TECHNICAL NOTE

Job Name: Richmond Housing Partnership

Job No: 27941 - 001

Note No: TN05 Rev B

Date: July 2015

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Checked By: P Brady

Subject: Bucklands Road Site A Transport Review

Introduction

Peter Brett Associates LLP (PBA) has been commissioned by Richmond Housing Partnership to undertake an assessment on the transport-related impact of building a small-scale residential development at Bucklands Road, TW11 9QS. This Technical Note (TN05) seeks to review the development proposal to support a planning application for the provision of a residential development on land at Bucklands Road, known as Site A.

Site A is opposite Site B. Site B also proposes a residential development under a separate planning application, although in place of an existing parking forecourt. Whilst separate applications, it is relevant to reference Site B when considering potential displacement of car parking as a result of the two site's coming forward together or individually.

Methodology

This TN has been prepared in-line with methodology already established through planning consent granted in 2013 for a number of similar RHP sites within Richmond. This has again been confirmed as acceptable with London Borough Richmond upon Thames (LBRuT) highways officers through the submission of a Parking Survey Scoping Note. In summary the methodology is agreed as;

- 2 x night time surveys of the current parking conditions for the site and surrounding roads within 200m of the site.
- Surveys were conducted between the hours of 0100 and 0500 on a Monday and Thursday night.
- Obtain lease data for garages. Assumes all privately leased garages are occupied by a car.
- Use the garage leaseholder postcode data to plot the users within 200m of the site, 200m to 400m of the site and in excess of 400m of the site.
- If the postcode is located within 200m of the site and the garage was used for parking then this vehicle would be accounted for as being displaced to the surrounding area within 200m.
- All postcodes outside of the 200m cordon would be discounted in terms of displacement impact on the roads adjacent to the site.

- Any vehicles within the garage area on the hard-standing at the time of the survey will also be considered to be displaced.

Planning Policy

This Technical Note has been produced with reference to the transport specific policies contained within the London Borough of Richmond upon Thames (LBRuT) Development Management Plan adopted November 2011. The particular policies are:

- Policy DM TP1 Matching Development to Transport Capacity
- Policy DM TP2 Transport and New Development
- Policy DM TP3 Enhancing transport links
- Policy DM TP6 Walking and the pedestrian environment
- Policy DM TP7 Cycling
- Policy DMTP8 Off street parking – retention and new provision
- Policy DM TP9 Forecourt parking
- Appendix Four – Parking Standards

Additional planning and design guidance that have been referenced in the assessment of this site, in terms of transport, include the LBRuT Supplementary Document 'Small and Medium Housing Sites, Adopted Feb 2006' and the Lifetime Homes Design Guide published 2011.

Existing Site Information

Site Location

The site is located off Bucklands Road in a residential area of Hampton Wick Ward and consists of a garage court with hard standing for vehicle manoeuvring and informal car parking space. The site is boarded by residential properties to the north, east, south and west.

Permitted and Existing Use

The site is currently occupied with 40 lock up garages located in three blocks. 38 garages are currently being leased out to people. The remaining area is given over to hard standing which is used as an unmarked area for vehicle manoeuvring. The figure below illustrates the existing site layout (see Site A).

