	South facing
Mezzanine	R1	LKD	334	90%	150	YES	5.1	Compliant	South facing
	R2	Bedroom	110	55%	100	YES	0	Below	
Proposed - Flat 2									
First	R1	Bedroom	306	100%	100	YES	1.9	Compliant	
	R2	Bedroom	186	77%	100	YES	1.9	Compliant	
	R3	LKD	269	82%	150	YES	3.1	Compliant	South facing
Proposed - Flat 3									
First	R4	Studio	238	87%	150	YES	3.6	Compliant	South facing
Proposed - Flat 4									
First	R6	Bedroom	200	100%	100	YES	1.8	Compliant	South facing
	R7	LKD	486	100%	150	YES	2	Compliant	South facing
Proposed - Flat 5									
First	R8	LKD	477	100%	150	YES	2.2	Compliant	South facing
	R9	Bedroom	164	87%	100	YES	2.3	Compliant	South facing
Proposed - Flat 6									
First	R10	Bedroom	617	100%	100	YES	2.4	Compliant	South facing
	R11	LKD	205	67%	150	YES	0	Below	
Proposed - Flat 7									
First	R12	Bedroom	201	89%	100	YES	0	Below	
	R13	LKD	388	100%	150	YES	2.2	Compliant	
Proposed - Flat 8									
First	R14	Bedroom	449	100%	100	YES	2.2	Compliant	
	R15	LKD	257	79%	150	YES	2	Compliant	
Proposed - Flat 9									
Second	R1	Bedroom	456	100%	100	YES	2.8	Compliant	
	R2	Bedroom	294	100%	100	YES	2.8	Compliant	
	R3	LKD	414	100%	150	YES	3.6	Compliant	South facing
Proposed - Flat 10									
Second	R4	Studio	304	99%	150	YES	3.9	Compliant	South facing
Proposed - Flat 11									
Second	R6	Bedroom	241	100%	100	YES	2.1	Compliant	South facing
	R7	LKD	569	100%	150	YES	2.4	Compliant	South facing
Proposed - Flat 12									
Second	R8	LKD	562	100%	150	YES	2.7	Compliant	South facing
	R9	Bedroom	204	100%	100	YES	2.7	Compliant	South facing
Proposed - Flat 13									
Second	R10	Bedroom	707	100%	100	YES	2.7	Compliant	South facing
	R11	LKD	360	100%	150	YES	0	Below	
Proposed - Flat 14									
Second	R12	Bedroom	332	100%	100	YES	0	Below	
	R13	LKD	671	100%	150	YES	2.8	Compliant	

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Floor Ref	Room Ref	Room Use	Daylight				Sunlight		
			Median Lux	Area Meeting Target Lux (%)	Target Lux	Meets BRE criteria	Proposed Sunlight Exposure (Hours)	Meets BRE criteria	South Facing?
Proposed - Flat 15									
Second	R14	Bedroom	692	100%	100	YES	3.3	Compliant	
	R15	LKD	384	100%	150	YES	2.8	Compliant	
Proposed - Flat 16									
Third	R1	Bedroom	507	100%	100	YES	3.3	Compliant	
	R2	Bedroom	344	100%	100	YES	3.3	Compliant	
	R3	LKD	466	100%	150	YES	4.7	Compliant	South facing
Proposed - Flat 17									
Third	R4	Studio	312	100%	150	YES	4.7	Compliant	South facing
Proposed - Flat 18									
Third	R6	Bedroom	233	100%	100	YES	2.7	Compliant	South facing
	R7	LKD	538	100%	150	YES	3	Compliant	South facing
Proposed - Flat 19									
Third	R8	LKD	528	100%	150	YES	3	Compliant	South facing
	R9	Bedroom	197	100%	100	YES	3	Compliant	South facing
Proposed - Flat 20									
Third	R10	Bedroom	657	100%	100	YES	2.9	Compliant	South facing
	R11	LKD	405	100%	150	YES	0	Below	
Proposed - Flat 21									
Third	R12	Bedroom	374	100%	100	YES	0	Below	
	R13	LKD	725	100%	150	YES	3.3	Compliant	
Proposed - Flat 22									
Third	R14	Bedroom	757	100%	100	YES	3.3	Compliant	
	R15	LKD	421	100%	150	YES	3.3	Compliant	

Noise Impact Assessment to a Proposed Residential Development

227 Shepherds Bush Road, London

Client: Pegasus Planning Group Limited

Report Reference: 250219-R001A

Date: 11th April 2025

Revision:	Date:	Author:	Checked:
-	06/03/2025	Samuel Thorpe BA(Hons) TechIOA	Sam Message BSc (Hons) MIOA
A	11/04/2025	Samuel Thorpe BA(Hons) TechIOA	-

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Note that consideration of non-acoustic aspects including, but not limited to structural calculations, compliance with Building Regulations and other statutory requirements, or any assessment of fire regulations are outside the scope of ACA Acoustics Limited and should be considered by others accordingly.

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CONTENTS

0. SUMMARY 2

1. INTRODUCTION 3

2. ACOUSTIC CRITERIA & ASSESSMENT METHODOLOGY 3

2.1. The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order 3

2.2. National Planning Policy Framework (NPPF) and Noise Policy Statement for England (NPSE) 3

2.3. Planning Practice Guidance – Noise (PPG-N) 5

2.4. British Standard 8233:2014+A1:2019 7

2.5. British Standard 4142:2014+A1:2019 7

3. REVIEW OF SITE LOCATION & DEVELOPMENT PROPOSALS 8

4. SOUND LEVEL SURVEY 9

5. BS 4142:2014+A1:2019 ACOUSTIC ASSESSMENT OF MECHANICAL SERVICES EQUIPMENT 12

6. ASSESSMENT OF FAÇADE SOUND INSULATION 14

6.1. Ventilation Strategy 15

6.2. Calculated Internal Sound Levels 15

6.3. Assessment of Sound Transmission Through Separating Partitions 16

7. CONCLUSION 16

Appendix A ..... A

0. SUMMARY

0.1. The client is preparing an application for the Prior Approval of the conversion of existing commercial space at 227 Shepherds Bush Road, London, to form residential apartments.

0.2. An unattended sound level survey at the rear of the site was carried out between the 24th and 25th February 2025.

0.3. At the front of the site, road traffic noise is entirely dominant at all times and commercial noise is not considered to impact the front façade. The rear of the site is impacted by commercial noise in the form of third party air conditioning condensers and extract fans, largely serving the Premier Inn building next door.

0.4. ACA Acoustics identified commercial noise sources incident on the rear façade of the development site comprised of mechanical equipment including air conditioning condensers.

0.5. An assessment of noise from third party plant in the vicinity of the site indicates that without mitigation, noise from the equipment is at a level where there is a likelihood of adverse impact to future occupants. An acoustic specification of façade elements is proposed to mitigate this impact.

0.6. The outline scheme for sound insulation of the building envelope has been developed such that internal sound levels during the daytime do not exceed LAeq 30dB within living rooms and bedrooms, and LAeq 25dB overnight in bedrooms. Industrial and commercial noise sources in the area are understood to operate only during daytime hours. This level is at least 5dB more stringent than the guideline criteria in BS 8233:2014 to provide a good standard of amenity in residential dwellings. This ensures that noise intrusion from industrial and commercial sources will be low and will not be detrimental to the amenity of future occupants.

0.7. In summary, ACA Acoustics considers that allowing for the noise control measures set out in this report, no noise of an industrial or commercial nature will have an adverse impact on future occupants of the dwellings and therefore in accordance with The Town and Country Planning (General Permitted Development) (England) (Amendment) Order it is recommended that the application for Prior Approval is granted.

1. INTRODUCTION

The client is preparing an application to the London Borough of Hammersmith and Fulham Council for the Prior Approval conversion of the ground, first, second and third floor commercial space at 227 Shepherds Bush Road, London, to residential apartments. A commercial unit will be retained on the ground floor.

ACA Acoustics Limited has been commissioned by Pegasus Planning Group Limited to carry out an assessment of potential acoustic impacts to the proposed residential development.

This report presents results of a sound level and subjective observation survey and assessment of results.

2. ACOUSTIC CRITERIA & ASSESSMENT METHODOLOGY

2.1. The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order

The application for Prior Approval is being made under The Town and Country Planning (General Permitted Development etc.) (England) (Amendment) Order, Class MA (GPDO). In accordance with the Order,

> "*Before beginning development under Class MA, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to … impacts of noise from commercial premises on the intended occupiers of the development*".

It is important to consider the GPDO specifically refers to noise from commercial premises to the proposed development. Noise from other sources including traffic on nearby routes is not considered under the GPDO.

The Order does not include any assessment methodology nor criteria to be achieved and therefore it is relevant to consider guidance provided in relevant British Standards and other documents.

2.2. National Planning Policy Framework (NPPF) and Noise Policy Statement for England (NPSE)

The National Planning Policy Framework (referred to as NPPF) sets out the Government's planning policies for England and provides guidance on how these are expected to be applied, providing a framework within which Local Authorities can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Paragraph 187 of the NPPF states that,

"*Planning policies and decisions should contribute to and enhance the natural and local environment by … e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability*".

Paragraph 198 also talks specifically about noise and advises,

"*Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:*

- *Mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and quality of life.*
- *Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason*."

Paragraph 200 introduces the concept of the 'agent of change'. This requires,

"*Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed*".

New development must be designed to fully integrate with existing businesses and community uses and the burden on achieving suitable sound levels falls on the new developer.

It is this agent of change principle which forms the backdrop to the requirements of the GPDO. If noise from commercial premises would result in adverse or significant adverse impacts on future occupants of the residential dwellings, the GPDO requires the developer to consider this and design an appropriate mitigation scheme. Incorporating mitigation into the design will protect existing businesses which could otherwise have faced unreasonable burdens due to the development.

The Government's long-term policy aims relating to noise are contained in the Noise Policy Statement for England (referred to as NPSE). Stated aims of the NPSE are:

"*Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy of sustainable development:*

- *Avoid significant adverse impacts on health and quality of life,*
- *Mitigate and minimise adverse impacts on health and quality of life, and*
- *Where possible, contribute to the improvement of health and quality of life.*"

Paragraphs 2.19 to 2.24 clarify the above aims, referring to established concepts from toxicology; NOEL (No Observed Effect Level) and LOAEL (Lowest Observed Adverse Effect Level). It also introduces a new concept relating to *"significant adverse*" of SOAEL (Significant Observed Adverse Effect Level), however noting,

"*It is not possible to have a single objective noise-based measure that describes SOAEL that is applicable to all sources of noise in all situations. Consequently, the SOAEL is likely to be different for different noise sources, for different receptors and at different times*".

The first aim of NPPF Paragraph 198 and the second underlying aim of the NPSE refers to the situation where the impact lies somewhere between LOAEL and SOAEL. It requires that all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also considering the guiding principles of sustainable development, as set out in the NPPF. As neither the NPPF nor NPSE includes any numerical criteria, it is necessary to consider guidance provided in other documents to determine suitable limits that would define the LOAEL on an individual basis.

Finally, it is also of benefit to consider Paragraph 2.7, which advises that,

"*… the application of the NPSE should enable noise to be considered alongside other relevant issues and not to be considered in isolation. In the past, the wider benefits of a particular policy, development or other activity may not have been given adequate weight when assessing the noise implications*".

This provides clear guidance that noise must not be considered in isolation but as part of the overall scheme taking into account the overall sustainability and associated impacts of the proposed development; there is no benefit in reducing noise to an excessively low level if this creates or increases some other adverse impact. Similarly, it may be appropriate in some cases for noise to have an adverse impact if this is outweighed by the reduction or removal of some other adverse impact that is of greater significance to the development.

2.3. Planning Practice Guidance – Noise (PPG-N)

Related to the NPSE and the NPPF, The Department for Communities and Local Government has published additional guidance and clarifications within the Planning Practice Guidance – Noise (PPG-N), available at https://www.gov.uk/guidance/noise--2.

Paragraph 003 of the PPG advises,

"Plan-making and decision making need to take account of the acoustic environment and in doing so consider:

- *Whether or not a significant adverse effect is occurring or likely to occur;*
- *Whether or not an adverse effect is occurring or likely to occur; and*
- *Whether or not a good standard of amenity can be achieved.*

In line with the Explanatory Note of the Noise Policy Statement for England, this would include identifying whether the overall effect of the noise exposure … is, or would be, above or below the significant observed adverse effect level and the lowest observed adverse effect level for the given situation."

This guidance is like that set out in the NPPF and NPSE, however, Paragraph 005 of the PPG provides outline guidance on the definition of '*significant adverse effect*' and '*adverse effect*'. A copy of the table appended to Paragraph 005 is repeated below.

Response	Examples of outcomes	Increasing effect level	Action
No Observed Effect Level			
Not present	No Effect	No Observed Effect	No specific measures required
No Observed Adverse Effect Level			
Present and not intrusive	Noise can be heard, but does not cause any change in behaviour, attitude or other physiological response. Can slightly affect the acoustic character of the area but not such that there is a change in the quality of life.	No Observed Adverse Effect	No specific measures required
Lowest Observed Adverse Effect Level			
Present and intrusive	Noise can be heard and causes small changes in behaviour, attitude or other physiological response, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a small actual or perceived change in the quality of life.	Observed Adverse Effect	Mitigate and reduce to a minimum
Significant Observed Adverse Effect Level			
Present and disruptive	The noise causes a material change in behaviour, attitude or other physiological response, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect	Avoid
Present and very disruptive	Extensive and regular changes in behaviour, attitude or other physiological response and/or an inability to mitigate effect of noise leading to psychological stress, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory.	Unacceptable Adverse Effect	Prevent

Figure 1: Noise exposure hierarchy, taken from Planning Practice Guidance - Noise

Although this table provides descriptive definitions for the NOEL, LOAEL and SOAEL, as with the NPPF and NPSE there are no numerical values provided.

2.4. British Standard 8233:2014+A1:2019

The introduction to BS 8233:2014 *Guidance on sound insulation and noise reduction for buildings* confirms that,

> *"This guide suggests criteria, such as suitable sleeping/resting conditions, and proposes noise levels that normally satisfy these criteria*."

Guidance limits for internal sound levels within living rooms and bedrooms, taken from Table 4 of BS 8233:2014, are shown in Table 1 below:

Activity	**Location**	**07:00 – 23:00**	**23:00 – 07:00**
Resting	Living Room	35dB LAeq, 16hr	-
Dining	Dining Room/Area	40dB LAeq, 16hr	-
Sleeping (daytime resting)	Bedroom	35dB LAeq, 16hr	30dB LAeq, 8hr

Table 1: BS 8233:2014 indoor ambient sound levels for dwellings

2.5. British Standard 4142:2014+A1:2019

The scope of BS 4142:2014+A1:2019 advises,

> "*This British Standard describes methods for rating and assessing sound of an industrial and/or commercial nature … to assess the likely effects of sound on people who might be inside or outside a dwelling or premises used for residential purposes upon which sound is incident*".

The assessment method of BS 4142:2014+A1:2019 corrects the specific sound level from the source under investigation to account for characteristics that could make the sound more obtrusive to obtain a rating level. This rating level is compared against the prevailing background noise outside the noise-sensitive property.

While BS 4142:2014+A1:2019 is routinely used to assess the potential for an adverse impact on residential occupants due to commercial or industrial noise, it is important to consider that the scope of BS 4142:2014+A1:2019 specifically confirms that,

> "*Sound of an industrial and/or commercial nature does not include sound from the passage of vehicles on public roads and railway systems*".

In accordance with the GPDO and BS 4142:2014+A1:2019, commercial noise does not include vehicles travelling in the vicinity.

3. REVIEW OF SITE LOCATION & DEVELOPMENT PROPOSALS

The development site is located within the existing commercial space on the ground, first, second and third floors at 227 Shepherds Bush Road, London, and is proposed to be converted to 22 residential flats, with the retention of some commercial space on the ground floor.

To the front (west) of the site is Shepherds Bush Road. This is a consistently busy road with fire and police stations close to the site. As such, road traffic noise is entirely dominant at all times and commercial noise is not considered to impact the front façade. The rear of the site is impacted by commercial noise in the form of third party air conditioning condensers and extract fans, largely serving the Premier Inn building next door. The survey data suggests that this equipment is sporadically active for short periods throughout the day and night.

On the ground floor of the site, the front, northerly corner of the layout is proposed to be used as a shop, with a split level flat to the rear of this plot. The flat will incorporate a living area on the ground floor with bedrooms on a mezzanine level above. Neither floor will have windows to the rear façade of the building, rather to the north-facing façade, where the background noise has been observed as only local road traffic noise, and as such are not considered to be impacted by external commercial noise through the building envelope. A party wall is shared between the ground floor flat and the proposed shop and so the impact of the shop on this flat and those above on the first floor will be assessed.

An aerial photograph (taken from Google Maps) is shown in Figure 2 below.

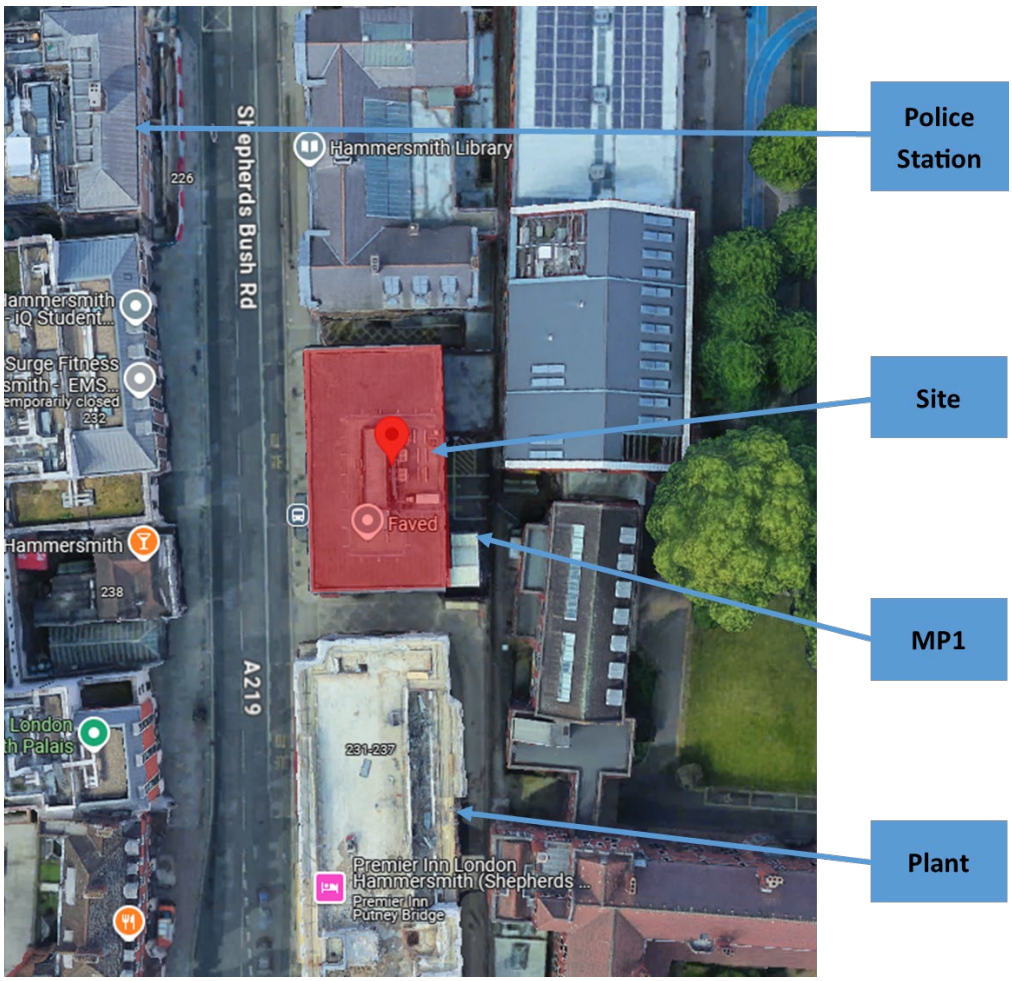


Figure 2: Site location (avalable at www.google.com/maps)

4. SOUND LEVEL SURVEY

To assess the impact of existing noise sources, a sound level survey has been conducted at the development site.

An unattended sound level survey was undertaken between the 24th and 25th February 2025. The survey was conducted by Sam Thorpe of ACA Acoustics Limited.

Details of the survey carried out by ACA Acoustics are provided below.

Sound levels were recorded in consecutive 15-minute samples of overall LAeq, LAfmax, and LA90 values along with other statistical indices and octave band spectra.

During the visit to site, subjective opinions of the acoustic climate were gathered. To the front of the site no commercial noise was subjectively audible and the dominant source was road traffic noise from nearby routes.

To the rear, the previously discussed third party plant was observed running at low level.

Weather conditions at the time of setting up the survey were warm with varied cloud cover, light winds and dry ground conditions. Weather conditions have been reviewed at www.worldweatheronline.com, using the closest available commercial weather station. The extended nature of the survey ensures that a reasonable sample of results have been recorded with appropriate weather conditions and meteorological conditions are not considered to have adversely impacted the outcome of the assessment.

The measurement positions are noted below.

Position Reference	Description
MP1	The microphone was located at the eastern façade of the site, on the rear staircase. This position was screened from traffic on the main road and has line-of-sight to the commercial equipment being assessed.

Table 2: Sound level survey measurement positions

The following equipment was used during the survey; the sound level meter was calibrated before the survey and checked after with no deviation noted.

Equipment	Serial Number
Rion Class 1 sound level meter type NL-52 complete with weatherproof and lockable outdoor environmental kit	00564867
Svantek calibrator type SV33B. Compliant to IEC 60942-1:2003	122245

Table 3: Equipment used for the sound level survey

Results of the survey in terms of raw data are shown in the graphs below.

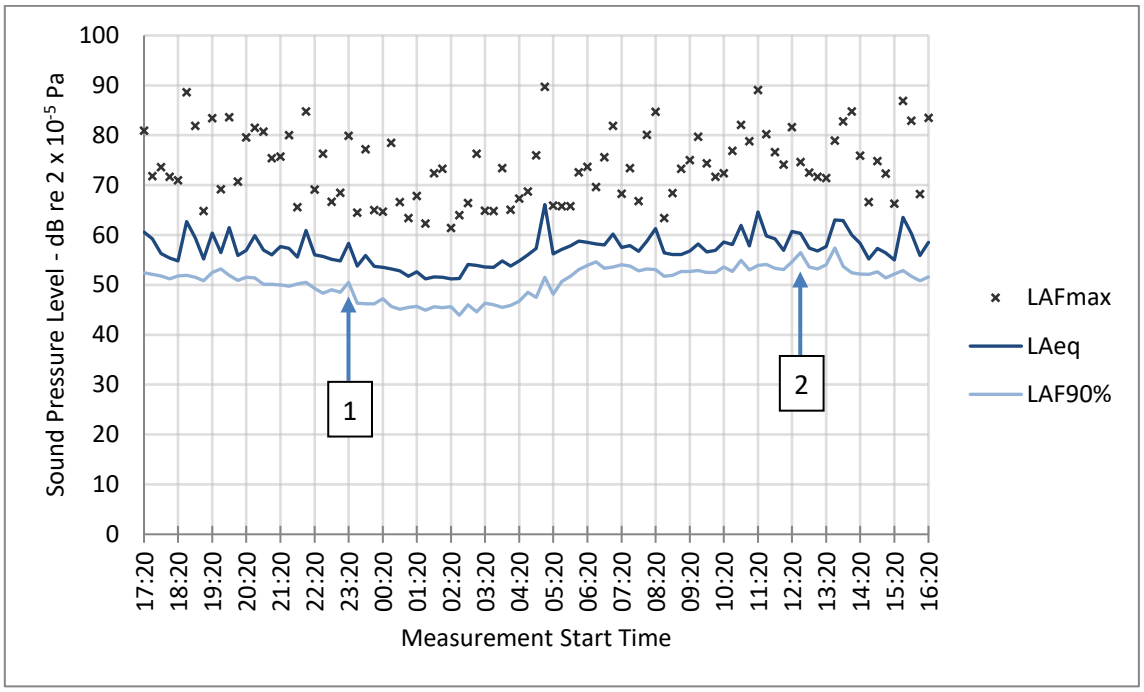


Figure 3: Sound level survey results (MP1) – 24th to 25th February 2025

The frequent peaks in the LAeq data are mirrored by the LA90 measurements. This suggests that the noise source was constant, so this is expected to be showing the impact of mechanical equipment noise as opposed to individual traffic events, which wouldn't typically be reflected in the LA90 data.

The numbered labels on the graph show three of the above mentioned incidents that have been used in this assessment. The details and data for these three events are included in Table 4 below.

Event	Position	Time	Description	Measured sound level
1	Rear facade	23:20-23:35	Level used in nighttime façade assessment	58dB
2	Rear facade	12:20-12:35	Level used in daytime façade assessment	61dB

Table 4: Summary sound level survey results

With only commercial noise impact being considered in the criteria for Permitted Development, an average noise level for the whole day (as is typical for residential planning assessments) gives a lower level than will be present for specific incidents of commercial noise. In this case, the average daytime and nighttime levels are LAeq 59dB and LAeq 57dB respectively.

The legislation does not, and reasonably should not, encompass road traffic noise. Moreover, it is not practical to isolate or assess such noise to determine which vehicle or other movements are

specifically linked to commercial premises. In this instance this includes any noise generated from traffic noise and deliveries to the retained commercial unit on the ground floor.

5. BS 4142:2014+A1:2019 ACOUSTIC ASSESSMENT OF MECHANICAL SERVICES EQUIPMENT

Sound levels include contribution from industrial and commercial sources. As a result, a BS 41412:2104+A1:2019 assessment of mechanical noise has been provided in Table 5 below.

Description	Mechanical Services	Relevant Clause	Commentary
Ambient sound level	LAeq 61dB	7.3.6	Measured sound levels during plant noise event between 12:20 and 12:35
Residual sound level	LAeq 57dB	7.3.3	Measured sound levels after plant event between 12:50 and 13:35
Specific sound level	58dB	7.1 7.3.6	Calculated from the measured ambient and residual sound levels
Background sound level	LA90 46dB	8.1.3 8.3	Representative measured background sound level during the assessment period
Acoustic feature correction	Impulsivity +3dB	9.2	Mechanical equipment often emits a characteristic 'clunk' each time it switches on and as such a +3dB rating correction has been applied to account for these impulsive characteristics.
On time correction	0dB		While during the surveyed period, regular, brief mechanical plant events were measured, variations in weather conditions and equipment condition mean that the equipment could plausible operate for more than an hour at a time.
Rating level	LAr 61dB	9.2	

Description	Mechanical Services	Relevant Clause	Commentary
Excess of rating level over background sound level	**+15dB**	**11**	**Assessment indicates likelihood of adverse impact**

Table 5: BS 4142:2014+A1:2019 Assessment

The initial outcome of the BS 4142 assessment of operational noise emissions from the nearby commercial sources is that, without mitigation, there is a likelihood of adverse impact, depending on the context.

The primary context of this assessment is the development of new residential properties to an area of existing commercial use. In the author's experience the likelihood of adverse impact is reduced in this context compared to the reverse situation of bringing a new noise-generating use to an existing residential dwelling; in situations where a new noise source is introduced, residents notice a change in the acoustic climate, potentially causing a reduction of amenity. However, in this instance residents moving into the new residential flats would not be conditioned to any pre-existing lower levels.

Section 11 of BS 4142:2014 discusses potential aspects which may alter the initial assessment result and advises that:

"*Where the initial estimate of the impact needs to be modified due to the context, take all pertinent factors into consideration, including the following … the sensitivity of the receptor and whether dwellings … will incorporate design measures that secure good internal and/or outdoor acoustic conditions, such as:*

i) Façade insulation treatment;
ii) Ventilation and/or cooling that will reduce the need to have windows open so as to provide rapid or purge ventilation", and;
iii) Acoustic screening.

This confirms that designing the sound insulation performance of façade elements to achieve appropriate internal sound levels is required to mitigate the adverse impact.

An appropriate scheme of façade sound insulation has been developed to ensure external noise intrusion to the dwellings is low.

Criteria for the habitable rooms have been set at a level 5dBA below guideline criteria contained in the ProPG/BS8233:2014. This will adequately mitigate the potential adverse impacts from the existing commercial noise sources. Noise from the sources to inside the new dwellings will be low and will not be detrimental to the amenity of future residents.

It is considered that the above alters the outcome of the BS 4142:2014+A1:2019 assessment such that noise from industrial and commercial noise sources will have a low likelihood of adverse impact.

6. ASSESSMENT OF FAÇADE SOUND INSULATION

A scheme for sound insulation is necessary to ensure sound levels inside rooms of the new residential dwellings are reasonable and comply with the requirements of BS 8233:2014 along with an additional 5dB lower criteria to account for the industrial and commercial noise source characteristics.

A computer model has been set up using the measured sound levels incident on the façades of the development along with anticipated façade elements. The computer model is based on the calculation procedures outlined in BS EN ISO 12354-3:2000 and BS 8233:2014.

Due to the commercial noise source being equipment serving a hotel, it is expected – reflected in the survey results - that this could run for potentially 24 hours a day, unlike most commercial sources.

Confirmation of the acoustic performance of the building envelope elements used in the calculation model is provided in Table 6 below.

Description	Location	Rw (dB)	Rw + C'tr (dB)	Typical Construction
External façade walls	Rear façade of development	52	48	Masonry brick-cavity-block construction
Living Room Windows	Rear façade of development	34	30	Double glazing such as 4-16-6 Thermal Double Glazing
Bedroom Windows	Rear façade of development	46	40	Double glazing such as 10.5-16-12 Laminated Double Glazing

Table 6: Acoustic performance specification for facade elements

Note that the constructions provided are typical and variations on the specification would be acceptable, so long as the installed construction achieved the specified sound insulation performance. It is recommended the glazing supplier submit test data confirming their unit will comply with the specified performance.

6.1. Ventilation Strategy

It is usual to satisfy internal sound level criteria whilst achieving the background ventilation rate defined by Approved Document F of the Building Regulations. It is therefore anticipated that it will be necessary to incorporate an acoustic ventilation scheme into the design such that residents can achieve background ventilation without necessarily needing to open windows.

Values in Table 7 below show a specification schedule of ventilator sound insulation performance for the development, used in the computer model. Note that there are many different passive ventilators including through-wall type and those built into the window frame. If the Dn,e,w performance is not lower than that shown Table 7 then any alternative ventilator may be used. Where a room has windows to two facades it is recommended that ventilators are incorporated into windows/walls on the quieter façade.

Description	Dn,e,w (dB)	Typical Ventilator Type
Acoustic Ventilation	42	Passivent Acoustic Window Vent ALdB 450-40 WS or equivalent

Table 7: Specification for ventilator Element Normalized Level Difference – Dn,e,w (dB)

6.2. Calculated Internal Sound Levels

A copy of acoustic calculations for daytime and night-time noise intrusion into sample rooms is provided in Appendix A. Summary results are confirmed Table 8 below and demonstrate that intrusive sound levels within rooms of the proposed residential units will comply with guidance criteria in BS 8233:2014. As discussed above, a criteria 5dBA more stringent than BS 8233:2014 has been used, to ensure that commercial activity is not detrimental to the amenity of future occupants.

Plot / Room	Description	Calculated Internal Sound Level	Criteria
Bedrooms	Daytime LAeq	27dB	≤ 30dB
	Nighttime LAeq	24dB	≤ 25dB
Living Rooms – 3 Windows	Daytime LAeq	29dB	≤ 30dB
Living Rooms – 2 Windows	Daytime LAeq	28dB	≤ 30dB

Table 8: Summary internal sound levels within sample habitable rooms

6.3. Assessment of Sound Transmission Through Separating Partitions

As discussed in Section 3, the plans allow for the inclusion of a retail shop on the ground floor of the site and there is a low likelihood of adverse impact due to operational noise transmission though the separating partitions from this use to the proposed flats. However, if the commercial unit was changed to a restaurant, still within Use Class E and not requiring planning consent, this would have a higher likelihood of adverse impact.

Allowing for a typical internal sound level in a restaurant on a busy weekend evening of around LAeq 80dB, then separating walls and floors between the commercial and the new residential flats would need to achieve a sound insulation performance of nominally DnT,w + C'tr 50dB to ensure the recommended criteria is achieved.

This is at least 7dB better than the minimum performance standards of the Building Regulations Approved Document E and should ensure a good standard of amenity for future residents of the flats.

It is recommended that this performance standard is controlled through a planning condition and can be verified through tests conducted on the completed structure on site, prior to occupation.

7. CONCLUSION

ACA Acoustics have been commissioned to provide a noise impact assessment at 227 Shepherds Bush Road, London. In accordance with the requirements of the GDPO, the assessment is to be submitted in support of an application for permitted development.

ACA Acoustics have undertaken an external sound level survey. An assessment of noise from industrial and commercial sources has been undertaken.

As such, an acoustic specification for façade insulation elements has been developed to ensure internal sound levels within habitable rooms will be at least 5dBA better than recommended guideline criteria within BS 8233:2014+A1:2019.

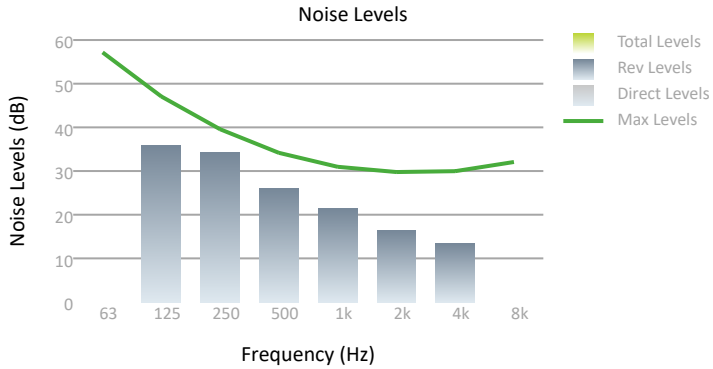
It is the author's opinion that, allowing for an appropriate mitigation strategy as set out in this report, sound intrusion to the proposed residential dwellings should not be detrimental to the amenity of future occupants and the site is suitable for the proposed development and therefore in accordance with the GPDO it is recommended that the application for Prior Approval is granted.

Appendix A

Acoustic Calculations

227 Shepherds Bush Road, London

Reference	Rear LR 3W
Description	3 Window Living Rooms, Floors 1-3
Target Sound Level	35dB(A)
Max Sound Level	40dB(A)
Calculated Sound Level	29.4dB(A)
Calculated Tmf T60 (s)	0.5
Volume (m^3)	56.3



Calculated Internal Sound Levels

Reference	Quantity	Noise Levels (dB)							
		63	125	250	500	1k	2k	4k	8k
Leq, ff (Day)	1	-	35.7	34.2	26.1	21.3	16.4	13.5	-

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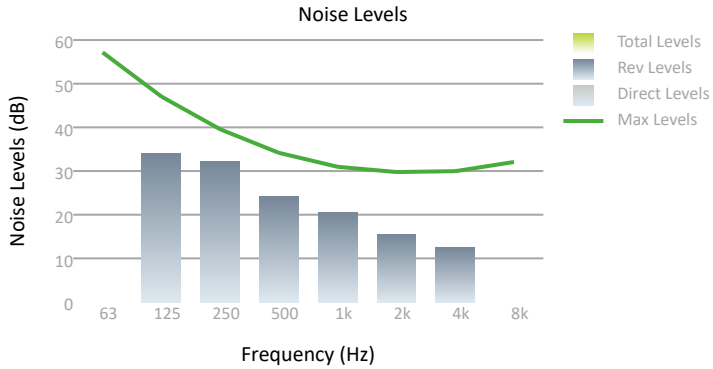
227 Shepherds Bush Road, London

Reference	Rear LR 2W
Description	2 Window Living Rooms, Floors 1-3
Target Sound Level	35dB(A)
Max Sound Level	40dB(A)
Calculated Sound Level	27.7dB(A)
Calculated Tmf T60 (s)	0.5
Volume (m^3)	63.8



Calculated Internal Sound Levels

Reference	Quantity	Noise Levels (dB)							
		63	125	250	500	1k	2k	4k	8k
Leq, ff (Day)	1	-	34.0	32.1	24.1	20.5	15.5	12.4	-

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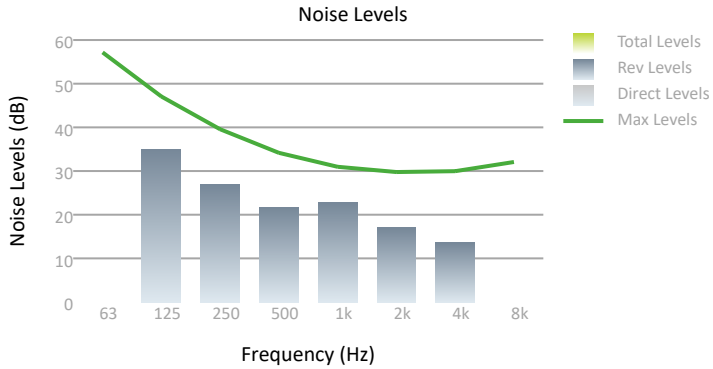
227 Shepherds Bush Road, London

Reference	Rear Bedrooms Day
Description	Rear Bedrooms, Floors 1-3
Target Sound Level	35dB(A)
Max Sound Level	40dB(A)
Calculated Sound Level	27dB(A)
Calculated Tmf T60 (s)	0.45
Volume (m^3)	33



Calculated Internal Sound Levels

Reference	Quantity	Noise Levels (dB)							
		63	125	250	500	1k	2k	4k	8k
Leq, ff (Day)	1	-	35.0	26.9	21.7	22.7	17.0	13.6	-

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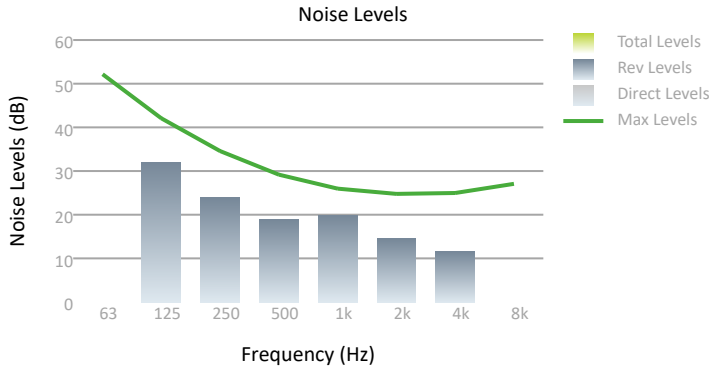
227 Shepherds Bush Road, London

Reference	Rear Bedrooms Night
Description	Rear Bedrooms, Floors 1-3
Target Sound Level	30dB(A)
Max Sound Level	35dB(A)
Calculated Sound Level	24.2dB(A)
Calculated Tmf T60 (s)	0.45
Volume (m^3)	33



Calculated Internal Sound Levels

Reference	Quantity	Noise Levels (dB)							
		63	125	250	500	1k	2k	4k	8k
Leq, ff (Night)	1	-	32.0	23.9	18.9	19.8	14.5	11.6	-

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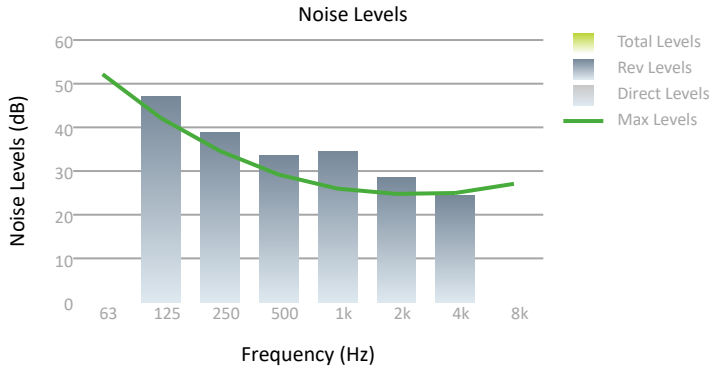
227 Shepherds Bush Road, London

Reference	Rear Bedrooms LAFmax
Description	Rear Bedrooms, Floors 1-3
Target Sound Level	30dB(A)
Max Sound Level	35dB(A)
Calculated Sound Level	38.8dB(A)
Calculated Tmf T60 (s)	0.45
Volume (m^3)	33



Calculated Internal Sound Levels

Reference	Quantity	Noise Levels (dB)							
		63	125	250	500	1k	2k	4k	8k
Lmax, ff (Night)	1	-	47.0	38.8	33.5	34.6	28.5	24.4	-

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Calculation Sheet

Room Reference - Daytime Leq

		Octave Band Centre Frequency (Hz)								
		63	125	250	500	1k	2k	4k	8k	
Sound Level at Facade (Daytime Leq)										
Source dBA	**61.0**									
Octave Band Frequencies										
Leq,ff		**65.0**	**63.0**	**59.0**	**57.0**	**57.0**	**53.0**	**48.0**	**42.0**	**Row A**
Facade Wall Element										
		-40.3	*-43.3*	*-47.3*	*-47.3*	*-56.3*	*-60.3*	*-62.3*	*-67.3*	
Facade Glazed Element										
		-	*-36.9*	*-43.9*	*-52.9*	*-52.9*	*-58.9*	*-72.9*	*-*	
Ventilators										
		-33.4	*-35.4*	*-38.4*	*-41.4*	*-39.4*	*-41.4*	*-40.4*	*-41.4*	
Cumulative Lp										
Result		**-**	**30.3**	**22.2**	**17.0**	**18.0**	**12.3**	**8.9**	**-**	
ISO 12354-3 Lfs Correction										
		-	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*-*	
Room Corrections										
		-	*4.7*	*4.7*	*4.7*	*4.7*	*4.7*	*4.7*	*-*	
Internal Receiver Noise										
Internal Receiver Noise - Rear Bedrooms Day **Reverberant Field, LPrev:**		**-**	**35.0**	**26.9**	**21.7**	**22.7**	**17.0**	**13.6**	**-**	

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Calculation Sheet

Room Reference - Leq

		Octave Band Centre Frequency (Hz)								
		63	125	250	500	1k	2k	4k	8k	
Sound Level at Facade (Nighttime Leq)										
Source dBA	**58.0**									
Octave Band Frequencies										
Leq,ff		**62.0**	**60.0**	**56.0**	**54.0**	**54.0**	**50.0**	**45.0**	**39.0**	**Row A**
Facade Wall Element										
		-40.3	*-43.3*	*-47.3*	*-47.3*	*-56.3*	*-60.3*	*-62.3*	*-67.3*	
Facade Glazed Element										
		-	*-36.9*	*-43.9*	*-52.9*	*-52.9*	*-58.9*	*-72.9*	*-*	
Ventilators										
		-33.4	*-35.4*	*-38.4*	*-41.4*	*-39.4*	*-41.4*	*-40.4*	*-41.4*	
Cumulative Lp										
Result		**-**	**27.4**	**19.2**	**14.2**	**15.1**	**9.8**	**6.9**	**-**	
ISO 12354-3 Lfs Correction										
		-	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*-*	
Room Corrections										
		-	*4.7*	*4.7*	*4.7*	*4.7*	*4.7*	*4.7*	*-*	
Internal Receiver Noise										
Internal Receiver Noise - Rear Bedrooms Night **Reverberant Field, LPrev:**		**-**	**32.0**	**23.9**	**18.9**	**19.8**	**14.5**	**11.6**	**-**	

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Calculation Sheet

Room Reference - Lmax

		Octave Band Centre Frequency (Hz)								
		63	125	250	500	1k	2k	4k	8k	
Sound Level at Facade (Nighttime Lmax)										
Source dBA	**73.0**									
Octave Band Frequencies										
Leq,ff		**77.0**	**75.0**	**71.0**	**69.0**	**69.0**	**65.0**	**60.0**	**54.0**	**Row A**
Facade Wall Element										
		-40.3	*-43.3*	*-47.3*	*-47.3*	*-56.3*	*-60.3*	*-62.3*	*-67.3*	
Facade Glazed Element										
		-	*-36.9*	*-43.9*	*-52.9*	*-52.9*	*-58.9*	*-72.9*	*-*	
Ventilators										
		-33.4	*-35.4*	*-38.4*	*-41.4*	*-39.4*	*-41.4*	*-40.4*	*-41.4*	
Cumulative Lp										
Result		**-**	**42.3**	**34.1**	**28.8**	**29.9**	**23.8**	**19.7**	**-**	
ISO 12354-3 Lfs Correction										
		-	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*-*	
Room Corrections										
		-	*4.7*	*4.7*	*4.7*	*4.7*	*4.7*	*4.7*	*-*	
Internal Receiver Noise										
Internal Receiver Noise - Rear Bedrooms LAFmax **Reverberant Field, LPrev:**		**-**	**47.0**	**38.8**	**33.5**	**34.6**	**28.5**	**24.4**	**-**	

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Calculation Sheet

Room Reference - Daytime Leq

		Octave Band Centre Frequency (Hz)								
		63	125	250	500	1k	2k	4k	8k	
Sound Level at Facade										
Source dBA	**61.0**									
Octave Band Frequencies										
Leq,ff		**65.0**	**63.0**	**59.0**	**57.0**	**57.0**	**53.0**	**48.0**	**42.0**	**Row A**
Facade Wall Element										
		-42.6	*-45.6*	*-49.6*	*-49.6*	*-58.6*	*-62.6*	*-64.6*	*-69.6*	
Facade Glazed Element										
		-	*-36.2*	*-32.2*	*-39.2*	*-53.2*	*-52.2*	*-54.2*	*-*	
Ventilators										
		-37.5	*-39.5*	*-42.5*	*-45.5*	*-43.5*	*-45.5*	*-44.5*	*-45.5*	
Cumulative Lp										
Result		**-**	**28.8**	**27.3**	**19.1**	**14.4**	**9.5**	**6.5**	**-**	
ISO 12354-3 Lfs Correction										
		-	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*-*	
Room Corrections										
		-	*7.0*	*7.0*	*7.0*	*7.0*	*7.0*	*7.0*	*-*	
Internal Receiver Noise										
Internal Receiver Noise - Rear LR 3W										
Reverberant Field, LPrev:		**-**	**35.7**	**34.2**	**26.1**	**21.3**	**16.4**	**13.5**	**-**	

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Calculation Sheet

Room Reference - Daytime Leq

		Octave Band Centre Frequency (Hz)								
		63	125	250	500	1k	2k	4k	8k	
Sound Level at Facade										
Source dBA	**61.0**									
Octave Band Frequencies										
Leq,ff		**65.0**	**63.0**	**59.0**	**57.0**	**57.0**	**53.0**	**48.0**	**42.0**	**Row A**
Facade Wall Element										
		-44.3	*-47.3*	*-51.3*	*-51.3*	*-60.3*	*-64.3*	*-66.3*	*-71.3*	
Facade Glazed Element										
		-	*-37.0*	*-33.0*	*-40.0*	*-54.0*	*-53.0*	*-55.0*	*-*	
Ventilators										
		-36.6	*-38.6*	*-41.6*	*-44.6*	*-42.6*	*-44.6*	*-43.6*	*-44.6*	
Cumulative Lp										
Result		**-**	**28.5**	**26.6**	**18.6**	**15.0**	**10.0**	**7.0**	**-**	
ISO 12354-3 Lfs Correction										
		-	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*-*	
Room Corrections										
		-	*5.5*	*5.5*	*5.5*	*5.5*	*5.5*	*5.5*	*-*	
Internal Receiver Noise										
Internal Receiver Noise - Rear LR 2W										
Reverberant Field, LPrev:		**-**	**34.0**	**32.1**	**24.1**	**20.5**	**15.5**	**12.4**	**-**	

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227 SBR Ltd

227 SHEPHERDS BUSH ROAD, LONDON

Phase 1 Contaminated Land Assessment (Class MA Conversion)

Revision A

Volume 1 of 3

Independent, multidisciplinary engineering and environmental consultants

227 SHEPHERDS BUSH ROAD, LONDON

Phase 1 Contaminated Land Assessment

(Class MA Conversion)

Document Reference: CB/CC/P25-3477/01 Rev A

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DOCUMENT AND QUALITY CONTROL

Revision/Date	Writer	Approver	Nature of Revision
Final Issue April 2025	Colin Buchanan BSc (Hons), FGS	Andrew Warren MSc (Hons), FGS	
Revision A 14/04/2025	Colin Buchanan BSc (Hons), FGS	Andrew Warren MSc (Hons), FGS	Updated to include final architect drawings

CONTENTS

1.0 INTRODUCTION
2.0 SOURCES OF INFORMATION
3.0 SITE LOCATION AND DESCRIPTION
4.0 ENVIRONMENTAL SETTING
5.0 SITE HISTORY
6.0 REVIEW OF ENVIRONMENTAL INFORMATION
7.0 PRELIMINARY RISK ASSESSMENT
8.0 CONCLUSIONS & RECOMMENDATIONS
9.0 CONSTRAINTS AND LIMITATIONS
10.0 REFERENCES

FIGURES
1.1 Proposed Development (Ground Floor) Layout
1.2 Proposed Development (First to Third Floors) Layout
3.1 Site Location Plan
3.2 Existing Site Layout Plan
3.3 Surrounding Layout Plan
4.1 Public Health England Radon Map of UK

TABLES
2.1 Key Information Sources
4.1 Mining and Potential Ground Stability Hazards
5.1 Historical Site Uses
6.1 Publicly Recorded Information
7.1 Preliminary Risk Assessment

APPENDICES
A. Site Photographs
B. Groundsure Insight Report
C. Historical Ordnance Survey Mapping
D. LBHF Environmental Search Report
E. Asbestos Reinspection Survey and Asbestos Management Plan
F. Risk Assessment Classification

1.0 INTRODUCTION

Brief

1.1 Create Consulting Engineers Ltd has been commissioned by 227 SBR Ltd (the 'Client') to provide a Phase 1 Contaminated Land Assessment to support a Prior Approval application for the conversion of 227 Shepherds Bush Road, London, W6 7AS (the 'Site') for residential end use.

Project Context

1.2 The proposed development will comprise the following:

Class MA Conversion: Prior Approval application for the conversion of part of the ground floorspace and the upper three storeys at the application site to create 22no. self-contained residential units under Schedule 2, Part 3, Class MA of the GPDO 2015.

1.3 The proposed layout of the development Site (ground floor) is illustrated in Figure 1.1 below.

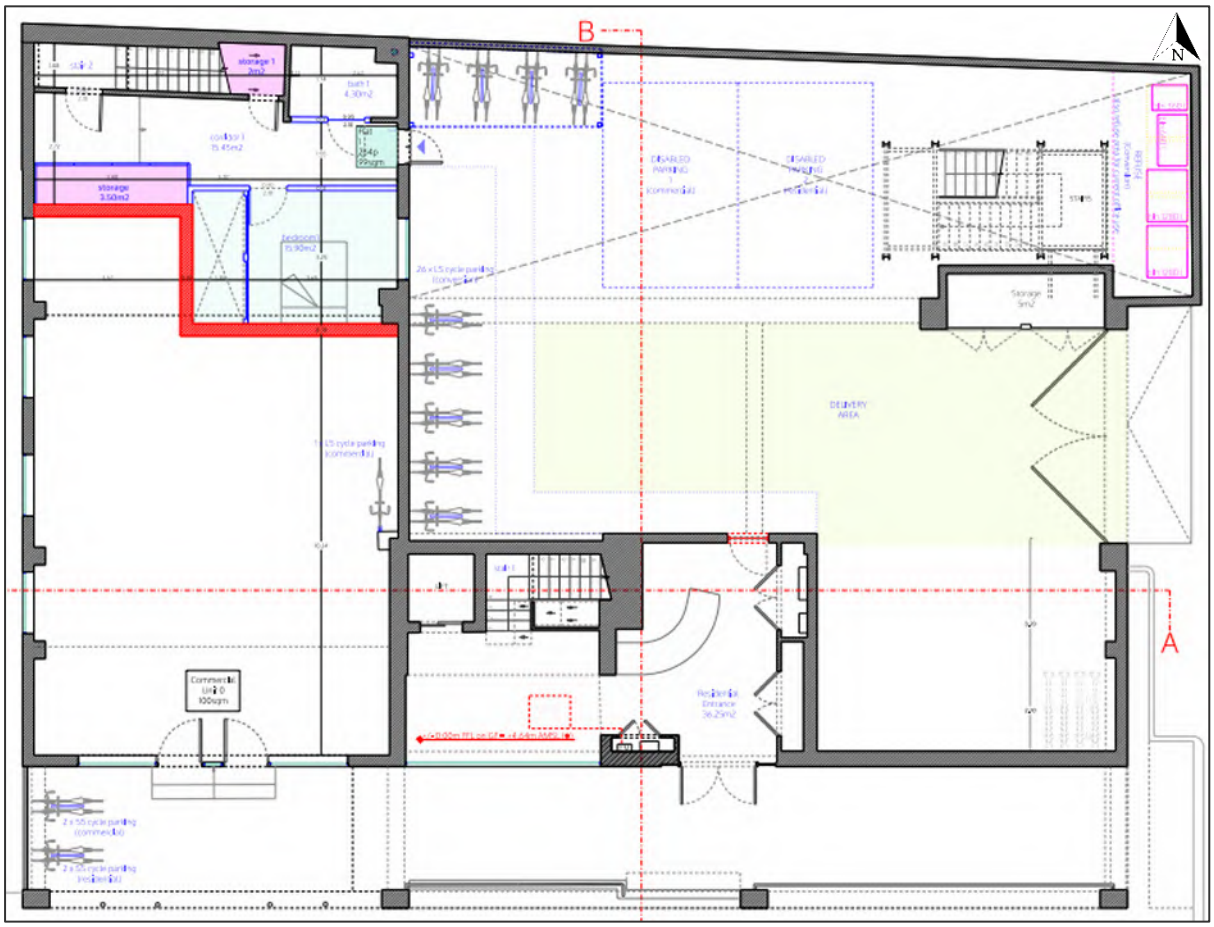


Figure 1.1: Proposed Development (Ground Floor) Layout

1.4 The proposed layout of the development Site (first to third floors) is illustrated in Figure 1.2 below.

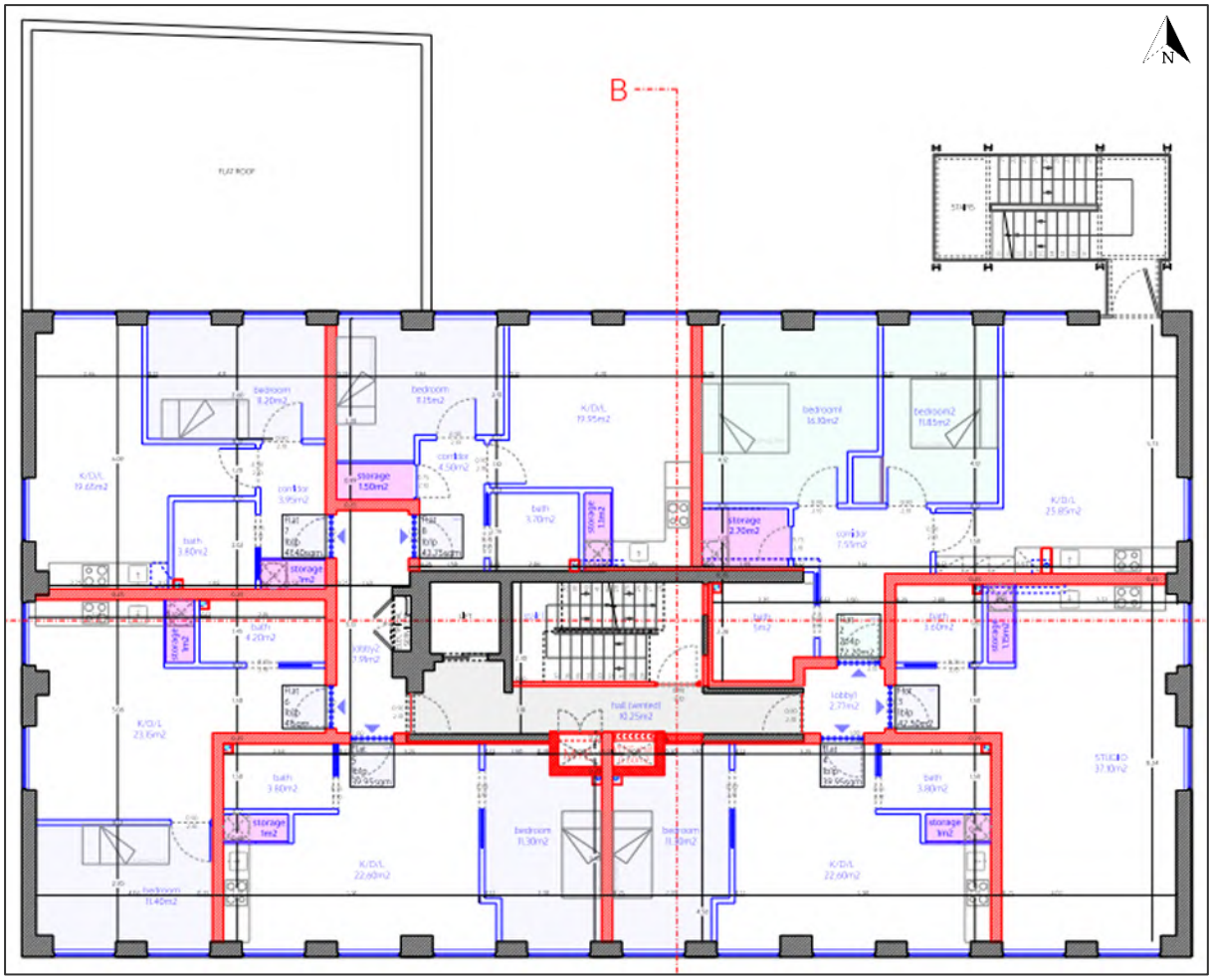


Figure 1.2: Proposed Development (First to Third Floors) Layout

Objective

1.5 To undertake a Contaminated Land Preliminary Risk Assessment (PRA) comprising a desk study review of existing information relating to the Site and surrounding area to assess the potential for the presence of contamination and/or development constraints associated with the Site.

1.6 This assessment will be undertaken in accordance with best practice and planning guidance such as that set out in the National Planning Policy Framework (2025) and the Environment Agency's Land Contamination Risk Management guidance (2023).

Scope of Works

1.7 The scope of works for this study comprises a review of the following information sources:

- British Geological Survey online mapping data,
- Environment Agency online mapping data,
- Groundsure Insight report (Appendix B),
- Available historical Ordnance Survey mapping (Appendix C),
- London Borough of Hammersmith & Fulham Environmental Search Report (Appendix D),
- Asbestos Survey Report (Appendix E),

- Preliminary Unexploded Ordnance (UXO) Risk Assessment,
- Web searches related to the site and surrounding area, and
- Google Earth imagery.

1.8 A Conceptual Site Model (CSM) will then be developed based on the findings of the Preliminary Risk Assessment in the context of the proposed development using the source-pathway-receptor approach.

1.9 A Site reconnaissance survey was undertaken to assess the Site condition and surrounding land uses, and a photographic record is provided in Appendix A.

2.0 SOURCES OF INFORMATION

2.1 The information contained in this report is based on a review of readily available information pertaining to the Site.

Records Review

2.2 Key reports, drawings and accessed websites pertaining to this assessment are detailed in Table 2.1 below.

Document/Website	Author/Publisher	Date
Flood Maps, Groundwater Mapping, landfill Sites, pollution incidents, reservoir flood map and nitrate vulnerable zones – https://flood-map-for-planning.service.gov.uk/	UK Government	Accessed March 2025
BGS Geology of Britain Viewer - https://mapapps.bgs.ac.uk/geologyofbritain	British Geological Survey	Accessed March 2025
BGS Geoindex – Geology and borehole records - www.bgs.ac.uk/geoindex	British Geological Survey	Accessed March 2025
Public Health England Radon Map of UK (UKRadon.org, 2019)	Public Health England	Accessed March 2025
Proposed Ground & First Floor Plans Ref: SHE_P01c12 & SHE_P03c12	spaceAgent	08 April 2025
UXO Risk Maps	Zetica	Accessed March 2025
Groundsure Insight Report (Ref: GS- Q68-ZHL-RKQ-O37)	Groundsure Ltd	25 March 2025
Historical Ordnance Survey Mapping (Ref: GS-ANV-42F-W99-EJD)	Groundsure Ltd	25 March 2025
Environmental Search Report	*LBHF*	*April 2025*
Asbestos Reinspection Survey (with Material Assessment and Priority Assessment) Ref: J027655	Spectra	24/02/25
Asbestos Management Plan	Needspace	June 2024
Google Maps & Google Earth	Google	Accessed March 2025

Table 2.1: Key Information Sources

Site Visit

2.3 A Site Walkover Survey was undertaken on 27 March 2025.

3.0 SITE LOCATION AND DESCRIPTION

Site Location

3.1 The Site is located in the centre of Hammersmith, approximately 100m north of Hammersmith Tube Station. The Site is centred at National Grid reference 523411, 178758.

3.2 The approximate location of the Site is illustrated in Figure 3.1 below:

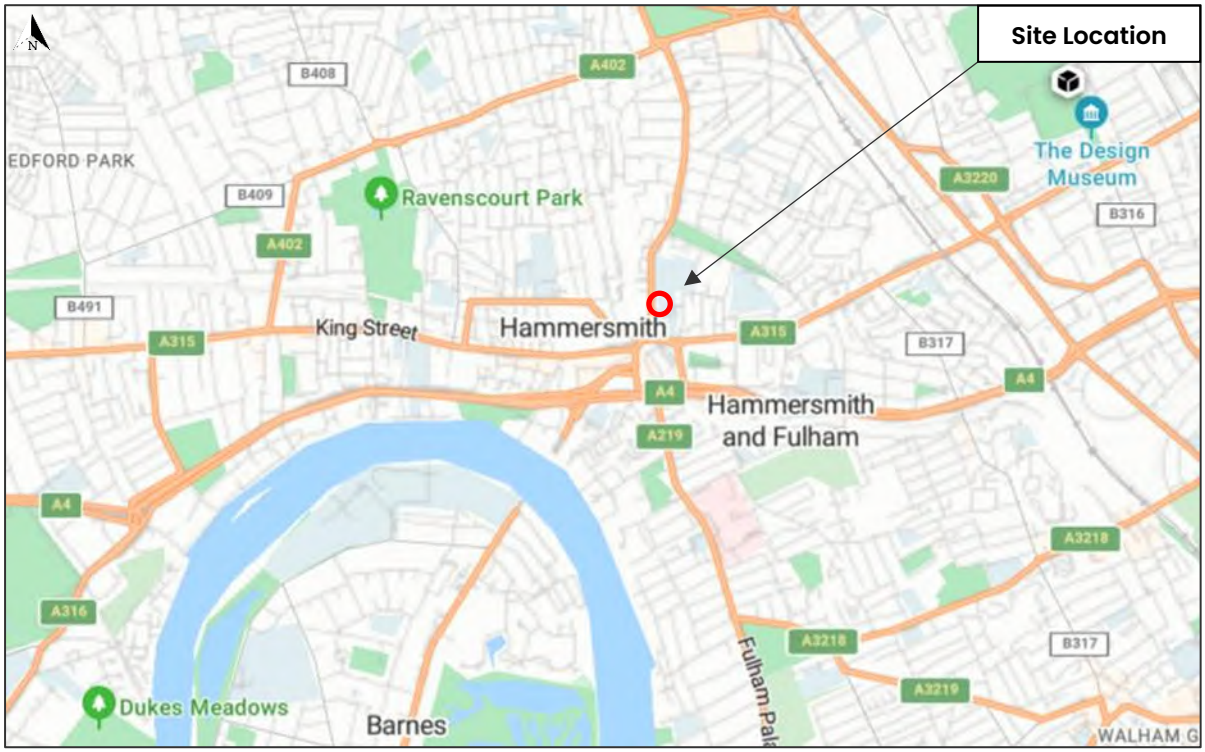


Figure 3.1: Site Location Plan

Site Description

3.3 A Site Walkover Survey was undertaken on 27 March 2025, as detailed in the following paragraphs and photographs taken during the survey are presented in Appendix A.

3.4 The Site comprised a rectangular parcel of land located to the east of Shepherds Bush Road and occupied by a single four-storey office building (Photo 1, Appendix A). To the front of the Site, there is an undercroft pedestrian walkaway (Photo 2, Appendix A), adjacent to Shepherds Bush Road, to the south there is a pedestrian access with shared vehicle to the rear car park (Photo 3, Appendix A) and to the north a further shared (pedestrian) access (Photo 4, Appendix A)

3.5 The ground floor of the building comprises a central reception area (Photo 5, Appendix A) with stair and lift access to the upper floor offices (Photo 6, Appendix A) and a services cupboard (Photo 7, Appendix A). The northern part of the ground floor is occupied by a large meeting room (Photo 8, Appendix A) with toilet facilities, back stairs to the upper floors and a fire escape to the rear car park. The northern part of the office is currently used for general storage (Photo 9, Appendix A). The south and south east area of the Site is occupied by an undercroft car park (Photos 10 & 11, Appendix A) with

a waste storage area, external fire escape stair and bike storage in the southeast corner (Photo 12, Appendix A).

3.6 The upper floors are understood to be occupied by a number of businesses and used as office space with shared facilities, although this was not accessible during the site walkover survey.

3.7 There was no evidence of any mobile contaminants stored or used on the Site.

3.8 The existing ground floor layout of the Site is illustrated in Figure 3.2 below.

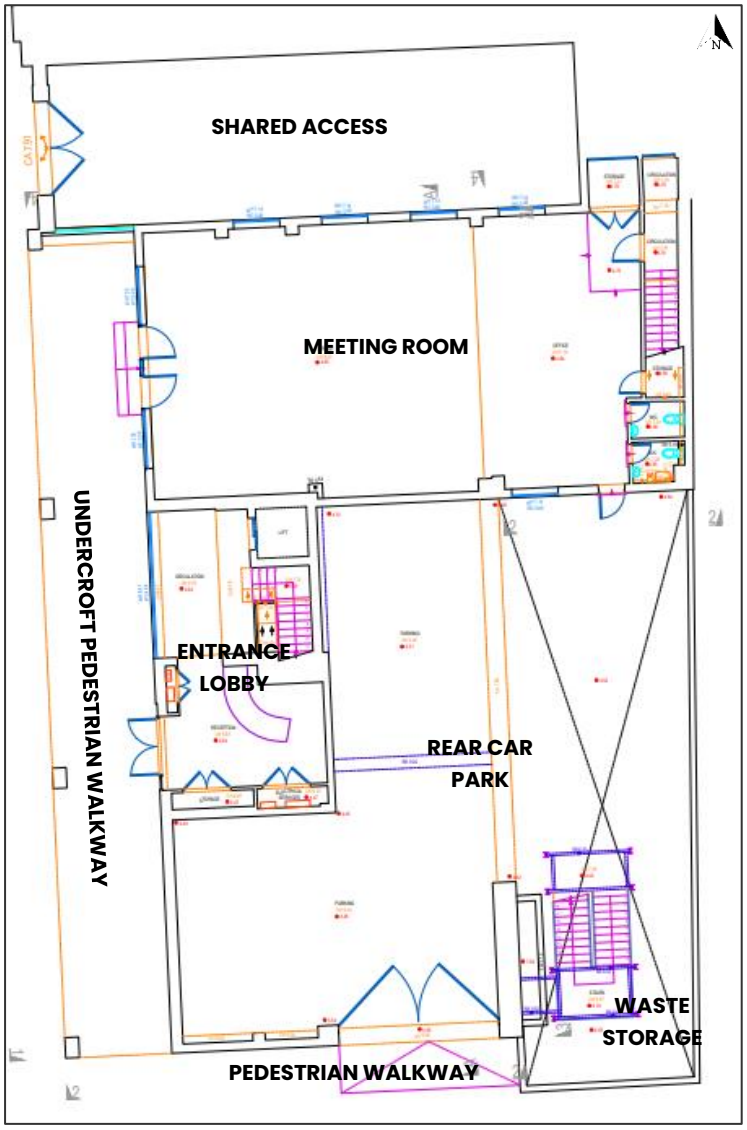


Figure 3.2: Existing Site Layout (Simpson Haugh, 2024)

Surrounding Land Use

3.9 The Site is located in a commercial area with a restaurant (ground floor) with hotel above to the south (Photos 13 & 14, Appendix A), a library to the north (Photo 16, Appendix A) and school buildings and grounds to the east (Photo 15, Appendix A). To the west of the Site is Shepherds Bush Road with further retail and commercial buildings beyond.

Figure 3.3: Surrounding Site Layout (Google Earth Imagery)

4.0 ENVIRONMENTAL SETTING

Geology

4.1 According to the British Geological Survey (BGS) 1:50,000 Digital Map of Great Britain, the Site is directly underlain by Kempton Park Gravel superficial deposits over Londo Clay Formation bedrock.

4.2 Local BGS borehole records to the east, west and south of the Site confirm the local ground conditions to comprise sand and gravel depots below any Made Grod present to c. 9 metres depth over stiff grey clay of the London Clay Formation.

4.3 The Groundsure Insight report (Appendix B) provides data on coal and non-coal mining areas and potential ground stability hazards for the UK that may affect the site. The mining and potential ground stability hazards identified in the Groundsure report are summarised in Table 4.1, below.

Details	On-site	Risk
Coal Mining Affected Area	No	No Hazard
Non-Coal Mining Affected Area	No	No Hazard
Brine affected Areas	No	No Hazard
Potential for Collapsible Ground Stability Hazards	Yes	Very Low
Potential for Compressible Ground Stability Hazards	No	Negligible
Potential for Ground Solution Stability Hazards	No	Negligible
Potential for Landslide Ground Stability Hazards	Yes	Very low
Potential for Running Sand Ground Stability Hazards	Yes	Very Low
Potential for Shrinking or Swelling Clay Ground Stability Hazards	No	Negligible

Table 4.1: Mining and Potential Ground Stability Hazards

Hydrogeology

4.4 The Kempton Park Gravel superficial deposits are classified as a Secondary A Aquifer, with permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers.

4.5 The underlying London Clay Formation is classified as Unproductive with negligible significance for water supply or river base flow

4.6 According to the Environment Agency, the Site is not located within a designated groundwater source protection zone with no active potable groundwater abstractions within 1km of the Site.

Hydrology

4.7 There are no water features on or within 500m of the Site. According to the environmental database report, the closest water feature is the River Thames located approximately 750m to the southwest of the Site.

4.8 There are no current surface water abstraction licences within 2kms of the Site.

Radon

4.9 Reference has been made to the Public Health England UK maps of radon and the environmental database report, both of which characterise the Site as being within a lower probability area, where less than 1% of homes are estimated to be at or above the action level (see Figure 4.1 below).

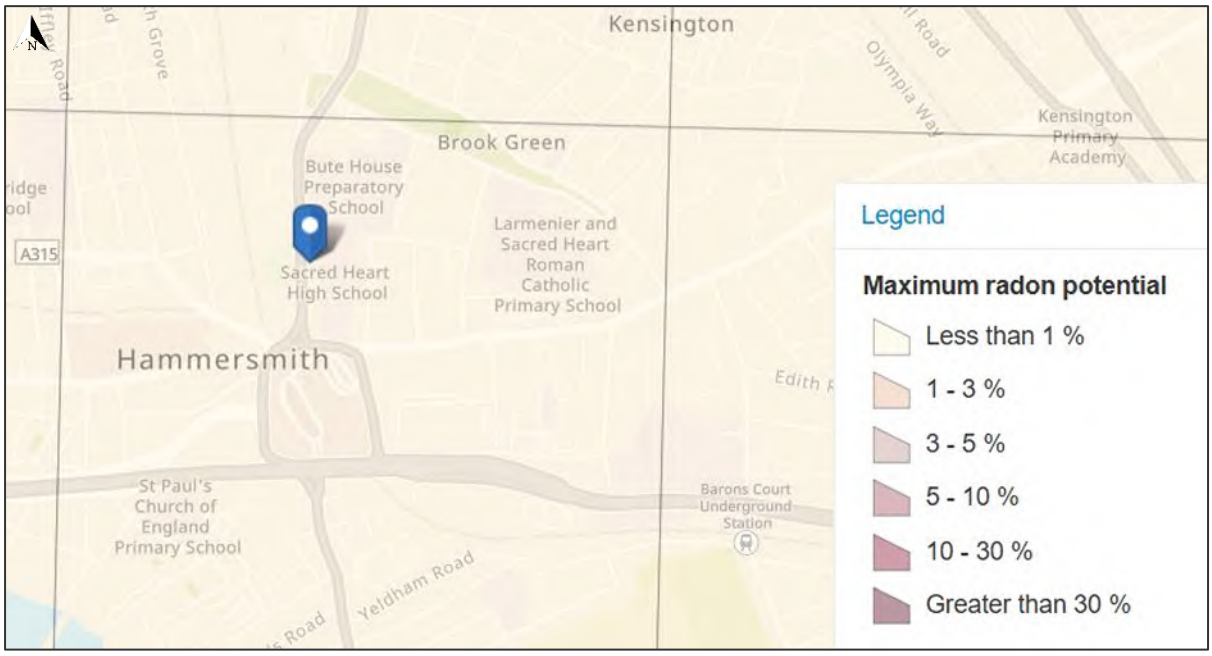


Figure 4.1: Public Health England Radon Map of UK (Source: UK Radon Maps, 2025)

4.10 Therefore, it can be considered that radon protective measures would not be required in the construction of new dwellings or extensions on this Site.

Ecology

4.11 According to data from the Groundsure report, there are no Sites of Special Scientific Interest (SSSI), Nature Reserves, Special Areas of Conservation (SAC), Special Protection Areas (SPA), Areas if Natural Outstanding Beauty (AONB) or any other environmental designations within 500m of the Site.

4.12 The Site does not fall within a Nitrite Vulnerable Zone.

Sensitivity

4.13 The sensitivity of each of the identified receptors is rated depending upon the environmental setting of the Site, the likelihood for pollutant linkages to be present and potential consequence of those potential pollutant linkages. The assessment approach adopted is based on guidance set out in the *Guidance for the Safe Development of Housing on Land Affected by Contamination* (R&D Publication 66, 2008).

4.14 The Site sensitivity with regards to groundwater can be classified as **L1 (Low)** being a *minor aquifer but with no apparent use and low vulnerability*.

4.15 The Site sensitivity to surface water is designated as **L2 (Very Low)** with no local water courses.

5.0 SITE HISTORY

5.1 The history of the Site has been assessed by reviewing available Ordnance Survey historical mapping and aerial images. The historical plans which have been reviewed comprised only readily available records and may be limited; however, the information available to date indicates that additional searches are unlikely to add to our understanding of the Site.

5.2 The historical development of the Sites is summarised in Table 5.1 below and historical ordnance survey mapping is included in Appendix C.

Survey date and source	Detail
1867 (1:1,056)	The Site was surveyed as occupied by a series of terraced buildings fronting onto Brookgreen Lane (to the west) with rear courtyards/gardens and buildings to the rear. The central building was identified as *Public House* with side access/ courtyard and small outbuildings. Further terraced buildings were surveyed to the north and south fronting onto Brookgreen Lane with a *Fire Engine Station* 90m to the south. Ornamental gardens were surveyed to the east with a small *Burial Ground* 70m to southeast. To the west was Brookgreen Lane with large commercial buildings beyond and *Hammersmith Statin/Railway Line/Engine Shed* beyond (75m to west). Further terraced buildings fronting onto Brookgreen Lane were surveyed to the northwest and southwest.
1871 (1:2,500)	No significant changes surveyed to Site or surrounding land.
1896 (1:1,056 & 1:2,500)	No significant changes surveyed to Site. The Site to the east was surveyed as a *Convent* with a new building occupying the southern area (50m to southeast) and the area to adjacent to the Site surveyed as undeveloped grounds. *Fire Station* has been moved and surveyed to be 50m to southeast. *Coal Depot* surveyed 110m to west.
1896 (1:2,500)	The Site surveyed as undeveloped except a small (remnant?) building in northwest corner. The area adjacent to the south was also survey as undeveloped with a *Town Hall* surveyed 50m to the south. The site to the north now surveyed as a large building (*Library*). The large building to the west now surveyed as *Skating Rink*.
1920 / 1933 (1:10,560)	The Site remains surveyed as 'undeveloped' alongside the area to the south. No other significant changes were surveyed to surrounding area.
1952 (1:1,250)	Site surveyed a large building with central access from Brook Green Road and surveyed as *Broadway Congregational Hall/Church*. The site to the south was surveyed as *Car Park* with *The Tower* beyond. *Library* still surveyed to the north and a further building and grounds associated with the *Covent of the Sacred Heart* is adjacent to the east. To the west *Hammersmith Palais/Dance Hall* now surveyed 40m to the west with a *Police Station* 40m to the northwest.

Survey date and source	Detail
1968 (1:1,250)	No changes surveyed to Site. The road to the west now surveyed as *Shepherds Bush Road*. The site to the south now surveyed as *The Tower (229 to 243)* with undeveloped land beyond. The coal depot to the southwest now surveyed as *Car Park*.
1970 (1:2,500)	No changes surveyed to Site The Tower site to south surveyed as extended to the south. No further significant changes surveyed.
1980 (1:2,500)	Site redeveloped and surveyed as present-day building. No significant changes to surrounding area shown.
1999 Aerial Image	Site shown as existing building and no significant changes to surrounding area shown.
2003 (1:1,250)	No changes surveyed to Site or surrounding area.
2025 Aerial Image / 1:10,000	No significant changes shown to Site or surrounding area.

Table 5.1: Historical Site Uses

Unexploded Ordnance (UXO)

5.3 A basic historical bomb record search was undertaken in the vicinity of the Site and this is illustrated in Figure 5.1 below.

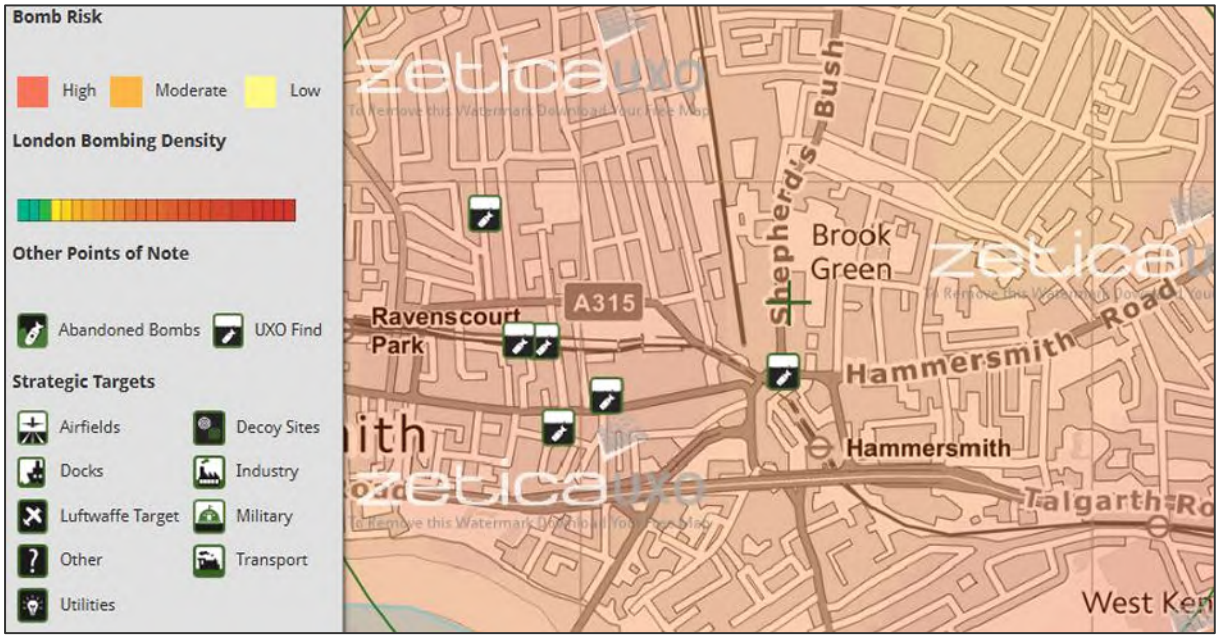


Figure 5.1: Unexploded Ordnance Risk Map (Source: Zetica Risk Maps)

5.4 This assessment should only be used as an indication of the possible presence of UXO in the area and should not be used as a definitive guide as to the presence or absence of UXO. The preliminary assessment indicates that there is a moderate to high probability of UXO being present on the Site with several UXO finds identified in the area including c. 100m to the south.

6.0 ENVIRONMENTAL INFORMATION

Publicly Available Information

6.1 Information on potentially significant environmental issues and controls at the Site and surrounding area may be held on public records by regulatory authorities. This information was sourced directly from the regulatory authorities and from the environmental database reports.

6.2 The environmental database reports are provided in Appendix B and a summary is provided in Table 6.1 below:

Public Record	On Site/ Off Site	Features
Landfill & Waste Sites (Local Authority & British Geological Survey)	On Site	There is no evidence of current or historical landfills, or waste treatment, transfer or disposal Sites identified within the Site boundary.
	Off Site	There is no evidence of current or historical landfills, or waste treatment, transfer or disposal sites identified within 500m of the Site.
Local Authority Searches	On Site	No historical or current industrial land uses identified on the Site.
	Off Site	Historical industrial sites located within 100m of Site included: • Fire Station 28m to southwest (1958-1967), • Police Station 28m to northwest (1967-1987), • Tanks 31m to northeast (1896) & 95m to east (1967-1994), • Electricity substations 51m to southwest (1950-1995), • Railway Sidings 60m to west (1919-1987), • Pit 71m to southwest (1919-1933), and • Hospital 94m to east (1958). Recent industrial uses located within 100m of Site included: • Electricity substation 55m to south**.**
Environmental Permits (Environment Agency & Local Authority)	On Site	There are no records of any environmental permits or licenses within the Site boundary.
	Off Site	There are no records of any environmental permits or licenses within the Site boundary or within 250m of the Site, except: • Radioactive Authorisations 43m to south and 89m to southeast;

Table 6.1: Publicly Recorded Information

London Borough of Hammersmith & Fulham (LBHF) Environmental Search Report

6.3 *An Environmental Search Report has been requested from LBHF and is currently being prepared.*

6.4 *On receipt, a summary of the findings will be presented in this report and a copy of the report included in Appendix D.*

Asbestos Reinspection Survey (February 2025)

6.5 An Asbestos Reinspection Survey was undertaken on 227 Shepherds Bush Road in February 2025 (Ref: J027655) by Spectra Analysis Services and this report is provided in Appendix E.

