HAMPTON CARE HOME LIMITED

60-68 STATION ROAD,
HAMPTON, TW12 2AX

TRANSPORT ASSESSMENT

September 2019

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Contents

Figures

Appendices

Ref: File path P:\ P2170 Station Road Transport Assessment September 2019

1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by Hampton Care Home Limited in relation to the proposed re-development of the former Hampton Police Traffic Unit, 60-68 Station Road, Hampton Village, London, TW12 2AX.

1.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.

Site Location

1.3 The local planning and highway authority is the London Borough of Richmond.

1.4 The site is located on the north side of Station Road. To the east of the site is the A3008 High Street which feeds into the A308 Upper Sunbury Road immediately to the south. The A308 is the principal road in close proximity to the site which runs between Hampton Court to the east to Sunbury to the west.

1.5 The site has a pedestrian access to the existing main building to the front via Station Road and two vehicle accesses also off of Station Road, one of which serves the main traffic unit car park and two end-on bays, and a separate dropped kerb which serves a further three end-on parking bays.

1.6 The area adjoining the site comprises of a mixture of low density residential and commercial premises. A short distance to the east of the site adjacent to Beaver Close is the Hampton and Richmond Borough Football Club ground and the Castle Business Village.

1.7 The nearest bus stops in proximity to the site are on Station Road the closest of which is immediately opposite the site. Hampton National Rail Station is located within 0.5 kilometres to the west of the site.

Existing Site

1.8 The existing site contains a locally listed (Building of Townscape Merit (BTM)) former police station building fronting Station Road with a variety of vehicle service buildings to the rear.

1.9 There is a hard standing to the side behind a brick wall to the front of the property which comprises of a large open area which is used for parking. By way of an estimate based on an aerial photograph of the site from when it was operational as a police traffic unit, up to say 34 vehicles would be able to park on-site within the parking hard standing area.

1.10 There is additional parking provided at the front of the site for around five cars to park, whereby cars would either need to reverse to or from these spaces directly from Station Road.

1.11 The gross internal area (GIA) of the existing buildings contained within the site amounts to some 2,234 sqm.

Proposed Development

1.12 The proposals comprise of the redevelopment of the site to provide an 89 unit care facility for the elderly (compromising of 67 care bedrooms, 17 one-bedroom care suites and five two-bedroom care suites).

1.13 A total of 14 off-street car parking spaces will be provided inclusive of one designated Blue Badge parking bay, one enlarged parking bay, and three electric vehicle (EV) bays. In addition, 22 cycle storage spaces (compromising of 16 long-stay spaces and six short-stay spaces) will be provided within the site.

1.14 A refuse and recycling facility will be provided within the site to the south of the car park with collection on-site from the drop-off/delivery area. Delivery of goods will also take place on-site from the drop-off/delivery area.

1.15 The proposed site plan is presented in Appendix B of this report.

Recent Planning History

1.16 There has been one recent planning application for redevelopment of the site which is of material importance to this study. A UK Pacific Hampton Station LLP application for the retention of the former police station building with partial demolition of the rear wings of the police station, demolition of the rear garages, construction of 28 residential units (five x one-bedroom, six x two-bedroom, 10 x three-bedroom and seven x four-bedroom) and associated access, servicing, 40 car parking spaces, 56 cycle parking spaces and landscaping was submitted to the local planning authority in January 2017 and was granted planning permission in September 2017; planning reference 16/0606/FUL.

1.17 The development scheme for 28 residential units has not been implemented since it was granted permission in September 2017.

1.18 This report has been prepared to assess the key highways concerns with regards to the proposed development, principally being the site access, parking, servicing, and development impact.

2.0 POLICY ASSESSMENT

Local Policy

2.1 Richmond Council's planning policy is contained in a hierarchy of policy and guidance documents from the national to the local level, all of which are used to guide and manage development in the borough.

2.2 The Local Plan (previously known as Local Development Framework) sets out the priorities for the development of the borough and is used for making decisions on planning applications. It consists of a number of planning documents and guidance.

2.3 Richmond Council adopted its new Local Plan for the borough in July 2018, which replaces previous policies within the Core Strategy and Development Management Plan. The Plan sets out policies and guidance for the development of the borough over the next 15 years.

2.4 Policy LP44 of the Council's adopted Local Plan sets out the overarching transport related objectives and is extracted as follows for ease of referral:

> *"Policy LP 44*
>
> ***Sustainable Travel Choices***
>
> *The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:*
>
> ***A. Location of development***
>
> *Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.*
>
> ***B. Walking and cycling***
>
> *Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and*

convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.

