



Reeves Transport Planning

THE OLD ANCHOR, 71 RICHMOND ROAD, TWICKENHAM

PARKING DEMAND AND CAPACITY REPORT

Drafted

October 2014

Prepared for:

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1. Introduction

1.1 Reeves Transport Planning has been appointed to provide an assessment of the car parking impact associated with Richmond upon Thames planning application reference 14/2391/FUL. This report has been drafted in line with the requirements of the Borough's Transport Planning team, see email attached as Appendix 1, and the council's published document '*Richmond Parking Survey Methodology*'

2. Background and Policy

2.1 The proposal is to erect a two storey extension to the existing building, which will provide additional floor space to the ground floor and two new two-bedroom maisonettes. Further alterations are proposed, to the first floor, that will convert and extend to provide two one-bedroom maisonettes and the erection of a side extension, which will provide a separate access to proposed residential dwellings.

2.2 Richmond Borough Council's Planning Team has advised that '*any development must provide all the parking needs of the development within the site; or demonstrate that the lack of parking will not impact highway safety/existing on street parking with vehicles driving around roads; which are already heavily parked in the evenings by existing residents trying to find parking spaces. As previously stated any application would need to be supported by an overnight car parking survey to ascertain the level of on street parking. Policy DM TP 8 applies and you must address this policy.*' This is again noted in Appendix 1.

2.3 Policy DM TP 8 (Off Street Parking - Retention and New Provision) of the Adopted Development Management Plan, *November 2011* notes '*developments, redevelopments, conversions and extensions will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions. A set of maximum car parking standards and minimum cycle parking standards are set out in Appendix Four - Parking Standards 'Appendix Four - Parking Standards' for all types of development, these take into account bus, rail and tube accessibility as well as*

local highway and traffic conditions including demand for on-street parking. These standards will be expected to be met, unless it can be shown that in proposing levels of parking applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on-street parking.'

- 2.4 The National Planning Policy Framework, published in March 2012, has set out the Government's planning policy and is now a material consideration in planning decisions. Paragraph 32 notes that *"development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe"*.

3. Current On-Street Parking Demand and Capacity

- 3.1 Surveys were undertaken at 4:00AM on Tuesday 23rd and Thursday 25th September 2014. The surveys were undertaken in accordance with the Borough Council's 'Richmond Parking Survey Methodology'. A full set of survey results and required mapping has been attached, as Appendix 2. The results illustrate that, across the whole survey area, parking stress was at 93.9%, with the parking stress on Tuesday being 95.6% and 92.7% on Thursday.
- 3.2 On the Tuesday, there were a total of eight vacant parking spaces and on the Thursday there were a total of eleven vacant spaces. There were a total of six and five vacant spaces on the two roads in the immediate vicinity of the site (Seymour Road and Haggard Road) on the respective survey days.
- 3.3 There is a maximum capacity of 158 car parking spaces within the survey area. This is based on the idealised parking bay length of 5.5metres, which is typically used to ensure that there's sufficient space for large cars and for free access to the front and rear of a vehicle when parked. This is a generous length, as drivers tend to park where they can and accept that there may be occasions when access to the front and rear of a car is not possible. This is further supported by the number of cars surveyed on the respective days, as there were 175 parked on the Tuesday and 164

parked on the Thursday. Vehicles will inevitably use parking spaces that are less than 5.5metres in length.

4. Proposed Development Parking Demand

4.1 Appendix Four (Parking Standards) of the Adopted Development Management Plan, November 2011 notes that residential development, within the controlled parking zone, should provide one space per one and two bedroom units. Therefore, the total off-street parking provision of the site should be for four cars.

4.2 This increased demand added to the background on-street parking demand will increase the parking stress to 94.7%. It should also be noted that this level of demand can easily be accommodated within the immediate vicinity of the site. The table below illustrates the changes in parking demand created by this proposal.

Parking Stress Summary							
Whole Survey Area				Streets near site			
Tuesday 23 rd September		Thursday 25 th September		Tuesday 23 rd September		Thursday 25 th September	
Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
95.2%	96.1%	92.7%	93.7%	78%	82.5%	91.6%	97.5%

4.3 The ‘*Richmond Parking Survey Methodology*’ notes that parking surveys should extend only 200metres from the site. The Chartered Institution of Highways & Transportation (CIHT) document ‘Guidelines for Providing for Journeys on foot’ (2000) notes that 200metres is a ‘*desirable*’ walking distance. The same guidance notes that 400metres is an ‘*acceptable*’ walking distance and that 800metres is a ‘*preferred maximum*’. Consequently, this data should be considered as a worst case scenario of car parking capacity, as vehicles can use smaller parking spaces and

residents would be willing to walk further than 200metres to secure a car parking space.

5. Conclusions and Recommendation

- 5.1 The proposal should provide a maximum of four car parking spaces for the development. The results show that the average parking stress in the area was 93.9% on the survey days. The roads closest to the site (Seymour Road and Haggard Road) had an overall parking stress of 85%, with an average of five empty parking spaces.
- 5.2 The parking stress exceeds the 'target' roads closest to the site but they can accommodate the demand. The overall change in parking stress increases from 93.9% to 94.7%. If the demand created by the proposal is added on the roads closest to the site then there is an increase from 85% to 90.7%. It should be noted that the potential increase in parking stress, associated with this proposal, is within the daily variation that can be expected. The variation from Tuesday to Thursday was 2.7%; this proposal will increase parking stress by less than 1%.
- 5.3 Policy DM TP 8 notes that proposals *'will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an **unacceptable impact** on on-street parking conditions and local traffic conditions'*. The National Planning Policy Framework notes that *"development should only be prevented or refused on transport grounds where the residual cumulative **impacts of development are severe**"*.
- 5.4 The accumulative parking impact of this proposal is within the expected daily variation of on-street parking demand. The demand can easily be accommodated within a short walk from the site. The accepted methodology requires a parking bay of no less than 5.5metres and parking capacity within 200m of the site to be considered only.