6.6 The purpose of this survey was to re-inspect all known or presumed Asbestos containing materials (ACMs) and assess their condition and the results of the survey are surmised below:

- Cement brake pads containing Chrysotile Gaskets to pipework, with recommended action of 'monitor and manage'.

Asbestos Management Plan (June 2024)

6.7 An Asbestos Management Plan was prepared by Needspace for the Site in June 2024 and based on the findings of an Asbestos Reinspection Survey conducted in September 2023 (and reviewed annually).

6.8 The plan detailed the strongly suspected ACM results (Lift Motor Brake Pads) and with the action of 'label, manage and monitor' and lift machine will need to be fully isolated before pads can be identified.

7.0 PRELIMINARY RISK ASSESSMENT

7.1 In accordance with guidance outlined by DEFRA and the Environment Agency's Land Contamination Risk Management (LCRM) guidance (2023), a Preliminary Risk Assessment (PRA) has been formulated for each of the Sites. A preliminary Conceptual Site Model (CSM) has been developed using potential source-pathway-receptor linkages using a combination of the likelihood of a pollution event to occur, taking account of the presence of a hazard (or source) and integrity of a pathway, versus the consequence of a pollution occurrence, which is essentially a measure of the severity of a hazard to an identified receptor (such as future sensitive end-users).

7.2 The presence of contamination (as a potential hazard) does not necessarily mean that there is a risk. It is the exposure pathway and the quantity of contamination that reaches the receptor which may determine the effect on a receptor.

7.3 The risk classification for both likelihood and consequence is based on methodology presented in Contaminated Land Risk Assessment, A Guide to Good Practice (CIRIA C552, 2001) and has been developed from procedures outlined in the EA's LCRM guidance. The DETR, with the EA and Institute of Environment & Health, has also published guidance on risk assessment (Guidelines for Environmental Risk Assessment and Management). The guidance states that the designation of risk is based upon a consideration of both:

- The magnitude of the potential consequence (severity) of risk occurring which takes into account both potential severity of the hazard and sensitivity of the receptor; and
- The likelihood of an event occurring (probability) which takes into account both the presence of the hazard and receptor and the integrity of the pathway.

7.4 The magnitude of consequence (severity) and likelihood (probability) is defined in the CIRIA guidance, together with examples. The two classifications are then compared to obtain an estimation of risk for each pollution linkage, ranging from "very high risk" to "very low risk" (Appendix F). A description of the risks and likely actions are as follows:

Very High Risk: There is a high probability that severe harm could arise to a designated receptor from an identified hazard, or there is evidence that severe harm to a designated receptor is currently happening.

If this risk is realised, it is likely to result in significant environmental and financial liability to current and/or future Site owners/occupiers. Urgent investigation (if not already undertaken) and remediation is likely to be required.

High Risk: Harm is likely to arise to a designated receptor from an identified hazard.
If risk is realised, it is likely to present a sizeable environmental and financial liability to current and/or future Site owners/occupiers. Urgent investigation is required and remediation work may be necessary in the short term and likely over the longer term.

Moderate Risk: It is possible that harm could arise to a designated receptor from an identified hazard. However, it is either relatively unlikely that any such

harm would be severe, or if any harm were to occur it is more likely the harm would be relatively mild.

Investigation is normally required to clarify the risk and determine the potential environmental liability. Some remedial works may be required over the longer term.

Low Risk: It is possible that harm could arise to a designated receptor from an identified hazard, but it is likely that this harm, if realised, would at worst normally be mild.

Limited investigation may be recommended to clarify the risk, dependant on the sensitivity of the receptor and view point of those of interest. Any remedial works are likely to be fairly limited.

Very Low Risk: There is a low possibility that harm could arise to a receptor. In the event of such harm being realised it is likely to be mild or minor.

7.5 The benefit of estimating the risk in this way is that it can be revised after each investigation phase as the CSM and corresponding pollution linkages are refined.

7.6 This risk assessment has been based on the proposed conversion to residential units across part of the ground floor and the upper floors with no gardens, as well as environmental receptors.

7.7 The results of this risk assessment are presented in Table 7.1, overleaf. If the proposed development is changed, the risk assessment should be revised accordingly.

Source	Pollutant	Pathway	Receptor	Likelihood of Occurrence	Consequence (severity)	Potential Risk	Comment	Residual Risk
Historical/recent site uses (offices, residential, public house & church/ hall) with any poor quality made ground present from development	Asbestos in soils, metals, polyaromatic hydrocarbons, petroleum hydrocarbons	Possible direct contact with contaminated soils and accidental ingestion/inhalation of contaminated vapours.	Future residential end users	Unlikely	Medium	Low	No significant potential sources of contamination identified and negligible exposure pathway; no action necessary.	-
		Direct contact and ingestion/inhalation of contamination in shallow soils during enabling works; exposure short term.	Construction/ground workers	Low Likelihood	Mild	Low	Limited potential for exposure as limited ground works; exposure readily mitigated with use of standard PPE.	-
		Migration of any contaminants via leaching.	Controlled waters (groundwater)	Unlikely	Mild	Very Low	No significant sources of mobile contaminants identified; no action necessary.	-
		Migration of any contaminants via lateral migration down hydraulic gradient.	Controlled waters (surface water)	Unlikely	Mild	Very Low	No significant sources of mobile contaminants identified; no action necessary.	-
		Permeation of water supplies by organic contaminants for new residential units.	Buildings and services (water supply)	Unlikely	Medium	Low	Limited exposure potential with supplied entering site directly from adjacent highway.	-
	Ground gas (methane and carbon dioxide)	Possible generation of ground gas contaminants on Site and inhalation of harmful (asphyxiant) ground gases or accumulation of explosive gases.	Future residential end users	Unlikely	Medium	Low	No significant sources identified; no action necessary.	-
			Construction/ground workers	Unlikely	Mild	Very Low	Limited exposure potential, no action necessary	-
Off-site former/ current site uses (school, library residential, police station, fire engine station and restaurant)	Petroleum hydrocarbons and volatiles organic compounds	Migration onto Site and inhalation of contamination vapours.	Future residential end users	Unlikely	Medium	Low	No significant sources of contamination identified; no action necessary.	-
			Construction/ground workers	Unlikely	Mild	Very Low		-
	Ground gas (methane and carbon dioxide)	Possible migration of ground gas contaminants onto Site and inhalation of harmful (asphyxiant) ground gases or accumulation of explosive gases.	Future residential end users	Unlikely	Medium	Low	No significant sources/no exposure risk identified; no action necessary	-
Asbestos containing materials (ACMs)	Asbestos	Inhalation of asbestos fibres potentially present in the existing site building.	Future End Users	Unlikely	Severe	Low	ACMs identified within brakes of lift and under Asbestos Management Plan (AMP); area not accessible by residents and maintenance in accordance with AMP (see Appendix E).	-
			Maintenance workers	Low Likelihood	Severe	Moderate		Low
Radon Gas	Radon	Possible harm from radon gas	Future Site Residents	Unlikely	Medium	Low	Site is not in a Radon affected area; no protection measures needed.	-
World War 2 Bombs	Unexploded Ordnance (UXO)	Direct contact and explosion during below ground works, excavation and services/foundation formation	Construction and ground workers	Unlikely	Severe	Low	The risk from UXO assessed as low; no groundworks and therefore no exposure potential to groundworkers or future residents.	-

Table 7.1: Preliminary Risk Assessment

8.0 CONCLUSIONS & RECOMMENDATIONS

Conclusions

8.1 A Phase 1 Contaminated Land Assessment has been undertaken to support the proposed conversion of 227 Shepherds Bush Road to residential end use across part of the ground floor and upper floors with no gardens.

8.2 The environmental sensitivity of the Site is considered to be predominantly low with regards groundwater and very low with regards surface water.

8.3 Based on the findings of the Phase 1 Contaminated Land Assessment, potential pollutant sources have been identified (see Table 7.1 above) associated with the Site:

- Limited potential for contamination arising from historical/recent Site uses (offices, residential, public house & church / hall) with the potential for poor quality Made Ground to be present;
- Historical/current use of the adjacent site areas including school, library residential, police station, fire engine station and restaurant;
- Potential asbestos containing materials (ACM) in the existing building;
- Potential presence of Radon Gas; and
- Potential presence of Unexploded Ordnance (UXO).

8.4 The potential for soil contamination arising from historical/recent site uses and poor quality Made Ground underlying the Site is considered to pose a **low** risk to residential end-users. The risk of permeation of water service pipes by any organic contaminants present beneath the Site/any Made Ground present has also been assessed as **low**.

8.5 The potential risk of on-site soil/ground gas contamination on construction workers is considered to be **low** with any potential exposure risk readily mitigated through the use of Personal Protective Equipment (PPE).

8.6 The risk posed to groundwater and surface water from on-site contamination is considered to be **very low** with regards controlled waters (groundwater and surface water).

8.7 The potentially contaminative adjacent industrial site uses is considered to pose a **low** risk to the Site and end users.

8.8 The potential risk posed to future residents by asbestos containing materials in existing buildings is considered to be **low**. The risk posed to maintenance workers is **moderate**, although the only ACM present is managed under an Asbestos Management Plan.

8.9 The potential risk from Radon Gas is assessed to be **low** and with no need for protection measures to be incorporated in the proposed development.

8.10 The potential risk from Unexploded Ordnance is considered to be **low**, with no significant below ground works required.

8.11 Based on the findings of the assessment, it has been concluded that there is limited potential for contamination to be present on the Site and exposure risk presented to identified receptors is low to very.

Recommendations

8.12 Based on the conclusions of this assessment, no further works are recommended for the proposed development.

9.0 CONSTRAINTS AND LIMITATIONS

9.1 The copyright of this report is vested in Create Consulting Engineers Ltd and the Client, 277 SBR Ltd. The Client, or their appointed representatives, may copy the report for purposes in connection with the development described herein. It shall not be copied by any other party or used for any other purposes without the written consent of Create Consulting Engineers Ltd or the Client.

9.2 Create Consulting Engineers Ltd accepts no responsibility whatsoever to other parties to whom this report, or any part thereof, is made known. Any such other parties rely upon the report at their own risk.

9.3 Create Consulting Engineers Ltd has endeavoured to assess all information provided to them during this appraisal. Should additional information become available which may affect the opinions expressed in this report, Create Consulting reserves the right to review this information and, if warranted, to modify the opinions presented in the report accordingly.

9.4 The report summarises information from a number of external sources and is unable to offer any guarantees or warranties for the completeness or accuracy of information relied upon. Information from third parties has not been verified by Create Consulting Engineers Ltd unless otherwise stated in this report.

9.5 It should be noted that the risks which are identified in this report are perceived risks based on the available information at the time of writing and that the actual risks associated can only be assessed following a physical investigation of the site.

9.6 The conclusions resulting from this study are not necessarily indicative of future conditions or operating practices at or adjacent to the site.

10.0 REFERENCES

10.1 BRITISH RESEARCH ESTABLISHMENT (BRE). 2015. BR211 Radon: Guidance on protective measures for new buildings. British Research Establishment. Bracknell.

10.2 BRITISH STANDARDS INSTITUTION (BSI). 2017. BS 10175:2011+A2. Code of practice for investigation of potentially contaminated Sites. British Standards Institution. London. 2017.

10.3 Construction Industry Research and Information Association (CIRIA). Contaminated Land Risk Assessment. A Guide to Good Practice. CIRIA C552 2001.

10.4 DEFRA/Environment Agency, Model Procedures for the Management of Land Contamination, CLR11, September 2004.

10.5 DEFRA. 2011. Guidelines for Environmental Risk Assessment and Management – Green Leaves III. November 2011.

10.6 DEFRA, Environmental Protection Act 1990: Part 2A, Contaminated Land Statutory Guidance, April 2012.

10.7 ENVIRONMENT AGENCY. Guidance for the Safe Development of Housing on Land Affected by Contamination R&D Publication 66, 2008.

10.8 ENVIRONMENT AGENCY. Land Contamination Risk Management (LCRM) guidance, 2023.

10.9 FREE MAP TOOLS. 2019. Approximate Elevation Finder available at https://www.freemaptools.com/elevation-finder.htm

10.10 GOV.UK. 2019. Flood Maps, Groundwater Mapping, landfill Sites, pollution incidents, reservoir flood map and nitrate vulnerable zones available at: https://flood-map-for-planning.service.gov.uk/

10.11 INSTITUTE OF GEOLOGICAL SCIENCES. 1984. Hydrogeological map of the area between Cambridge and Maidenhead – NERC, London.

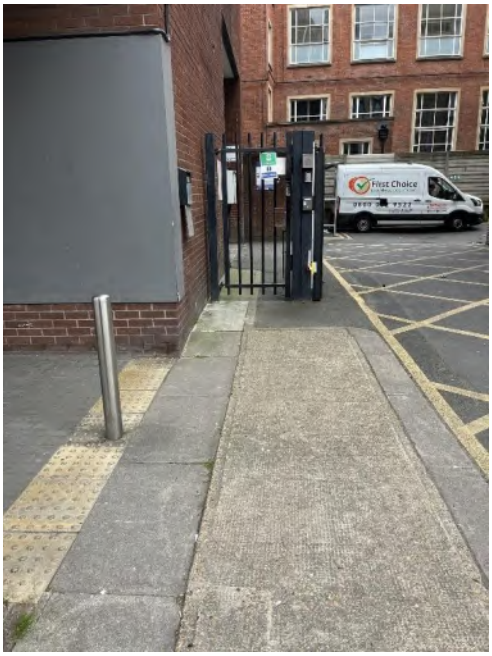
10.12 NATIONAL ENVIRONMENT RESEARCH COUNCIL (NERC). 2019. Geoindex onshore – British Geological Survey available at http://mapapps.bgs.ac.uk/

10.13 Ministry for Housing, Communities and Local Government. 2018. National Planning Policy Framework.2023.

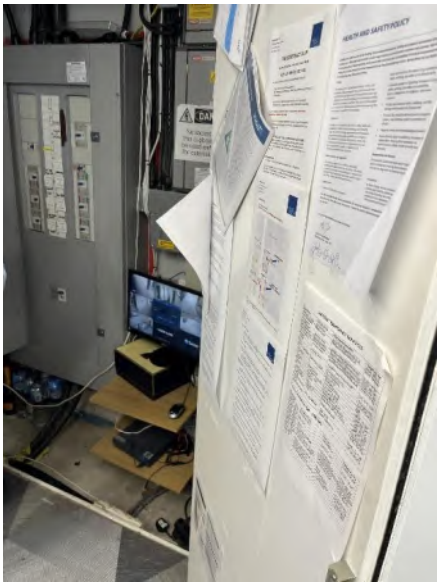
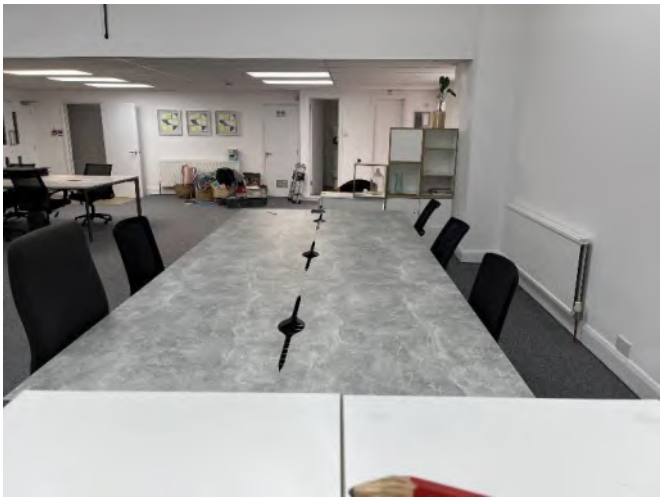
10.14 UKRADON.ORG. 2024. UK maps of Radon available at https://www.ukradon.org/

APPENDIX A
Site Photographs

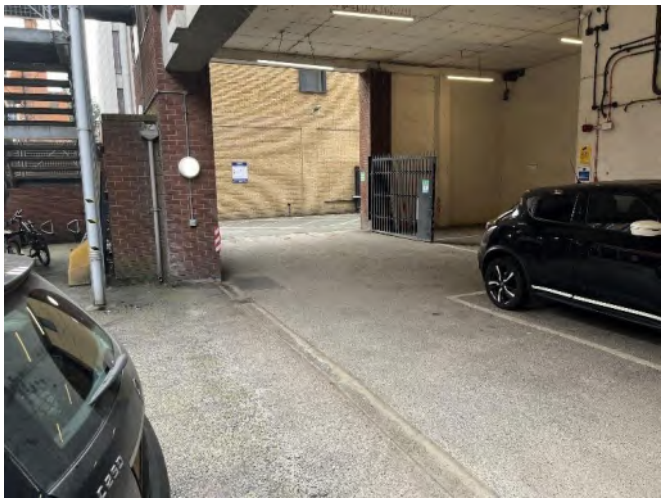
Create Consulting Engineers Limited,
109-112 Temple Chambers, 3-7 Temple Avenue, London, EC4Y 0HP
Tel: 0207 822 2300
Email:enquiries@createce.co.uk

Photo 1: 227 Shepherds Bush Road (Site) (looking east)	Photo 2: Undercroft walkway entrance to Site adjacent to Shepherds Bush Road (looking north)
Photo 3: Walkway to south of building and shared access to undercroft parking area (looking east)	Photo 4: shared access to north of building (looking east)
	

Create Consulting Engineers Limited,
109-112 Temple Chambers, 3-7 Temple Avenue, London, EC4Y 0HP
Tel: 0207 822 2300
Email: enquiries@createce.co.uk

Photo 5: Entrance lobby at ground floor level (looking south)	Photo 6: Stair and lift access to upper floors from entrance lobby (looking southeast)
Photo 7: Service cupboard in southern area of ground floor lobby	**Photo 8: Meeting room with toilet facilities with back stairs to upper floors and fire escape to rear car park (looking east)**
	

Create Consulting Engineers Limited,
109-112 Temple Chambers, 3-7 Temple Avenue, London, EC4Y 0HP
Tel: 0207 822 2300
Email: enquiries@createce.co.uk

Photo 9: Storage area within eastern area of meeting room with fire escape to rear car park (looking south)	Photo 10: Rear undercroft car park occupying southeast area of ground floor (looking south)
	
Photo 11: Rear undercroft car park occupying southeast area of ground floor (looking north)	**Photo 12: Fire escape external staircase, bike store and waste bin storage area in southeast corner of Site (looking southeast)**

Create Consulting Engineers Limited,
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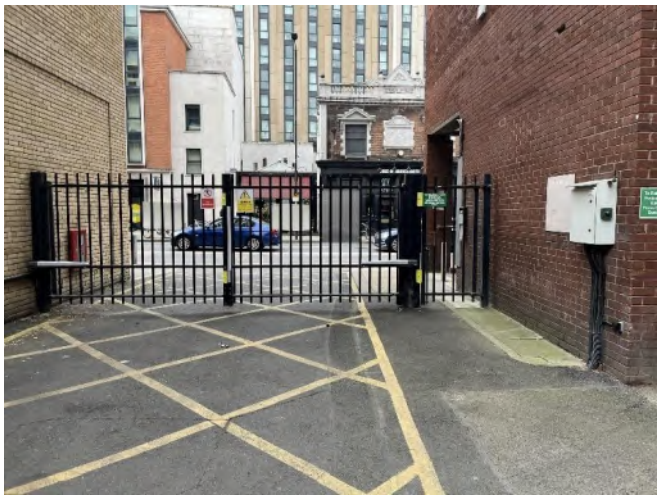
Photo 13: Shared access and adjacent and rear service access for restaurant/hotel to south of Site (looking south)	Photo 14: Shared gated access to Site car park to south of Site (looking west)
	
Photo 15: Sacred Heart School buildings adjacent to east of Site (looking east)	**Photo 16: Library located to the north of Site (looking northeast)**

APPENDIX B
Groundsure Insight Report

Groundsure LOCATION INTELLIGENCE

Enviro+Geo Insight

227, SHEPHERD'S BUSH ROAD, LONDON, HAMMERSMITH AND FULHAM, W6 7AS

Order Details

Date: 25/03/2025

Your ref: P25-3477

Our Ref: GS-TV5-6TD-IL4-KJ5

Site Details

Location: 523411 178758

Area: 0.06 ha

Authority: London Borough of Hammersmith & Fulham ↗

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Summary of findings p. 2 >

Aerial image p. 9 >

OS MasterMap site plan p.14 >

Insight User Guide ↗

Contact us with any questions at:
info@groundsure.com ↗
01273 257 755

Certified B Corporation

Summary of findings

Page	Section	Past land use >	On site	0-50m	50-250m	250-500m	500-2000m
15 >	1.1 >	Historical industrial land uses >	0	5	74	39	-
20 >	1.2 >	Historical tanks >	0	2	9	37	-
22 >	1.3 >	Historical energy features >	0	0	11	51	-
25	1.4	Historical petrol stations	0	0	0	0	-
25 >	1.5 >	Historical garages >	0	0	12	7	-
26 >	1.6 >	Historical military land >	0	0	0	1	-
Page	Section	Past land use - un-grouped >	On site	0-50m	50-250m	250-500m	500-2000m
27 >	2.1 >	Historical industrial land uses >	0	7	99	44	-
33 >	2.2 >	Historical tanks >	0	2	23	62	-
36 >	2.3 >	Historical energy features >	0	0	36	120	-
42	2.4	Historical petrol stations	0	0	0	0	-
42 >	2.5 >	Historical garages >	0	0	19	11	-
Page	Section	Waste and landfill >	On site	0-50m	50-250m	250-500m	500-2000m
45	3.1	Active or recent landfill	0	0	0	0	-
45	3.2	Historical landfill (BGS records)	0	0	0	0	-
46	3.3	Historical landfill (LA/mapping records)	0	0	0	0	-
46	3.4	Historical landfill (EA/NRW records)	0	0	0	0	-
46	3.5	Historical waste sites	0	0	0	0	-
46	3.6	Licensed waste sites	0	0	0	0	-
46 >	3.7 >	Waste exemptions >	0	0	3	19	-
Page	Section	Current industrial land use >	On site	0-50m	50-250m	250-500m	500-2000m
49 >	4.1 >	Recent industrial land uses >	0	1	30	-	-
52	4.2	Current or recent petrol stations	0	0	0	0	-
52 >	4.3 >	Electricity cables >	0	0	0	2	-
52	4.4	Gas pipelines	0	0	0	0	-
52	4.5	Sites determined as Contaminated Land	0	0	0	0	-

53	4.6	Control of Major Accident Hazards (COMAH)	0	0	0	0	-
53	4.7	Regulated explosive sites	0	0	0	0	-
53	4.8	Hazardous substance storage/usage	0	0	0	0	-
53	4.9	Historical licensed industrial activities (IPC)	0	0	0	0	-
53	4.10	Licensed industrial activities (Part A(1))	0	0	0	0	-
54 >	**4.11 >**	**Licensed pollutant release (Part A(2)/B) >**	0	0	0	3	-
54 >	**4.12 >**	**Radioactive Substance Authorisations >**	0	1	3	1	-
55	4.13	Licensed Discharges to controlled waters	0	0	0	0	-
55	4.14	Pollutant release to surface waters (Red List)	0	0	0	0	-
55	4.15	Pollutant release to public sewer	0	0	0	0	-
56	4.16	List 1 Dangerous Substances	0	0	0	0	-
56	4.17	List 2 Dangerous Substances	0	0	0	0	-
56 >	**4.18 >**	**Pollution Incidents (EA/NRW) >**	0	0	0	2	-
56	4.19	Pollution inventory substances	0	0	0	0	-
57	4.20	Pollution inventory waste transfers	0	0	0	0	-
57	4.21	Pollution inventory radioactive waste	0	0	0	0	-

Page	Section	**Hydrogeology >**	On site	0-50m	50-250m	250-500m	500-2000m
58 >	**5.1 >**	**Superficial aquifer >**	Identified (within 500m)				
60 >	**5.2 >**	**Bedrock aquifer >**	Identified (within 500m)				
61 >	**5.3 >**	**Groundwater vulnerability >**	Identified (within 50m)				
62	5.4	Groundwater vulnerability- soluble rock risk	None (within 0m)				
62	5.5	Groundwater vulnerability- local information	None (within 0m)				
63 >	**5.6 >**	**Groundwater abstractions >**	0	0	0	0	4
65	5.7	Surface water abstractions	0	0	0	0	0
65	5.8	Potable abstractions	0	0	0	0	0
65	5.9	Source Protection Zones	0	0	0	0	-
65	5.10	Source Protection Zones (confined aquifer)	0	0	0	0	-

Page	Section	**Hydrology >**	On site	0-50m	50-250m	250-500m	500-2000m
66	6.1	Water Network (OS MasterMap)	0	0	0	-	-

66	6.2	Surface water features	0	0	0	-	-
67 >	6.3 >	WFD Surface water body catchments >	1	-	-	-	-
67	6.4	WFD Surface water bodies	0	0	0	-	-
67	6.5	WFD Groundwater bodies	0	-	-	-	-
Page	Section	River and coastal flooding >	On site	0-50m	50-250m	250-500m	500-2000m
68	7.1	Risk of flooding from rivers and the sea	None (within 50m)				
69	7.2	Historical Flood Events	0	0	0	-	-
69	7.3	Flood Defences	0	0	0	-	-
69 >	7.4 >	Areas Benefiting from Flood Defences >	1	0	0	-	-
69	7.5	Flood Storage Areas	0	0	0	-	-
70 >	7.6 >	Flood Zone 2 >	Identified (within 50m)				
71 >	7.7 >	Flood Zone 3 >	Identified (within 50m)				
Page	Section	Surface water flooding >					
72 >	8.1 >	Surface water flooding >	1 in 30 year, 0.1m - 0.3m (within 50m)				
Page	Section	Groundwater flooding >					
74 >	9.1 >	Groundwater flooding >	High (within 50m)				
Page	Section	Environmental designations >	On site	0-50m	50-250m	250-500m	500-2000m
75 >	10.1 >	Sites of Special Scientific Interest (SSSI) >	0	0	0	0	1
76	10.2	Conserved wetland sites (Ramsar sites)	0	0	0	0	0
76	10.3	Special Areas of Conservation (SAC)	0	0	0	0	0
76	10.4	Special Protection Areas (SPA)	0	0	0	0	0
76	10.5	National Nature Reserves (NNR)	0	0	0	0	0
77 >	10.6 >	Local Nature Reserves (LNR) >	0	0	0	0	2
77	10.7	Designated Ancient Woodland	0	0	0	0	0
77	10.8	Biosphere Reserves	0	0	0	0	0
77	10.9	Forest Parks	0	0	0	0	0
78	10.10	Marine Conservation Zones	0	0	0	0	0
78	10.11	Green Belt	0	0	0	0	0
78	10.12	Proposed Ramsar sites	0	0	0	0	0

78	10.13	Possible Special Areas of Conservation (pSAC)	0	0	0	0	0
78	10.14	Potential Special Protection Areas (pSPA)	0	0	0	0	0
79	10.15	Nitrate Sensitive Areas	0	0	0	0	0
79 >	10.16 >	Nitrate Vulnerable Zones >	0	0	0	0	1
80 >	10.17 >	SSSI Impact Risk Zones >	1	-	-	-	-
81 >	10.18 >	SSSI Units >	0	0	0	0	1
Page	Section	Visual and cultural designations >	On site	0-50m	50-250m	250-500m	500-2000m
82	11.1	World Heritage Sites	0	0	0	-	-
83	11.2	Area of Outstanding Natural Beauty	0	0	0	-	-
83	11.3	National Parks	0	0	0	-	-
83 >	11.4 >	Listed Buildings >	0	3	9	-	-
84 >	11.5 >	Conservation Areas >	1	1	2	-	-
84	11.6	Scheduled Ancient Monuments	0	0	0	-	-
85	11.7	Registered Parks and Gardens	0	0	0	-	-
Page	Section	Agricultural designations >	On site	0-50m	50-250m	250-500m	500-2000m
86 >	12.1 >	Agricultural Land Classification >	Urban (within 250m)				
87 >	12.2 >	Open Access Land >	0	0	3	-	-
87	12.3	Tree Felling Licences	0	0	0	-	-
87	12.4	Environmental Stewardship Schemes	0	0	0	-	-
87	12.5	Countryside Stewardship Schemes	0	0	0	-	-
Page	Section	Habitat designations	On site	0-50m	50-250m	250-500m	500-2000m
89	13.1	Priority Habitat Inventory	0	0	0	-	-
89	13.2	Habitat Networks	0	0	0	-	-
89	13.3	Open Mosaic Habitat	0	0	0	-	-
89	13.4	Limestone Pavement Orders	0	0	0	-	-
Page	Section	Geology 1:10,000 scale >	On site	0-50m	50-250m	250-500m	500-2000m
90 >	14.1 >	10k Availability >	Identified (within 500m)				
91	14.2	Artificial and made ground (10k)	0	0	0	0	-
92 >	14.3 >	Superficial geology (10k) >	1	0	1	1	-

93	14.4	Landslip (10k)	0	0	0	0	-
94 >	14.5 >	Bedrock geology (10k) >	1	0	0	0	-
95	14.6	Bedrock faults and other linear features (10k)	0	0	0	0	-
Page	Section	Geology 1:50,000 scale >	On site	0-50m	50-250m	250-500m	500-2000m
96 >	15.1 >	50k Availability >	Identified (within 500m)				
97	15.2	Artificial and made ground (50k)	0	0	0	0	-
97	15.3	Artificial ground permeability (50k)	0	0	-	-	-
98 >	15.4 >	Superficial geology (50k) >	1	0	1	1	-
99 >	15.5 >	Superficial permeability (50k) >	Identified (within 50m)				
99	15.6	Landslip (50k)	0	0	0	0	-
99	15.7	Landslip permeability (50k)	None (within 50m)				
100 >	15.8 >	Bedrock geology (50k) >	1	0	0	0	-
101 >	15.9 >	Bedrock permeability (50k) >	Identified (within 50m)				
101	15.10	Bedrock faults and other linear features (50k)	0	0	0	0	-
Page	Section	Boreholes >	On site	0-50m	50-250m	250-500m	500-2000m
102 >	16.1 >	BGS Boreholes >	0	0	27	-	-
Page	Section	Natural ground subsidence >					
105 >	17.1 >	Shrink swell clays >	Negligible (within 50m)				
106 >	17.2 >	Running sands >	Very low (within 50m)				
107 >	17.3 >	Compressible deposits >	Negligible (within 50m)				
108 >	17.4 >	Collapsible deposits >	Very low (within 50m)				
109 >	17.5 >	Landslides >	Very low (within 50m)				
110 >	17.6 >	Ground dissolution of soluble rocks >	Negligible (within 50m)				
Page	Section	Mining and ground workings >	On site	0-50m	50-250m	250-500m	500-2000m
112	18.1	BritPits	0	0	0	0	-
113 >	18.2 >	Surface ground workings >	0	0	5	-	-
113	18.3	Underground workings	0	0	0	0	0
113	18.4	Underground mining extents	0	0	0	0	-
113	18.5	Historical Mineral Planning Areas	0	0	0	0	-

114	18.6	Non-coal mining	0	0	0	0	0
114	18.7	JPB mining areas	None (within 0m)				
114	18.8	The Coal Authority non-coal mining	0	0	0	0	-
114	18.9	Researched mining	0	0	0	0	-
115	18.10	Mining record office plans	0	0	0	0	-
115	18.11	BGS mine plans	0	0	0	0	-
115	18.12	Coal mining	None (within 0m)				
115	18.13	Brine areas	None (within 0m)				
115	18.14	Gypsum areas	None (within 0m)				
116	18.15	Tin mining	None (within 0m)				
116	18.16	Clay mining	None (within 0m)				
Page	Section	Ground cavities and sinkholes	On site	0-50m	50-250m	250-500m	500-2000m
117	19.1	Natural cavities	0	0	0	0	-
117	19.2	Mining cavities	0	0	0	0	0
117	19.3	Reported recent incidents	0	0	0	0	-
117	19.4	Historical incidents	0	0	0	0	-
Page	Section	**Radon >**					
119 >	**20.1 >**	**Radon >**	Less than 1% (within 0m)				
Page	Section	**Soil chemistry >**	On site	0-50m	50-250m	250-500m	500-2000m
121 >	**21.1 >**	**BGS Estimated Background Soil Chemistry >**	1	0	-	-	-
121 >	**21.2 >**	**BGS Estimated Urban Soil Chemistry >**	2	4	-	-	-
122	21.3	BGS Measured Urban Soil Chemistry	0	0	-	-	-
Page	Section	**Railway infrastructure and projects >**	On site	0-50m	50-250m	250-500m	500-2000m
123 >	**22.1 >**	**Underground railways (London) >**	0	0	4	-	-
124	22.2	Underground railways (Non-London)	0	0	0	-	-
124	22.3	Railway tunnels	0	0	0	-	-
124 >	**22.4 >**	**Historical railway and tunnel features >**	0	0	65	-	-
127	22.5	Royal Mail tunnels	0	0	0	-	-
127 >	**22.6 >**	**Historical railways >**	0	0	1	-	-

127 >	22.7 >	Railways >	0	0	16	-	-
128	22.8	Crossrail 2	0	0	0	0	-
128	22.9	HS2	0	0	0	0	-

Recent aerial photograph

Capture Date: 30/04/2022

Site Area: 0.06ha

Recent site history - 2019 aerial photograph

Capture Date: 29/06/2019

Site Area: 0.06ha

Recent site history - 2014 aerial photograph

Capture Date: 04/05/2014

Site Area: 0.06ha

Recent site history - 2011 aerial photograph

Capture Date: 30/09/2011

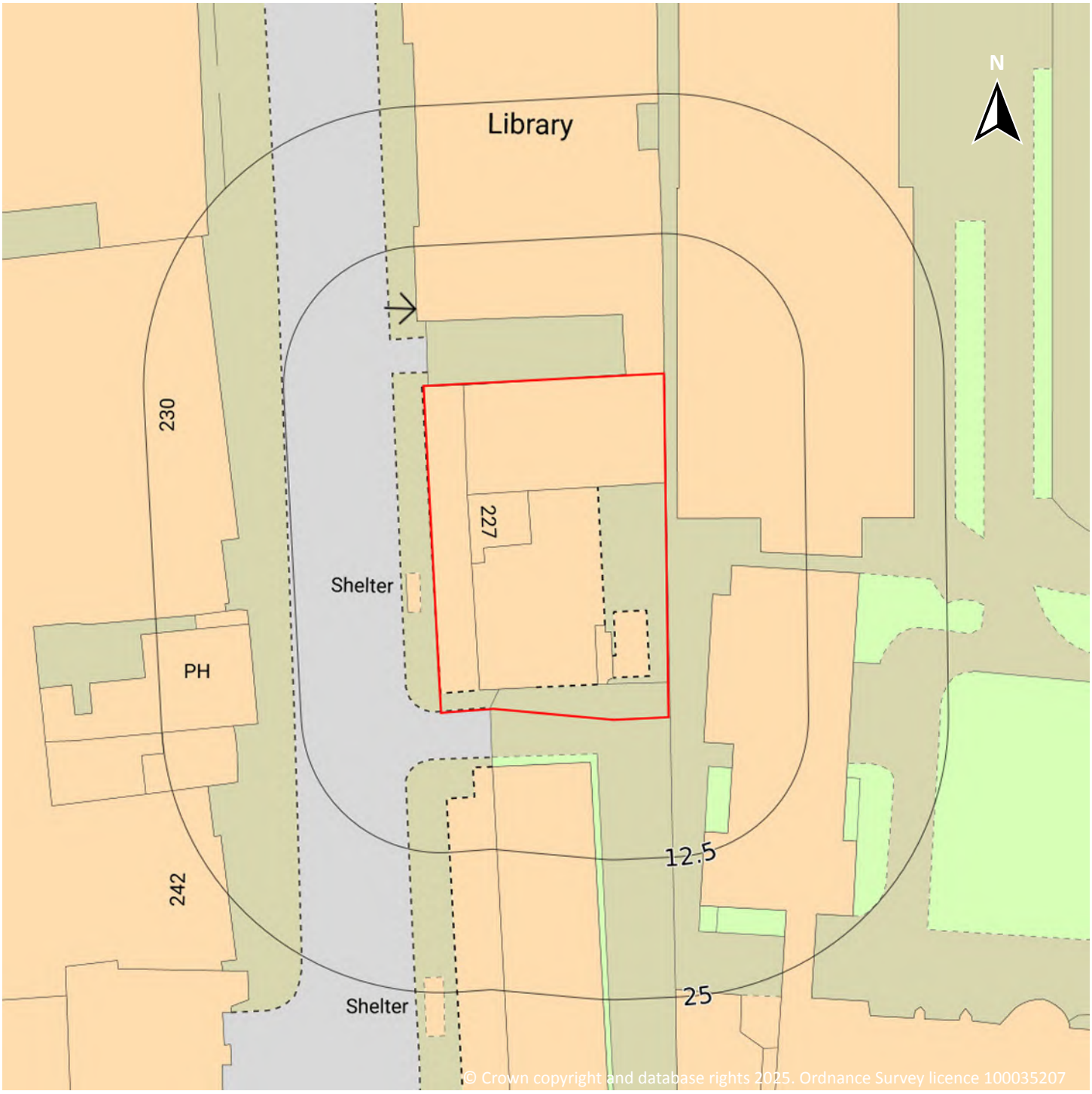
Site Area: 0.06ha

Recent site history - 1999 aerial photograph

Capture Date: 04/09/1999

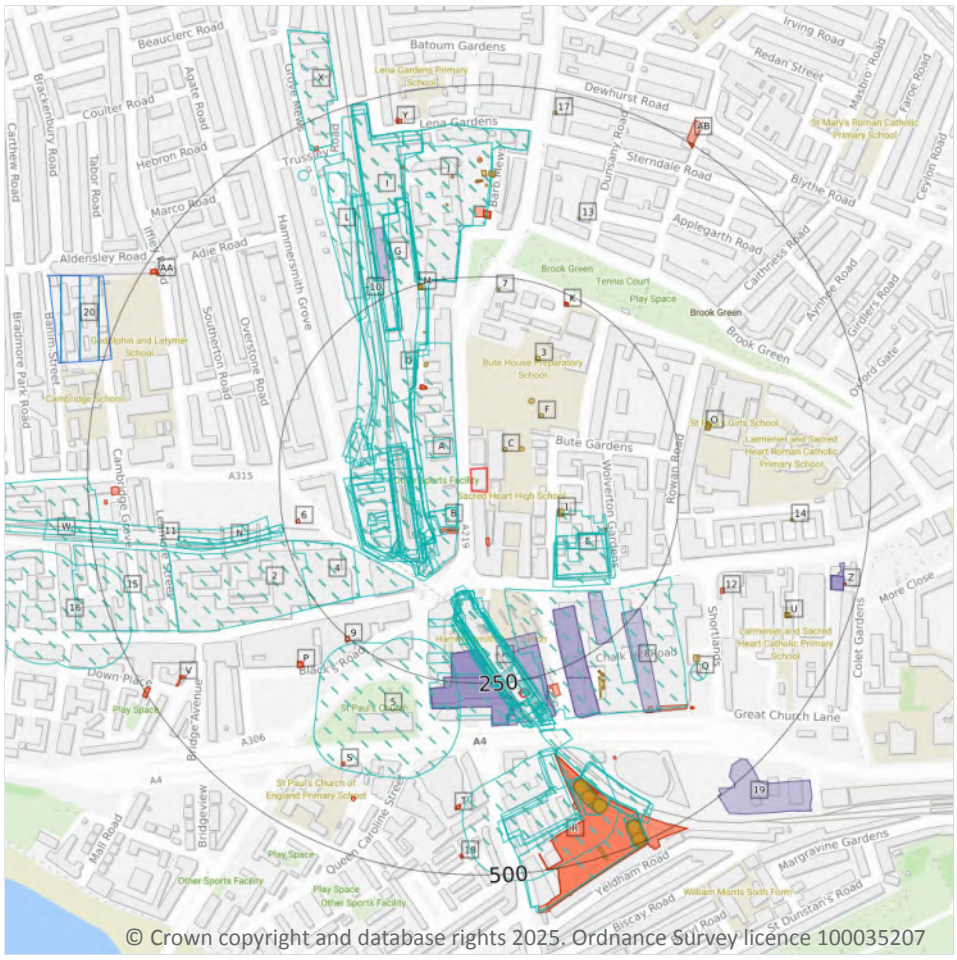
Site Area: 0.06ha

OS MasterMap site plan



Site Area: 0.06ha

1 Past land use



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Site Outline

Search buffers in metres (m)

Historical industrial land uses

Historical tanks

Historical energy features

Historical garages

Historical military land

1.1 Historical industrial land uses

Records within 500m	118

Potentially contaminative land use features digitised from historical Ordnance Survey mapping at 1:10,000 and 1:10,560 scale, intelligently grouped into contiguous features. To prevent misrepresentation of the size of historical features at any given time, features are only grouped if they have similar geometries within immediately preceding or succeeding map editions. See section 2 for a breakdown of grouping if required. Grouped and the original un-grouped features can be cross-referenced across sections 1 and 2 using the 'Group ID'.

Features are displayed on the Past land use map on **page 15 >**

ID	Location	Land use	Dates present	Group ID
A	17m W	Unspecified Commercial/Industrial	1958	2251955

ID	Location	Land use	Dates present	Group ID
B	28m SW	Fire Station	1958	2244286
A	28m NW	Police Station	1967 - 1987	2213421
B	28m SW	Fire Station	1967	2312844
B	30m SW	Fire Station	1962	2292967
D	60m W	Railway Sidings	1974 - 1987	2301878
D	60m W	Railway Sidings	1967	2318466
D	61m SW	Railway Sidings	1947 - 1958	2329606
B	64m W	Railway Sidings	1933	2236813
D	64m W	Railway Sidings	1919 - 1920	2206492
D	67m W	Railway Sidings	1962	2316921
B	70m W	Railway Station	1874	2208311
B	71m SW	Unspecified Pit	1919	2221879
B	71m SW	Unspecified Pit	1933	2301018
B	73m W	Railway Station	1894	2221337
B	75m W	Railway Station	1958	2225598
B	75m W	Railway Station	1987	2302829
B	76m W	Railway Sidings	1894	2201904
B	77m W	Railway Station	1962	2281896
D	77m W	Railway Sidings	1874 - 1894	2245144
B	78m SW	Railway Station	1894	2308524
B	80m W	Railway Station	1919 - 1933	2273488
B	80m SW	Unspecified Pit	1920 - 1933	2270654
B	82m W	Railway Buildings	1947	2160870
D	91m W	Railway Station	1894 - 1920	2313696
B	94m SW	Railway Building	1920	2195236
E	94m E	Hospital	1958	2311346
B	102m W	Unspecified Commercial/Industrial	1933	2171080
B	102m W	Railway Station	1974	2212729

ID	Location	Land use	Dates present	Group ID
B	102m W	Railway Station	1967	2305750
D	104m W	Railway Sidings	1962	2254310
B	104m W	Railway Sidings	1894	2282004
E	108m SE	Hospital	1987	2281512
E	108m SE	Hospital	1967 - 1974	2303512
E	109m SE	Hospital	1962	2316580
E	111m SE	Hospital	1894	2228153
B	113m W	Railway Building	1919	2254721
B	113m W	Railway Building	1933 - 1947	2306384
B	115m SW	Railway Building	1920	2317170
E	118m SE	Hospital	1894 - 1896	2205332
D	118m NW	Railway Building	1874	2197745
G	123m NW	Unspecified Commercial/Industrial	1947	2260907
H	123m S	Railway Sidings	1967 - 1987	2248770
D	127m W	Railway Station	1947	2329177
H	129m S	Unspecified Depot	1958	2170537
H	129m S	Railway Station	1933	2214108
H	129m S	Railway Station	1919	2249981
H	130m S	Railway Station	1958	2305420
H	130m S	Railway Station	1962	2256578
D	130m NW	Railway Building	1874	2198188
H	130m S	Railway Station	1896	2299794
H	131m S	Railway Sidings	1947	2254766
H	131m S	Railway Station	1947	2269568
D	131m W	Railway Building	1874	2197744
H	132m S	Railway Station	1894	2238491
H	134m S	Railway Station	1920 - 1938	2216114
D	137m W	Railway Building	1874	2198187

ID	Location	Land use	Dates present	Group ID
H	138m S	Railway Station	1894	2267438
H	139m S	Railway Station	1894	2272092
2	140m SW	Unspecified Works	1958 - 1962	2230764
D	155m W	Railway Station	1874	2228888
D	158m NW	Railway Building	1958	2197746
H	161m S	Railway Sidings	1933	2224815
H	161m S	Railway Sidings	1919	2267001
H	170m S	Railway Sidings	1938	2239529
H	170m S	Railway Sidings	1920	2304089
H	170m S	Railway Sidings	1933	2266574
4	172m SW	Unspecified Commercial/Industrial	1962	2171670
I	191m NW	Railway Building	1894 - 1920	2203270
5	204m S	Burial Ground	1873	2188570
I	206m NW	Unspecified Depot	1962	2170534
J	207m NW	Unspecified Commercial/Industrial	1967 - 1987	2222548
J	207m NW	Unspecified Works	1958	2262361
H	212m S	Railway Station	1967 - 1987	2262081
H	239m S	Unspecified Depot	1962	2170535
H	240m S	Railway Sidings	1896	2310478
L	241m NW	Unspecified Depot	1958	2170438
J	245m N	Unspecified Works	1962	2278584
H	245m S	Railway Buildings	1894	2160869
H	251m S	Railway Building	1894	2198186
N	252m W	Railway Buildings	1933	2266070
N	252m W	Railway Buildings	1919	2270942
N	254m W	Railway Buildings	1947	2248019
10	258m NW	Railway Building	1894	2197743
11	269m W	Railway Sidings	1958	2200714

ID	Location	Land use	Dates present	Group ID
H	283m S	Railway Building	1894	2253829
H	285m S	Railway Building	1933	2213759
H	285m S	Railway Building	1919	2289009
H	290m S	Railway Building	1920	2204723
H	290m S	Railway Building	1938	2211287
H	320m S	Railway Sidings	1958	2200715
R	345m S	Unspecified Works	1958 - 1962	2229012
R	348m S	Nursery	1894	2323150
R	348m S	Unspecified Commercial/Industrial	1967	2171676
R	352m S	Nursery	1894	2322124
Q	352m SE	Unspecified Tank	1987	2193801
R	353m S	Nursery	1894	2308883
J	359m N	Police Station	1874	2201627
R	377m S	Cuttings	1894 - 1896	2246045
R	377m S	Cuttings	1894	2215852
R	380m S	Cuttings	1894	2206596
L	385m NW	Railway Building	1947	2197747
R	390m S	Unspecified Tanks	1958	2292803
R	390m S	Unspecified Tanks	1967	2327649
R	393m S	Tanks	1962	2174884
R	395m S	Nursery	1896	2299547
15	404m W	Unspecified Commercial/Industrial	1962	2171777
L	434m NW	Electric Telegraph	1874	2173955
X	460m NW	Unspecified Commercial/Industrial	1974 - 1987	2244470
X	460m NW	Unspecified Works	1967	2316387
R	462m SE	Unspecified Tanks	1967	2212836
R	462m SE	Unspecified Tanks	1958	2234555
W	466m W	Railway Buildings	1947	2249227

ID	Location	Land use	Dates present	Group ID
W	466m W	Railway Buildings	1933	2213381
W	466m W	Railway Buildings	1919	2290252
R	467m SE	Tanks	1962	2174885
16	468m W	Smithy	1920 - 1933	2249505
W	487m W	Unspecified Works	1958 - 1962	2321626

This data is sourced from Ordnance Survey / Groundsure.

1.2 Historical tanks

Records within 500m	**48**

Tank features digitised from historical Ordnance Survey mapping at high-detail 1:1,250 and 1:2,500 scale, intelligently grouped into contiguous features. To prevent misrepresentation of the size of historical features at any given time, features are only grouped if they have similar geometries within immediately preceding or succeeding map editions. See section 2 for a breakdown of grouping if required. Grouped and the original un-grouped features can be cross-referenced across sections 1 and 2 using the 'Group ID'.

Features are displayed on the Past land use map on **page 15 >**

ID	Location	Land use	Dates present	Group ID
C	31m NE	Unspecified Tank	1896	386957
C	48m NE	Unspecified Tank	1896	386958
1	95m E	Tanks	1967 - 1994	421896
F	96m NE	Unspecified Tank	1896	386959
F	102m NE	Unspecified Tank	1896	386956
D	145m NW	Unspecified Tank	1896 - 1916	405316
3	154m NE	Unspecified Tank	1896	386955
D	187m N	Unspecified Tank	1869	386951
7	232m N	Unspecified Tank	1896	386954
M	242m N	Unspecified Tank	1971 - 1998	417353
M	243m N	Unspecified Tank	1991	417708
H	275m SE	Unspecified Tank	1987	404694
H	275m SE	Unspecified Tank	1984	406314

ID	Location	Land use	Dates present	Group ID
H	275m SE	Unspecified Tank	1989	399278
H	276m SE	Unspecified Tank	1994	400132
H	280m SE	Unspecified Tank	1984 - 1989	419980
H	281m SE	Unspecified Tank	1994	422030
H	282m SE	Unspecified Tank	1984 - 1987	418944
H	284m SE	Tanks	1993	377915
H	288m SE	Unspecified Tank	1983 - 1991	402088
O	288m E	Tanks	1991	403789
O	289m E	Tanks	1989 - 1991	409287
H	295m SE	Unspecified Tank	1983 - 1991	429943
Q	344m SE	Tanks	1967 - 1968	424607
J	344m N	Unspecified Tank	1916	386953
13	347m N	Unspecified Tank	1869	386950
J	367m N	Unspecified Tank	1916	386952
J	373m N	Gasholders	1971 - 1991	421175
J	374m N	Gas Holders	1991	380953
J	379m N	Gasholders	1951 - 1954	423614
J	380m N	Unspecified Tank	1970	386949
J	381m N	Unspecified Tank	1971 - 1991	420074
R	395m S	Unspecified Tank	1950	427897
R	395m S	Tanks	1960 - 1967	426938
14	397m E	Unspecified Tank	1871	384846
J	399m N	Gasholder	1951 - 1954	408872
J	402m N	Unspecified Tank	1951	416414
J	402m N	Unspecified Tank	1954	409957
R	412m S	Unspecified Tank	1950	411692
U	419m SE	Unspecified Tank	1989 - 1991	403497
U	420m SE	Unspecified Tank	1984 - 1987	399334

ID	Location	Land use	Dates present	Group ID
R	426m S	Unspecified Tank	1950	412835
R	427m S	Unspecified Tank	1950	419286
R	469m SE	Unspecified Tank	1950	403417
R	469m SE	Tanks	1960	377914
17	470m N	Unspecified Tank	1869	383595
R	486m S	Unspecified Tank	1967	386946
R	487m SE	Unspecified Tank	1950	427353

This data is sourced from Ordnance Survey / Groundsure.

1.3 Historical energy features

Records within 500m	**62**

Energy features digitised from historical Ordnance Survey mapping at high-detail 1:1,250 and 1:2,500 scale, intelligently grouped into contiguous features. To prevent misrepresentation of the size of historical features at any given time, features are only grouped if they have similar geometries within immediately preceding or succeeding map editions. See section 2 for a breakdown of grouping if required. Grouped and the original un-grouped features can be cross-referenced across sections 1 and 2 using the 'Group ID'.

Features are displayed on the Past land use map on **page 15 >**

ID	Location	Land use	Dates present	Group ID
B	51m SW	Electricity Substation	1950	268792
B	55m SW	Electricity Substation	1950	298579
B	60m S	Electricity Substation	1985 - 1995	299835
D	119m NW	Electricity Substation	1985 - 1995	298266
D	120m NW	Electricity Substation	1950	322392
E	160m E	Electricity Substation	1980 - 1991	285018
6	228m W	Electricity Substation	1950	306148
K	235m NE	Electricity Substation	1987 - 1994	292709
K	235m NE	Electricity Substation	1980	284525
K	237m NE	Electricity Substation	1980	322516
9	248m SW	Electricity Substation	1980 - 1995	301759

ID	Location	Land use	Dates present	Group ID
H	266m S	Electricity Substation	1950	302698
P	312m SW	Electricity Substation	1980 - 1991	298895
P	314m SW	Electricity Substation	1993 - 1995	283572
J	326m N	Electricity Substation	1951	301288
J	326m N	Electricity Substation	1971	318003
J	326m N	Electricity Substation	1954 - 1970	298841
J	326m N	Electricity Substation	1991	303951
12	330m SE	Electricity Substation	1989 - 1994	303090
Q	351m SE	Electricity Substation	1950	289658
R	353m S	Power Station	1967	276076
R	353m S	Electricity Works	1950	322160
R	354m S	Electricity Works	1950	291031
Q	357m SE	Electricity Substation	1976 - 1983	288038
J	373m N	Gasholders	1971 - 1991	314193
J	374m N	Gas Holders	1991	266318
J	379m N	Gasholders	1951 - 1954	288457
R	383m SE	Electricity Substation	1991 - 1993	285268
Q	386m SE	Electricity Substation	1991 - 1993	317369
Q	388m SE	Electricity Substation	1991	293860
S	391m SW	Electricity Substation	1950	289144
R	393m S	Electricity Substation	1991 - 1993	279222
R	393m S	Electricity Substation	1976	281932
R	394m S	Electricity Substation	1983 - 1991	306837
J	399m N	Gasholder	1951 - 1954	280481
T	409m S	Electricity Substation	1950	313134
T	409m S	Electricity Substation	1950	323377
R	422m S	Electricity Substation	1976 - 1993	314479
S	427m S	Electricity Substation	1976 - 1995	282624

ID	Location	Land use	Dates present	Group ID
V	444m SW	Electricity Substation	1950	283928
V	449m SW	Electricity Substation	1950	313405
V	450m SW	Electricity Substation	1976	290709
V	450m SW	Electricity Substation	1950	308819
V	454m SW	Electricity Substation	1991 - 1992	308785
W	460m W	Electricity Substation	1979 - 1992	297261
Y	461m N	Electricity Substation	1991 - 1998	298211
L	461m NW	Electricity Substation	1971 - 1998	304844
Y	463m N	Electricity Substation	1971	291166
R	469m SE	Electricity Substation	1991 - 1993	292841
R	469m SE	Electricity Substation	1976	287372
R	470m SE	Electricity Substation	1983 - 1991	299278
18	473m S	Electricity Substation	1976 - 1995	304756
W	476m W	Electricity Substation	1995	269202
AA	480m NW	Electricity Substation	1968	299897
Z	480m E	Electricity Substation	1950	291646
AA	481m NW	Electricity Substation	1991 - 1995	281081
AA	481m NW	Electricity Substation	1984	289229
AA	484m NW	Electricity Substation	1970	306605
V	492m SW	Electricity Substation	1950	308075
V	492m SW	Electricity Substation	1950	315424
AB	496m NE	Electricity Substation	1968	280872
AB	497m NE	Electricity Substation	1970	303047

This data is sourced from Ordnance Survey / Groundsure.

1.4 Historical petrol stations

Records within 500m	0

Petrol stations digitised from historical Ordnance Survey mapping at high-detail 1:1,250 and 1:2,500 scale, intelligently grouped into contiguous features. To prevent misrepresentation of the size of historical features at any given time, features are only grouped if they have similar geometries within immediately preceding or succeeding map editions. See section 2 for a breakdown of grouping if required. Grouped and the original un-grouped features can be cross-referenced across sections 1 and 2 using the 'Group ID'.

This data is sourced from Ordnance Survey / Groundsure.

1.5 Historical garages

Records within 500m	19

Garages digitised from historical Ordnance Survey mapping at high-detail 1:1,250 and 1:2,500 scale, intelligently grouped into contiguous features. To prevent misrepresentation of the size of historical features at any given time, features are only grouped if they have similar geometries within immediately preceding or succeeding map editions. See section 2 for a breakdown of grouping if required. Grouped and the original un-grouped features can be cross-referenced across sections 1 and 2 using the 'Group ID'.

Features are displayed on the Past land use map on **page 15 >**

ID	Location	Land use	Dates present	Group ID
H	177m SE	Coach Repair Works	1968	88437
H	177m SE	Coach Repair Works	1967	92533
H	186m SE	Garage	1916	81780
H	193m S	Repair Shop	1950	91370
H	206m S	Garage	1968	87534
H	206m S	Garage	1980	93881
H	207m S	Garage	1957 - 1963	83065
H	207m S	Garage	1985	92268
H	208m S	Garage	1916	83924
H	210m S	Repair Shop	1950	93816
8	236m SE	Garage	1916	81781
H	243m S	London Transport Garage	1976	82197
H	264m SE	Coach Repair Works	1967	88430
H	266m S	Repair Shop	1950	85318

ID	Location	Land use	Dates present	Group ID
G	269m NW	Carriage Shed	1896	82074
Z	461m E	Garage	1980	93174
Z	461m E	Garage	1968 - 1980	86481
Z	462m E	Garage	1967	95182
19	479m SE	Garage	1976 - 1983	87526

This data is sourced from Ordnance Survey / Groundsure.

1.6 Historical military land

Records within 500m	**1**

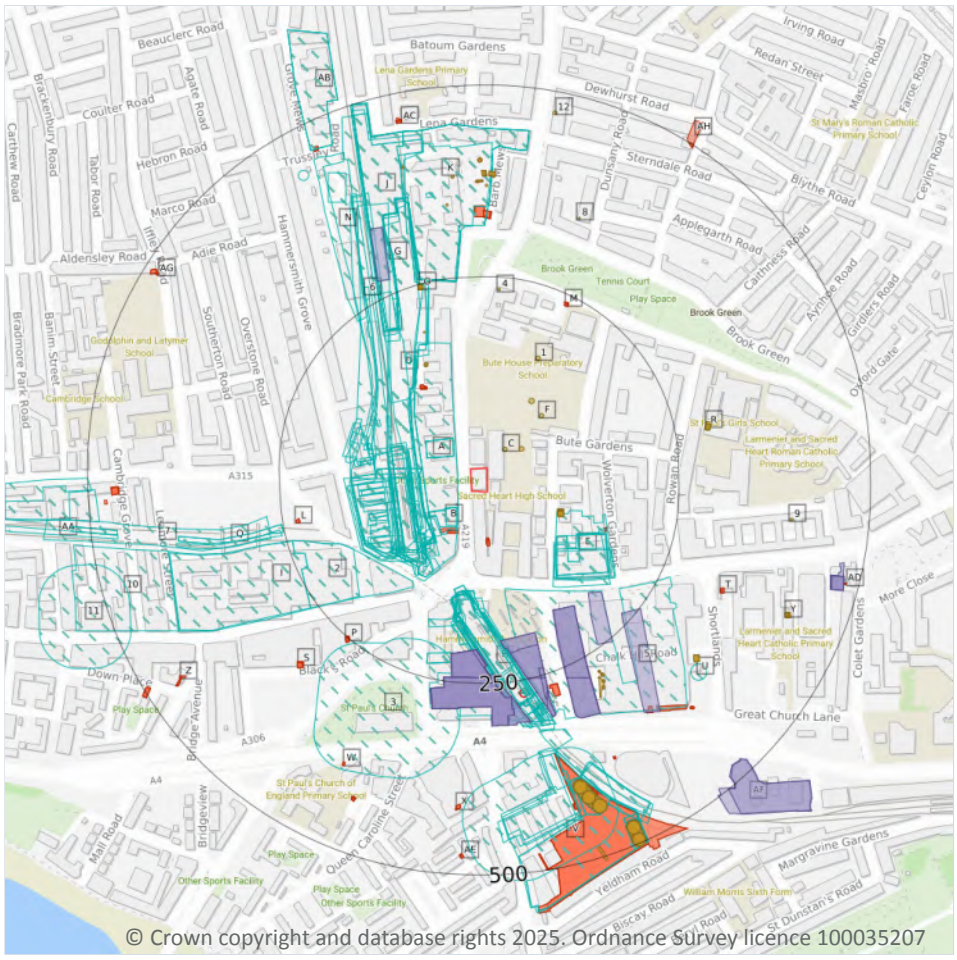
Areas of military land digitised from multiple sources including the National Archives, local records, MOD records and verified other sources, intelligently grouped into contiguous features.

Features are displayed on the Past land use map on **page 15 >**

ID	Location	Site Name	Date of Operation	Activities
20	490m W	Waring & Gillow factory	1903-	Manufactre of miltary aircraft

This data is sourced from Ordnance Survey / Groundsure / other sources.

2 Past land use - un-grouped



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Site Outline

Search buffers in metres (m)

Historical industrial land uses

Historical tanks

Historical energy features

Historical garages

2.1 Historical industrial land uses

Records within 500m	150

Potentially contaminative land use features digitised from historical Ordnance Survey mapping at 1:10,000 and 10,560 scale. Any records shown are available intelligently grouped in section 1. Grouped and the original un-grouped features can be cross-referenced across sections 1 and 2 using the 'Group ID'.

Features are displayed on the Past land use - un-grouped map on **page 27 >**

ID	Location	Land Use	Date	Group ID
A	17m W	Unspecified Commercial/Industrial	1958	2251955
B	28m SW	Fire Station	1958	2244286
A	28m NW	Police Station	1987	2213421

ID	Location	Land Use	Date	Group ID
A	28m NW	Police Station	1974	2213421
A	28m NW	Police Station	1967	2213421
B	28m SW	Fire Station	1967	2312844
B	30m SW	Fire Station	1962	2292967
D	60m W	Railway Sidings	1987	2301878
D	60m W	Railway Sidings	1974	2301878
D	60m W	Railway Sidings	1967	2318466
D	61m SW	Railway Sidings	1947	2329606
B	64m W	Railway Sidings	1933	2236813
B	64m W	Railway Sidings	1919	2206492
D	65m W	Railway Sidings	1958	2329606
D	66m W	Railway Sidings	1920	2206492
D	67m W	Railway Sidings	1962	2316921
B	70m W	Railway Station	1874	2208311
B	71m W	Railway Sidings	1933	2236813
B	71m SW	Unspecified Pit	1933	2301018
B	71m SW	Unspecified Pit	1919	2221879
B	73m W	Railway Station	1894	2221337
B	75m W	Railway Station	1958	2225598
B	75m W	Railway Station	1987	2302829
B	76m W	Railway Sidings	1894	2201904
B	77m W	Railway Station	1962	2281896
D	77m W	Railway Sidings	1874	2245144
B	78m SW	Railway Station	1894	2308524
B	79m W	Railway Station	1894	2221337
B	80m W	Railway Station	1933	2273488
B	80m W	Railway Station	1919	2273488
B	80m W	Railway Station	1920	2273488

ID	Location	Land Use	Date	Group ID
B	80m SW	Unspecified Pit	1920	2270654
B	80m SW	Unspecified Pit	1933	2270654
B	82m W	Railway Buildings	1947	2160870
B	83m W	Railway Station	1933	2273488
D	91m W	Railway Station	1894	2313696
B	94m SW	Railway Building	1920	2195236
E	94m E	Hospital	1958	2311346
D	97m W	Railway Sidings	1894	2245144
B	98m W	Railway Sidings	1894	2245144
B	102m W	Unspecified Commercial/Industrial	1933	2171080
B	102m W	Railway Station	1974	2212729
B	102m W	Railway Station	1967	2305750
D	104m W	Railway Sidings	1962	2254310
B	104m W	Railway Sidings	1894	2282004
B	106m W	Railway Sidings	1933	2236813
E	108m SE	Hospital	1987	2281512
E	108m SE	Hospital	1974	2303512
E	108m SE	Hospital	1967	2303512
E	109m SE	Hospital	1962	2316580
E	111m SE	Hospital	1894	2228153
B	113m W	Railway Building	1933	2306384
B	113m W	Railway Building	1919	2254721
B	115m SW	Railway Building	1920	2317170
B	115m W	Railway Building	1947	2306384
E	118m SE	Hospital	1896	2205332
D	118m NW	Railway Building	1874	2197745
E	118m SE	Hospital	1894	2205332
G	123m NW	Unspecified Commercial/Industrial	1947	2260907

ID	Location	Land Use	Date	Group ID
H	123m S	Railway Sidings	1987	2248770
H	123m S	Railway Sidings	1974	2248770
H	123m S	Railway Sidings	1967	2248770
D	125m W	Railway Station	1920	2313696
D	127m W	Railway Station	1947	2329177
H	129m S	Unspecified Depot	1958	2170537
H	129m S	Railway Station	1933	2214108
H	129m S	Railway Station	1919	2249981
H	130m S	Railway Station	1958	2305420
H	130m S	Railway Station	1962	2256578
D	130m NW	Railway Building	1874	2198188
H	130m S	Railway Station	1896	2299794
H	131m S	Railway Station	1947	2269568
H	131m S	Railway Sidings	1947	2254766
D	131m W	Railway Building	1874	2197744
H	132m S	Railway Station	1894	2238491
H	134m S	Railway Station	1920	2216114
H	134m S	Railway Station	1938	2216114
H	136m S	Railway Station	1933	2216114
D	137m W	Railway Building	1874	2198187
H	138m S	Railway Station	1894	2267438
H	139m S	Railway Station	1894	2272092
I	140m SW	Unspecified Works	1958	2230764
D	155m W	Railway Station	1874	2228888
D	158m NW	Railway Building	1958	2197746
H	161m S	Railway Sidings	1933	2224815
H	161m S	Railway Sidings	1919	2267001
H	170m S	Railway Sidings	1920	2304089

ID	Location	Land Use	Date	Group ID
H	170m S	Railway Sidings	1938	2239529
H	170m S	Railway Sidings	1933	2266574
2	172m SW	Unspecified Commercial/Industrial	1962	2171670
J	191m NW	Railway Building	1920	2203270
3	204m S	Burial Ground	1873	2188570
J	206m NW	Unspecified Depot	1962	2170534
K	207m NW	Unspecified Commercial/Industrial	1987	2222548
K	207m NW	Unspecified Commercial/Industrial	1974	2222548
K	207m NW	Unspecified Commercial/Industrial	1967	2222548
K	207m NW	Unspecified Works	1958	2262361
H	212m S	Railway Station	1987	2262081
H	212m S	Railway Station	1974	2262081
H	212m S	Railway Station	1967	2262081
I	232m SW	Unspecified Works	1962	2230764
H	239m S	Unspecified Depot	1962	2170535
H	240m S	Railway Sidings	1896	2310478
N	241m NW	Unspecified Depot	1958	2170438
K	245m N	Unspecified Works	1962	2278584
H	245m S	Railway Buildings	1894	2160869
H	251m S	Railway Building	1894	2198186
Q	252m W	Railway Buildings	1933	2266070
Q	252m W	Railway Buildings	1919	2270942
Q	254m W	Railway Buildings	1947	2248019
6	258m NW	Railway Building	1894	2197743
7	269m W	Railway Sidings	1958	2200714
G	270m NW	Railway Building	1894	2203270
H	283m S	Railway Building	1894	2253829
H	285m S	Railway Building	1933	2213759

ID	Location	Land Use	Date	Group ID
H	285m S	Railway Building	1919	2289009
H	290m S	Railway Building	1920	2204723
H	290m S	Railway Building	1938	2211287
H	320m S	Railway Sidings	1958	2200715
V	345m S	Unspecified Works	1962	2229012
V	348m S	Nursery	1894	2323150
V	348m S	Unspecified Commercial/Industrial	1967	2171676
V	348m S	Unspecified Works	1958	2229012
V	352m S	Nursery	1894	2322124
U	352m SE	Unspecified Tank	1987	2193801
V	353m S	Nursery	1894	2308883
K	359m N	Police Station	1874	2201627
V	377m S	Cuttings	1896	2246045
V	377m S	Cuttings	1894	2215852
V	380m S	Cuttings	1894	2206596
V	384m S	Cuttings	1894	2246045
N	385m NW	Railway Building	1947	2197747
V	390m S	Unspecified Tanks	1967	2327649
V	390m S	Unspecified Tanks	1958	2292803
V	393m S	Tanks	1962	2174884
V	395m S	Nursery	1896	2299547
10	404m W	Unspecified Commercial/Industrial	1962	2171777
N	434m NW	Electric Telegraph	1874	2173955
AB	460m NW	Unspecified Commercial/Industrial	1987	2244470
AB	460m NW	Unspecified Commercial/Industrial	1974	2244470
AB	460m NW	Unspecified Works	1967	2316387
V	462m SE	Unspecified Tanks	1967	2212836
V	462m SE	Unspecified Tanks	1958	2234555

ID	Location	Land Use	Date	Group ID
AA	466m W	Railway Buildings	1947	2249227
AA	466m W	Railway Buildings	1933	2213381
AA	466m W	Railway Buildings	1919	2290252
V	467m SE	Tanks	1962	2174885
11	468m W	Smithy	1920	2249505
AA	487m W	Unspecified Works	1962	2321626
AA	496m W	Unspecified Works	1958	2321626

This data is sourced from Ordnance Survey / Groundsure.

2.2 Historical tanks

Records within 500m	**87**

Tank features digitised from historical Ordnance Survey mapping at high-detail 1:1,250 and 1:2,500 scale. Any records shown are available intelligently grouped in section 1. Grouped and the original un-grouped features can be cross-referenced across sections 1 and 2 using the 'Group ID'.

Features are displayed on the Past land use - un-grouped map on **page 27 >**

ID	Location	Land Use	Date	Group ID
C	31m NE	Unspecified Tank	1896	386957
C	48m NE	Unspecified Tank	1896	386958
E	95m E	Tanks	1984	421896
E	95m E	Tanks	1980	421896
E	95m E	Tanks	1987	421896
E	95m E	Tanks	1980	421896
E	95m E	Tanks	1991	421896
E	95m E	Tanks	1989	421896
E	95m E	Tanks	1967	421896
E	95m E	Tanks	1968	421896
E	95m E	Tanks	1968	421896
E	96m E	Tanks	1994	421896
E	96m E	Tanks	1991	421896

ID	Location	Land Use	Date	Group ID
F	96m NE	Unspecified Tank	1896	386959
F	102m NE	Unspecified Tank	1896	386956
D	145m NW	Unspecified Tank	1916	405316
D	147m NW	Unspecified Tank	1896	405316
1	154m NE	Unspecified Tank	1896	386955
D	187m N	Unspecified Tank	1869	386951
4	232m N	Unspecified Tank	1896	386954
O	242m N	Unspecified Tank	1971	417353
O	242m N	Unspecified Tank	1991	417353
O	242m N	Unspecified Tank	1994	417353
O	242m N	Unspecified Tank	1998	417353
O	243m N	Unspecified Tank	1991	417708
H	275m SE	Unspecified Tank	1984	406314
H	275m SE	Unspecified Tank	1987	404694
H	275m SE	Unspecified Tank	1989	399278
H	276m SE	Unspecified Tank	1994	400132
H	280m SE	Unspecified Tank	1984	419980
H	280m SE	Unspecified Tank	1987	419980
H	280m SE	Unspecified Tank	1989	419980
H	281m SE	Unspecified Tank	1994	422030
H	282m SE	Unspecified Tank	1984	418944
H	282m SE	Unspecified Tank	1987	418944
H	284m SE	Tanks	1993	377915
H	288m SE	Unspecified Tank	1983	402088
H	288m SE	Unspecified Tank	1991	402088
H	288m SE	Unspecified Tank	1991	402088
R	288m E	Tanks	1991	403789
R	289m E	Tanks	1989	409287

ID	Location	Land Use	Date	Group ID
R	290m E	Tanks	1991	409287
H	295m SE	Unspecified Tank	1983	429943
H	295m SE	Unspecified Tank	1991	429943
H	295m SE	Unspecified Tank	1991	429943
U	344m SE	Tanks	1968	424607
U	344m SE	Tanks	1968	424607
U	344m SE	Tanks	1967	424607
K	344m N	Unspecified Tank	1916	386953
8	347m N	Unspecified Tank	1869	386950
K	367m N	Unspecified Tank	1916	386952
K	373m N	Gasholders	1971	421175
K	374m N	Gas Holders	1991	380953
K	374m N	Gasholders	1991	421175
K	379m N	Gasholders	1951	423614
K	380m N	Gasholders	1954	423614
K	380m N	Unspecified Tank	1970	386949
K	381m N	Unspecified Tank	1971	420074
K	381m N	Unspecified Tank	1991	420074
K	381m N	Unspecified Tank	1991	420074
V	395m S	Unspecified Tank	1950	427897
V	395m S	Unspecified Tank	1950	427897
V	395m S	Tanks	1960	426938
V	395m S	Tanks	1967	426938
V	395m S	Unspecified Tank	1950	427897
9	397m E	Unspecified Tank	1871	384846
K	399m N	Gasholder	1951	408872
K	400m N	Gasholder	1954	408872
K	402m N	Unspecified Tank	1951	416414

ID	Location	Land Use	Date	Group ID
K	402m N	Unspecified Tank	1954	409957
V	412m S	Unspecified Tank	1950	411692
V	412m S	Unspecified Tank	1950	411692
Y	419m SE	Unspecified Tank	1991	403497
Y	420m SE	Unspecified Tank	1991	403497
Y	420m SE	Unspecified Tank	1989	403497
Y	420m SE	Unspecified Tank	1984	399334
Y	420m SE	Unspecified Tank	1987	399334
V	426m S	Unspecified Tank	1950	412835
V	427m S	Unspecified Tank	1950	419286
V	469m SE	Unspecified Tank	1950	403417
V	469m SE	Unspecified Tank	1950	403417
V	469m SE	Tanks	1960	377914
V	469m SE	Unspecified Tank	1950	403417
12	470m N	Unspecified Tank	1869	383595
V	486m S	Unspecified Tank	1967	386946
V	487m SE	Unspecified Tank	1950	427353
V	487m SE	Unspecified Tank	1950	427353

This data is sourced from Ordnance Survey / Groundsure.

2.3 Historical energy features

Records within 500m	**156**

Energy features digitised from historical Ordnance Survey mapping at high-detail 1:1,250 and 1:2,500 scale. Any records shown are available intelligently grouped in section 1. Grouped and the original un-grouped features can be cross-referenced across sections 1 and 2 using the 'Group ID'.

Features are displayed on the Past land use - un-grouped map on **page 27 >**

ID	Location	Land Use	Date	Group ID
B	51m SW	Electricity Substation	1950	268792
B	55m SW	Electricity Substation	1950	298579

ID	Location	Land Use	Date	Group ID
B	55m SW	Electricity Substation	1950	298579
B	60m S	Electricity Substation	1991	299835
B	61m S	Electricity Substation	1985	299835
B	63m S	Electricity Substation	1993	299835
B	63m S	Electricity Substation	1995	299835
D	119m NW	Electricity Substation	1993	298266
D	119m NW	Electricity Substation	1995	298266
D	120m NW	Electricity Substation	1985	298266
D	120m NW	Electricity Substation	1950	322392
D	120m NW	Electricity Substation	1950	322392
D	121m NW	Electricity Substation	1991	298266
D	121m NW	Electricity Substation	1991	298266
E	160m E	Electricity Substation	1984	285018
E	160m E	Electricity Substation	1980	285018
E	160m E	Electricity Substation	1987	285018
E	160m E	Electricity Substation	1980	285018
E	160m E	Electricity Substation	1991	285018
E	160m E	Electricity Substation	1989	285018
L	228m W	Electricity Substation	1950	306148
L	228m W	Electricity Substation	1950	306148
L	228m W	Electricity Substation	1950	306148
M	235m NE	Electricity Substation	1989	292709
M	235m NE	Electricity Substation	1994	292709
M	235m NE	Electricity Substation	1991	292709
M	235m NE	Electricity Substation	1987	292709
M	235m NE	Electricity Substation	1980	284525
M	235m NE	Electricity Substation	1991	292709
M	237m NE	Electricity Substation	1980	322516

ID	Location	Land Use	Date	Group ID
P	248m SW	Electricity Substation	1980	301759
P	248m SW	Electricity Substation	1991	301759
P	249m SW	Electricity Substation	1991	301759
P	249m SW	Electricity Substation	1985	301759
P	250m SW	Electricity Substation	1993	301759
P	250m SW	Electricity Substation	1995	301759
H	266m S	Electricity Substation	1950	302698
H	266m S	Electricity Substation	1950	302698
H	266m S	Electricity Substation	1950	302698
S	312m SW	Electricity Substation	1980	298895
S	312m SW	Electricity Substation	1991	298895
S	313m SW	Electricity Substation	1991	298895
S	314m SW	Electricity Substation	1985	298895
S	314m SW	Electricity Substation	1993	283572
S	314m SW	Electricity Substation	1995	283572
K	326m N	Electricity Substation	1971	318003
K	326m N	Electricity Substation	1951	301288
K	326m N	Electricity Substation	1970	298841
K	326m N	Electricity Substation	1954	298841
K	326m N	Electricity Substation	1954	298841
K	326m N	Electricity Substation	1991	303951
T	330m SE	Electricity Substation	1994	303090
T	330m SE	Electricity Substation	1991	303090
T	330m SE	Electricity Substation	1989	303090
T	330m SE	Electricity Substation	1991	303090
U	351m SE	Electricity Substation	1950	289658
U	351m SE	Electricity Substation	1950	289658
U	351m SE	Electricity Substation	1950	289658

ID	Location	Land Use	Date	Group ID
V	353m S	Power Station	1967	276076
V	353m S	Electricity Works	1950	322160
V	354m S	Electricity Works	1950	291031
V	354m S	Electricity Works	1950	291031
U	357m SE	Electricity Substation	1976	288038
U	358m SE	Electricity Substation	1983	288038
K	373m N	Gasholders	1971	314193
K	374m N	Gas Holders	1991	266318
K	374m N	Gasholders	1991	314193
K	379m N	Gasholders	1951	288457
K	380m N	Gasholders	1954	288457
V	383m SE	Electricity Substation	1991	285268
V	383m SE	Electricity Substation	1993	285268
V	384m SE	Electricity Substation	1991	285268
U	386m SE	Electricity Substation	1991	317369
U	386m SE	Electricity Substation	1991	317369
U	386m SE	Electricity Substation	1993	317369
U	388m SE	Electricity Substation	1991	293860
U	388m SE	Electricity Substation	1991	293860
W	391m SW	Electricity Substation	1950	289144
W	391m SW	Electricity Substation	1950	289144
W	391m SW	Electricity Substation	1950	289144
V	393m S	Electricity Substation	1991	279222
V	393m S	Electricity Substation	1991	279222
V	393m S	Electricity Substation	1993	279222
V	393m S	Electricity Substation	1976	281932
V	394m S	Electricity Substation	1983	306837
V	394m S	Electricity Substation	1991	306837

ID	Location	Land Use	Date	Group ID
V	394m S	Electricity Substation	1991	306837
K	399m N	Gasholder	1951	280481
K	400m N	Gasholder	1954	280481
X	409m S	Electricity Substation	1950	313134
X	409m S	Electricity Substation	1950	313134
X	409m S	Electricity Substation	1950	323377
V	422m S	Electricity Substation	1993	314479
V	422m S	Electricity Substation	1991	314479
V	422m S	Electricity Substation	1991	314479
V	423m S	Electricity Substation	1976	314479
V	424m S	Electricity Substation	1983	314479
V	424m S	Electricity Substation	1991	314479
V	424m S	Electricity Substation	1991	314479
W	427m S	Electricity Substation	1995	282624
W	427m S	Electricity Substation	1991	282624
W	427m S	Electricity Substation	1992	282624
W	428m S	Electricity Substation	1976	282624
W	428m S	Electricity Substation	1991	282624
W	428m S	Electricity Substation	1991	282624
Z	444m SW	Electricity Substation	1950	283928
Z	449m SW	Electricity Substation	1950	313405
Z	450m SW	Electricity Substation	1976	290709
Z	450m SW	Electricity Substation	1950	308819
Z	454m SW	Electricity Substation	1991	308785
Z	454m SW	Electricity Substation	1992	308785
Z	454m SW	Electricity Substation	1991	308785
Z	454m SW	Electricity Substation	1991	308785
AA	460m W	Electricity Substation	1979	297261

ID	Location	Land Use	Date	Group ID
AA	460m W	Electricity Substation	1985	297261
AA	460m W	Electricity Substation	1991	297261
AA	460m W	Electricity Substation	1992	297261
AA	460m W	Electricity Substation	1991	297261
AC	461m N	Electricity Substation	1991	298211
N	461m NW	Electricity Substation	1971	304844
N	461m NW	Electricity Substation	1994	304844
N	461m NW	Electricity Substation	1998	304844
N	461m NW	Electricity Substation	1991	304844
AC	461m N	Electricity Substation	1991	298211
AC	461m N	Electricity Substation	1994	298211
AC	461m N	Electricity Substation	1998	298211
N	462m NW	Electricity Substation	1991	304844
AC	463m N	Electricity Substation	1971	291166
V	469m SE	Electricity Substation	1991	292841
V	469m SE	Electricity Substation	1991	292841
V	469m SE	Electricity Substation	1993	292841
V	469m SE	Electricity Substation	1976	287372
V	470m SE	Electricity Substation	1983	299278
V	470m SE	Electricity Substation	1991	299278
V	470m SE	Electricity Substation	1991	299278
AE	473m S	Electricity Substation	1991	304756
AE	473m S	Electricity Substation	1992	304756
AE	473m S	Electricity Substation	1995	304756
AE	474m S	Electricity Substation	1991	304756
AE	474m S	Electricity Substation	1991	304756
AE	474m S	Electricity Substation	1976	304756
AA	476m W	Electricity Substation	1995	269202

ID	Location	Land Use	Date	Group ID
AG	480m NW	Electricity Substation	1968	299897
AD	480m E	Electricity Substation	1950	291646
AD	480m E	Electricity Substation	1950	291646
AD	480m E	Electricity Substation	1950	291646
AG	481m NW	Electricity Substation	1995	281081
AG	481m NW	Electricity Substation	1991	281081
AG	481m NW	Electricity Substation	1984	289229
AG	484m NW	Electricity Substation	1970	306605
Z	492m SW	Electricity Substation	1950	308075
Z	492m SW	Electricity Substation	1950	308075
Z	492m SW	Electricity Substation	1950	308075
Z	492m SW	Electricity Substation	1950	315424
AH	496m NE	Electricity Substation	1968	280872
AH	497m NE	Electricity Substation	1970	303047

This data is sourced from Ordnance Survey / Groundsure.

