



Development Transport Planning

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Piers Gilbert
Gilbert Homes
Unit 11, Silwood Business Park,
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AKJ/Ham Street/65057
5th November 2015

Dear Piers,

59 Ham Street, Richmond – Proposed Residential Development

Further to your request that we consider and advise on the highways aspects of a possible residential development at 59 Ham Street, I am pleased to provide you with our report.

Site Location and Existing Development

The site is located on the west side of Ham Street and is currently occupied by a single dwelling with a gated driveway adjacent to the northern site boundary and giving access to an area of hardstanding and a garage integral to the dwelling.

The plot extends to Back Lane which runs parallel and to the west of Ham Street. To the north is Ham Public Library and to the south is a residential property currently under construction. These two roads and the local area are subject to a 30mph speed limit.

The local area is mainly residential and there is a local shopping centre to the north of the library which includes a number of shops, cafes, take ways and other services.

Grey Court secondary school is located to the east of Ham Street and opposite the local centre. St Richards C of E primary school is located about 500m walk from the site and Meadland primary school is about 800m walk away.

The local roads are not within a Community Parking Zone although some sections of carriageway are subject to waiting restrictions, including the majority of the site frontage onto High Street along which waiting is prohibited "At Any Time". These waiting restrictions appear to have been installed relatively recently. Parking is permitted without restriction on the eastern side of Ham Street opposite the site and to the north along the library frontage.



The absence of off-street parking for many local properties and the presence of the local shopping centre means that parking on-street is common opposite the site and on both sides of the road to the north.

Given the width of Ham Street, which is about 6.75m wide, this on-street parking effectively reduces the road to single lane width and acts to reduce vehicle speeds in the vicinity of the site.

Proposed Development

It is proposed to replace the existing single detached dwelling with two pairs of 3 bedroom semi-detached houses. These will be served by a central shared access leading to a parking court with 6 car parking spaces.

Transport Considerations – Access

The London Borough of Richmond upon Thames (LBRuT) provides guidance on access to frontage parking for single dwellings although there is no published guidance for accesses to parking serving more than one dwelling. The LBRuT Front Garden and Other Off-Street Parking Standards SPD provides details of the requirements for vehicle dropped kerbs. The SPD advises that where a new development is built as a row of houses, vehicle accesses should be paired to a maximum flat width of 4.8m.

It is envisaged that such an access would serve two dwellings, but the SPD also seeks to minimise the number of dropped kerbs along a section of footway. In this instance I consider that a single dropped kerb access up to 4.8m wide would be appropriate to serve the proposed 4 dwellings. This is shown in our drawing number 65057-LR-001

Visibility

The Front Garden SPD also advises that visibility splays should be provided in accordance with current national guidelines. Given the urban location within a 30mph speed limit the appropriate national guidance is Manual for Streets (MfS). MfS relates the sightlines to the observed speeds of vehicles. The visibility splays that will be provided at the access are 2.4m by 34m looking to the right (south) from the access and 2.4m by 30.6m looking to the left (north). These are also shown on the enclosed drawing.

The 34m sightline equates to a wet weather vehicle speed of between 26 and 27mph which is equivalent to an observed 85th percentile speed of between 29 and 30 mph. The 30.6m sightline equates to an observed vehicle speed of between 27 and 28mph.



As described above, the local highway conditions with on-street parking close to the site lead to reduced vehicle speeds and I consider that these visibility splays are appropriate and adequate.

Parking

Policy DM TP 8 of the LBRuT Development Management Plan (DMP) requires that new developments provide an appropriate level of off-street parking. Appendix 4 of the DMP sets out the maximum car parking and minimum cycle parking standards. The text to the policy advises that the standards should be met in areas with PTAL levels of 1 to 4 and this applies in this instance.

For Class C3 residential development the standards are based on size as defined by the number of bedrooms. For houses with 3 bedrooms and where there are 2 or more dwellings the standard is 1 allocated space plus sufficient unallocated spaces to provide an overall total of 1.5 spaces per unit.

For the proposed 4 dwellings the standard would be 6 spaces in total with 1 allocated to each dwelling and 2 spaces unallocated. This accords with the proposed layout plan which shows 6 spaces with 2 marked for visitors.

Provision is also required for cycle parking or, in this case, storage and the DMP sets a minimum standard of 1 space per 3 bedroom dwelling. Given that each dwelling has a rear garden with access to it I would suggest that storage for 2 cycles for each dwelling be provided in a purpose built store.

Sustainability and Accessibility

The Transport for London WebCAT PTAL calculator indicates that the site is located in a PTAL area of 1b, which is low. This is primarily due to Ham village being within a loop of the River Thames which is directly served by only a single bus service. This is route number 371 which runs 7 times per hour between Kingston and the Sainsbury supermarket at Manor Road, via Richmond town centre. The nearest stops to the site are in Ashburnham Road about 90m (to Kingston) and 150m (to Richmond) from the site. This proximity makes these services very convenient.

Other bus services operate from stops which are not included in the PTAL calculation as the walk distance exceeds the cut off of 640m. For example bus route number 65 on A307 Upper Ham Road is 650m from the site and so is just exclude form the PTAL calculation. This route travels from Kingston to Ealing Broadway via Richmond.

However, sustainability does not only depend upon access to public transport and the site is very well located to the shops in the local centre on Ham Street and Ashburnham Road. It is also within easy walking distance of two primary schools and a secondary school.



Ham village provides a number of other facilities within easy walking distance including a GP surgery at Lock Road, a pharmacy on Back Lane, several churches and a public house all within about 500m walk from the site.

The availability of these local facilities makes the location very sustainable and entirely appropriate for the proposed development.

Travel Implications

The proposed four new dwellings is an increase in 3 dwellings and would lead to an increase in travel demand from the site. This would amount to between 6 and 8 additional vehicle movements per day per dwelling, or about 20 additional trips by car per day with perhaps a similar number by other modes. This increase in travel would have no material impact on the operation of the local roads.

Conclusion

In my view the proposed development is entirely acceptable in respect to transport matters and in my view the Presumption in favour of sustainable development as set out in the National Planning Policy Framework should apply.

Yours sincerely



Andy Jenkinson
Director

Encs.

Drawing 65057-LR-001 - Proposed Development and Access