5.5 Publicly available data notes that the average length of the ten most popular new cars, sold in 2014, was 4.2metres. The ten most popular second hand cars, sold in 2012, were on average 4.4metres long. A walking distance of 200metres is defined by the Chartered Institution of Highways and Transportation as being '*reasonable*' and a 400metres walking distance is defined as '*acceptable*'.

5.6 The information noted above illustrates that the parking demand can be accommodated in the worst case scenario conditions of longest possible parking space and shortest acceptable walking distance. In this case, the cumulative parking impact cannot be defined as 'unacceptable' or 'severe'.

5.7 It is recommended that the planning application should not be refused on the grounds of an increase in parking stress.

APPENDIX 1:

RICHMOND UPON THAMES TRANSPORT PLANNING EMAIL

From: [Mary Toffi](#)
To: ["Steve Reeves"](#)
Cc: rob.naylor@richmond.gov.uk; luke@lewisplanning.co.uk
Subject: RE: Planning Application (Ref: 14/2391/FUL) - 71 Richmond Road
Date: 16 September 2014 11:55:08

Dear Steve

Thank you for your email. The roads to be surveyed are agreed and I understand that Rob Naylor has sent our methodology on to you/your client. We would like to see the maps showing the measurements of the parking areas, the maps showing the cars parked and 5.5m spaces remaining and the table of results. If you have any queries do not hesitate to contact me

regards

Mary Toffi
Principal Transport Planner
London Borough of Richmond upon Thames
TEL: 020 8891 7379
FAX: 020 8891 7713
mary.toffi@richmond.gov.uk
www.richmond.gov.uk

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We welcome both positive and negative customer feedback on the services we provide. If you wish to provide feedback please do so using our [online feedback form](#). Thank you

Please note that I am in the office on Monday, Tuesday and Wednesday and will generally only be available for meetings on those days.

From: Steve Reeves [mailto:steve@reevestransportplanning.co.uk]
Sent: 15 September 2014 17:33
To: Mary Toffi
Cc: rob.naylor@richmond.gov.uk; luke@lewisplanning.co.uk
Subject: FW: Planning Application (Ref: 14/2391/FUL) - 71 Richmond Road

Dear Mary

I am contacting you with regard to the above noted planning application. As you can see below Rob has advised that the applicant needs to undertake a residential parking beat survey in line with published Parking Survey Methodology. We plan to undertake the surveys next week, on Tuesday and Thursday. As you can see Rob has advised that we need to contact you to agree the roads that need to be surveyed. I have attached a suggested survey area of streets that are within 200m/2min of the site. Can you confirm that these roads and survey times are acceptable and if not advise any areas of concern you may have.

Thanks in advance for your time, kind regards

Steve BEng MBA MCIHT

Director

REEVES TRANSPORT PLANNING

M: 07752907109

W: <http://reevestransportplanning.co.uk/>

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Thank you for your co-operation. Consider the environment, only print out this email if absolutely necessary.

From: Robert Naylor [<mailto:R.Naylor@richmond.gov.uk>]
Sent: 31 July 2014 09:44
To: Luke Carter
Cc: Nicki Dale; 'Ben Nicholas'; 'Clive Hawkins'
Subject: RE: Planning Application (Ref: 14/2391/FUL) - 71 Richmond Road

Dear Mr Carter,

Thank you for the email. I have the following points of clarification.

As I have previously stated the rear of the scheme and the side extension of the scheme need to be finished in a more traditional/subtle manner. The dormers need to be removed from the scheme, these could be replaced by simple roof lights. In regard to the surrounding area I have not stated any address of a BTM that is affected by the application as I am referring to the area as a whole. Given that numbers 67, 73, 75 and 58 to 72 (evens) Richmond Road are all BTM's and the southern side of Richmond Road is located within the Twickenham Riverside conservation area (CA8), the proposal would have a negative impact on the surrounding area rather than an individual BTM.

In regard to the affordable housing contribution, the calculations have been clarified for you, and you have been referred to the guidance in the Affordable Housing SPD (See link below). Normally would expect a submission of your calculation, however my colleague has provided the attached spreadsheet. This provides an affordable housing contribution of £119K. The contribution is payable unless you submit appropriate evidence that the scheme is not viable with that level of contribution. If you do not agree with this assessment as this may lead to issues of the viability of the scheme then the Council would require this to be independently verified at cost to the applicant.

http://www.richmond.gov.uk/affordable_housing_spd

I have attached a copy of the parking survey methodology, however I have been informed by our

transport team you will be unable to do the survey until schools are back and then it will have to be **the last week of September**. At which point **you will need to agree roads with the Transport Team at that time**.

Given the determination period, the changes required and lack of information I would again suggest that the current application is withdrawn pending a resubmission once the requested information has been collated and amendments made. However, if your client is still unwilling to withdraw the scheme I will be drafting a recommendation for refusal, as previously stated.

Any further questions in respect to the scheme will be highlighted in report for the refused scheme.

Kind regards

Robert Naylor
Senior Planning Officer

Environment Directorate
London Borough of Richmond upon Thames
Civic Centre, 44 York Street, Twickenham TW1 3BZ
Telephone: 0208 891 1411 Email: r.naylor@richmond.gov.uk

This e-mail contains my opinion only that I give without prejudice to any consideration that the Local Planning Authority may give to an application on this site in the future.

From: Luke Carter [<mailto:luke@lewisplanning.co.uk>]
Sent: 29 July 2014 17:32
To: Robert Naylor
Cc: Nicki Dale; 'Ben Nicholas'; 'Clive Hawkins'
Subject: RE: Planning Application (Ref: 14/2391/FUL) - 71 Richmond Road

Dear Mr Naylor

Thank-you for your response.