2.4 Historical petrol stations

Records within 500m	0

Petrol stations digitised from historical Ordnance Survey mapping at high-detail 1:1,250 and 1:2,500 scale. Any records shown are available intelligently grouped in section 1. Grouped and the original un-grouped features can be cross-referenced across sections 1 and 2 using the 'Group ID'.

This data is sourced from Ordnance Survey / Groundsure.

2.5 Historical garages

Records within 500m	30

Garages digitised from historical Ordnance Survey mapping at high-detail 1:1,250 and 1:2,500 scale. Any records shown are available intelligently grouped in section 1. Grouped and the original un-grouped features can be cross-referenced across sections 1 and 2 using the 'Group ID'.

Features are displayed on the Past land use - un-grouped map on **page 27 >**

ID	Location	Land Use	Date	Group ID
H	177m SE	Coach Repair Works	1968	88437
H	177m SE	Coach Repair Works	1968	88437
H	177m SE	Coach Repair Works	1967	92533
H	186m SE	Garage	1916	81780
H	193m S	Repair Shop	1950	91370
H	193m S	Repair Shop	1950	91370
H	206m S	Garage	1968	87534
H	206m S	Garage	1968	87534
H	206m S	Garage	1980	93881
H	207m S	Garage	1963	83065
H	207m S	Garage	1985	92268
H	208m S	Garage	1916	83924
H	210m S	Repair Shop	1950	93816
5	236m SE	Garage	1916	81781
H	240m S	Repair Shop	1950	93816
H	243m S	Garage	1963	83065
H	243m S	London Transport Garage	1976	82197
H	243m S	Garage	1957	83065
H	243m S	Garage	1963	83065
H	252m S	Repair Shop	1950	93816
H	264m SE	Coach Repair Works	1967	88430
H	266m S	Repair Shop	1950	85318
G	269m NW	Carriage Shed	1896	82074
AD	461m E	Garage	1980	93174
AD	461m E	Garage	1980	86481
AD	462m E	Garage	1968	86481
AD	462m E	Garage	1968	86481
AD	462m E	Garage	1967	95182

ID	Location	Land Use	Date	Group ID
AF	479m SE	Garage	1976	87526
AF	480m SE	Garage	1983	87526

This data is sourced from Ordnance Survey / Groundsure.

3 Waste and landfill

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3.1 Active or recent landfill

Records within 500m	0

Active or recently closed landfill sites under Environment Agency/Natural Resources Wales regulation.

This data is sourced from the Environment Agency and Natural Resources Wales.

3.2 Historical landfill (BGS records)

Records within 500m	0

Landfill sites identified on a survey carried out on behalf of the DoE in 1973. These sites may have been closed or operational at this time.

This data is sourced from the British Geological Survey.

3.3 Historical landfill (LA/mapping records)

Records within 500m	0

Landfill sites identified from Local Authority records and high detail historical mapping.

This data is sourced from the Ordnance Survey/Groundsure and Local Authority records.

3.4 Historical landfill (EA/NRW records)

Records within 500m	0

Known historical (closed) landfill sites (e.g. sites where there is no PPC permit or waste management licence currently in force). This includes sites that existed before the waste licensing regime and sites that have been licensed in the past but where a licence has been revoked, ceased to exist or surrendered and a certificate of completion has been issued.

This data is sourced from the Environment Agency and Natural Resources Wales.

3.5 Historical waste sites

Records within 500m	0

Waste site records derived from Local Authority planning records and high detail historical mapping.

This data is sourced from Ordnance Survey/Groundsure and Local Authority records.

3.6 Licensed waste sites

Records within 500m	0

Active or recently closed waste sites under Environment Agency/Natural Resources Wales regulation.

This data is sourced from the Environment Agency and Natural Resources Wales.

3.7 Waste exemptions

Records within 500m	22

Activities involving the storage, treatment, use or disposal of waste that are exempt from needing a permit. Exemptions have specific limits and conditions that must be adhered to.

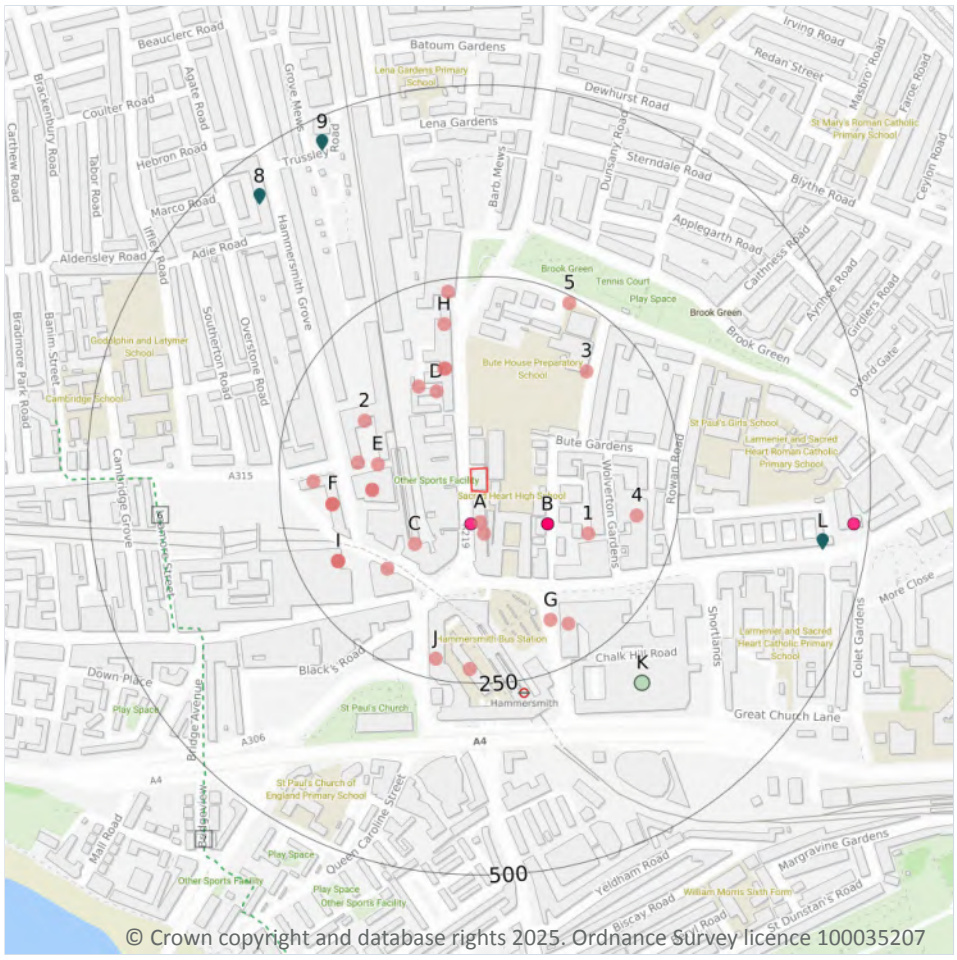
Features are displayed on the Waste and landfill map on **page 45 >**

ID	Location	Site	Reference	Category	Sub-Category	Description
1	182m W	Hammersmith Private Hospital, The Triangle 5-17, Hammersmith Grove, London, W6 0lg	WEX395140	Treating waste exemption	Not on a farm	Sorting and de-naturing of controlled drugs for disposal
A	244m W	West 45 Building Beadon Road London W6 0eg	EPR/NE5445BY/A001	Using waste exemption	Non-agricultural waste only	Use of waste in construction
A	244m W	West 45 Building Beadon Road London W6 0eg	EPR/NE5445BY/A001	Treating waste exemption	Non-agricultural waste only	Screening and blending of waste
B	319m SW	Ashcroft Square Hammersmith	EPR/GE5944BJ/A001	Using waste exemption	Non-agricultural waste only	Spreading waste on non-agricultural land to confer benefit
B	319m SW	-	WEX103593	Using waste exemption	Not on a farm	Spreading waste on non-agricultural land to confer benefit
C	342m W	Kings Mall Car Park Glenthorne Road London W6 0lj	EPR/NE5145BE/A001	Using waste exemption	Non-agricultural waste only	Use of waste in construction
C	342m W	Kings Mall Car Park Glenthorne Road London W6 0lj	EPR/NE5145BE/A001	Treating waste exemption	Non-agricultural waste only	Screening and blending of waste
D	370m SE	Novotel Podium Hammersmith	EPR/GE5444BC/A001	Using waste exemption	Non-agricultural waste only	Spreading waste on non-agricultural land to confer benefit
D	370m SE	-	WEX103596	Using waste exemption	Not on a farm	Spreading waste on non-agricultural land to confer benefit
2	404m SW	2-3 Sussex Place W6 9ea	EPR/PE5383GS/A001	Using waste exemption	Agricultural waste only	Use of waste in construction
3	414m S	49, Queen Caroline Street, London, W6 9qh	WEX080382	Treating waste exemption	Not on a farm	Sorting and de-naturing of controlled drugs for disposal
4	441m SW	103 King Street London W6 9jg	EPR/DE5482QP/A001	Storing waste exemption	Non-agricultural waste only	Storage of waste in a secure place
E	453m S	Queen Caroline Estate Herb Garden Queen Caroline Street Hammersmith W6 9eb	EPR/PH0479XT/A001	Storing waste exemption	Non-agricultural waste only	Storage of waste in secure containers

ID	Location	Site	Reference	Category	Sub-Category	Description
E	453m S	Queen Caroline Estate Herb Garden Queen Caroline Street Hammersmith W6 9eb	EPR/PH0479XT/A001	Using waste exemption	Non-agricultural waste only	Spreading waste on non-agricultural land to confer benefit
E	453m S	Queen Caroline Estate Herb Garden Queen Caroline Street Hammersmith W6 9eb	EPR/PH0479XT/A001	Using waste exemption	Non-agricultural waste only	Use of waste for a specified purpose
E	454m S	Queen Caroline Estate Herb Garden, Queen Caroline Estate, Hammersmith, W6 9eb	WEX023767	Storing waste exemption	Not on a farm	Storage of waste in secure containers
E	454m S	Queen Caroline Estate Herb Garden, Queen Caroline Estate, Hammersmith, W6 9eb	WEX023767	Using waste exemption	Not on a farm	Spreading waste on non-agricultural land to confer benefit
E	454m S	Queen Caroline Estate Herb Garden, Queen Caroline Estate, Hammersmith, W6 9eb	WEX023767	Using waste exemption	Not on a farm	Use of waste for a specified purpose
E	466m S	Flat 1 Beatrice House Queen Caroline Street London W6 9eb	EPR/LH0919YH/A001	Using waste exemption	Non-agricultural waste only	Use of waste for a specified purpose
5	472m SE	-	WEX270096	Using waste exemption	Not on a farm	Use of waste in construction
F	474m W	Grove House 27 Hammersmith Grove London W6 0jl	EPR/MF0706XR/A001	Storing waste exemption	Non-agricultural waste only	Storage of waste in a secure place
F	474m W	Grove House 27 Hammersmith Grove London W6 0jl	EPR/MF0706XR/A001	Treating waste exemption	Non-agricultural waste only	Manual treatment of waste

This data is sourced from the Environment Agency and Natural Resources Wales.

4 Current industrial land use



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- Site Outline
- Search buffers in metres (m)
- Recent industrial land uses
- Electricity cables
- Licensed pollutant release (Part A(2)/B)
- Radioactive Substance Authorisations
- Pollution Incidents (EA/NRW)

4.1 Recent industrial land uses

Records within 250m	31

Current potentially contaminative industrial sites.

Features are displayed on the Current industrial land use map on **page 49 >**

ID	Location	Company	Address	Activity	Category
A	40m S	Tap Portugal	Brook House 229-243, Shepherd's Bush Road, London, Greater London, W6 7AN	Airlines and Airline Services	Transport, Storage and Delivery
A	55m S	Electricity Sub Station	Greater London, W6	Electrical Features	Infrastructure and Facilities

ID	Location	Company	Address	Activity	Category
C	102m SW	Hammersmith (H&C)	Hammersmith Station Metropolitan Station Arcade, Hammersmith Broadway, London, Greater London, W6 7AE	Underground Network Stations	Public Transport, Stations and Infrastructure
D	110m NW	Uzbekistan Airways	13 Cambridge Court 210, Shepherd's Bush Road, London, Greater London, W6 7NJ	Airlines and Airline Services	Transport, Storage and Delivery
E	122m W	Electricity Sub Station	Greater London, W6	Electrical Features	Infrastructure and Facilities
D	127m NW	Electricity Sub Station	Greater London, W6	Electrical Features	Infrastructure and Facilities
E	130m W	Grass & Co	12, Hammersmith Grove, London, Greater London, W6 7AP	Catering and Non Specific Food Products	Foodstuffs
E	130m W	Geosec	12, Hammersmith Grove, London, Greater London, W6 7AP	Civil Engineers	Engineering Services
D	135m N	A N A	Ground Floor Hythe House 200, Shepherd's Bush Road, London, Greater London, W6 7NL	Airlines and Airline Services	Transport, Storage and Delivery
D	135m N	Sumitomo Chemical UK Plc	Fourth Floor, Hythe House, 200, Shepherd's Bush Road, London, Greater London, W6	Colours, Chemicals and Water Softeners and Supplies	Industrial Products
1	142m SE	Electricity Sub Station	Greater London, W6	Electrical Features	Infrastructure and Facilities
E	148m W	A G A Scaffolding Ltd	26-28, Hammersmith Grove, London, Greater London, W6 7HA	Construction and Tool Hire	Hire Services
C	150m SW	Clarke Nicholls Marcel	1, Beadon Road, London, Greater London, W6 0EA	Civil Engineers	Engineering Services
2	152m NW	Alquds Alarabi Publishing & Advertising Overseas Ltd	26-28 Hammersmith Grove, Hammersmith and Fulham, London, Greater London, W6 7HA	Published Goods	Industrial Products
3	181m NE	Electricity Sub Station	Greater London, W6	Electrical Features	Infrastructure and Facilities
F	182m W	Romulus Investments Ltd	The Triangle 5-17, Hammersmith Grove, London, Greater London, W6 0LG	Business Parks and Industrial Estates	Industrial Features
F	182m W	Hyundai Heavy Industry	Second Floor South the Triangle 5-17, Hammersmith Grove, London, Greater London, W6 0LG	Marine Equipment Including Boats and Ships	Industrial Products

ID	Location	Company	Address	Activity	Category
F	182m W	Anyvan	Sixth Floor the Triangle 5-17, Hammersmith Grove, London, Greater London, W6 0LG	Distribution and Haulage	Transport, Storage and Delivery
G	187m SE	Hammersmith (District and Piccadilly)	Hammersmith Station, Hammersmith Broadway, London, Greater London, W6 8AB	Underground Network Stations	Public Transport, Stations and Infrastructure
H	192m N	Hammersmith Fire Station	Hammersmith Fire Station and Community Safety Centre 190-192, Shepherd's Bush Road, London, Greater London, W6 7NL	Fire Brigade Stations	Central and Local Government
I	197m SW	Wevee	1, Lyric Square, London, Greater London, W6 0NB	Vehicles	Industrial Products
I	197m SW	Vertu Medical Ltd	1, Lyric Square, London, Greater London, W6 0NB	Medical Equipment, Supplies and Pharmaceuticals	Industrial Products
I	197m SW	Oskia Skincare	1, Lyric Square, London, Greater London, W6 0NB	Cosmetics, Toiletries and Perfumes	Consumer Products
I	197m SW	Mr Sander Tm	1, Lyric Square, London, Greater London, W6 0NB	Construction Completion Services	Construction Services
4	198m E	Territorial Army Centre	Greater London, W6	Armed Services	Central and Local Government
G	202m SE	L'oreal Luxury Products	Third Floor, Focus West, 255, Hammersmith Road, London, Greater London, W6	Cosmetics, Toiletries and Perfumes	Consumer Products
F	206m W	Rarenoise Ltd	Britannia House, 1-11, Glenthorne Road, London, Greater London, W6 0LH	Recording Studios and Record Companies	IT, Advertising, Marketing and Media Services
J	223m S	London Printbox	Hammersmith Broadway, Hammersmith and Fulham, London, Greater London, W6 9YE	Published Goods	Industrial Products
J	232m S	Bus Station	Greater London, W6	Bus and Coach Stations, Depots and Companies	Public Transport, Stations and Infrastructure
H	233m N	Fever-tree	186-188, Shepherd's Bush Road, London, Greater London, W6 7NL	Non Alcoholic Drinks	Foodstuffs
5	241m NE	Electricity Sub Station	Greater London, W6	Electrical Features	Infrastructure and Facilities

This data is sourced from Ordnance Survey.

4.2 Current or recent petrol stations

Records within 500m	0

Open, closed, under development and obsolete petrol stations.

This data is sourced from Experian.

4.3 Electricity cables

Records within 500m	2

High voltage underground electricity transmission cables.

Features are displayed on the Current industrial land use map on **page 49 >**

ID	Location	Cable Set	Cable Route	Details	
6	398m SW	BEDD2 - WISD2 1 DC CABLE SECTION 36	BEDDINGTON - WILLESDEN 1	Cable Make: - Cable Type: A/C Operating Voltage (kV): 275	Year of installation: 2000 Cable in tunnel? Not specified
7	433m SW	BEDD2 - WISD2 1 DC CABLE SECTION 35	BEDDINGTON - WILLESDEN 1	Cable Make: - Cable Type: A/C Operating Voltage (kV): 275	Year of installation: 2000 Cable in tunnel? Not specified

This data is sourced from National Grid.

4.4 Gas pipelines

Records within 500m	0

High pressure underground gas transmission pipelines.

This data is sourced from National Grid.

4.5 Sites determined as Contaminated Land

Records within 500m	0

Contaminated Land Register of sites designated under Part 2a of the Environmental Protection Act 1990.

This data is sourced from Local Authority records.

4.6 Control of Major Accident Hazards (COMAH)

Records within 500m	0

Control of Major Accident Hazards (COMAH) sites. This data includes upper and lower tier sites, and includes a historical archive of COMAH sites and Notification of Installations Handling Hazardous Substances (NIHHS) records.

This data is sourced from the Health and Safety Executive.

4.7 Regulated explosive sites

Records within 500m	0

Sites registered and licensed by the Health and Safety Executive under the Manufacture and Storage of Explosives Regulations 2005 (MSER). The last update to this data was in April 2011.

This data is sourced from the Health and Safety Executive.

4.8 Hazardous substance storage/usage

Records within 500m	0

Consents granted for a site to hold certain quantities of hazardous substances at or above defined limits in accordance with the Planning (Hazardous Substances) Regulations 2015.

This data is sourced from Local Authority records.

4.9 Historical licensed industrial activities (IPC)

Records within 500m	0

Integrated Pollution Control (IPC) records of substance releases to air, land and water. This data represents a historical archive as the IPC regime has been superseded.

This data is sourced from the Environment Agency and Natural Resources Wales.

4.10 Licensed industrial activities (Part A(1))

Records within 500m	0

Records of Part A(1) installations regulated under the Environmental Permitting (England and Wales) Regulations 2016 for the release of substances to the environment.

This data is sourced from the Environment Agency and Natural Resources Wales.

4.11 Licensed pollutant release (Part A(2)/B)

Records within 500m	3

Records of Part A(2) and Part B installations regulated under the Environmental Permitting (England and Wales) Regulations 2016 for the release of substances to the environment.

Features are displayed on the Current industrial land use map on **page 49 >**

ID	Location	Address	Details	
L	442m E	Violet Super Dry Cleaners, 106-108 Hammersmith Road, London, W6 7JP	Process: Dry Cleaning Status: Current Permit Permit Type: Part B	Enforcement: No Enforcements Received Date of enforcement: No Enforcements Received Comment: No Enforcements Received
8	450m NW	Trussley Dry Cleaners And Launderette, 97 Hammersmith Grove, London, W6 0NQ	Process: Dry Cleaning Status: Current Permit Permit Type: Part B	Enforcement: No Enforcements Received Date of enforcement: No Enforcements Received Comment: No Enforcements Received
9	469m NW	Weldeck Co, Trussley Rd, London, W6 7PP	Process: Respraying of Road Vehicles Status: Historical Permit Permit Type: Part B	Enforcement: No Enforcements Received Date of enforcement: No Enforcements Received Comment: No Enforcements Received

This data is sourced from Local Authority records.

4.12 Radioactive Substance Authorisations

Records within 500m	5

Records of the storage, use, accumulation and disposal of radioactive substances regulated under the Radioactive Substances Act 1993.

Features are displayed on the Current industrial land use map on **page 49 >**

ID	Location	Address	Details	
A	43m S	Charing Cross Hospital Medical School Nhs Trust, West London Hospital, Hammersmith Road, London, W6 7DG	Operator: Charing Cross Hospital Medical School Nhs Trust Type: Disposal Of Radioactive Waste (was Rsa60 Section 6). Permission number: AB8252 Date of approval: 31/03/1991	Effective from: 31/03/1991 Last date of update: 01/01/2015 Status: Revoked/cancelled
B	89m SE	Institute Of Rheumatology, Bute Gardens, London, W6 7DW	Operator: Institute Of Rheumatology Type: Disposal Of Radioactive Waste (was Rsa60 Section 6). Permission number: AD7885 Date of approval: 31/03/1991	Effective from: 31/03/1991 Last date of update: 01/01/2015 Status: Revoked/cancelled

ID	Location	Address	Details	
B	89m SE	Mathilda And Terence Kennedy Institiute Of Rheumatology Trust, 6 Bute Gardens, London, W6 7DW	Operator: Mathilda And Terence Kennedy Institiute Of Rheumatology Trust Type: Disposal Of Radioactive Waste (was Rsa60 Section 6). Permission number: AG5773 Date of approval: 21/07/1993	Effective from: 18/08/1993 Last date of update: 01/01/2015 Status: Superseded By Variation
B	89m SE	Mathilda And Terence Kennedy Institiute Of Rheumatology Trust, 6 Bute Gardens, London, W6 7DW	Operator: Mathilda And Terence Kennedy Institiute Of Rheumatology Trust Type: Disposal Of Radioactive Waste (was Rsa60 Section 6). Permission number: AG5773 Date of approval: 17/08/1994	Effective from: 14/09/1994 Last date of update: 01/01/2015 Status: Revoked/cancelled
L	480m E	West London Hospital Nhs Trust, Hammersmith Road, London, W6 7DQ	Operator: West London Hospital Nhs Trust Type: - Permission number: AE1068 Date of approval: 31/03/1991	Effective from: 31/03/1991 Last date of update: 01/01/2015 Status: Revoked/cancelled

This data is sourced from the Environment Agency and Natural Resources Wales.

4.13 Licensed Discharges to controlled waters

Records within 500m	0

Discharges of treated or untreated effluent to controlled waters under the Water Resources Act 1991.

This data is sourced from the Environment Agency and Natural Resources Wales.

4.14 Pollutant release to surface waters (Red List)

Records within 500m	0

Discharges of specified substances under the Environmental Protection (Prescribed Processes and Substances) Regulations 1991.

This data is sourced from the Environment Agency and Natural Resources Wales.

4.15 Pollutant release to public sewer

Records within 500m	0

Discharges of Special Category Effluents to the public sewer.

This data is sourced from the Environment Agency and Natural Resources Wales.

4.16 List 1 Dangerous Substances

Records within 500m	0

Discharges of substances identified on List I of European Directive E 2006/11/EC, and regulated under the Environmental Damage (Prevention and Remediation) Regulations 2015.

This data is sourced from the Environment Agency and Natural Resources Wales.

4.17 List 2 Dangerous Substances

Records within 500m	0

Discharges of substances identified on List II of European Directive E 2006/11/EC, and regulated under the Environmental Damage (Prevention and Remediation) Regulations 2015.

This data is sourced from the Environment Agency and Natural Resources Wales.

4.18 Pollution Incidents (EA/NRW)

Records within 500m	2

Records of substantiated pollution incidents. Since 2006 this data has only included category 1 (major) and 2 (significant) pollution incidents.

Features are displayed on the Current industrial land use map on **page 49 >**

ID	Location	Details	
K	321m SE	Incident Date: 02/10/2001 Incident Identification: 34326 Pollutant: Oils and Fuel Pollutant Description: Diesel	Water Impact: Category 4 (No Impact) Land Impact: Category 4 (No Impact) Air Impact: Category 4 (No Impact)
K	321m SE	Incident Date: 02/10/2001 Incident Identification: 34326 Pollutant: Oils and Fuel Pollutant Description: Diesel	Water Impact: Category 4 (No Impact) Land Impact: Category 4 (No Impact) Air Impact: Category 4 (No Impact)

This data is sourced from the Environment Agency and Natural Resources Wales.

4.19 Pollution inventory substances

Records within 500m	0

The pollution inventory (substances) includes reporting on annual emissions of certain regulated substances to air, controlled waters and land. A reporting threshold for each substance is also included. Where emissions fall below the reporting threshold, no value will be given. The data is given for the most recent complete year available.

This data is sourced from the Environment Agency and the Scottish Environment Protection Agency.

4.20 Pollution inventory waste transfers

Records within 500m	0

The pollution inventory (waste transfers) includes reporting on annual transfers and recovery/disposal of controlled wastes from a site. A reporting threshold for each waste type is also included. Where releases fall below the reporting threshold, no value will be given. The data is given for the most recent complete year available.

This data is sourced from the Environment Agency and the Scottish Environment Protection Agency.

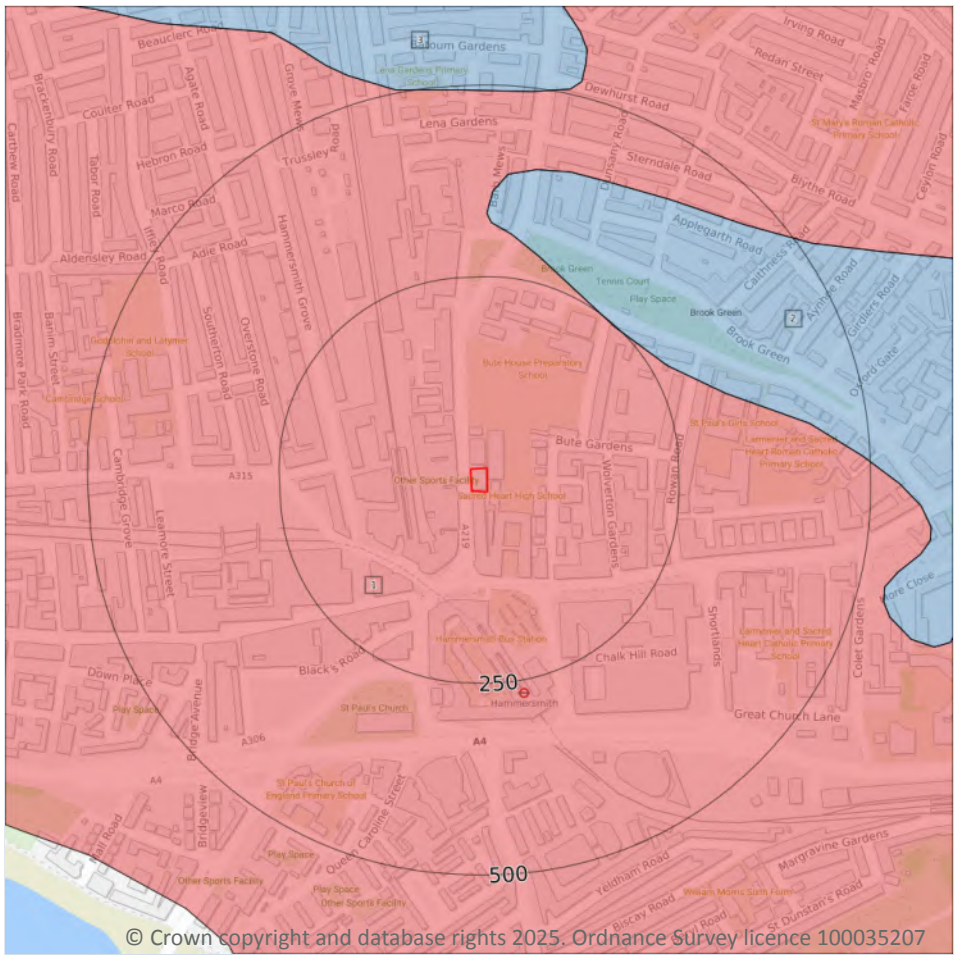
4.21 Pollution inventory radioactive waste

Records within 500m	0

The pollution inventory (radioactive wastes) includes reporting on annual releases of radioactive substances from a site, including the means of release. Where releases fall below the reporting threshold, no value will be given. The data is given for the most recent complete year available.

This data is sourced from the Environment Agency and the Scottish Environment Protection Agency.

5 Hydrogeology - Superficial aquifer



5.1 Superficial aquifer

Records within 500m	3

Aquifer status of groundwater held within superficial geology.

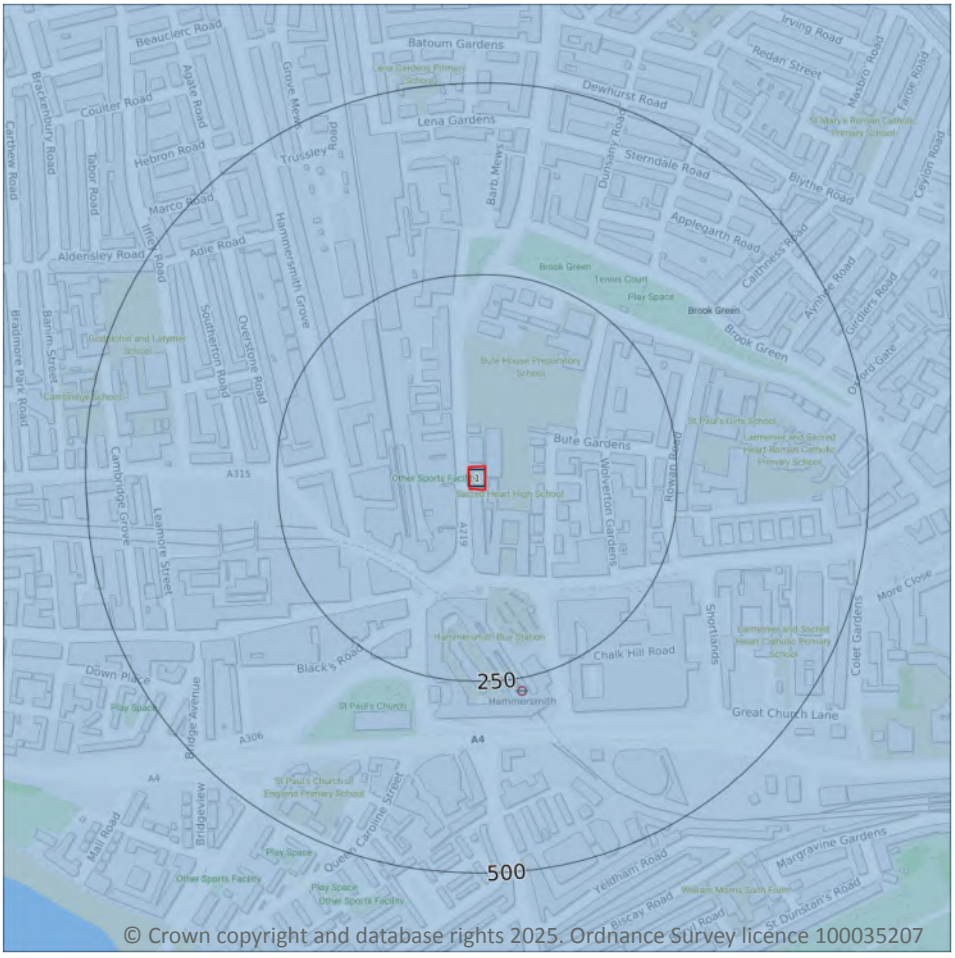
Features are displayed on the Hydrogeology map on **page 58 >**

ID	Location	Designation	Description
1	**On site**	**Secondary A**	**Permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. These are generally aquifers formerly classified as minor aquifers**
2	249m NE	Unproductive	These are rock layers or drift deposits with low permeability that have negligible significance for water supply or river base flow

ID	Location	Designation	Description
3	493m N	Unproductive	These are rock layers or drift deposits with low permeability that have negligible significance for water supply or river base flow

This data is sourced from the British Geological Survey, the Environment Agency and Natural Resources Wales.

Bedrock aquifer



Site Outline

Search buffers in metres (m)

- Principal
- Secondary A
- Secondary B
- Secondary Undifferentiated
- Unproductive

5.2 Bedrock aquifer

Records within 500m	1

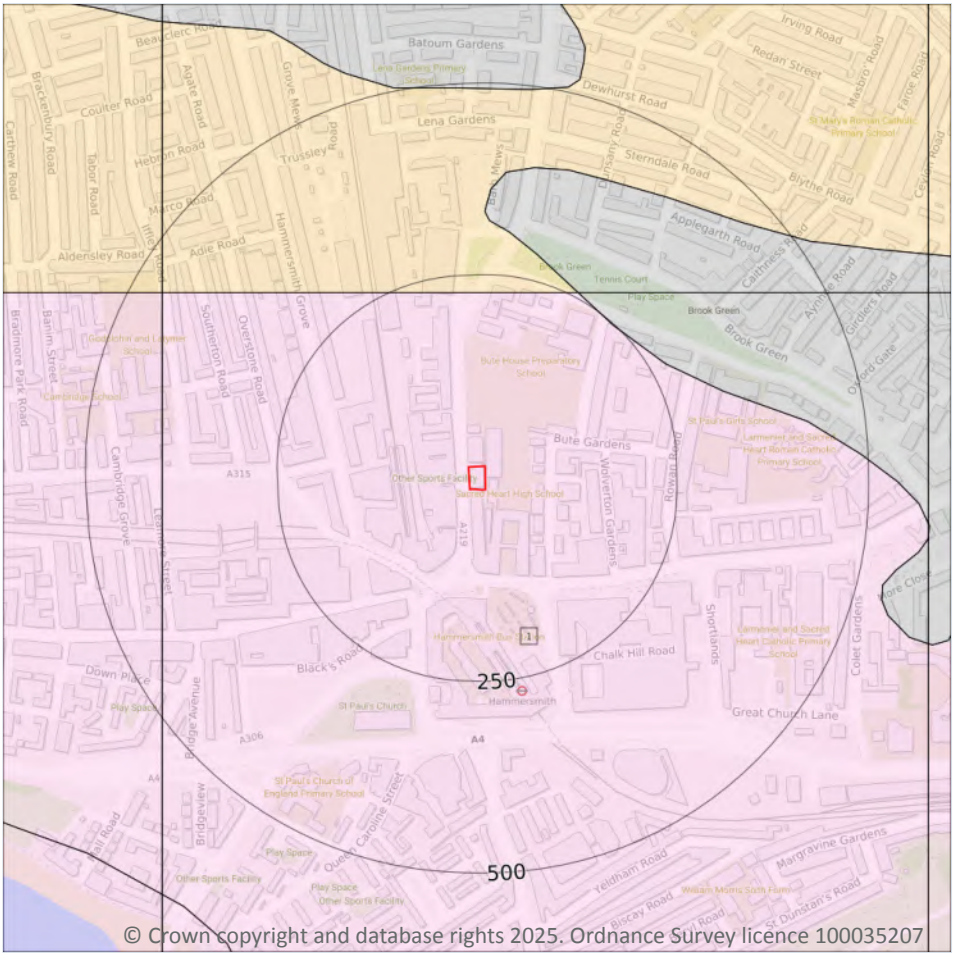
Aquifer status of groundwater held within bedrock geology.

Features are displayed on the Bedrock aquifer map on **page 60 >**

ID	Location	Designation	Description
1	On site	Unproductive	These are rock layers or drift deposits with low permeability that have negligible significance for water supply or river base flow

This data is sourced from the British Geological Survey, the Environment Agency and Natural Resources Wales.

Groundwater vulnerability



Site Outline

Search buffers in metres (m)

Superficial vulnerability
- Principal superficial aquifer, high vulnerability
- Secondary superficial aquifer, high vulnerability
- Principal superficial aquifer, medium vulnerability
- Secondary superficial aquifer, medium vulnerability
- Principal superficial aquifer, low vulnerability
- Secondary superficial aquifer, low vulnerability

Bedrock vulnerability
- Principal bedrock aquifer, high vulnerability
- Secondary bedrock aquifer, high vulnerability
- Principal bedrock aquifer, medium vulnerability
- Secondary bedrock aquifer, medium vulnerability
- Principal bedrock aquifer, low vulnerability
- Secondary bedrock aquifer, low vulnerability

Other information
- Unproductive aquifer
- Soluble rock risk
- Local information

5.3 Groundwater vulnerability

Records within 50m	1

An assessment of the vulnerability of groundwater to a pollutant discharged at ground level based on the hydrological, geological, hydrogeological and soil properties within a one kilometre square grid. Groundwater vulnerability is described as High, Medium or Low as follows:

- High - Areas able to easily transmit pollution to groundwater. They are likely to be characterised by high leaching soils and the absence of low permeability superficial deposits.
- Medium - Intermediate between high and low vulnerability.
- Low - Areas that provide the greatest protection from pollution. They are likely to be characterised by low leaching soils and/or the presence of superficial deposits characterised by a low permeability.

Features are displayed on the Groundwater vulnerability map on **page 61 >**

ID	Location	Summary	Soil / surface	Superficial geology	Bedrock geology
1	On site	**Summary Classification: Secondary superficial aquifer - Medium Vulnerability Combined classification: Unproductive Bedrock Aquifer, Productive Superficial Aquifer**	**Leaching class: Intermediate Infiltration value: >70% Dilution value: 300-550mm/year**	**Vulnerability: Medium Aquifer type: Secondary Thickness: 3-10m Patchiness value: >90% Recharge potential: High**	**Vulnerability: Unproductive Aquifer type: Unproductive Flow mechanism: Mixed**

This data is sourced from the British Geological Survey, the Environment Agency and Natural Resources Wales.

5.4 Groundwater vulnerability- soluble rock risk

Records on site	0

This dataset identifies areas where solution features that enable rapid movement of a pollutant may be present within a 1km grid square.

This data is sourced from the British Geological Survey and the Environment Agency.

5.5 Groundwater vulnerability- local information

Records on site	0

This dataset identifies areas where additional local information affecting vulnerability is held by the Environment Agency. Further information can be obtained by contacting the Environment Agency local Area groundwater team through the Environment Agency National Customer Call Centre on 03798 506 506 or by email on enquiries@environment-agency.gov.uk ↗.

This data is sourced from the British Geological Survey and the Environment Agency.

Abstractions and Source Protection Zones

Site Outline

Search buffers in metres (m)

- Source Protection Zone 1 — Inner catchment
- Source Protection Zone 2 — Outer catchment
- Source Protection Zone 3 — Total catchment
- Source Protection Zone 4 — Zone of Special Interest
- Source Protection Zone 1c — Inner catchment - confined aquifer
- Source Protection Zone 2c — Outer catchment - confined aquifer
- Source Protection Zone 3c — Total catchment - confined aquifer
- Drinking water abstraction licences
- Drinking water abstraction licences — Polygon features
- Drinking water abstraction licences — Linear features
- Groundwater abstraction licence (point)
- Groundwater abstraction licence (area)
- Groundwater abstraction licence (linear)
- Surface Water Abstractions (point)
- Surface Water Abstractions (area)
- Surface Water Abstractions (linear)

5.6 Groundwater abstractions

Records within 2000m	4

Licensed groundwater abstractions for sites extracting more than 20 cubic metres of water a day and includes active and historical records. The data may be for a single abstraction point, between two points (line data) or a larger area.

Features are displayed on the Abstractions and Source Protection Zones map on **page 63 >**

ID	Location	Details	
-	804m SW	Status: Active Licence No: TH/039/0039/191 Details: Heat Pump Direct Source: THAMES GROUNDWATER Point: HAMMERSMITH TOWN HALL HEAT PUMP Data Type: Point Name: West King Street Renewal LLP Easting: 522666 Northing: 178419	Annual Volume (m^3): 380160 Max Daily Volume (m^3): 2160 Original Application No: NPS/WR/040031 Original Start Date: 14/05/2024 Expiry Date: 31/03/2037 Issue No: 1 Version Start Date: 14/05/2024 Version End Date: -
-	865m N	Status: Historical Licence No: 28/39/39/0210 Details: Pollution Remediation Direct Source: THAMES GROUNDWATER Point: LONDON UNITED BUS DEPOT, SHEPHERDS BUSH- POINT 'A' Data Type: Point Name: LAND CLEAN LIMITED Easting: 523150 Northing: 179600	Annual Volume (m^3): - Max Daily Volume (m^3): - Original Application No: - Original Start Date: 20/11/2003 Expiry Date: 31/12/2009 Issue No: 1 Version Start Date: 20/11/2003 Version End Date: -
-	868m NE	Status: Active Licence No: TH/039/0039/181 Details: Dewatering Direct Source: THAMES GROUNDWATER Point: ALLUVIUM & RIVER DEPOSITS AT OLYMPIA EXHIBITION Data Type: Poly4 Name: Laing O'Rourke Delivery Limited Easting: 524223 Northing: 179130	Annual Volume (m^3): 725382 Max Daily Volume (m^3): 1988 Original Application No: NPS/WR/035681 Original Start Date: 19/08/2022 Expiry Date: 31/03/2025 Issue No: 1 Version Start Date: 19/08/2022 Version End Date: -
-	1989m SW	Status: Historical Licence No: 28/39/39/0137 Details: Non-Evaporative Cooling Direct Source: THAMES GROUNDWATER Point: WELL AT GRIFFIN BREWERY, CHISWICK, LONDON W4 Data Type: Point Name: FULLER SMITH & TURNER LTD Easting: 521600 Northing: 177900	Annual Volume (m^3): 81828 Max Daily Volume (m^3): 327.3 Original Application No: - Original Start Date: 14/09/1970 Expiry Date: - Issue No: 100 Version Start Date: 14/09/1970 Version End Date: -

This data is sourced from the Environment Agency and Natural Resources Wales.

5.7 Surface water abstractions

Records within 2000m	0

Licensed surface water abstractions for sites extracting more than 20 cubic metres of water a day and includes active and historical records. The data may be for a single abstraction point, a stretch of watercourse or a larger area.

This data is sourced from the Environment Agency and Natural Resources Wales.

5.8 Potable abstractions

Records within 2000m	0

Licensed potable water abstractions for sites extracting more than 20 cubic metres of water a day and includes active and historical records. The data may be for a single abstraction point, a stretch of watercourse or a larger area.

This data is sourced from the Environment Agency and Natural Resources Wales.

5.9 Source Protection Zones

Records within 500m	0

Source Protection Zones define the sensitivity of an area around a potable abstraction site to contamination.

This data is sourced from the Environment Agency and Natural Resources Wales.

5.10 Source Protection Zones (confined aquifer)

Records within 500m	0

Source Protection Zones in the confined aquifer define the sensitivity around a deep groundwater abstraction to contamination. A confined aquifer would normally be protected from contamination by overlying geology and is only considered a sensitive resource if deep excavation/drilling is taking place.

This data is sourced from the Environment Agency and Natural Resources Wales.

6 Hydrology

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Site Outline

Search buffers in metres (m)

Water Network (OS MasterMap)

Surface water features (wider than 5m)

Surface water features (narrower than 5m)

WFD River, canal and surface water transfer water bodies

WFD Lake water bodies

WFD Transitional and coastal water bodies

WFD Surface water body catchments boundaries

WFD Groundwater body boundaries

6.1 Water Network (OS MasterMap)

Records within 250m	0

Detailed water network of Great Britain showing the flow and precise central course of every river, stream, lake and canal.

This data is sourced from the Ordnance Survey.

6.2 Surface water features

Records within 250m	0

Covering rivers, streams and lakes (some overlap with OS MasterMap Water Network data in previous section) but additionally covers smaller features such as ponds. Rivers and streams narrower than 5m are represented as a single line. Lakes, ponds and rivers or streams wider than 5m are represented as polygons.

This data is sourced from the Ordnance Survey.

6.3 WFD Surface water body catchments

Records on site	1

The Water Framework Directive is an EU-led framework for the protection of inland surface waters, estuaries, coastal waters and groundwater through river basin-level management planning. In terms of surface water, these basins are broken down into smaller units known as management, operational and water body catchments.

Features are displayed on the Hydrology map on **page 66 >**

ID	Location	Type	Water body catchment	Water body ID	Operational catchment	Management catchment
1	**On site**	**Coastal Catchment**	**Not part of a river WB catchment**	**131**	**Land area part of London Management Catchment draining to the Tidal Thames**	**London**

This data is sourced from the Environment Agency and Natural Resources Wales.

6.4 WFD Surface water bodies

Records identified	0

Surface water bodies under the Directive may be rivers, lakes, estuary or coastal. To achieve the purpose of the Directive, environmental objectives have been set and are reported on for each water body. The progress towards delivery of the objectives is then reported on by the relevant competent authorities at the end of each six-year cycle. The river water body directly associated with the catchment listed in the previous section is detailed below, along with any lake, canal, coastal or artificial water body within 250m of the site. Click on the water body ID in the table to visit the EA Catchment Explorer to find out more about each water body listed.

This data is sourced from the Environment Agency and Natural Resources Wales.

6.5 WFD Groundwater bodies

Records on site	0

Groundwater bodies are also covered by the Directive and the same regime of objectives and reporting detailed in the previous section is in place. Click on the water body ID in the table to visit the EA Catchment Explorer to find out more about each groundwater body listed.

This data is sourced from the Environment Agency and Natural Resources Wales.

7 River and coastal flooding

Site Outline

Search buffers in metres (m)

River and coastal flooding:

- High
- Medium
- Low
- Very Low
- Historical Flood Events
- Areas Used for Flood Storage
- Areas Benefiting from Flood Defences
- Flood Defences

7.1 Risk of flooding from rivers and the sea

Records within 50m	0

The chance of flooding from rivers and/or the sea in any given year, based on cells of 50m within the Risk of Flooding from Rivers and Sea (RoFRaS)/Flood Risk Assessment Wales (FRAW) models. Each cell is allocated one of four flood risk categories, taking into account flood defences and their condition. The risk categories for RoFRaS for rivers and the sea and FRAW for rivers are; Very low (less than 1 in 1000 chance in any given year), Low (less than 1 in 100 but greater than or equal to 1 in 1000 chance), Medium (less than 1 in 30 but greater than or equal to 1 in 100 chance) or High (greater than or equal to 1 in 30 chance). The risk categories for FRAW for the sea are; Very low (less than 1 in 1000 chance in any given year), Low (less than 1 in 200 but greater than or equal to 1 in 1000 chance), Medium (less than 1 in 30 but greater than or equal to 1 in 200 chance) or High (greater than or equal to 1 in 30 chance).

This data is sourced from the Environment Agency and Natural Resources Wales.

7.2 Historical Flood Events

Records within 250m	0

Records of historic flooding from rivers, the sea, groundwater and surface water. Records began in 1946 when predecessor bodies started collecting detailed information about flooding incidents, although limited details may be included on flooding incidents prior to this date. Takes into account the presence of defences, structures, and other infrastructure where they existed at the time of flooding, and includes flood extents that may have been affected by overtopping, breaches or blockages.

This data is sourced from the Environment Agency and Natural Resources Wales.

7.3 Flood Defences

Records within 250m	0

Records of flood defences owned, managed or inspected by the Environment Agency and Natural Resources Wales. Flood defences can be structures, buildings or parts of buildings. Typically these are earth banks, stone and concrete walls, or sheet-piling that is used to prevent or control the extent of flooding.

This data is sourced from the Environment Agency and Natural Resources Wales.

7.4 Areas Benefiting from Flood Defences

Records within 250m	1

Areas that would benefit from the presence of flood defences in a 1 in 100 (1%) chance of flooding each year from rivers or 1 in 200 (0.5%) chance of flooding each year from the sea.

Features are displayed on the River and coastal flooding map on **page 68 >**

ID	Location	
1	**On site**	**Area benefiting from flood defences**

This data is sourced from the Environment Agency and Natural Resources Wales.

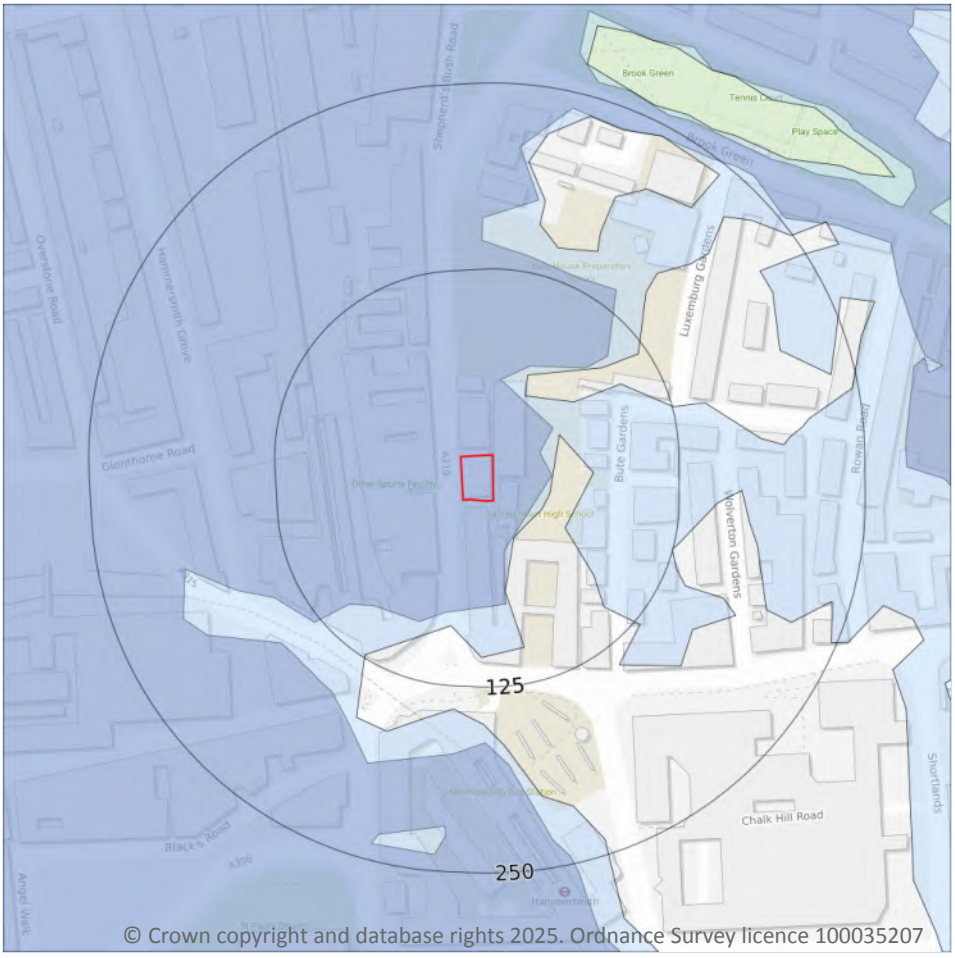
7.5 Flood Storage Areas

Records within 250m	0

Areas that act as a balancing reservoir, storage basin or balancing pond to attenuate an incoming flood peak to a flow level that can be accepted by the downstream channel or to delay the timing of a flood peak so that its volume is discharged over a longer period.

This data is sourced from the Environment Agency and Natural Resources Wales.

River and coastal flooding - Flood Zones



Site Outline

Search buffers in metres (m)

Flood zone 2

Flood zone 3

7.6 Flood Zone 2

Records within 50m	1

Areas of land at risk of flooding, when the presence of flood defences are ignored. Covering land between Flood Zone 3 (see next section) and the extent of the flooding from rivers or the sea with a 1 in 1000 (0.1%) chance of flooding each year.

Features are displayed on the River and coastal flooding map on **page 68 >**

Location	Type
On site	**Zone 2 - (Fluvial /Tidal Models)**

This data is sourced from the Environment Agency and Natural Resources Wales.

7.7 Flood Zone 3

Records within 50m	1

Areas of land at risk of flooding, when the presence of flood defences are ignored. Covering land with a 1 in 100 (1%) or greater chance of flooding each year from rivers or a 1 in 200 (0.5%) or greater chance of flooding each year from the sea.

Features are displayed on the River and coastal flooding map on **page 68 >**

Location	Type
On site	**Zone 3 - (Fluvial Models)**

This data is sourced from the Environment Agency and Natural Resources Wales.

8 Surface water flooding

Site Outline
Search buffers in metres (m)

1 in 1000 return period
- Depth between 0.1m - 0.3m
- Depth between 0.3m - 1.0m
- Depth greater than 1.0m

1 in 250 return period
- Depth between 0.1m - 0.3m
- Depth between 0.3m - 1.0m
- Depth greater than 1.0m

1 in 100 return period
- Depth between 0.1m - 0.3m
- Depth between 0.3m - 1.0m
- Depth greater than 1.0m

1 in 30 return period
- Depth between 0.1m - 0.3m
- Depth between 0.3m - 1.0m
- Depth greater than 1.0m

8.1 Surface water flooding

Highest risk on site	**1 in 100 year, 0.1m - 0.3m**
Highest risk within 50m	**1 in 30 year, 0.1m - 0.3m**

Ambiental Risk Analytics surface water (pluvial) FloodMap identifies areas likely to flood as a result of extreme rainfall events, i.e. land naturally vulnerable to surface water ponding or flooding. This data set was produced by simulating 1 in 30 year, 1 in 100 year, 1 in 250 year and 1 in 1,000 year rainfall events. Modern urban drainage systems are typically built to cope with rainfall events between 1 in 20 and 1 in 30 years, though some older ones may flood in a 1 in 5 year rainfall event.

Features are displayed on the Surface water flooding map on **page 72 >**

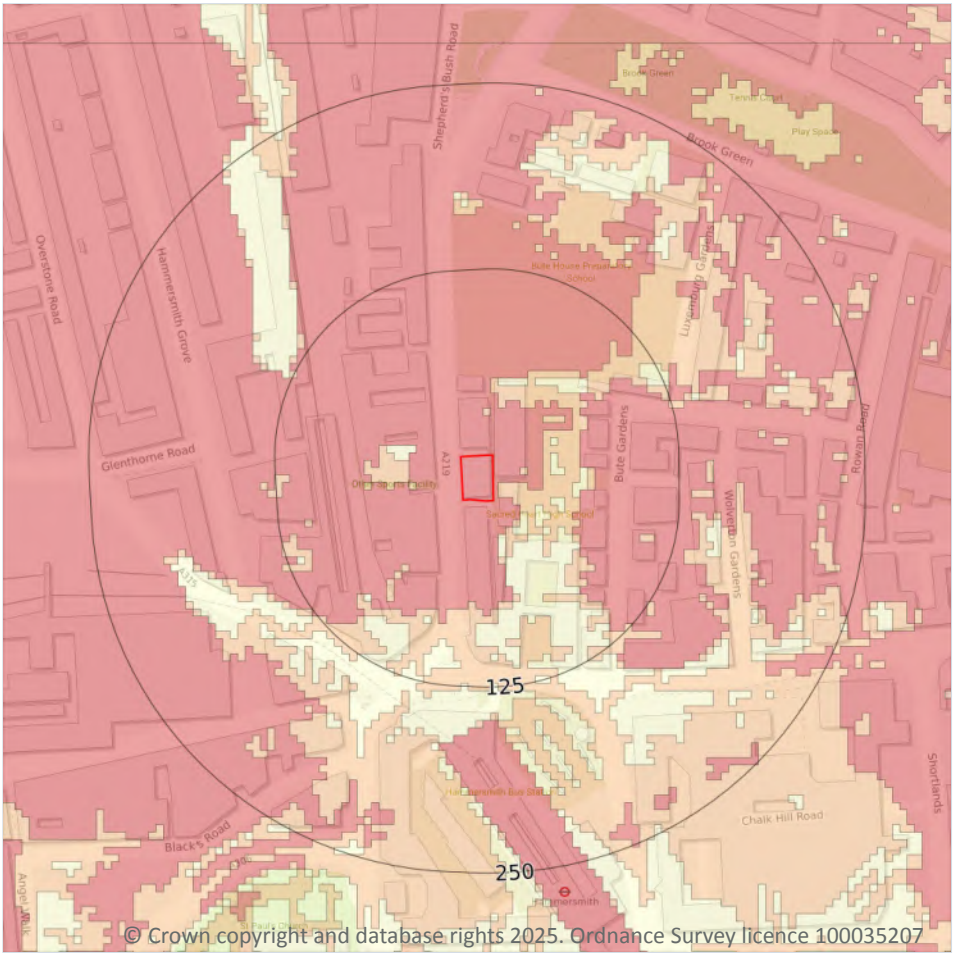
The data shown on the map and in the table above shows the highest likelihood of flood events happening at the site. Lower likelihood events may have greater flood depths and hence a greater potential impact on a site.

The table below shows the maximum flood depths for a range of return periods for the site.

Return period	Maximum modelled depth
1 in 1000 year	Between 0.3m and 1.0m
1 in 250 year	Between 0.1m and 0.3m
1 in 100 year	Between 0.1m and 0.3m
1 in 30 year	Negligible

This data is sourced from Ambiental Risk Analytics.

9 Groundwater flooding



9.1 Groundwater flooding

Highest risk on site	**High**
Highest risk within 50m	**High**

Groundwater flooding is caused by unusually high groundwater levels. It occurs when the water table rises above the ground surface or within underground structures such as basements or cellars. Groundwater flooding tends to exhibit a longer duration than surface water flooding, possibly lasting for weeks or months, and as a result it can cause significant damage to property. This risk assessment is based on a 1 in 100 year return period and a 5m Digital Terrain Model (DTM).

Features are displayed on the Groundwater flooding map on **page 74 >**

This data is sourced from Ambiental Risk Analytics.

10 Environmental designations

Site Outline

Search buffers in metres (m)

Sites of Special Scientific Interest (SSSI)

Local Nature Reserves (LNR)

10.1 Sites of Special Scientific Interest (SSSI)

Records within 2000m	1

Sites providing statutory protection for the best examples of UK flora, fauna, or geological or physiographical features. Originally notified under the National Parks and Access to the Countryside Act 1949, SSSIs were re-notified under the Wildlife and Countryside Act 1981. Improved provisions for the protection and management of SSSIs were introduced by the Countryside and Rights of Way Act 2000 (in England and Wales) and (in Scotland) by the Nature Conservation (Scotland) Act 2004 and the Wildlife and Natural Environment (Scotland) Act 2010.

Features are displayed on the Environmental designations map on **page 75 >**

ID	Location	Name	Data source
-	1461m S	Barn Elms Wetland Centre	Natural England

This data is sourced from Natural England, Natural Resources Wales and Scottish Natural Heritage.

10.2 Conserved wetland sites (Ramsar sites)

Records within 2000m	0

Ramsar sites are designated under the Convention on Wetlands of International Importance, agreed in Ramsar, Iran, in 1971. They cover all aspects of wetland conservation and wise use, recognizing wetlands as ecosystems that are extremely important for biodiversity conservation in general and for the well-being of human communities. These sites cover a broad definition of wetland; marsh, fen, peatland or water, whether natural or artificial, permanent or temporary, with water that is static or flowing, fresh, brackish or salt, and even some marine areas.

This data is sourced from Natural England, Natural Resources Wales and Scottish Natural Heritage.

10.3 Special Areas of Conservation (SAC)

Records within 2000m	0

Areas which have been identified as best representing the range and variety within the European Union of habitats and (non-bird) species listed on Annexes I and II to the Directive. SACs are designated under the EC Habitats Directive.

This data is sourced from Natural England, Natural Resources Wales and Scottish Natural Heritage.

10.4 Special Protection Areas (SPA)

Records within 2000m	0

Sites classified by the UK Government under the EC Birds Directive, SPAs are areas of the most important habitat for rare (listed on Annex I to the Directive) and migratory birds within the European Union.

This data is sourced from Natural England, Natural Resources Wales and Scottish Natural Heritage.

10.5 National Nature Reserves (NNR)

Records within 2000m	0

Sites containing examples of some of the most important natural and semi-natural terrestrial and coastal ecosystems in Great Britain. They are managed to conserve their habitats, provide special opportunities for scientific study or to provide public recreation compatible with natural heritage interests.

This data is sourced from Natural England, Natural Resources Wales and Scottish Natural Heritage.

10.6 Local Nature Reserves (LNR)

Records within 2000m	2

Sites managed for nature conservation, and to provide opportunities for research and education, or simply enjoying and having contact with nature. They are declared by local authorities under the National Parks and Access to the Countryside Act 1949 after consultation with the relevant statutory nature conservation agency.

Features are displayed on the Environmental designations map on **page 75 >**

ID	Location	Name	Data source
-	1579m SW	Chiswick Eyot	Natural England
-	1780m SW	Leg Of Mutton Reservoir	Natural England

This data is sourced from Natural England, Natural Resources Wales and Scottish Natural Heritage.

10.7 Designated Ancient Woodland

Records within 2000m	0

Ancient woodlands are classified as areas which have been wooded continuously since at least 1600 AD. This includes semi-natural woodland and plantations on ancient woodland sites. 'Wooded continuously' does not mean there is or has previously been continuous tree cover across the whole site, and not all trees within the woodland have to be old.

This data is sourced from Natural England, Natural Resources Wales and Scottish Natural Heritage.

10.8 Biosphere Reserves

Records within 2000m	0

Biosphere Reserves are internationally recognised by UNESCO as sites of excellence to balance conservation and socioeconomic development between nature and people. They are recognised under the Man and the Biosphere (MAB) Programme with the aim of promoting sustainable development founded on the work of the local community.

This data is sourced from Natural England, Natural Resources Wales and Scottish Natural Heritage.

10.9 Forest Parks

Records within 2000m	0

These are areas managed by the Forestry Commission designated on the basis of recreational, conservation or scenic interest.

This data is sourced from the Forestry Commission.

10.10 Marine Conservation Zones

Records within 2000m	0

A type of marine nature reserve in UK waters established under the Marine and Coastal Access Act (2009). They are designated with the aim to protect nationally important, rare or threatened habitats and species.

This data is sourced from Natural England, Natural Resources Wales and Scottish Natural Heritage.

10.11 Green Belt

Records within 2000m	0

Areas designated to prevent urban sprawl by keeping land permanently open.

This data is sourced from the Ministry of Housing, Communities and Local Government.

10.12 Proposed Ramsar sites

Records within 2000m	0

Ramsar sites are areas listed as a Wetland of International Importance under the Convention on Wetlands of International Importance especially as Waterfowl Habitat (the Ramsar Convention) 1971. The sites here supplied have a status of 'Proposed' having been identified for potential adoption under the framework.

This data is sourced from Natural England.

10.13 Possible Special Areas of Conservation (pSAC)

Records within 2000m	0

Special Areas of Conservation are areas which have been identified as best representing the range and variety within the European Union of habitats and (non-bird) species listed on Annexes I and II to the Directive. SACs are designated under the EC Habitats Directive. Those sites supplied here are those with a status of 'Possible' having been identified for potential adoption under the framework.

This data is sourced from Natural England and Natural Resources Wales.

10.14 Potential Special Protection Areas (pSPA)

Records within 2000m	0

Special Protection Areas (SPAs) are areas designated (or 'classified') under the European Union Wild Birds Directive for the protection of nationally and internationally important populations of wild birds. Those sites supplied here are those with a status of 'Potential' having been identified for potential adoption under the framework.

This data is sourced from Natural England.

10.15 Nitrate Sensitive Areas

Records within 2000m	0

Areas where nitrate concentrations in drinking water sources exceeded or was at risk of exceeding the limit of 50 mg/l set by the 1980 EC Drinking Water Directive. Voluntary agricultural measures as a means of reducing the levels of nitrate were introduced by DEFRA as MAFF, with payments being made to farmers who complied. The scheme was started as a pilot in 1990 in ten areas, later implemented within 32 areas. The scheme was closed to further new entrants in 1998, although existing agreements continued for their full term. All Nitrate Sensitive Areas fell within the areas designated as Nitrate Vulnerable Zones (NVZs) in 1996 under the EC Nitrate Directive (91/676/EEC).

This data is sourced from Natural England.

10.16 Nitrate Vulnerable Zones

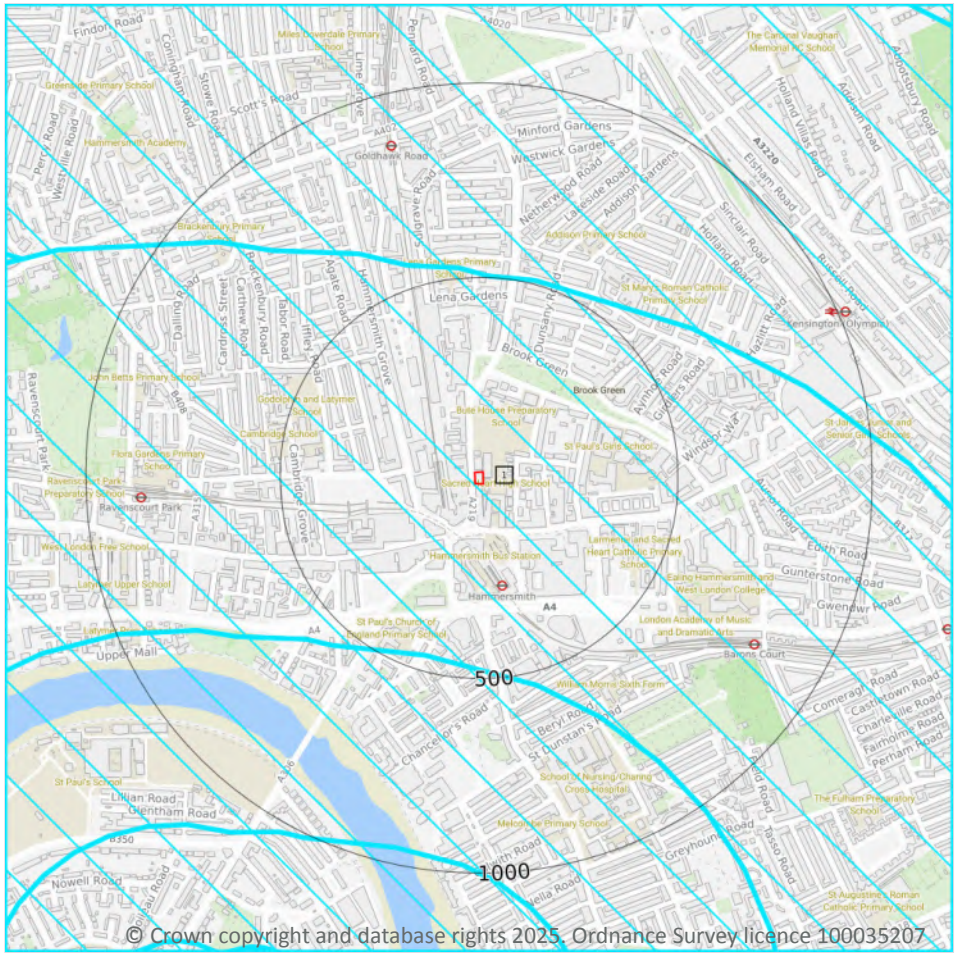
Records within 2000m	1

Areas at risk from agricultural nitrate pollution designated under the EC Nitrate Directive (91/676/EEC). These are areas of land that drain into waters polluted by nitrates. Farmers operating within these areas have to follow mandatory rules to tackle nitrate loss from agriculture.

Location	Name	Type	NVZ ID	Status
878m SW	Beverley Brook (Motspur Park to Thames) and Pyl Brook at West Barnes NVZ	Surface Water	455	Existing

This data is sourced from Natural England and Natural Resources Wales.

SSSI Impact Zones and Units



Site Outline

Search buffers in metres (m)

SSSI Impact Risk Zones

SSSI Units

Not recorded

Favourable

Unfavourable - Recovering

Unfavourable - No change

Unfavourable - Declining

Partially destroyed

Destroyed

10.17 SSSI Impact Risk Zones

Records on site	1

Developed to allow rapid initial assessment of the potential risks to SSSIs posed by development proposals. They define zones around each SSSI which reflect the particular sensitivities of the features for which it is notified and indicate the types of development proposal which could potentially have adverse impacts.

Features are displayed on the SSSI Impact Zones and Units map on **page 80 >**

ID	Location	Type of developments requiring consultation
1	On site	**Infrastructure - Pipelines and underground cables, pylons and overhead cables. Any transport proposal including road, rail and by water (excluding routine maintenance). Airports, helipads and other aviation proposals. Minerals, Oil and Gas - Planning applications for quarries, including: new proposals, Review of Minerals Permissions (ROMP), extensions, variations to conditions etc. Oil & gas exploration/extraction. Air pollution - Any industrial/agricultural development that could cause AIR POLLUTION (incl: industrial processes, livestock & poultry units with floorspace > 500m², slurry lagoons & digestate stores > 200m², manure stores > 250t). Combustion - General combustion processes >20MW energy input. Incl: energy from waste incineration, other incineration, landfill gas generation plant, pyrolysis/gasification, anaerobic digestion, sewage treatment works, other incineration/ combustion. Waste - Landfill. Incl: inert landfill, non-hazardous landfill, hazardous landfill. Composting - Any composting proposal with more than 75000 tonnes maximum annual operational throughput. Incl: open windrow composting, in-vessel composting, anaerobic digestion, other waste management. Water supply - Large infrastructure such as warehousing / industry where total net additional gross internal floorspace following development is 1,000m² or more.**

This data is sourced from Natural England.

10.18 SSSI Units

Records within 2000m	**1**

Divisions of SSSIs used to record management and condition details. Units are the smallest areas for which Natural England gives a condition assessment, however, the size of units varies greatly depending on the types of management and the conservation interest.

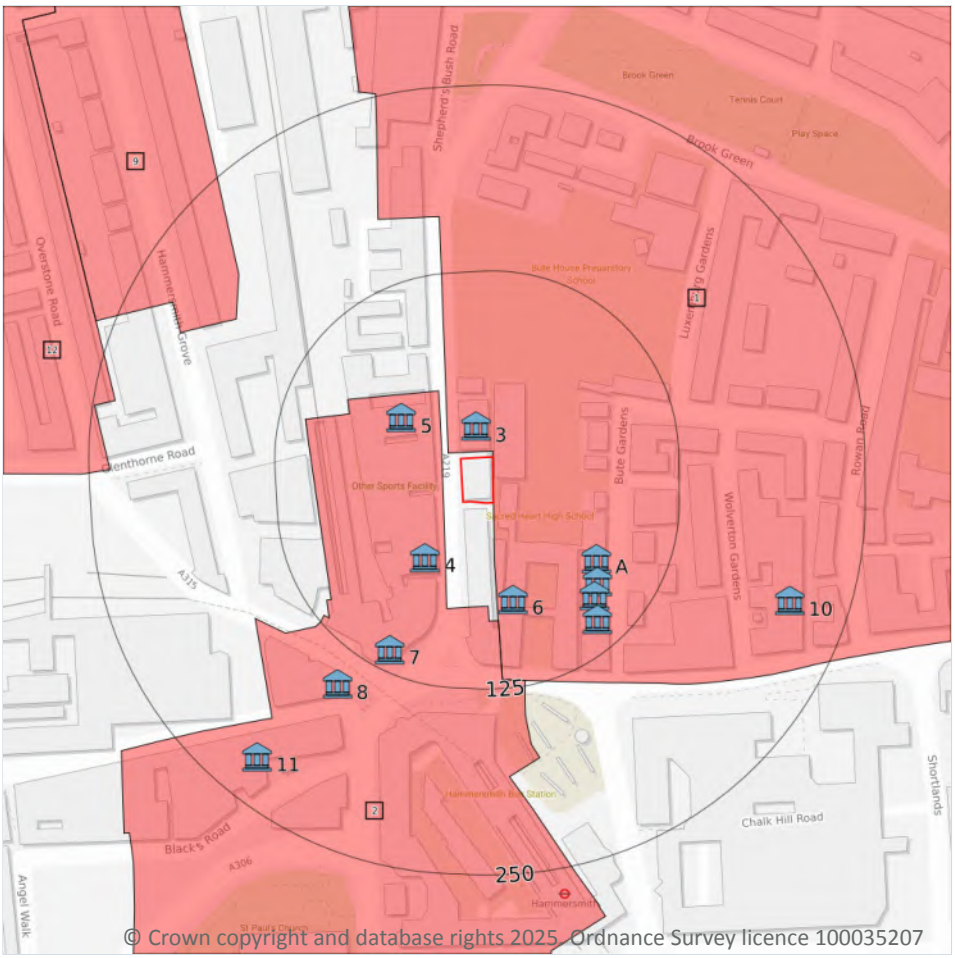
Features are displayed on the SSSI Impact Zones and Units map on **page 80 >**

ID: -
Location: 1461m S
SSSI name: Barn Elms Wetland Centre
Unit name: Whole Site
Broad habitat: Standing Open Water And Canals
Condition: Favourable
Reportable features:

Feature name	Feature condition	Date of assessment
Aggregations of non-breeding birds - Gadwall, Mareca strepera	Favourable	25/10/2011
Aggregations of non-breeding birds - Shoveler, Anas clypeata	Favourable	24/03/2022
Assemblages of breeding birds - Lowland open waters and their margins	Favourable	25/10/2011

This data is sourced from Natural England and Natural Resources Wales.

11 Visual and cultural designations



Site Outline

Search buffers in metres (m)

Listed buildings

Conservation areas

Conservation areas - no data

National Parks

Areas of Outstanding Natural Beauty

Registered parks and gardens

Scheduled Monuments

World Heritage Sites

11.1 World Heritage Sites

Records within 250m	0

Sites designated for their globally important cultural or natural interest requiring appropriate management and protection measures. World Heritage Sites are designated to meet the UK's commitments under the World Heritage Convention.

This data is sourced from Historic England, Cadw and Historic Environment Scotland.

11.2 Area of Outstanding Natural Beauty

Records within 250m	0

Areas of Outstanding Natural Beauty (AONB) are conservation areas, chosen because they represent 18% of the finest countryside. Each AONB has been designated for special attention because of the quality of their flora, fauna, historical and cultural associations, and/or scenic views. The National Parks and Access to the Countryside Act of 1949 created AONBs and the Countryside and Rights of Way Act, 2000 added further regulation and protection. There are likely to be restrictions to some developments within these areas.

This data is sourced from Natural England, Natural Resources Wales and Scottish Natural Heritage.

11.3 National Parks

Records within 250m	0

In England and Wales, the purpose of National Parks is to conserve and enhance landscapes within the countryside whilst promoting public enjoyment of them and having regard for the social and economic well-being of those living within them. In Scotland National Parks have the additional purpose of promoting the sustainable use of the natural resources of the area and the sustainable social and economic development of its communities. The National Parks and Access to the Countryside Act 1949 established the National Park designation in England and Wales, and The National Parks (Scotland) Act 2000 in Scotland.

This data is sourced from Natural England, Natural Resources Wales and the Scottish Government.

11.4 Listed Buildings

Records within 250m	12

Buildings listed for their special architectural or historical interest. Building control in the form of 'listed building consent' is required in order to make any changes to that building which might affect its special interest. Listed buildings are graded to indicate their relative importance, however building controls apply to all buildings equally, irrespective of their grade, and apply to the interior and exterior of the building in its entirety, together with any curtilage structures.

Features are displayed on the Visual and cultural designations map on **page 82 >**

ID	Location	Name	Grade	Reference Number	Listed date
3	21m N	Carnegie Central Library	II	1358594	12/12/1980
4	45m SW	Hammersmith Fire Station	II	1079777	17/06/1954
5	49m NW	Hammersmith Police Station	II	1362076	18/09/1997
6	66m S	Convent And School Of The Sacred Heart	II*	1192062	17/06/1954
A	79m SE	11, Bute Gardens W6	II	1358565	14/02/1985
A	88m SE	9, Bute Gardens W6	II	1079808	14/02/1985

ID	Location	Name	Grade	Reference Number	Listed date
A	93m SE	5 And 7, Bute Gardens W6	II	1079807	14/02/1985
A	106m SE	3, Bute Gardens W6	II	1191600	14/02/1985
7	111m SW	The George Public House	II	1358573	14/02/1985
8	149m SW	The Swan Public House	II	1192058	31/07/1981
10	210m E	188, Hammersmith Road	II	1079758	14/11/1989
11	220m SW	Hop Poles Public House	II	1079826	12/12/1980

This data is sourced from Historic England, Cadw and Historic Environment Scotland.

11.5 Conservation Areas

Records within 250m	**4**

Local planning authorities are obliged to designate as conservation areas any parts of their own area that are of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. Designation of a conservation area gives broader protection than the listing of individual buildings. All the features within the area, listed or otherwise, are recognised as part of its character. Conservation area designation is the means of recognising the importance of all factors and of ensuring that planning decisions address the quality of the landscape in its broadest sense.

Features are displayed on the Visual and cultural designations map on **page 82 >**

ID	Location	Name	District	Date of designation
1	**On site**	**Brook Green, Hammersmith and Fulham**	**Hammersmith and Fulham**	**03/1971**
2	13m NW	Hammersmith Broadway, Hammersmith and Fulham	Hammersmith and Fulham	06/1986
9	178m NW	Hammersmith Grove, Hammersmith and Fulham	Hammersmith and Fulham	08/09/1982
12	236m W	Bradmore, Hammersmith and Fulham	Hammersmith and Fulham	04/1989

This data is sourced from Historic England, Cadw and Historic Environment Scotland.

11.6 Scheduled Ancient Monuments

Records within 250m	**0**

A scheduled monument is an historic building or site that is included in the Schedule of Monuments kept by the Secretary of State for Digital, Culture, Media and Sport. The regime is set out in the Ancient Monuments and Archaeological Areas Act 1979. The Schedule of Monuments has c.20,000 entries and includes sites such as Roman remains, burial mounds, castles, bridges, earthworks, the remains of deserted villages and industrial

sites. Monuments are not graded, but all are, by definition, considered to be of national importance.

This data is sourced from Historic England, Cadw and Historic Environment Scotland.

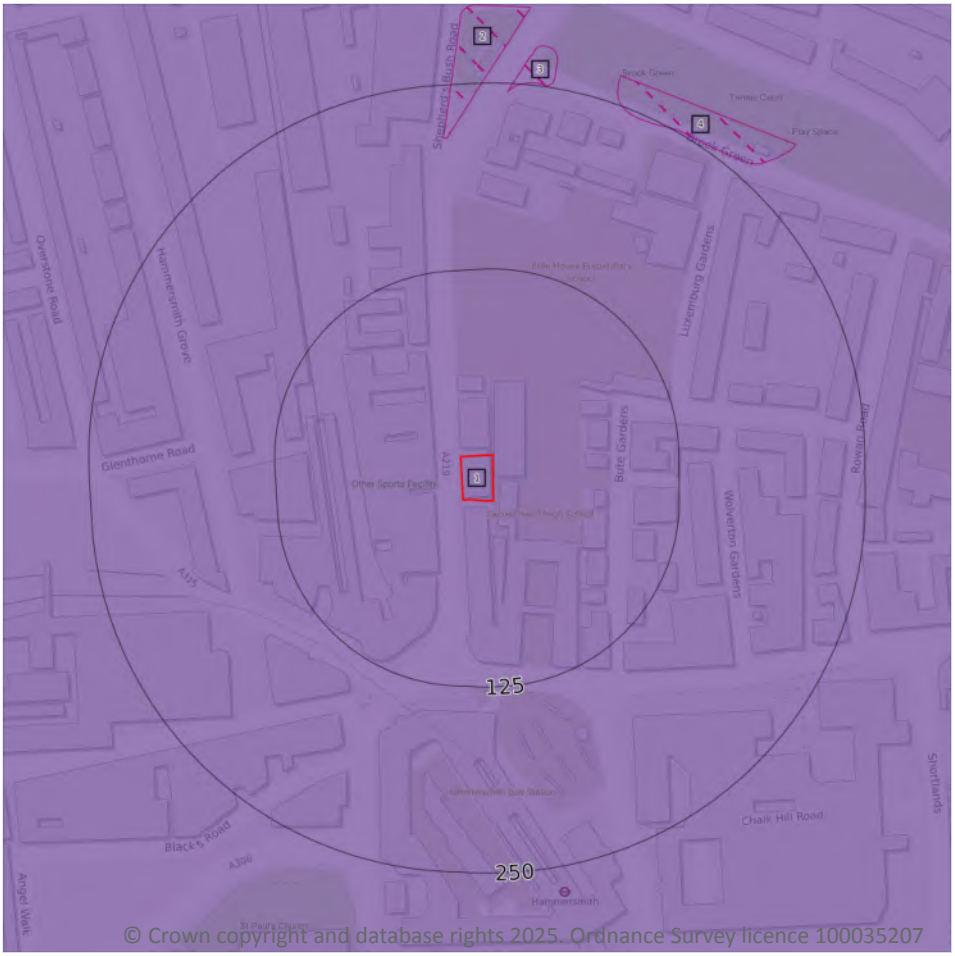
11.7 Registered Parks and Gardens

Records within 250m	0

Parks and gardens assessed to be of particular interest and of special historic interest. The emphasis being on 'designed' landscapes, rather than on planting or botanical importance. Registration is a 'material consideration' in the planning process, meaning that planning authorities must consider the impact of any proposed development on the special character of the landscape.

This data is sourced from Historic England, Cadw and Historic Environment Scotland.

12 Agricultural designations



Site Outline

Search buffers in metres (m)

- Grade 1 - excellent quality
- Grade 2 - very good quality
- Grade 3 - good to moderate quality
- Grade 3a - good quality
- Grade 3b - moderate quality
- Grade 4 - poor quality
- Grade 5 - very poor quality
- Non-agricultural land
- Urban land
- Exclusion land
- Tree felling licences
- Open Access land

12.1 Agricultural Land Classification

Records within 250m	1

Classification of the quality of agricultural land taking into consideration multiple factors including climate, physical geography and soil properties. It should be noted that the categories for the grading of agricultural land are not consistent across England, Wales and Scotland.

Features are displayed on the Agricultural designations map on **page 86 >**

ID	Location	Classification	Description
1	**On site**	**Urban**	**Non-agricultural/no quality assigned**

This data is sourced from Natural England.

12.2 Open Access Land

Records within 250m	3

The Countryside and Rights of Way Act 2000 (CROW Act) gives a public right of access to land without having to use paths. Access land includes mountains, moors, heaths and downs that are privately owned. It also includes common land registered with the local council and some land around the England Coast Path. Generally permitted activities on access land are walking, running, watching wildlife and climbing.