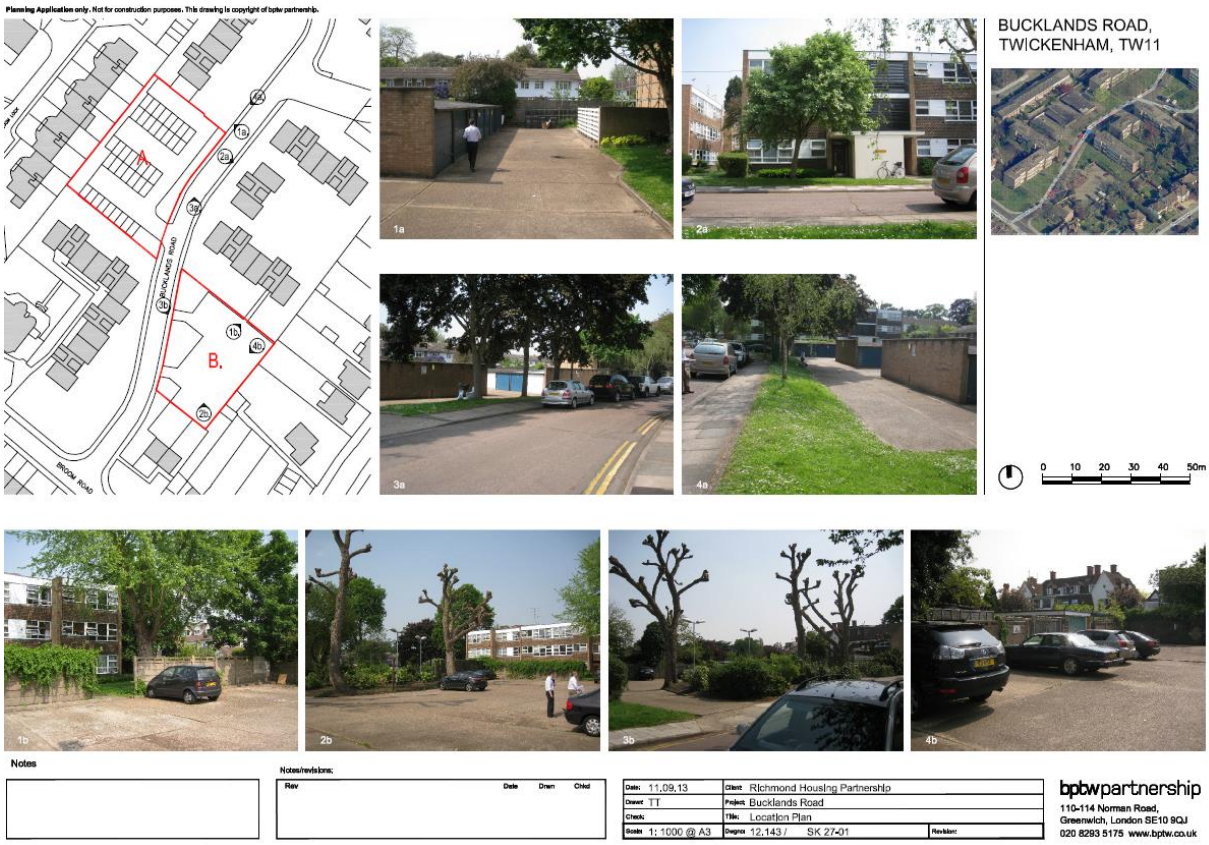


Figure 1: Existing site plan (BPTW partnership, 2012)