With regard to the design issues, please could you confirm which elements of the proposed scheme are considered to me “modern” rather than traditional?

It is clear that you wish for the dormers to be removed but I cannot understand your objection to them. These two, simple lead clad dormers will have a traditional appearance and would much less visually intrusive than any other solution. If you would prefer, we could replace these dormers with a gable to the end of the roof but this would result in a longer ridge line and greater volume to the proposed extension. If there are no dormers (or gable end) then this would create a very poor standard of accommodation and outlook from the bedrooms in the roofspace which I suspect would also be unacceptable to you.

Thank-you for clarifying the matter of the BTM. It appears that the application site has been on a list of “potential BTMs” for at least 16 months and there is no firm commitment on the part of the LPA to fix a date to confirm its inclusion as a BTM.

You have not provided me the address of the BTM which you consider will be affected by our application. Please could you clarify this point?

Thank-you for confirming that the amenity issues appear to have been dealt with.

With regard to the Calculations of the contribution to affordable housing, I am sorry but I cannot make head or tail of your calculations. On the basis that the 2 newly built units attract a tariff of 20% (although your previous email said 10%), and the two converted units attract a tariff of 4% (your previous email said 8%), surely the two element (new build and conversion) should be calculated separately on this basis to provide the total for the project?

Perhaps your policy team could use their spreadsheet to calculate what they consider the correct contribution to be and then we can start negotiations regarding the 106 on this basis?

With regards to highways and parking i accept your point that removing the right to a parking permit does not necessarily mean that the occupier would not own a car. It is also true to say that occupier will not necessarily own a car if they have an entitlement to a residents permit. It appears that we agree the ownership or otherwise of a car is not dependant on the availability or otherwise of a parking permit.

Please could you clarify the scope and extend of the required overnight parking survey and I will try to arrange this as soon as possible?

Thank-you for providing the name and address of your solicitors, once we have got to the bottom of your calculations for affordable housing contribution I will contact your solicitors to begin the process of preparing the 106.

Thank-you for confirming that it was a result of an administrative error on your part that the plans were not made available to the public on your website, and for rectifying this. On the basis that you have gone out to re-consultation, will the previous comments received from neighbours now be discarded? When is the cut-off date for neighbours to comment on the revised plans?

I can confirm that we will not be withdrawing the application but that I hope to be able to negotiate a successful outcome to this application with you.

I look forward to receiving your clarification of the above issues at your earliest convenience, in particular the matter of the calculation of the 106 and the scope and extent of the overnight parking survey which you require.

Kind regards

Luke Carter

Lewis & Co Planning

T 01273 413700

M 07968 717 523

E luke@lewisplanning.co.uk

From: Robert Naylor [<mailto:R.Naylor@richmond.gov.uk>]

Sent: 29 July 2014 15:58

To: Luke Carter

Cc: Nicki Dale

Subject: RE: Planning Application (Ref: 14/2391/FUL) - 71 Richmond Road

Dear Mr Carter,

Thank you for the email. I have responded to your queries as follows:

Design Issues:

I have acknowledged that the scheme is a reduction from the previous refused scheme, the issue in regard to the site is that due to the prominent nature the rear elevation needs a more traditional (rather than modern) treatment and the dormers need to be removed. Furthermore the side extension needs to remain subservient, traditional and subtle as per the previous permission (Ref: 13/1394/FUL).

The list of potential BTMs is done on an ad hoc basis with properties added as and when they are identified, I believe that the property subject to this proposal was added to the current list around a similar time to the submission of the approved scheme (Ref: 13/1394/FUL). In regard to the formal adoption of the new list there is no formal time table at this stage, however it is intended to be progressed by the end of the year.

In regard to the amenity issues I believe that these have generally been addressed.

Residential Standards and Affordable Housing contribution:

The calculation came directly from my colleagues in policy. I have asked them to revisit the calculations and they have indicated that given that this is one scheme and the affordable element from the policy context needs therefore to be considered from the point of view that it is a single scheme of four units. In accordance with the policy, if it were all new build units, this would attract a 20% tariff. However, in the revised SPD allowance is made for conversions which attracts a tariff of 4% rather than 5% and as there are two converted units this equates to a discount of 2% - hence the 18% figure.

The contact in the legal is as follows:

Hassan Bokhari

Lawyer, Litigation & Planning Team
South London Legal Partnership
Gifford House, 67c St Helier Avenue, Morden, SM4 6HY
DX 161030 Morden 3
Tel: 020 8545 3341
Fax: 020 8545 3244

Transport Issues:

I have again consulted with my colleagues in Transport who have indicated that the site is PTAL 4 and therefore any development must provide all the parking needs of the development within the site; or demonstrate that the lack of parking will not impact highway safety/existing on street parking with vehicles driving around roads; which are already heavily parked in the evenings by existing residents trying to find parking spaces. As previously stated any application would need to be supported by an overnight car parking survey to ascertain the level of on street parking. Policy DM TP 8 applies and you must address this policy. Taking the resident permits away does not necessarily result in no car ownership where the CPZ is operational between 10am-4.30pm.

The plans have been made available on the website, for some reason the scanning team had made the elevation "sensitive" so they showed on my screen by not the public website, this has been rectified that the application has been re-consulted.

Given current resources it will not be possible to arrange a meeting at this stage, particularly with my conservation area and highways colleagues, however I am happy to discuss the issues over the phone?

Again given the above concerns I would suggest that the current application is withdrawn pending clarification of the above points, otherwise we have little alternative but to issue a refusal.

Kind regards

Robert Naylor
Senior Planning Officer

Environment Directorate
London Borough of Richmond upon Thames
Civic Centre, 44 York Street, Twickenham TW1 3BZ
Telephone: 0208 891 1411 Email: r.naylor@richmond.gov.uk

This e-mail contains my opinion only that I give without prejudice to any consideration that the Local Planning Authority may give to an application on this site in the future.