Features are displayed on the Agricultural designations map on **page 86 >**

ID	Location	Name	Classification	Other relevant legislation
2	214m N	Brook Green	Section 15 Land	Metropolitan
3	245m N	Brook Green	Section 15 Land	Metropolitan
4	247m NE	Brook Green	Section 15 Land	Metropolitan

This data is sourced from Natural England and Natural Resources Wales.

12.3 Tree Felling Licences

Records within 250m	0

Felling Licence Application (FLA) areas approved by Forestry Commission England. Anyone wishing to fell trees must ensure that a licence or permission under a grant scheme has been issued by the Forestry Commission before any felling is carried out or that one of the exceptions apply.

This data is sourced from the Forestry Commission.

12.4 Environmental Stewardship Schemes

Records within 250m	0

Environmental Stewardship covers a range of schemes that provide financial incentives to farmers, foresters and land managers to look after and improve the environment. The schemes identified may be historical schemes that have now expired, or may still be active.

This data is sourced from Natural England.

12.5 Countryside Stewardship Schemes

Records within 250m	0

Countryside Stewardship covers a range of schemes that provide financial incentives to farmers, foresters and land managers to look after and improve the environment. Main objectives are to improve the farmed environment for wildlife and to reduce diffuse water pollution.

This data is sourced from Natural England.

13 Habitat designations

13.1 Priority Habitat Inventory

Records within 250m	0

Habitats of principal importance as named under Natural Environment and Rural Communities Act (2006) Section 41.

This data is sourced from Natural England.

13.2 Habitat Networks

Records within 250m	0

Habitat networks for 18 priority habitat networks (based primarily, but not exclusively, on the priority habitat inventory) and areas suitable for the expansion of networks through restoration and habitat creation.

This data is sourced from Natural England.

13.3 Open Mosaic Habitat

Records within 250m	0

Sites verified as Open Mosaic Habitat. Mosaic habitats are brownfield sites that are identified under the UK Biodiversity Action Plan as a priority habitat due to the habitat variation within a single site, supporting an array of invertebrates.

This data is sourced from Natural England.

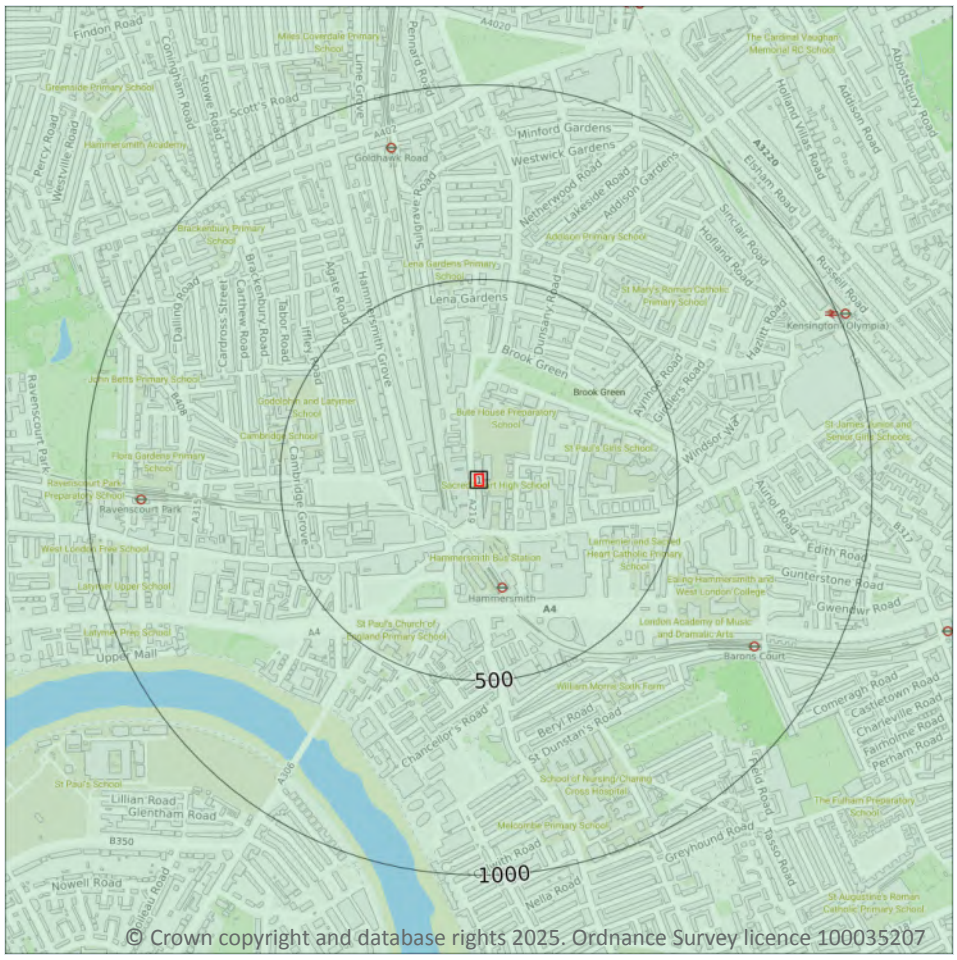
13.4 Limestone Pavement Orders

Records within 250m	0

Limestone pavements are outcrops of limestone where the surface has been worn away by natural means over millennia. These rocks have the appearance of paving blocks, hence their name. Not only do they have geological interest, they also provide valuable habitats for wildlife. These habitats are threatened due to their removal for use in gardens and water features. Many limestone pavements have been designated as SSSIs which affords them some protection. In addition, Section 34 of the Wildlife and Countryside Act 1981 gave them additional protection via the creation of Limestone Pavement Orders, which made it a criminal offence to remove any part of the outcrop. The associated Limestone Pavement Priority Habitat is part of the UK Biodiversity Action Plan priority habitat in England.

This data is sourced from Natural England.

14 Geology 1:10,000 scale - Availability



Site Outline

Search buffers in metres (m)

Full coverage

Partial coverage

No coverage

14.1 10k Availability

Records within 500m	1

An indication on the coverage of 1:10,000 scale geology data for the site, the most detailed dataset provided by the British Geological Survey. Either 'Full', 'Partial' or 'No coverage' for each geological theme.

Features are displayed on the Geology 1:10,000 scale - Availability map on **page 90 >**

ID	Location	Artificial	Superficial	Bedrock	Mass movement	Sheet No.
1	**On site**	**Full**	**Full**	**Full**	**No coverage**	**TQ27NW**

This data is sourced from the British Geological Survey.

Geology 1:10,000 scale - Artificial and made ground

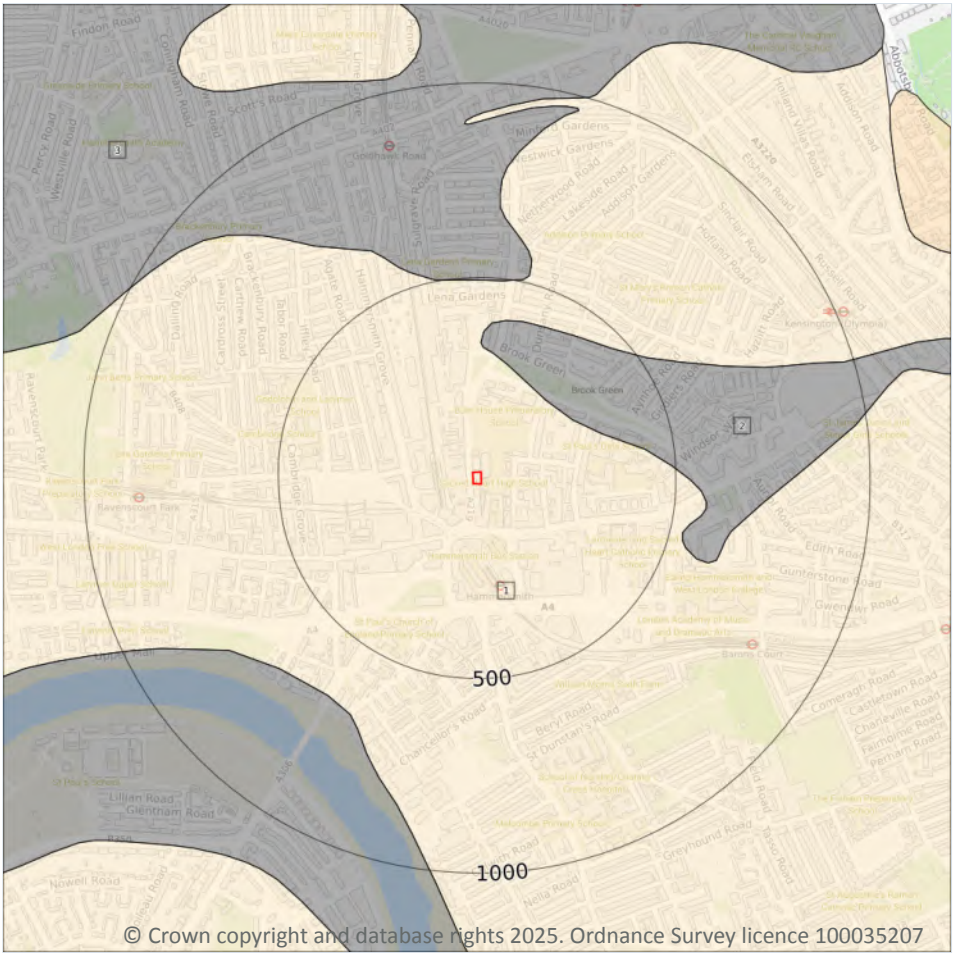
14.2 Artificial and made ground (10k)

Records within 500m	0

Details of made, worked, infilled, disturbed and landscaped ground at 1:10,000 scale. Artificial ground can be associated with potentially contaminated material, unpredictable engineering conditions and instability.

This data is sourced from the British Geological Survey.

Geology 1:10,000 scale - Superficial



Site Outline

Search buffers in metres (m)

Landslip (10k)

Superficial geology (10k)
Please see table for more details.

14.3 Superficial geology (10k)

Records within 500m **3**

Superficial geological deposits at 1:10,000 scale. Also known as 'drift', these are the youngest geological deposits, formed during the Quaternary. They rest on older deposits or rocks referred to as bedrock.

Features are displayed on the Geology 1:10,000 scale - Superficial map on **page 92 >**

ID	Location	LEX Code	Description	Rock description
1	**On site**	**KPGR-XSV**	**Kempton Park Gravel Formation - Sand And Gravel**	**Sand And Gravel**
2	249m NE	LASI-Z	Langley Silt Member - Silt (unlithified Deposits Coding Scheme)	Silt
3	493m N	LASI-Z	Langley Silt Member - Silt (unlithified Deposits Coding Scheme)	Silt

This data is sourced from the British Geological Survey.

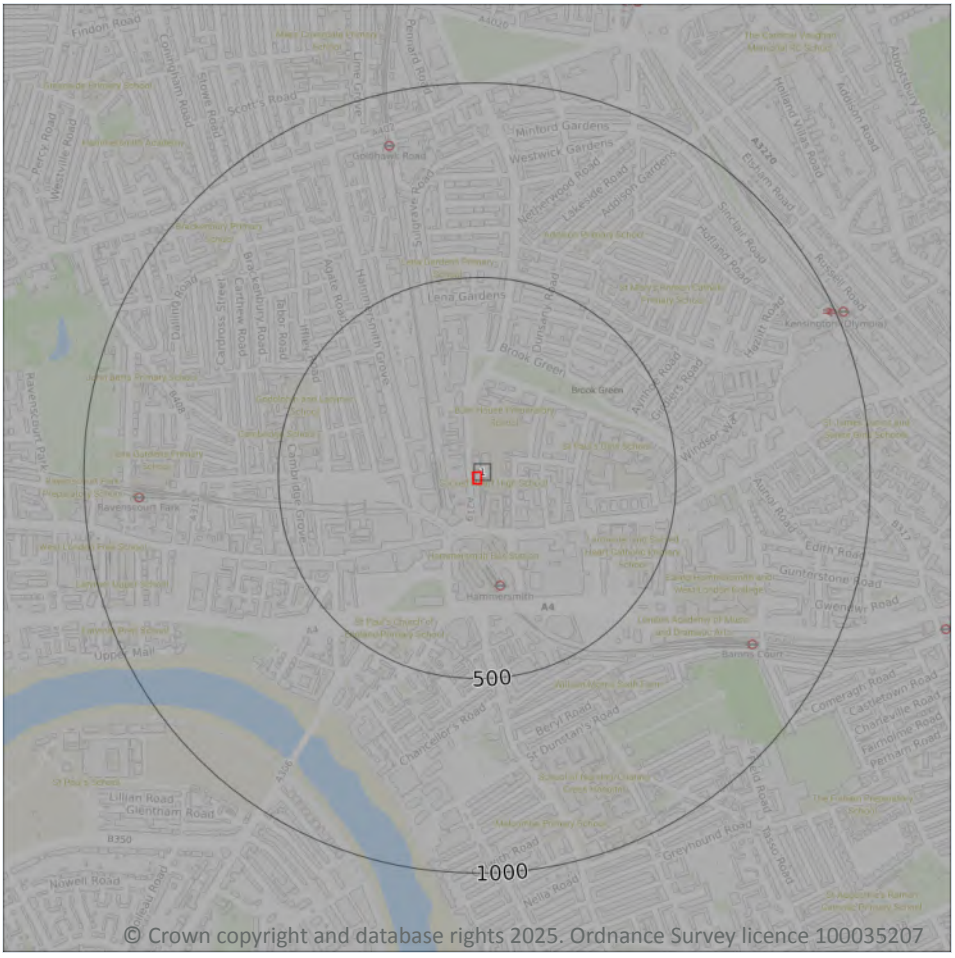
14.4 Landslip (10k)

Records within 500m	0

Mass movement deposits on BGS geological maps at 1:10,000 scale. Primarily superficial deposits that have moved down slope under gravity to form landslips. These affect bedrock, other superficial deposits and artificial ground.

This data is sourced from the British Geological Survey.

Geology 1:10,000 scale - Bedrock



Site Outline

Search buffers in metres (m)

Bedrock faults and other linear features (10k)

Bedrock geology (10k)
Please see table for more details.

14.5 Bedrock geology (10k)

Records within 500m	1

Bedrock geology at 1:10,000 scale. The main mass of rocks forming the Earth and present everywhere, whether exposed at the surface in outcrops or concealed beneath superficial deposits or water.

Features are displayed on the Geology 1:10,000 scale - Bedrock map on **page 94 >**

ID	Location	LEX Code	Description	Rock age
1	**On site**	**LC-CLAY**	**London Clay Formation - Clay**	**Eocene Epoch**

This data is sourced from the British Geological Survey.

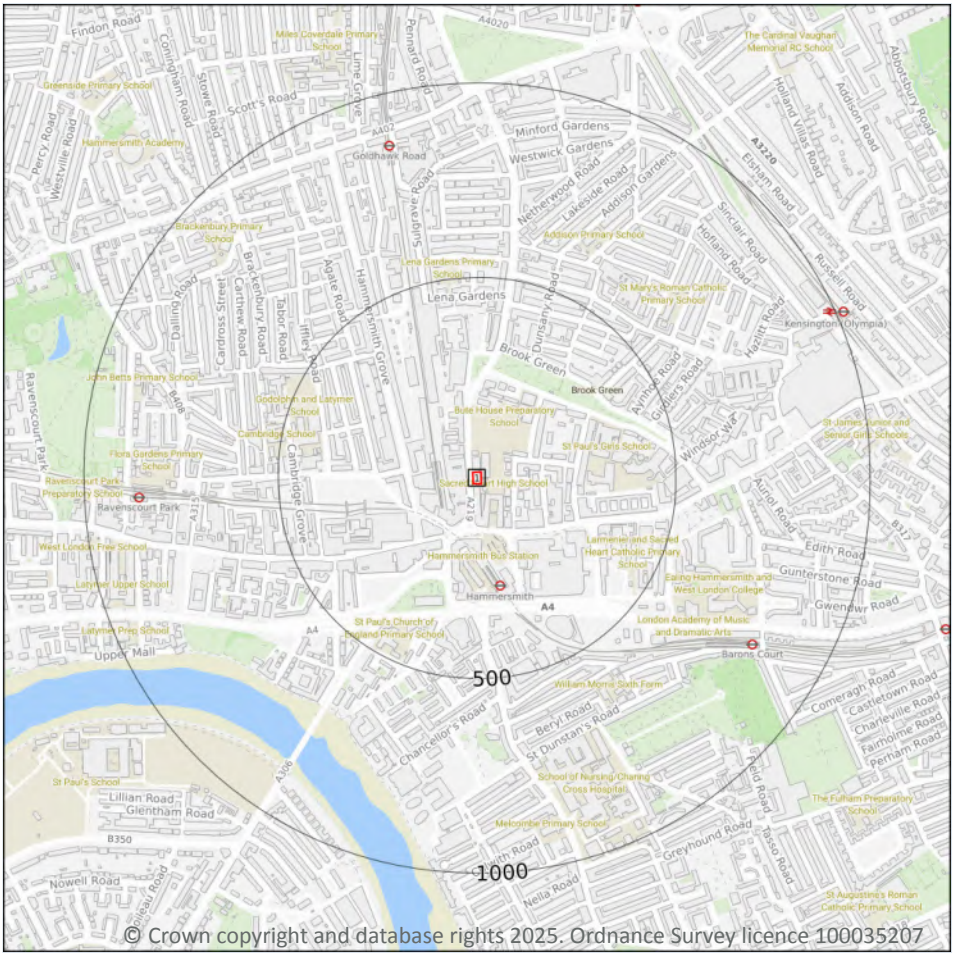
14.6 Bedrock faults and other linear features (10k)

Records within 500m	0

Linear features at the ground or bedrock surface at 1:10,000 scale of six main types; rock, fault, fold axis, mineral vein, alteration area or landform. Features are either observed or inferred, and relate primarily to bedrock.

This data is sourced from the British Geological Survey.

15 Geology 1:50,000 scale - Availability



Site Outline

Search buffers in metres (m)

Geological map tile

15.1 50k Availability

Records within 500m	1

An indication on the coverage of 1:50,000 scale geology data for the site. Either 'Full' or 'No coverage' for each geological theme.

Features are displayed on the Geology 1:50,000 scale - Availability map on **page 96 >**

ID	Location	Artificial	Superficial	Bedrock	Mass movement	Sheet No.
1	**On site**	**Full**	**Full**	**Full**	**Full**	**EW270_south_london_v4**

This data is sourced from the British Geological Survey.

Geology 1:50,000 scale - Artificial and made ground

15.2 Artificial and made ground (50k)

Records within 500m	0

Details of made, worked, infilled, disturbed and landscaped ground at 1:50,000 scale. Artificial ground can be associated with potentially contaminated material, unpredictable engineering conditions and instability.

This data is sourced from the British Geological Survey.

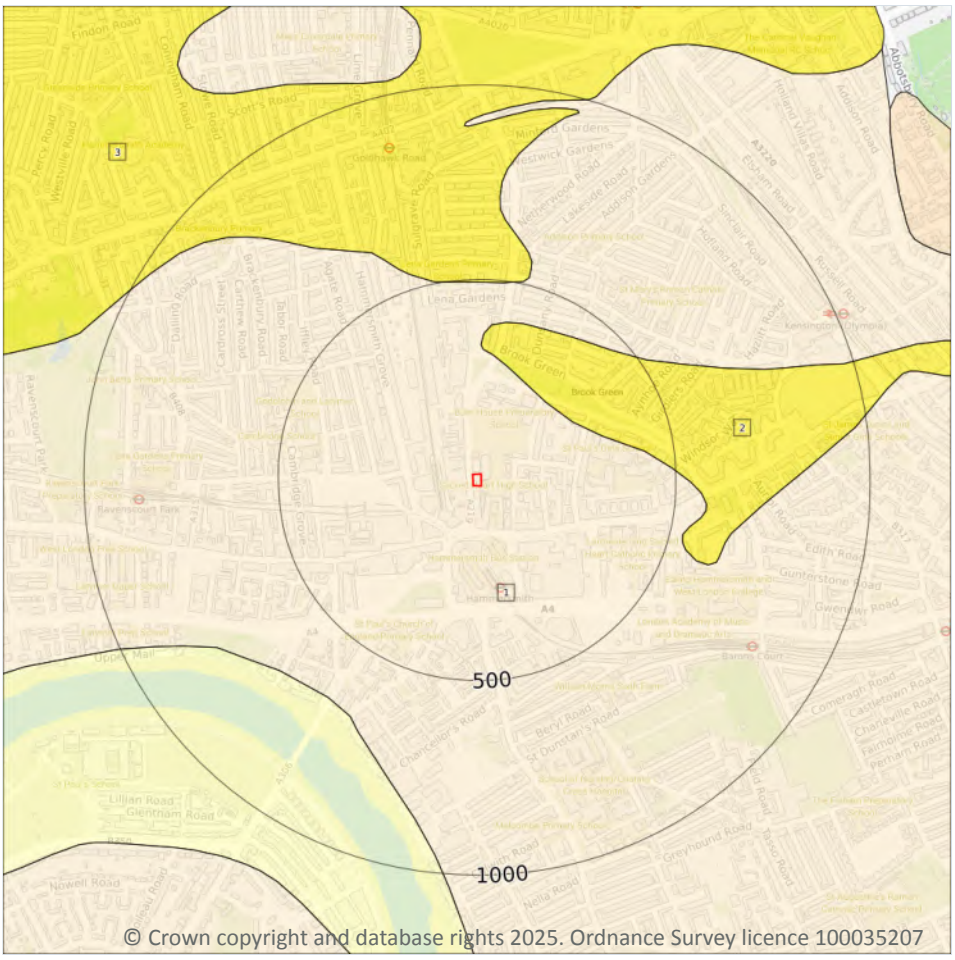
15.3 Artificial ground permeability (50k)

Records within 50m	0

A qualitative classification of estimated rates of vertical movement of water from the ground surface through the unsaturated zone of any artificial deposits (the zone between the land surface and the water table).

This data is sourced from the British Geological Survey.

Geology 1:50,000 scale - Superficial



Site Outline

Search buffers in metres (m)

Landslip (50k)

Superficial geology (50k)
Please see table for more details.

15.4 Superficial geology (50k)

Records within 500m **3**

Superficial geological deposits at 1:50,000 scale. Also known as 'drift', these are the youngest geological deposits, formed during the Quaternary. They rest on older deposits or rocks referred to as bedrock.

Features are displayed on the Geology 1:50,000 scale - Superficial map on **page 98 >**

ID	Location	LEX Code	Description	Rock description
1	**On site**	**KPGR-XSV**	**KEMPTON PARK GRAVEL MEMBER**	**SAND AND GRAVEL**
2	249m NE	LASI-XCZ	LANGLEY SILT MEMBER	CLAY AND SILT
3	493m N	LASI-XCZ	LANGLEY SILT MEMBER	CLAY AND SILT

This data is sourced from the British Geological Survey.

15.5 Superficial permeability (50k)

Records within 50m	1

A qualitative classification of estimated rates of vertical movement of water from the ground surface through the unsaturated zone of any superficial deposits (the zone between the land surface and the water table).

Location	Flow type	Maximum permeability	Minimum permeability
On site	**Intergranular**	**Very High**	**High**

This data is sourced from the British Geological Survey.

15.6 Landslip (50k)

Records within 500m	0

Mass movement deposits on BGS geological maps at 1:50,000 scale. Primarily superficial deposits that have moved down slope under gravity to form landslips. These affect bedrock, other superficial deposits and artificial ground.

This data is sourced from the British Geological Survey.

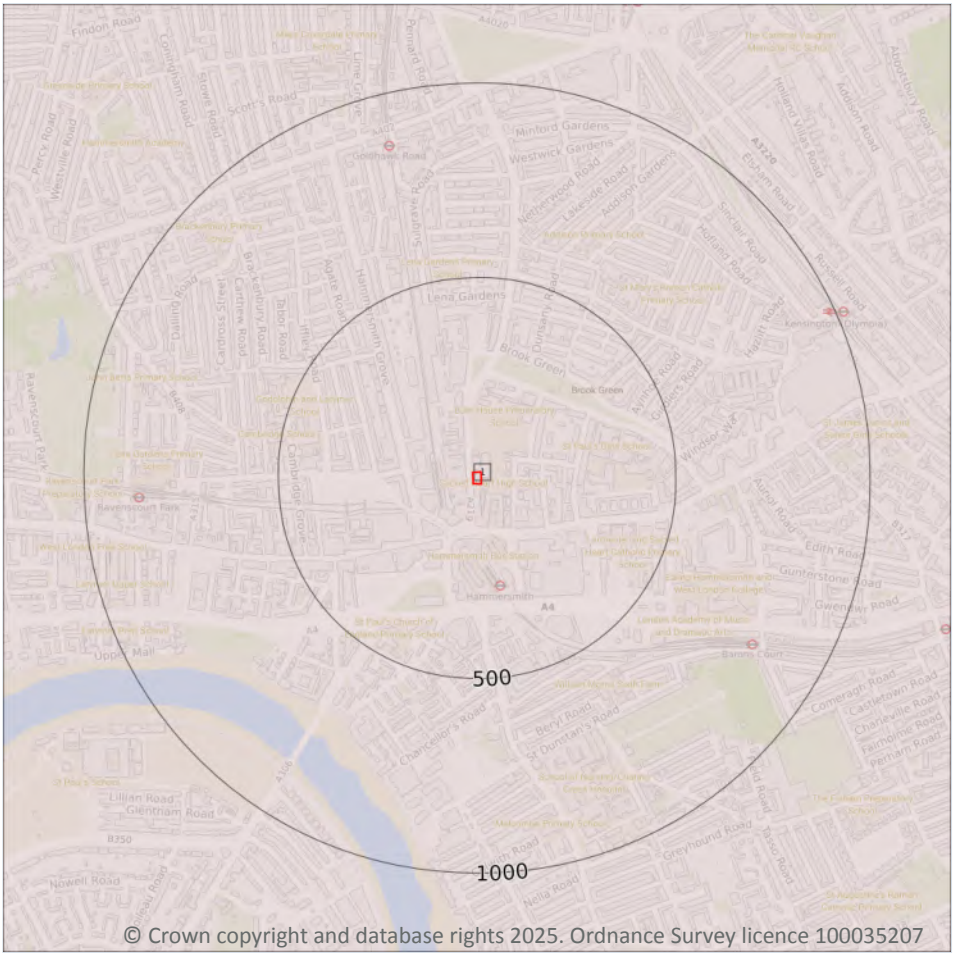
15.7 Landslip permeability (50k)

Records within 50m	0

A qualitative classification of estimated rates of vertical movement of water from the ground surface through the unsaturated zone of any landslip deposits (the zone between the land surface and the water table).

This data is sourced from the British Geological Survey.

Geology 1:50,000 scale - Bedrock



Site Outline

Search buffers in metres (m)

Bedrock faults and other linear features (50k)

Bedrock geology (50k)
Please see table for more details.

15.8 Bedrock geology (50k)

Records within 500m	1

Bedrock geology at 1:50,000 scale. The main mass of rocks forming the Earth and present everywhere, whether exposed at the surface in outcrops or concealed beneath superficial deposits or water.

Features are displayed on the Geology 1:50,000 scale - Bedrock map on **page 100 >**

ID	Location	LEX Code	Description	Rock age
1	**On site**	**LC-XCZ**	**LONDON CLAY FORMATION - CLAY AND SILT**	**YPRESIAN**

This data is sourced from the British Geological Survey.

15.9 Bedrock permeability (50k)

Records within 50m	1

A qualitative classification of estimated rates of vertical movement of water from the ground surface through the unsaturated zone of bedrock (the zone between the land surface and the water table).

Location	Flow type	Maximum permeability	Minimum permeability
On site	**Mixed**	**Low**	**Very Low**

This data is sourced from the British Geological Survey.

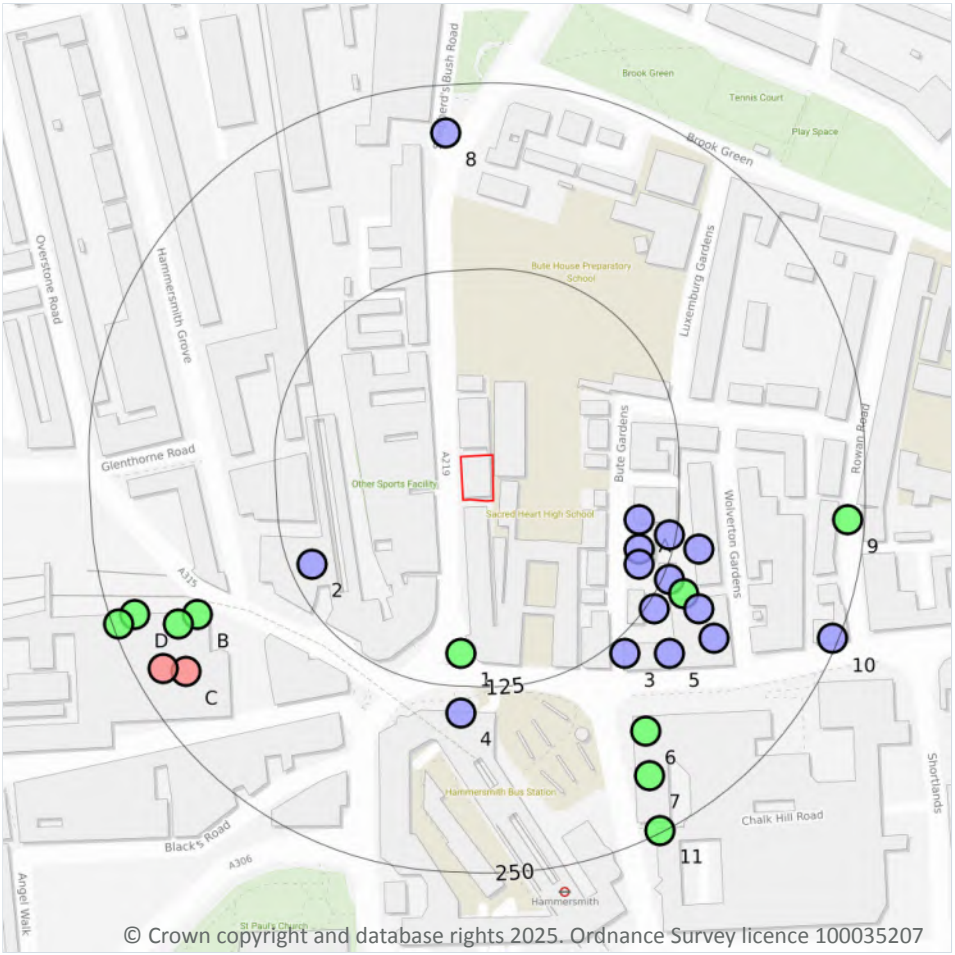
15.10 Bedrock faults and other linear features (50k)

Records within 500m	0

Linear features at the ground or bedrock surface at 1:50,000 scale of six main types; rock, fault, fold axis, mineral vein, alteration area or landform. Features are either observed or inferred, and relate primarily to bedrock.

This data is sourced from the British Geological Survey.

16 Boreholes



16.1 BGS Boreholes

Records within 250m	27

The Single Onshore Boreholes Index (SOBI); an index of over one million records of boreholes, shafts and wells from all forms of drilling and site investigation work held by the British Geological Survey. Covering onshore and nearshore boreholes dating back to at least 1790 and ranging from one to several thousand metres deep.

Features are displayed on the Boreholes map on **page 102 >**

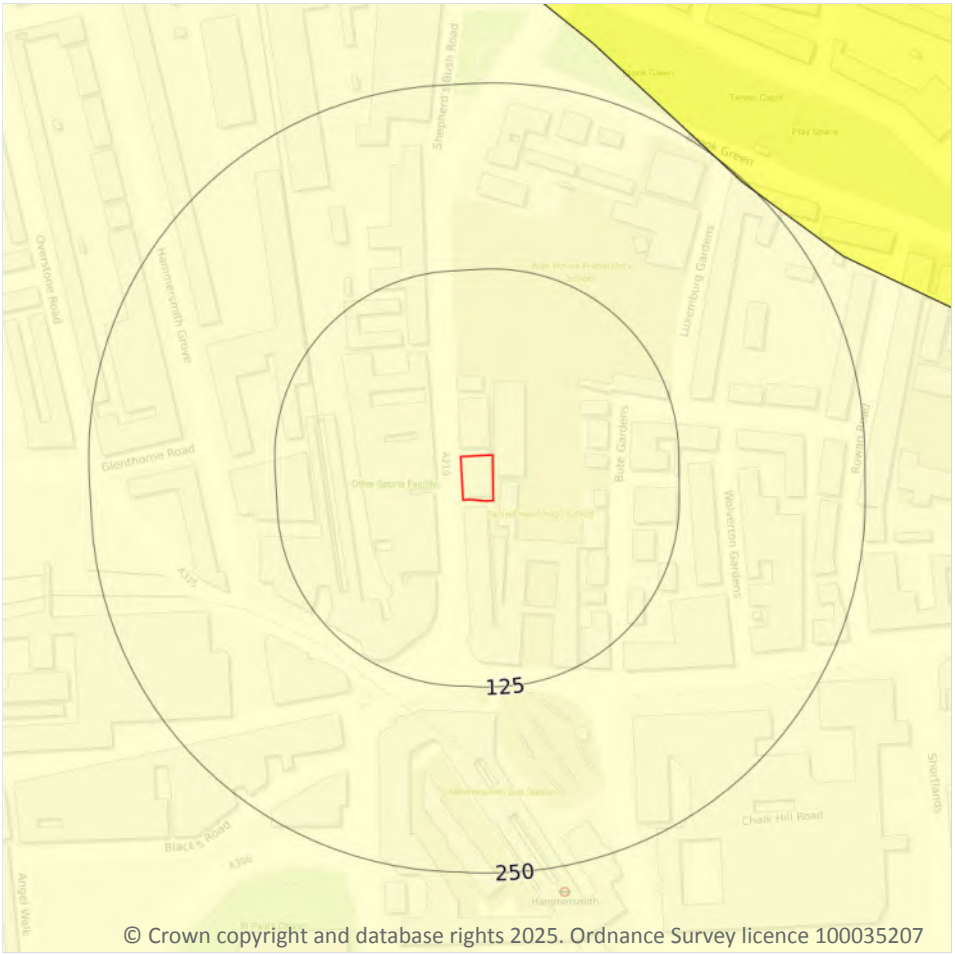
ID	Location	Grid reference	Name	Length	Confidential	Web link
A	99m E	523520 178730	WEST LONDON HOSPITAL HAMMERSMITH 1	9.5	N	18477160 ↗
1	103m S	523400 178640	CNR OF BROOK GREEN RD H149 KENSINGTON	10.67	N	586706 ↗

ID	Location	Grid reference	Name	Length	Confidential	Web link
A	104m SE	523520 178710	WEST LONDON HOSPITAL HAMMERSMITH 2	2.0	N	18477167 ↗
A	107m SE	523520 178700	WEST LONDON HOSPITAL HAMMERSMITH 3	2.0	N	18477168 ↗
2	110m SW	523300 178700	FIRE STATION HAMMERSMITH	2.29	N	586720 ↗
A	120m E	523540 178720	WEST LONDON HOSPITAL HAMMERSMITH 4	9.5	N	18477178 ↗
A	129m SE	523540 178690	WEST LONDON HOSPITAL HAMMERSMITH 6	9.5	N	18477180 ↗
A	130m SE	523530 178670	WEST LONDON HOSPITAL HAMMERSMITH 7	9.4	N	18477181 ↗
3	135m SE	523510 178640	WEST LONDON HOSPITAL HAMMERSMITH 8	2.0	N	18477182 ↗
A	142m E	523560 178710	WEST LONDON HOSPITAL HAMMERSMITH 5	9.5	N	18477179 ↗
A	143m SE	523550 178680	WEST LONDON HOSPITAL 1	15.24	N	586928 ↗
4	143m S	523400 178600	HAMMERSMITH UNDERGROUND HAMMERSMITH	4.87	N	586631 ↗
A	156m SE	523560 178670	WEST LONDON HOSPITAL HAMMERSMITH 10	9.5	N	18477269 ↗
5	157m SE	523540 178640	WEST LONDON HOSPITAL HAMMERSMITH 9	1.0	N	18477268 ↗
A	175m SE	523570 178650	WEST LONDON HOSPITAL HAMMERSMITH 11	2.0	N	18477270 ↗
6	185m SE	523524 178588	BECHTEL INTERNATIONAL LTD BUTTERWICK 1	21.6	N	18208110 ↗
B	194m SW	523223 178666	KING STREET DEVELOPMENT NORTH SIDE 13	21.4	N	18208142 ↗
B	209m SW	523210 178660	KING STREET HAMMERSMITH 13	21.33	N	587238 ↗
7	213m SE	523527 178558	BECHTEL INTERNATIONAL LTD BUTTERWICK 2	18.2	N	18208112 ↗
8	218m N	523390 178990	CNR OF BROOK GREEN H148 HAMMERSMITH	9.45	N	586680 ↗
C	219m SW	523215 178628	KING STREET DEVELOPMENT NORTH SIDE 20	30.5	N	18208153 ↗
C	231m SW	523200 178630	KING STREET HAMMERSMITH 20	30.48	N	587245 ↗

ID	Location	Grid reference	Name	Length	Confidential	Web link
D	234m W	523181 178666	KING STREET DEVELOPMENT NORTH SIDE 11	26.9	N	18208141 ↗
9	239m E	523660 178730	L.C.C.MAIN DRAINAGE H.175 14	14.02	N	586855 ↗
D	246m W	523170 178660	KING STREET HAMMERSMITH 11	27.88	N	587237 ↗
10	246m SE	523650 178650	TALGARTHY ROAD TP 5	3.0	N	587037 ↗
11	249m SE	523534 178521	BECHTEL INTERNATIONAL LTD BUTTERWICK 3	13.6	N	18208114 ↗

This data is sourced from the British Geological Survey.

17 Natural ground subsidence - Shrink swell clays



Site Outline

Search buffers in metres (m)

- No data
- Negligible
- Very low
- Low
- Moderate
- High

17.1 Shrink swell clays

Records within 50m	1

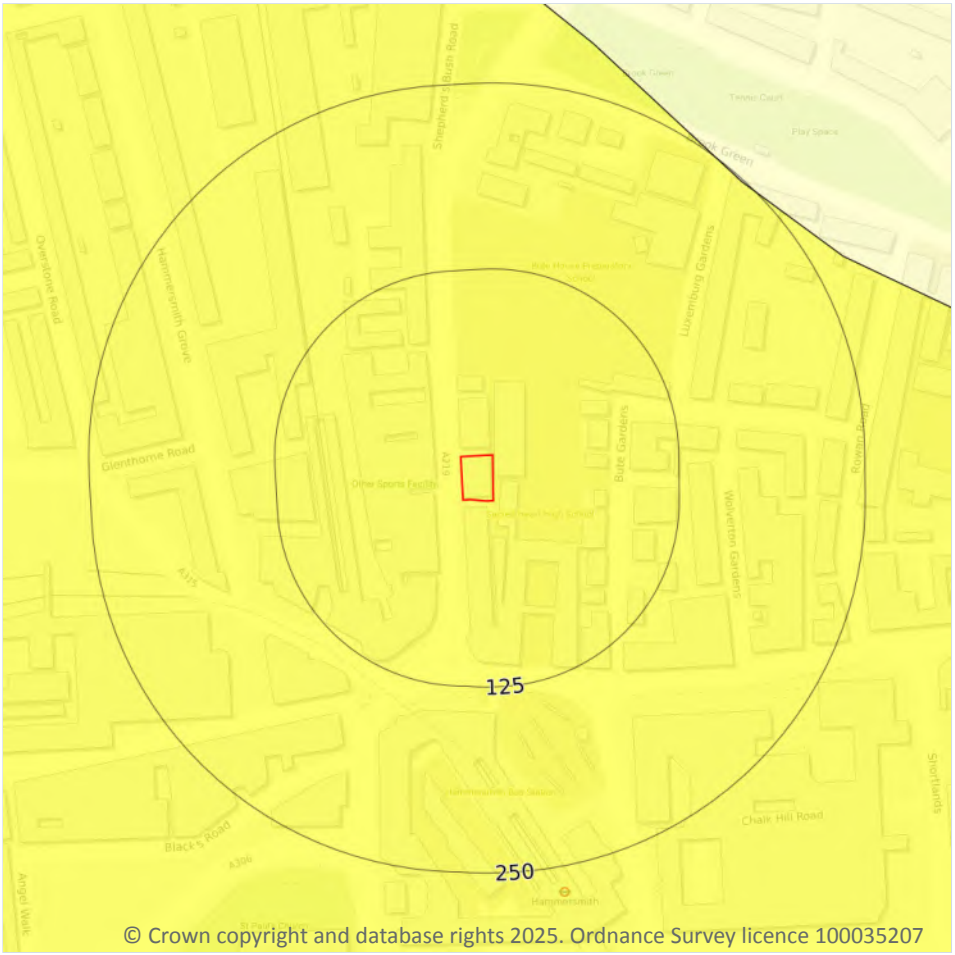
The potential hazard presented by soils that absorb water when wet (making them swell), and lose water as they dry (making them shrink). This shrink-swell behaviour is controlled by the type and amount of clay in the soil, and by seasonal changes in the soil moisture content (related to rainfall and local drainage).

Features are displayed on the Natural ground subsidence - Shrink swell clays map on **page 105 >**

Location	Hazard rating	Details
On site	**Negligible**	**Ground conditions predominantly non-plastic.**

This data is sourced from the British Geological Survey.

Natural ground subsidence - Running sands



Site Outline

Search buffers in metres (m)

- No data
- Negligible
- Very low
- Low
- Moderate
- High

17.2 Running sands

Records within 50m	1

The potential hazard presented by rocks that can contain loosely-packed sandy layers that can become fluidised by water flowing through them. Such sands can 'run', removing support from overlying buildings and causing potential damage.

Features are displayed on the Natural ground subsidence - Running sands map on **page 106 >**

Location	Hazard rating	Details
On site	**Very low**	**Running sand conditions are unlikely. No identified constraints on land use due to running conditions unless water table rises rapidly.**

This data is sourced from the British Geological Survey.

Natural ground subsidence - Compressible deposits

Site Outline

Search buffers in metres (m)

- No data
- Negligible
- Very low
- Low
- Moderate
- High

17.3 Compressible deposits

Records within 50m	1

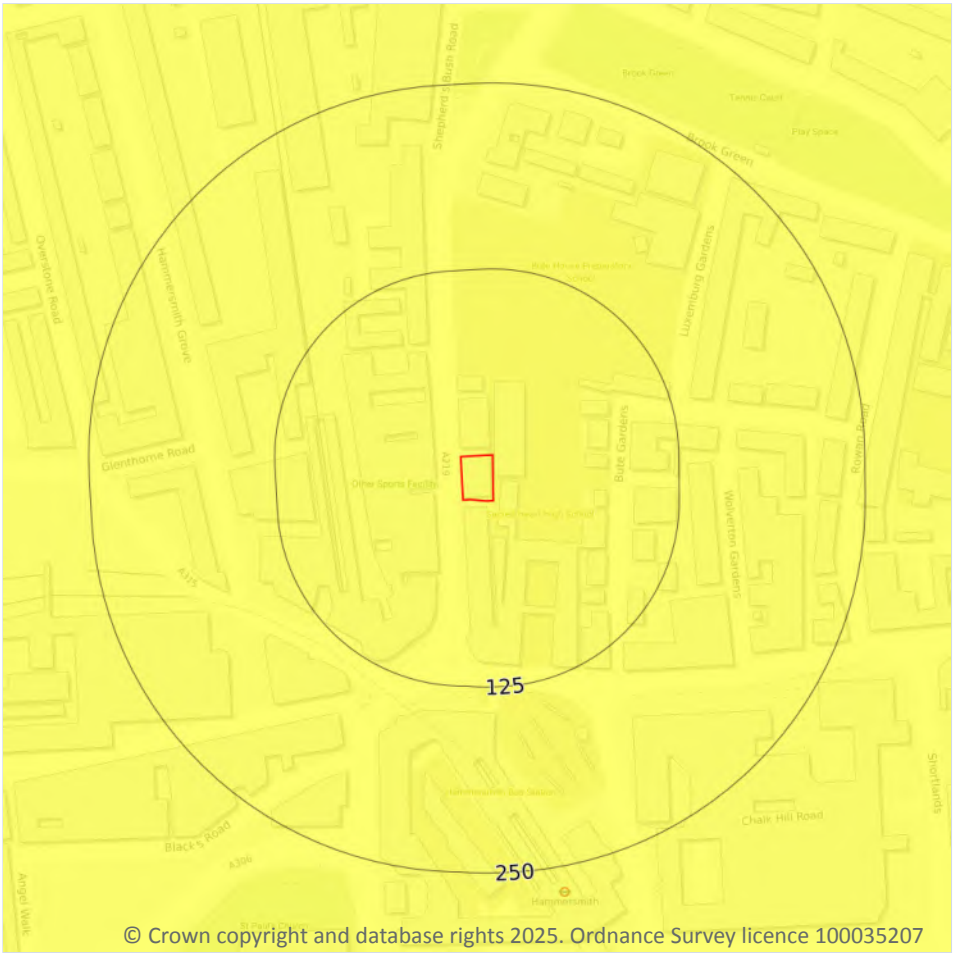
The potential hazard presented by types of ground that may contain layers of very soft materials like clay or peat and may compress if loaded by overlying structures, or if the groundwater level changes, potentially resulting in depression of the ground and disturbance of foundations.

Features are displayed on the Natural ground subsidence - Compressible deposits map on **page 107 >**

Location	Hazard rating	Details
On site	**Negligible**	**Compressible strata are not thought to occur.**

This data is sourced from the British Geological Survey.

Natural ground subsidence - Collapsible deposits



Site Outline

Search buffers in metres (m)

- No data
- Negligible
- Very low
- Low
- Moderate
- High

17.4 Collapsible deposits

Records within 50m	1

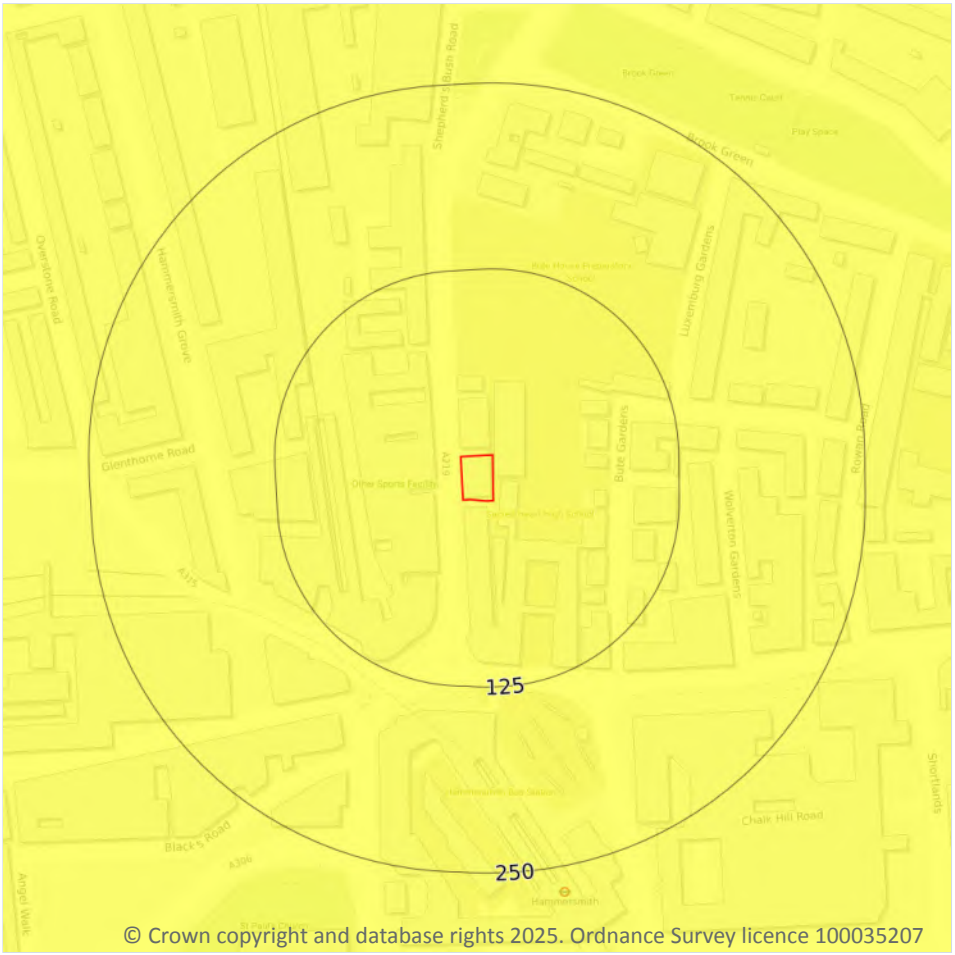
The potential hazard presented by natural deposits that could collapse when a load (such as a building) is placed on them or they become saturated with water.

Features are displayed on the Natural ground subsidence - Collapsible deposits map on **page 108 >**

Location	Hazard rating	Details
On site	**Very low**	**Deposits with potential to collapse when loaded and saturated are unlikely to be present.**

This data is sourced from the British Geological Survey.

Natural ground subsidence - Landslides



Site Outline

Search buffers in metres (m)

- No data
- Negligible
- Very low
- Low
- Moderate
- High

17.5 Landslides

Records within 50m	1

The potential for landsliding (slope instability) to be a hazard assessed using 1:50,000 scale digital maps of superficial and bedrock deposits, combined with information from the BGS National Landslide Database and scientific and engineering reports.

Features are displayed on the Natural ground subsidence - Landslides map on **page 109 >**

Location	Hazard rating	Details
On site	**Very low**	**Slope instability problems are not likely to occur but consideration to potential problems of adjacent areas impacting on the site should always be considered.**

This data is sourced from the British Geological Survey.

Natural ground subsidence - Ground dissolution of soluble rocks

Site Outline

Search buffers in metres (m)

- No data
- Negligible
- Very low
- Low
- Moderate
- High

17.6 Ground dissolution of soluble rocks

Records within 50m	1

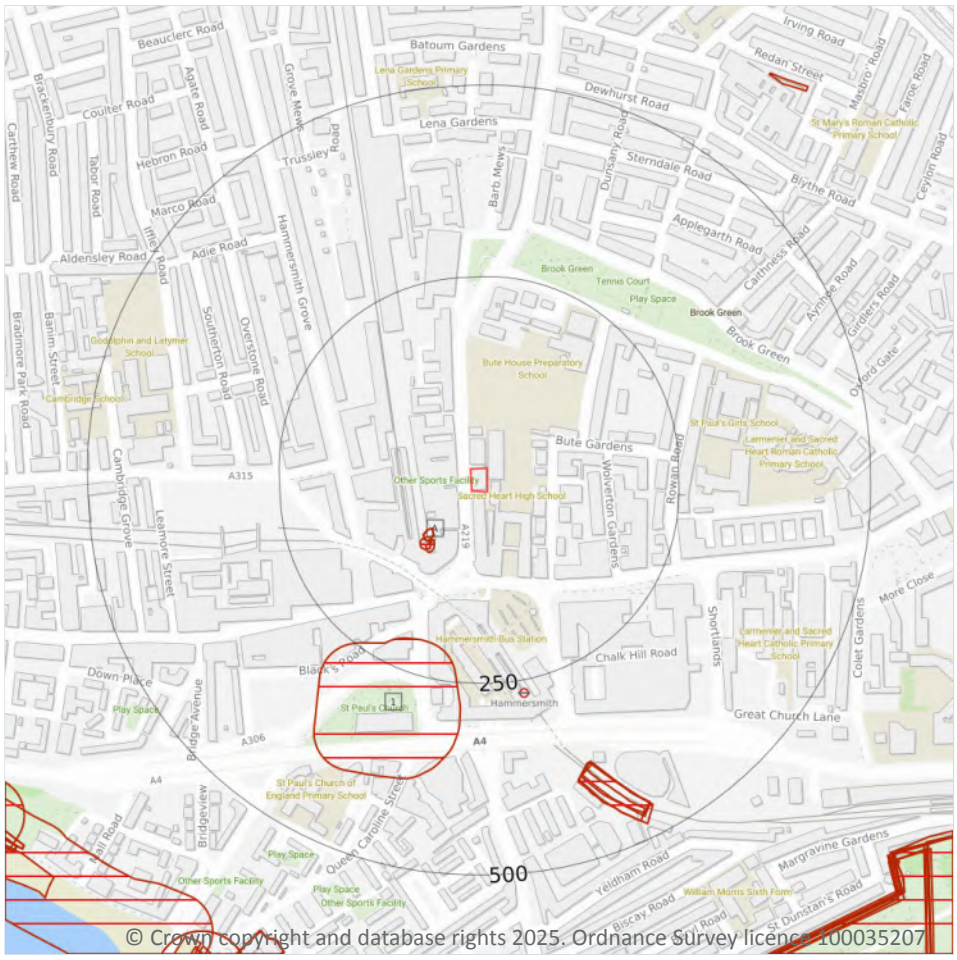
The potential hazard presented by ground dissolution, which occurs when water passing through soluble rocks produces underground cavities and cave systems. These cavities reduce support to the ground above and can cause localised collapse of the overlying rocks and deposits.

Features are displayed on the Natural ground subsidence - Ground dissolution of soluble rocks map on **page 110 >**

Location	Hazard rating	Details
On site	**Negligible**	**Soluble rocks are either not thought to be present within the ground, or not prone to dissolution. Dissolution features are unlikely to be present.**

This data is sourced from the British Geological Survey.

18 Mining and ground workings



Site Outline

Search buffers in metres (m)

- BritPits
- Surface ground workings
- Underground workings
- Underground mining extents
- Historical mineral planning areas
- TCA non-coal mining

Non Coal Mining

- Sporadic underground mining of restricted extent possible
- Localised small scale underground mining possible
- Small scale mining possible
- Underground mining known or likely within or in close proximity
- Underground mining known within or in very close proximity

18.1 BritPits

Records within 500m	0

BritPits (an abbreviation of British Pits) is a database maintained by the British Geological Survey of currently active and closed surface and underground mineral workings. Details of major mineral handling sites, such as wharfs and rail depots are also held in the database.

This data is sourced from the British Geological Survey.

18.2 Surface ground workings

Records within 250m	5

Historical land uses identified from Ordnance Survey mapping that involved ground excavation at the surface. These features may or may not have been subsequently backfilled.

Features are displayed on the Mining and ground workings map on **page 112 >**

ID	Location	Land Use	Year of mapping	Mapping scale
A	71m SW	Unspecified Pit	1933	1:10560
A	71m SW	Unspecified Pit	1919	1:10560
A	80m SW	Unspecified Pit	1920	1:10560
A	80m SW	Unspecified Pit	1933	1:10560
1	204m S	Burial Ground	1873	1:10560

This is data is sourced from Ordnance Survey/Groundsure.

18.3 Underground workings

Records within 1000m	0

Historical land uses identified from Ordnance Survey mapping that indicate the presence of underground workings e.g. mine shafts.

This is data is sourced from Ordnance Survey/Groundsure.

18.4 Underground mining extents

Records within 500m	0

This data identifies underground mine workings that could present a potential risk, including adits and seam workings. These features have been identified from BGS Geological mapping and mine plans sourced from the BGS and various collections and sources.

This data is sourced from Groundsure.

18.5 Historical Mineral Planning Areas

Records within 500m	0

Boundaries of mineral planning permissions for England and Wales. This data was collated between the 1940s (and retrospectively to the 1930s) and the mid 1980s. The data includes permitted, withdrawn and refused permissions.

This data is sourced from the British Geological Survey.

18.6 Non-coal mining

Records within 1000m	0

The potential for historical non-coal mining to have affected an area. The assessment is drawn from expert knowledge and literature in addition to the digital geological map of Britain. Mineral commodities may be divided into seven general categories - vein minerals, chalk, oil shale, building stone, bedded ores, evaporites and 'other' commodities (including ball clay, jet, black marble, graphite and chert).

This data is sourced from the British Geological Survey.

18.7 JPB mining areas

Records on site	0

Areas which could be affected by former coal and other mining. This data includes some mine plans unavailable to the Coal Authority.

This data is sourced from Johnson Poole and Bloomer.

18.8 The Coal Authority non-coal mining

Records within 500m	0

This data provides an indication of the potential zone of influence of recorded underground non-coal mining workings. Any and all analysis and interpretation of Coal Authority Data in this report is made by Groundsure, and is in no way supported, endorsed or authorised by the Coal Authority. The use of the data is restricted to the terms and provisions contained in this report. Data reproduced in this report may be the copyright of the Coal Authority and permission should be sought from Groundsure prior to any re-use.

This data is sourced from The Coal Authority.

18.9 Researched mining

Records within 500m	0

This data indicates areas of potential mining identified from alternative or archival sources, including; BGS Geological paper maps, Lidar data, aerial photographs (from World War II onwards), archaeological data services, websites, Tithe maps, and various text/plans from collected books and reports. Some of this data is approximate and Groundsure have interpreted the resultant risk area and, where possible, specific areas of risk have been captured.

This data is sourced from Groundsure.

18.10 Mining record office plans

Records within 500m	0

This dataset is representative of Mining Record Office and/or plan extents held by Groundsure and should be considered approximate. Where possible, plans have been located and any specific areas of risk they depict have been captured.

This data is sourced from Groundsure.

18.11 BGS mine plans

Records within 500m	0

This dataset is representative of BGS mine plans held by Groundsure and should be considered approximate. Where possible, plans have been located and any specific areas of risk they depict have been captured.

This data is sourced from Groundsure.

18.12 Coal mining

Records on site	0

Areas which could be affected by past, current or future coal mining.

This data is sourced from the Coal Authority.

18.13 Brine areas

Records on site	0

The Cheshire Brine Compensation District indicates areas that may be affected by salt and brine extraction in Cheshire and where compensation would be available where damage from this mining has occurred. Damage from salt and brine mining can still occur outside this district, but no compensation will be available.

This data is sourced from the Cheshire Brine Subsidence Compensation Board.

18.14 Gypsum areas

Records on site	0

Generalised areas that may be affected by gypsum extraction.

This data is sourced from British Gypsum.

18.15 Tin mining

Records on site	0

Generalised areas that may be affected by historical tin mining.

This data is sourced from Groundsure.

18.16 Clay mining

Records on site	0

Generalised areas that may be affected by kaolin and ball clay extraction.

This data is sourced from the Kaolin and Ball Clay Association (UK).

19 Ground cavities and sinkholes

19.1 Natural cavities

Records within 500m	0

Industry recognised national database of natural cavities. Sinkholes and caves are formed by the dissolution of soluble rock, such as chalk and limestone, gulls and fissures by cambering. Ground instability can result from movement of loose material contained within these cavities, often triggered by water.

This data is sourced from Stantec UK Ltd.

19.2 Mining cavities

Records within 1000m	0

Industry recognised national database of mining cavities. Degraded mines may result in hazardous subsidence (crown holes). Climatic conditions and water escape can also trigger subsidence over mine entrances and workings.

This data is sourced from Stantec UK Ltd.

19.3 Reported recent incidents

Records within 500m	0

This data identifies sinkhole information gathered from media reports and Groundsure's own records. This data goes back to 2014 and includes relative accuracy ratings for each event and links to the original data sources. The data is updated on a regular basis and should not be considered a comprehensive catalogue of all sinkhole events. The absence of data in this database does not mean a sinkhole definitely has not occurred during this time.

This data is sourced from Groundsure.

19.4 Historical incidents

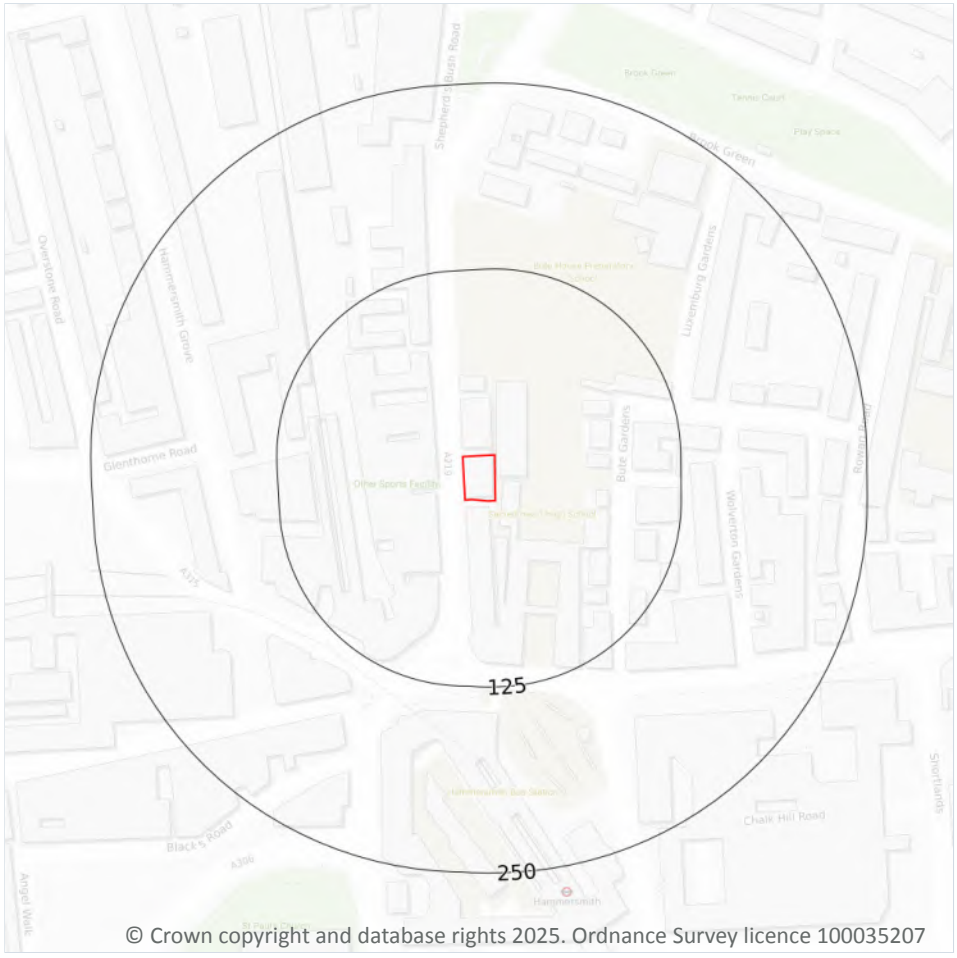
Records within 500m	0

This dataset comprises an extract of 1:10,560, 1:10,000, 1:2,500 and 1:1,250 scale historical Ordnance Survey maps held by Groundsure, dating back to the 1840s. It shows shakeholes, deneholes and other 'holes' as noted on these maps. Dene holes are medieval chalk extraction pits, usually comprising a narrow shaft with a number of chambers at the base of the shaft. Shakeholes are an alternative name for suffusion sinkholes, most commonly found in the limestone landscapes of North Yorkshire but also extensively noted around the Brecon Beacons National Park.

Not all 'holes' noted on Ordnance Survey mapping will necessarily be present within this dataset.

This data is sourced from Groundsure.

20 Radon



Site Outline

Search buffers in metres (m)

Greater than 30%

Between 10% and 30%

Between 5% and 10%

Between 3% and 5%

Between 1% and 3%

Less than 1%

20.1 Radon

Records on site	1

The Radon Potential data classifies areas based on their likelihood of a property having a radon level at or above the Action Level in Great Britain. The dataset is intended for use at 1:50,000 scale and was derived from both geological assessments and indoor radon measurements (more than 560,000 records). A minimum 50m buffer should be considered when searching the maps, as the smallest detectable feature at this scale is 50m. The findings of this section should supersede any estimations derived from the Indicative Atlas of Radon in Great Britain (1:100,000 scale).

Features are displayed on the Radon map on **page 119 >**

Location	Estimated properties affected	Radon Protection Measures required
On site	**Less than 1%**	**None**

This data is sourced from the British Geological Survey and UK Health Security Agency.

21 Soil chemistry

21.1 BGS Estimated Background Soil Chemistry

Records within 50m	1

The estimated values provide the likely background concentration of the potentially harmful elements Arsenic, Cadmium, Chromium, Lead and Nickel in topsoil. The values are estimated primarily from rural topsoil data collected at a sample density of approximately 1 per 2 km^2. In areas where rural soil samples are not available, estimation is based on stream sediment data collected from small streams at a sampling density of 1 per 2.5 km^2; this is the case for most of Scotland, Wales and southern England. The stream sediment data are converted to soil-equivalent concentrations prior to the estimation.

Location	Arsenic	Bioaccessible Arsenic	Lead	Bioaccessible Lead	Cadmium	Chromium	Nickel
On site	**No data**	**No data**	**No data**	**No data**	**No data**	**No data**	**No data**

This data is sourced from the British Geological Survey.

21.2 BGS Estimated Urban Soil Chemistry

Records within 50m	6

Estimated topsoil chemistry of Arsenic, Cadmium, Chromium, Copper, Nickel, Lead, Tin and Zinc and bioaccessible Arsenic and Lead in 23 urban centres across Great Britain. These estimates are derived from interpolation of the measured urban topsoil data referred to above and provide information across each city between the measured sample locations (4 per km^2).

Location	Arsenic (mg/kg)	Bioaccessible Arsenic (mg/kg)	Lead (mg/kg)	Bioaccessible Lead (mg/kg)	Cadmium (mg/kg)	Chromium (mg/kg)	Copper (mg/kg)	Nickel (mg/kg)	Tin (mg/kg)
On site	**17**	**3**	**118**	**81**	**0.5**	**71**	**43**	**26**	**9**
On site	**20**	**3.5**	**112**	**77**	**0.7**	**74**	**41**	**24**	**11**
27m N	17	3	152	104	0.6	58	35	24	17
28m N	19	3.3	118	81	0.7	61	33	22	13
42m S	17	3	127	87	0.5	79	53	28	10
43m S	20	3.5	122	84	0.6	81	50	26	11

This data is sourced from the British Geological Survey.

21.3 BGS Measured Urban Soil Chemistry

Records within 50m	0

The locations and measured total concentrations (mg/kg) of Arsenic, Cadmium, Chromium, Copper, Nickel, Lead, Tin and Zinc in urban topsoil samples from 23 urban centres across Great Britain. These are collected at a sample density of 4 per km^2.

This data is sourced from the British Geological Survey.

22 Railway infrastructure and projects

Site Outline

Search buffers in metres (m)

- Crossrail 2 Stations
- Crossrail 2 Route
- Crossrail 2 Worksites
- Crossrail 2 Safeguarding
- Crossrail 2 Headhouses
- Railway stations
- Active railways
- Active tunnels
- Abandoned railways
- Historic railways
- Historic tunnels
- Underground stations
- Underground Lines
- Royal Mail tunnels
- HS2 optimised route
- HS2 Stations
- HS2 Depots
- HS2 Surface Safeguarding
- HS2 Subsurface Safeguarding

22.1 Underground railways (London)

Records within 250m **4**

Details of all active London Underground lines, including approximate tunnel roof depth and operational hours.

Features are displayed on the Railway infrastructure and projects map on **page 123 >**

Location	Line Name	Line Section	Track Type	Depth (m bgl)	Operational hours
87m W	Circle Line	Circle Line	Surface Track	0	Mon-Sat: Early 0437 Late 0031, Sun: Early 0621 Late 0033
129m SW	District Line	District Line	Tunnel	7	Mon-Sat: Early 0451 Late 0051, Sun: Early 0537 Late 0002

Location	Line Name	Line Section	Track Type	Depth (m bgl)	Operational hours
88m W	Hammersmith and City Line	Hammersmith & City Line	Surface Track	0	Mon-Sat: Early 0437 Late 0040, Sun: Early 0556 Late 0033
129m SW	Piccadilly Line	Piccadilly Line	Tunnel	5	Mon-Thu: Early 0449 Late 0059, Fri-Sat: 24hr service, Sun: Late 0056

This data is sourced from publicly available information by Groundsure.

22.2 Underground railways (Non-London)

Records within 250m	**0**

Details of the Merseyrail system, the Tyne and Wear Metro and the Glasgow Subway. Not all parts of all systems are located underground. The data contains location information only and does not include a depth assessment.

This data is sourced from publicly available information by Groundsure.

22.3 Railway tunnels

Records within 250m	**0**

Railway tunnels taken from contemporary Ordnance Survey mapping.

This data is sourced from the Ordnance Survey.

22.4 Historical railway and tunnel features

Records within 250m	**65**

Railways and tunnels digitised from historical Ordnance Survey mapping as scales of 1:1,250, 1:2,500, 1:10,000 and 1:10,560.

Features are displayed on the Railway infrastructure and projects map on **page 123 >**

Location	Land Use	Year of mapping	Mapping scale
60m W	Railway Sidings	1987	10000
60m W	Railway Sidings	1974	10000
60m W	Railway Sidings	1967	10560
61m SW	Railway Sidings	1947	10560
62m W	Railway	1916	-
62m SW	Railway Sidings	1896	2500

Location	Land Use	Year of mapping	Mapping scale
63m SW	Railway	1871	-
63m SW	Railway	1894	-
64m SW	Railway Sidings	1916	2500
64m W	Railway Sidings	1869	2500
64m W	Railway Sidings	1933	10560
64m W	Railway Sidings	1919	10560
65m W	Railway Sidings	1958	10560
66m W	Railway Sidings	1950	2500
66m W	Railway Sidings	1920	10560
67m W	Railway Sidings	1962	10560
67m W	Railway Sidings	1950	1250
67m W	Railway Sidings	1991	1250
67m W	Railway Sidings	1980	1250
67m W	Railway Sidings	1963	1250
67m W	Railway Sidings	1985	1250
68m W	Railway Sidings	1991	1250
68m W	Railway Sidings	1974	2500
68m W	Railway Sidings	1993	1250
68m W	Railway Sidings	1995	1250
68m W	Railway Sidings	1968	2500
71m W	Railway Sidings	1933	10560
76m W	Railway Sidings	1894	10560
77m W	Railway Sidings	1874	10560
97m W	Railway Sidings	1894	10560
98m W	Railway Sidings	1894	10560
104m W	Railway Sidings	1962	10560
104m W	Railway Sidings	1894	10560
106m W	Railway Sidings	1933	10560

Location	Land Use	Year of mapping	Mapping scale
123m S	Railway Sidings	1987	10000
123m S	Railway Sidings	1974	10000
123m S	Railway Sidings	1967	10560
130m S	Railway	1894	-
130m SW	Tunnel	1916	-
131m S	Railway Sidings	1947	10560
133m SW	Tunnel	1916	2500
138m S	Railway	1916	-
147m S	Railway Sidings	1896	2500
149m SW	Tunnel	1916	2500
160m S	Railway Sidings	1950	2500
161m S	Railway Sidings	1933	10560
161m S	Railway Sidings	1919	10560
162m NW	Railway Sidings	1896	2500
170m S	Railway Sidings	1920	10560
170m S	Railway Sidings	1938	10560
170m S	Railway Sidings	1933	10560
196m W	Railway Sidings	1950	2500
196m W	Railway Sidings	1963	1250
196m W	Railway Sidings	1985	1250
196m W	Railway Sidings	1950	1250
238m N	Railway Sidings	1971	1250
238m N	Railway Sidings	1951	1250
238m N	Railway Sidings	1994	1250
238m N	Railway Sidings	1998	1250
238m N	Railway Sidings	1991	1250
239m N	Railway Sidings	1970	2500
239m N	Railway Sidings	1954	2500

Location	Land Use	Year of mapping	Mapping scale
239m N	Railway Sidings	1991	1250
240m S	Railway Sidings	1896	10560
240m S	Railway Sidings	1896	10560

This data is sourced from Ordnance Survey/Groundsure.

22.5 Royal Mail tunnels

Records within 250m	0

The Post Office Railway, otherwise known as the Mail Rail, is an underground railway running through Central London from Paddington Head District Sorting Office to Whitechapel Eastern Head Sorting Office. The line is 10.5km long. The data includes details of the full extent of the tunnels, the depth of the tunnel, and the depth to track level.

This data is sourced from Groundsure/the Postal Museum.

22.6 Historical railways

Records within 250m	1

Former railway lines, including dismantled lines, abandoned lines, disused lines, historic railways and razed lines.

Features are displayed on the Railway infrastructure and projects map on **page 123 >**

Location	Description
160m NW	Razed

This data is sourced from OpenStreetMap.

22.7 Railways

Records within 250m	16

Currently existing railway lines, including standard railways, narrow gauge, funicular, trams and light railways.

Features are displayed on the Railway infrastructure and projects map on **page 123 >**

Location	Name	Type
89m W	Not given	Multi Track
100m W	Not given	Multi Track

Location	Name	Type
103m NW	Not given	Multi Track
121m NW	Not given	Multi Track
124m SW	Not given	Multi Track
134m SW	Not given	Multi Track
142m S	Not given	Multi Track
144m S	Not given	Multi Track
146m NW	Not given	Multi Track
164m S	Not given	Multi Track
174m S	Not given	Multi Track
198m W	Not given	Multi Track
206m W	Not given	Single Track
211m S	Not given	Multi Track
218m S	Not given	Multi Track
239m NW	Not given	Multi Track

This data is sourced from Ordnance Survey and OpenStreetMap.

22.8 Crossrail 2

Records within 500m	0

Crossrail 2 is a proposed railway linking the national rail networks in Surrey and Hertfordshire via an underground tunnel through London.

This data is sourced from publicly available information by Groundsure.

22.9 HS2

Records within 500m	0

HS2 is a proposed high speed rail network running from London to Manchester and Leeds via Birmingham. Main civils construction on Phase 1 (London to Birmingham) of the project began in 2019, and it is currently anticipated that this phase will be fully operational by 2026. Construction on Phase 2a (Birmingham to Crewe) is anticipated to commence in 2021, with the service fully operational by 2027. Construction on Phase 2b (Crewe to Manchester and Birmingham to Leeds) is scheduled to begin in 2023 and be operational by 2033.

This data is sourced from HS2 ltd.

Data providers

Groundsure works with respected data providers to bring you the most relevant and accurate information. To find out who they are and their areas of expertise see https://www.groundsure.com/sources-reference ↗.