C. Public transport

Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided. Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

D. The road network

Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements. In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.

E. River transport

Encourage the use of the River Thames for passenger and freight transport through the protection of, improvement to, and provision of new relevant infrastructure including wharves, slipways and piers.

F. Safeguarding of routes and facilities

Land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from developments which would prevent their proper implementation. Local filling stations and supporting services such as car repair facilities will be protected from redevelopment for alternative uses unless exceptional circumstances can be demonstrated that warrant their loss.

G. Taxis and private hire vehicles

Ensure that taxis and private hire vehicles are adequately catered for in appropriate locations."

2.5 Policy LP45 of the Council's adopted Local Plan sets out the parking standards and servicing standards for new development and is therefore of material importance to this assessment. The full wording is extracted as follows:

"Policy LP 45

Parking Standards and Servicing

Parking standards

The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:

1. Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.

2. Resisting the provision of front garden car parking unless it can be demonstrated that:

a. there would be no material impact on road or pedestrian safety;

b. there would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and c. the existing on-street demand is less than available capacity.

3. Car free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to:

a. the provision of disabled parking;

b. appropriate servicing arrangements; and

c. demonstrating that proper controls can be put in place to ensure that the proposal will not contribute to on-street parking stress in the locality. All proposals for car free housing will need to be supported by the submission of a Travel Plan.

4. Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network.

Freight and Servicing

New major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living conditions of nearby residents."

2.6 As is referenced in Policy LP45, the Council's parking standards are set out in Appendix 3 of the adopted Local Plan. The Council's C2 care homes parking standards are set out as follows:

- Use Class C2 Care Homes – car parking standard as per the London Plan. Cycle parking standard as per the London Plan;

The London Plan 2016

2.7 The Mayor of London, through the legislation establishing the GLA, has to produce a spatial development strategy (SDS) that sets out strategic planning policy for the whole of London (the London Plan).

2.8 Chapter 6 of the London Plan (2016) relates to London's Transport.

2.9 At the regional level the London Plan Policy 6.1 sets out the Mayor's Strategic Approach to Transport, and policy 6.3 sets out the Mayor's approach to assessing the effects of development on transport capacity. Policy 6.1 and parts A, B, and C of policy 6.3 are extracted as follows:

> '**Policy 6.1 Strategic Approach**
>
> *A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:*
> *a encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs*
> *b seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs*
> *c supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2).*
> *d improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3)*
> *e seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use*

f facilitating the efficient distribution of freight whilst minimising its impacts on the transport network

g supporting measures that encourage shifts to more sustainable modes and appropriate demand management

h promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced

i promoting walking by ensuring an improved urban realm

j seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.

B The Mayor will, and boroughs should, take an approach to the management of streetspace that takes account of the different roles of roads for neighbourhoods and road users in ways that support the policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated."

"Policy 6.3 - Assessing effects of development on transport capacity

Planning decisions

A). Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

B). Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

C). Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans."

2.10 This Transport Assessment has been prepared in accordance with TfL's *Transport Assessment Best Practice Guidance*, the impacts of the proposed development on transport capacity are fully assessed within this report in accordance with Policy 6.3 of The London Plan.

2.11 Policies 6.9 and 6.13 of the London Plan relates to the provision of cycle parking and parking in new developments respectively; at the strategic level the guidance states that:

> *"6.9 The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026*
>
> *6.13 The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."*

2.12 Note that the London Plan does not prescribe specific car parking standards for C2 (residential care homes / extra care / sheltered accommodation) use classes; therefore it is usually the case when no parking standards are prescribed for a specific land use that each site should be assessed individually; based on site specific considerations and justified through the preparation of a Transport Assessment or Transport Statement report.

2.13 In terms of guidance for cycle parking standards, the London Plan sets minimum cycle parking standards in Table 6.3.

- CYCLE PARKING – C2 care homes: for **long-stay,** 1 space per 5 staff, and for **short-stay,** 1 space per 20 bedrooms.

C1	hotels (bars, restaurants, gyms etc open to the public should be consid-ered individually under relevant standards)	1 space per 20 bedrooms	1 space per 50 bedrooms
C2	hospitals	1 space per 5 staff	1 space per 30 staff
C2	care homes / secure accommodation	1 space per 5 staff	1 space per 20 bedrooms
C2	student accommodation	1 space per 2 beds	1 space per 40 beds
C3-C4	dwellings (all)	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units

2.14 Parking is discussed later in this report and relates to the local and regional planning policy guidance for the provision of parking for all modes of travel in new development.