From: Luke Carter [<mailto:luke@lewisplanning.co.uk>]
Sent: 23 July 2014 13:53
To: Robert Naylor
Cc: Nicki Dale
Subject: RE: Planning Application (Ref: 14/2391/FUL) - 71 Richmond Road

Dear Robert

Thank-you for your email.

I would like to deal with the comments you have made in the order they appear in your email:

Design issues.

The application that is before you has been significantly reduced from the previously refused scheme. The roofscape of the existing building is now retained (including the chimneys which were the previous area of concern) and the proposed extension is very small and subservient to the main building and its roof as existing.

The extension is detailed to match the existing building in terms of the materials design of the window heads etc. The decision to use lead clad dormers on the rear elevation is intended to give a traditional appearance to this element and to reduce the bulk of the roof by allowing a hipped end rather than a gable.

I appreciate that the building is in close proximity to a building of townscape merit but surely this does not preclude against any extension of alteration? [Please could you provide me with further information as to the affected BTM and how our proposal causes such significant harm to this BTM that planning permission cannot be granted?](#)

I am also aware that the application building is on a list of "potential BTMs". Please could you confirm when the Council drew up this list of potential BTMs and when a decision will be made by the Council regarding the inclusion or otherwise of the site on a statutory list of BTMs.

On a positive note, your email does not mention issues of overlooking or overdominance to the neighbouring properties which was an area of significant concern for the previous application. [Can I therefore assume that this element of your previous reasons for refusal have been satisfactorily dealt with by the current scheme?](#)

Residential Standards and Affordable housing contribution.

I am confused by your method of calculating the affordable housing contribution. In your email you state:

The affordable housing policy requirement equates to 10% for new build units 2x 2 bed maisonettes proposed to the rear, plus 8% for the converted units 2 x 1 bed maisonettes to the front. The contribution that would be sought would therefore be discounted to represent 18% affordable housing.

I cannot understand how you have reached a figure of 18% for the whole development. Surely if 50% of the whole development is to make a contribution of 10% and the other 50% of the development is

to make a contribution of 8%, the overall contribution should be 9%.

Notwithstanding this, I have completed your spreadsheet on the basis of 18% as you have requested. This gives a figure of £111,321 as a commuted sum for affordable housing in this development.

Alternatively, if the sums were calculated on the basis of 10% of the 2 bed units and 8% of the 1 bed units this would give a total contribution of £34,097 for the 2 bed units and £22,199 for the 1 bed units. A grand total of £56,296 which is slightly less than half the contribution required using your figure of 18%.

Please could you check the correct method of calculating the contribution and confirm which of these figures is correct?

It is a fact that the applicant is willing to enter into a legal agreement to secure the appropriate payment, however we must be confident that the contribution has been calculated correctly. Please could you advise of the person in your legal department who we need to speak to in order to commence the preparation of a legal agreement (subject to final confirmation of amounts and a recommendation to approve)?

Transport Issues

I can confirm that the applicant is prepared to enter into a legal agreement to remove the right to apply for a residents parking permit. Furthermore the installation of the dropped kerb and delineation of the private forecourt can be controlled by a suitably worded condition and there would be no objection raised to the imposition of suitable conditions.

I am mindful of the advice offered in the framework in respect of the transport impacts of developments and question whether the impacts of this development would be so severe that planning permission must be refused. On the basis that the scheme is in a highly sustainable area and residents would be prevented from having a resident's parking permit it is likely that the additional demand for parking that is created would be less than significant when considered against the Borough as a whole or even just the surrounding area.

Please could you consider this and respond accordingly?

Plans displayed on your website.

It is noted that your website is not displaying the proposed elevation drawings that were submitted with the application. This is most disappointing, particularly as the previous application on this site was refused in part due to your authority losing the Sustainability information that was submitted. I would expect greater care to be taken by the Planning Authority in administering planning applications.

Please could you ensure that this is corrected immediately and that all of the consultees, particularly those who have objected are given the opportunity to reconsider their response in the light of the elevational drawings which they have not seen?

Please can you confirm in writing that this re-consultation has taken place and that consultation

responses which have been received to date will not be given significant weight as the authors of these objections have not had the benefit of seeing the proposed elevations?

Given the number of issues raised in your email and in this response, we would like to arrange a meeting with you to discuss the scheme and seek to find a way forward that is acceptable to all parties. Please can you confirm a suitable time, date and location for this meeting to occur, if possible with your Urban Design Colleagues and Highways in attendance.

I look forward to hearing from you in due course in response to the underlined questions and points raised in this email and to my request for a meeting.

Yours sincerely

Luke Carter

Lewis & Co Planning

T 01273 413700

M 07968 717 523

E luke@lewisplanning.co.uk

From: Robert Naylor [<mailto:R.Naylor@richmond.gov.uk>]
Sent: 22 July 2014 16:42
To: Luke Carter
Cc: Nicki Dale
Subject: Planning Application (Ref: 14/2391/FUL) - 71 Richmond Road

Dear Mr Carter,

I am again the case officer dealing with the above planning application. As with the previously refused application (Ref: 14/0336/FUL) the current application would not receive a favourable decision, but for the following reasons:

Design Issues:

Whilst I would acknowledge that the scale and the bulk of the development have been brought back significantly, there are still concerns in respect to the design of the scheme given the prominent corner location. Furthermore my colleagues in urban design have again indicated that the property is located in close proximity to a Building of Townscape Merit (BTM); a conservation area and remains on their list of potential new BTMs. They have indicated that the building has an interesting roofscape and the both elevations, including the return, have detailing of quality.