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APPENDIX C
Historical Ordnance Survey Mapping

Groundsure INSIGHTS

Site Details:

227, SHEPHERD'S BUSH ROAD, LONDON, HAMMERSMITH AND FULHAM, W6 7AS

Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: 1056 Scale Town Plan

Map date: **1867**

Scale: 1:1,056

Printed at: 1:1,056

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Revised N/A
Edition 1867
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Revised N/A
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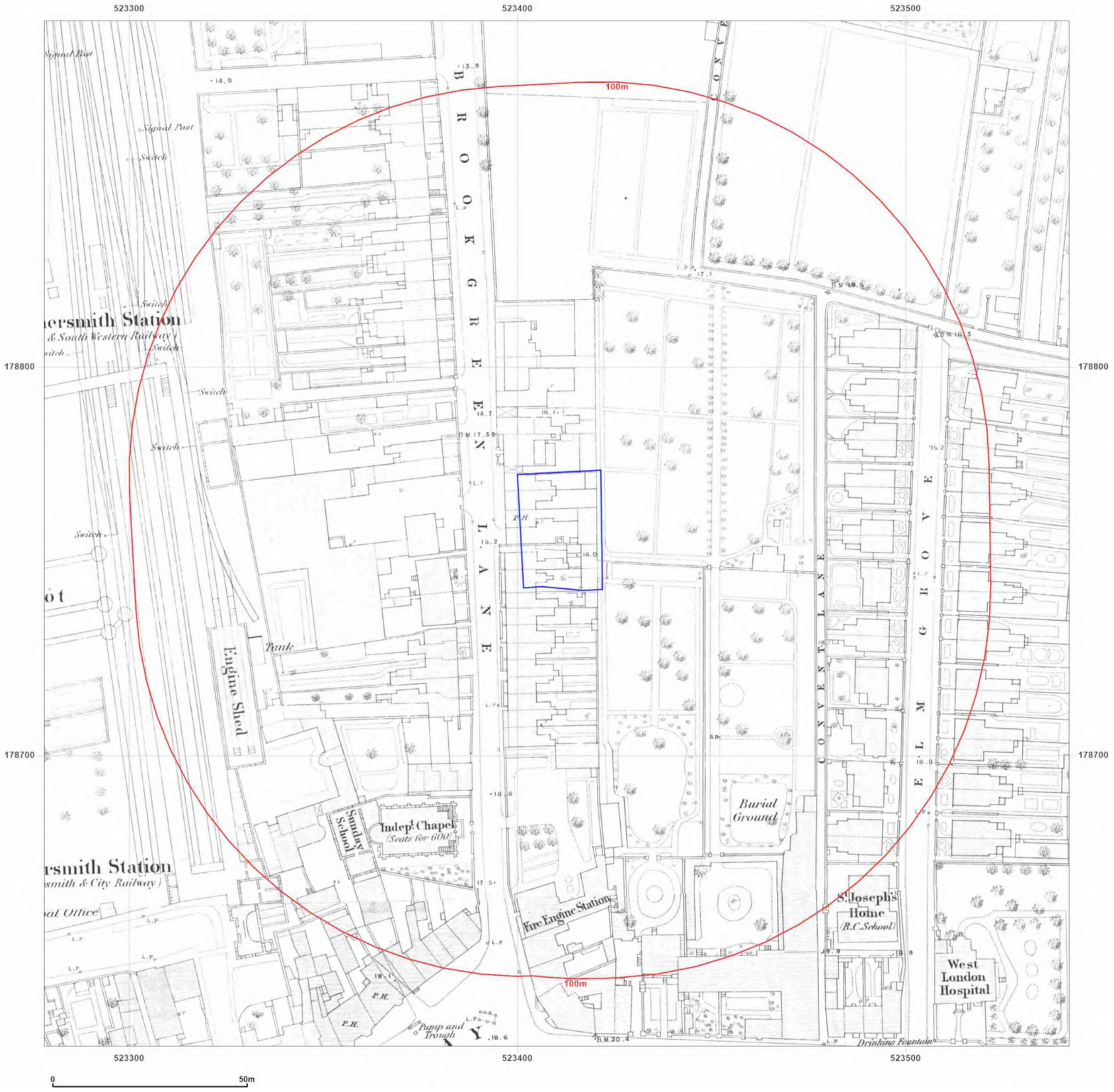

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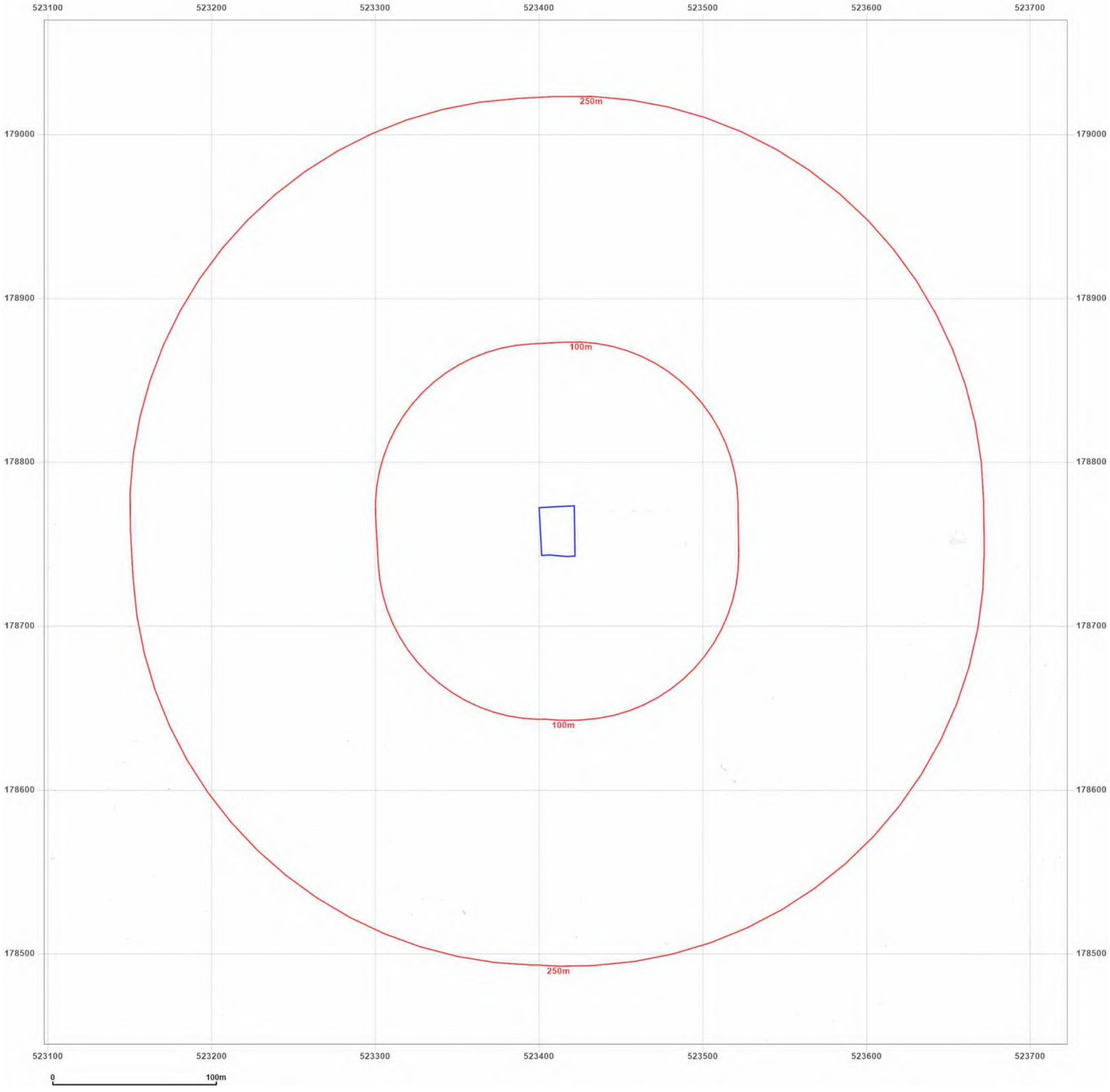

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series

Map date: **1869**

Scale: 1:2,500

Printed at: 1:2,500

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Surveyed 1869
Revised 1869
Edition N/A
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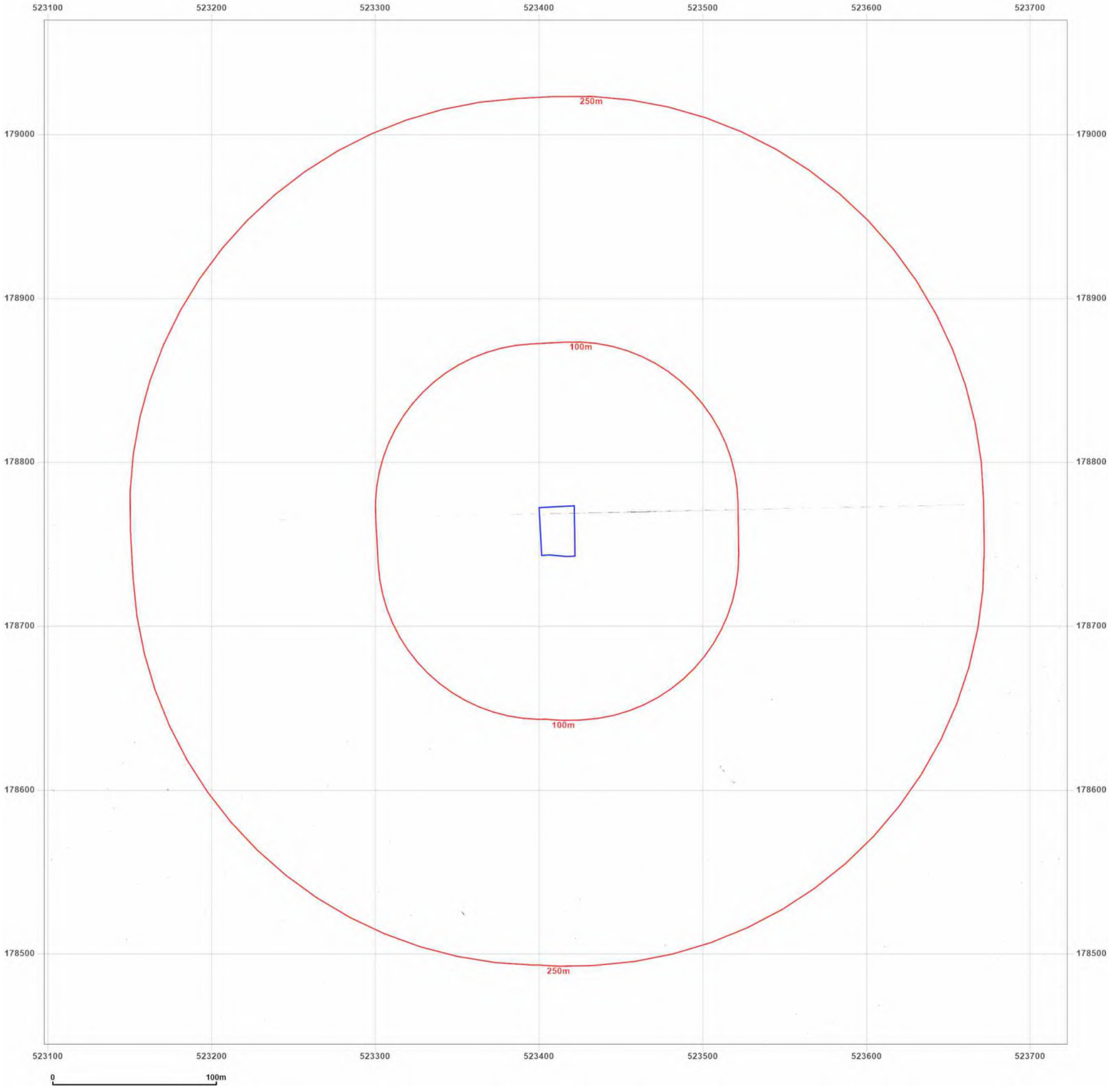

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series

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Scale: 1:2,500

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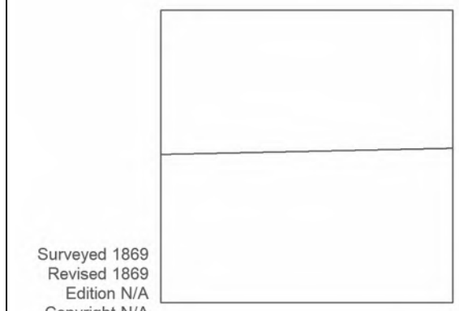

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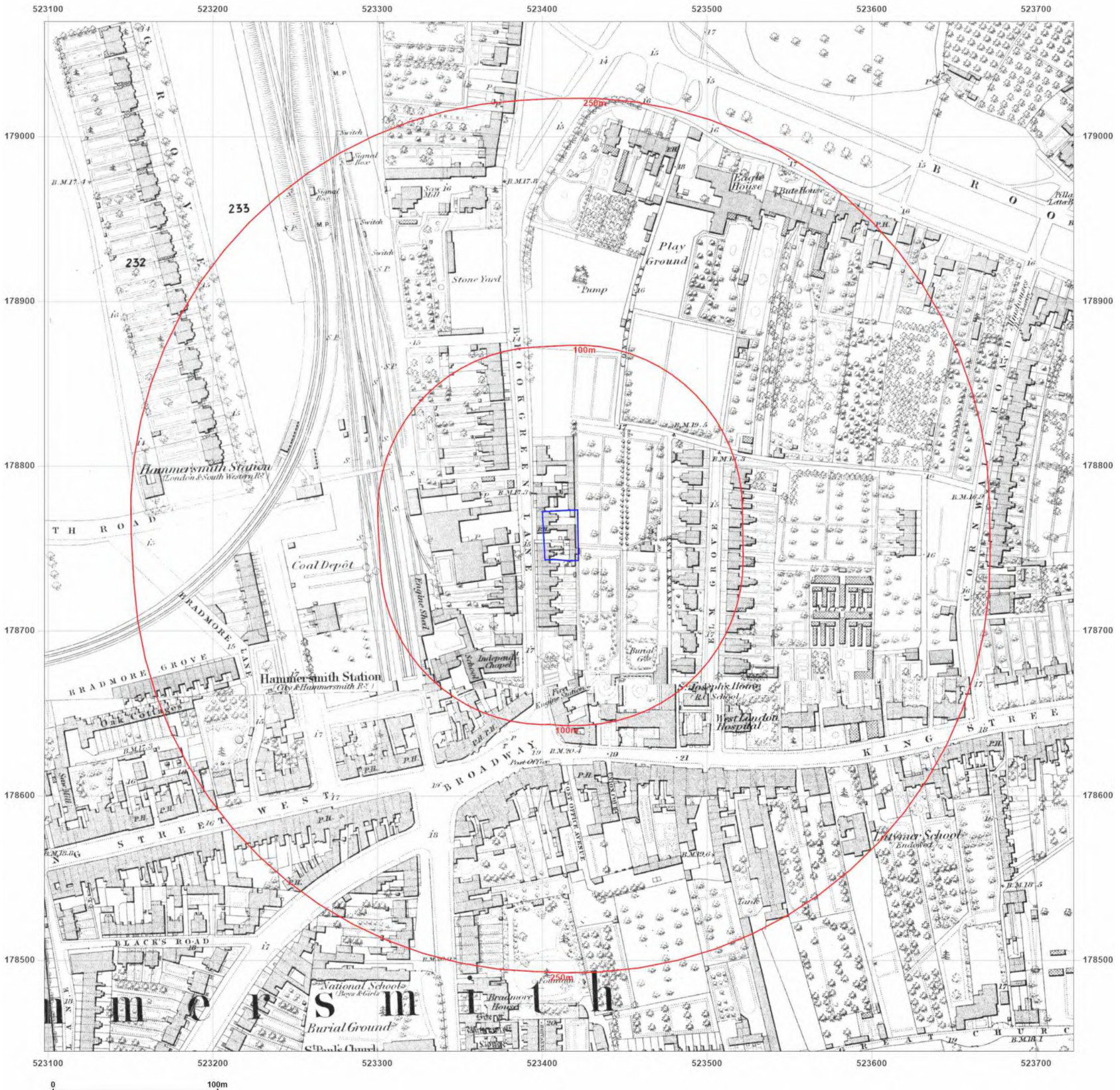

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series

Map date: **1869-1871**

Scale: 1:2,500

Printed at: 1:2,500

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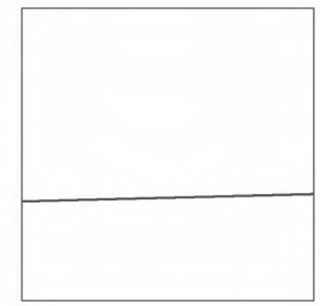

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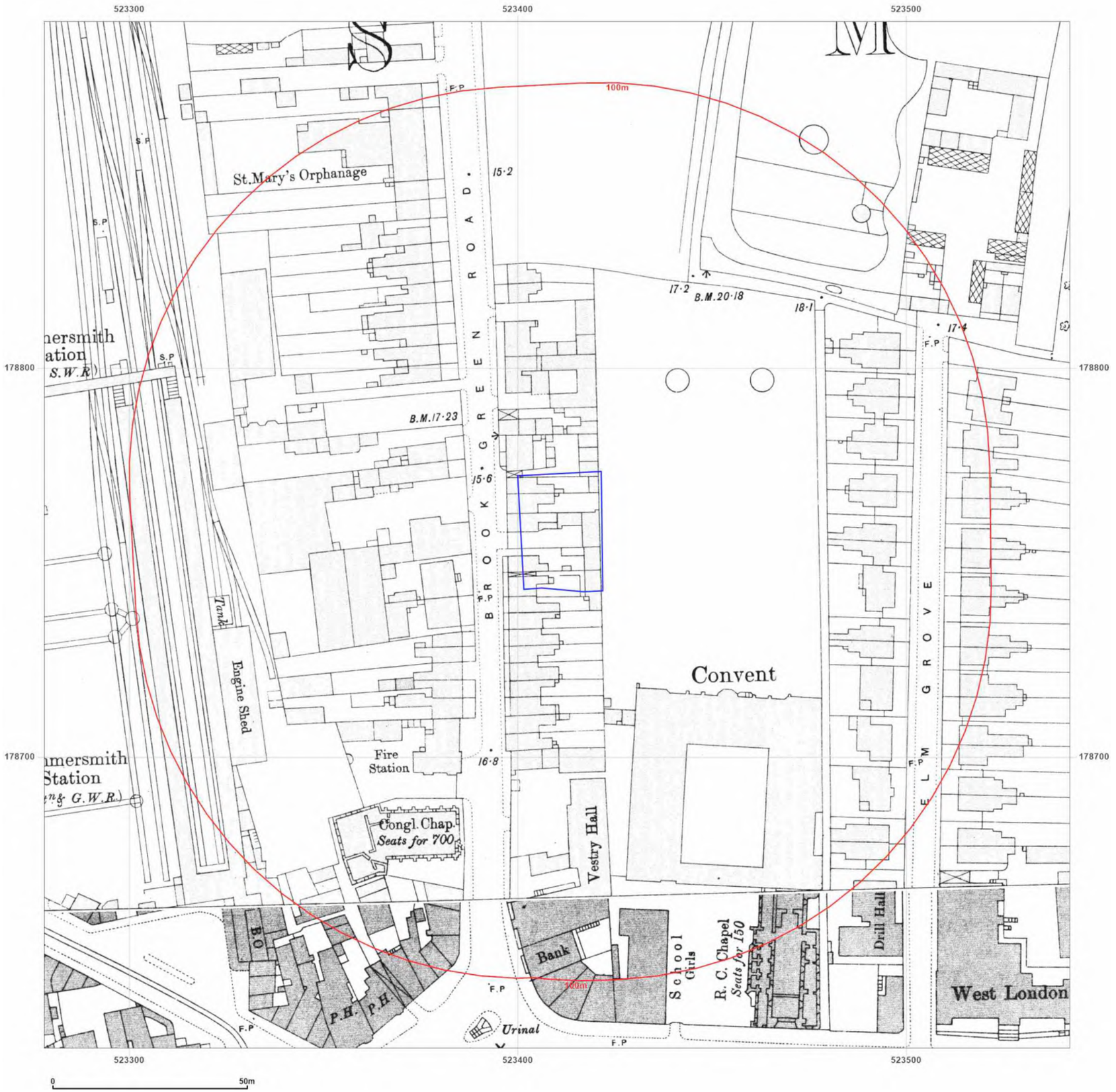

Groundsure INSIGHTS

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: 1056 Scale Town Plan
Map date: **1896**
Scale: 1:1,056
Printed at: 1:1,056

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Grid Ref: 523410, 178757

Map Name: County Series

Map date: **1896**

Scale: 1:2,500

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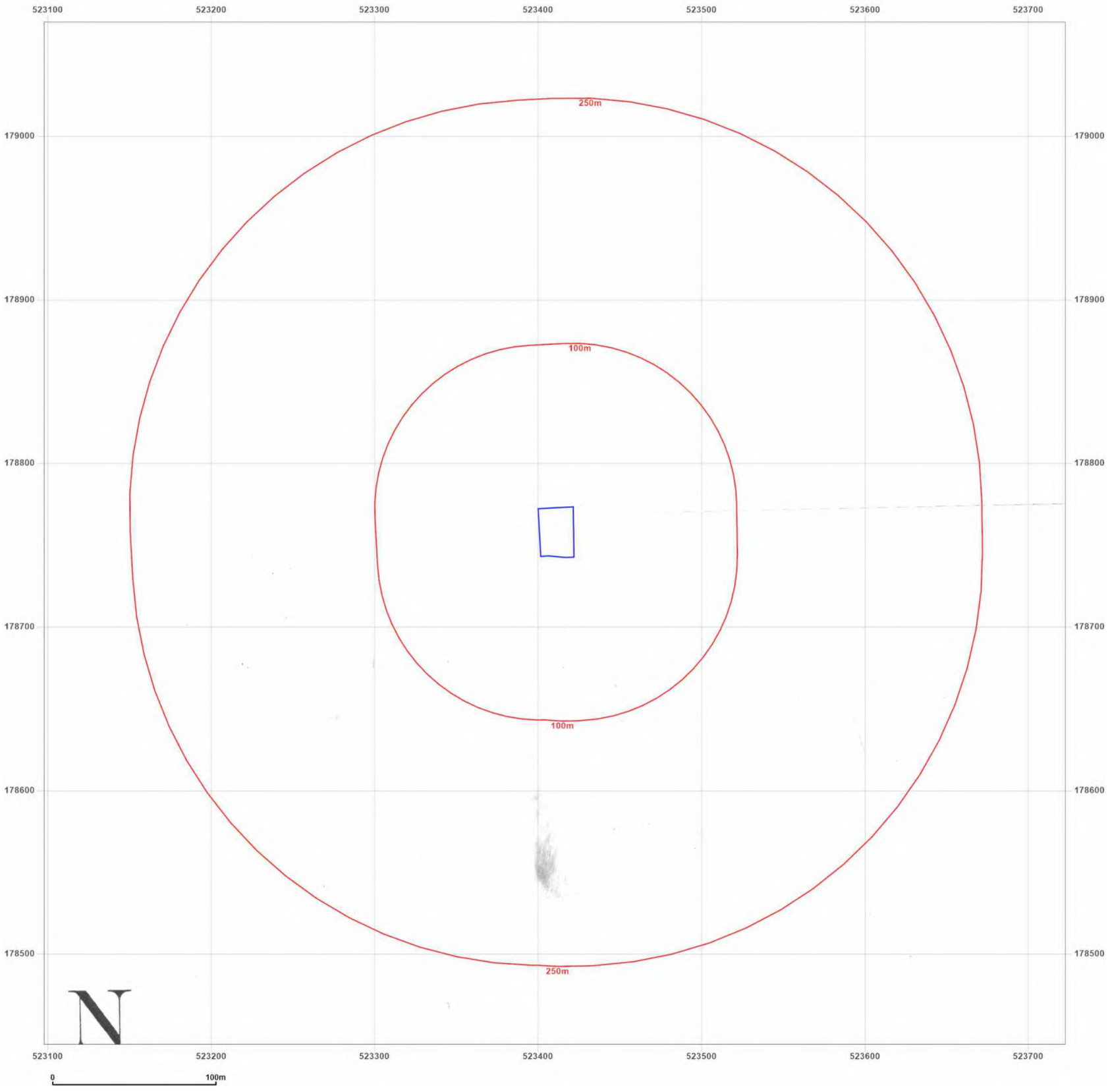

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series

Map date: **1913**

Scale: 1:2,500

Printed at: 1:2,500

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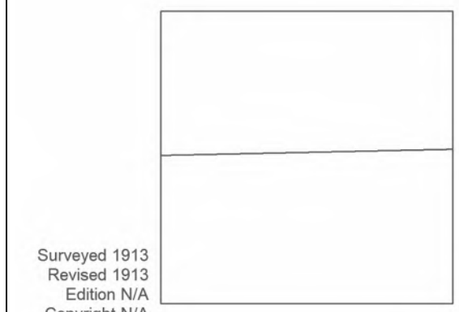

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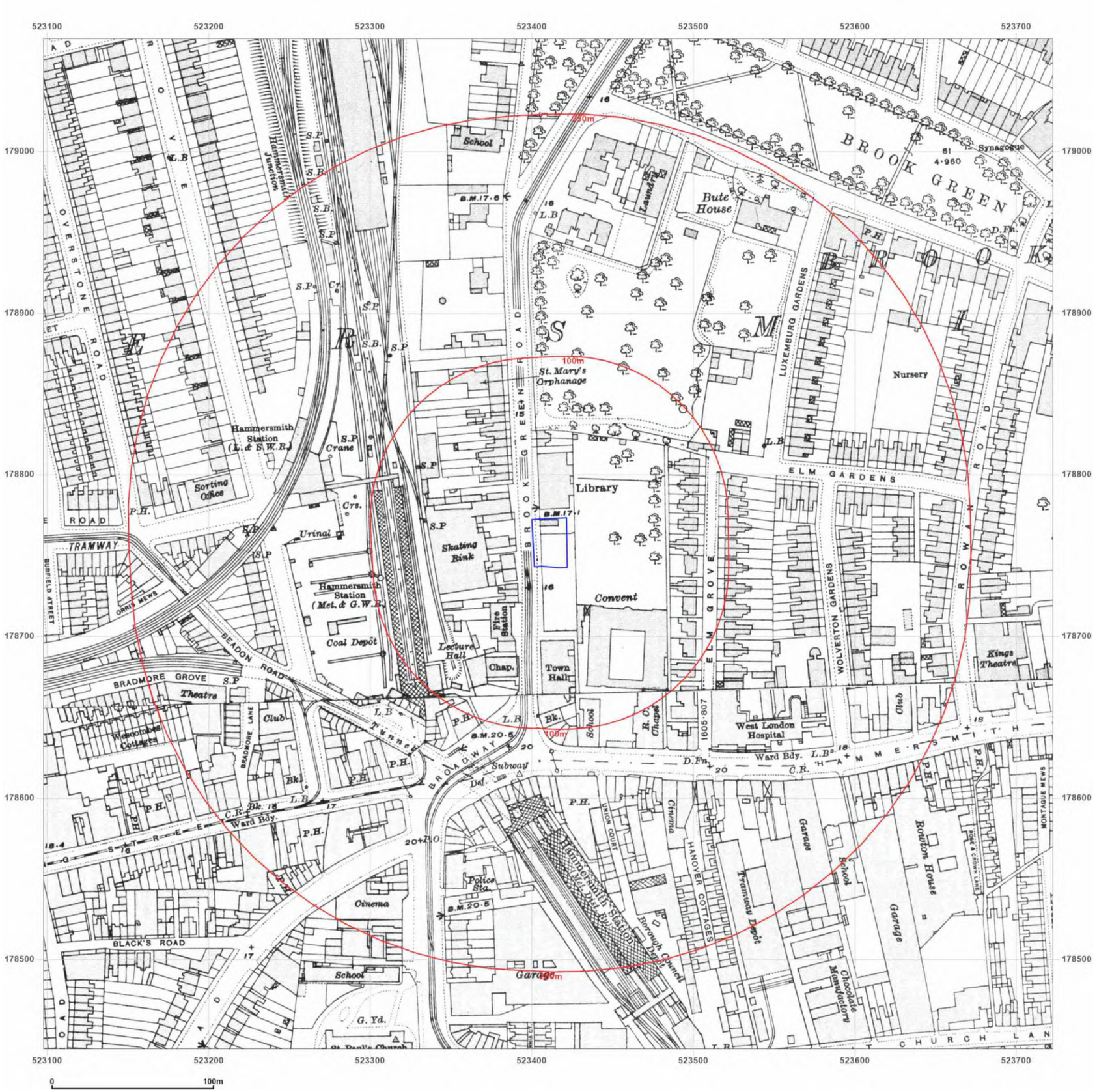

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Site Details:

227, SHEPHERD'S BUSH ROAD, LONDON, HAMMERSMITH AND FULHAM, W6 7AS

Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series

Map date: **1916**

Scale: 1:2,500

Printed at: 1:2,500

N
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Surveyed 1916
Revised 1916
Edition N/A
Copyright N/A
Levelled N/A

Surveyed 1916
Revised 1916
Edition N/A
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Levelled N/A

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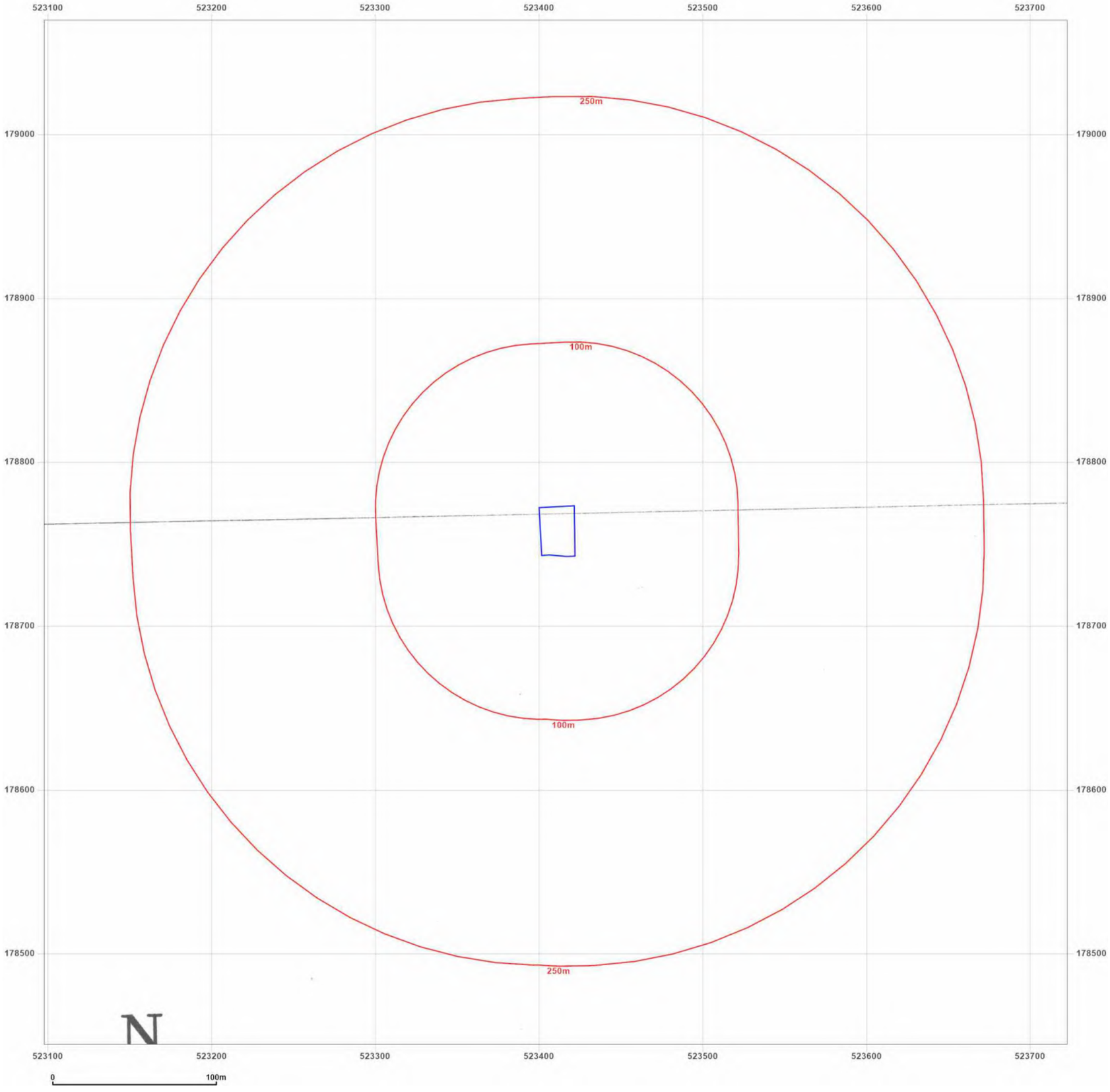

Groundsure INSIGHTS

Site Details:

227, SHEPHERD'S BUSH ROAD, LONDON, HAMMERSMITH AND FULHAM, W6 7AS

Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series
Map date: **1933**
Scale: 1:2,500
Printed at: 1:2,500

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Surveyed 1933
Revised 1933
Edition N/A
Copyright N/A
Levelled N/A

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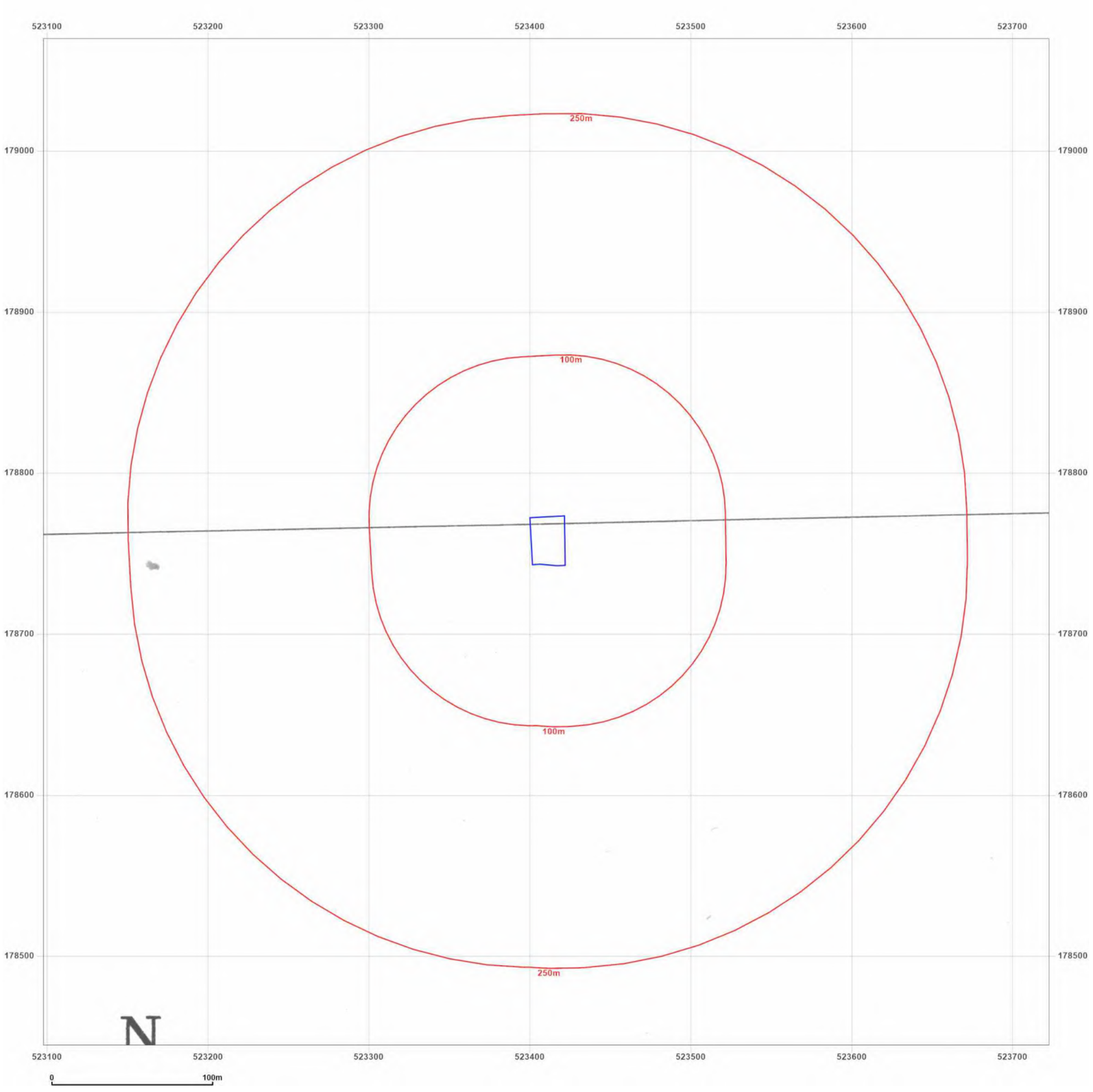

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Site Details:

227, SHEPHERD'S BUSH ROAD, LONDON, HAMMERSMITH AND FULHAM, W6 7AS

Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series
Map date: **1940**
Scale: 1:2,500
Printed at: 1:2,500

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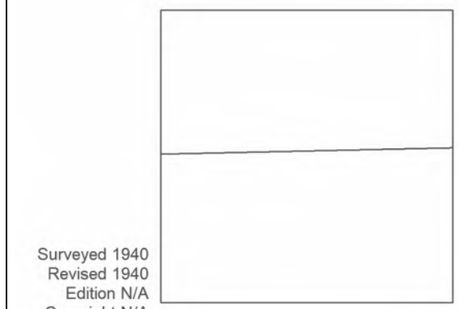

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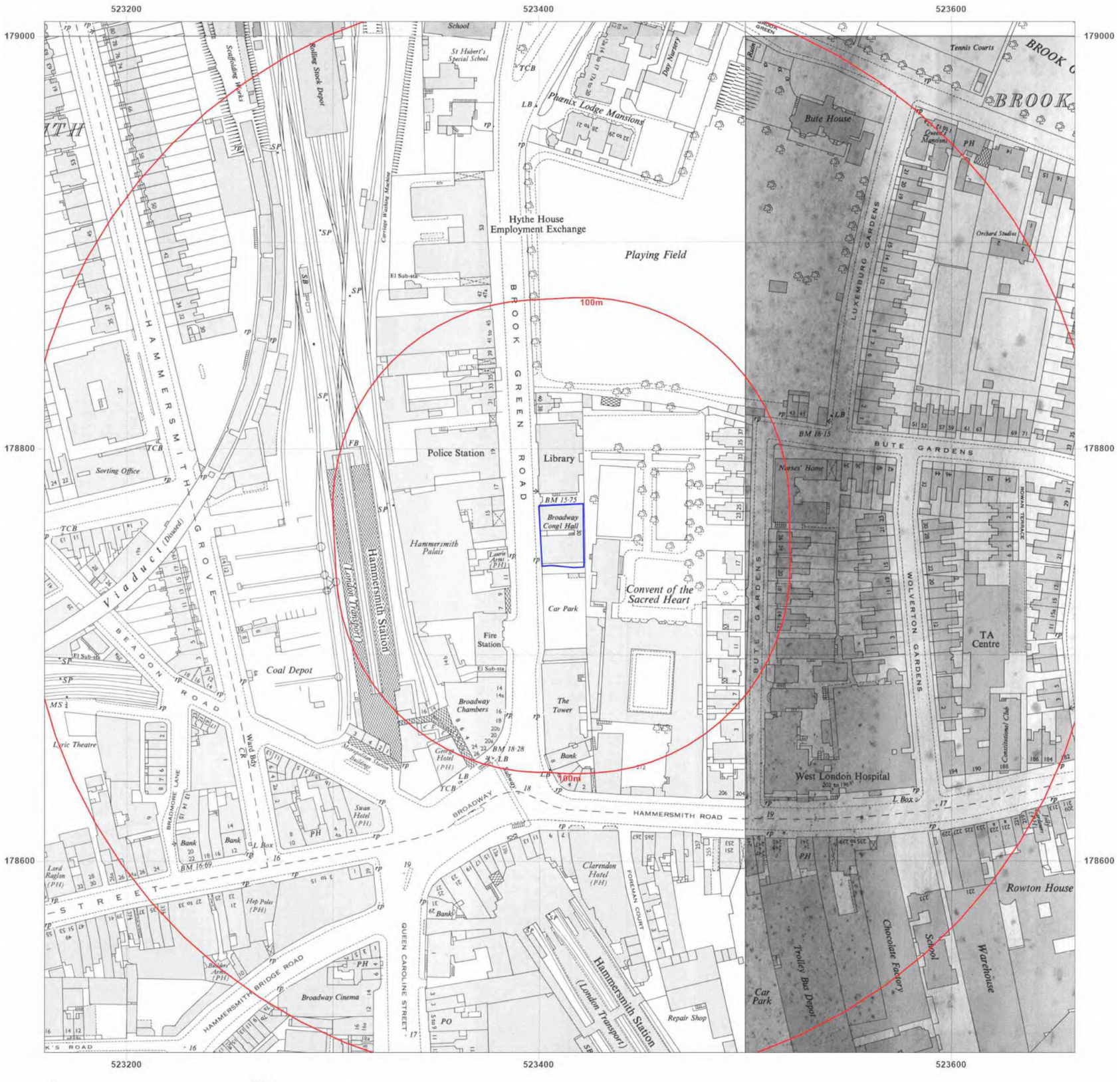

Groundsure INSIGHTS

Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1950-1952**

Scale: 1:1,250

Printed at: 1:2,000

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Surveyed 1951 Revised 1951 Edition N/A Copyright N/A Levelled 1934	Surveyed 1952 Revised 1952 Edition N/A Copyright N/A Levelled 1934
Surveyed 1950 Revised 1950 Edition N/A Copyright N/A Levelled 1934	Surveyed 1950 Revised 1950 Edition N/A Copyright N/A Levelled 1934

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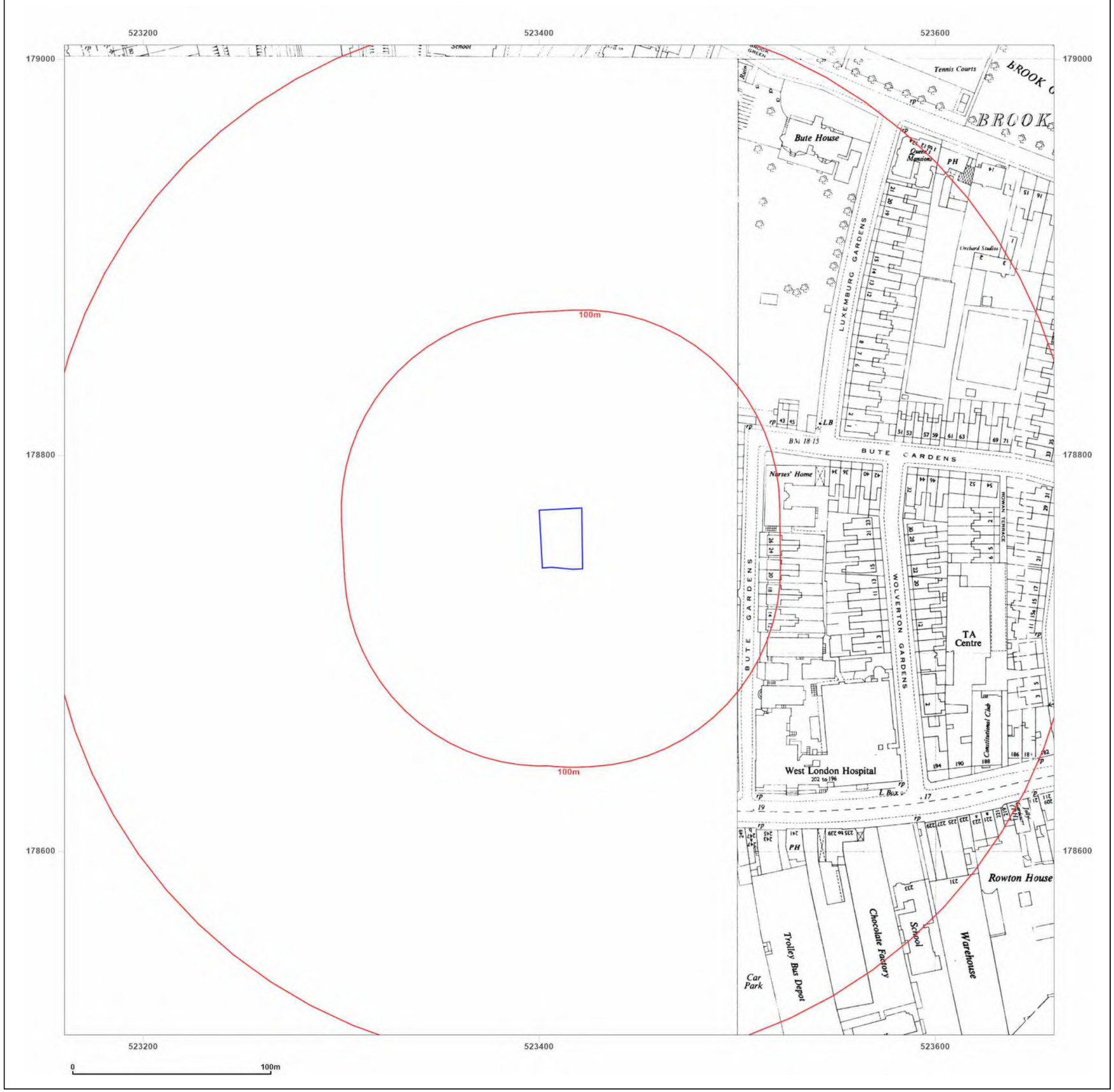

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Site Details:

227, SHEPHERD'S BUSH ROAD, LONDON, HAMMERSMITH AND FULHAM, W6 7AS

Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid
Map date: **1951-1953**
Scale: 1:1,250
Printed at: 1:2,000

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Surveyed N/A
Revised N/A
Edition N/A
Copyright N/A
Levelled N/A

Surveyed N/A
Revised N/A
Edition N/A
Copyright N/A
Levelled N/A

Surveyed 1950
Revised N/A
Edition 1951
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Levelled 1934

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Map legend available at:
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523100
523200
523300
523400
523500
523600
523700
179000
178900
178800
178700
178600
178500
250m
100m
180m
250m
BROOK GREEN
BROOK GREEN ROAD
BROOK GREEN
Tennis Courts
Tennis Courts
Synagogue
Phenix Lodge Mansions
Bute House
Hythe House
Employment Exchange
Playing Field
School
School
Police Station
Library
Dance Hall
Fire Station
Broadway Chambers
Broadway Comgl Hall
Car Park
Convent of the Sacred Heart
Coal Depot
Hammersmith Station
(London Transport)
Bute Gardens
Wolverton Gardens
West London Hospital
TA Centre
Kings Theatre
Club
Nurses' Home
Luxemburg Gardens
Broadway Cinema
Lyric Theatre
Sorting Office
Furniture Depository
Warehouse
School
Grave Yard
Omnibus Depot
Repair Shop
Car Park
Trolley Bus Depot
Chocolate Factory
School
Warehouse
Rowton House
Ruin
Ruin
Hammersmith Bridge Road
Broadway
King Street
Queen Caroline Street
Black's Road
Beadon Road
Thorne Road
Orbis Mews
Broadway Mews
Shortlands Mews
Shortlands
Bute Gardens
Wolverton Gardens
Foreman Court
Rope and Crown Lane
Great Church
Viaduct (Disused)
Hammersmith Grove
Hammersmith
Overstone Road
Broadway
Ward Bdy
Carriage Working Shed
Goods Shed
Scaffolding Works
Coaling Stock Depot
Dan Mavers
Bank
Bank
Bank
PO
Pump
Pump
Pump

227 SBR Ltd

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Phase 1 Contaminated Land Assessment

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Phase 1 Contaminated Land Assessment (Class MA Conversion)

Revision A

Volume 2 of 3

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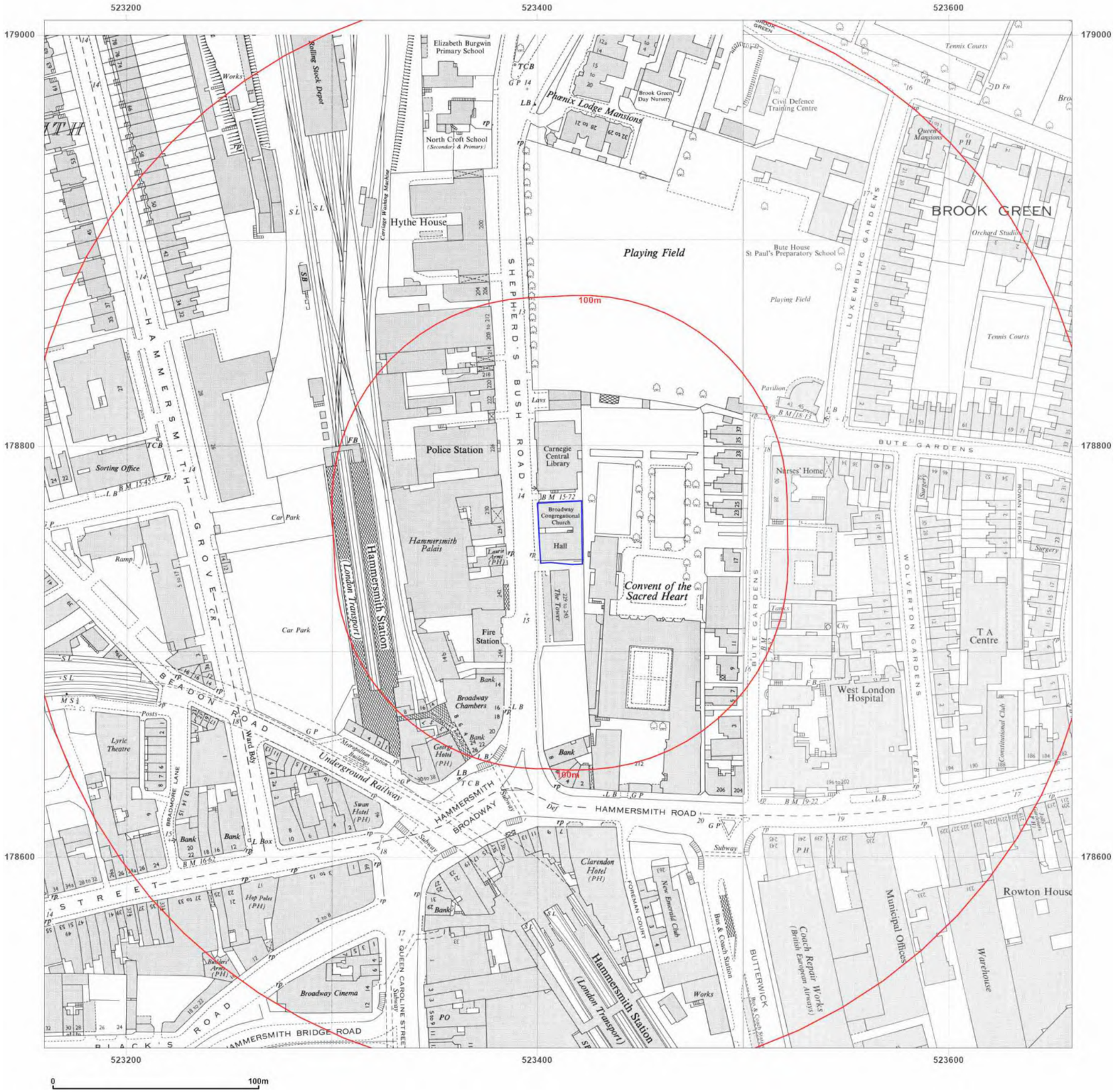
APPENDIX C
Historical Ordnance Survey Mapping



Groundsure INSIGHTS

Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1963-1968**

Scale: 1:1,250

Printed at: 1:2,000

N
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Surveyed 1952
Revised 1967
Edition N/A
Copyright 1968
Levelled 1953

Surveyed 1962
Revised 1962
Edition N/A
Copyright 1963
Levelled 1954

Surveyed 1950
Revised 1966
Edition N/A
Copyright 1967
Levelled 1934

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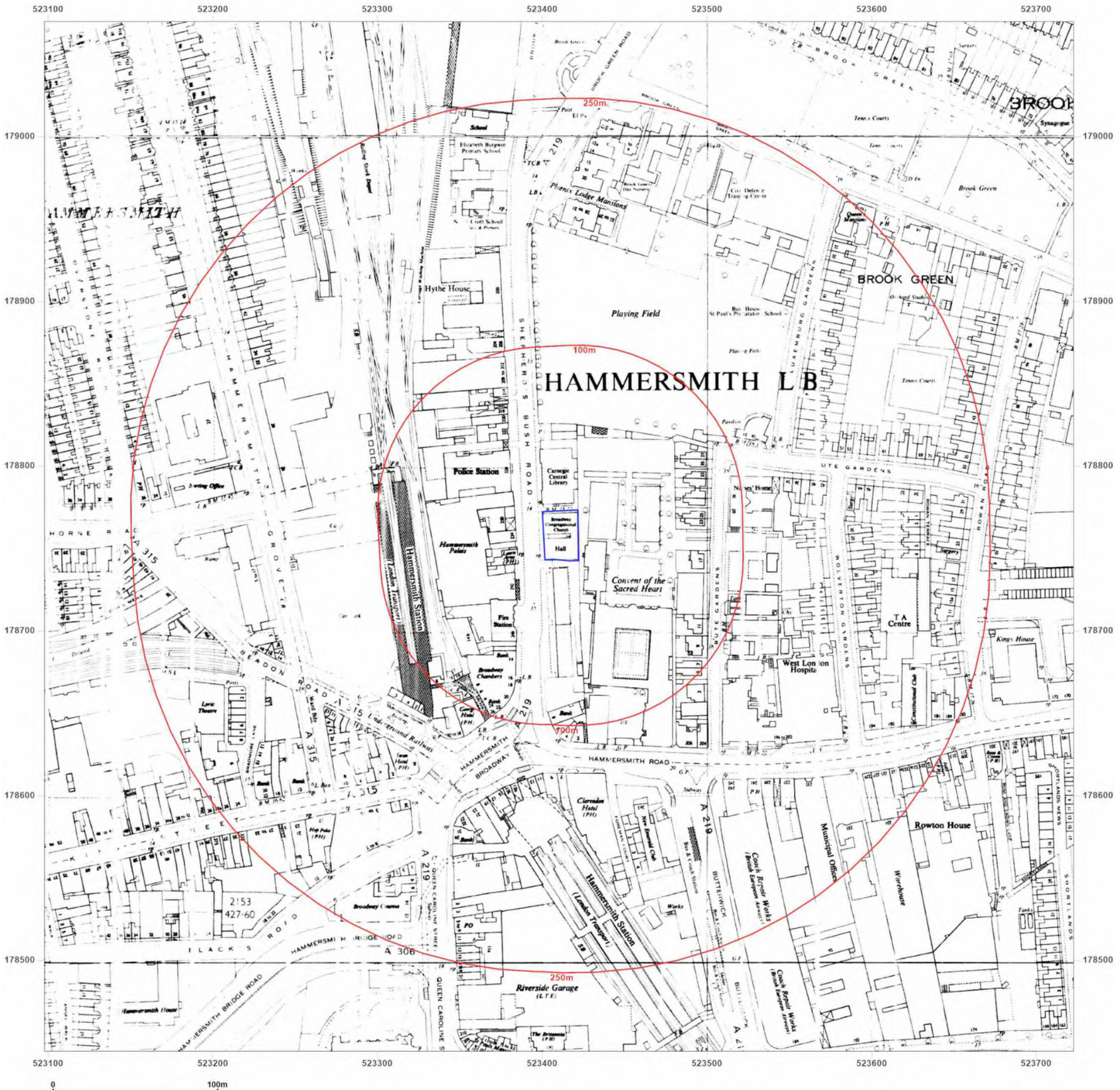

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Site Details:

227, SHEPHERD'S BUSH ROAD,
LONDON, HAMMERSMITH AND
FULHAM, W6 7AS

Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1968-1970**

Scale: 1:2,500

Printed at: 1:2,500

N
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Surveyed N/A
Revised 1967
Edition N/A
Copyright 1970
Levelled N/A

Surveyed N/A
Revised N/A
Edition N/A
Copyright N/A
Levelled N/A

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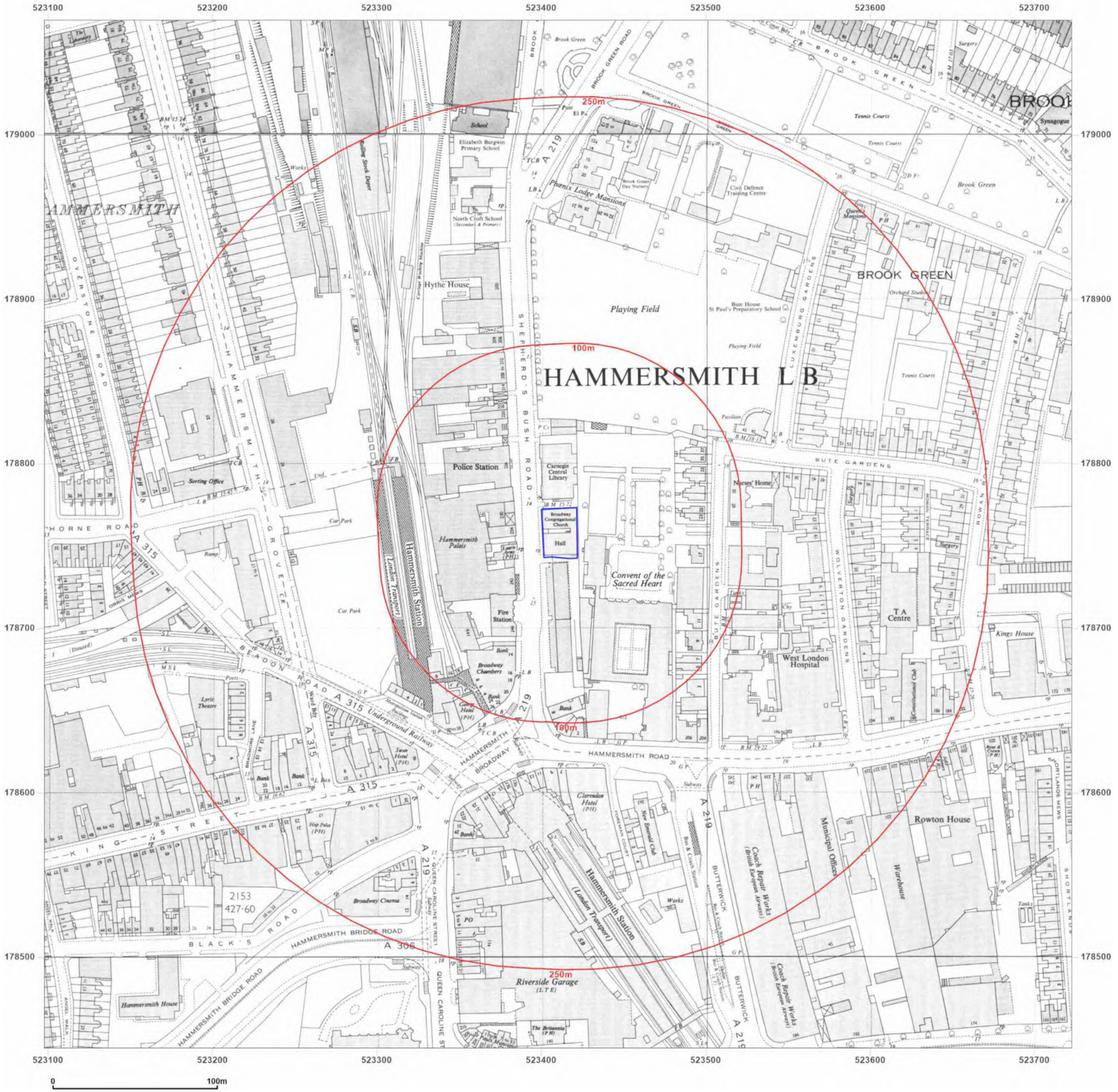

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1968-1970**

Scale: 1:2,500

Printed at: 1:2,500

N
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Surveyed 1967
Revised 1967
Edition N/A
Copyright 1970
Levelled 1953

Surveyed 1967
Revised 1967
Edition N/A
Copyright 1968
Levelled 1954

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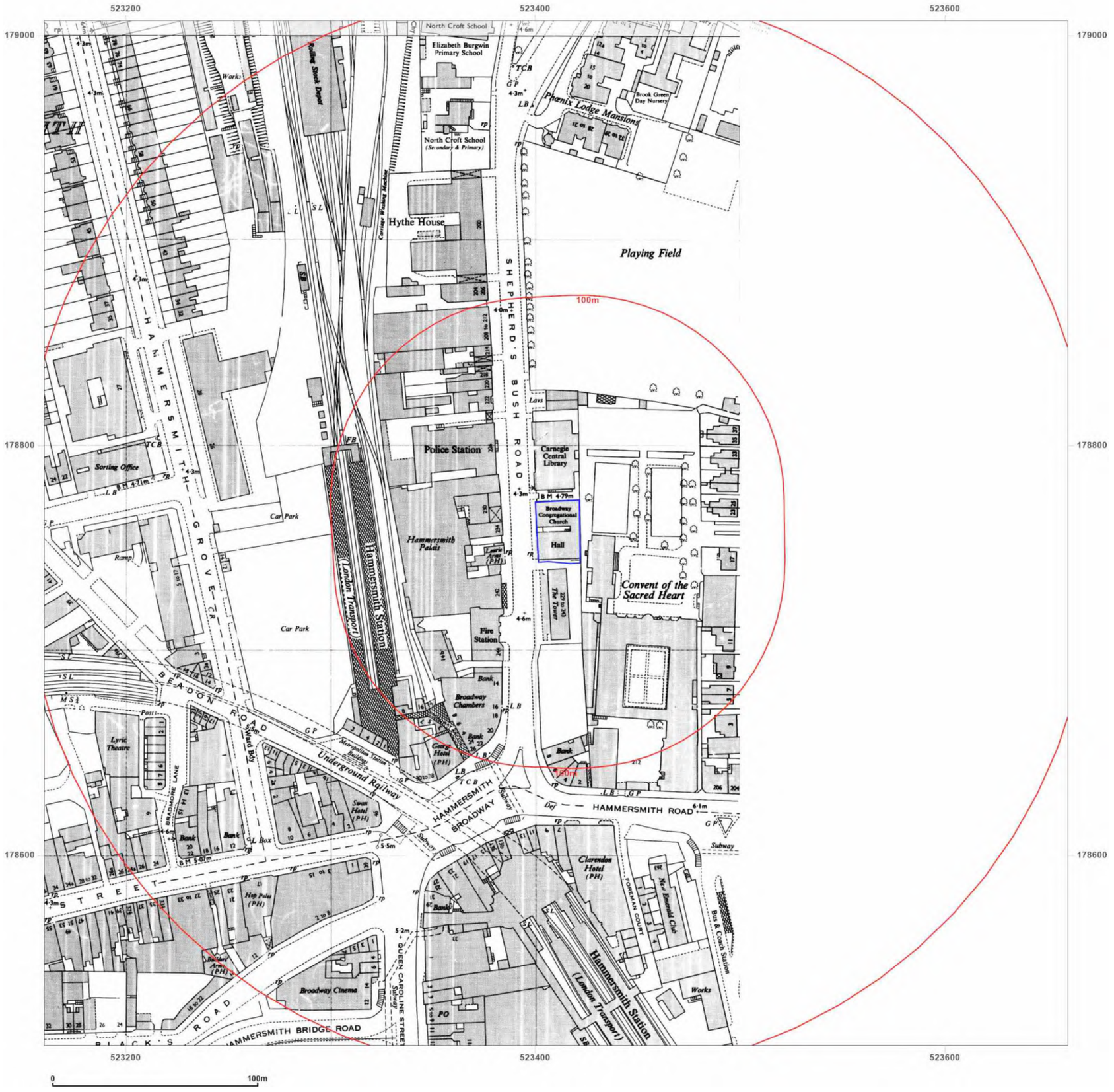

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1971-1975**

Scale: 1:1,250

Printed at: 1:2,000

N
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Surveyed 1951
Revised 1970
Edition N/A
Copyright 1971
Levelled 1953

Surveyed N/A
Revised N/A
Edition N/A
Copyright 1974
Levelled N/A

Surveyed N/A
Revised 1975
Edition N/A
Copyright 1963
Levelled 1954

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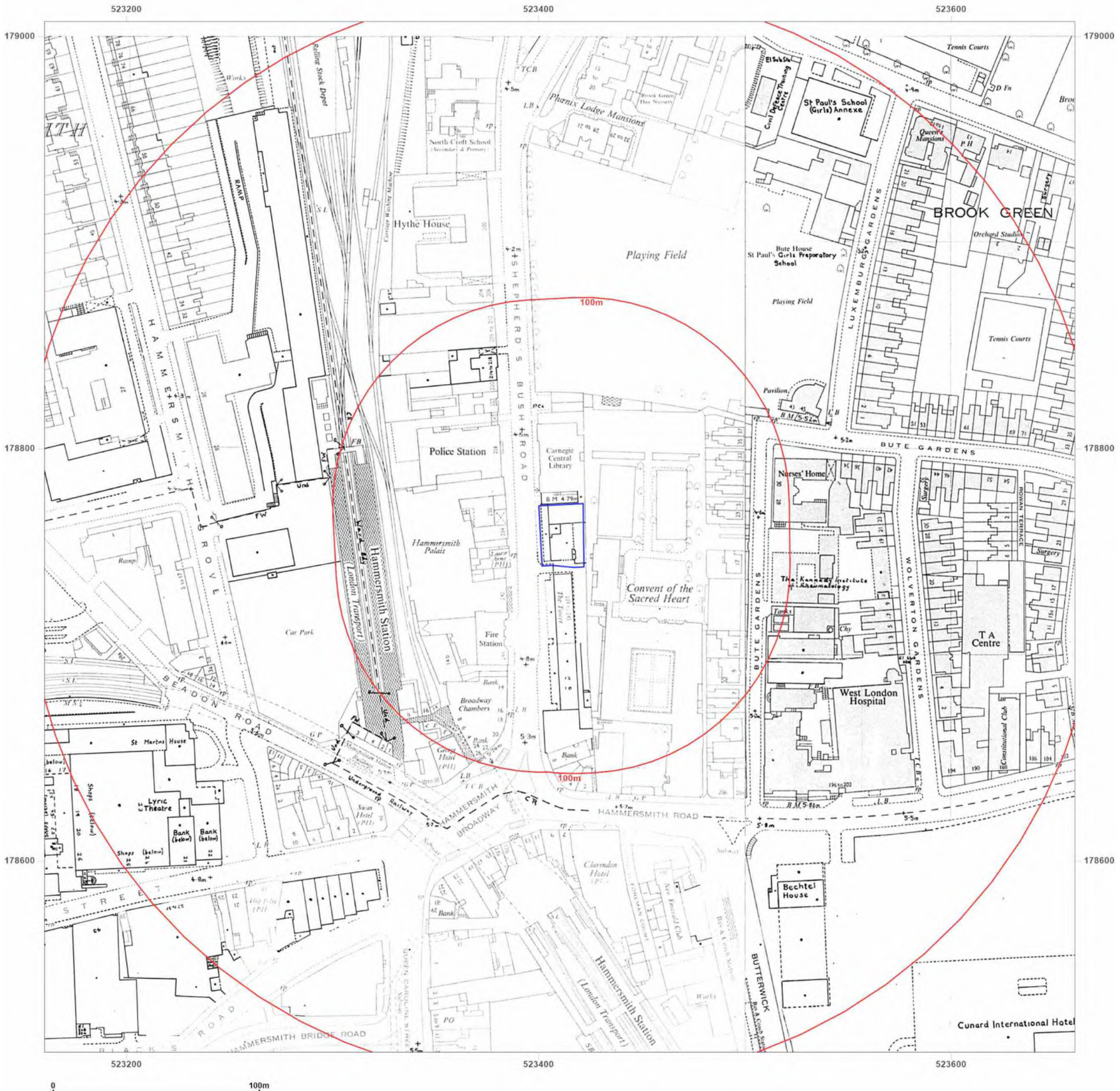

Groundsure INSIGHTS

Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1980**

Scale: 1:1,250

Printed at: 1:2,000

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Surveyed N/A Revised N/A Edition N/A Copyright 1980 Levelled N/A		Surveyed N/A Revised N/A Edition N/A Copyright 1980 Levelled 1973

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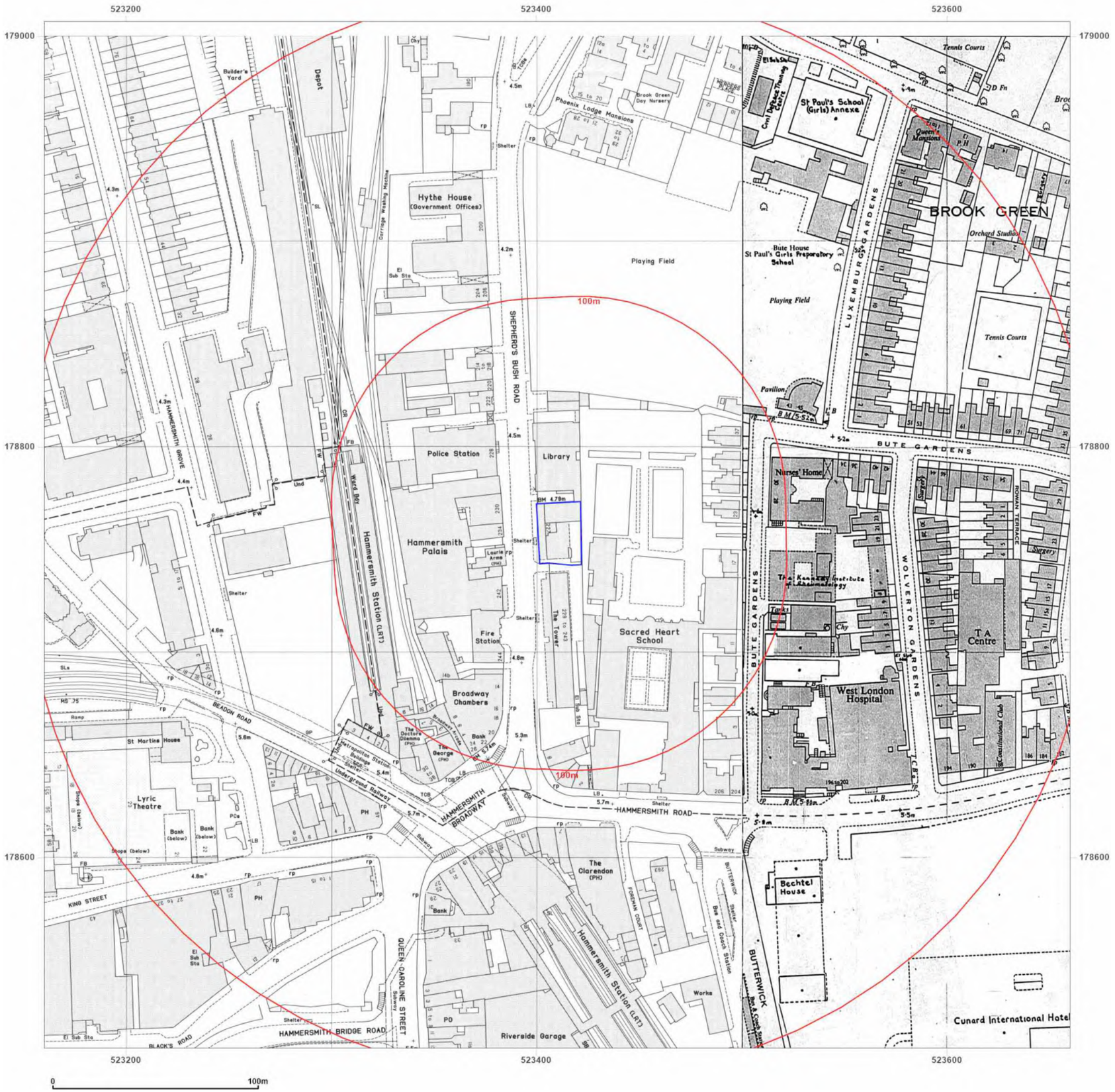

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Site Details:

227, SHEPHERD'S BUSH ROAD,
LONDON, HAMMERSMITH AND
FULHAM, W6 7AS

Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1980-1985**

Scale: 1:1,250

Printed at: 1:2,000

N
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Surveyed 1985	Surveyed 1973
Revised 1985	Revised 1980
Edition N/A	Edition N/A
Copyright N/A	Copyright 1980
Levelled N/A	Levelled 1973

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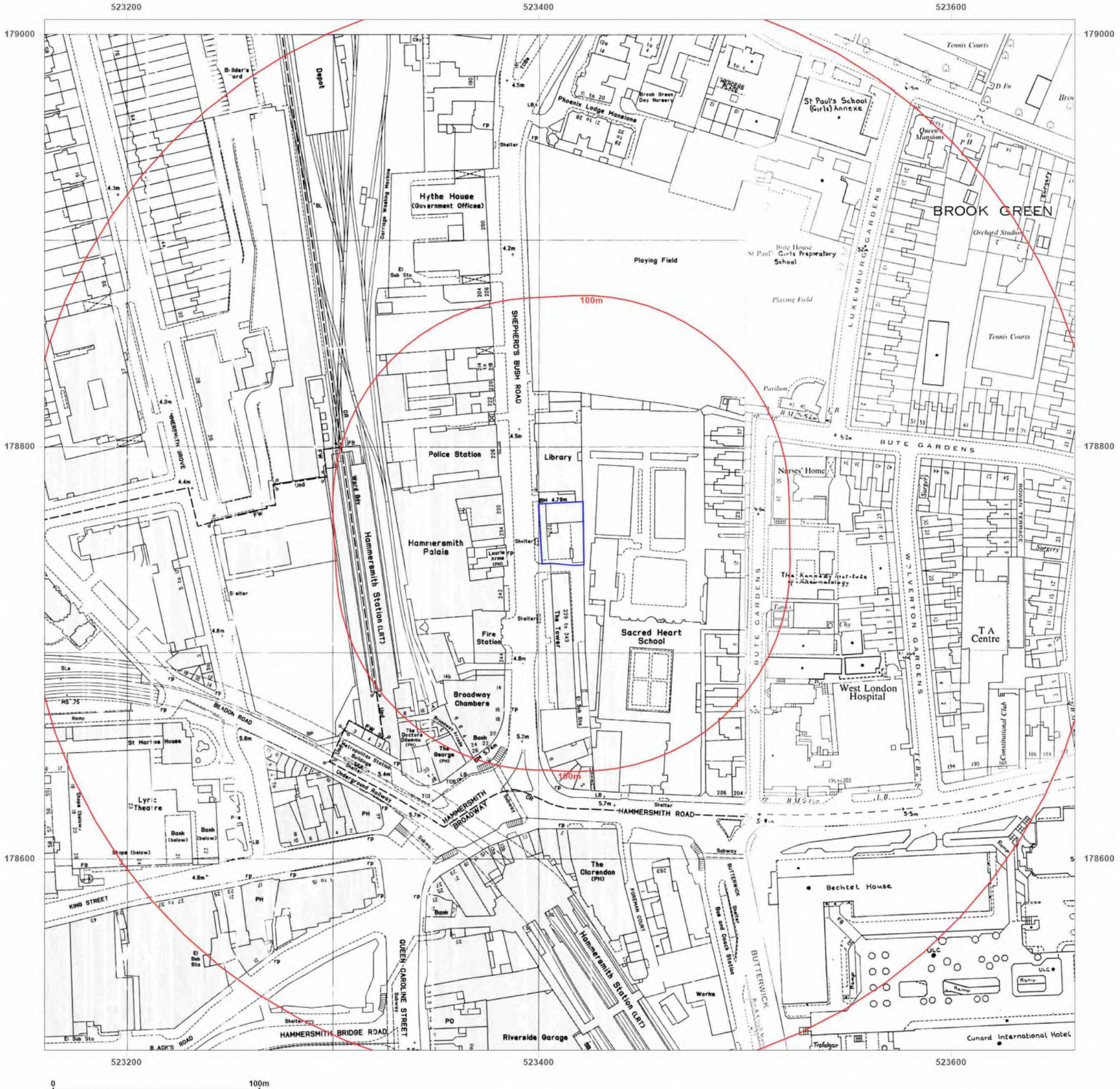

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1984-1987**

Scale: 1:1,250

Printed at: 1:2,000

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Surveyed N/A Revised 1985 Edition N/A Copyright 1987 Levelled 1973	Surveyed 1973 Revised 1984 Edition N/A Copyright 1984 Levelled 1973

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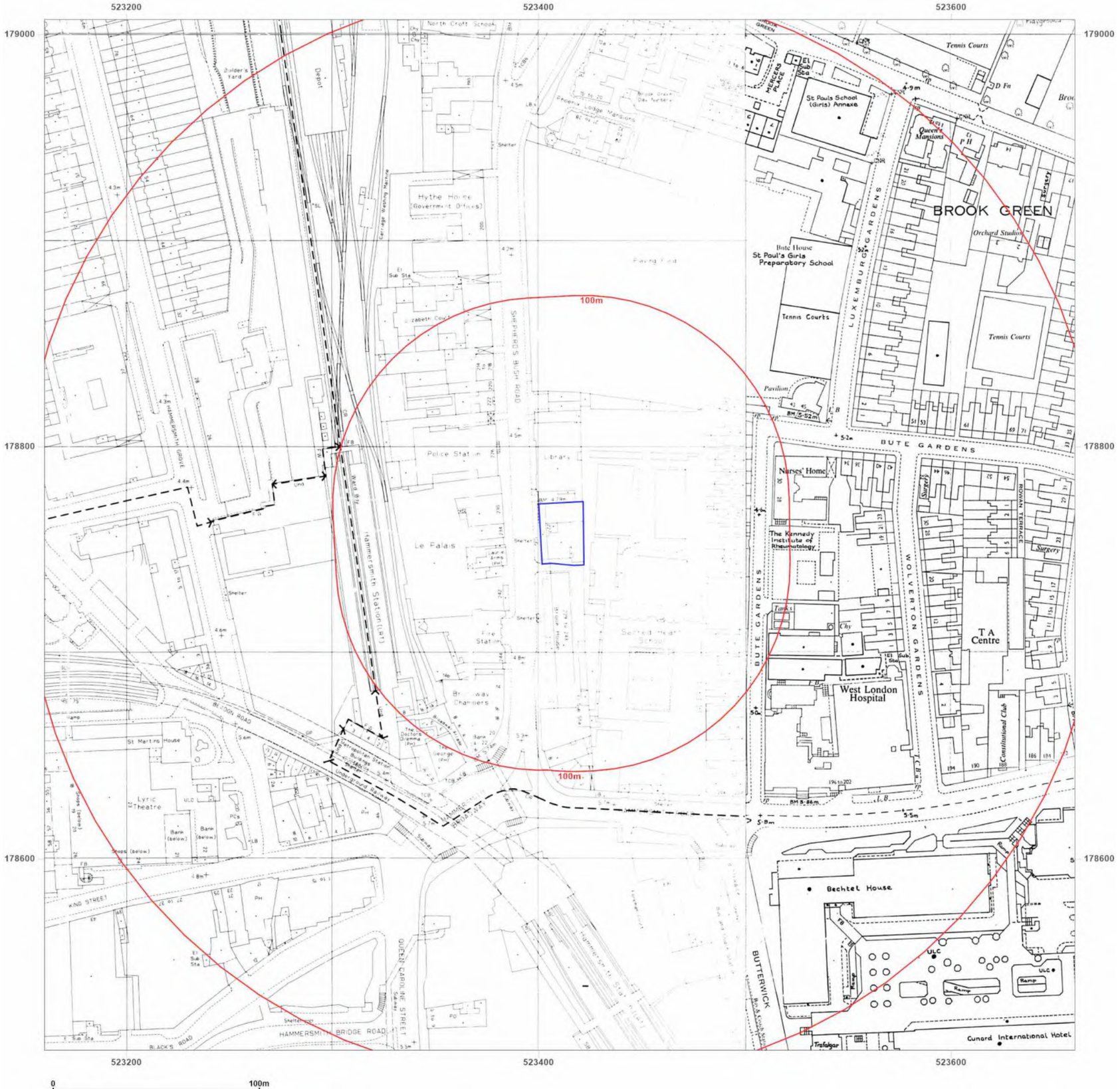

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1987-1991**

Scale: 1:1,250

Printed at: 1:2,000

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Surveyed N/A Revised N/A Edition N/A Copyright 1991 Levelled N/A	Surveyed 1990 Revised N/A Edition N/A Copyright 1990 Levelled N/A
Surveyed N/A Revised N/A Edition N/A Copyright 1991 Levelled N/A	Surveyed 1973 Revised 1987 Edition N/A Copyright 1987 Levelled 1973

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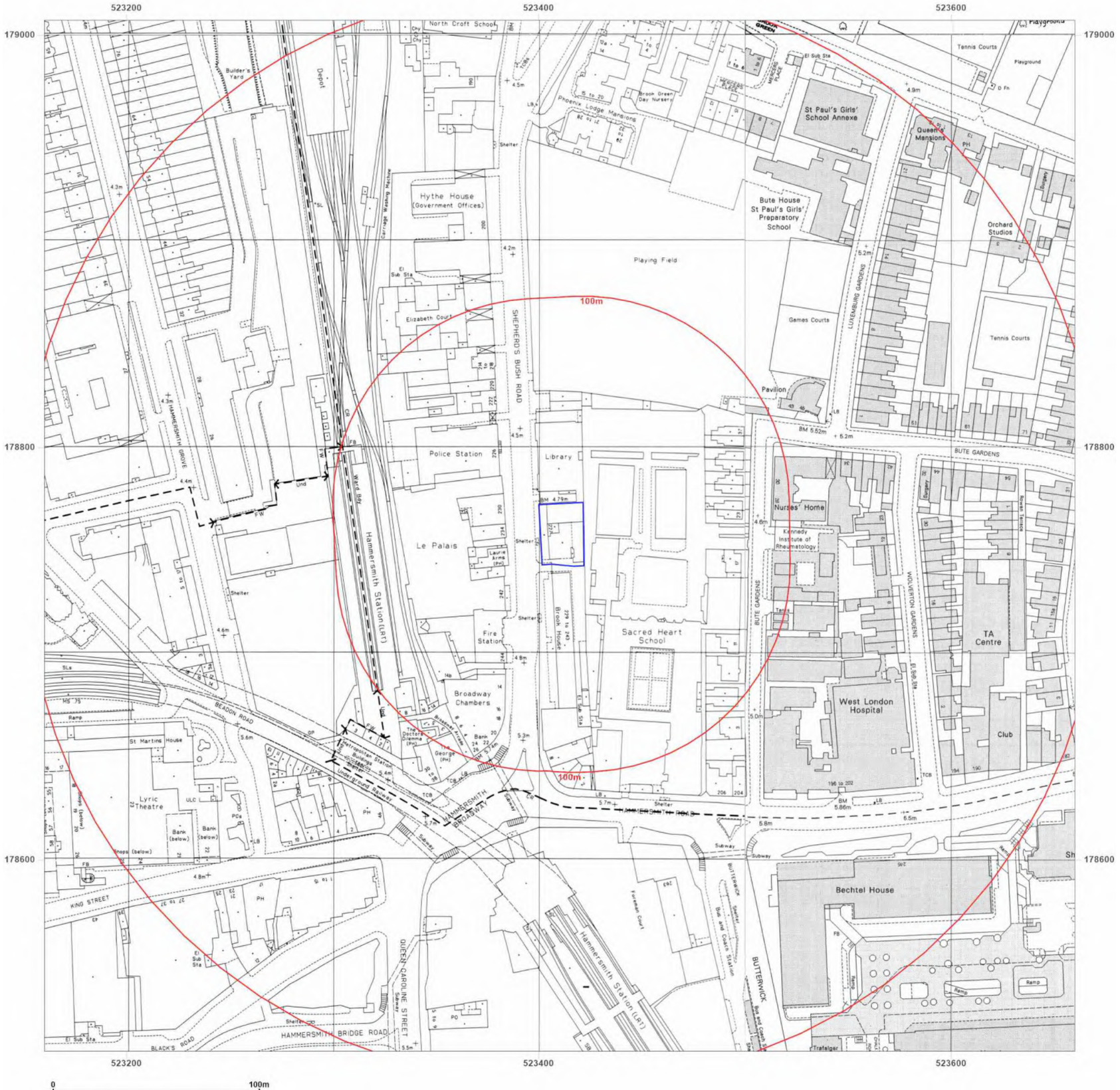

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1989-1991**

Scale: 1:1,250

Printed at: 1:2,000

N
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Surveyed 1991
Revised 1991
Edition N/A
Copyright 1991
Levelled N/A

Surveyed 1990
Revised 1990
Edition N/A
Copyright 1990
Levelled N/A

Surveyed 1991
Revised 1991
Edition N/A
Copyright 1991
Levelled N/A

Surveyed 1950
Revised 1988
Edition N/A
Copyright 1989
Levelled N/A

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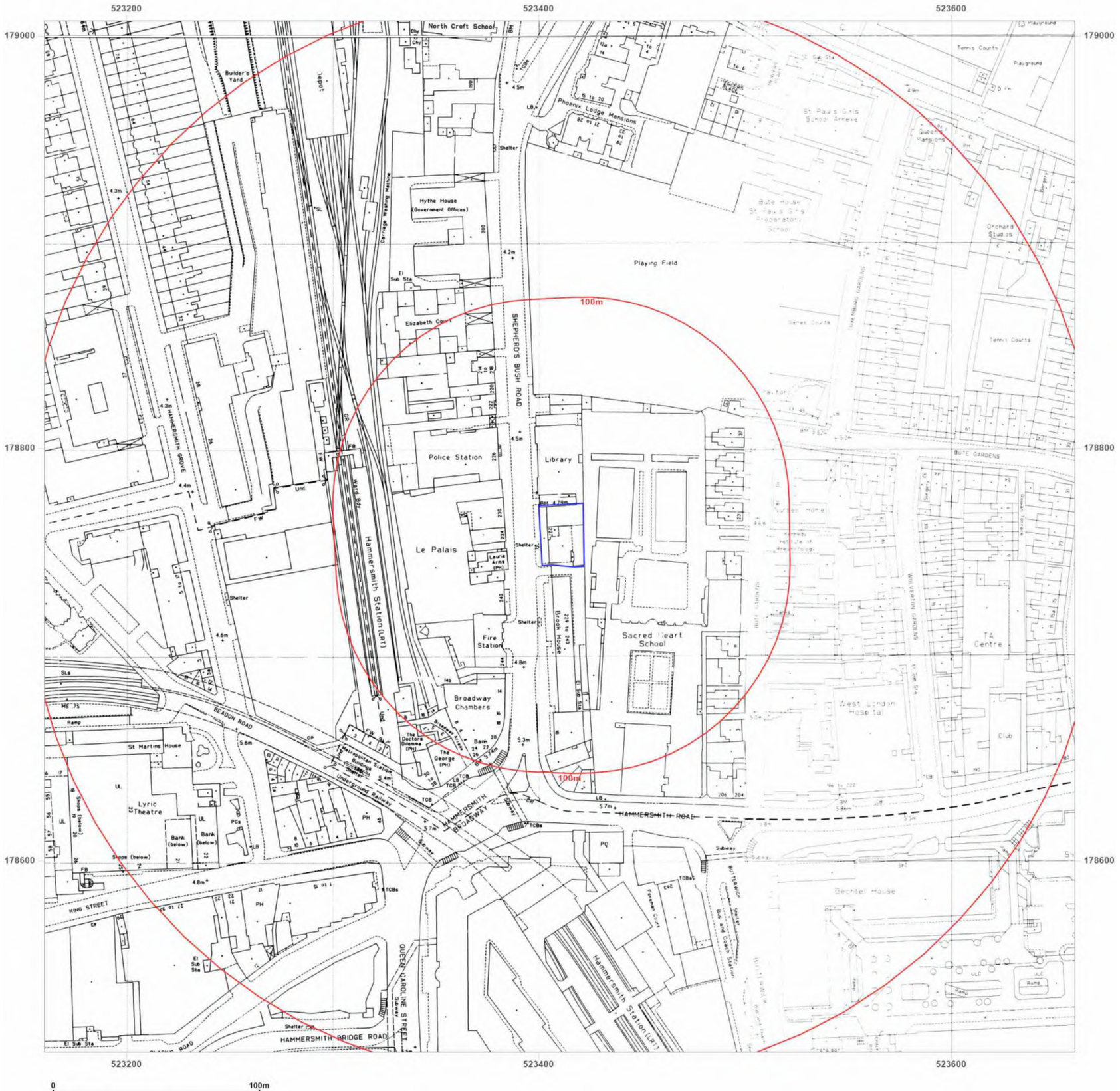

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LONDON, HAMMERSMITH AND
FULHAM, W6 7AS

Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1991-1994**

Scale: 1:1,250

Printed at: 1:2,000

N
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Surveyed 1994
Revised 1994
Edition N/A
Copyright 1994
Levelled N/A