Draft New London Plan

2.15 July 2019 the Mayor of London published a version of the draft London Plan that includes further suggested changes. The draft new London Plan is in the advanced stages of being formally adopted and is therefore of material importance to the assessment of this proposal. Policy T1 of the draft new London Plan sets out the strategic approach to transport:

> *"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."*

2.16 Policy T2 of the draft new London Plan sets out the Mayor's strategy for 'healthy streets' and is an important new feature of this emerging version of the London Plan. Policy T2 is extracted as follows:

> *"Policy T2 Healthy Streets*

A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.

2) reduce the dominance of vehicles on London's streets whether stationary or moving.

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.17 Note that the draft new London Plan does not prescribe specific car parking standards for C2 (residential care homes / extra care / sheltered accommodation) use classes; therefore it is usually the case when no parking standards are prescribed for a specific land use that each site should be assessed individually; based on site specific considerations and justified through the preparation of a Transport Assessment or Transport Statement report.

2.18 In terms of guidance for cycle parking, disabled persons parking and electric vehicle parking, the draft new London Plan proposes to set the following minimum standards:

- CYCLE PARKING – C2 care homes: Long-stay 1 space per 5 FTE staff. Short-stay, 1 space per 20 bedrooms.

- DISABLED PERSONS PARKING – medical and health facilities: 6% of the total parking provision is required to be designated as disabled persons parking bays. 4% of total parking spaces are required to be enlarged (large enough to become a disabled persons parking bay).
- ELECTRIC VEHICLE PARKING – residential: 20% of the total parking provision is required to include active charging facilities and passive provision must be provided for all remaining spaces.

National Planning Policy Framework (NPPF)

2.15 The main planning policy documents which provide a context for national sustainable transport is the National Planning Policy Framework (NPPF), which was published in July 2018 and revised in February 2019.

2.16 The NPPF sets out key sustainable transport objectives. Promoting sustainable transport is an integral part of transportation policy.

2.17 An extract from section 9 'Promoting Sustainable Transport' of the NPPF February 2019 is set out as follows:

> *"102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
> *a) the potential impacts of development on transport networks can be addressed;*
> *b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
> *c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
> *d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
> *e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*
>
> *"103. 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."

"106. 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 accordance with chapter 11 of this Framework). 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."

3.0 SITE ACCESSIBILITY

3.1 The site is in Hampton Village with good access to local amenities, bus and rail service links that meet residents day-to-day needs.

Local Amenities

3.2 The closest amenities in proximity to the site are a small parade of shops immediately surrounding the site on Station Road and a 'Little Waitrose' located on Percy Road just to the west of Hampton Station.

3.3 The small parade of shops include a post office, hairdressers, restaurants and a local convenience store. The location of nearby shops, services and amenities is displayed in Figure 2 of this report.

Public Transport

3.4 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility level (PTAL) assessment have been undertaken.

3.5 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.

3.6 The level of available public transport at a point of interest in London is quantified and measured using Transport for London's (TfL) PTAL model.

3.7 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.

3.8 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAI and PTAL score. The assessment was taken from the site's frontage onto Station Road. The results illustrate that the application site has a PTAI score of 9.5 and a corresponding PTAL score of 2 which is a 'poor' accessibility rating as defined by TfL. However, it must be noted that the site is near a PTAI score of 10.01, which corresponds with a PTAL level of 3.

3.9 The full PTAL output files are presented in order in Appendix C. TfL's PTALs table is extracted as follows:

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

3.10 A total of three bus services with high hourly service frequencies can be accessed from stops within around 450 metres of the application site with the closest bus stop to the site being directly adjacent on Station Road. Refer to Figure 3 of this report for a map detailing the locations of nearby public transport access points.

3.11 The nearest bus stop opposite to the site serves access to routes 111 and 216. A bus stop around 450 metres east of the site on the A311 Church Street serves access to bus route R68.

3.12 The site is also within a reasonable walk distance of Hampton National Rail Station which is located around 450 metres to the west of the site. The typical weekday hourly service at Hampton Station is two trains to London Waterloo via Kingston and Clapham Junction, and two trains from London Waterloo by that same route.

3.13 In addition, on weekdays four additional early morning rush-hour trains to Waterloo are routed via Twickenham and Richmond, and three additional evening rush-hour trains from Waterloo arrive via that same route.

3.14 A map illustrating the location of nearby public transport access points is presented at Figure 3 of this report.

Walking

3.15 Pedestrian infrastructure surrounding the site is well supported by continuous wide footways along both sides of Station Road. The footpaths on Station Road provide direct access to the surrounding local area, including the A308 High Street to the south-east and local bus stops on Station Road to the west.