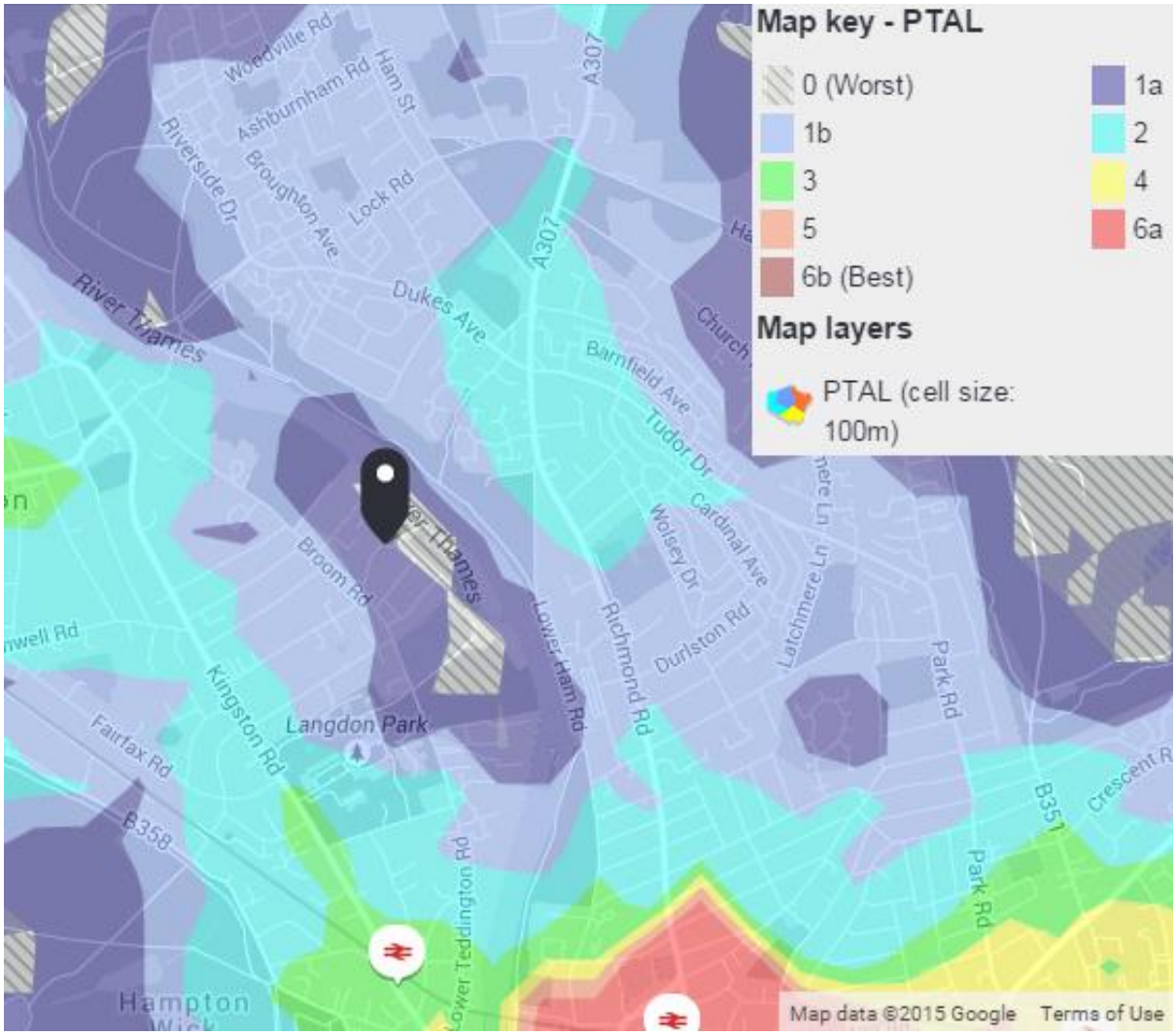
Existing Site Access and Movement

The application site is accessed via a cross-over arrangement with Bucklands Road, which is a cul-de-sac leading from Broom Road to the west.

Local Highway Network

The site is well placed in relation to the local and regional road network with high accessibility to the site being served by the A310 to the west, which links Kingston-upon-Thames with Twickenham.

The nearest bus stops serving the site are approximately 400 metres walk south of the site on Broom Road and belong to route 641. Using TfL's WebCAT PTAL tool below it is demonstrated that the site is PTAL level 1a.



Source: TfL WebCAT 2015

Proposed Development

Development Schedule

It is proposed to redevelop the existing garages and parking site with a terrace of 2 x 4 bedroom 3 x 3 bedroom houses.

Parking will be provided within a car parking area, aimed at providing provision for the houses as well as to part accommodate the potential displacement of parking associated with the existing garages.

Figure 2: Proposed site plan (BPTW partnership, 2015)

Vehicle Access

The proposed redevelopment seeks to retain access via the existing vehicle cross-over with Bucklands Road, although for only 3 car parking bays. A new cross-over would be provided at the eastern end of the site onto Bucklands Road for access to the main car parking court.

Site Servicing

Refuse collection would take place on Bucklands Road, with a bin store provided adjacent to the retained vehicle cross-over with Bucklands Road.

Car Parking Provision

The table below indicates the number of parking bays provided for the dwellings compared to the parking standards set out in the Adopted Development Management Plan. The site parking bay proposals will not exceed the maximum requirements of the Adopted Development Management Plan parking standards.

Table 1: Development Car Parking Requirement

Development Schedule	Maximum Parking Requirements	Number of Proposed parking bays
2 x 4 bedroom house	4 spaces	3 spaces
3 x 3 bedroom house	3 allocated, 2 unallocated	2 spaces
Additional	-	14 spaces

Cycle Parking Provision

The proposal for the site is to provide secure cycle parking for 4 bicycles per 4 bedroom house and 2 bicycles per 3 bedroom house, which exceeds the minimum parking standards located in Appendix Four of the Adopted Development Management Plan. These would be located in secure stores within the gardens of properties.

Traffic Impact

This section details predicted impact of the proposed redevelopment on the local highway network. Appendix B of the DfT document 'Guidance on Transport Assessment, 2007' states that no transport assessment is required for developments less than 50 dwelling units and also where the development will generate less than 30 two-way vehicle movements in any hour.