As with the previous scheme given it is on a prominent corner site it is considered that the property forms an important link between the main road and the residential area. The rear elevation still appears of some concern in regard to the dormers and more modern interpretation on this elevation. Furthermore there are concerns in respect to the large side extension visible from Richmond Road will obscure part of the west elevation of the original building and is too high and out keeping with the character of the building as a whole. Whilst a side extension has been found acceptable through the previous permission (Ref: 13/1394/FUL) this was more subservient, traditional and subtle than that currently the proposed. As such the recommendation is to refuse the scheme.

Residential Standards and Affordable Housing contribution:

It would appear that this reason for refusal has been noted. This application appears to reduce and alter the design of the proposed first floor extension, reducing the number of flats proposed from five to four, increasing the size of the units, and other amendments including re-arranging the proposed balconies. Again the net gain in residential units could be welcomed.

Policies CP15 and DMHO6 set out the framework to require contributions to affordable housing from all small sites. The Council's suggested approach to calculating affordable housing would be based on the

principle set out in Policy DM HO6 of capturing the subsidy that a developer would have put in, had the scheme been for affordable housing, further details are set out in the Affordable Housing SPD.

There are 4 maisonettes proposed. There is existing residential floorspace to the front at first floor that will be retained and incorporated into two units, which are also extended into new floorspace at second floor. To the rear at first floor there will be a further two units, enabled largely by the two storey extension. The affordable housing policy requirement equates to 10% for new build units 2x 2 bed maisonettes proposed to the rear, plus 8% for the converted units 2 x 1 bed maisonettes to the front. The contribution that would be sought would therefore be discounted to represent 18% affordable housing.

It has been noted that your client is willing to enter into a legal agreement to make a contribution towards affordable housing. The commuted sum can be calculated using the pro-forma Annex A to the SPD (see link attached) and Annex E for a step by step guide on completion. If there are significant issues of viability to raise, then financial appraisal information would need to be submitted and the Council is likely to require this to be independently verified.

http://www.richmond.gov.uk/affordable_housing_spd

Transport Issues:

The site is in Community Parking Zone (CPZ) Area D which is operational Mon-Sat 8.30am-6.30pm. However, Seymour Gardens is the last road in this CPZ and CPZ Area S commences which is operational Mon-Fri 10.0am-4.30pm. It is acknowledged that the site has a PTAL of 4 good and there is no onsite parking proposed. The previous reason for refusal indicated that any application would need to be supported by an overnight car parking survey to ascertain the level of on street parking attributed to residents. My colleagues in Transport have again indicated that an overnight car parking survey would be required with this proposal to ascertain the level of on street parking attributed to residents. This would be particularly pertinent to the roads in CPZ S which have a much shorter operational time and not at all at weekends.

Subject to this being acceptable a S106 will be required removing access to resident permits and contracts in council run car parks. It has been noted that your clients have agreed to this also.

Further items that would need to be addressed are:

- The existing crossover would have to be reduced to 1.0m to allow refuse/recycling bins to be collected. This will be done at cost to the developer and must be shown on plan. This will also improve pedestrian access at this location.
- The cycle store under the stairs looks tight.
- Details of the method of delineation of the private forecourt on Richmond Road and Seymour Gardens is required to be conditioned on any planning permission granted
- A construction method statement is also required.

At this time they maintain an objection to the proposal as it is increasing the number of private flats at this location without an on street parking survey to show that the local roads would be able to absorb any overspill parking from the development at a time when local residents are at home.

I have spoken with my Team Leader and we are of the opinion that as it stands we would be recommending a refusal of the current scheme for the reasons stated above. However you may wish to withdraw the current scheme and alter the scheme in line with the above comments? Either way could you let me know by the end of the week in order that I may take the appropriate action?

I appreciate that this will be unwelcome, but the Council must be consistent in terms of applying its policies.

Kind regards

Robert Naylor
Senior Planning Officer





Environment Directorate
London Borough of Richmond upon Thames

APPENDIX 2:

SURVEY RESULTS AND MAPPING INFORMATION

Key:

-  = PAY+DISPLAY, MON-SAT, 0830-1830
-  = PHO, MON-SAT, 0830-1830
-  = MON-FRI, BUSINESS PHO, SAT PHO
-  = PAY+DISPLAY, MON-SAT, 0830-1830, MAX 2HOURS
-  = RESIDENTAL ON BUSINESS PERMITS
-  = PEDESTRIAN CROSSING MARKINGS
-  = DOUBLE YELLOW LINES
-  = SINGLE YELLOW LINES
-  = DROPPED KERB
-  = CAR CLUB
-  = DISABLED BAY
-  = BUS STOP