3.16 The walk routes from the site to local amenities and public transport access points are straightforward as can be seen from the site location maps in Figure 2 and 3 of this report.

Cycling

3.17 Cycling will be encouraged through the provision of appropriate cycle facilities as discussed later in this report. Secure and sheltered cycle parking will be provided for the development in accordance with local and regional policy guidelines.

3.18 The site is outside of the catchment area for TfL's cycle hire scheme.

Vehicle Access

3.19 In respect to vehicular access the site is served directly from Station Road, which is a two-way single carriageway orientated in a north-west / south-east direction. Station Road has a carriageway width of approximately eight metres and is subject to a 30mph speed limit. Station Road connects with the strategic road network with the A3008 High Street to the south-east.

4.0 TRIP GENERATION & TRAFFIC IMPACT

4.1 In order to assess the traffic impact of the proposed development on the adjoining highway network, a vehicle trip generation assessment for the proposed development has been formulated using the industry standard TRICS (Trip Information Computer System) traffic database.

4.2 The site's former use is a Police Traffic Unit under the Sui Generis land use class. The Police Traffic Unit is now surplus to requirements and has been vacant for some time.

4.3 Given that the site has been vacant for many years, all trips generated will be considered as additional to existing trips on the surrounding transport network.

4.4 In terms of the proposed use, a residential care home is by definition an easily accessible building that caters for people who for reason of age, have become disabled. Many care home residents also have spouses or other close relatives that have limited mobility.

4.5 As a result it is highly unusual for residents in a care home to have either a car or mobility scooter, and therefore the only demand for parking arising from the proposals is from staff and from visitors. This makes a significant difference from residential apartments such as the proposals subject to the recent planning application in September 2017.

4.6 For a care home the number of staff on site will vary constantly throughout the day. It is proposed that on a typical weekday 28 care workers and 16 auxiliary care staff will work at the site. On a weekend day, 28 care workers and 13 auxiliary staff will be employed at the site. Care workers are likely to complete 12 hour shifts from 8am-8pm and 8pm-8am. Auxiliary staff are likely to complete eight hour shifts from 8am-4pm or 9am-5pm.

4.7 In order to present vehicle trip generation projections for the proposed site use the TRICS database has been interrogated to find trip rate data for other comparable residential care homes in England.

4.8 In order to make the assessment as accurate as possible, the sites used in this study have been carefully filtered to match the characteristics of the application site in terms of location and accessibility etc.

4.9 The proposed end occupier of the care home is Cinnamon Care Collection Limited which is a well-established provider of luxury care homes and retirement developments across London, South England, and the Midlands.

4.10 Based on Cinnamon Care Collection Limited's experience in running similar care homes in London no more than around 20% of staff are expected to travel to work by vehicle. This percentage represents a worst case scenario and has been applied to the TRICS derived weekday/weekend total trip rates to generate vehicle trip projections for the 89 unit care facility.

4.11 The results of the TRICS derived weekday vehicle trip projections for the proposed 89 unit care facility (94 residents) are set out in Table 1. Full details of the weekday TRICS assessment including the total number of all modal trips are provided in Appendix D.

Table 1. TRICS Weekday Vehicle Trip Generation Projections

Time Period	TRICS Vehicle Trip Rate Per Resident			Vehicle Trips for 94 Resident Care Facility		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
07:00-08:00	0.01	0.01	0.02	1	1	2
08:00-09:00	0.04	0.02	0.06	4	2	6
09:00-10:00	0.04	0.01	0.05	4	1	5
10:00-11:00	0.03	0.02	0.05	3	2	4
11:00-12:00	0.01	0.02	0.03	1	2	3
12:00-13:00	0.03	0.01	0.04	2	1	4
13:00-14:00	0.02	0.00	0.02	2	0	2
14:00-15:00	0.03	0.04	0.07	3	4	7
15:00-16:00	0.03	0.04	0.07	3	4	7
16:00-17:00	0.03	0.04	0.06	2	4	6
17:00-18:00	0.01	0.02	0.03	1	2	3
18:00-19:00	0.02	0.04	0.06	2	4	6
19:00-20:00	0.01	0.04	0.05	1	4	5
20:00-21:00	0.00	0.02	0.02	0	2	2
Total	0.32	0.33	0.75	30	31	61

NB: Minor arithmetic errors are due to rounding
Source: TRICS 7.6.2

4.12 The results in Table 1 demonstrate that the proposed 89 unit care facility is predicted to generate 61 total two-way vehicle trips over the course of a typical weekday as derived from the TRICS database / travel data, comprising of 30 arrivals and 31 departures.