Surveyed N/A
Revised N/A
Edition N/A
Copyright 1991
Levelled N/A

Surveyed N/A
Revised N/A
Edition N/A
Copyright 1993
Levelled N/A

Surveyed N/A
Revised N/A
Edition N/A
Copyright 1991
Levelled N/A

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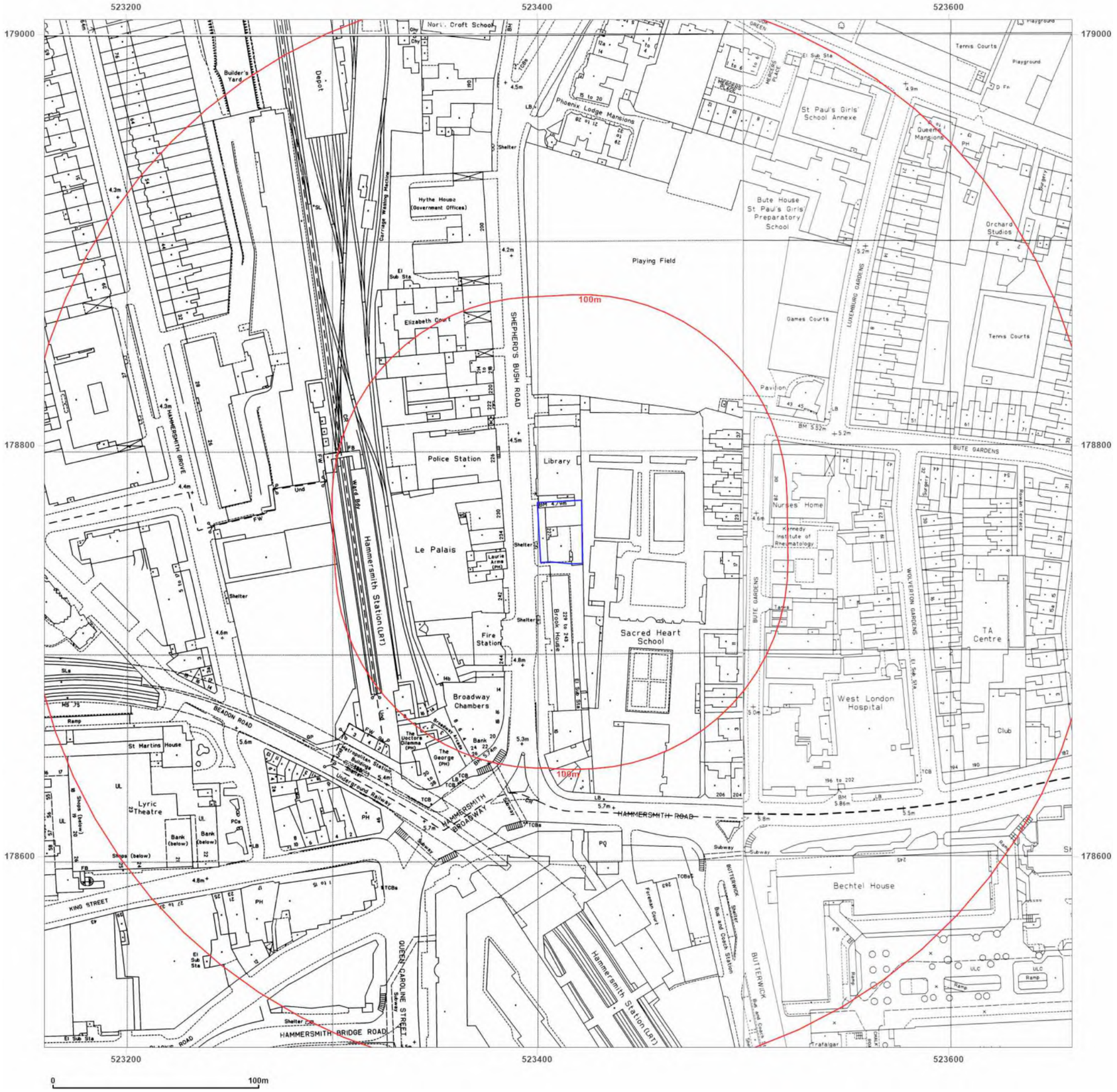

Groundsure INSIGHTS

Site Details:

227, SHEPHERD'S BUSH ROAD, LONDON, HAMMERSMITH AND FULHAM, W6 7AS

Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1991-1994**

Scale: 1:1,250

Printed at: 1:2,000

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Surveyed N/A
Revised N/A
Edition N/A
Copyright 1994
Levelled N/A

Surveyed 1991
Revised 1991
Edition N/A
Copyright 1991
Levelled N/A

Surveyed 1993
Revised 1993
Edition N/A
Copyright 1993
Levelled N/A

Surveyed 1991
Revised 1991
Edition N/A
Copyright 1991
Levelled N/A

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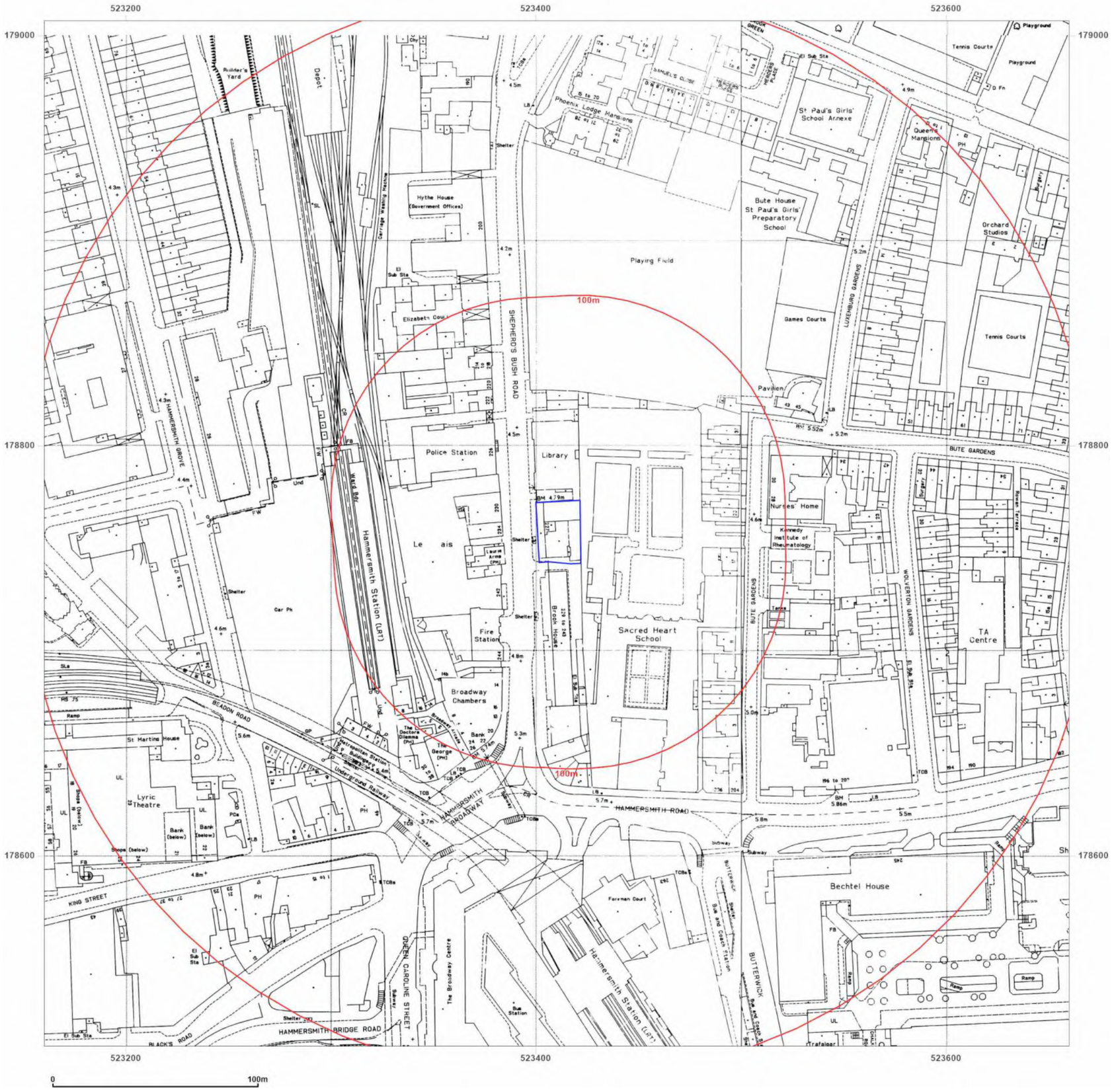

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1993-1995**

Scale: 1:1,250

Printed at: 1:2,000

N
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Surveyed N/A
Revised N/A
Edition N/A
Copyright 1993
Levelled N/A

Surveyed N/A Revised N/A Edition N/A Copyright 1995 Levelled N/A	Surveyed N/A Revised N/A Edition N/A Copyright 1994 Levelled N/A

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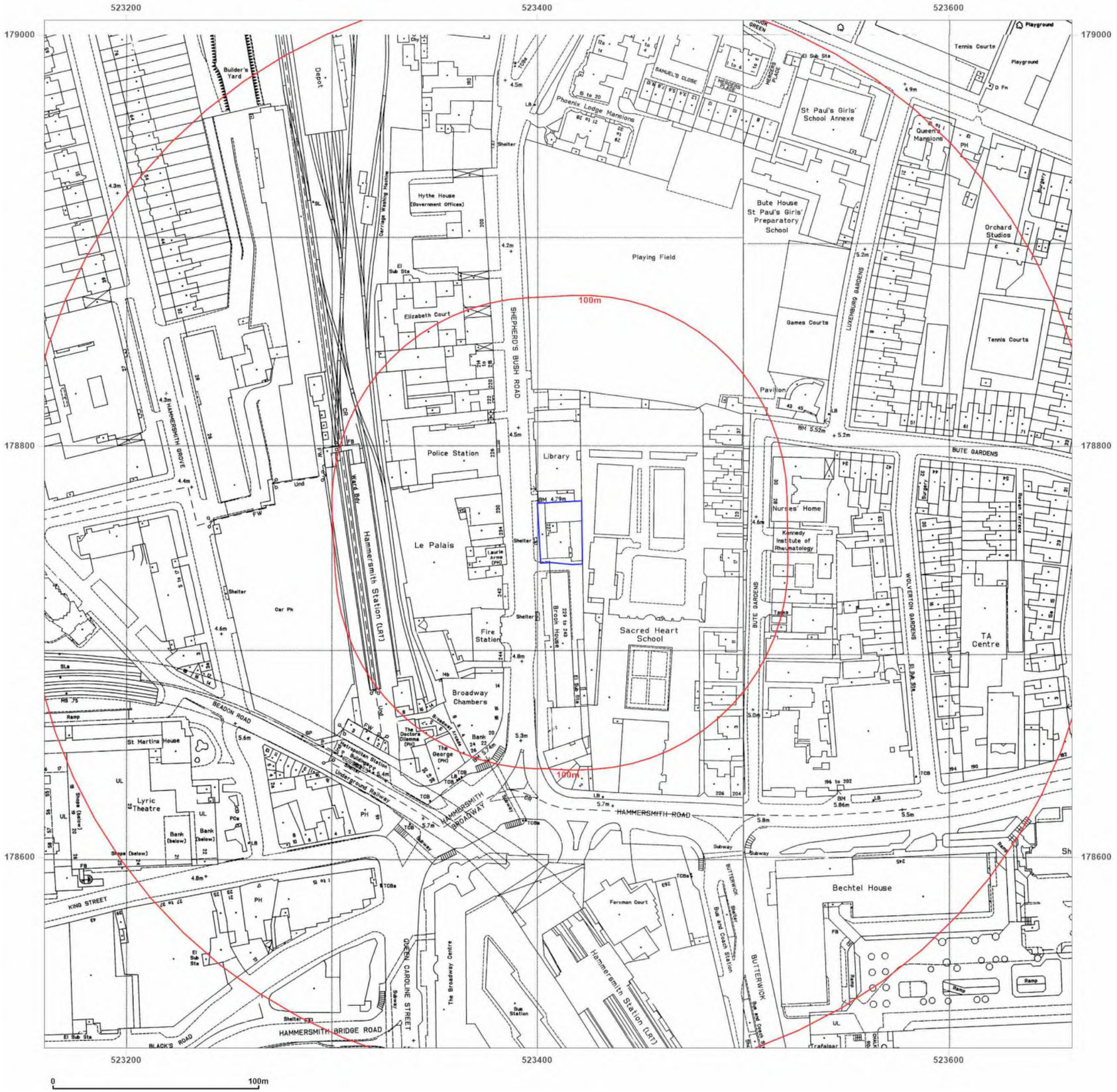

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1993-1995**

Scale: 1:1,250

Printed at: 1:2,000

N
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Surveyed N/A
Revised N/A
Edition N/A
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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: LandLine
Map date: **2003**
Scale: 1:1,250
Printed at: 1:1,250

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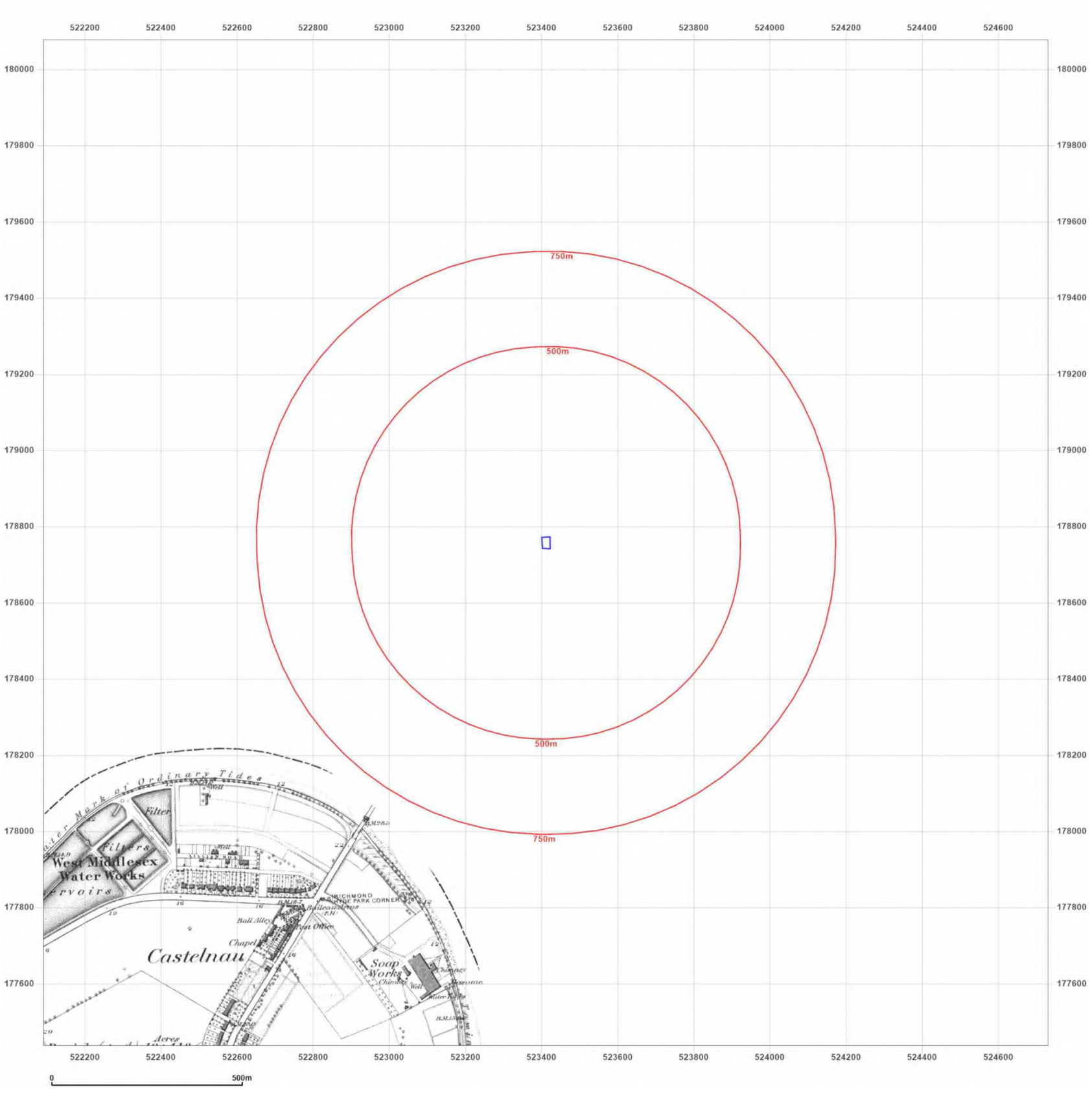

Groundsure INSIGHTS

Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series
Map date: **1866**
Scale: 1:10,560
Printed at: 1:10,560

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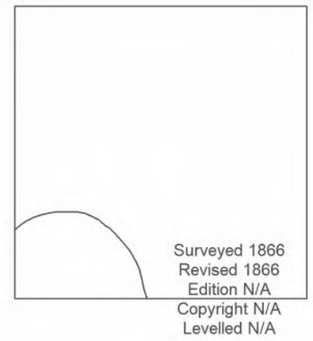

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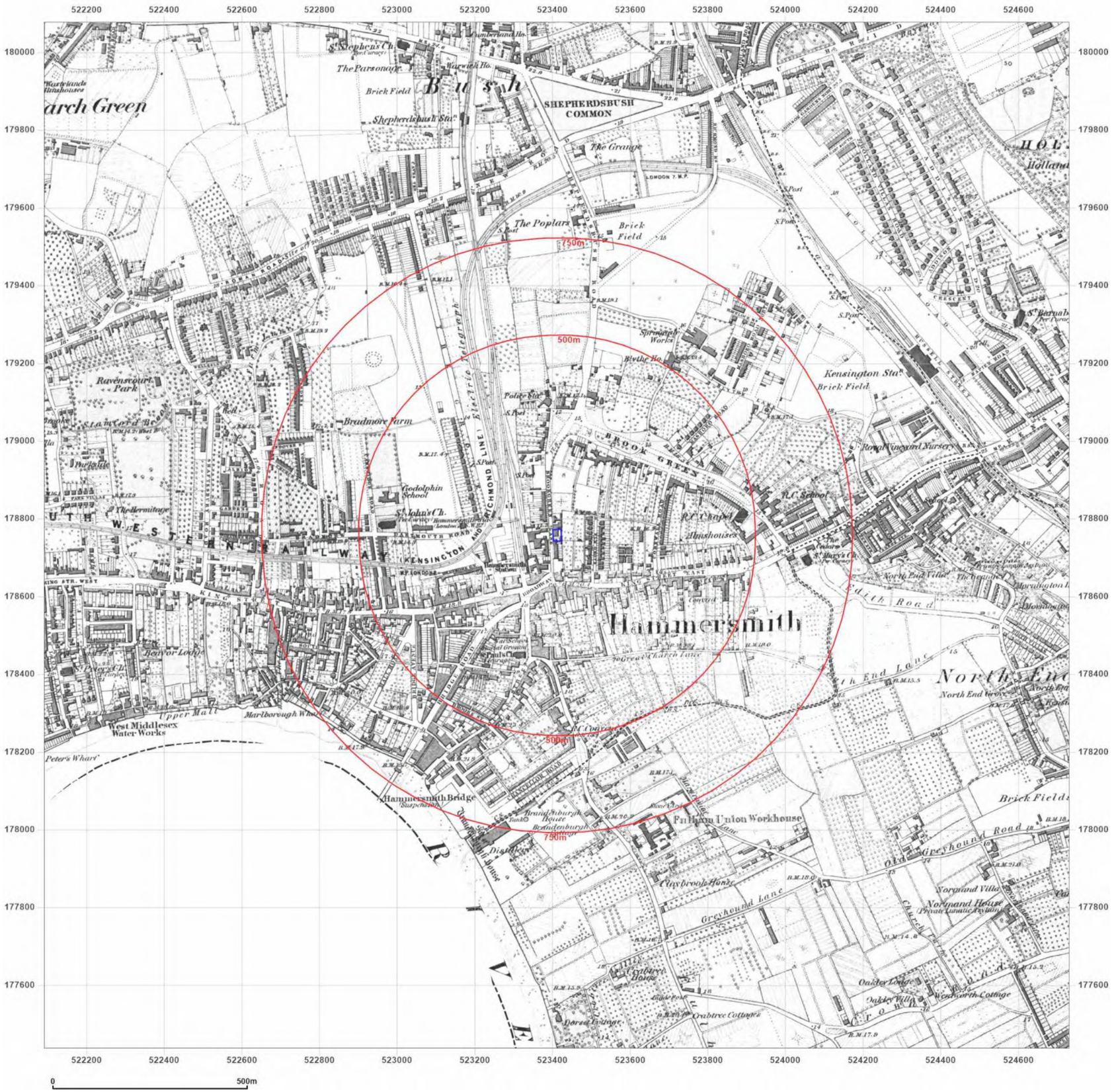

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series

Map date: **1873-1874**

Scale: 1:10,560

Printed at: 1:10,560

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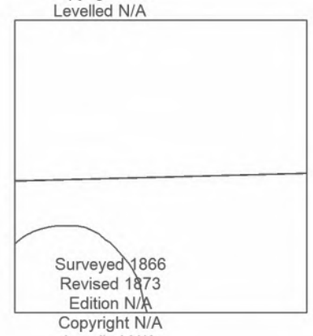
Surveyed 1866
Revised 1874
Edition N/A
Copyright N/A
Levelled N/A



Surveyed 1866
Revised 1873
Edition N/A
Copyright N/A
Levelled N/A

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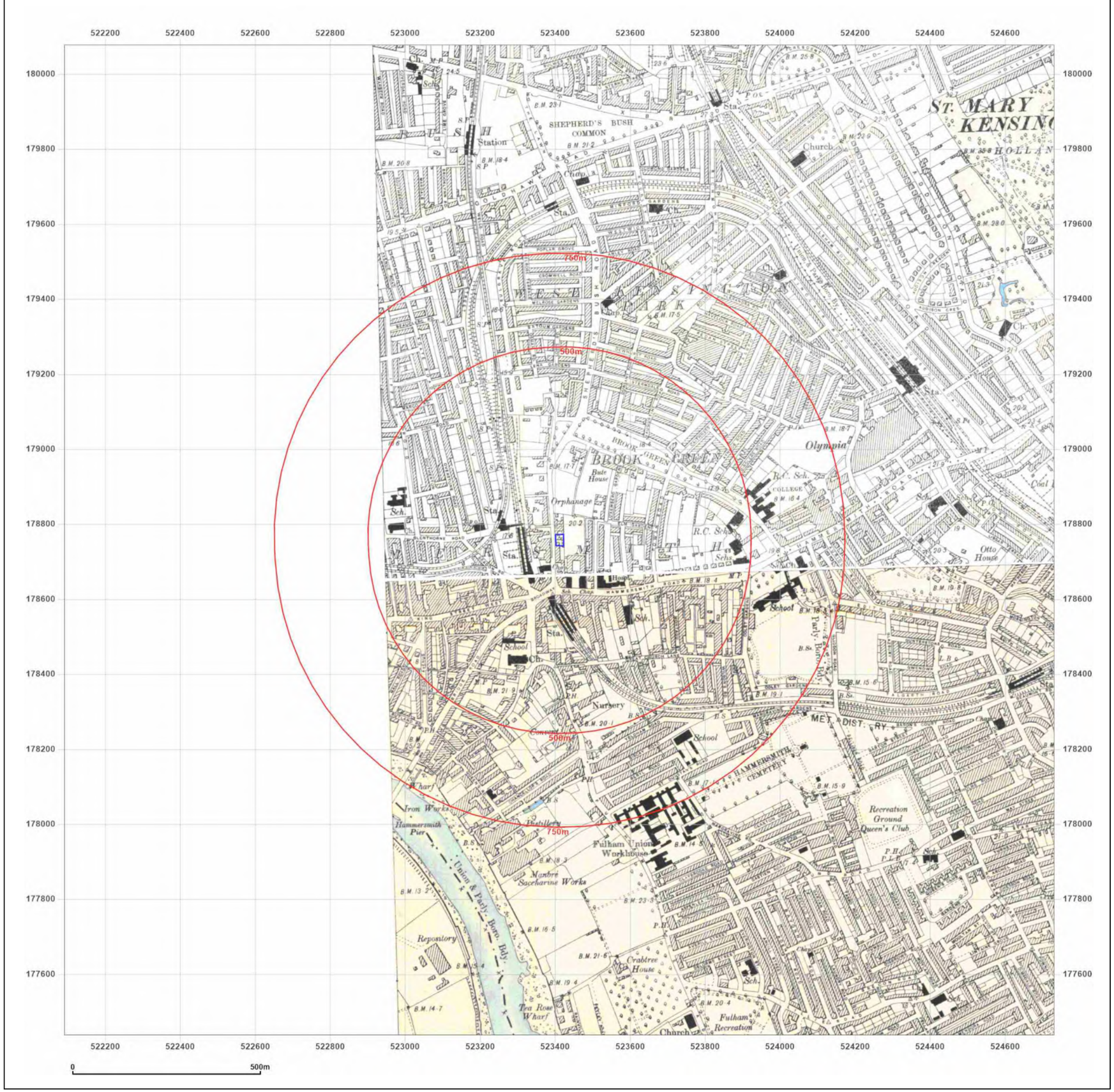

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series

Map date: **1894**

Scale: 1:10,560

Printed at: 1:10,560

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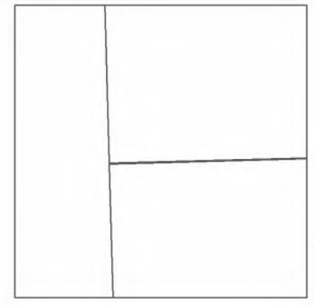

Surveyed 1894
Revised 1894
Edition N/A
Copyright N/A
Levelled N/A

Surveyed 1894
Revised 1894
Edition N/A
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Levelled N/A

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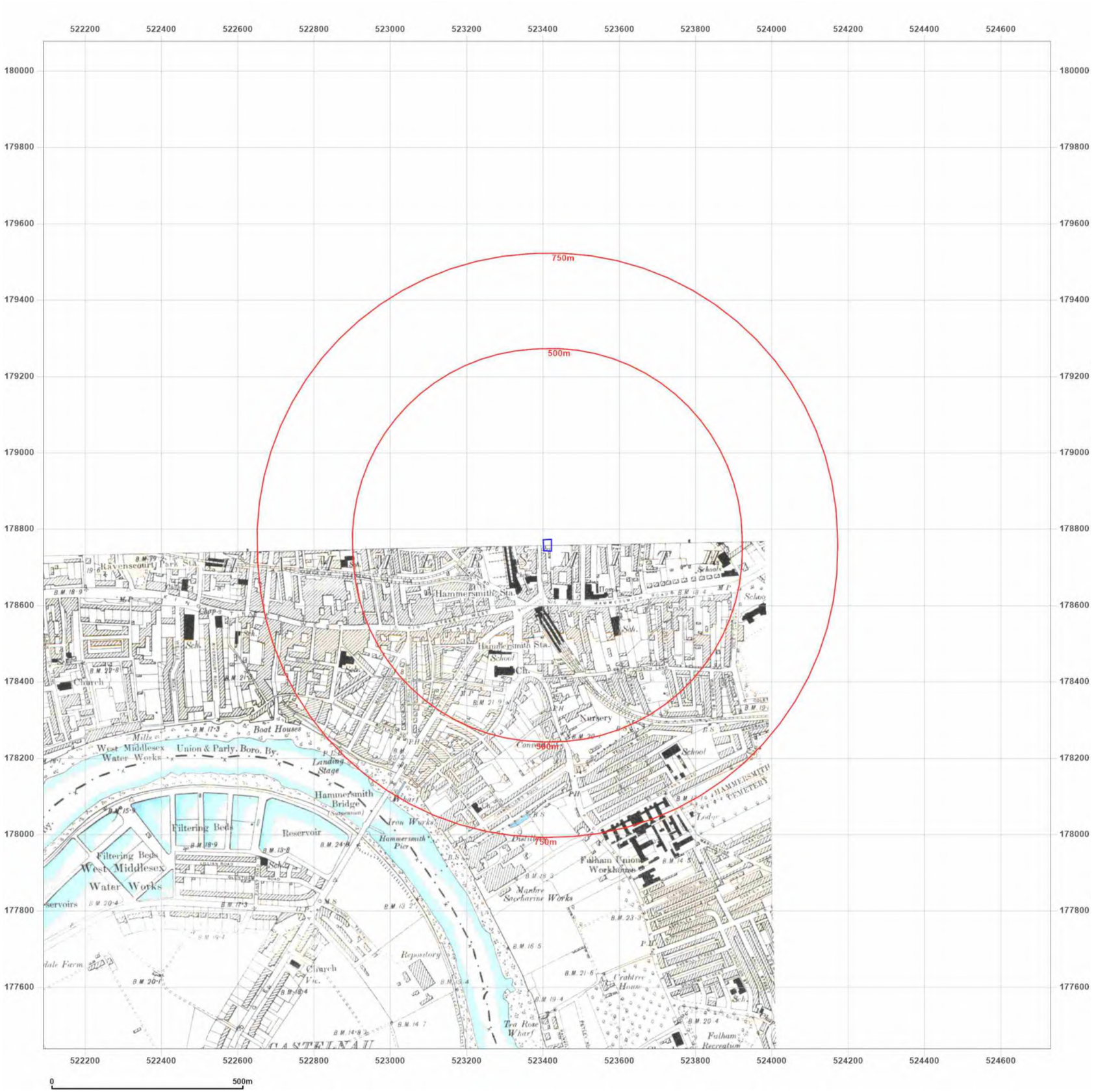

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series
Map date: **1894**
Scale: 1:10,560
Printed at: 1:10,560

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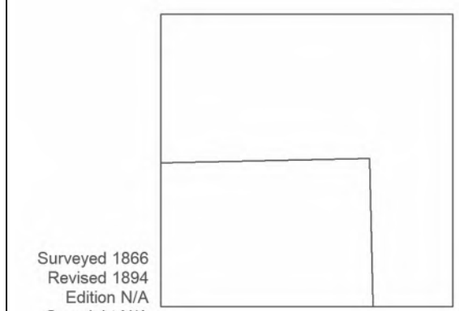

Surveyed 1866
Revised 1894
Edition N/A
Copyright N/A
Levelled N/A

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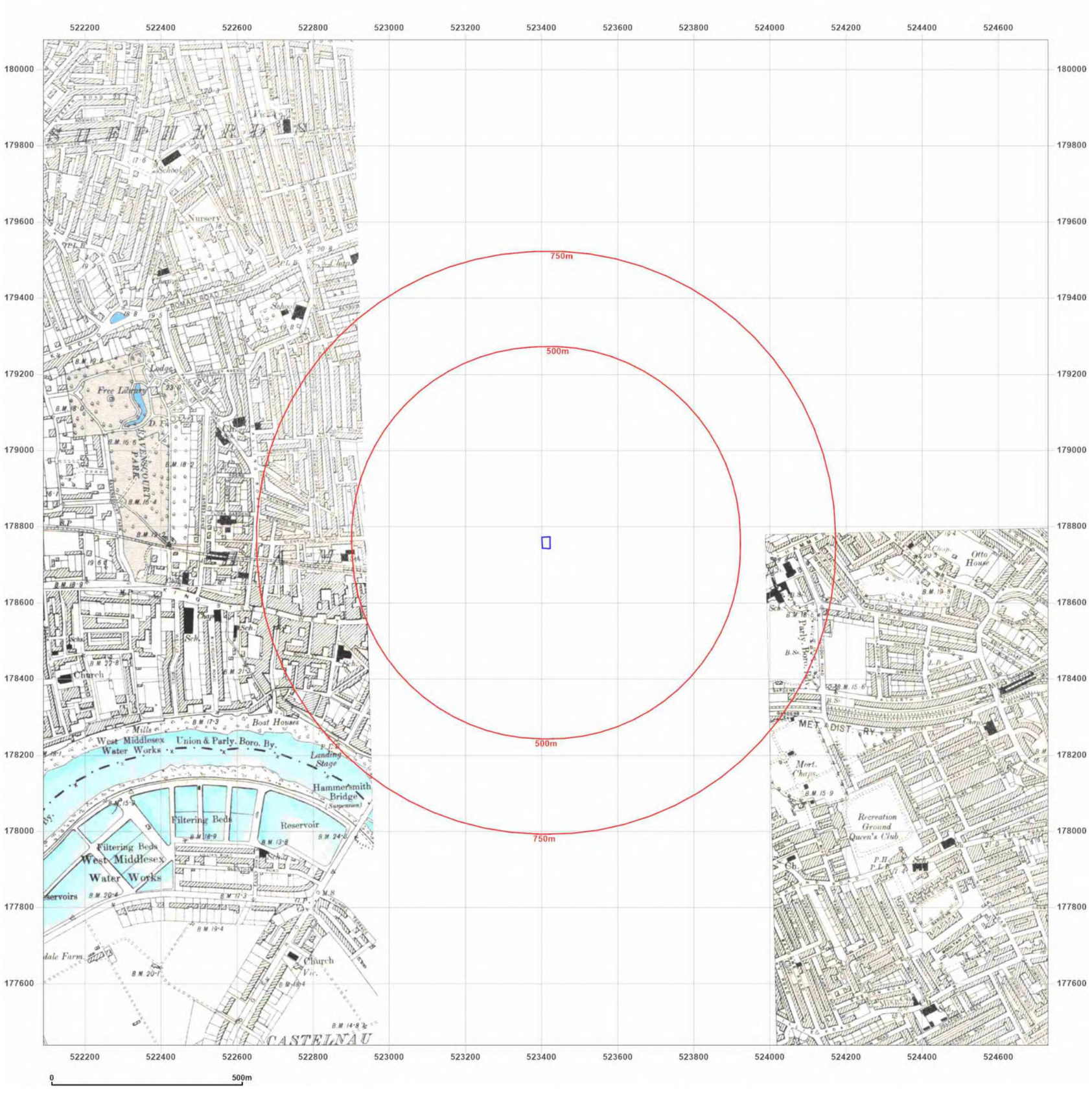

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series

Map date: **1893-1895**

Scale: 1:10,560

Printed at: 1:10,560

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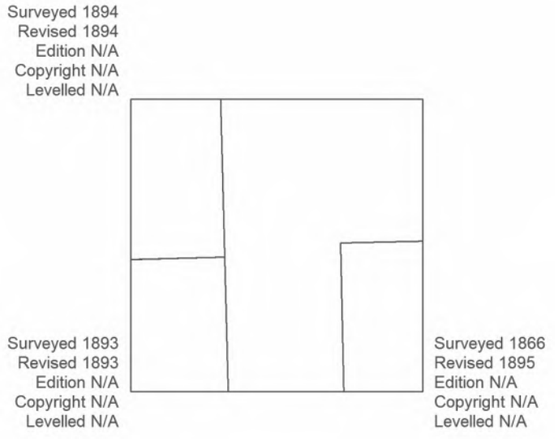

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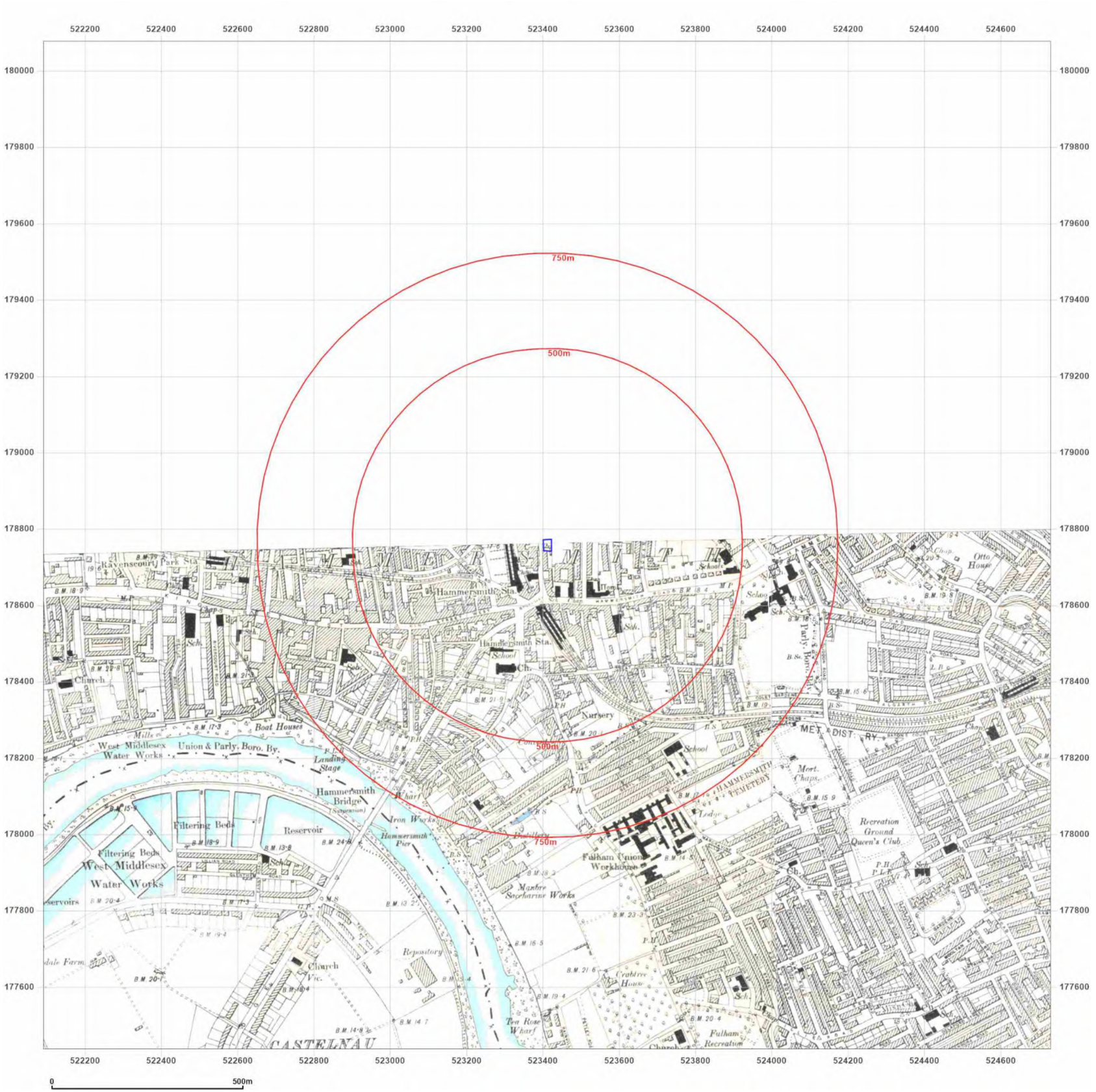

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series
Map date: **1894-1895**
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Printed at: 1:10,560

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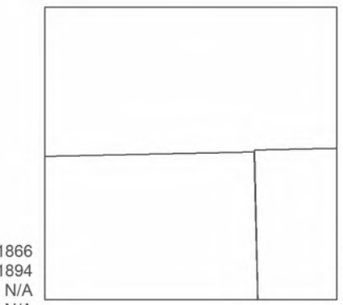

Surveyed 1866
Revised 1894
Edition N/A
Copyright N/A
Levelled N/A

Surveyed 1866
Revised 1895
Edition N/A
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Levelled N/A

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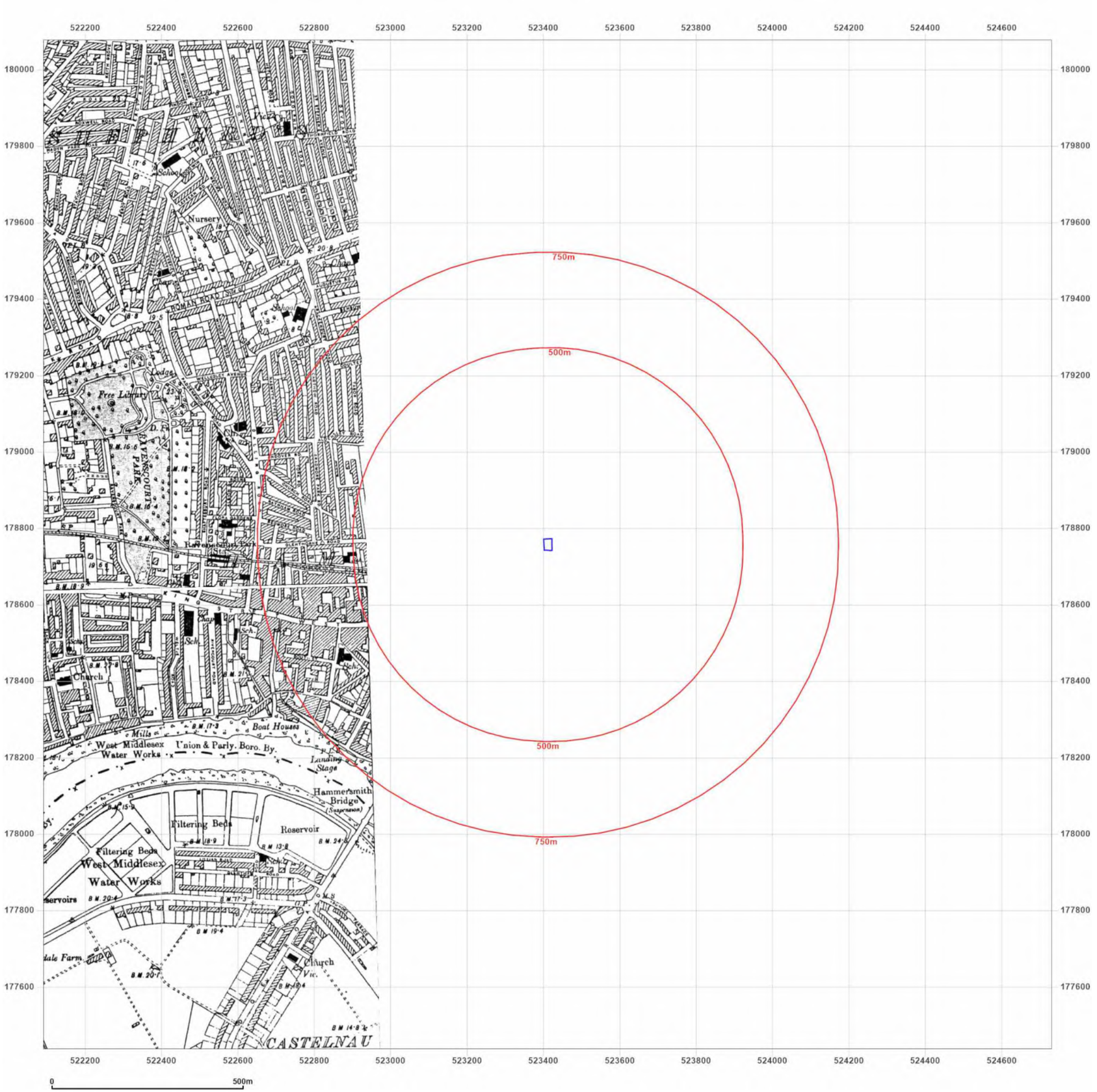

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series
Map date: **1896**
Scale: 1:10,560
Printed at: 1:10,560

N
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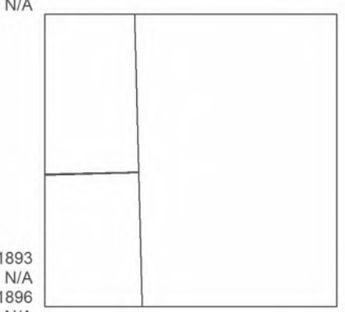
Surveyed 1894
Revised N/A
Edition 1896
Copyright N/A
Levelled N/A



Surveyed 1893
Revised N/A
Edition 1896
Copyright N/A
Levelled N/A

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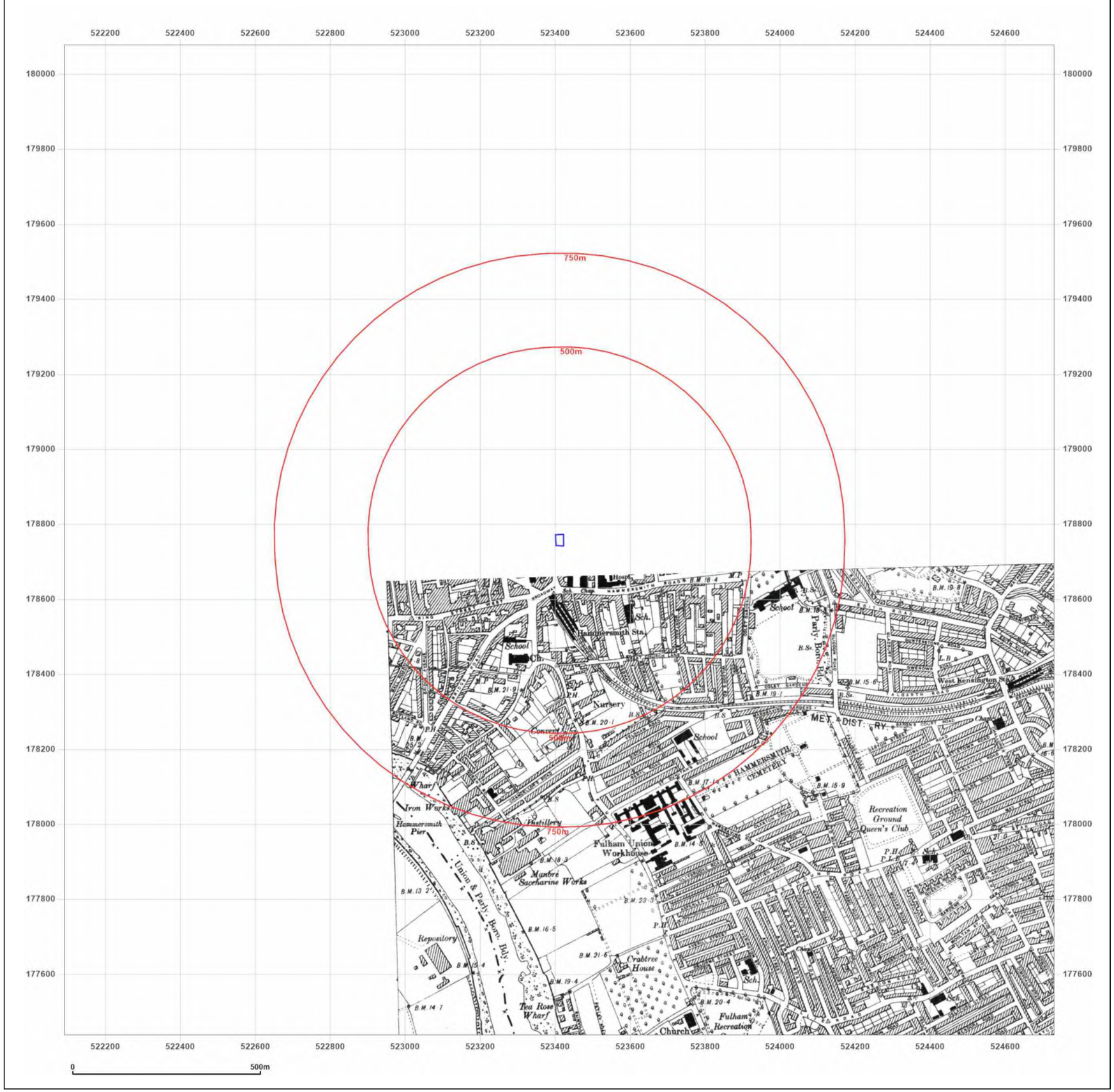

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series
Map date: **1896**
Scale: 1:10,560
Printed at: 1:10,560

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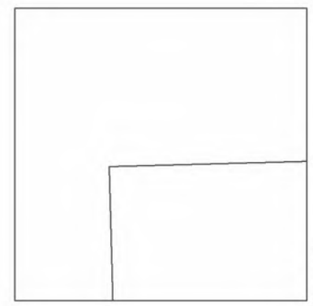

Surveyed 1869
Revised 1896
Edition 1896
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Levelled N/A

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Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series

Map date: **1919-1920**

Scale: 1:10,560

Printed at: 1:10,560

N
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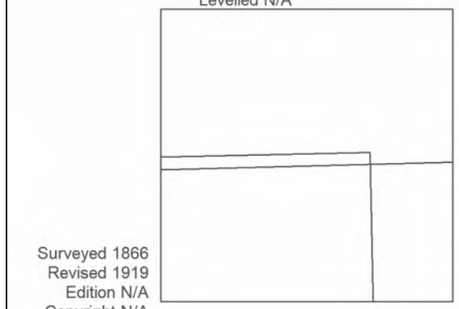
Surveyed 1865
Revised 1920
Edition N/A
Copyright N/A
Levelled N/A



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Revised 1919
Edition N/A
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Phase 1 Contaminated Land Assessment

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Independent, multidisciplinary engineering and environmental consultants

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227 SBR Ltd

227 SHEPHERDS BUSH ROAD, LONDON

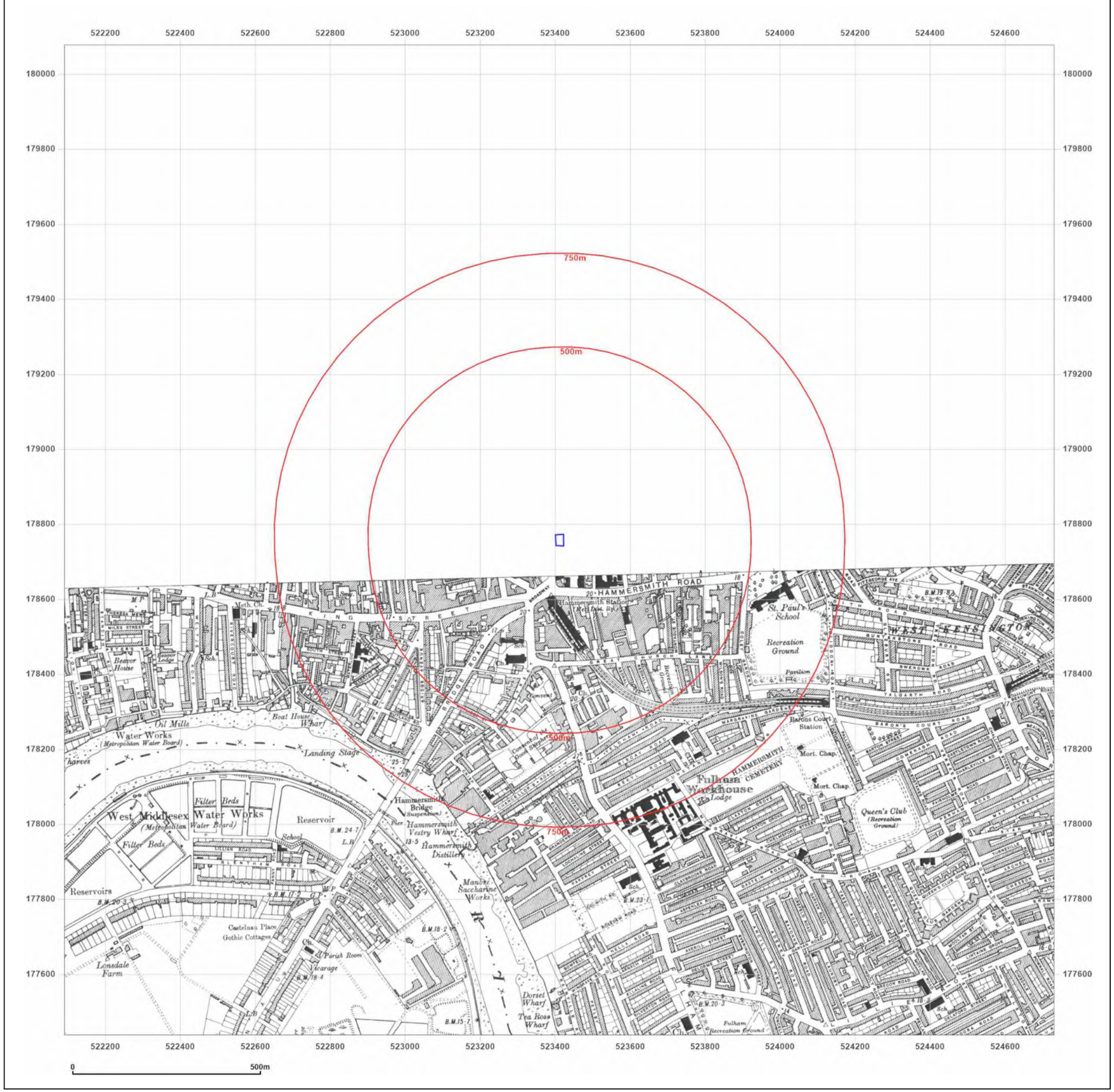
Phase 1 Contaminated Land Assessment (Class MA Conversion)

Revision A

Volume 3 of 3

Independent, multidisciplinary engineering and environmental consultants

APPENDIX C
Historical Ordnance Survey Mapping



Groundsure INSIGHTS

Site Details:

227, SHEPHERD'S BUSH ROAD,
LONDON, HAMMERSMITH AND
FULHAM, W6 7AS

Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series

Map date: **1920**

Scale: 1:10,560

Printed at: 1:10,560

N
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Surveyed 1867
Revised 1920
Edition N/A
Copyright N/A
Levelled N/A

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Production date: 25 March 2025

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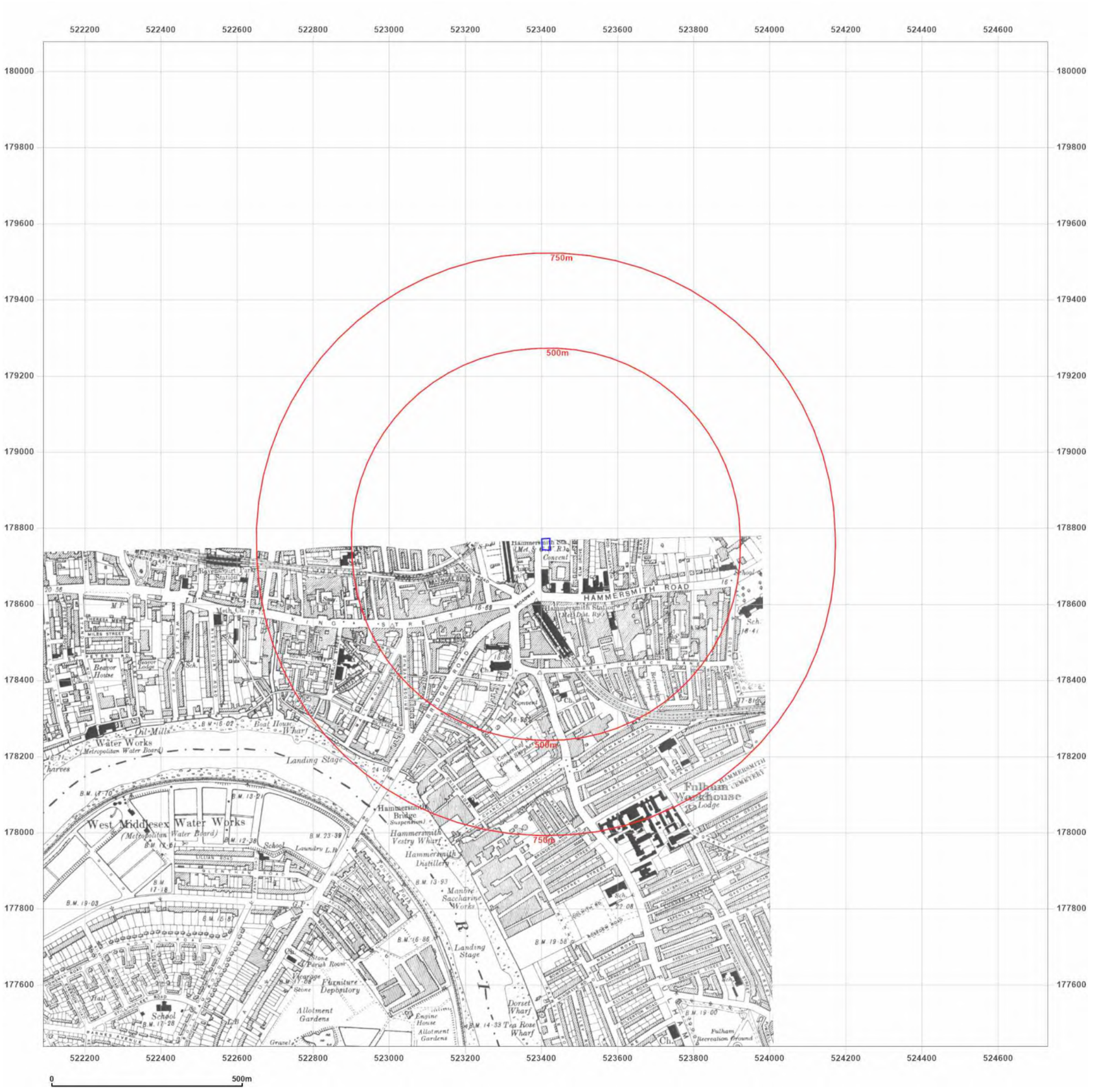

Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series
Map date: **1933**
Scale: 1:10,560
Printed at: 1:10,560

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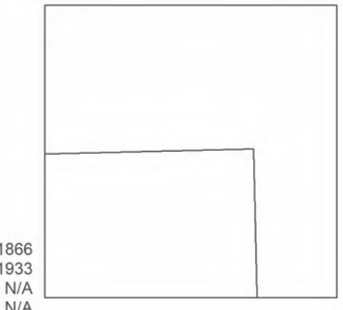

Surveyed 1866
Revised 1933
Edition N/A
Copyright N/A
Levelled N/A

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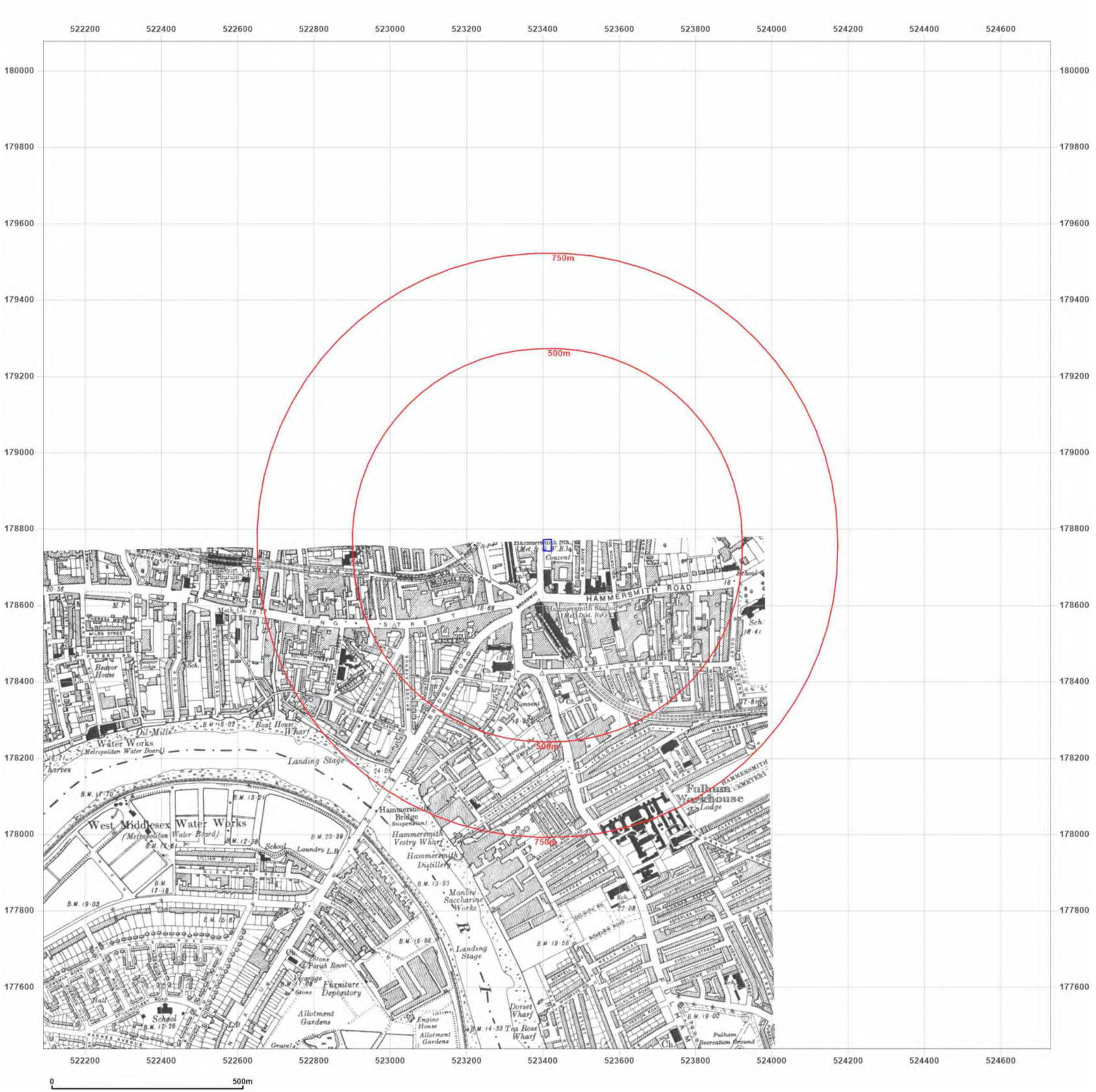

Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series
Map date: **1933**
Scale: 1:10,560
Printed at: 1:10,560

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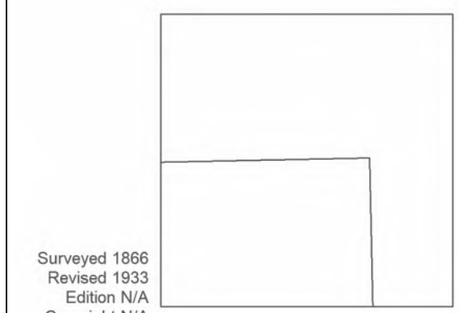

Surveyed 1866
Revised 1933
Edition N/A
Copyright N/A
Levelled N/A

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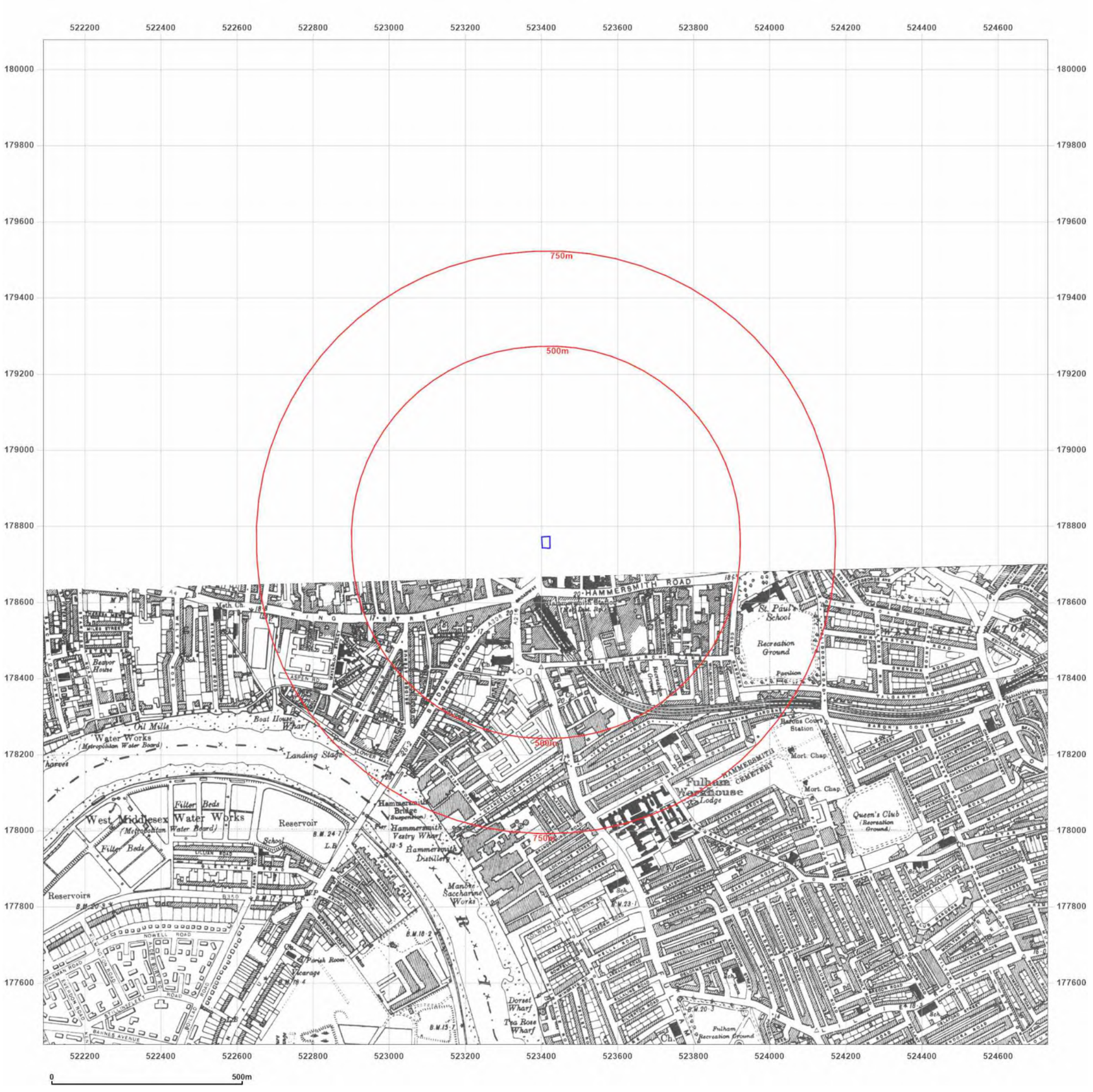

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: County Series
Map date: **1938**
Scale: 1:10,560
Printed at: 1:10,560

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Surveyed 1867
Revised 1938
Edition N/A
Copyright N/A
Levelled N/A

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Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: Provisional
Map date: **1947-1951**
Scale: 1:10,560
Printed at: 1:10,560

N
W E
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Surveyed N/A
Revised 1948
Edition 1951
Copyright N/A
Levelled N/A

Surveyed 1940
Revised 1947
Edition N/A
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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: Provisional

Map date: **1957-1958**

Scale: 1:10,560

Printed at: 1:10,560

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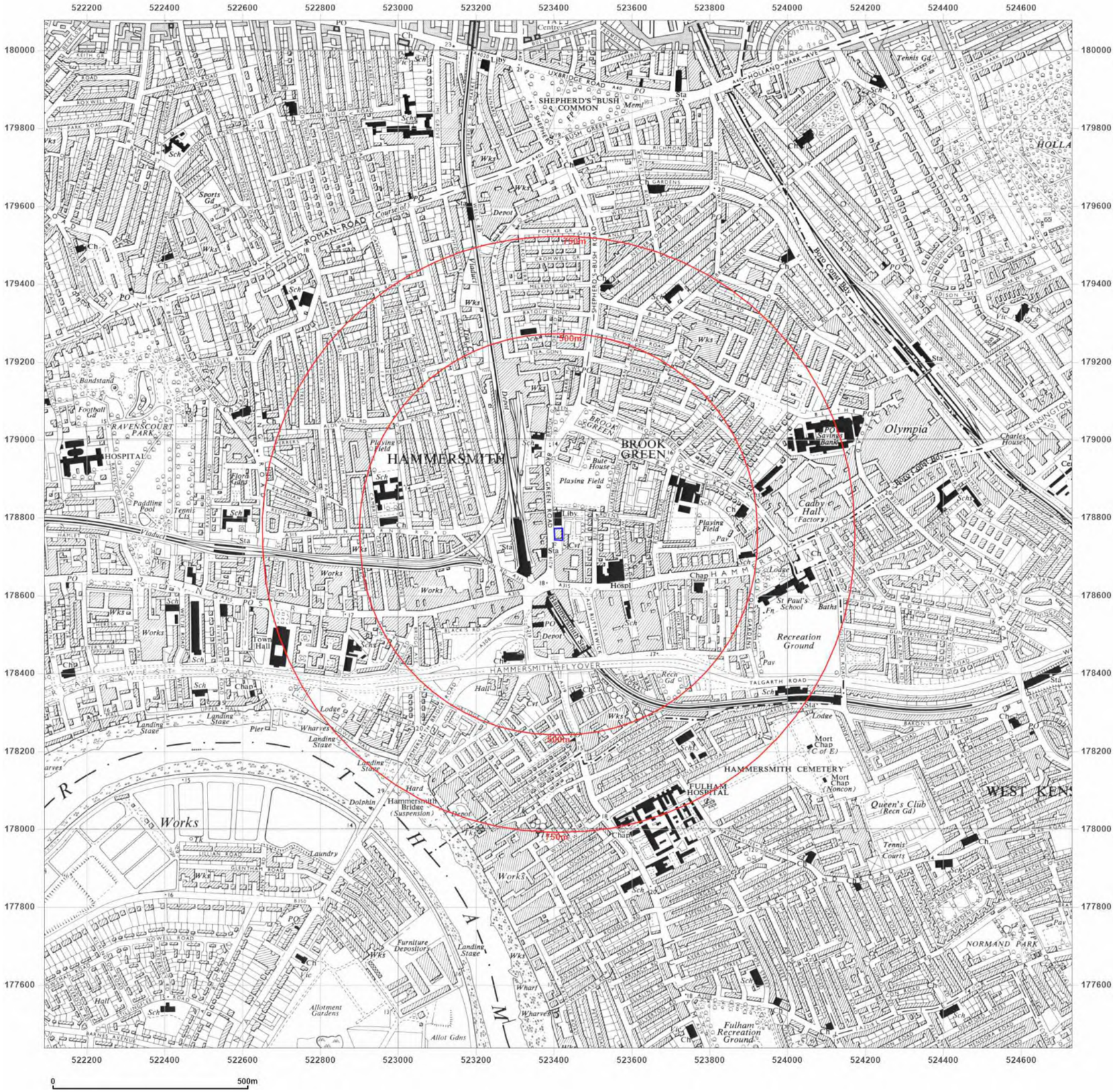

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: Provisional

Map date: **1962-1967**

Scale: 1:10,560

Printed at: 1:10,560

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Edition N/A
Copyright 1967
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Surveyed 1958
Revised 1962
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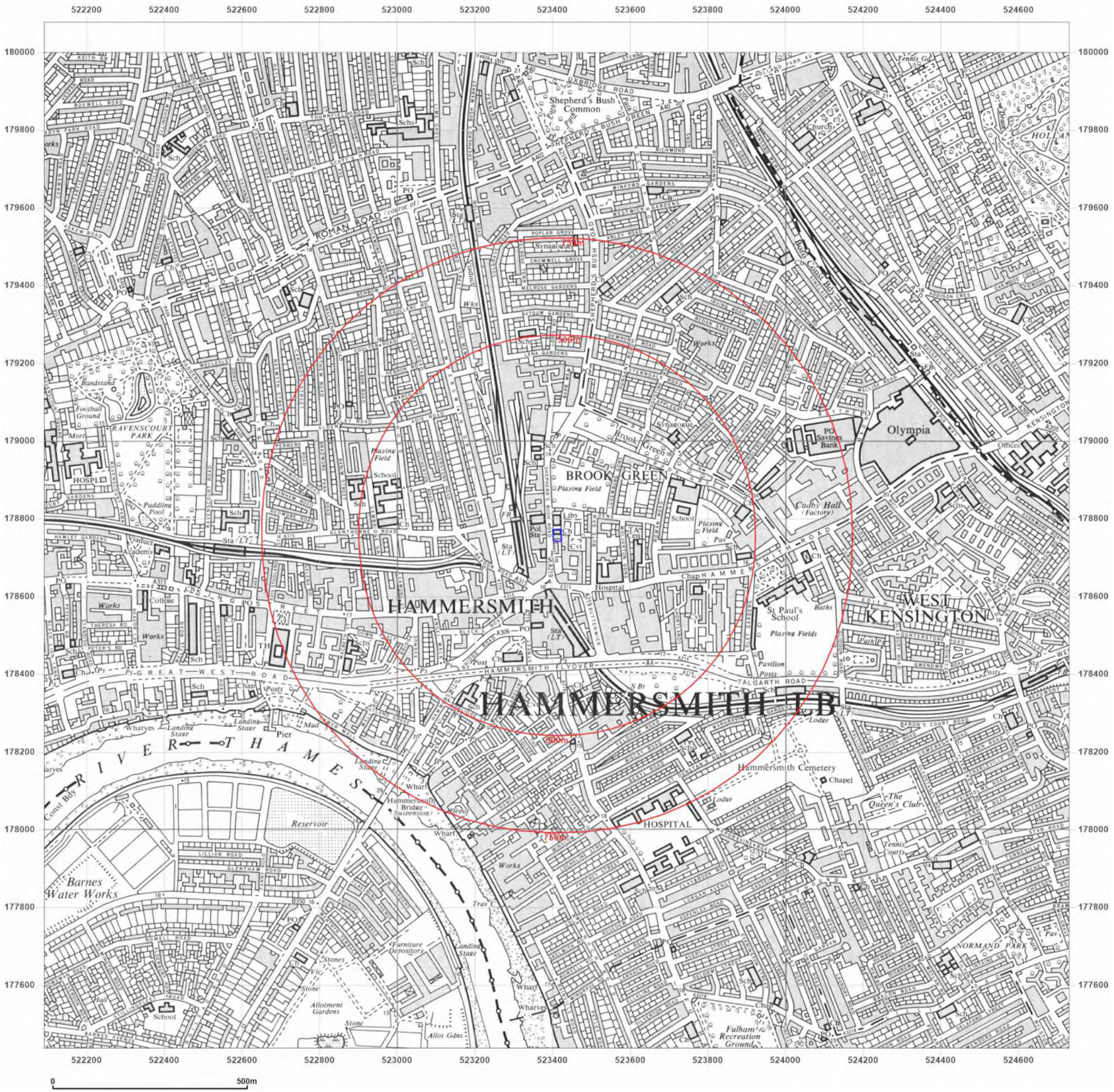

Groundsure INSIGHTS

Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: Provisional

Map date: **1967**

Scale: 1:10,560

Printed at: 1:10,560

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Revised 1967
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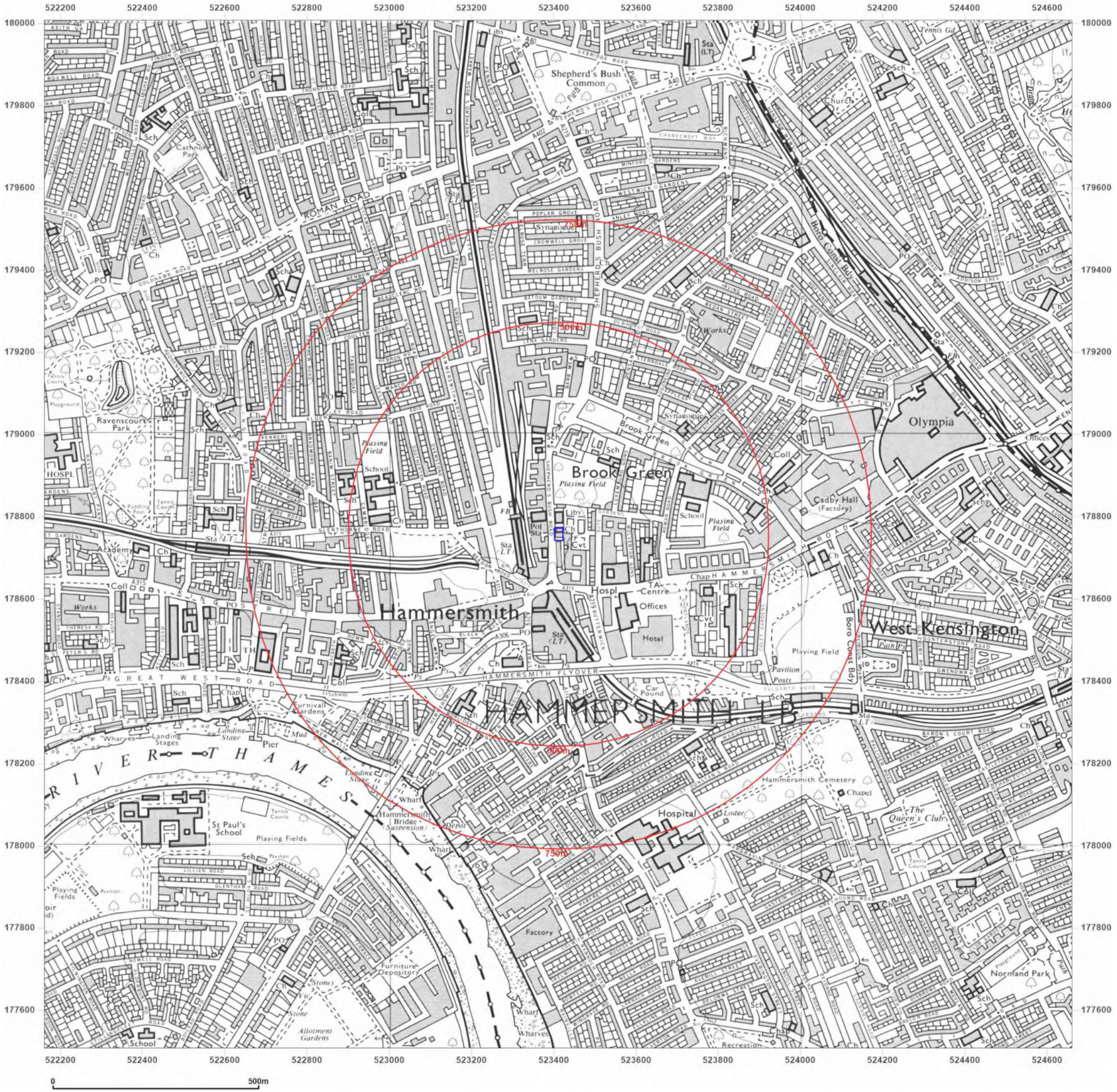

Groundsure INSIGHTS

Site Details:

227, SHEPHERD'S BUSH ROAD, LONDON, HAMMERSMITH AND FULHAM, W6 7AS

Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1973-1974**

Scale: 1:10,000

Printed at: 1:10,000

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Surveyed 1973
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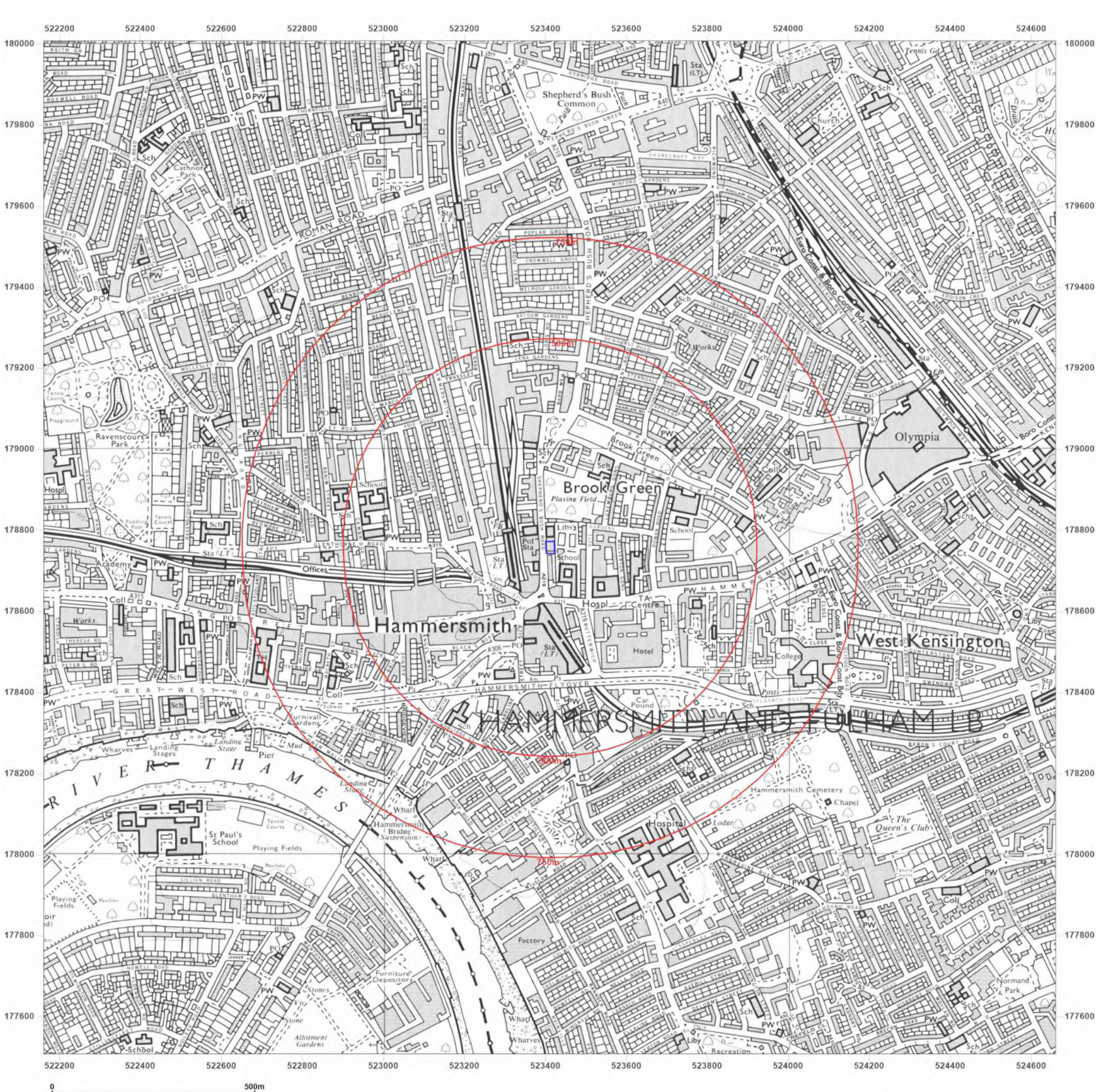

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid

Map date: **1982-1987**

Scale: 1:10,000

Printed at: 1:10,000

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid
Map date: **2001**
Scale: 1:10,000
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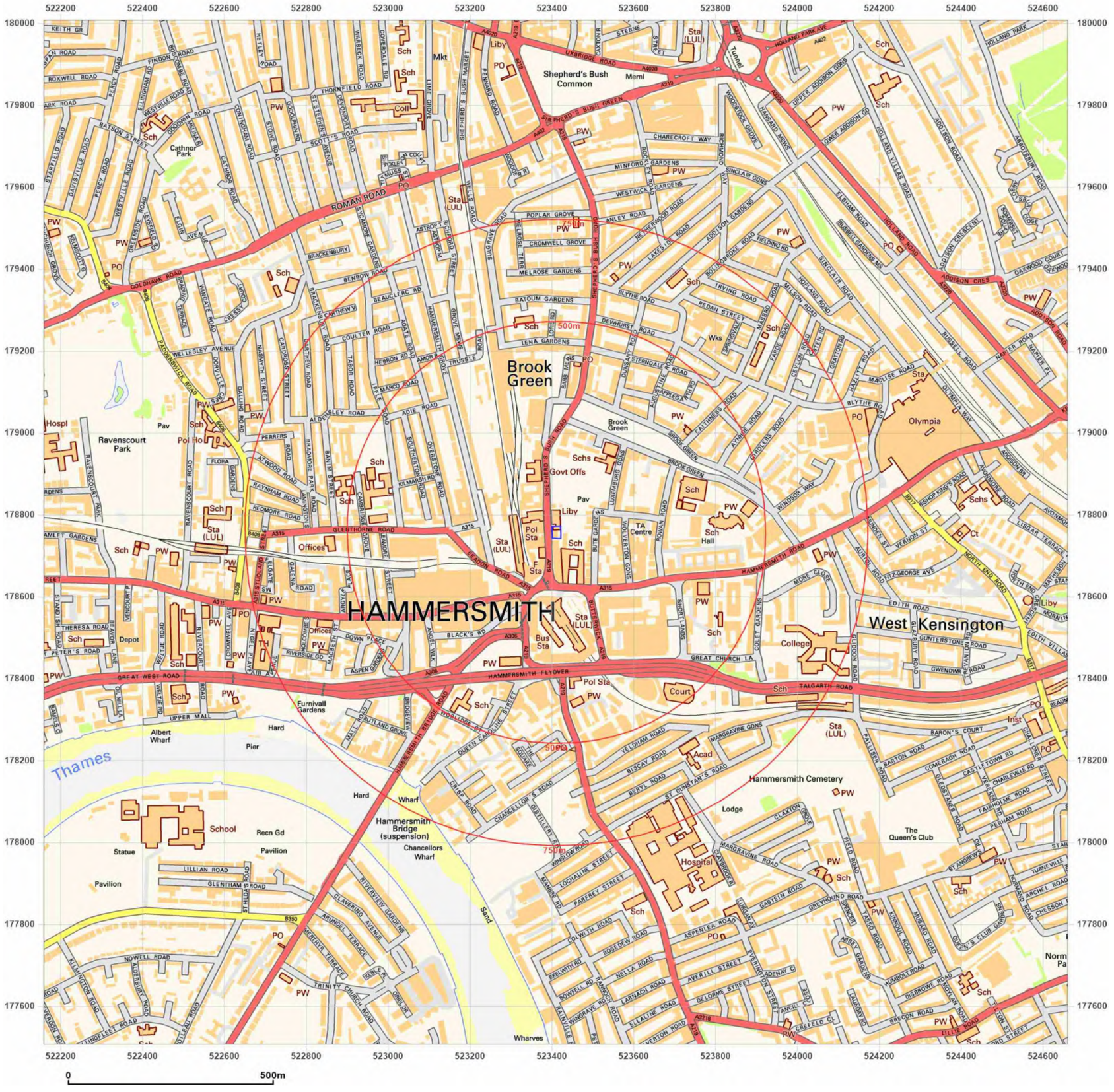

Groundsure INSIGHTS

Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid
Map date: **2010**
Scale: 1:10,000
Printed at: 1:10,000

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Site Details:

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Client Ref: P25-3477
Report Ref: GS-VFE-9U7-BJQ-LBB
Grid Ref: 523410, 178757

Map Name: National Grid
Map date: **2025**
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APPENDIX D

LBHF Environmental Search Report

APPENDIX E

Asbestos Reinspection Survey and
Asbestos Management Plan

Reinspection Survey (with Material Assessment and Priority Assessment)

On Behalf of

Needspace

Site	227 Shepherds Bush Road, London, , W6 7AS
Job Number	J027655
Survey Date	21/02/2025
Issue Date	24/02/2025
Lead Surveyor	Nick Morris
Assistant Surveyor	N/A
UPRN	N/A

Surveyor Signature

Nick Morris

Authorized Signature

SadieDowson

Spectra Analysis Services Ltd

2 Olympic Business centre, Paycocke Road, Basildon, Essex, SS14 3EX
www.spectra-analysis.co.uk info@spectra-analysis.co.uk Tel:01268 534380
Company Registration No:4664619

UKAS INSPECTION
4407

TABLE OF CONTENTS

SECTION 1	Introduction & Survey Objective
SECTION 2	Scope of Works & Executive Summary
SECTION 3	Asbestos Register & Recommended Actions
SECTION 4	Non-Accessed Items/Areas Register
SECTION 5	Survey Type & Method
SECTION 6	Assessment Records
SECTION 7	Material & Priority Assessment Schedule
SECTION 8	Risk Categories
SECTION 9	Certificate of Analysis
SECTION 10	Survey Drawings

Section 1 - Introduction & Survey Objective

Spectra Analysis Services Ltd were instructed by Needspace to carry out an Asbestos Reinspection Survey (with MA only) (HSG264) to inspect for the presence of asbestos containing materials (ACMs) at the following site: 227 Shepherds Bush Road, London, .