-  = PARKED CAR
-  = OBSERVED SPACE AVAILABLE
-  = PARKED ON YELLOW LINES
-  = PARKED ON DROPPED KERB

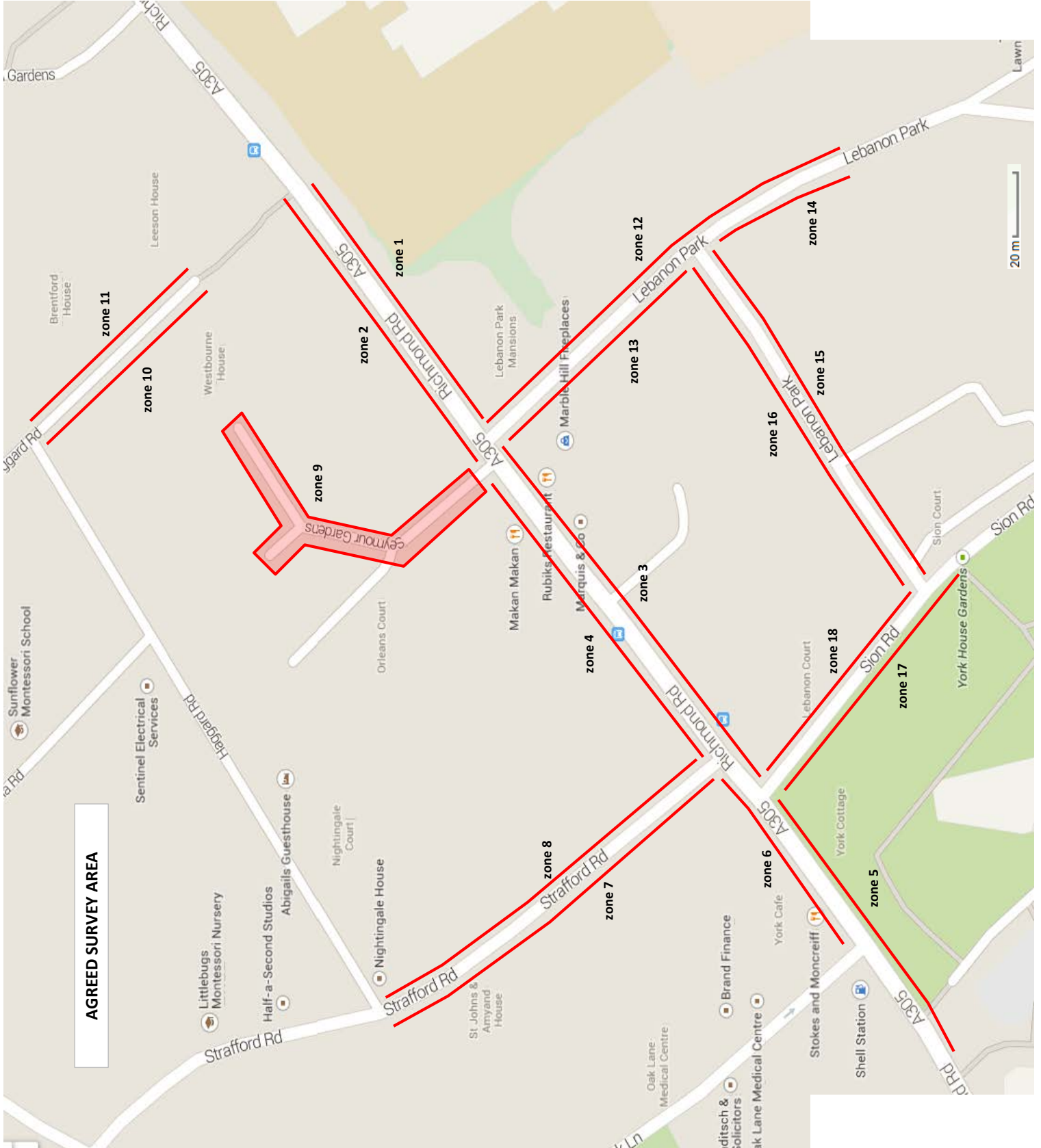
Publicly Available Data Car Lengths

New Car Sales (2014)

	Length (m)
1. Ford Fiesta	3.97
2. Ford Focus	4.36
3. Vauxhall Corsa	4.00
4. Volkswagen Golf	4.26
5. Vauxhall Astra	4.42
6. Nissan Qashqai	4.38
7. Audi A3	4.25
8. Volkswagen Polo	3.97
9. Fiat 500	3.55
10. BMW 3 Series	4.62
Average Length	4.18

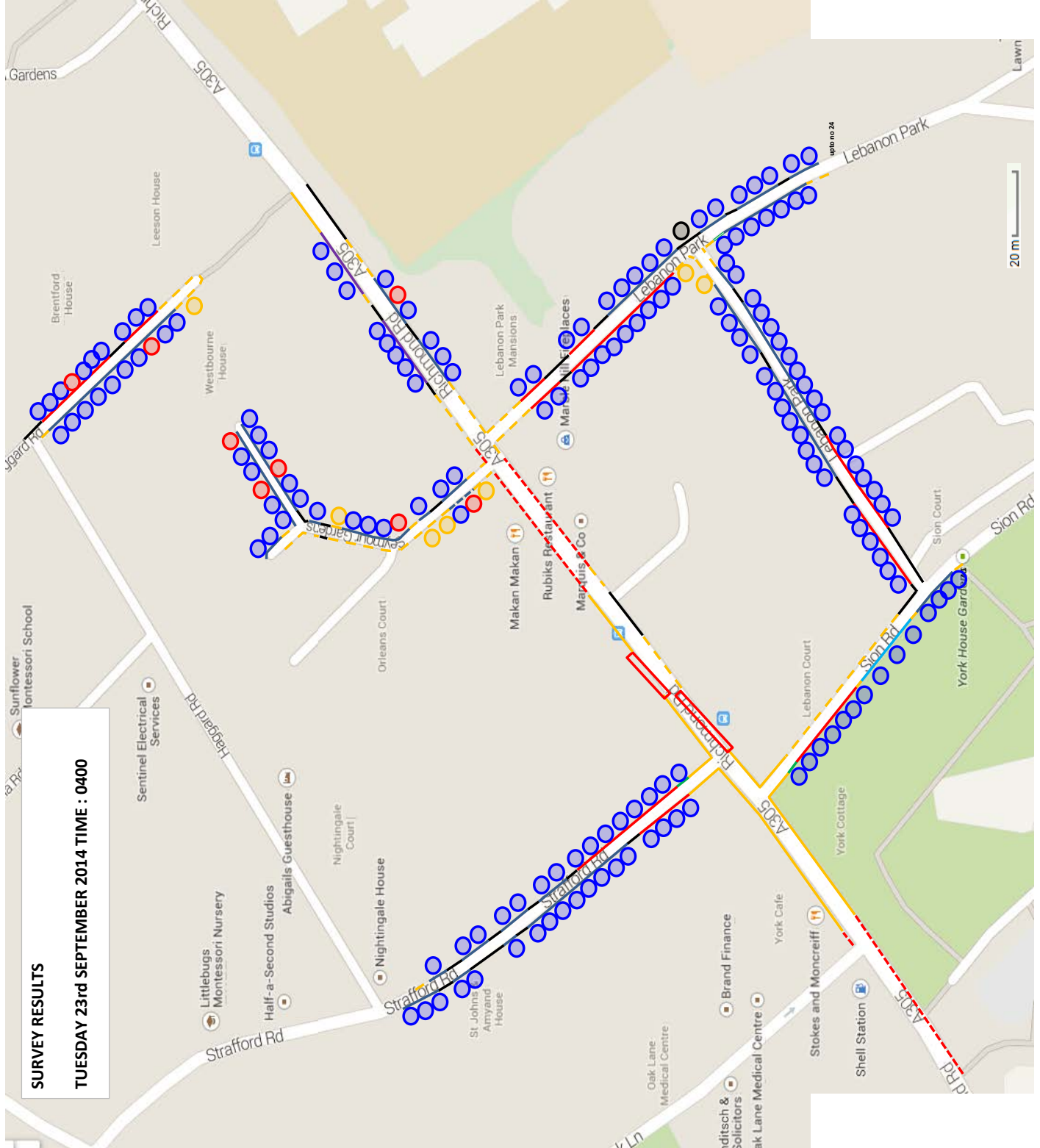
Used Car Sales (2012)