4.13 In the AM and PM highway network peak periods (0800-0900 and 1400-1500) the development is predicted to generate six total two-way vehicle trips and seven total two-way vehicle trips respectively.

4.14 Separate sites within the TRICS database have been selected to predict trips relating to the proposed development on a weekend day. It is reasonable to expect that visitor numbers for the residents may be higher at weekends than during the week. The results of the TRICS derived weekend day vehicle trip projections for the proposed development are set out in Table 2. Full details of the weekday TRICS assessment are provided in Appendix E.

Table 2. TRICS Weekend Day Vehicle Trip Generation Projections

Time Period	TRICS Vehicle Trip Rate Per Resident			Vehicle Trips for 94 Resident Care Facility		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.03	0.01	0.04	3	1	3
08:00-09:00	0.04	0.03	0.07	3	3	6
09:00-10:00	0.03	0.01	0.04	3	1	4
10:00-11:00	0.01	0.01	0.01	1	1	1
11:00-12:00	0.04	0.01	0.05	3	1	5
12:00-13:00	0.01	0.01	0.01	1	1	1
13:00-14:00	0.04	0.04	0.08	3	4	7
14:00-15:00	0.01	0.04	0.05	1	3	5
15:00-16:00	0.02	0.02	0.04	2	2	3
16:00-17:00	0.02	0.04	0.07	2	4	6
17:00-18:00	0.01	0.00	0.01	1	0	1
18:00-19:00	0.01	0.03	0.04	1	3	3
19:00-20:00	0.02	0.03	0.05	2	3	5
20:00-21:00	0.00	0.01	0.01	0	1	1
Total	0.27	0.28	0.55	25	26	51

NB: Minor arithmetic errors are due to rounding

Source: TRICS 7.6.2

4.15 The results in Table 2 demonstrate that the proposed 89 unit care facility is predicted to generate 51 total two-way vehicle trips over the course of a typical weekend day as derived from the TRICS database / travel data, comprising of 25 arrivals and 26 departures. Whilst it could be the case that visitor numbers to a care home are higher at weekends than weekdays, staff levels and in particular visiting staff such as health practitioners are likely to be less at weekends.

4.16 The level of vehicle traffic arising from the proposals is relatively low and it is anticipated that there will be a minimal and insignificant impact on the adjoining highway and that the vehicle trips generated by the development will likely fall within daily/weekly fluctuations in vehicle flow on Station Road.

4.17 It should also be noted that the level of vehicle activity predicted to arise under the proposals is less than the level of trips predicted to be generated by the residential scheme on this site which was granted planning permission in September 207 - planning reference 16/0606/FUL. The permitted 28 dwelling residential development was predicted to generate 66 total two-way vehicle trips on a typical weekday.

4.18 The traffic impact of the proposed development on the adjoining highway is therefore expected to be satisfactory and will not result in conditions prejudicial to free flowing traffic movement, road safety, or neighbouring amenity.

5.0 SITE ACCESS, PARKING PROVISION, & SERVICING

Site Access

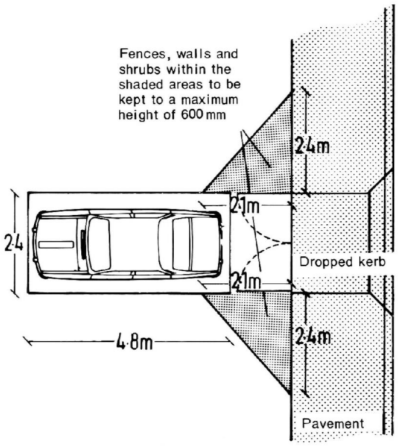
5.1 Under the proposals the use of existing dropped kerb vehicle accesses to the front of the site off of Station Road will be retained to serve the proposed development. Vehicles using the car park will enter and exit the site from the eastern access. Delivery / servicing vehicles will access the site from the western access and egress the site from the eastern access.

5.2 The current layout of the accesses and parking spaces at the site means that reverse manoeuvres are required either to or from Station Road to access around five end-on frontage car parking spaces. The removal of these spaces and the subsequent removal of the need for reverse manoeuvres to/from Station Road is considered to be a significant highway safety gain under the proposals.

5.3 The principle of the intensification in the use of the site access has been discussed and established with the local highway authority as part of the recent planning application referenced in the Introduction to this report – the UK Pacific Hampton Station LLP application for 28 residential units, planning reference 16/0606/FUL. The planning application was approved in September 2017.