Works were carried out on-site during the period 21 Feb 2025 to 21 Feb 2025. The Lead Surveyor was Nick Morris.

Reinspection Survey

The purpose of a Reinspection Survey (MA and PA), as defined within the HSE publication HSG264 Asbestos: The Survey Guide is used to re-inspect all known or presumed Asbestos containing materials (ACMs) and where required, previously inaccessible locations in the building which could be damaged or disturbed during normal occupancy, including some foreseeable maintenance and installation, and to assess their condition.

Client Details		Site Details	
Client Name	Needspace	Site Contact	Jane Coldbreath
Client Address	Crawley Business Centre, Stephenson Way, Crawley, West Sussex	Site Address	227 Shepherds Bush Road, London,
Client Postcode	RH10 1TN	Site Postcode	W6 7AS
Contact Number	07778 333483	Contact Number	
Contact Email	jane.coldbreath@needspace.co.uk	Contact Email	N/A
Survey Information			
Job Number	J027655	Survey Date	21st February 2025
Surveyor Name	Nick Morris	Issued Date	24th February 2025
Authorizers Name	Sadie Dowson	Authorizers Email	info@spectra-analysis.co.uk

Areas surveyed/inspected as per scope of works (agreed with client)	
Building	227 Shepherds Bush Road
Construction/Building Type	Brick and Concrete
Approx. Date of Construction	1900s
Floor	**Areas / Rooms Accessed**
227 Shepherds Bush Road, 4th Floor	Lift motor room

Internal Notes

Surveyors comments & confirmation of works undertaken.

Internal notes: A reinspection survey

Section 2 - Scope of Works & Executive Summary

Scope of Works

Re-inspection survey to previously identified ACM's within management survey.

Executive Summary of ACM's

Total number of ACM items

Total Number of ACM's Identified	1

Summary of items located during this survey

RISK CATEGORY	RECOMMENDATION	Number of Asbestos Risks Identified
	Restrict Access & remove using licenced contractor	0
	Remove using licensed contractor	0
	Remove if to be disturbed by project works	0
	Encapsulate using licensed contractor & Manage	0
	Remove using CAR (current edition) guidance	0
	Monitor & Manage	1
	Areas not accessed(Presumed Asbestos)	0

Details of all identified, presumed and strongly presumed asbestos can be found in the "Asbestos Register & Recommend Actions"

Details of all Non-accessed areas are noted within the "non-accessible areas / items register". Any areas or items not accessed must be presumed to contain asbestos until such a time as full access and inspection can be undertaken.

Spectra are a fully licensed removal contractor who can undertake all notifiable / non notifiable works, including compiling asbestos management plans & on-going re-inspections

Section 3 - Asbestos Register & Recommended Actions

Item Reference	Sample	Building	Floor	Room	Item Description	Position	Conclusion	Extent	Recommended Action	
1	Visual	227 Shepherds Bush Road	4th Floor	Lift motor room	Cement	Brake pads	Chrysotile	1no.	Monitor & Manage	
Comments							**Material assessment score**	**Priority assessment score**		
previously identified as SB0709-SP2 in the management survey carried out by office test.							4	1		

Section 4 - Non-Accessed Items/Areas Register

All non-accessed or limited access areas have been listed. These areas or items must be presumed to contain asbestos until such a time as full access and inspection can be undertaken.

Item Number	Building	Floor Level	Room	Position	Item	Comments
all areas accessed						

Section 5 - Survey Type & Method

Reinspection Survey

The purpose of a Reinspection Survey (MA and PA), as defined within the HSE publication HSG264 Asbestos: The Survey Guide is used to re-inspect all known or presumed Asbestos containing materials (ACMs) and where required, previously inaccessible locations in the building which could be damaged or disturbed during normal occupancy, including some foreseeable maintenance and installation, and to assess their condition

Only proven and presumed Asbestos Containing Materials have been assessed during this reinspection process. No additional survey inspections were undertaken unless obvious asbestos containing materials were evident in those areas which were reinspected.

If original primary inspection data was undertaken by a third party, Spectra cannot be held responsible for the validity of any testing or inspection data. All third party data supplied to Spectra for re-inspection was taken at face value and cannot be validated without a full sampling survey being conducted at the premises. Details of any third party information supplied is detailed within this report.

Reinspection assessments are undertaken using in house procedure, HSG 264 & HSG 227. By default, material assessment and priority assessments have been scored. Each proven/presumed asbestos containing material was inspected individually, All material and priority assessments have been reassessed at the point of inspection. Priority assessment scores may be changed in light of additional information supplied by the client after the survey, asbestos containing materials may remain unidentified in the property or area covered by the scope of the survey

Spectra may have resampled materials to aid in the reinspection process. Samples are collected with due diligence and in line with our survey and sampling in house procedures, we hold accreditation to UKAS to ISO 17020:2012 and ISO 17025:2017. Unless requested otherwise a label bearing the sample reference number is then adhered to the area sampled.

Strongly presumed materials are those that appear to contain asbestos but analysis has not been undertaken. Presumed materials are those where there is insufficient evidence to suggest it is does not contain asbestos. Where the report states 'presumed', 'strongly presumed' or 'no asbestos presumed', the surveyor will already have made his or her judgement, on the basis of 'reasoned argument' and with regard to their experience of similar materials

All inspections and any sampling were carried out in accordance with our UKAS accredited Quality system and guidance publication HSG 264 Asbestos: The Survey Guide.

Method

All inspections and sampling were carried with due diligence, in accordance with our in -house procedures, guidance publication HSG264 and our UKAS accredited quality system.

Although every care has been taken to identify all asbestos bearing products within the areas surveyed, this survey does not include those areas where obtaining a sample would cause undue damage to the integrity and security of the building, risk the safety of our operatives or where access could not be gained. Asbestos should be assumed to be present within any areas not surveyed until a further assessment can be carried out.

Dust samples will be taken from areas where contamination is suspected but random dust sampling has not been undertaken, unless specified /required by the client.

Analysis under Polarised Light Microscopy of textured coating samples may not always reveal the presence of asbestos due to the non-homogeneous nature of asbestos within such coatings; this can lead to a large variance in the probability of identifying asbestos within any sample collected. Identification and sampling of materials beneath any textured coating is limited to the specific location of the textured coating sample point. It should also be noted that asbestos may exist in paint with no obvious textured appearance. Random sampling of such paint is not carried out routinely by Spectra Analysis unless specifically requested.

A limited inspection only has been carried out of pipework concealed by overlying non-asbestos insulation. Inspection of pipework has been restricted primarily to the insulation visible. The presence of debris to pipework, which is not readily visible or would require removal of insulation, was considered outside the scope of this survey.

Materials have been referred to as Asbestos Insulating Board or Asbestos Cement based upon their asbestos content and visual appearance alone. Water absorption testing, as detailed within L143, has not been carried out unless stated otherwise.

Where asbestos gaskets to pipe flanges have been identified it is not practical to trace these throughout the length of pipework within the property. All such gaskets are presumed to contain asbestos.

Section 5 - Survey Type & Method Cont.

Method (cont.)

Unless specifically identified within the report, no responsibility can be accepted by Spectra Analysis, for non- systematic use of asbestos within the property.

Material extents are approximations only, assigned by the surveyor at the time of the survey. It should be noted that such extents may be for specific, visible amounts of the asbestos item and not for the complete amount. As such, the stated extents should not be used as a basis of any Scope or Specifications of Works for that item.

A representation of all materials suspected of containing asbestos were sampled and analysed in accordance with our documented in-house methods, Asbestos: The analysts' guide for sampling, analysis and clearance procedures, HSG248 and in line with our UKAS accreditation. Those materials not sampled have been extrapolated from similar samples and are clearly identified within the Asbestos Register Table. Spectra Analysis are accredited by UKAS for surveying.

Sample Collection / Strategy

The strategy of sample collection has been based upon a systematic visual investigation of the building and samples taken of suspected materials. This is based on the procedures detailed in Spectra Analysis Quality/Technical Procedures Manual and usually in conjunction with the scope of works and building/location plans supplied by the client

Visual Inspections

If the surveyor can confirm from a visual basis that the asbestos material was uniform then it is possible to extrapolate sampling information from identical locations to keep unnecessary sampling to a minimum.

Panels

Samples of panels shall be limited to at least one sample per room or every 25m2 or increase the frequency should it be required. However, samples of each type of suspected asbestos panel occurrence would be taken throughout each floor/level.

Doors

Doors would be inspected adjacent to the door furniture and if visible, a sample of the internal lining would be taken where exposed. It may be necessary to drill a hole into the door to obtain a sample of any internal linings that may exist.

Floor Tiles

One sample of each obvious type of vinyl/thermoplastic and colour floor tile shall be sampled. Should it be deemed that all floor tiles are the same then one sample per 25m2 sections would be sufficient.

Gaskets

One sample of each type of gasket is recommended

Bitumen Products

The variation between each type of bitumen product is not uncommon therefore, for example, one sample of each bitumastic under sink would be taken.

Textured Coating

Asbestos Textured Coatings (i.e. Artex, Suretex, wondertex etc) may contain levels of Asbestos fibres. A 5cm2 sample will be taken from 2 locations in the same room, both samples will be scrapped into one sample bag. Within larger buildings or areas more samples may be required. If the textured coating can be positively confirmed to be of the same batch and applied at the same time then samples may be cross referenced or a composite sample from all associated areas up to a maximum of 5 rooms on the same level, may be taken. Textured coating must never be cross referenced to another sample between different floors/levels

Cement Products

Cement products, such as roofs, gutters and wall panels tend to be uniform/homogenous in their construction, therefore we would recommend to take up to 3 samples for a large area, such as a roof. Samples should taken by carefully removing pieces of approximately 5 cm2. If panels are visibly different a sample from each different panel should be taken separately. Any other cement product should have a representative sample from each type.

Spayed Coating

Different mixtures containing materials may have been used in different areas and layers. Material may also have been removed, repaired or patched at various times. Samples would be taken by carefully removing pieces of approximately 5cm2, where the material appears uniform and consistent, two samples should usually be enough if taken at either end of the sprayed surface. In installations exceeding 100m2, one sample per 25-35m2 should be taken. At least one sample would be taken from each patched area. Care would be taken to include all layers of sprayed coating through to the covered surface.

Thermal Insulation/lagging

Thermal insulation to pipe work services can be fabricated using various materials, meaning insulation materials can often vary significantly across the pipe run. In general one sample should be taken per 3m run of pipe with particular attention paid to different layers and functional items (valves etc.). For long runs of pipe, eg > 20m, one sample per 6m item will usually be enough. If only a small part of the lagging was evidently asbestos, then it would have been necessary to inspect all branches of the pipework with particular attention to damaged/repaired lagging and extensions to system. Fibreglass lagging can often be found on straight portions of pipe runs, but the bends may be wound with asbestos chrysotile rope or packed with an asbestos composite insulation.

Section 6 - Assessment Records

Risk Score Based on	e Material Assessment	b Material & Priority Assessment

Item - 1					
Material Assessment	Product Type	Cement (1)	Sample Ref	Visual	
	Condition/Damage	Low Damage (1)	Survey Date	21st February 2025	
	Surface Treatment	Surface Sealed (1)	Analysis Date		
	Asbestos Type	Chrysotile (1)	Building	227 Shepherds Bush Road	
	Material Score	4	Floor Level	4th Floor	
Priority Assessment	Occupant Activity	Rare disturbance (0)	Room	Lift motor room	
	Location	Rooms up to 100m^2 (2)	Item Description	Cement	
	Accessibilty	Usually inaccessible or unlikely to be disturbed (0)	Position	Brake pads	
	Extent/Amount	<10m^2 or <10m pipe run (1)	Extent	1no.	
	Number of Occupants	None (0)	Asbestos Type	Chrysotile (1)	
	Frequency of Use	Infrequent (0)	Level of Identification	Presumed	
	Time in Area	<1 hour - toilets (0)	Item Comments	previously identified as SB0709-SP2 in the management survey carried out by office test.	
	Maintenance Activity	Minor disturbance (0)	Sample Comments	N/A	
	Frequency of Maintenance	Unlikely (0)	Recommendation		
	Averaged Priority Score	1	Monitor & Manage		
	Total Score	5			

Section 7 - Material & Priority Assessment

Material Assessment

Number scores are allocated to ACM depending on product type, extent of damage/ deterioration, surface treatment and asbestos type (which shall be scored as Crocidolite (blue) asbestos unless similar samples show otherwise or it is likely that another type of asbestos is almost always used).

ACMs with scores of 10 or more are regarded as having a high potential to release fibres if disturbed, 7-9 medium potential, 5-6 low potential and 4 or less very low potential.

These scores and other recorded observations, which are perceived as being likely to affect the release of asbestos fibres, are then used to allocate a risk code, which provides some basic advice on how the ACM should be treated in our opinion

Sample Characteristics	Score	Example Description
Product Type	1	Asbestos reinforced composites (plastics, resins, mastics, roofing felts, vinyl floor tiles, semi rigid paints or decorative finishes, asbestos cement etc.)
	2	Asbestos insulating board, mill boards, other low-density insulation boards, asbestos textiles, gaskets, ropes and woven textiles, asbestos paper and felt.
	3	Thermal insulation (e.g. pipe and boiler lagging), sprayed asbestos, loose asbestos, asbestos mattresses and packing.
Extent of Damage (Condition)	0	Good condition: no visible damage.
	1	Low damage: a few scratches or surface marks; broken edges on boards, tiles etc.
	2	Medium damage: significant breakage of materials or several small areas revealing loose fibres.
	3	High damage or delamination of materials, sprays and thermal insulation. Visible asbestos debris.
Surface Treatment	0	Composite materials containing asbestos: reinforced plastics, resins vinyl tiles.
	1	Enclosed sprays and laggings, asbestos insulating board (with exposed face painted or encapsulated), asbestos cement sheets etc.
	2	Unsealed asbestos insulating board, or encapsulated lagging and sprays.
	3	Unsealed laggings and sprays.
Asbestos Fibre Type	1	Chrysotile.
	2	Amphibole asbestos excluding crocidolite.
	3	Crocidolite.

Priority Assessment

Priority Assessment. - Please note - Priority Assessment is outside the scope of Spectra Analysis UKAS Accreditation

If specifically requested by the client, number scores are allocated to each ACM location to assess the risk of someone disturbing the ACM. Factors assessed are, Occupant Activity, Likelihood of Disturbance, Human Exposure Potential and Maintenance Activity.
The Priority Assessment scores are added to the Material Assessment scores to provide an overall risk assessment for each ACM. ACMs with scores of 19 or more are regarded as being at a high risk, 13-18 medium risk, 9-12 low risk and 8 or less very low risk.
These scores and other recorded observations, which are perceived as being likely to affect the release of asbestos fibres, are then used to allocate a risk code to assist in the prioritisation of mitigation actions to reduce the risk.

IMPORTANT:

The priority assessment is based on that detailed within HSG227 - A comprehensive guide to managing asbestos in premises - 2002 and where provided, is given as an indication only. The duty-holder retains the responsibility to check that the priority assessment reflects the activities at the site and he/she should update the assessment as necessary. Should you require any further assistance with that, please contact us.

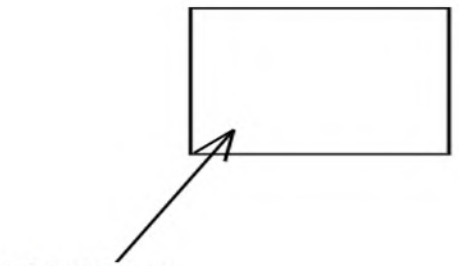
Sample Characteristics	Score	Example Description
Normal Occupant Activity	0	Rare disturbance activity (e.g. little used store room).
	1	Low disturbance activity (e.g. offices).
	2	Periodic disturbance (e.g. industrial or vehicular).
	3	High levels of disturbance (e.g. fire door with asbestos insulating board sheet in constant use).
Likelihood of Disturbance *Location*	0	Outdoors
	1	Large rooms or well-ventilated areas
	2	Rooms up to 100m²
	3	Confined spaces
Accessibility	0	Usually inaccessible or unlikely to be disturbed
	1	Occasionally likely to be disturbed
	2	Easily disturbed
	3	Routinely disturbed
Extent	0	Small amounts or items (e.g. gaskets, fuse linings)
	1	<10m² or <10m pipe run
	2	>10m² to =50m² or >10m to =50m pipe run
	3	>50m² or >50m pipe run.
Human Exposure Potential *Number of Occupants*	0	None
	1	1 to 3
	2	4 to 10
	3	>10
Frequency of Use	0	Infrequent
	1	Monthly
	2	Weekly
	3	Daily
Average Time in Use	0	<1 Hour
	1	>1 to <3 Hours
	2	>3 to <6 Hours
	3	>6 Hours
Maintenance Activity *Type of Maintenance*	0	Minor disturbance (e.g. possibility of contact when gaining access).
	1	Low disturbance (e.g. changing a light bulb in asbestos insulating board ceilings).
	2	Medium disturbance (e.g. lifting one or two asbestos ceiling tiles to gain access).
	3	High levels of disturbance (e.g. removal of numerous asbestos insulating board ceiling tiles).
Frequency of Maintenance	0	ACM unlikely to be disturbed for maintenance.
	1	=1 per year
	2	>1 per year
	3	>1 per month

Section 8 - Risk Categories

Restrict & remove using licensed contractor	This is the highest risk category level and ACMs in this category require urgent action to reduce the risks. Items in this category are either damaged and/or friable and may be in a position likely to cause an exposure to occupants. In these instances, it is necessary to prevent access to the area and plan for remediation. Typically, this will mean removal of the material, however in certain circumstances encapsulation or repair may be possible. Removal of asbestos containing materials is recommended on the basis that its condition, location could result in exposure to persons, spread of asbestos, or release to the environment.
Remove using licensed contractor	This is the highest risk category level and ACMs in this category require urgent action to reduce the risks. Items in this category are either damaged and/or friable and may be in a position likely to cause an exposure to occupants. Typically, this will mean removal of the material, however in certain circumstances encapsulation or repair may be possible. Removal of asbestos containing materials is recommended on the basis that its condition, location could result in exposure to persons, spread of asbestos, or release to the environment.
Encapsulate & Repair using a licensed contractor	This category indicates that there is a potential for asbestos fibre release to occupiers. Remediation of the ACM will normally be necessary, such as encapsulation or repair. In some cases, it may be necessary to prevent access or occupation. Following remediation measures, normal management procedures should be followed (e.g. annual inspection for damage). Repair the asbestos material with encapsulant coating to reduce the MA & PA score and reduce the risk of exposure. Encapsulation is an alternative to removal, where reasonably safe and practicable. Manage within the asbestos management plan once repaired.
Monitor & Manage	This category indicates that there is a low risk overall from the material due to its characteristics and/or there is a low possibility of accessing the material. Normal management procedures should be followed (e.g. annual inspection for damage). Where asbestos is left in-situ, the person responsible for the premises has a duty to develop and implement a management plan to help prevent accidental damage and exposure occurring. This plan should ensure that: - A current record of the location, condition, maintenance and removal of asbestos- containing materials (ACMs) - the ACMs are maintained in a good state of repair through regular monitoring; - people are informed of the locations of ACMs to prevent accidental disturbance - arrangements are in place to ensure that work which might disturb the ACMs, complies with the Control of Asbestos Regulations (CAR); - the plan is reviewed at regular intervals so that it remains relevant.
Areas / Items not accessed (Presumed asbestos)	This category indicates that an item / room which requires further investigation before works should take place. Whilst every attempt would be made at the time to access these items, unfortunately we have been unable to determine whether these items carry a risk of exposure and therefore they must be presumed to contain asbestos until this has been provided to be wrong. Where items / rooms have not been accessed during this survey the person responsible for the premises has a duty to develop and implement a management plan to help prevent risk of exposure. This plan should ensure that: - a current record areas/items of no access is kept; - where there are areas of no access, these are presumed to contain asbestos until proven otherwise - the plan is reviewed at regular intervals so that it remains relevant.

No additional samples were taken during the course of this survey.

Section 10 - Floorplans



Client: Needspace	Site Address: 227 Shepherds Bush Road, London,	Date of Inspection: 21st February 2025	Surveyors: Nick Morris	Floor: 4th Floor	Key: = Asbestos Items =Non Asbestos Items =No Access

ASBESTOS MANAGEMENT PLAN

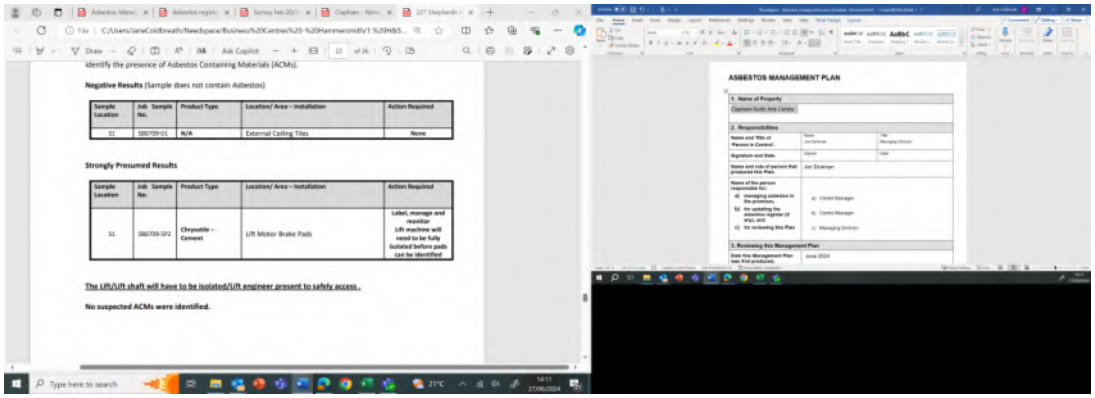
1. Name of Property		
227 Shepherds Bush Road W6 7AS		
2. Responsibilities		
Name and Title of 'Person In Control'.	*Name:* *Jon Dickman*	*Title:* *Managing Director*
Signature and Date.	*Signed:*	*Date:*
Name and role of person that produced this Plan.	Jon Dickman	
Name of the person responsible for: **a) managing asbestos in the premises,** **b) for updating the asbestos register (if any), and** **c) for reviewing this Plan**	a) Centre Manager b) Centre Manager c) Managing Director	
3. Reviewing this Management Plan		
Date this Management Plan was first produced.	June 2024	
Date of last review.	June 2024	
4. How the location and condition of asbestos-containing material is recorded		
State how information about asbestos in the premises is recorded.	Asbestos Reinspection Survey – which is reviewed annually	
State where information about asbestos in the premises is kept.	Kept on site with Centre Manager	

5. Results of the risk assessments and action required (if any)	
Briefly state the results of your last visual inspection and risk assessment and the approximate date it took place. ***(Any work that you have identified that still remains to be done should be added to the Action Plan).***	Last reinspection September 2023
6. Monitoring arrangements for asbestos	
State the arrangements for monitoring the known or presumed asbestos-containing materials to ensure that they remain in good condition and that there is no increased risk of disturbance.	Monitored annually by Office Test
7. How information about asbestos is passed to those that need it	
State how staff have been informed.	No contractor is allowed to work in the building without reading the report and signing the log sheet to confirm they have read the document
State here what system is in place to control maintenance or building work.	No contract is allowed to carry out works to the building. The tenants have all been given a copy of the latest reinspection report so are aware of where the asbestos is.
What is the procedure for ensuring that contractors and others check the asbestos register before starting work?	The Centre Manager check in all contractors prior to works being under taken
Clarify how the procedure allows for staff absence due to illness etc	The building manual is up dated and non urgent works are postponed until the Centre Manager is back
State here if warning labels have been used to alert workers to the presence of known asbestos. ***(Any work that you have identified that still remains to be done should be added to the Action Plan).***	Labels have been applied

8. Training

State here who has received training on asbestos management, and approximately when it took place. ***(Training that still remains to be done should be added to the Action Plan).***	On line training is mandatory and part of the induction for all members of staff

9. Action Plan

Location & brief description of asbestos containing material	Remedial action required	Target date for action	Date completed
			

ASBESTOS CONTROL AND MANAGEMENT FORM ASB1

for Needspace ? Ltd

THIS FORM IS A MANDATORY DOCUMENT FOR COMPLETION PRIOR TO CONDUCTING ANY BUILDING WORK OR ACTIVITY THAT WILL DISTURB THE FABRIC OF A BUILDING

THE DUTYHOLDER MUST ENSURE THIS FORM IS COMPLETED WHENEVER ANY ACTIVITY IS CONSIDERED WHICH MAY AFFECT ASBESTOS CONTAINING MATERIALS - AND IN PARTICULAR BUILDING WORKS. IT MAY BE COMPLETED BY THE CONTRACT ADMINISTRATOR BUT MUST BE SIGNED BY THE DUTYHOLDER (OR APPOINTED PERSON) AND CONTRACTOR.

Building Name: Saxon House	**DUTY HOLDER: Jon Dickman** or appointed person
Property ADDRESS:	
ROOMS / AREAS AFFECTED:	
DESCRIPTION OF WORKS / SKETCH PLAN etc:	
CONTRACT ADMINISTRATOR NAME AND COMPANY:	
CONTRACTOR NAME & CONTRACTS MANAGER:	

THE FOLLOWING SECTION IS TO BE COMPLETED BY THE CONTRACTOR PRIOR TO ANY WORKS COMMENCING

IN RESPECT OF THE ABOVE WORKS AND ASSOCIATED ACTIVITIES THE LOCAL ASBESTOS REGISTER HAS BEEN CONSULTED AND THE FOLLOWING NOTED (Please circle as appropriate)

THE AREAS OF WORK ARE IDENTIFIED AS FREE AND CLEAR OF ASBESTOS CONTAINING MATERIALS	1
THE AREAS OF WORK HAVE KNOWN OR IDENTIFIED ASBESTOS CONTAINING MATERIALS	2
THE AREAS IDENTIFIED HAVE NOT BEEN ASSESSED WITHIN THE ASBESTOS REGISTER AND WILL BE PRESUMED TO CONTAIN ACM's	3

NAME (Contractor): **SIGNED:** **DATE:**

COMPANY

WHERE ABOVE ITEMS 2 OR 3 HAVE BEEN SELECTED THE DUTYHOLDER IS REQUIRED TO ENSURE:

	Enter N/A or Initial
A DEMOLITION AND REFURBISHMENT ASBESTOS SURVEY IS UNDERTAKEN TO FULLY IDENTIFY ANY ASBESTOS RISK.	
A RISK ASSESSMENT IS PREPARED AND IMPLEMENTED TO ENSURE SAFE WORKING METHODS.	
WORKS WHICH AFFECT ACM'S TO BE CARRIED OUT BY AN HSE LICENSED CONTRACTOR.	
DCC EMERGENCY PLAN (ASB4) TO BE FOLLOWED IN THE EVENT OF ACCIDENTAL FIBRE RELEASE.	
ASBESTOS REGISTER UPDATED / FORM ASB3 COMPLETED (Dutyholder).	

SIGNED: **DATE:**
(DutyHolder)

A COPY OF THIS FORM IS TO BE RETAINED AT THE PREMISES FOR AUDIT PURPOSES

SCHEDULED ASBESTOS INSPECTION FORM - ASB2

THIS FORM IS A DEVON COUNTY COUNCIL DOCUMENT FOR THE RECORDING OF ROUTINE INSPECTIONS OF ASBESTOS CONTAINING MATERIALS

THIS FORM SHOULD BE USED TO RECORD DETAILS OF SCHEDULED INSPECTION AS IDENTIFIED WITHIN THE SITE ASBESTOS REGISTER. THIS MAY BE MONTHLY/QUARTERLY/SIX MONTHLY OR ANNUALLY.

WHERE DAMAGE IS FOUND OR SURFACE TREATMENT HAS DETERIORATED YOU MUST CONTACT YOUR PROPERTY PROFESSIONAL AND REFER TO DOCUMENT ASB 4 FOR GUIDANCE.

NAME OF INSPECTOR: **DATE OF INSPECTION:**

BIS NO. **SITE ADDRESS:**

CHANGES TO CONDITION OR RISK OF DAMAGE TO ASBESTOS MATERIALS

ASBESTOS REGISTER: **From your asbestos register list down all known asbestos containing materials, visit the location where safe to do so and note as follows. Retain a copy of this check with the site asbestos register.**

UNCHANGED : **No further action required**

DAMAGED: **Any level of damage has the potential to release asbestos fibres. Isolate the area and refer to Guidance Note ASB4 or seek technical advice from NPS or your Property Professional.**

SURFACE TREATMENT DETERIORATED : **Re-painting or re-protection of asbestos materials may need specialist procedures. Seek technical advice from NPS or your property professional**

OTHER : **Where the risk of damage has increased due to increased or changed occupancy it will be necessary to consider and possibly remove the ACM or upgrade levels of protection.**

ITEM NO. / LOCATION	FREQUENCY OF INSPECTION	CHANGES NOTED / ACTION TAKEN
(List each known Asbestos-Containing Material)	ANNUALLY (or as advised in ASB Register).	(Describe any changes to condition or risk of damage)

NAME: **SITE:**

DATE:

ITEM NO. OR LOCATION	FREQUENCY OF INSPECTION	CHANGES NOTED / ACTION TAKEN
(List each known Asbestos-Containing Material)	ANNUALLY (or as advised in ASB Register).	(Describe any changes to condition or risk of damage)

CONTINUE ON ADDITIONAL SHEETS AS REQUIRED

Copies to :
a) SITE ASBESTOS REGISTER
b) PROPERTY FILE
c) COMPLIANCE OFFICER
(as applicable)

INSPECTION COMPLETED BY:

SIGNED:

DATE:

ASB3	ASBESTOS DATA RETURN FORM
SITE NAME:	

BIS NO.	**BUILDING NO.**	**SURVEYOR:**

ROOM NO. (as Report Plan)	**ROOM USE**	**FLOOR LEVEL**	**POSITION / DESCRIPTION**	**REASON FOR CHANGES TO THE REGISTER** **New asbestos identified / asbestos removed / encapsulated etc** ***Include product type, condition, surface treatment and asbestos type***

PLEASE FULLY COMPLETE THIS FORM TO PROVIDE INFORMATION UPDATES RELATING TO ASBESTOS AND RETURN TO:

MIKE BURLACE, VENTURE HOUSE, ONE CAPITAL COURT, BITTERN RD, SOWTON IND ESTATE, EXETER, EX2 7FW
TEL {Insert number}42

Signed: Date:

THIS FORM SHOULD BE COMPLETED WHENEVER ANY ACTIVITY IS CARRIED OUT WHICH MAY AFFECT THE FABRIC OF THE BUILDING - AND IN PARTICULAR ANY BUILDING WORKS. IT IS DESIGNED TO ASSIST AND SUPPORT YOUR ACTIVITIES AND RESPONSIBILITIES UNDER THE CONTROL OF ASBESTOS AT WORK REGULATIONS 2002.

Health & Safety Guidance Note ASB4

IN THE EVENT OF AN UNPLANNED RELEASE OF ASBESTOS FIBRES.

IMMEDIATELY WITHDRAW FROM THE AREA AND ISOLATE AREA/ROOM DO NOT REMOVE FURNITURE OR EQUIPMENT

IMMEDIATELY CONTACT: NIGEL COLEMAN {Insert number}41 D.C.C. ASBESTOS MANAGER. ADVICE ON YOUR NEXT ACTION WILL BE GIVEN AND AN ASBESTOS INCIDENT REPORT WILL BE CREATED

For information.

THE PREMISE MANAGER SHOULD IMMEDIATELY IDENTIFY THOSE PERSONS WHO MAY HAVE BEEN WITHIN THE INCIDENT AREA AND MAY HAVE BEEN EXPOSED TO ASBESTOS FIBRE

PERSONS WITHIN THE IMMEDIATE VICINITY SHOULD BE DEEMED TO HAVE A HIGHER LEVEL OF CONTAMINATION AND THEIR CLOTHES SHOULD BE RETAINED AS ASBESTOS WASTE.

WHERE A PERSON HAS BEEN IDENTIFIED AS HAVING BEEN POTENTIALLY EXPOSED TO ASBESTOS RISK THEY MUST BE INFORMED VIA THEIR EMPLOYER, SO THAT APPROPRIATE NOTIFICATION AND RECORDING CAN BE CARRIED OUT – FOR DCC THE FORM BR108 PD79 PROVIDES THIS INFORMATION. PARENTS SHOULD BE NOTIFIED WHERE CHILDREN ARE AFFECTED

WILL ADVISE PROBABLE APPOINTMENT OF SPECIALIST CONSULTANT OR CONTRACTOR TO VISIT SITE AND MAKE PRELIMINARY ASSESSMENTS OF THE MATERIAL / INCIDENT/ TAKE SAMPLES AND ADVISE ON FURTHER ISOLATIONS AND ACTIONS

EXPECT POSSIBLE INITIAL AIR SAMPLING TO BE CARRIED OUT TO ESTABLISH THE EXTENT OF CONTAMINATION BY SPECIALIST LABORATORIES

THERE MAY BE A 14 DAY WAITING PERIOD AS REQUIRED BY HSE BEFORE REMOVAL / ENCAPSULATION OR CLEANING WORKS CAN COMMENCE

FOLLOWING ASBESTOS RELATED INCIDENTS IT MAY BE NECESSARY TO INFORM THE HEALTH AND SAFETY EXECUTIVE UNDER RIDDOR – THIS WILL BE ADVISED VIA THE ASBESTOS MANAGER – DETAILS WILL BE PROVIDED AND AN INCIDENT NO. GIVEN BY THE HSE WHO WILL THEN TAKE FURTHER ACTION AS DEEMED NECESSARY

ASBESTOS INCIDENT FORM ASB5
Incident no.

IN THE FIRST INSTANCE CONTACT THE ASBESTOS MANAGER - {Insert number}41

THIS FORM IS TO COMPLETED BY THE PREMISE MANAGER (DUTYHOLDER OR APPOINTED PERSON) FOLLOWING ANY ACCIDENTAL OR POTENTIAL RELEASE OF ASBESTOS FIBRE AND RETURNED TO THE ASBESTOS MANAGER WITHIN 7 SEVEN DAYS OF THE INCIDENT BEING CLOSED AND/OR THE AREA BEING RE-OCCUPIED
RETURN TO:
ASBESTOS MANAGER, VENTURE HOUSE, ONE CAPITAL COURT, BITTERN RD, SOWTON, EXETER, EX2 7FW

BUILDING NO.	**BIS**		**NAME (Print Name)**
	DFES		
	JOB NO.		

SITE ADDRESS

ROOM NO.S / AREAS AFFECTED

DETAILS OF INCIDENT **DATE OF INCIDENT:** **TIME:**

CONTROL DETAILS - REFER GUIDANCE NOTE ASB4

AREA ISOLATED

PERSONNEL RECORDED

CONTAMINATED CLOTHING REMOVED

SPECIALIST DETAILS **DATE OF VISIT:** **TIME:**

NAME OF APPOINTED SPECIALIST

ON SITE REPRESENTATIVE CONTACT TEL NO.

INITIAL FINDINGS

ANALYSTS FINDINGS - Confirm Asbestos or Non-Asbestos

NAME OF ANALYST CONTACT TEL NO.

RESULTS

REINSTATEMENT DETAILS - **Notifiable works - YES OR NO**

NAME OF CONTRACTOR CONTACT TEL NO.

DATE WORKS COMMENCED:

DATE WORKS COMPLETED:

FOR COMPLETION BY ASBESTOS INCIDENT TEAM

POSITIVE SAMPLE REQUIRING NOTIFICATION UNDER RIDDOR	**YES OR NO**	
DATE OF CONTACT TO HSE HOTLINE TEL. No {Insert number}	**DATE**	
HSE RIDDOR INCIDENT NO.	**NO.**	
EMPLOYER OF NON DCC STAFF NOTIFIED	**DATE**	
FORM PD79 COMPLETED FOR DCC EXPOSED STAFF BY LINE MANAGER	**DATE**	
FEEDBACK REQUIRED TO DIRECTORATE HEALTH & SAFETY TEAM	**YES OR NO**	
FILE REVIEWED AND CLOSED BY ; SIGNED	**DATE**	

ASBESTOS MANAGEMENT PLAN

MANAGEMENT ACTIVITY	REQUIRED ACTION
Premises:	
Location:	
Dutyholder:	**Managing Director**
Responsible person: Where duties are delegated (and specifically identify duties).	
Contact Tel:	
Date	
PRIOR TO DISTURBING THE BUILDING FABRIC	*COMPLETE & ACTION FORM ASB 1*
ANNUAL ASBESTOS INSPECTION	*COMPLETE ASB 2 AS REQUIRED*
FOR CHANGES TO ASBESTOS	*COMPLETE FORM ASB 3*
IN THE EVENT OF ASBESTOS DISTURBANCE	*ISOLATE THE AREA & REFER TO FORM ASB 4*

SITE SPECIFIC ITEMS	PRIORITY ACTION LIST	BY WHEN
List items which represent an unacceptable risk due to condition or vulnerability	Outline anticipated actions to minimise the risks, i.e. removal, encapsulation etc (*If Asbestos Containing Materials are in a safe condition then no action may be necessary*)	Date by when actions will be complete

Premises ……

SITE SPECIFIC ITEMS	PRIORITY ACTION LIST	BY WHEN

APPENDIX F
Risk Assessment Classification

Classification	Definition
High Likelihood	There is a pollution linkage and an event that either appears very likely in the short-term and almost inevitable over the long-term, or there is evidence at the receptor of harm or pollution.
Likely	There is a pollution linkage and all the elements are present and in the right place, which means that it is probable that an event will occur. Circumstances are such that an event is not inevitable, but possible in the short-term and likely over the long-term.
Low Likelihood	There is a pollution linkage and circumstances are possible under which an event could occur. However, it is by no means certain that even over a longer period such event would take place and is less likely in the short-term.
Unlikely	There is a pollution linkage but circumstances are such that it is improbable that an event would occur even in the very long-term.

Table F1: Classification of Probability

Classification	Definition	Examples
Severe	Short-term (acute) risk to human health likely to result in "significant harm" as defined by the Environment Protection Act 1990, Part IIA. Short-term risk of pollution of sensitive water resource. (Note: Water Resources Act contains no scope for considering significance of pollution). Catastrophic damage to buildings/property. A short-term risk to a particular ecosystem, or organisation forming part of such ecosystem (note: the definitions of ecological systems within the draft circular on Contaminated Land, DETR, 2000).	High concentrations of cyanide on the surface of an informal recreation area. Major spillage of contaminants from Site into controlled water. Explosion, causing building collapse (can also equate to a short-term human health risk if buildings are occupied).
Medium	Chronic damage to human health ("significant harm" as defined in DETR, 2000). Pollution of sensitive water resources. (Note: Water Resources Act contains no scope for considering significance of pollution). A significant change in a particular ecosystem, or organism forming part of such ecosystem, (note: the definitions of ecological systems within draft circular on Contaminated Land, DETR, 2000).	Concentration of a contaminant from Site exceed the generic, or Site-specific assessment criteria. Leaching of contaminants from a Site to a major or minor aquifer. Death of a species within a designated nature reserve.

Classification	Definition	Examples
Mild	Pollution of non-sensitive water resources. Significant damage to crops, buildings, structures and services ("significant harm" as defined in the draft circular on Contaminated Land, DETR, 2000). Damage to sensitive buildings/structures/services or the environment.	Pollution of non-classified groundwater. Damage to building rendering it unsafe to occupy (for example foundation damage resulting in instability).
Minor	Harm, although not necessarily significant harm, which may result in a financial loss, or expenditure to resolve. Non-permanent health effects to human health (easily prevented by means such as personal protective clothing etc.), easily repairable effects of damage to buildings, structures and services.	The presence of contaminants at such concentrations that protective equipment is required during Site works. The loss of plants in a landscaping scheme. Discolouration of concrete.

Table F2: Classification of Consequence

		Consequence			
		Severe	**Medium**	**Mild**	**Minor**
Risk	**High Likelihood**	**Very high risk**	**High risk**	**Moderate risk**	**Moderate/low risk**
	Likely	**High risk**	**Moderate risk**	**Moderate/low risk**	**Low risk**
	Low Likelihood	**Moderate risk**	**Moderate/low risk**	**Low Risk**	**Very low risk**
	Unlikely	**Moderate/low risk**	**Low risk**	**Very low risk**	**Very low risk**

Table F3: Combination of Consequence with Probability

227 SBR Ltd

227 SHEPHERDS BUSH ROAD, LONDON

Phase 1 Contaminated Land Assessment

The information contained within this report and any appendices or supporting information provided are to be treated as confidential.

Independent, multidisciplinary engineering and environmental consultants

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create

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227 SBR LTD

227 SHEPHERDS BUSH ROAD

Transport Statement - Conversion

Independent, multidisciplinary engineering
and environmental consultants

227 SHEPHERDS BUSH ROAD

Transport Statement - Conversion

Document Reference: AF/CC/P25-3477/03

Client: 227 SBR LTD

Engineer: Create Consulting Engineers (Create) Limited
109-112 Temple Chambers
3-7 Temple Avenue
London
EC4Y 0HP

Tel: 020 7822 2300
Email: enquiries@createce.co.uk
Website: www.createce.co.uk

Date: April 2025

DOCUMENT AND QUALITY CONTROL

Revision/Date	Writer	Reviewer	Nature of Revision
Draft Issue April 2025	Aidan Fisher, BSc (Hons), MTPS, MCIHT	Mark Allen, BSc (Hons), MRTPI, MCIHT	
Final Issue 14.04.2025	Aidan Fisher, BSc (Hons), MTPS, MCIHT	Mark Allen, BSc (Hons), MRTPI, MCIHT	

CONTENTS

1.0 INTRODUCTION
2.0 TRANSPORT POLICY
3.0 EXISTING SITUATION
4.0 PROPOSED DEVELOPMENT
5.0 HIGHWAY IMPACTS
6.0 CONCLUSIONS
7.0 REPORT DISCLAIMER

APPENDICES

A. Bus Map
B. TRICS Outputs

PLANS

Swept Path Analysis Plans
Site Layout Plans

1.0 INTRODUCTION

1.1 Create Consulting Engineers Ltd have been instructed by 227 SBR Ltd (the client) to undertake a Transport Statement in support of a Prior Approval application for the conversion of part of the ground floorspace and the upper three storeys at the application site (227 Shepherds Bush Road, London W6 7AS) to create 22no. self-contained residential units under Schedule 2, Part 3, Class MA of the GPDO 2015.

1.2 The existing Site provides 1163m^2 of office space and is currently operating at 70% occupied.

1.3 The Site is located on the eastern side of Shepherds Bush Road (A219), in the London borough of Hammersmith and Fulham.

1.4 The Site is a three minute walk north of Hammersmith underground station and is well catered for by public transport with bus stops adjacent to the Site frontage on Shepherds Bush Road.

1.5 Being located centrally within Hammersmith the Site is within easily achievable walking distance of a wide variety of retail offers, restaurants and other services.

1.6 This Transport Statement (TS) provides an account of the proposed development with respect to the preferred access strategy, potential trip generation and traffic impact on the local highway network and provides an account of the Site's accessibility to local service and facilities in and around Hammersmith and the wider locality.

1.7 The report explores the travel options for future residents outlining the opportunities for travel by walking, cycling and public transport. As part of this TS, measures are outlined for maximising the future uptake of more sustainable modes of travel and minimising single occupancy private car use generated by the proposed development.

2.0 TRANSPORT POLICY

National Planning Policy Framework (NPPF) 2024

2.1 The updated NPPF 2024 sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

2.2 The NPPF 2024 requires that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.

2.3 This should involve:

a) making transport considerations an important part of early engagement with local communities,
b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places,
c) understanding and addressing the potential impacts of development on transport networks,
d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated,
e) identifying and pursuing opportunities to promote walking, cycling and public transport use,
f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

2.4 It also requires that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.5 Planning policies should:

g) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities,
h) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned,
i) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development,
j) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans),
k) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such

development is likely to be a nationally significant infrastructure project and any relevant national policy statements,

l) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy.

2.6 If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development,
b) the type, mix and use of development,
c) the availability of and opportunities for public transport,
d) local car ownership levels, and
e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.7 Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

2.8 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.9 Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use,
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport,
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards,
d) allow for the efficient delivery of goods, and access by service and emergency vehicles, and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.10 All developments that are forecast to generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a vision-led Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed and monitored.

2.11 With respect to transport issues, the proposed development is in accordance with the NPPF.

Other Relevant Guidance

2.12 Planning Practice Guidance supports the overarching NPPF and provides information on structuring a Transport Assessment in support of a proposed development. It requires that a robust assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision,,
- Enhancing accessibility,
- Creating choice amongst different modes of transport,
- Improving health and well-being,
- Supporting economic vitality,
- Improving public understanding of the transport implications of development,
- Enabling other highway and transport authorities/service providers to support and deliver the transport infrastructure that conforms to the Local Plan, and
- Supporting local shops and the high street.

2.13 And that the key issues, which should be considered in developing a transport evidence base, include the need to:

- Assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms,
- Assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport,
- Highlight and promote opportunities to reduce the need for travel where appropriate,
- Identify opportunities to prioritise the use of alternative modes in both existing and new development locations, if appropriate,
- Consider the cumulative impacts of existing and proposed developments on transport networks,
- Assess the quality and capacity of transport infrastructure and its ability to meet the forecast demands in trip generation, and
- Identify short, medium and long-term transport proposals across all modes.

Local Policies

The London Plan

2.14 The London Plan sets out an overarching and integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The current plan was adopted in March 2021.

Policy T1 Strategic Approach to Transport

A. Development Plans should support, and development proposals should facilitate:
   1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041,
   2) the proposed transport schemes set out in Table 10.1.

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

Policy T4 Assessing and mitigating transport impacts

A. Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B. When required in accordance with national or local guidance, 179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C. Where appropriate, mitigation, either through direct provision of public transport, walking/cycling facilities and highways improvements or through financial contributions, will be required to then address identified adverse transport impacts.

D. Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F. Development proposals should not increase road danger.

2.15 The relevant section of Table 10.2, showing the required cycle parking standards, is shown in Table 2.1 below:

Use Class	Long-stay	Short-stay
B1 Offices	• areas with higher cycle parking standards (see Figure 10.3): 1 space per 75 sqm • rest of London: 1 space per 150 sqm (GEA)	• first 5,000sq.m: 1 space per 500sq.m • thereafter: 1 space per 5,000sq.m (GEA)
C3-C4 Dwelings (all)	• 1 space per studio or 1 person 1 bedroom dwelling	• 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

Use Class	Long-stay	Short-stay
	• 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings	

Table 2.1: Minimum Cycle Parking Standards

Section Summary

2.16 Considering the proposals at 227 Shepherds Bush Road and having reviewed the aforementioned transport related policies, it can be said that on transport and highways related issues, the scheme reported on in this TS adheres to the national and local planning requirements given by the appropriate authorities.

3.0 EXISTING SITUATION

3.1 This chapter of the report establishes the existing, or 'baseline', transport conditions currently prevailing at the Site and within the immediate surrounding area.

3.2 It is important that baseline conditions are accurately established so that the context of any potential future development at the Site, and its potential impact on the surrounding transport and highway networks, can be fully understood.

3.3 Hammersmith is a district of West London located 4.3 miles (6.9km) southwest of Charing Cross and is identified in the London Plan as one of 35 major centres in Greater London.

3.4 It is bordered by Shepherd's Bush to the north, Kensington to the east, Chiswick to the west, and Fulham to the south, all on the north bank of the River Thames. The area is one of west London's main commercial and employment centres. It is a major transport hub for west London, with two London Underground stations and a bus and coach station at Hammersmith Broadway.

3.5 The local government authority is London borough of Hammersmith and Fulham.

Site Access

3.6 The Site has a Servicing road accessed off Shepherds Bush Road which runs adjacent to the southern boundary. From which small servicing vehicles up to 7.5t can enter a loading area in the ground floor.

3.7 Larger delivery, refuse and emergency services vehicles services the Site either from Shepherds Bush Road directly or by reversing down the servicing road under banksman control.

Pedestrian and Cyclist Facilities

3.8 Walking and cycling are the most sustainable modes of transport, and encouraging walking and cycling not only reduces the overall vehicular travel demand but also has major benefits for the health of the development end users.

3.9 The topography of the surrounding area is relatively level and therefore, conducive to journeys via walking and cycling. There is a good level of pedestrian infrastructure in the built-up area surrounding the Site which will enable the development to connect to the rest of Hammersmith and the surrounding areas.

3.10 The area covered by a 30-minute walking distance from the Site have been calculated using the online service 'maps.openrouteservice.org' and are shown by the shaded walking isochrones in Figures 3.1 (below). These isochrones demonstrate that large areas of Hammersmith, Shepherds Bush, Fulham, Kensington and Notting Hill and a wide range of local services and facilities are within readily achievable walking time/distance of the Site. Figure 3.2 (also below) demonstrates that the Site's accessibility is enhanced further by means of cycling, with large areas of west and central London accessible within a 15-25minute cycling time/distance.

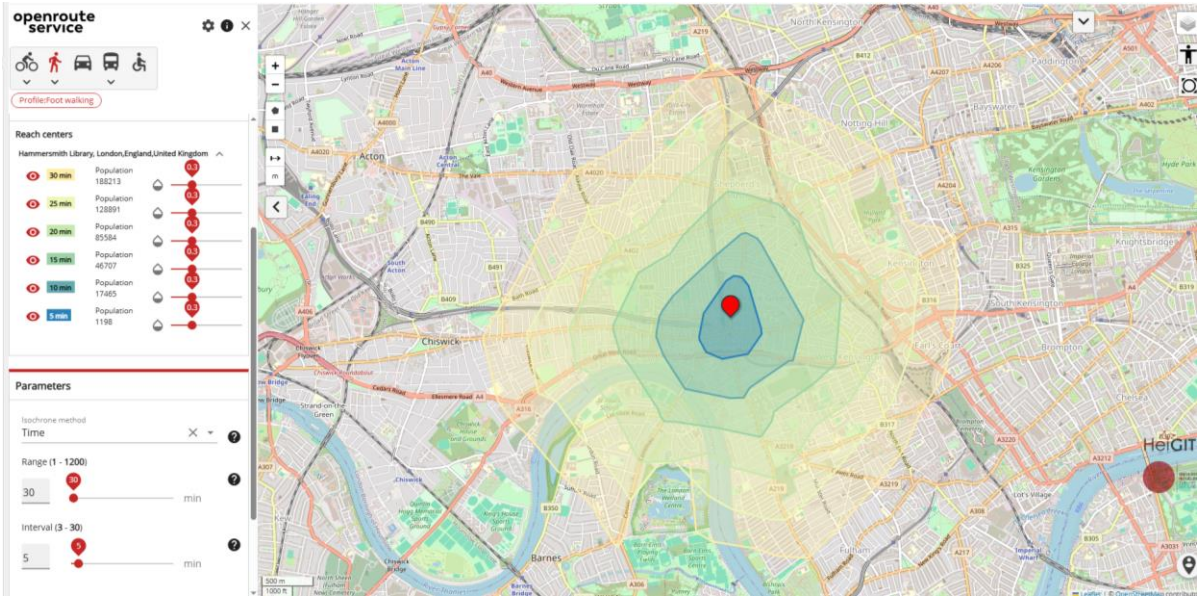


Photo 3.1: 30 minute Walking Isochrones

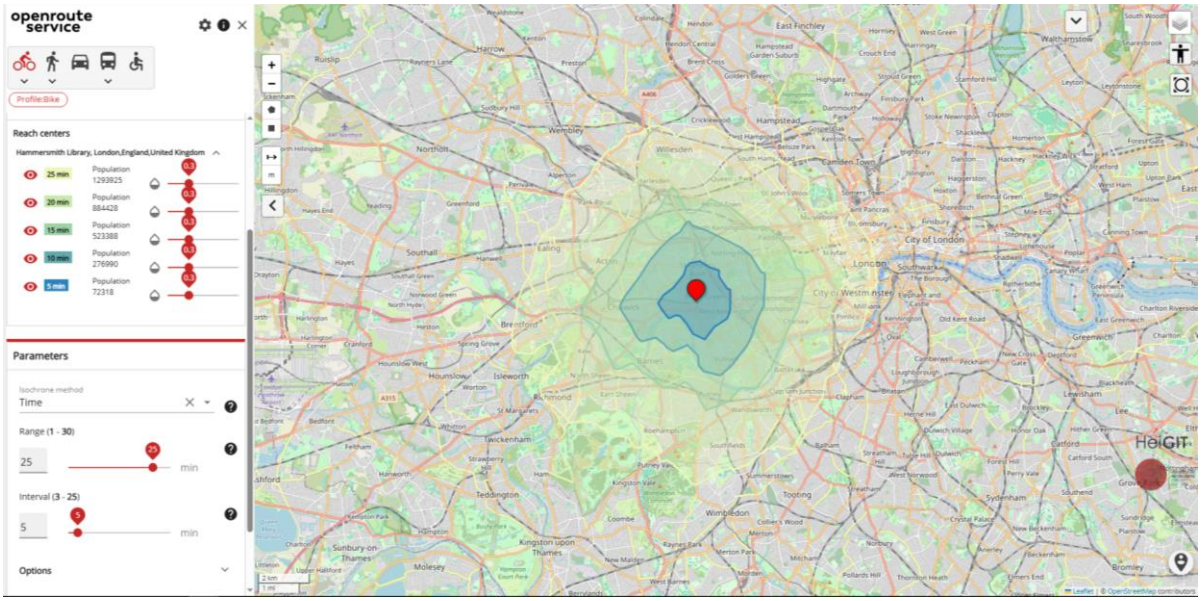


Photo 3.2: 25 minute Cycling Isochrones

3.11 The are generous footways provided on both sides of Shepherds Bush Road providing continuous links to a wide variety of services and facilities.

3.12 There is a bus lane on the eastern side of Shepherds Bus Road which can also be utilised by cyclists. There is also a large number of cycle parking stands provided on street in the vicinity of the Site, predominantly on the western side of Shepherds Bus Road.

Public Transport Accessibility Level (PTAL)

3.13 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

3.14 Walk times are calculated from the specified point of interest to all public transport access points: bus stops, light rail stations and underground stations, within pre-defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point. A reliability factor is added, and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes (bus, rail etc) are then added to give a single value. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further sub-divided into 2 sub-levels to provide greater clarity.

3.15 The measure, therefore, reflects:

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

3.16 The PTAL rating of the Site is "6b" indicating an excellent level of public transport accessibility. This PTAL value has been taken from the online TfL PTAL calculator. A map showing the PTAL levels across the Site in 100m square areas is shown in Figure 3.3.

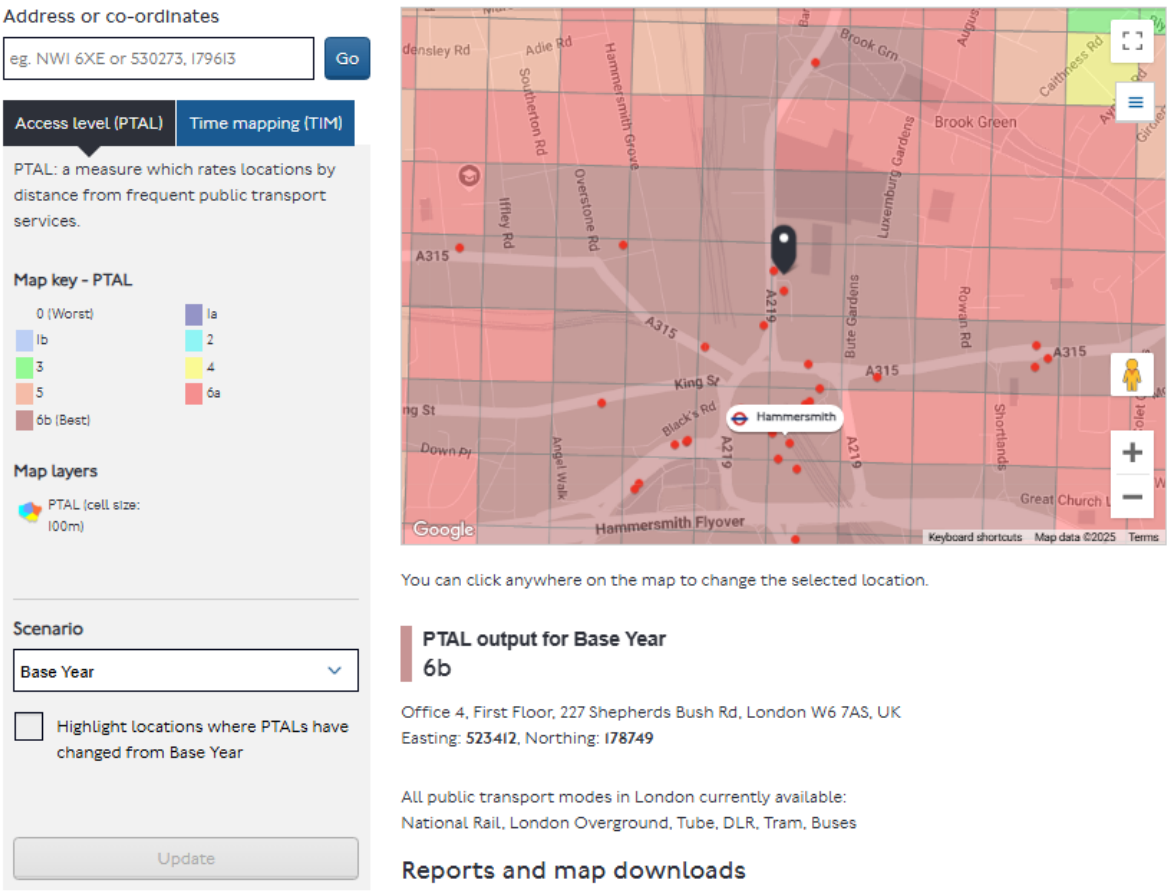


Figure 3.3: PTAL Rating (source: tfl.gov.uk)

Bus Services

3.17 There is a bus lane on the eastern side of Shepherds Bush Road with the closest southbound bus stop located adjacent to the Site frontage. From which the following Transport for London bus services operate: 72, 283 and N72. Services 220 and 295 operate from Stop P located 40m south of the Site.

3.18 Bus stop Q is located on the western side of Shepherds Bush Road approximately 60m south of the Site and offers northbound services for the following routes: 72, 220, 283, 295, N72.

3.19 The Hammersmith bus spider plan is included at Appendix A, showing in detail the services available from the Site and the bus routing.

London Underground

3.20 Hammersmith has two underground stations separated by Hammersmith and Broadway. Both located within a short 3 minute walk from the Site.

3.21 One is served by the District and Piccadilly lines and the one to the north is served by Circle and Hammersmith and City lines.

Highways Network

3.22 Shepherds Bush Road (A219) runs adjacent to the Site's western boundary connects to the A315, King Street and the A4 to the south.

3.23 To the north Shepherds Bush Road extends to Shepherds Bush and the A3220.

3.24 Shepherds Bush Road in the vicinity of the Site is single carriageway with an additional southbound bus lane and is subject to a mandatory 20mph speed limit.

3.25 Car ownership levels for the local residential population have been derived from the recently released 2021 Census data. The data obtained suggests that at that time (2021) over 64.5% of neighbouring households did not own a car or van.

Figure 3.4: Car Ownership Data

Car Parking

Controlled Parking Zones (CPZ)

3.26 The Site is located in the Hammersmith and Fulham (A) Controlled Parking Zone (CPZ), details of which are shown on Figure 3.5.

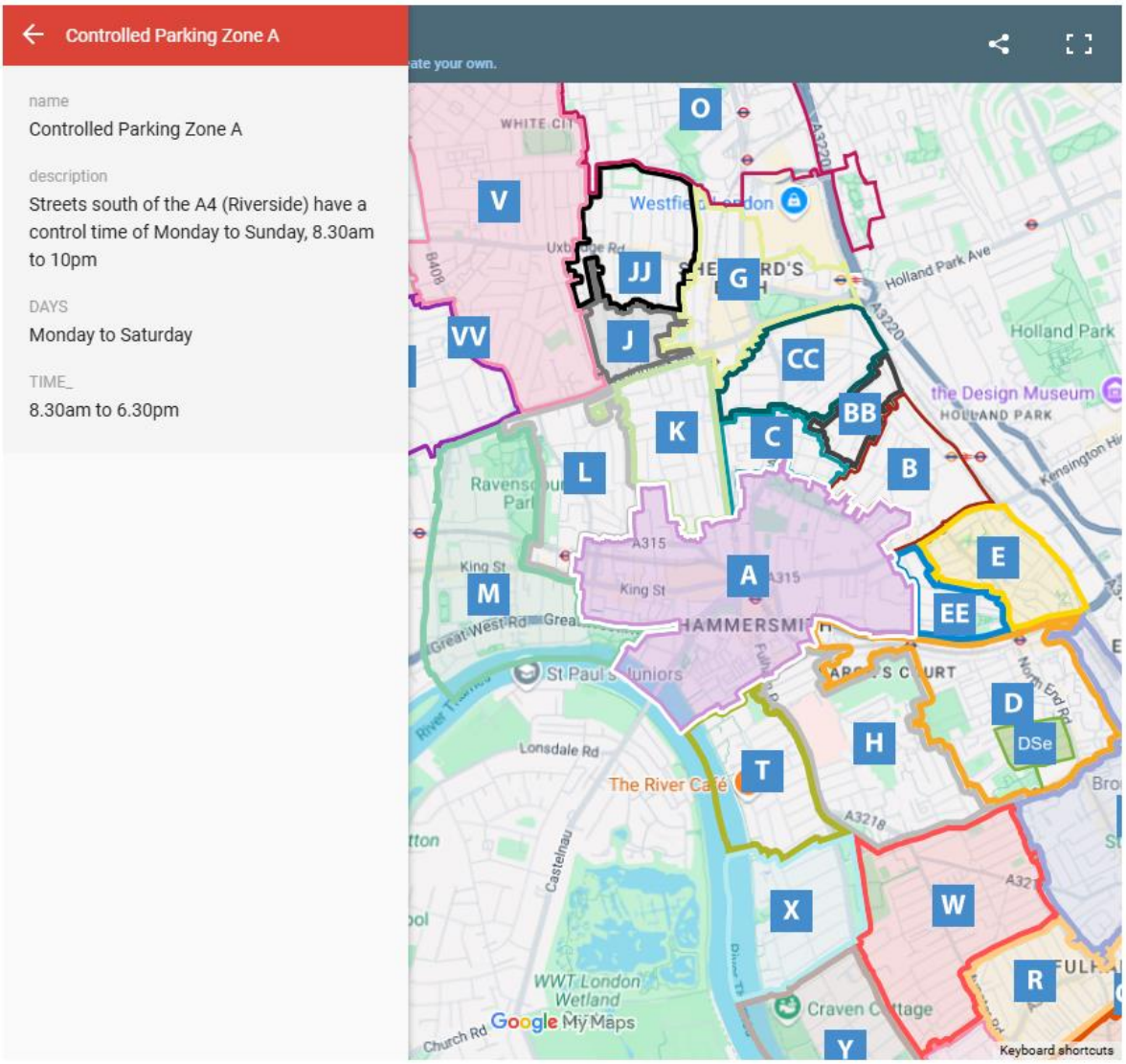


Figure 3.5: CPZ Map

Local Car Parking

3.27 To support the retail/commercial offer present in the town centre, there are a number of car parks located within close proximity to the Site including; Livat Hammersmith (625 spaces), Car Park West 12 – London | APCOA (178 spaces) as well as other car parks. As a result, is deemed to adequate public parking spaces within a short walking distance of the Site.

Trip Generation

3.28 The latest version of the TRICS database 7.11.4 has been used to provide an estimation of trip rates for the existing retail land use on the Site. Surveys have been filtered by use 'Employment-Office', Location 'Town Centre' and region 'Greater London'.

3.29 Table 3.1 shows the existing total vehicular trip generation for weekday peak hours, as well as daily trips.

Classification	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
Office – 1,163m²	1	1	2	1	1	2	6	6	12

Table 3.1: Existing Total Trip Generation Weekday (Based on a total 1,163m²)

Highway Safety

3.30 Road safety issues have been reviewed according to "Crashmap".

3.31 The Crashmap database includes information collected by the police relating to road traffic incidents where there has been a "Personal Injury Accident". This data is approved by the National Statistics Authority and reported on by the Department for Transport.

3.32 The current Crashmap database includes incidents from 1999 up to 2023 and data outputs extracted from Crashmap for the most recent three-year period to date are presented on the schematic diagram (in Figure 3.6 below).

3.33 Crashmap shows there to be only numerous recorded incidents on the local section of Shepherds Bush Road. Although numerous the recorded accidents are predominantly 'Slight' in classification and consistent with the number of accidents on the surrounding roads in the area and wider London. This can for the most part be attributed to high vehicle numbers.

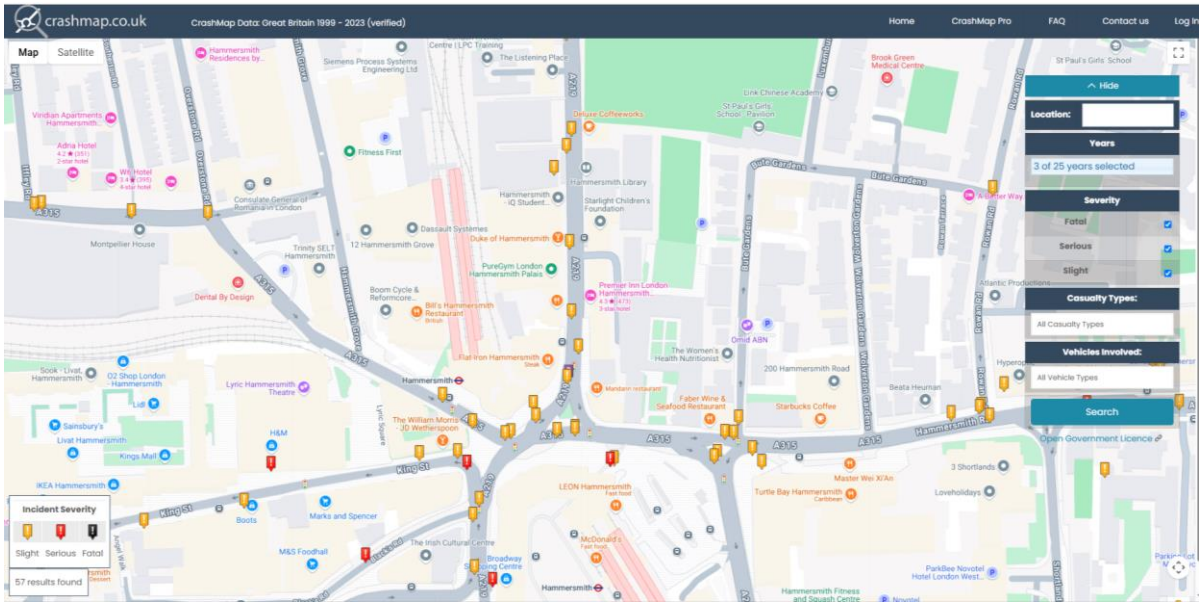


Figure 3.6: Crashmap Accident Data

3.34 The Crashmap data shows no accidents recorded at the Site access onto Shepherds Bush Road in the study period.

3.35 Based on the information provided by Crashmap, it can be concluded that there are no prevailing safety issues on the local road network that should hinder the proposed development from coming forward and it can be asserted that the type and modest scale of the scheme in this case (as a proportion of overall vehicle trip generation in the area), would have negligible effect on overall highway safety in this area.

4.0 THE DEVELOPMENT

4.1 Create Consulting Engineers Ltd have been instructed by 227 SBR Ltd (the client) to undertake a Transport Statement in support of a Prior Approval application for the conversion of part of the ground floorspace and the upper three storeys at the application site (227 Shepherds Bush Road, London W6 7AS) to create 22no. self-contained residential units under Schedule 2, Part 3, Class MA of the GPDO 2015.

4.2 The proposals will also see a ground floor commercial unit measuring 100m^2 provided.

4.3 The residential units will consist of four number two bed flats and 18 one bed flats.

Access Strategy

4.4 The access strategy will remain consistent with the existing Site. Vehicles will be able to enter the building through the existing gate located on the southern side of the building via the service road accessed via a priority junction onto Shepherds Bush Road.

4.5 The only vehicular parking onsite will consist of two disabled parking spaces located on the ground floor one allocated for the commercial unit and one for the residential units. Drawing 3477-CCE-XX-GF-DR-J-0001 demonstrates how vehicles would access and egress the Site in forward gear.

4.6 One of the proposed flats is to be accessed at ground floor level through the parking/servicing area. To ensure safe segregation of pedestrians and moving vehicles a pedestrian route will be demarcated. As shown on the architect plans included at the back of this TS.

Cycle Parking

4.7 Cycle parking will be provided in accordance with the London Plan standards as set out in Section 2 of this report. This would equate to:

- 26 residents long-stay spaces
- 2 visitor/short-stay spaces
- 1 retained commercial long-stay space
- 2 retained commercial short-stay spaces

4.8 Cycle parking locations are shown on the architect plans included in the Plans section at the back of this TS.

4.9 The cycle parking located within the ground floor servicing area has been designed so that access is in line with Chapter 8 of the London Cycling Design Standards. With regard to spacing of the stands and sizing of the access doors.

Refuse & Deliveries

4.10 The Site will be serviced in line with the current strategy for the existing use. A separate Delivery and Servicing Plan has been submitted with this application and should be read in conjunction with this Transport Statement.

4.11 Large delivery vehicles (over 7.5tn) will service the Site from Shepherds Bush Road between 1000 and 1600. On occasion large delivery vehicles may reverse onto the service road adjacent to the southern Site boundary under banksman control and load/unload from there.

4.12 Smaller delivery vehicles would use the delivery area within the ground floor of the Site. As there is no turning facility within the building small delivery vehicles would need to reverse into the Site under banksman control and exit in forward gear, as is currently the case.

4.13 Refuse and recycling from the development will be collected by London Borough Hammersmith and Fulham services.

4.14 Refuse would be collected using the existing arrangement whereby building management personnel wheel the bins onto the service road adjacent to the southern Site boundary on collection days. The refuse vehicle reverses onto said service road from Shepherds Bush Road under banksman control. Then exits back onto Shepherds Bush Road in forward gear.

4.15 In the instance the service road is occupied refuse vehicles would either service the Site from Shepherds Bush Road or postpone the collection.

4.16 Swept path drawings demonstrating how the Site would be serviced are included at the Plans section of this TS.

5.0 HIGHWAY IMPACTS

5.1 This section of the TS assesses the level of trips generated by the proposed development. The latest version of the TRICS database 7.11.4 has been used to provide an estimation of trip rates for the proposed residential development on Site. Surveys have been filtered by use 'Residential-Flats privately owned', Location 'Town Centre and Edge of Town Centre' and region 'Greater London'.

5.2 Table 5.1 shows the proposed vehicular trip generation for weekday peak hours, as well as daily trips.

Classification	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total		
	Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
Resi – 22 Flats	1	2	3	1	1	2	11	12	23
Office 100m2	0	0	0	0	0	0	1	1	2

Table 5.1: Existing Trip Generation Weekday (Based on 22 Flats + Office 100m^2)

5.3 Table 5.1 demonstrates that during weekday conditions the redeveloped Site will generate in the order of just 3 vehicle movements in the AM peak and 2 in the PM peak.

5.4 The TRICS analysis provided supports the assertion that, in this case, the proposed development will lead to only minimal levels of vehicular trip generation. Even if it were assumed that all vehicle trips presented in Table 5.1 were associated with delivery and service activities then this still represents only a negligible amount of activity given the highly development urbanised setting of the existing town centre environment.

5.5 On a practical level the proposed development will primarily be car-free with the absence of on site car parking with the exception of 3 disabled spaces and enhanced cycle parking provision.

5.6 All flats within the development would also enter into a Unilateral Undertaking removing car parking permit rights for future inhabitants.

5.7 Therefore, it can be asserted that the impact of vehicle trips generated by the development would be minimal especially so given the brownfield nature of the Site.

6.0 CONCLUSIONS

6.1 Create Consulting Engineers Ltd have been instructed by 227 SBR Ltd (the client) to undertake a Transport Statement in support of a Prior Approval application for the conversion of part of the ground floorspace and the upper three storeys at the application site (227 Shepherds Bush Road, London W6 7AS) to create 22no. self-contained residential units under Schedule 2, Part 3, Class MA of the GPDO 2015.

6.2 The proposals will also see a ground floor commercial unit measuring 100m^2 provided.

6.3 The residential units will consist of four number two bed flats and 18 one bed flats.

6.4 The existing Site provides 1163m^2 of office space and is currently operating at 70% occupied.

6.5 The Site is located on the eastern side of Shepherds Bush Road (A219), in the London borough of Hammersmith and Fulham.

6.6 The Site is located in a highly sustainable location with a PTAL rating of 6b (highest available). The Site is well located in regard to local services, facilities and public transport options.

6.7 The TRICS database trip generation analysis shows the impact on the surrounding highway network would be negligible.

6.8 The proposed development offers long and short stay cycle parking on site in accordance with the London Plan parking standards.

6.9 Two disabled parking bays will be provided within the Site. All flats would be subject to a Unilateral Undertaking removing car parking permit rights for future inhabitants.

6.10 Based on the information provided by Crashmap, it can be concluded that there are no prevailing safety issues on the local road network that should hinder the proposed development from coming forward.

6.11 Bearing in mind the above, there are no identified transport-related grounds preventing the proposed residential development considered herein from being acceptable to the Highway Authority.

7.0 REPORT DISCLAIMER

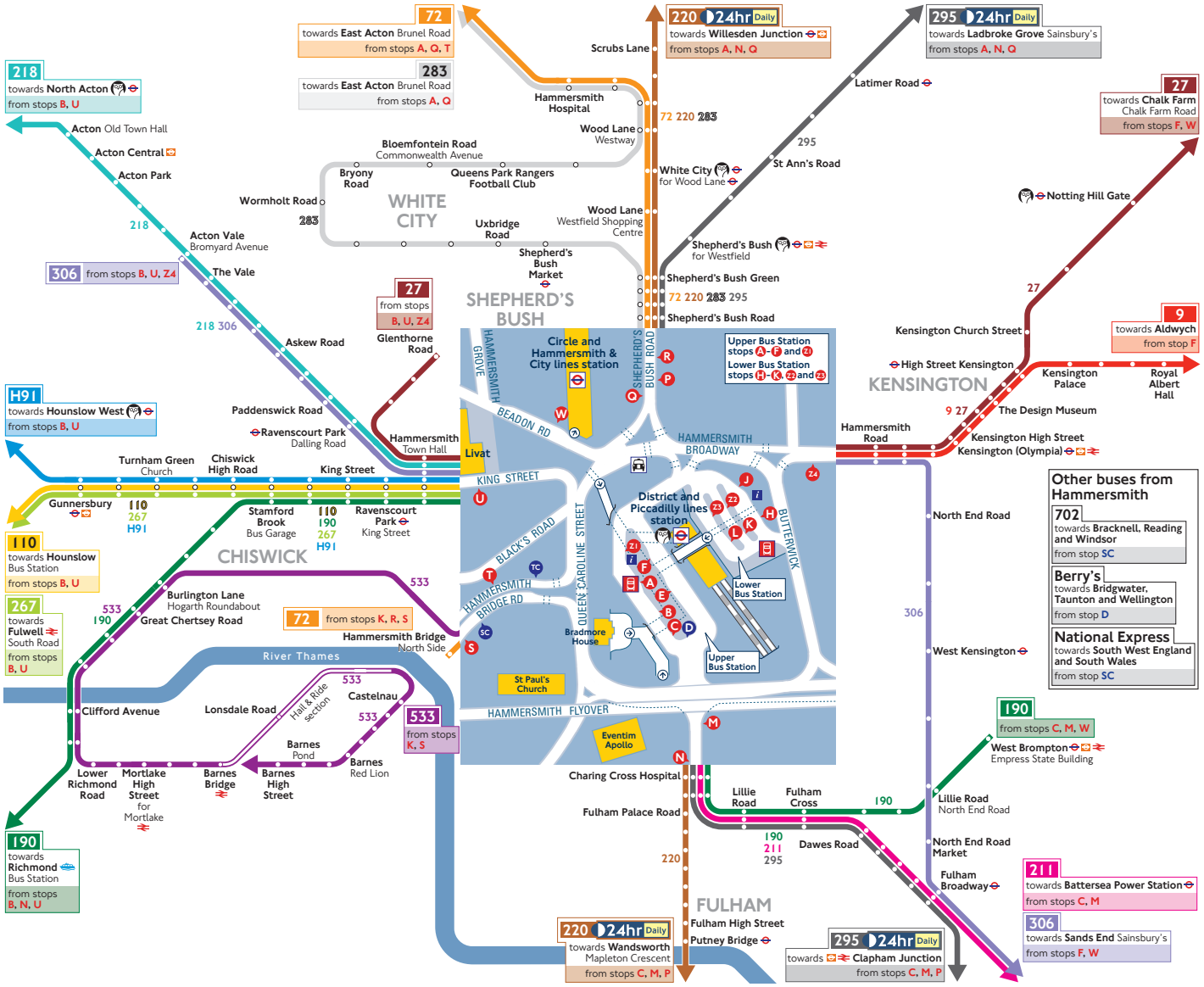
7.1 Create Consulting Engineers Ltd disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report.

7.2 The copyright of this report is vested in Create Consulting Engineers Ltd and 227 SBR LTD. The Client, or his appointed representatives, may copy the report for purposes in connection with the development described herein. It shall not be copied by any other party or used for any other purposes without the written consent of Create Consulting Engineers Ltd or 227 SBR LTD.

7.3 Create Consulting Engineers Ltd accepts no responsibility whatsoever to other parties to whom this report, or any part thereof, is made known. Any such other parties rely upon the report at their own risk.