1. Volkswagen Golf	4.26
2. Ford Focus	4.36
3. Ford Fiesta	3.97
4. Vauxhall Corsa	4.00
5. Vauxhall Astra	4.42
6. BMW 3 Series	4.62
7. Ford Mondeo	4.78
8. Audi A3	4.25
9. Volkswagen Polo	3.97
10. Audi A4	4.70
Average Length	4.33



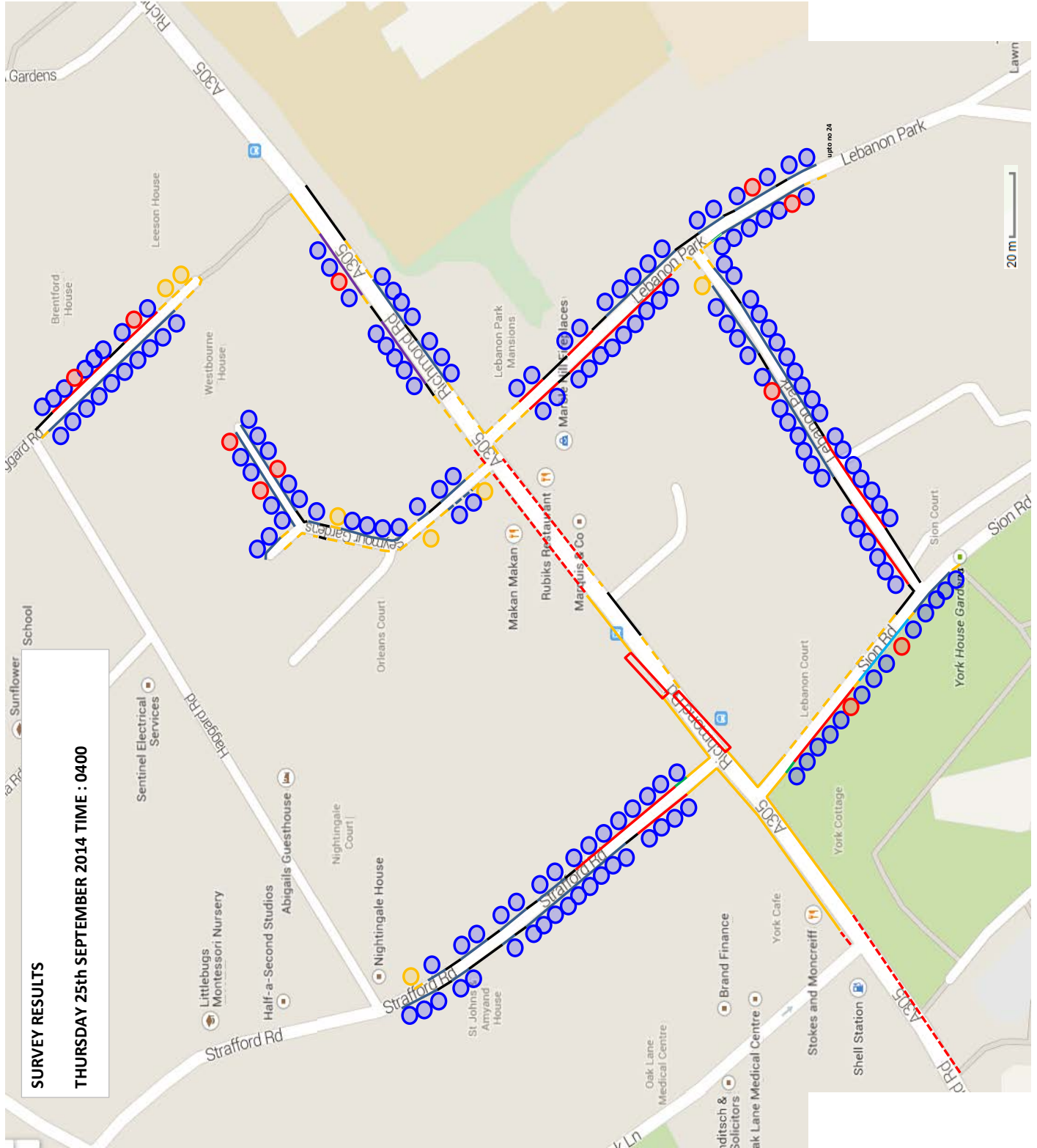
SURVEY RESULTS

TUESDAY 23rd SEPTEMBER 2014 TIME : 0400



SURVEY RESULTS

THURSDAY 25th SEPTEMBER 2014 TIME : 0400



K&M TRAFFIC SURVEYS

DATE : 23rd & 25th SEPTEMBER 2014

DAY : TUESDAY & THURSDAY

LOCATION : RICHMOND RD, RICHMOND

TUESDAY 23rd SEPTEMBER 2014	THURSDAY 25th SEPTEMBER 2014
TIME : 0400	TIME : 0400

ROAD NAME	ZONE	RESTRICTION	METRES	5.5M = 1 SPACE	TUESDAY 23rd SEPTEMBER 2014			THURSDAY 25th SEPTEMBER 2014		
					PARKED	OBSERVED SPACES	% STREET STRESS	PARKED	OBSERVED SPACES	% STREET STRESS
A305 RICHMOND RD	1	B = PHO MON TO SAT 0830-1830	37.6	6	5	1	83.3%	7	0	100.0%
		SINGLE YELLOW LINE	38.1							
		DROPPED KERB	28.6							
	2	E = RESIDENTIAL OR BUSINESS PERMITS	46.8	8	8	0	100.0%	8	1	88.9%
		SINGLE YELLOW LINE	25							
		DOUBLE YELLOW LINES	18.1							
		PED CROSSING MARKINGS	6.1							
		DROPPED KERB	10.4							
	3	SINGLE YELLOW LINE	32							
		DOUBLE YELLOW LINES	18.4							
		DROPPED KERB	15.7							
		PED CROSSING MARKINGS	45.5							
	4	BUS STOP	19.5							
		DOUBLE YELLOW LINES	45.7							
		BUS STOP	19.3							
	5	PED CROSSING MARKINGS	44							
		DOUBLE YELLOW LINES	42.6							
		PED CROSSING MARKINGS	38.7							
6	DOUBLE YELLOW LINES	61.9								
	PED CROSSING MARKINGS	4.8								
STRAFFORD RD	7	A = PHO & P&D MON TO SAT 0830-1830 MAX 4HRS	21.8	3	4	0	100.0%	4	0	100.0%
		B = PHO MON TO SAT 0830-1830	77.9	13	14	0	100.0%	15	0	100.0%
		DOUBLE YELLOW LINES	14.4							
		DROPPED KERB	29.8							
	8	A = PHO & P&D MON TO SAT 0830-1830 MAX 4HRS	46.1	8	7	0	100.0%	7	0	100.0%
		B = PHO MON TO SAT 0830-1830	44.5	7	7	0	100.0%	7	0	100.0%