5.4 Richmond Council's 'Front Garden And Other Off Street Parking Standards' SPD sets out further guidance on visibility sightlines for vehicle accesses which are relevant to this study. The relevant section is extracted as follows for ease of reference:

> *"Visibility and Sightlines:*
> *Visibility splays must be provided in accordance with national guidelines as described in Design Bulletin 32 or any succeeding document. As a minimum, pedestrian sightlines of 2.1m x 2.4m, as shown in Fig 4, will be required at a property boundary with the public highway. Boundary treatment and landscaping within pedestrian and vehicle sightline envelopes, should not normally exceed 0.6m in height, although a 0.6m wall with railings above may be acceptable. This will ensure that pedestrian and vehicular sightlines are unimpeded, so enabling safe entry and exit from a property."*



5.5 The required visibility sightlines, measured 2.1 metres back along the edge of the proposed vehicle egress (eastern access), and 2.4 metres out, are achievable on both scheme site plans on highway land and land within the applicant's ownership.

5.6 Any landscaping or boundary treatment within the pedestrian to vehicle visibility envelope will be kept below a height of 0.6 metres as stipulated in the Council's SPD.

5.7 An assessment of vehicle to vehicle visibility sightlines from the proposed exit to the car park has also been carried out. The Department for Transport's (DfT) Manual for Streets sets out guidance on Stopping Sight Distance (SSD) measurement. The required SSDs for new or improved vehicle accesses is set out in Table 7.1 of MfS, as extracted below:

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59
		Additional features will be needed to achieve low speeds										

5.8 The speed limit on Station Road is 30 mph. The recorded speed of traffic on Station Road within a reasonable vicinity of the site as evidenced in planning application 16/0606/FUL or Appendix F of this report demonstrates that the 85th %ile speed of traffic on Station Road is actually lower than the speed limit, at 26.4 mph eastbound and 25.7 mph westbound.

5.9 Taking a worst case scenario that the 85th %ile speed of traffic outside the site is up to the speed limit of 30 mph, the required SSD from the site access in accordance with MfS is 43 metres from a 2.4 metre setback distance from the edge of the carriageway.

5.10 Figure 4 of this report presents the required SSD measurements from the indicative position of the exit to the site (eastern access) on Station Road on an OS map base. As is shown the SSDs can be achieved on highway land or land within the applicant's ownership.

5.11 Looking east along Station Road from the eastern access it would appear that the SSD envelope may be partially obscured by the hedge at Queen's Path. This may need to be trimmed back slightly so as to maximise the SSD splay as shown in Figure 4.

5.12 The existing eastern most vehicle access will serve the car park. It is sufficiently wide enough for two-cars to comfortably pass each other. The existing western most access will be used for servicing vehicles such as deliveries and waste collections, as well as any ad-hoc pick-ups/drop-offs from ambulances or taxis etc. The western most access will be for ingress only, vehicles would carry around the servicing loop and exit the site from the eastern most access. A signage strategy will be designed and implemented to clearly illustrate this arrangement, details of which are considered to be adequately secured by the Council as a condition of any future planning permission.

5.13 In summary the site access arrangements are considered to be safe and satisfactory and will not result in conditions prejudicial to highway safety.

Parking

5.14 The proposals comprise of the redevelopment of the site to provide an 89 unit care facility for the elderly. A total of 14 off-street car parking spaces will be provided inclusive of one designated Blue Badge parking bays, one enlarged parking bay, and three electric vehicle (EV) bays. In addition, 22 cycle storage spaces (compromising of 16 long-stay spaces and six short-stay spaces) will be provided within the site.

5.15 Each of the proposed on-site car parking spaces accord with the Council's requirements in respect of dimensions, being 2.4 metres wide and 4.8 metres in length. In addition, disabled persons parking bays measure 3.6 metres wide and 6 metres long.

5.16 Figure 5 of this report presents AutoTrack generated vehicle swept path diagrams of a large family saloon car (Skoda Octavia) accessing parking bay 14 in forward gear, manoeuvring out of the bay and egressing the parking area in forward gear.

5.17 In accordance with Richmond Borough Council's adopted Local Plan (2018), car (including Blue Badge and electric Vehicle (EV)) and cycle parking provision must comply with the new London Plan parking standards (July 2019).

5.18 As previously noted, the draft new London Plan does not prescribe specific car parking standards for C2 (residential care homes / extra care / sheltered accommodation) use classes.

5.19 In the absence of electric vehicle parking standards specific to C2 care homes, standards have been applied from Policy T6.1 Residential Parking of the new London Plan.