APPENDIX A
Bus Map

Buses from Hammersmith



© Transport for London
Information correct from 29 June 2024

How to use this map

- Find your destination on the map or in the Destination finder
- See the coloured lines on the map and numbers in the Destination finder for the bus routes that go to your destination
- Check the Destination finder and map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Connections with river boats
	Taxi rank
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TTFL241015 (T)

APPENDIX B
TRICS Outputs

Calculation Reference: AUDIT-649801-250408-0447

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	LB	LAMBETH	1 days
	WH	WANDSWORTH	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:	Gross floor area
Actual Range:	1215 to 3054 (units: sqm)
Range Selected by User:	408 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 11/11/21

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
Tuesday	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 undertaking using machines.

Selected Locations:

Town Centre	3

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:

Built-Up Zone	2
High Street	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	3 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	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:

250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 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:

5 Very Good	1 days
6a Excellent	1 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	HM-02-A-01 REGUS OFFICES QUEEN CAROLINE STREET HAMMERSMITH		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total Gross floor area:	2036 sqm	
	Survey date: MONDAY	*13/11/17*	*Survey Type: MANUAL*
2	LB-02-A-02 MUSIC COMPANY STREATHAM HIGH ROAD STREATHAM		LAMBETH
	Town Centre High Street Total Gross floor area:	3054 sqm	
	Survey date: TUESDAY	*05/11/19*	*Survey Type: MANUAL*
3	WH-02-A-02 OFFICES BATTERSEA PARK ROAD BATTERSEA		WANDSWORTH
	Town Centre Built-Up Zone Total Gross floor area:	1215 sqm	
	Survey date: THURSDAY	*10/05/12*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 25.94

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.063	0.738	3	2102	0.032	0.369	3	2102	0.095	1.107
08:00 - 09:00	3	2102	0.095	1.107	3	2102	0.048	0.553	3	2102	0.143	1.660
09:00 - 10:00	3	2102	0.048	0.553	3	2102	0.016	0.184	3	2102	0.064	0.737
10:00 - 11:00	3	2102	0.048	0.553	3	2102	0.048	0.553	3	2102	0.096	1.106
11:00 - 12:00	3	2102	0.032	0.369	3	2102	0.032	0.369	3	2102	0.064	0.738
12:00 - 13:00	3	2102	0.063	0.738	3	2102	0.048	0.553	3	2102	0.111	1.291
13:00 - 14:00	3	2102	0.016	0.184	3	2102	0.016	0.184	3	2102	0.032	0.368
14:00 - 15:00	3	2102	0.032	0.369	3	2102	0.016	0.184	3	2102	0.048	0.553
15:00 - 16:00	3	2102	0.000	0.000	3	2102	0.048	0.553	3	2102	0.048	0.553
16:00 - 17:00	3	2102	0.048	0.553	3	2102	0.032	0.369	3	2102	0.080	0.922
17:00 - 18:00	3	2102	0.048	0.553	3	2102	0.111	1.291	3	2102	0.159	1.844
18:00 - 19:00	3	2102	0.048	0.553	3	2102	0.079	0.922	3	2102	0.127	1.475
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.541	6.270			0.526	6.084			1.067	12.354

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:	1215 - 3054 (units: sqm)
Survey date date range:	01/01/10 - 11/11/21
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.032	0.369	3	2102	0.016	0.184	3	2102	0.048	0.553
08:00 - 09:00	3	2102	0.032	0.369	3	2102	0.048	0.553	3	2102	0.080	0.922
09:00 - 10:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
10:00 - 11:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
11:00 - 12:00	3	2102	0.016	0.184	3	2102	0.000	0.000	3	2102	0.016	0.184
12:00 - 13:00	3	2102	0.016	0.184	3	2102	0.032	0.369	3	2102	0.048	0.553
13:00 - 14:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
14:00 - 15:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
15:00 - 16:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
16:00 - 17:00	3	2102	0.016	0.184	3	2102	0.016	0.184	3	2102	0.032	0.368
17:00 - 18:00	3	2102	0.032	0.369	3	2102	0.016	0.184	3	2102	0.048	0.553
18:00 - 19:00	3	2102	0.032	0.369	3	2102	0.048	0.553	3	2102	0.080	0.922
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.176	2.028			0.176	2.027			0.352	4.055

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.032	0.369	3	2102	0.000	0.000	3	2102	0.032	0.369
08:00 - 09:00	3	2102	0.032	0.369	3	2102	0.000	0.000	3	2102	0.032	0.369
09:00 - 10:00	3	2102	0.063	0.738	3	2102	0.000	0.000	3	2102	0.063	0.738
10:00 - 11:00	3	2102	0.016	0.184	3	2102	0.000	0.000	3	2102	0.016	0.184
11:00 - 12:00	3	2102	0.079	0.922	3	2102	0.032	0.369	3	2102	0.111	1.291
12:00 - 13:00	3	2102	0.000	0.000	3	2102	0.016	0.184	3	2102	0.016	0.184
13:00 - 14:00	3	2102	0.032	0.369	3	2102	0.000	0.000	3	2102	0.032	0.369
14:00 - 15:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
15:00 - 16:00	3	2102	0.000	0.000	3	2102	0.032	0.369	3	2102	0.032	0.369
16:00 - 17:00	3	2102	0.000	0.000	3	2102	0.016	0.184	3	2102	0.016	0.184
17:00 - 18:00	3	2102	0.000	0.000	3	2102	0.079	0.922	3	2102	0.079	0.922
18:00 - 19:00	3	2102	0.000	0.000	3	2102	0.016	0.184	3	2102	0.016	0.184
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.254	2.951			0.191	2.212			0.445	5.163

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.111	1.291	3	2102	0.032	0.369	3	2102	0.143	1.660
08:00 - 09:00	3	2102	0.127	1.476	3	2102	0.048	0.553	3	2102	0.175	2.029
09:00 - 10:00	3	2102	0.048	0.553	3	2102	0.016	0.184	3	2102	0.064	0.737
10:00 - 11:00	3	2102	0.048	0.553	3	2102	0.048	0.553	3	2102	0.096	1.106
11:00 - 12:00	3	2102	0.032	0.369	3	2102	0.032	0.369	3	2102	0.064	0.738
12:00 - 13:00	3	2102	0.079	0.922	3	2102	0.063	0.738	3	2102	0.142	1.660
13:00 - 14:00	3	2102	0.016	0.184	3	2102	0.016	0.184	3	2102	0.032	0.368
14:00 - 15:00	3	2102	0.063	0.738	3	2102	0.016	0.184	3	2102	0.079	0.922
15:00 - 16:00	3	2102	0.000	0.000	3	2102	0.063	0.738	3	2102	0.063	0.738
16:00 - 17:00	3	2102	0.127	1.476	3	2102	0.063	0.738	3	2102	0.190	2.214
17:00 - 18:00	3	2102	0.063	0.738	3	2102	0.159	1.845	3	2102	0.222	2.583
18:00 - 19:00	3	2102	0.048	0.553	3	2102	0.143	1.660	3	2102	0.191	2.213
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.762	8.853			0.699	8.115			1.461	16.968

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.571	6.640	3	2102	0.048	0.553	3	2102	0.619	7.193
08:00 - 09:00	3	2102	0.634	7.378	3	2102	0.190	2.213	3	2102	0.824	9.591
09:00 - 10:00	3	2102	0.317	3.689	3	2102	0.143	1.660	3	2102	0.460	5.349
10:00 - 11:00	3	2102	0.222	2.582	3	2102	0.317	3.689	3	2102	0.539	6.271
11:00 - 12:00	3	2102	0.476	5.534	3	2102	0.397	4.611	3	2102	0.873	10.145
12:00 - 13:00	3	2102	0.634	7.378	3	2102	1.047	12.174	3	2102	1.681	19.552
13:00 - 14:00	3	2102	1.253	14.572	3	2102	0.761	8.854	3	2102	2.014	23.426
14:00 - 15:00	3	2102	0.523	6.087	3	2102	0.381	4.427	3	2102	0.904	10.514
15:00 - 16:00	3	2102	0.301	3.505	3	2102	0.523	6.087	3	2102	0.824	9.592
16:00 - 17:00	3	2102	0.222	2.582	3	2102	0.856	9.961	3	2102	1.078	12.543
17:00 - 18:00	3	2102	0.222	2.582	3	2102	0.714	8.301	3	2102	0.936	10.883
18:00 - 19:00	3	2102	0.032	0.369	3	2102	0.412	4.796	3	2102	0.444	5.165
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			5.407	62.898			5.789	67.326			11.196	130.224

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.412	4.796	3	2102	0.048	0.553	3	2102	0.460	5.349
08:00 - 09:00	3	2102	0.936	10.883	3	2102	0.048	0.553	3	2102	0.984	11.436
09:00 - 10:00	3	2102	0.761	8.854	3	2102	0.111	1.291	3	2102	0.872	10.145
10:00 - 11:00	3	2102	0.333	3.874	3	2102	0.127	1.476	3	2102	0.460	5.350
11:00 - 12:00	3	2102	0.206	2.398	3	2102	0.190	2.213	3	2102	0.396	4.611
12:00 - 13:00	3	2102	0.222	2.582	3	2102	0.508	5.903	3	2102	0.730	8.485
13:00 - 14:00	3	2102	0.444	5.165	3	2102	0.428	4.980	3	2102	0.872	10.145
14:00 - 15:00	3	2102	0.270	3.136	3	2102	0.254	2.951	3	2102	0.524	6.087
15:00 - 16:00	3	2102	0.095	1.107	3	2102	0.365	4.243	3	2102	0.460	5.350
16:00 - 17:00	3	2102	0.063	0.738	3	2102	0.619	7.194	3	2102	0.682	7.932
17:00 - 18:00	3	2102	0.032	0.369	3	2102	0.872	10.145	3	2102	0.904	10.514
18:00 - 19:00	3	2102	0.000	0.000	3	2102	0.301	3.505	3	2102	0.301	3.505
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.774	43.902			3.871	45.007			7.645	88.909

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.523	6.087	3	2102	0.000	0.000	3	2102	0.523	6.087
08:00 - 09:00	3	2102	1.063	12.359	3	2102	0.032	0.369	3	2102	1.095	12.728
09:00 - 10:00	3	2102	0.555	6.456	3	2102	0.174	2.029	3	2102	0.729	8.485
10:00 - 11:00	3	2102	0.365	4.243	3	2102	0.079	0.922	3	2102	0.444	5.165
11:00 - 12:00	3	2102	0.222	2.582	3	2102	0.095	1.107	3	2102	0.317	3.689
12:00 - 13:00	3	2102	0.254	2.951	3	2102	0.222	2.582	3	2102	0.476	5.533
13:00 - 14:00	3	2102	0.285	3.320	3	2102	0.159	1.845	3	2102	0.444	5.165
14:00 - 15:00	3	2102	0.159	1.845	3	2102	0.190	2.213	3	2102	0.349	4.058
15:00 - 16:00	3	2102	0.127	1.476	3	2102	0.222	2.582	3	2102	0.349	4.058
16:00 - 17:00	3	2102	0.111	1.291	3	2102	0.555	6.456	3	2102	0.666	7.747
17:00 - 18:00	3	2102	0.000	0.000	3	2102	0.920	10.698	3	2102	0.920	10.698
18:00 - 19:00	3	2102	0.000	0.000	3	2102	0.444	5.165	3	2102	0.444	5.165
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.664	42.610			3.092	35.968			6.756	78.578

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
08:00 - 09:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
09:00 - 10:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
10:00 - 11:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
11:00 - 12:00	3	2102	0.016	0.184	3	2102	0.000	0.000	3	2102	0.016	0.184
12:00 - 13:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
13:00 - 14:00	3	2102	0.016	0.184	3	2102	0.000	0.000	3	2102	0.016	0.184
14:00 - 15:00	3	2102	0.000	0.000	3	2102	0.016	0.184	3	2102	0.016	0.184
15:00 - 16:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
16:00 - 17:00	3	2102	0.000	0.000	3	2102	0.016	0.184	3	2102	0.016	0.184
17:00 - 18:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
18:00 - 19:00	3	2102	0.000	0.000	3	2102	0.000	0.000	3	2102	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.032	0.368			0.032	0.368			0.064	0.736

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	0.936	10.883	3	2102	0.048	0.553	3	2102	0.984	11.436
08:00 - 09:00	3	2102	1.998	23.242	3	2102	0.079	0.922	3	2102	2.077	24.164
09:00 - 10:00	3	2102	1.316	15.310	3	2102	0.285	3.320	3	2102	1.601	18.630
10:00 - 11:00	3	2102	0.698	8.116	3	2102	0.206	2.398	3	2102	0.904	10.514
11:00 - 12:00	3	2102	0.444	5.165	3	2102	0.285	3.320	3	2102	0.729	8.485
12:00 - 13:00	3	2102	0.476	5.534	3	2102	0.730	8.485	3	2102	1.206	14.019
13:00 - 14:00	3	2102	0.745	8.669	3	2102	0.587	6.825	3	2102	1.332	15.494
14:00 - 15:00	3	2102	0.428	4.980	3	2102	0.460	5.349	3	2102	0.888	10.329
15:00 - 16:00	3	2102	0.222	2.582	3	2102	0.587	6.825	3	2102	0.809	9.407
16:00 - 17:00	3	2102	0.174	2.029	3	2102	1.190	13.834	3	2102	1.364	15.863
17:00 - 18:00	3	2102	0.032	0.369	3	2102	1.792	20.844	3	2102	1.824	21.213
18:00 - 19:00	3	2102	0.000	0.000	3	2102	0.745	8.669	3	2102	0.745	8.669
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			7.469	86.879			6.994	81.344			14.463	168.223

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
Estimated TRIP rate value per 1163 SQM shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 25.94

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	2102	1.649	19.184	3	2102	0.127	1.476	3	2102	1.776	20.660
08:00 - 09:00	3	2102	2.791	32.464	3	2102	0.317	3.689	3	2102	3.108	36.153
09:00 - 10:00	3	2102	1.745	20.290	3	2102	0.444	5.165	3	2102	2.189	25.455
10:00 - 11:00	3	2102	0.983	11.436	3	2102	0.571	6.640	3	2102	1.554	18.076
11:00 - 12:00	3	2102	1.031	11.990	3	2102	0.745	8.669	3	2102	1.776	20.659
12:00 - 13:00	3	2102	1.190	13.834	3	2102	1.856	21.581	3	2102	3.046	35.415
13:00 - 14:00	3	2102	2.046	23.795	3	2102	1.364	15.863	3	2102	3.410	39.658
14:00 - 15:00	3	2102	1.015	11.805	3	2102	0.856	9.961	3	2102	1.871	21.766
15:00 - 16:00	3	2102	0.523	6.087	3	2102	1.205	14.019	3	2102	1.728	20.106
16:00 - 17:00	3	2102	0.523	6.087	3	2102	2.125	24.717	3	2102	2.648	30.804
17:00 - 18:00	3	2102	0.317	3.689	3	2102	2.744	31.911	3	2102	3.061	35.600
18:00 - 19:00	3	2102	0.079	0.922	3	2102	1.316	15.310	3	2102	1.395	16.232
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			13.892	161.583			13.670	159.001			27.562	320.584

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.*

Calculation Reference: AUDIT-649801-250408-0407

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	IS	ISLINGTON	2 days
	KN	KENSINGTON AND CHELSEA	1 days
	SK	SOUTHWARK	2 days
	WF	WALTHAM FOREST	1 days
	WH	WANDSWORTH	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: 14 to 97 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 18/10/23

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	7

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	4
Built-Up Zone	3
High Street	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
50,001 to 100,000	3 days
100,001 or More	3 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	6 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	3 days
0.6 to 1.0	5 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	7 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:

5 Very Good	3 days
6a Excellent	2 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	HM-03-C-01 VANSTON PLACE FULHAM	BLOCK OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre High Street Total No of Dwellings:		42	
	Survey date: WEDNESDAY		*16/07/14*	*Survey Type: MANUAL*
2	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		15	
	Survey date: WEDNESDAY		*29/06/16*	*Survey Type: MANUAL*
3	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		14	
	Survey date: MONDAY		*27/06/16*	*Survey Type: MANUAL*
4	KN-03-C-03 ALLEN STREET KENSINGTON	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	Edge of Town Centre Residential Zone Total No of Dwellings:		72	
	Survey date: FRIDAY		*11/05/12*	*Survey Type: MANUAL*
5	SK-03-C-01 PARK STREET SOUTHWARK	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		53	
	Survey date: FRIDAY		*19/09/14*	*Survey Type: MANUAL*
6	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		29	
	Survey date: THURSDAY		*23/04/15*	*Survey Type: MANUAL*
7	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	Survey date: TUESDAY		*05/11/19*	*Survey Type: MANUAL*
8	WH-03-C-01 AMIES STREET CLAPHAM JUNCTION	BLOCKS OF FLATS		WANDSWORTH
	Edge of Town Centre Residential Zone Total No of Dwellings:		30	
	Survey date: WEDNESDAY		*09/05/12*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.34

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.006	0.125	8	44	0.060	1.313	8	44	0.066	1.437
08:00 - 09:00	8	44	0.028	0.625	8	44	0.108	2.375	8	44	0.136	3.000
09:00 - 10:00	8	44	0.043	0.937	8	44	0.034	0.750	8	44	0.077	1.687
10:00 - 11:00	8	44	0.037	0.813	8	44	0.040	0.875	8	44	0.077	1.687
11:00 - 12:00	8	44	0.026	0.563	8	44	0.031	0.688	8	44	0.057	1.250
12:00 - 13:00	8	44	0.045	1.000	8	44	0.034	0.750	8	44	0.079	1.750
13:00 - 14:00	8	44	0.034	0.750	8	44	0.017	0.375	8	44	0.051	1.125
14:00 - 15:00	8	44	0.023	0.500	8	44	0.043	0.937	8	44	0.066	1.437
15:00 - 16:00	8	44	0.065	1.438	8	44	0.026	0.563	8	44	0.091	2.000
16:00 - 17:00	8	44	0.043	0.937	8	44	0.037	0.813	8	44	0.080	1.749
17:00 - 18:00	8	44	0.060	1.313	8	44	0.026	0.563	8	44	0.086	1.874
18:00 - 19:00	8	44	0.040	0.875	8	44	0.037	0.813	8	44	0.077	1.687
19:00 - 20:00	4	39	0.039	0.852	4	39	0.019	0.426	4	39	0.058	1.278
20:00 - 21:00	4	39	0.019	0.426	4	39	0.026	0.568	4	39	0.045	0.994
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.508	11.151			0.538	11.804			1.046	22.955

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:	14 - 97 (units:)
Survey date date range:	01/01/10 - 18/10/23
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.003	0.063	8	44	0.003	0.063	8	44	0.006	0.124
08:00 - 09:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
09:00 - 10:00	8	44	0.003	0.063	8	44	0.003	0.063	8	44	0.006	0.124
10:00 - 11:00	8	44	0.003	0.063	8	44	0.003	0.063	8	44	0.006	0.124
11:00 - 12:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
12:00 - 13:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
13:00 - 14:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
14:00 - 15:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
15:00 - 16:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
16:00 - 17:00	8	44	0.003	0.063	8	44	0.003	0.063	8	44	0.006	0.124
17:00 - 18:00	8	44	0.006	0.125	8	44	0.006	0.125	8	44	0.012	0.250
18:00 - 19:00	8	44	0.003	0.063	8	44	0.003	0.063	8	44	0.006	0.124
19:00 - 20:00	4	39	0.000	0.000	4	39	0.000	0.000	4	39	0.000	0.000
20:00 - 21:00	4	39	0.000	0.000	4	39	0.000	0.000	4	39	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.021	0.435			0.021	0.435			0.042	0.870

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
08:00 - 09:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
09:00 - 10:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
10:00 - 11:00	8	44	0.009	0.188	8	44	0.006	0.125	8	44	0.015	0.313
11:00 - 12:00	8	44	0.006	0.125	8	44	0.009	0.188	8	44	0.015	0.313
12:00 - 13:00	8	44	0.006	0.125	8	44	0.003	0.063	8	44	0.009	0.187
13:00 - 14:00	8	44	0.000	0.000	8	44	0.003	0.063	8	44	0.003	0.062
14:00 - 15:00	8	44	0.006	0.125	8	44	0.006	0.125	8	44	0.012	0.250
15:00 - 16:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
16:00 - 17:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
17:00 - 18:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
18:00 - 19:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
19:00 - 20:00	4	39	0.000	0.000	4	39	0.000	0.000	4	39	0.000	0.000
20:00 - 21:00	4	39	0.000	0.000	4	39	0.000	0.000	4	39	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.027	0.563			0.027	0.562			0.054	1.125

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.000	0.000	8	44	0.006	0.125	8	44	0.006	0.125
08:00 - 09:00	8	44	0.000	0.000	8	44	0.023	0.500	8	44	0.023	0.500
09:00 - 10:00	8	44	0.006	0.125	8	44	0.011	0.250	8	44	0.017	0.375
10:00 - 11:00	8	44	0.011	0.250	8	44	0.006	0.125	8	44	0.017	0.375
11:00 - 12:00	8	44	0.003	0.063	8	44	0.000	0.000	8	44	0.003	0.062
12:00 - 13:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
13:00 - 14:00	8	44	0.009	0.188	8	44	0.003	0.063	8	44	0.012	0.250
14:00 - 15:00	8	44	0.006	0.125	8	44	0.000	0.000	8	44	0.006	0.125
15:00 - 16:00	8	44	0.000	0.000	8	44	0.000	0.000	8	44	0.000	0.000
16:00 - 17:00	8	44	0.000	0.000	8	44	0.003	0.063	8	44	0.003	0.062
17:00 - 18:00	8	44	0.006	0.125	8	44	0.000	0.000	8	44	0.006	0.125
18:00 - 19:00	8	44	0.003	0.063	8	44	0.000	0.000	8	44	0.003	0.062
19:00 - 20:00	4	39	0.026	0.568	4	39	0.000	0.000	4	39	0.026	0.568
20:00 - 21:00	4	39	0.000	0.000	4	39	0.000	0.000	4	39	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.070	1.505			0.052	1.124			0.122	2.629

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.000	0.000	8	44	0.080	1.750	8	44	0.080	1.750
08:00 - 09:00	8	44	0.034	0.750	8	44	0.193	4.250	8	44	0.227	5.000
09:00 - 10:00	8	44	0.057	1.250	8	44	0.045	1.000	8	44	0.102	2.250
10:00 - 11:00	8	44	0.037	0.813	8	44	0.054	1.188	8	44	0.091	2.000
11:00 - 12:00	8	44	0.026	0.563	8	44	0.037	0.813	8	44	0.063	1.374
12:00 - 13:00	8	44	0.065	1.438	8	44	0.051	1.125	8	44	0.116	2.563
13:00 - 14:00	8	44	0.034	0.750	8	44	0.017	0.375	8	44	0.051	1.125
14:00 - 15:00	8	44	0.034	0.750	8	44	0.045	1.000	8	44	0.079	1.750
15:00 - 16:00	8	44	0.142	3.125	8	44	0.031	0.688	8	44	0.173	3.813
16:00 - 17:00	8	44	0.065	1.438	8	44	0.037	0.813	8	44	0.102	2.250
17:00 - 18:00	8	44	0.074	1.625	8	44	0.028	0.625	8	44	0.102	2.250
18:00 - 19:00	8	44	0.031	0.688	8	44	0.043	0.937	8	44	0.074	1.625
19:00 - 20:00	4	39	0.052	1.135	4	39	0.026	0.568	4	39	0.078	1.703
20:00 - 21:00	4	39	0.019	0.426	4	39	0.032	0.710	4	39	0.051	1.136
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.670	14.749			0.719	15.840			1.389	30.589

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.034	0.750	8	44	0.063	1.375	8	44	0.096	2.125
08:00 - 09:00	8	44	0.043	0.937	8	44	0.156	3.438	8	44	0.199	4.375
09:00 - 10:00	8	44	0.028	0.625	8	44	0.125	2.750	8	44	0.153	3.375
10:00 - 11:00	8	44	0.043	0.937	8	44	0.060	1.313	8	44	0.103	2.249
11:00 - 12:00	8	44	0.057	1.250	8	44	0.045	1.000	8	44	0.102	2.250
12:00 - 13:00	8	44	0.063	1.375	8	44	0.026	0.563	8	44	0.088	1.937
13:00 - 14:00	8	44	0.048	1.063	8	44	0.065	1.438	8	44	0.113	2.500
14:00 - 15:00	8	44	0.031	0.688	8	44	0.043	0.937	8	44	0.074	1.625
15:00 - 16:00	8	44	0.119	2.625	8	44	0.054	1.188	8	44	0.173	3.813
16:00 - 17:00	8	44	0.097	2.125	8	44	0.071	1.563	8	44	0.168	3.688
17:00 - 18:00	8	44	0.116	2.563	8	44	0.102	2.250	8	44	0.218	4.812
18:00 - 19:00	8	44	0.108	2.375	8	44	0.068	1.500	8	44	0.176	3.875
19:00 - 20:00	4	39	0.135	2.981	4	39	0.058	1.277	4	39	0.193	4.258
20:00 - 21:00	4	39	0.071	1.561	4	39	0.058	1.277	4	39	0.129	2.838
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.992	21.853			0.993	21.867			1.985	43.720

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.006	0.125	8	44	0.060	1.313	8	44	0.066	1.437
08:00 - 09:00	8	44	0.006	0.125	8	44	0.139	3.062	8	44	0.145	3.187
09:00 - 10:00	8	44	0.017	0.375	8	44	0.071	1.563	8	44	0.088	1.938
10:00 - 11:00	8	44	0.014	0.313	8	44	0.031	0.688	8	44	0.045	1.000
11:00 - 12:00	8	44	0.017	0.375	8	44	0.014	0.313	8	44	0.031	0.687
12:00 - 13:00	8	44	0.034	0.750	8	44	0.011	0.250	8	44	0.045	1.000
13:00 - 14:00	8	44	0.031	0.688	8	44	0.014	0.313	8	44	0.045	1.000
14:00 - 15:00	8	44	0.023	0.500	8	44	0.023	0.500	8	44	0.046	1.000
15:00 - 16:00	8	44	0.063	1.375	8	44	0.020	0.438	8	44	0.082	1.813
16:00 - 17:00	8	44	0.034	0.750	8	44	0.020	0.438	8	44	0.054	1.188
17:00 - 18:00	8	44	0.065	1.438	8	44	0.020	0.438	8	44	0.085	1.876
18:00 - 19:00	8	44	0.068	1.500	8	44	0.026	0.563	8	44	0.094	2.062
19:00 - 20:00	4	39	0.103	2.271	4	39	0.039	0.852	4	39	0.142	3.123
20:00 - 21:00	4	39	0.039	0.852	4	39	0.006	0.142	4	39	0.045	0.994
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.519	11.436			0.494	10.869			1.013	22.305

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.009	0.188	8	44	0.065	1.438	8	44	0.074	1.626
08:00 - 09:00	8	44	0.017	0.375	8	44	0.142	3.125	8	44	0.159	3.500
09:00 - 10:00	8	44	0.011	0.250	8	44	0.077	1.688	8	44	0.088	1.938
10:00 - 11:00	8	44	0.023	0.500	8	44	0.037	0.813	8	44	0.060	1.312
11:00 - 12:00	8	44	0.031	0.688	8	44	0.026	0.563	8	44	0.057	1.250
12:00 - 13:00	8	44	0.020	0.438	8	44	0.028	0.625	8	44	0.048	1.063
13:00 - 14:00	8	44	0.045	1.000	8	44	0.031	0.688	8	44	0.076	1.688
14:00 - 15:00	8	44	0.026	0.563	8	44	0.017	0.375	8	44	0.043	0.937
15:00 - 16:00	8	44	0.043	0.937	8	44	0.014	0.313	8	44	0.057	1.249
16:00 - 17:00	8	44	0.048	1.063	8	44	0.028	0.625	8	44	0.076	1.687
17:00 - 18:00	8	44	0.071	1.563	8	44	0.037	0.813	8	44	0.108	2.375
18:00 - 19:00	8	44	0.122	2.688	8	44	0.048	1.063	8	44	0.170	3.750
19:00 - 20:00	4	39	0.135	2.981	4	39	0.026	0.568	4	39	0.161	3.549
20:00 - 21:00	4	39	0.065	1.419	4	39	0.013	0.284	4	39	0.078	1.703
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.666	14.651			0.589	12.976			1.255	27.627

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.014	0.313	8	44	0.125	2.750	8	44	0.139	3.062
08:00 - 09:00	8	44	0.023	0.500	8	44	0.281	6.188	8	44	0.304	6.688
09:00 - 10:00	8	44	0.028	0.625	8	44	0.148	3.250	8	44	0.176	3.875
10:00 - 11:00	8	44	0.037	0.813	8	44	0.068	1.500	8	44	0.105	2.312
11:00 - 12:00	8	44	0.048	1.063	8	44	0.040	0.875	8	44	0.088	1.937
12:00 - 13:00	8	44	0.054	1.188	8	44	0.040	0.875	8	44	0.094	2.063
13:00 - 14:00	8	44	0.077	1.688	8	44	0.045	1.000	8	44	0.122	2.688
14:00 - 15:00	8	44	0.048	1.063	8	44	0.040	0.875	8	44	0.088	1.937
15:00 - 16:00	8	44	0.105	2.313	8	44	0.034	0.750	8	44	0.139	3.062
16:00 - 17:00	8	44	0.082	1.813	8	44	0.048	1.063	8	44	0.130	2.874
17:00 - 18:00	8	44	0.136	3.000	8	44	0.057	1.250	8	44	0.193	4.250
18:00 - 19:00	8	44	0.190	4.188	8	44	0.074	1.625	8	44	0.264	5.813
19:00 - 20:00	4	39	0.239	5.252	4	39	0.065	1.419	4	39	0.304	6.671
20:00 - 21:00	4	39	0.103	2.271	4	39	0.019	0.426	4	39	0.122	2.697
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.184	26.084			1.084	23.845			2.268	49.929

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 22 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.34

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	8	44	0.048	1.063	8	44	0.273	6.000	8	44	0.321	7.062
08:00 - 09:00	8	44	0.099	2.188	8	44	0.653	14.375	8	44	0.752	16.563
09:00 - 10:00	8	44	0.119	2.625	8	44	0.330	7.250	8	44	0.449	9.875
10:00 - 11:00	8	44	0.128	2.813	8	44	0.188	4.125	8	44	0.316	6.937
11:00 - 12:00	8	44	0.134	2.938	8	44	0.122	2.688	8	44	0.256	5.626
12:00 - 13:00	8	44	0.182	4.000	8	44	0.116	2.563	8	44	0.298	6.562
13:00 - 14:00	8	44	0.168	3.688	8	44	0.131	2.875	8	44	0.299	6.563
14:00 - 15:00	8	44	0.119	2.625	8	44	0.128	2.813	8	44	0.247	5.437
15:00 - 16:00	8	44	0.366	8.063	8	44	0.119	2.625	8	44	0.485	10.687
16:00 - 17:00	8	44	0.244	5.375	8	44	0.159	3.500	8	44	0.403	8.875
17:00 - 18:00	8	44	0.332	7.313	8	44	0.188	4.125	8	44	0.520	11.437
18:00 - 19:00	8	44	0.332	7.313	8	44	0.185	4.063	8	44	0.517	11.374
19:00 - 20:00	4	39	0.452	9.935	4	39	0.148	3.265	4	39	0.600	13.200
20:00 - 21:00	4	39	0.194	4.258	4	39	0.110	2.413	4	39	0.304	6.671
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.917	64.192			2.850	62.677			5.767	126.869

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.*

PLANS

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NOTES:

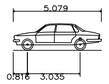
1. THE VEHICLE TRACKS SHOWN WERE PRODUCED USING AUTOTRACK FOR SAVOYCAD AND ARE INDICATIVE OF THE MOVEMENTS ACHIEVABLE FROM THE VEHICLE TYPES SHOWN. NO GUARANTEE IS GIVEN THAT THE TRACK RUNS SHOWN ARE ACTUALLY ACHIEVABLE BY ALL INDIVIDUAL MAKES AND MODELS OF SIMILAR TYPES OF VEHICLE USING ILLUSTRATED ROUTES.

KEY:

VEHICLE WHEEL ROUTE

VEHICLE BODY OVERHANG

VEHICLE LIBRARY



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

Conversion to residential
227 Shepherds Bush Road
London W6 7AS

227 SBR LTD
London

Ground floor plan
as proposed
rev. (Conversion) Class MA

11.04.2025
I.Iezzi

REV	DATE	DESCRIPTION	DRAWN	CHECKED
P01	09/04/25	WORK IN PROGRESS	AF	CB

CLIENT
227 SBR LTD

PROJECT
227 SHEPHERDS BUSH ROAD, HAMMERSMITH

DRAWING TITLE
SWEPT PATH ANALYSIS
LARGE CAR

DATE	DESIGNED	DRAWN	CHECKED	SCALE(S)
09/04/25	AF	AF	CB	1:125-@A2

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DRAWING STATUS	STATUS	CREATE PROJECT NUMBER
WORK IN PROGRESS	S0	P25-3477

PROJ	ORIG	ZONE	LEVEL	TYPE	ROLE	NUMBER	REVISION
3477	CCE	XX	GF	DR	J	0002	P01

Scale 1:100
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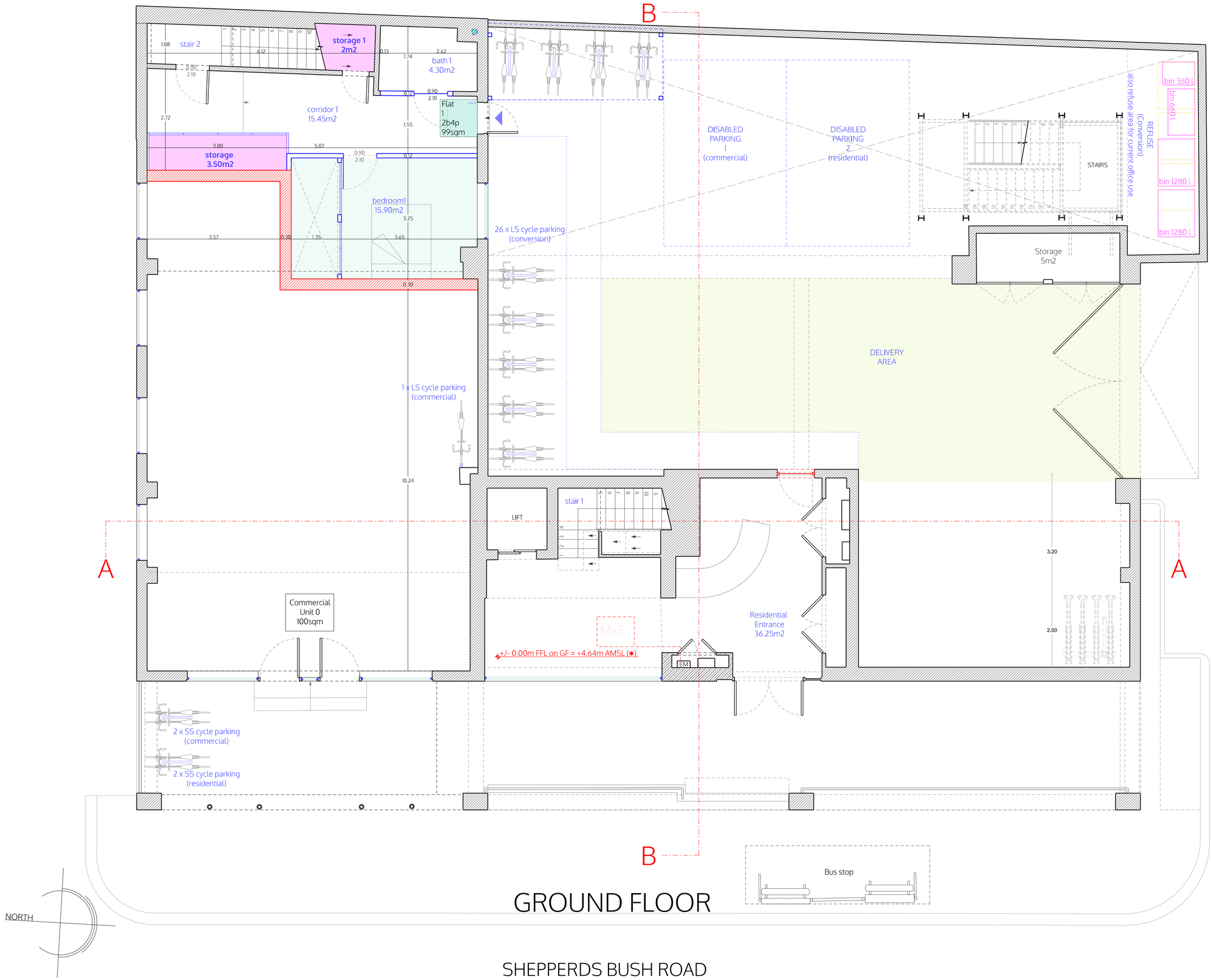
W:\2.0 NEW PROJECTS\2025\3477 - 227 SHEPHERDS BUSH ROAD, HAMMERSMITH\4.0 TRANSPORT\3477-CCE-XX-GF-DR-J-0002 SWEPT PATH ANALYSIS LARGE CAR - CONVERSION



LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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227 Shepherds Bush Road
London W6 7AS

client
227 SBR LTD
London

title
Ground floor plan
as proposed
rev. C = (Conversion) Class MA

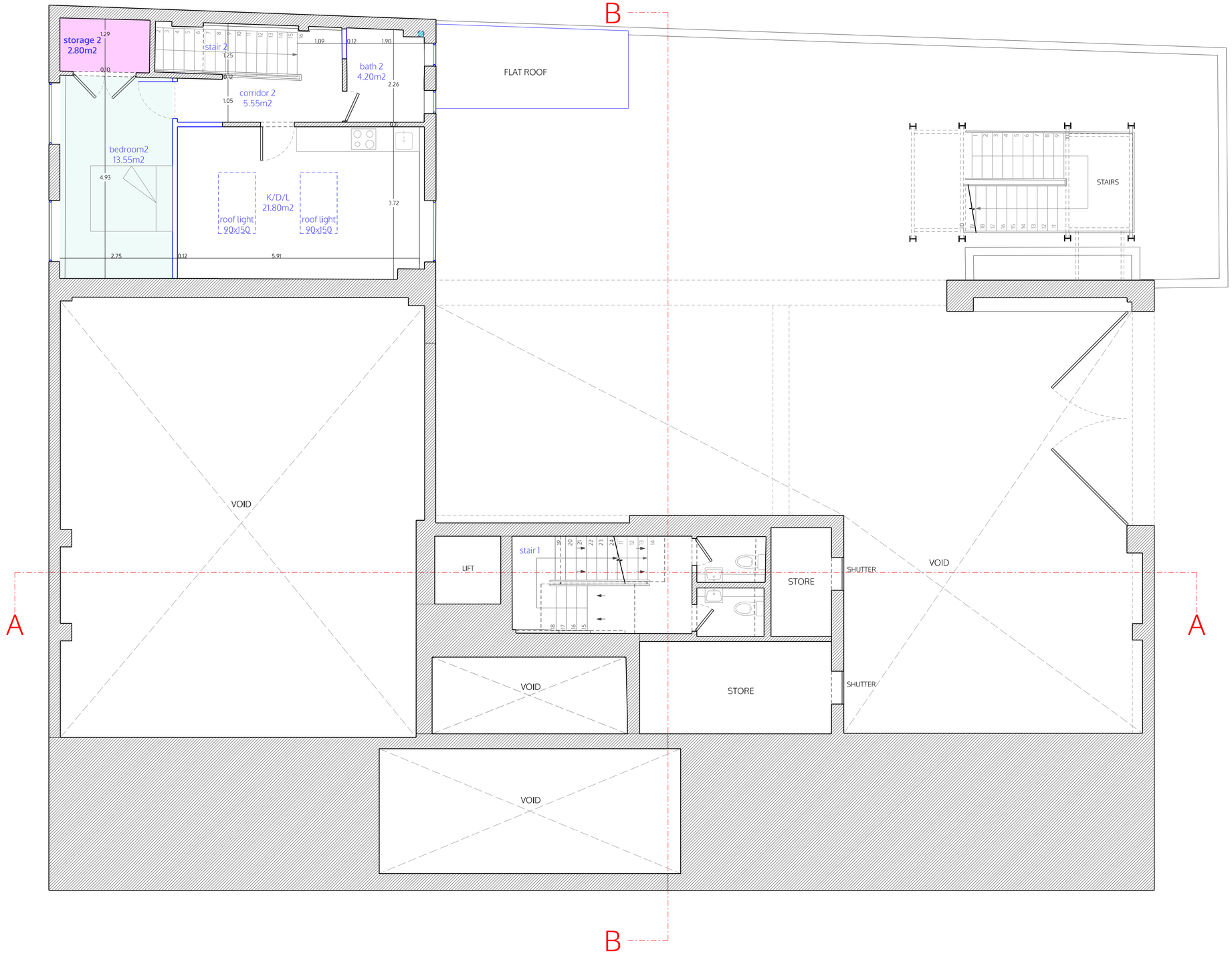
status
Planning only

scale
1:100 @A3
1:50 @A1

date
11.04.2025

drawn
I.Iezzi

no.
SHE_P01c12



NORTH

MEZZANINE

LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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0 1 2 3 4 5 m

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London

title
Mezzanine plan
as proposed
rev. C = (Conversion) Class MA

status
Planning only

scale
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1:50 @A1

date
11.04.2025

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I.Iezzi

no.
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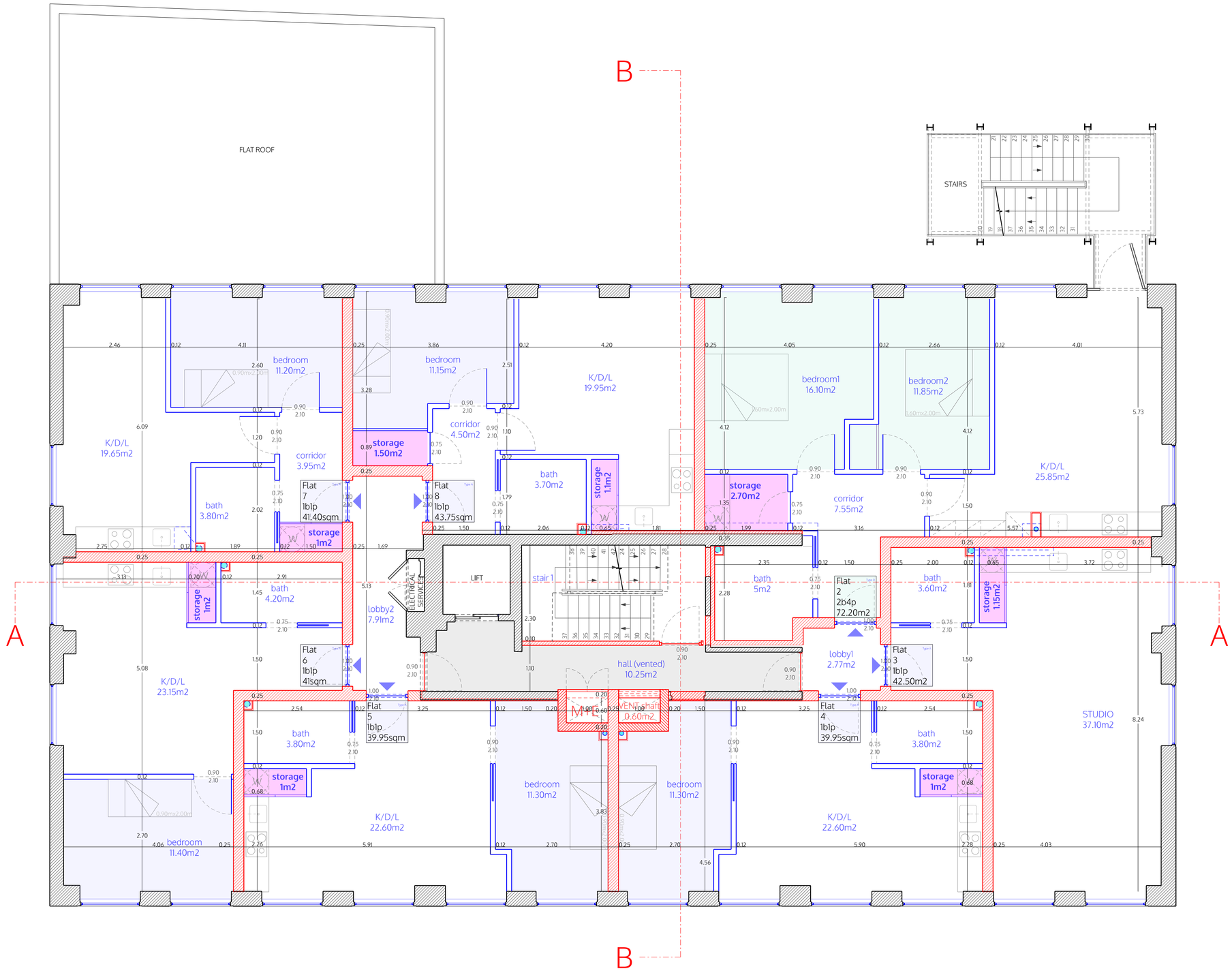

NORTH

FIRST FLOOR

LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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0 1 2 3 4 5 m

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title
First floor plan
as proposed
rev. C = (Conversion) Class MA

status: Planning only

scale: 1:100 @A3
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date: 11.04.2025

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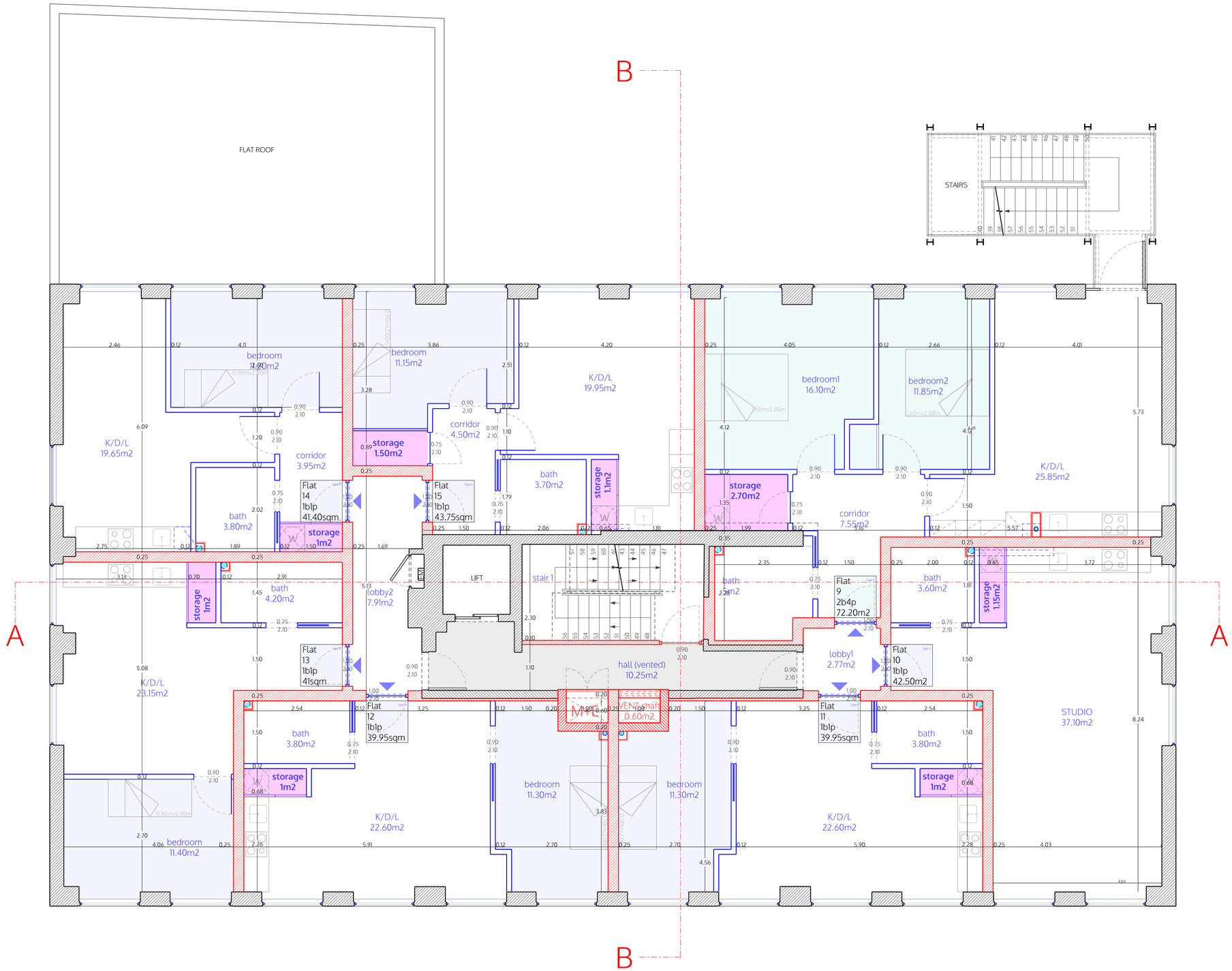

SECOND FLOOR

LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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227 Shepherds Bush Road
London W6 7AS

client
227 SBR LTD
London

title
Second floor plan
as proposed
rev. C = (Conversion) Class MA

status: Planning only

scale: 1:100 @A3
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date: 11.04.2025

drawn: I.Iezzi

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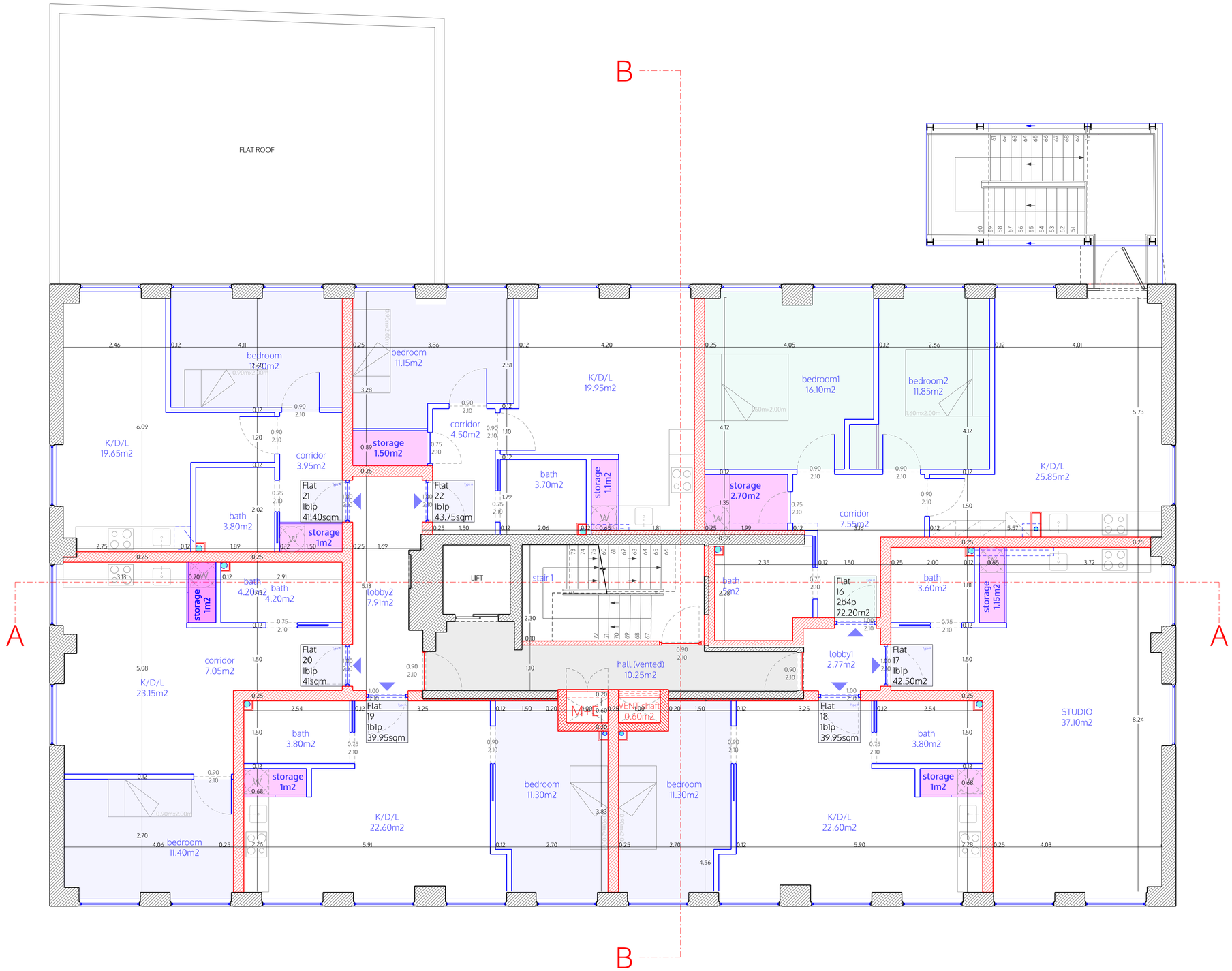

NORTH

THIRD FLOOR

LEGEND

- Existing
- Demolition
- Partitions between flats
- Fire rated and sound proofing
- Internal partitions

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no.	drawn	date	scale	status
	I.Iezzi	11.04.2025	1:100 @A3 1:50 @A1	Planning only

project: Conversion to residential
227 Shepherds Bush Road
London W6 7AS

client: 227 SBR LTD
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title: Third floor plan
as proposed
rev. C = (Conversion) Class MA

SHE_P05c12

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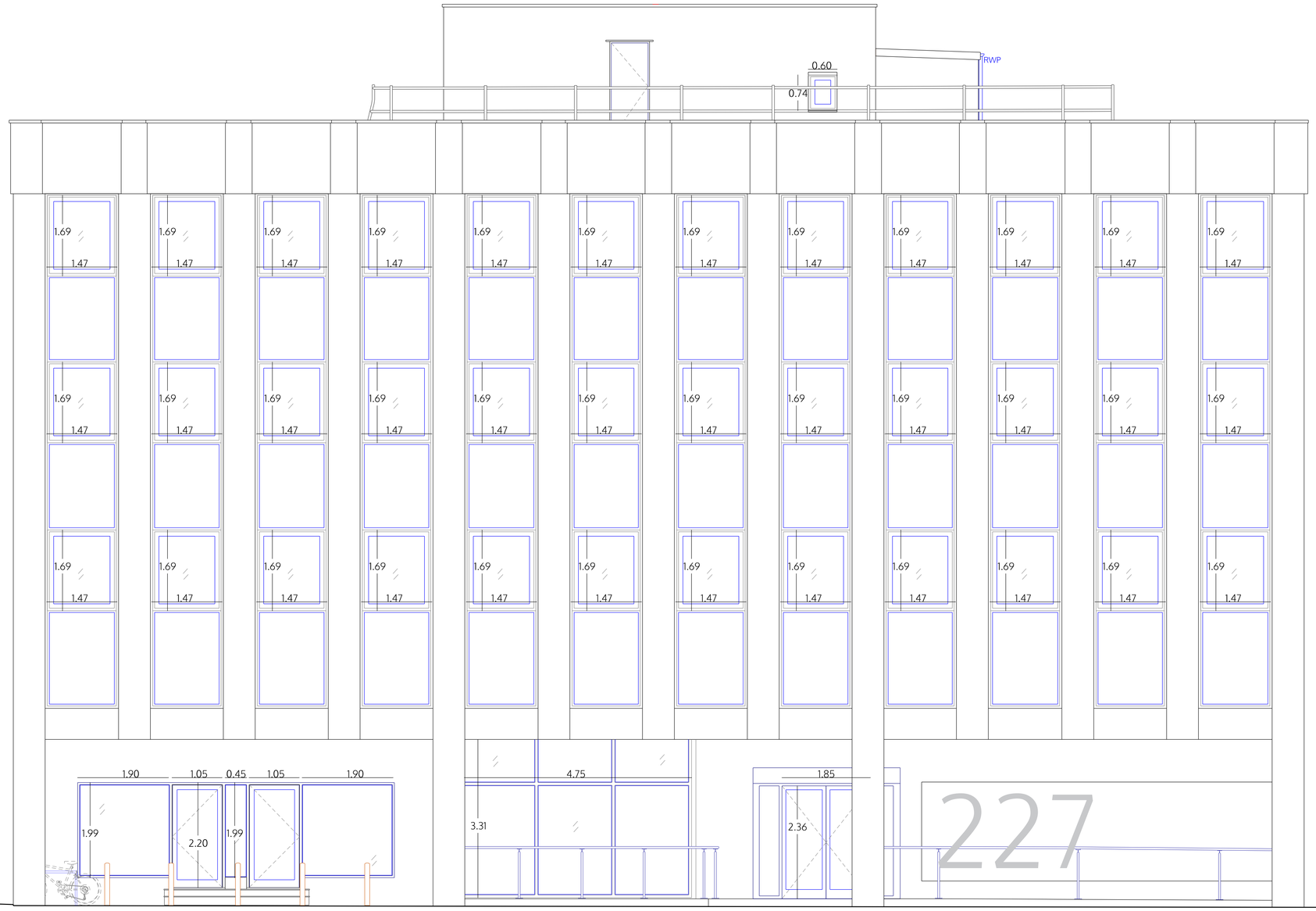

FRONT ELEVATION (WEST)

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title
Front elevation (West)
as proposed
rev. C = (Conversion) Class MA

status
Planning only

scale
1:100 @A3
1:50 @A1

date
11.04.2025

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I.Iezzi

no.
SHE_P08c12

no.	0	1	2	3	4	5
	m					

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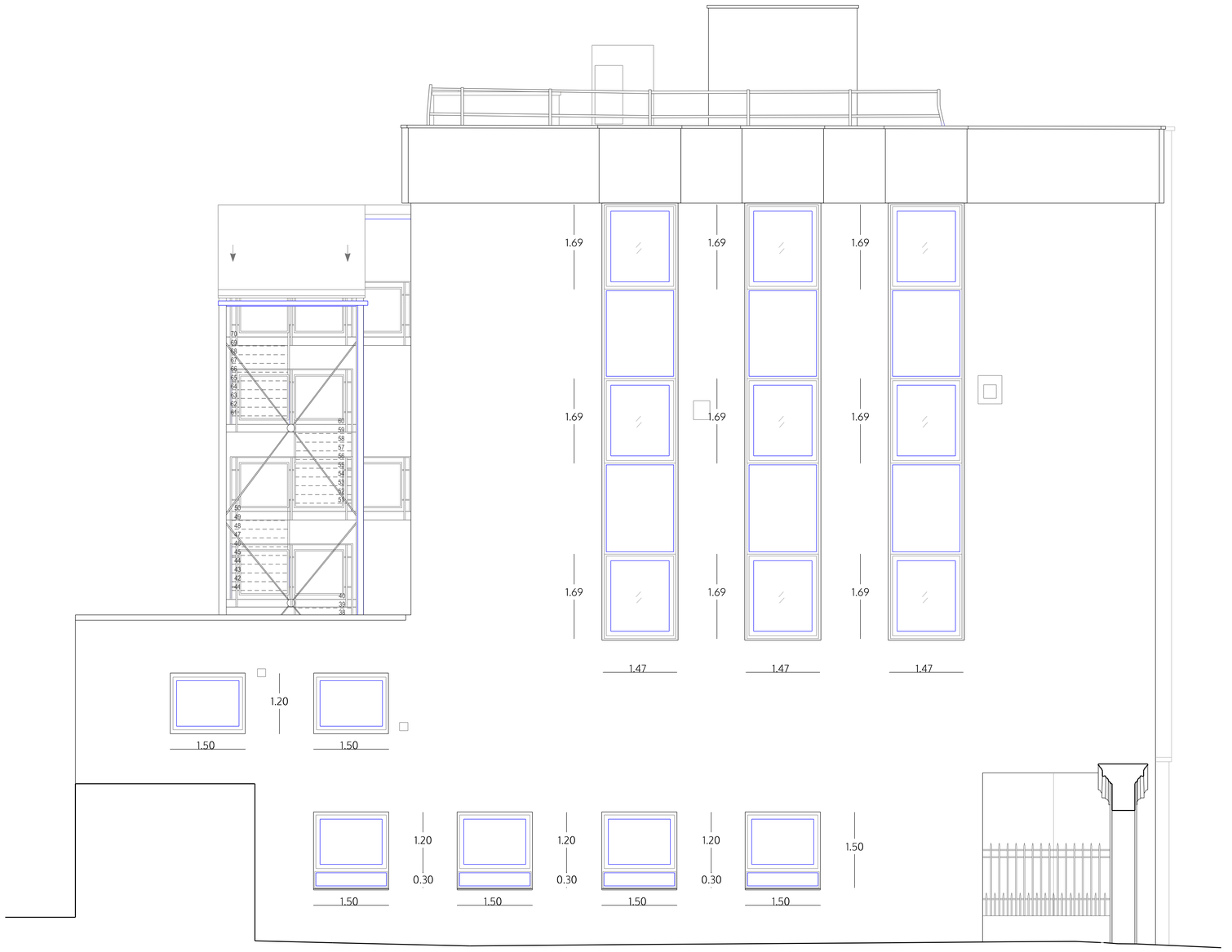

NORTH ELEVATION

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m|0 | 1 | 2 | 3 | 4 | 5

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London W6 7AS

client
227 SBR LTD
London

title
North elevation
as proposed
rev. C = (Conversion) Class MA

status
Planning only

scale
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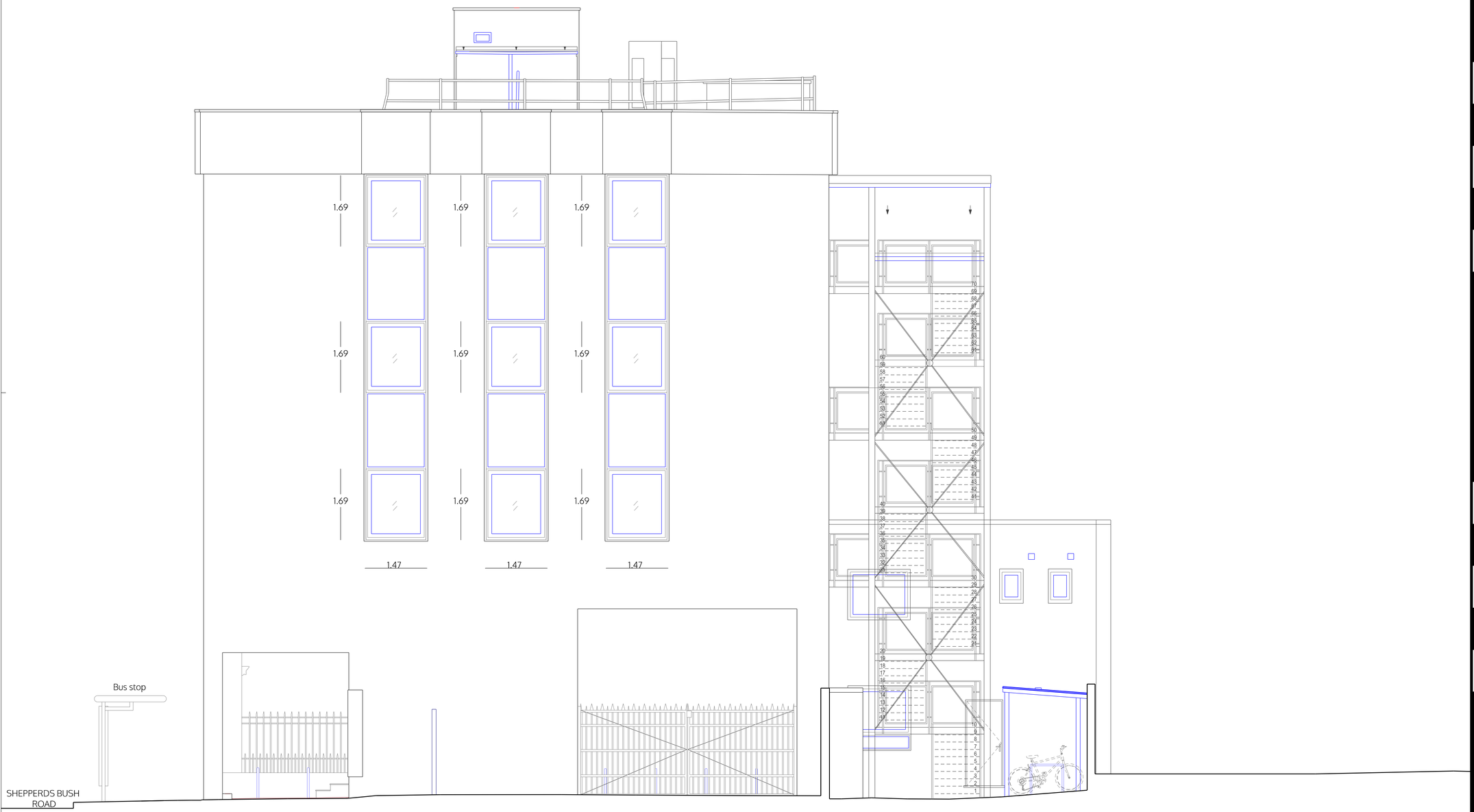
1:50 @A1

date
11.04.2025

drawn
I.Iezzi

no.
SHE_P09c12



SOUTH ELEVATION

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ALL DIMENSIONS TO BE CHECKED ON SITE

m|0 | 1 | 2 | 3 | 4 | 5

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London W6 7AS

client
227 SBR LTD
London

title
South elevation
as proposed
rev. C = (Conversion) Class MA

status
Planning only

scale
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1:50 @A1

date
11.04.2025

drawn
I.Iezzi

no.
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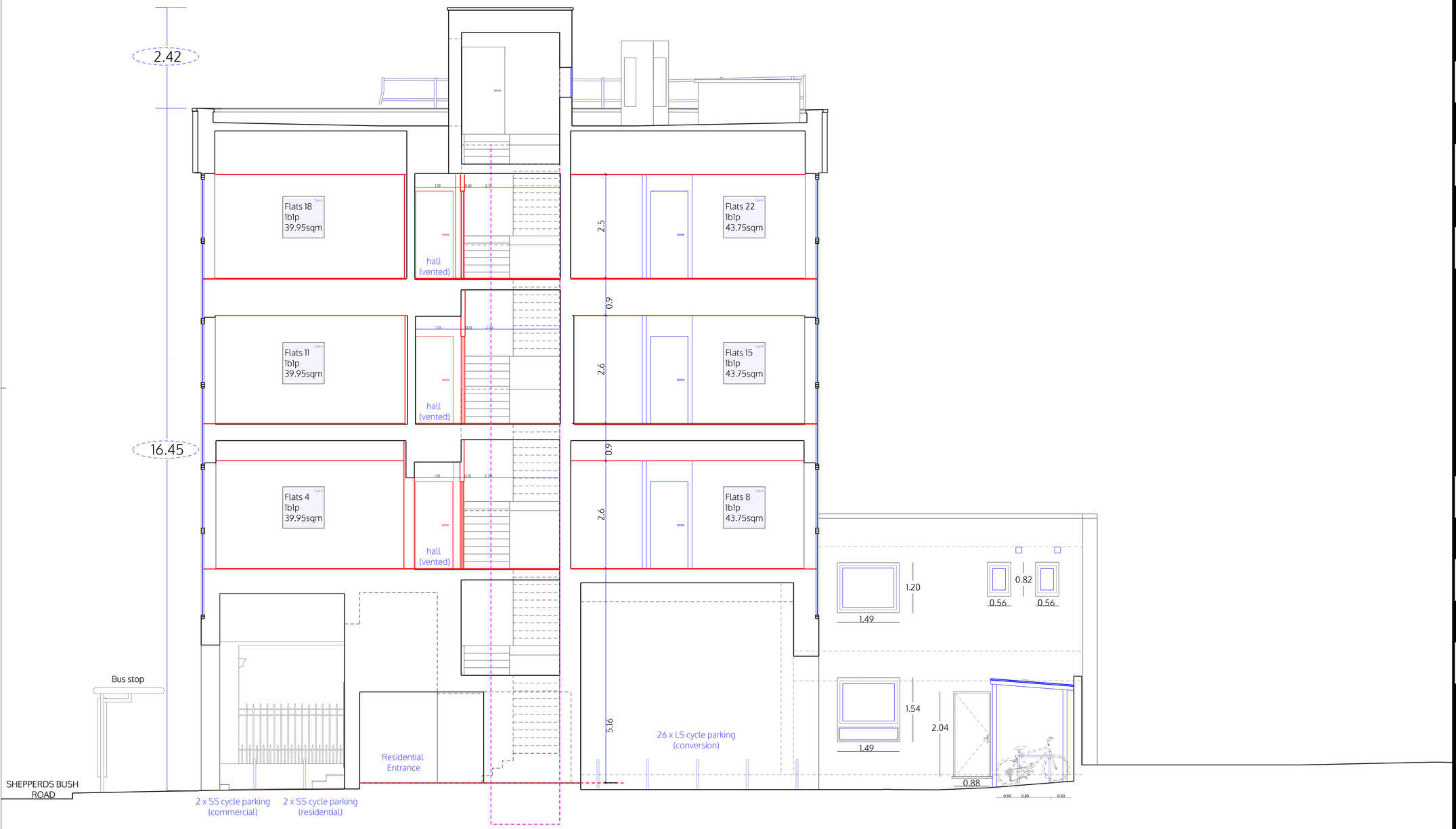

SECTION B-B

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client
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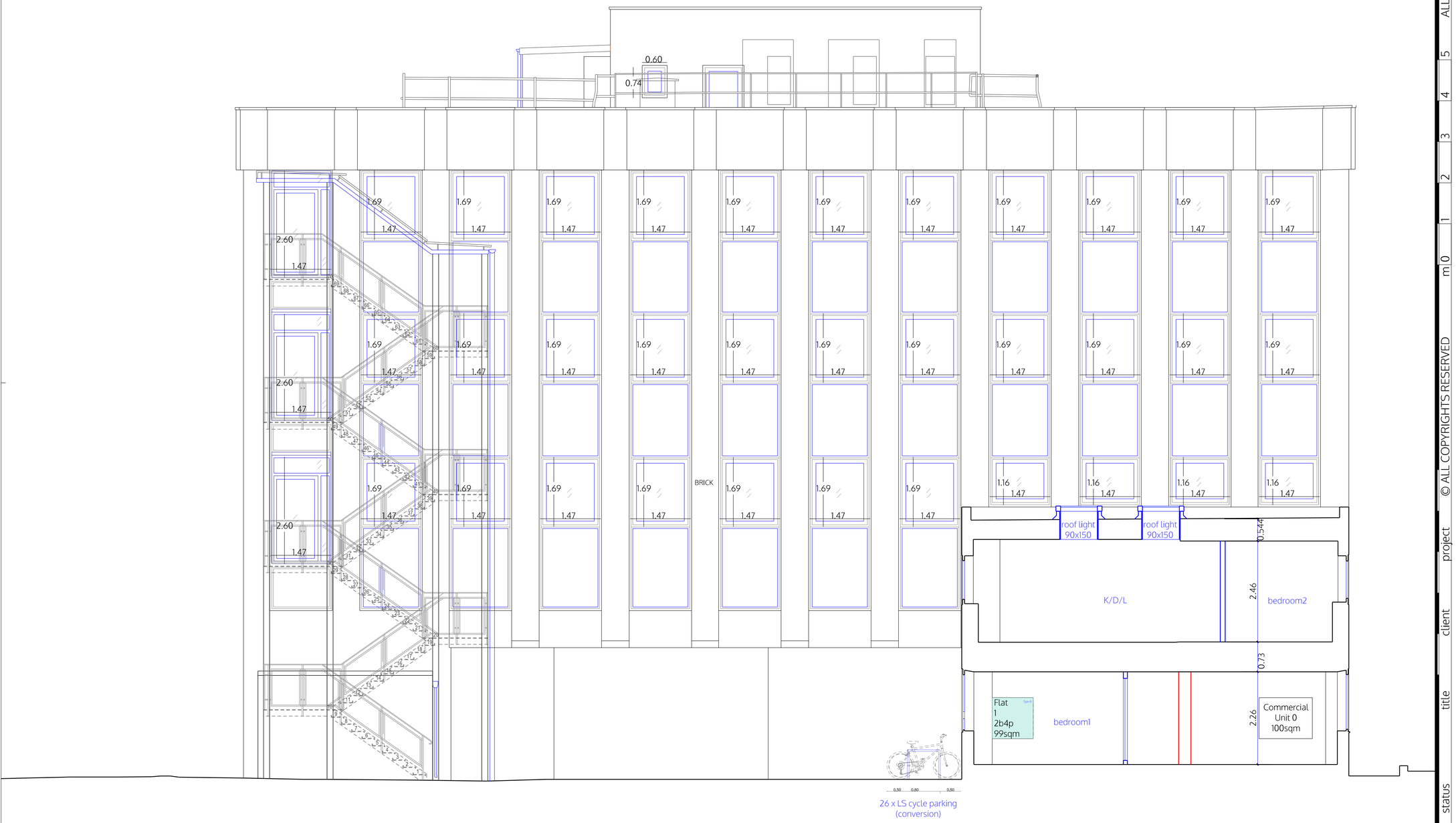
title
Section B-B
as proposed
rev. C = (Conversion) Class MA

SHE_P11c12



BACK ELEVATION (EAST)

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title
Back elevation (East)
as proposed
rev. C = (Conversion) Class MA

status: Planning only

scale: 1:100 @A3
1:50 @A1

date: 11.04.2025

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no. SHE_P12c12

SECTION A-A

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4 3 2 1 0

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client
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London

title
Section A-A
as proposed
rev. C = (Conversion) Class MA

status
Planning only

scale
1:100 @A3
1:50 @A1

date
11.04.2025

drawn
I.Iezzi

no.
SHE_P13c12

227 SBR LTD

227 SHEPHERDS BUSH ROAD

Transport Statement - Conversion

The information contained within this report and any appendices or supporting information provided are to be treated as confidential.

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227 SHEPHERDS BUSH ROAD

Transport Technical Note – Conversion

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227 SHEPHERDS BUSH ROAD

Transport Technical Note – Conversion

Document Reference: AF/VL/P25-3477/08

Client: 227 SBR LTD

Engineer: Create Consulting Engineers (Create) Limited
109-112 Temple Chambers
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EC4Y 0HP

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Date: June 2025

DOCUMENT AND QUALITY CONTROL

Revision/Date	Writer	Reviewer	Nature of Revision
Draft Issue June 2025	Aidan Fisher, BSc (Hons), MTPS, MCIHT	Mark Allen, BSc (Hons), MRTPI, MCIHT	Draft for client review
Final Issue June 2025	Aidan Fisher, BSc (Hons), MTPS, MCIHT	Mark Allen, BSc (Hons), MRTPI, MCIHT	Final Issue

CONTENTS

1.0 INTRODUCTION
2.0 SWEPT PATH ANALYSIS
3.0 CONCLUSIONS
4.0 REPORT DISCLAIMER

PLANS
Swept Path Analysis Plans

1.0 INTRODUCTION

1.1 Create Consulting Engineers Ltd have been instructed by 227 SBR Ltd (the client) to provide this Transport Technical Note in response to highways case officer comments in relation to application 2025/01113/PMA56. Change of use of the first, second and third floor levels from offices (Class E) into 21no self-contained flats (Class C3) comprising of 18 x 1 bedroom and 3 x 2 bedroom flats; change of use of part of the ground and mezzanine floor level from office (Class E) into 1 x 2 bedroom self-contained flat (Class C3). 227 Shepherd's Bush Road, London, W6 7AS.

1.2 The comments from the highways case officer express concern in relation to the approach to servicing and deliveries for the 22 self-contained residential units proposed, whereby vehicles would reverse into the site from Shepherd's Bush Road, which they do not consider to be acceptable. There is significant concern that given the proposed change of use to residential accommodation, the numbers of regular deliveries to the application site (e.g., supermarket, food takeaways, online shopping) is likely to increase in comparison to the current situation. Highways have concern that this harm would be exacerbated given that Shepherd's Bush Road is identified as a London Distributor Road within Table 7 of the Local Plan (2018) and also features a bus stop outside of the application site.

1.3 This document seeks to dispel the above concerns through demonstrating that regular delivery vehicles are able to enter the Site from Shepherds Bush Road in forward gear, turn around within the Site/adjacent service road and exit onto Shepherds Bush Road in forward gear.

1.4 The only large vehicles anticipated to serve the proposed Site on a regular basis that would not be able to undertake the aforementioned turning manoeuvre is the refuse vehicle. However, the proposed change of use would not see any intensification of refuse collection. Therefore, the proposed change of use would not result in an intensification of vehicles reversing onto the service road via Shepherds Bush Road.

1.5 The case officer assumption that the change of use would lead to an increase in deliveries is also contested. In terms of deliveries, including parcel drop-offs and takeaway food deliveries, the proposed residential use could result in a significantly lower intensity of use compared to the existing office use. The office previously accommodated approximately 116 workers (based on an average occupancy of 1 person per 10sqm), whereas the proposed development would accommodate around 44 residents, equating to approximately 38 percent of the former occupancy. As such, the frequency of delivery activity, including ad hoc services such as takeaways, would be expected to decrease as a result of the change of use.

1.6 This Technical Note should be read in conjunction with the Transport Statement and Delivery and Servicing Plan reports submitted in support of this application.

2.0 SWEPT PATH ANALYSIS

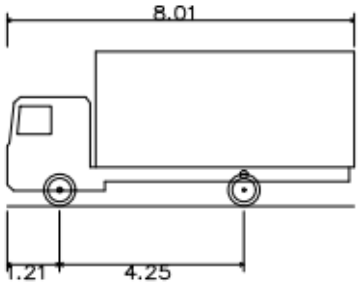
2.1 The swept path analysis software AutoTrack has been used to demonstrate that a variety of LGV vehicles representing the most likely delivery vehicles generated by the proposed change of use application can access the Site without reversing from or onto Shepherds Bus Road.

2.2 The manoeuvre requires vehicles to enter the service road via Shepherds Bush Road, reverse into the ground floor service area of 227 Shepherds Bush Road, where the unloading of goods etc will take place, before exiting back out onto Shepherds Bush Road in forward gear.

2.3 The ground floor service area has been designed to be able to accommodate all the vehicles tested in regard to height. As can be seen on Photo 2.1 below:

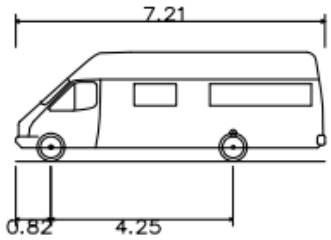
Photo 2.1: Ground Floor Service/Parking Area Looking South Towards Service Road

2.4 The dimensions of the vehicles tested are shown in Figures 2.1-2.2 below.



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

Figures 2.1: 7.5t Box Van Specification



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

Figures 2.2: 7.5t Panel Van Specification

2.5 The swept path analysis is shown on Create drawing reference 3477-CCE-XX-GF-DR-J-0003 & 3477-CCE-XX-GF-DR-J-0004, included at the Plans section at the back of this document.

2.6 The results of the swept path analysis definitively demonstrate that the regular delivery vehicles generated by the proposed change of use (i.e., supermarket, food takeaways, online shopping) would not lead to an increase in vehicles either reversing from or onto Shepherds Bush Road.

3.0 CONCLUSIONS

3.1 Create Consulting Engineers Ltd have been instructed by 227 SBR Ltd (the client) to provide this Transport Technical Note in response to highways case officer comments in relation to application 2025/01113/PMA56.

3.2 Through the swept path analysis presented in this Technical Note it has been demonstrated that the typical delivery vehicles generated by the proposed change of use would not result in an increase in reversing manoeuvres onto or from Shepherds Bush Road.

3.3 The concerns raised by the highways officer set out in Section 1, should be considered resolved. Therefore, it can be concluded that there are no identified transport-related grounds preventing the proposed change of use development considered herein from being acceptable to the Highway Authority.

4.0 REPORT DISCLAIMER

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PLANS

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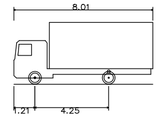
KEY:

- VEHICLE WHEEL ROUTE
- VEHICLE BODY OVERHANG
- WING MIRROR OFFSET

VEHICLE LIBRARY



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

REV	DATE	DESCRIPTION	DRAWN	CHECKED
P01	19/06/25	WORK IN PROGRESS	AF	CB

CLIENT
227 SBR LTD

PROJECT
227 SHEPHERDS BUSH ROAD, HAMMERSMITH

DRAWING TITLE
SWEPT PATH ANALYSIS
7.5T BOX VAN

DATE	DESIGNED	DRAWN	CHECKED	SCALE(S)
19/06/25	AF	AF	CB	1:100-@A2

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DRAWING STATUS	STATUS	CREATE PROJECT NUMBER
WORK IN PROGRESS	S0	P25-3477

PROJ	ORIG	ZONE	LEVEL	TYPE	ROLE	NUMBER	REVISION
3477	CCE	XX	GF	DR	J	0003	P01

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Scale 1:100
0 1 2 3 4 5 10m

W:\2.0 NEW PROJECTS\2025\3477 - 227 SHEPHERDS BUSH ROAD, HAMMERSMITH\4.0 TRANSPORT\3477-CCE-XX-GF-DR-J-0003 SWEPT PATH ANALYSIS 7.5T BOX VAN - CONVERSION

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KEY:

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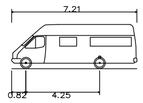
- VEHICLE BODY OVERHANG
- WING MIRROR OFFSET

VEHICLE LIBRARY



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

REV	DATE	DESCRIPTION	DRAWN	CHECKED
P01	19/06/25	WORK IN PROGRESS	AF	CB

CLIENT
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PROJECT
227 SHEPHERDS BUSH ROAD, HAMMERSMITH

DRAWING TITLE
SWEPT PATH ANALYSIS
7.5T PANEL VAN

DATE	DESIGNED	DRAWN	CHECKED	SCALE(S)
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PROJ	ORIG	ZONE	LEVEL	TYPE	ROLE	NUMBER	REVISION
3477	CCE	XX	GF	DR	J	0004	P01

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Scale 1:100
0 1 2 3 4 5 10m

W:\2.0 NEW PROJECTS\2025\3477 - 227 SHEPHERDS BUSH ROAD, HAMMERSMITH\4.0 TRANSPORT\3477-CCE-XX-GF-DR-J-0004 SWEPT PATH ANALYSIS 7.5T PANEL VAN - CONVERSION

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Transport Technical Note – Conversion

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