		CAR CLUB ONLY	5.9	1	1	0		1	0	
		DOUBLE YELLOW LINES	10.3							
		DROPPED KERB	24.7							
		SINGLE YELLOW LINE	6.1					1		
SEYMOUR GARDENS	9	D = P&D MON TO SAT 0830-1830 MAX 2HRS	11.1	2	1	1	50.0%	2	0	100.0%
		B = PHO MON TO SAT 0830-1830	121.2	20	18	4	81.8%	19	3	86.4%
		SINGLE YELLOW LINE	104.9		4			2		
		DROPPED KERB	16.8							
HAGGARD RD	10	B = PHO MON TO SAT 0830-1830	58.7	10	9	1	90.0%	10	0	100.0%
		SINGLE YELLOW LINE	37.5		1			2		
	11	A = PHO & P&D MON TO SAT 0830-1830 MAX 4HRS	49.5	8	9	1	90.0%	8	2	80.0%
		DROPPED KERB	16							
LEBANON PARK	12	A = PHO & P&D MON TO SAT 0830-1830 MAX 4HRS	22.5	4	4	0	100.0%	4	0	100.0%
		B = PHO MON TO SAT 0830-1830	68.3	10	12	0	100.0%	1	1	50.0%
		SINGLE YELLOW LINE	14.1							
		DROPPED KERB	39.4		1					
	13	A = PHO & P&D MON TO SAT 0830-1830 MAX 4HRS	56.9	10	11	0	100.0%	11	0	100.0%
		SINGLE YELLOW LINE	23.4		1					
		DROPPED KERB	6.1							
	14	DISABLED BAY	4.8	0	1	0	100.0%	1	0	100.0%
		B = PHO MON TO SAT 0830-1830	34.5	6	6	0	100.0%	5	1	83.3%
		SINGLE YELLOW LINE	11.6							
	15	A = PHO & P&D MON TO SAT 0830-1830 MAX 4HRS	35.5	6	7	0	100.0%	7	0	100.0%
		B = PHO MON TO SAT 0830-1830	58.6	9	11	0	100.0%	11	0	100.0%
		SINGLE YELLOW LINE	9.1							
		DROPPED KERB	28.4							
	16	A = PHO & P&D MON TO SAT 0830-1830 MAX 4HRS	30.3	5	6	0	100.0%	6	0	100.0%
		B = PHO MON TO SAT 0830-1830	64.8	10	12	0	100.0%	11	1	91.7%
SINGLE YELLOW LINE		13.1		1			1			
DROPPED KERB		16.3								
SION ROAD	17	A = PHO & P&D MON TO SAT 0830-1830 MAX 4HRS	30.3	5	6	0	100.0%	5	1	83.3%
		B = PHO MON TO SAT 0830-1830	18.8	3	3	0	100.0%	3	1	75.0%
		C = BUSINESS PHO MON-FRI, SAT PHO	26.4	4	4	0	100.0%	4	0	100.0%
		SINGLE YELLOW LINE	8.4							
	18	DOUBLE YELLOW LINES	9.7							
		CAR CLUB ONLY	4.8		1	0		1	0	
		DROPPED KERB	22.3							
		SINGLE YELLOW LINE	62.1							