5.20 Parking standards for Blue Badge spaces, electric vehicle parking and cycle storage applicable to the proposed development as set out in the draft new London Plan are summarised as follows:

- Car parking: individually assessed on a case-by-case basis with a Transport Assessment;
- Cycle parking, minimum: 1 long-stay space per 5 FTE staff and 1 short-stay space per 20 bedrooms;
- Electric Vehicle Parking: 20% of the total parking provision is required to include active charging facilities and passive provision must be provided for all remaining spaces;
- Disabled persons parking: 6% of the total parking provision is required to be designated as disabled persons parking bays. 4% of total parking spaces are required to be enlarged (large enough to become a disabled persons parking bay).

5.21 As noted, during the day the number of staff on site will include 28 care workers and 16 auxiliary staff. However, it is unlikely for there to be a total of 44 staff on site at one time, as care workers typically operate 12 hour shifts (8am-8pm / 8pm-8am) and auxiliary staff typically operate eight hour shifts (8am-4pm / 9am-5pm).

5.22 The majority of care staff would be based locally and would therefore walk/cycle to the site, receive lifts to work, or use public transport. An overprovision of car parking spaces would be contrary to the principles of sustainable development as set out at the local, regional, and national level (refer to Chapter 2).

5.23 The applicant, Hampton Care Home Limited on behalf of Cinnamon Care Collection Limited, is part of an established healthcare group that has developed and operated similar registered care homes providing residential, nursing, and dementia care. Based on the applicant's extensive knowledge of its operations at other similar facilities, the provision of 14 off-street parking spaces at a ratio of 0.16 spaces per bed space would be sufficient to meet the demands of the development once it is operational. As noted, up to 20% of staff are predicted to drive to the site which, based on a worst case scenario assessment that there are 44 members of staff on-site at any one time, would generate a demand for nine car parking spaces. The proposed 14 parking spaces would therefore be sufficient to meet the worst case peak period demand of staff and the remaining amount would be available for ad-hoc visitors. It should also be stressed that peak visiting hours are unlikely to be during the day when staff hours are at their peak.

5.24 In order to present further evidence to justify the proposed parking provision we have reviewed the TRICS vehicle trip generation data in Chapter 4. By adding the numbers of vehicle arrivals and subtracting vehicle departures it is possible to calculate an hourly car parking profile throughout the day using the TRICS data.

5.25 Table 3 presents the parking profile of the proposed 89 unit care facility (94 residents) based on the weekday and weekend day TRICS data as set out in Tables 1 and 2 of this report respectively, full details of the TRICS assessment are set out in Appendices D and E.

Table 3. Proposed Development Parking Accumulation Forecasts

Time Period	Weekday Development Vehicle Trips			Weekend Development Vehicle Trips		
	Arr.	Dep.	Acc.	Arr.	Dep.	Acc.
07:00-08:00	1	1	0	3	1	2
08:00-09:00	4	2	2	3	3	3
09:00-10:00	4	1	6	3	1	5
10:00-11:00	3	2	7	1	1	5
11:00-12:00	1	2	6	3	1	7
12:00-13:00	2	1	7	1	1	7
13:00-14:00	2	0	8	3	4	6
14:00-15:00	3	4	7	1	3	4
15:00-16:00	3	4	6	2	2	4
16:00-17:00	2	4	5	2	4	2
17:00-18:00	1	2	5	1	0	3
18:00-19:00	2	4	3	1	3	1
19:00-20:00	1	4	1	2	3	-1
20:00-21:00	0	2	0	0	1	-1
Total	**30**	**31**	-	**25**	**26**	-

NB: Minor arithmetic errors are due to rounding
Source: TRICS 7.6.2

5.26 The results in Table 3 demonstrate that the proposed care facility for the elderly would generate a peak demand in the order of eight car parking spaces on a typical weekday, and seven car parking spaces on a typical weekend day.

5.27 Whilst these values do not take into account the number of cars that would already be in the car park at the start of the day (i.e. night staff), it can be seen that even accounting for some overnight parking demand the peak daytime demand for on-site parking spaces both on a typical weekday and at weekends will not exceed the proposed parking provision. As a result the development will not generate any overspill demand for parking onto the adjoining residential streets, which might otherwise be harmful to road safety and neighbouring amenity.

5.28 In summary the proposed car parking provision is considered to be acceptable based on data from similar sites and is within the Council's policy expectations. Each of the proposed on-site parking spaces accord with the Council's requirements in respect of dimensions, being 2.4 metres wide and 4.8 metres in length. Aisle widths behind spaces are a minimum of 6.0 metres. The disabled bays have an extra 1.2 metre hatched strip to the side and to the rear of the spaces for ease of access for the mobility impaired.