The site is private land so any vehicles parked on the site should be there with the permission of the site owner as part of a lease agreement for use of the garages. There are currently 40 garages on site. 38 out of 40 garages are leased out to patrons, although it is not understood if the garages are used to store vehicles. One garage is leased by property management, so it is assumed that this would not incur an impact on the surrounding roads if removed. From analysis of the lease data it has been determined how far the garage leaseholders live from the garage site.

The Leaseholders Overview drawing below illustrates the location of leaseholders that currently lease a garage on the site. As in the previous assessment work it is assumed that all the leaseholders are using the garages to park vehicles in. This represents the worst case scenario which forms part of the agreed methodology.

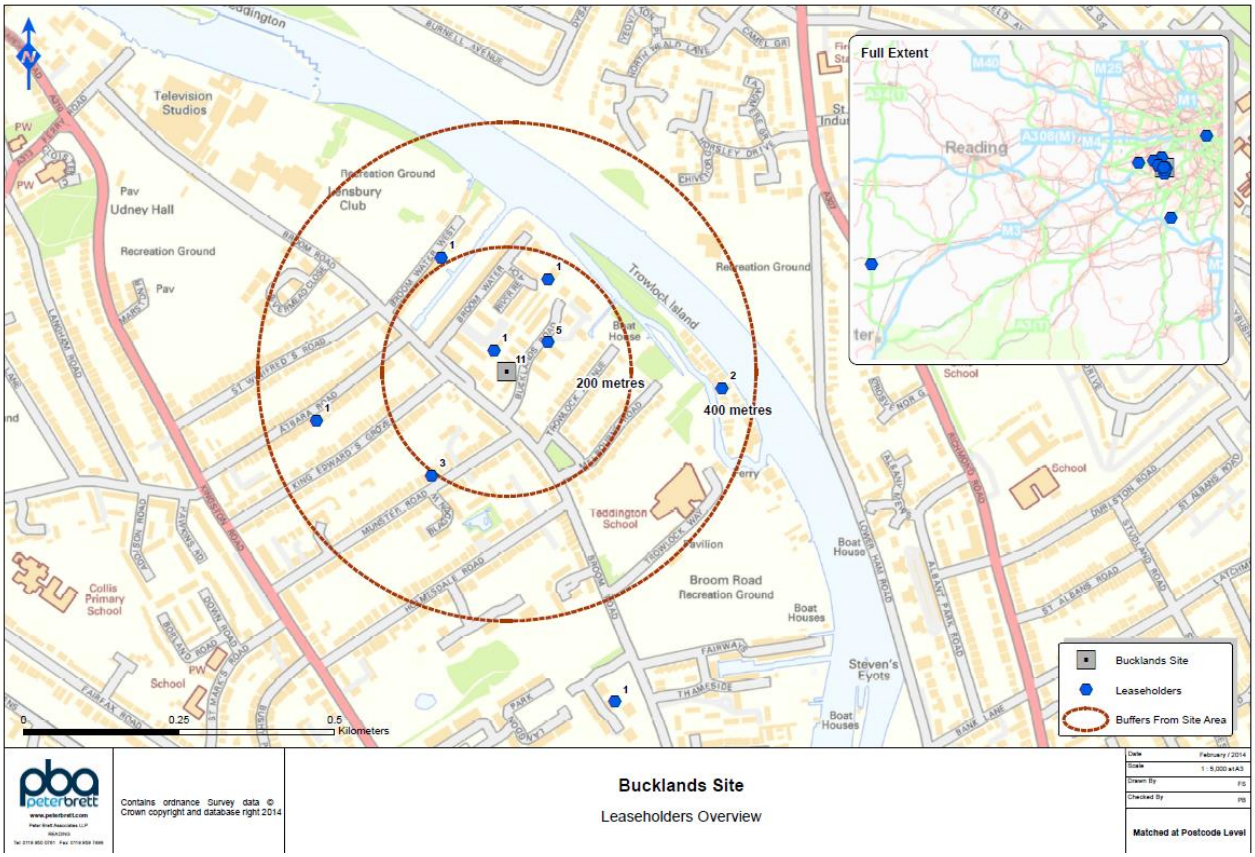


Figure 3: Location of Leaseholders

Figure 3 can be summarised in Table 2.

Table 2: Location of Leaseholders in relation to the site

Distance from the site	Leaseholders
Within 200m	18
201m – 400m	7
>401m	13

Note: Leasehold details have been provided to LBRuT to validate above on a confidential basis

A survey of the site was undertaken on Tuesday 21st and Friday 24th January 2014 to get an understanding of the extent of parking being undertaken on site and the surrounding roads within a 200m radius of the site. The survey consisted of an observation of parked vehicles on the site and possible opportunities to park in streets within a 200m radius. The survey consisted of a parking beat count at 0300hrs. The site survey confirmed that 5 vehicles were parked within the informal parking area adjacent to the garages, on both survey days.

It can be seen in drawings 27941/BUCKLANDS/SK006 and 27941/BUCKLANDS/SK015 below that within 200m of the site between 12 to 15 gaps were surveyed. The gaps reflect areas where no parking takes place but are available for possible parking. The areas where no vehicles were parked would indicate gaps where junction radii, driveways, parking restrictions and bends made possible parking unfeasible. It should be noted that 5 adhoc vehicles were also parked on the site on both occasions, which may or may not be associated with the garage occupiers.

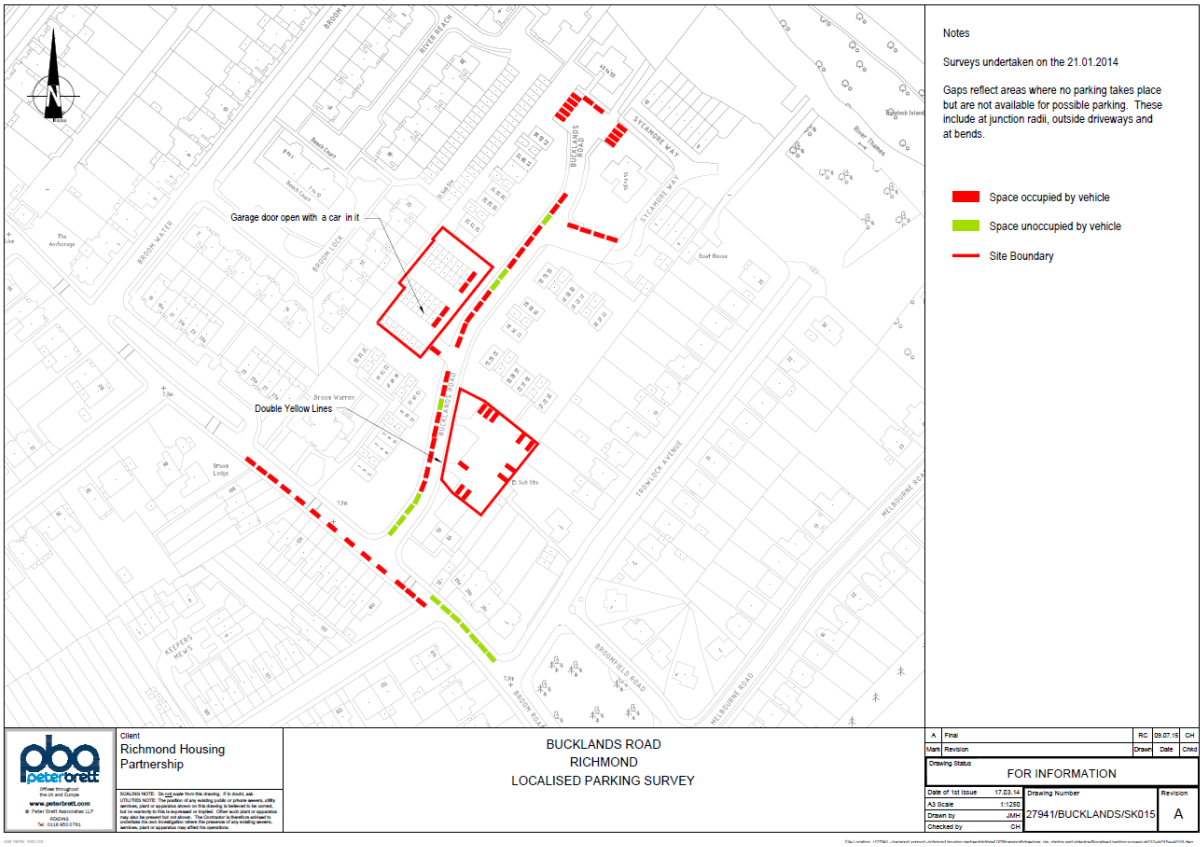


Figure 4: Localised parking Survey (21.01.2014)

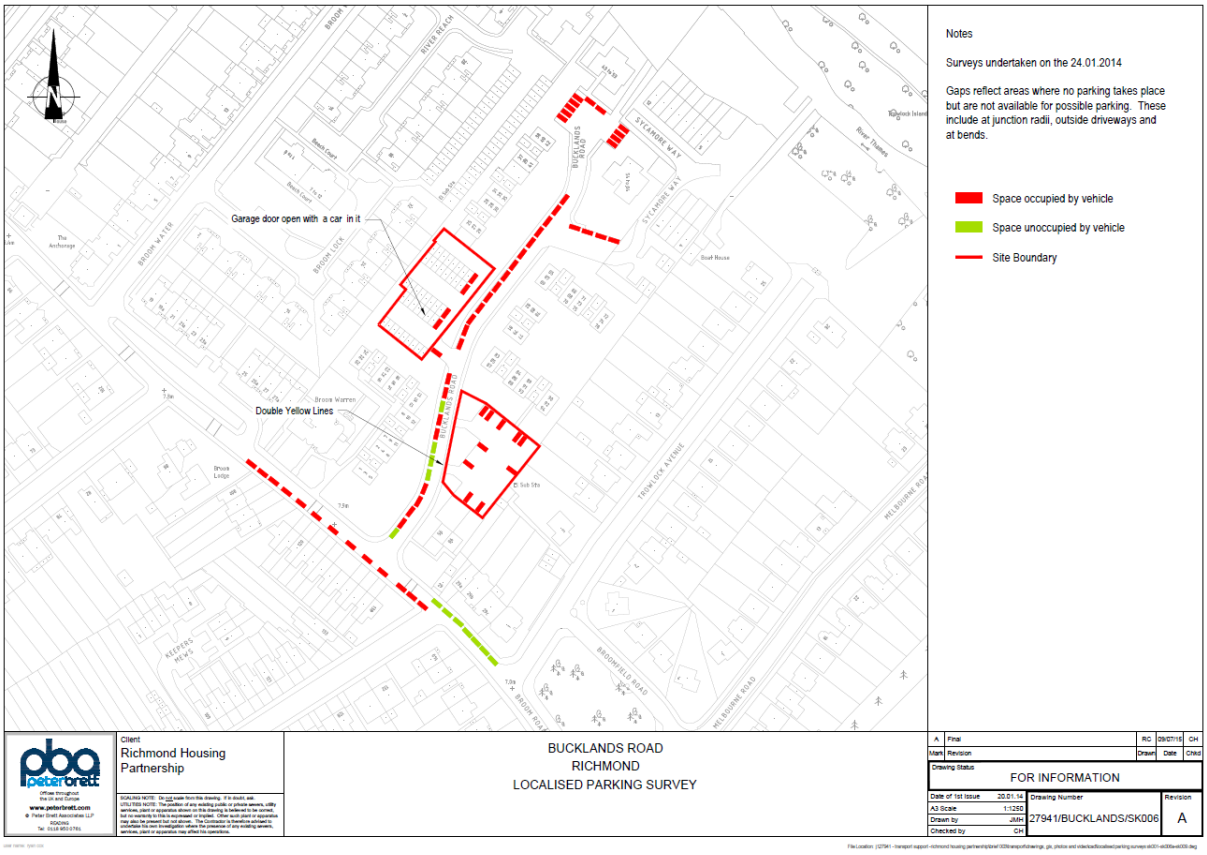


Figure 5: Localised parking Survey (24.01.2014)

Conclusion and Recommendations

Based on the above information, it is considered that the proposed redevelopment of the site would not have a material impact on the surrounding transport network with only 9 vehicles displaced locally and accommodated within the minimum 12 available spaces. The overall parking conclusions are summarised in Table 3.

Table 3: Parking Conclusions

Provision for proposed dwellings	5
Garage tenants < 200m	18
Max observed parking on-site	5
Additional Parking	**14**
Displacement <200m	9

Should Site B come forward, then this would accommodate the displacement of 9 vehicles and there would therefore be 0 displacement.

This note demonstrates that the scale of development based on the requirements for cycle and car parking, the servicing and deliveries of the proposed site use and the access junction arrangement is appropriate on transportation grounds.