5.29 The Council's minimum cycle parking standard for care homes as per the London Plan is 1 long-stay space per 5 FTE staff and 1 short-stay space per 20 bedrooms. The proposed development will employ approximately 75 FTE staff and provide 94 care bedrooms. The development would therefore require a minimum of 15 long-stay spaces (secure and sheltered cycle parking stands) and 5 short-stay spaces (secure and easily accessible to visitors).

5.30 The proposed site plan in Appendix B demonstrates that a secure, covered, and lockable cycle shelter will be provided within the site. The total cycle parking provision of 16 long-stay spaces (secure and sheltered cycle parking stands) and 6 short-stay spaces (secure and easily accessible to visitors) is in accordance with the minimum requirements set out in the London Plan.

5.31 A total of one designated disabled bay will be provided under the proposals from the outset which accords with the London Plan policy requirements and is considered to meet the operational demands of the site as reflected by the applicants experience with similar residential care homes under its ownership/management. One further enlarged parking bay is proposed to be provided for potential future conversion to a Blue Badge bay which is in accordance with the minimum requirements set out in the London Plan.

5.32 Finally, three electric vehicle (EV) charge point parking spaces will be provided within the overall parking provision and the remainder will be provided with the underlying electrical infrastructure for ease of future provision. This is in accordance with the minimum requirements set out in the London Plan and is therefore considered to be acceptable.

5.33 A robust Travel Plan has been submitted alongside this Transport Assessment with the full planning application with the aim of limiting and ultimately reducing the number of car based trips arising from this proposal. The Travel Plan would be secured by the Council as a condition of any future planning permission. The provision of a robust Travel Plan gives further assurances that the level of parking proposed is adequate to meet the demands of the site and that the impact of the scheme on the adjoining highway will be minimal and insignificant.

Servicing

5.34 The development will generate two regular demands for servicing, that being delivery of goods etc. and collections of waste and recycling.

5.35 The applicant has confirmed that nothing larger than a 7.5 tonne box van would ever need to visit the site on a regular basis to make deliveries to the site. The most prevalent size of goods vehicle accessing the site under the proposals would be a 7.5 tonne box van and smaller courier type transit vans. The scheme has been designed to accommodate the largest type of delivery vehicle which is a 7.5 tonne box van.

5.36 The proposed development will generate five to six deliveries a day, Monday to Saturday.

5.37 Figure 6 of this report presents AutoTrack generated vehicle swept path diagrams of a 7.5 tonne box van entering the site from Station Road, accessing the loading/unloading area in forward gear and exiting the site in forward gear.

5.38 Refuse collection would take place onsite within the loading/unloading area. A refuse vehicle will collect waste from the site approximately three times a week from 8am to 4pm.

5.39 Figure 7 of this report presents AutoTrack generated vehicle swept path diagrams of a large refuse vehicle entering the site from Station Road, accessing the loading/unloading area in forward gear and exiting the site in forward gear. Refuse collection distances are in accordance with MfS guidance which states that the maximum trundle distance between a bin store and the highway should be 25 metres. In this case the entrance to the bin store is 15 metres from the loading/unloading area.

5.40 Ambulances and fire tenders may also require access to the site in emergency situations. Emergency vehicles can access the site from the loading/unloading area. A large refuse vehicle, which is larger than a fire tender or ambulance can access and egress the loading/unloading area in forward gear (as demonstrated in figure 7).

6.0 SUMMARY

6.1 In summary, the proposals comprise of the redevelopment of the site to provide an 89 unit care facility for the elderly. The existing site accesses will be maintained and a total of 14 off-street car parking spaces will be provided inclusive of one Blue Badge parking bay, one enlarged parking bay, and three electric vehicle (EV) bays. In addition bicycle parking will be accommodated within the site in accordance with the Council's minimum policy requirements. A one-way servicing and pick-up/drop-off loop will be provided to the front of the site using the existing established vehicle accesses.

6.2 The site is in Hampton Village with good access to local amenities, bus and rail service links that meet the occupier's day-to-day needs. The closest amenities in proximity to the site are a small parade of shops immediately surrounding the site on Station Road and a 'Little Waitrose' located on Percy Road just to the west of Hampton Station.

6.3 A trip generation exercise has been carried out to assess the traffic impact of the proposed development. The level of vehicle traffic predicted to arise from the proposals is expected to have a minimal and insignificant impact on the adjoining highway and will likely fall within daily/weekly fluctuations in vehicle trips on Station Road. The vehicle trip generations for the scheme are predicted to be less than the permitted scheme for 28 residential dwellings on this site in September 2017.

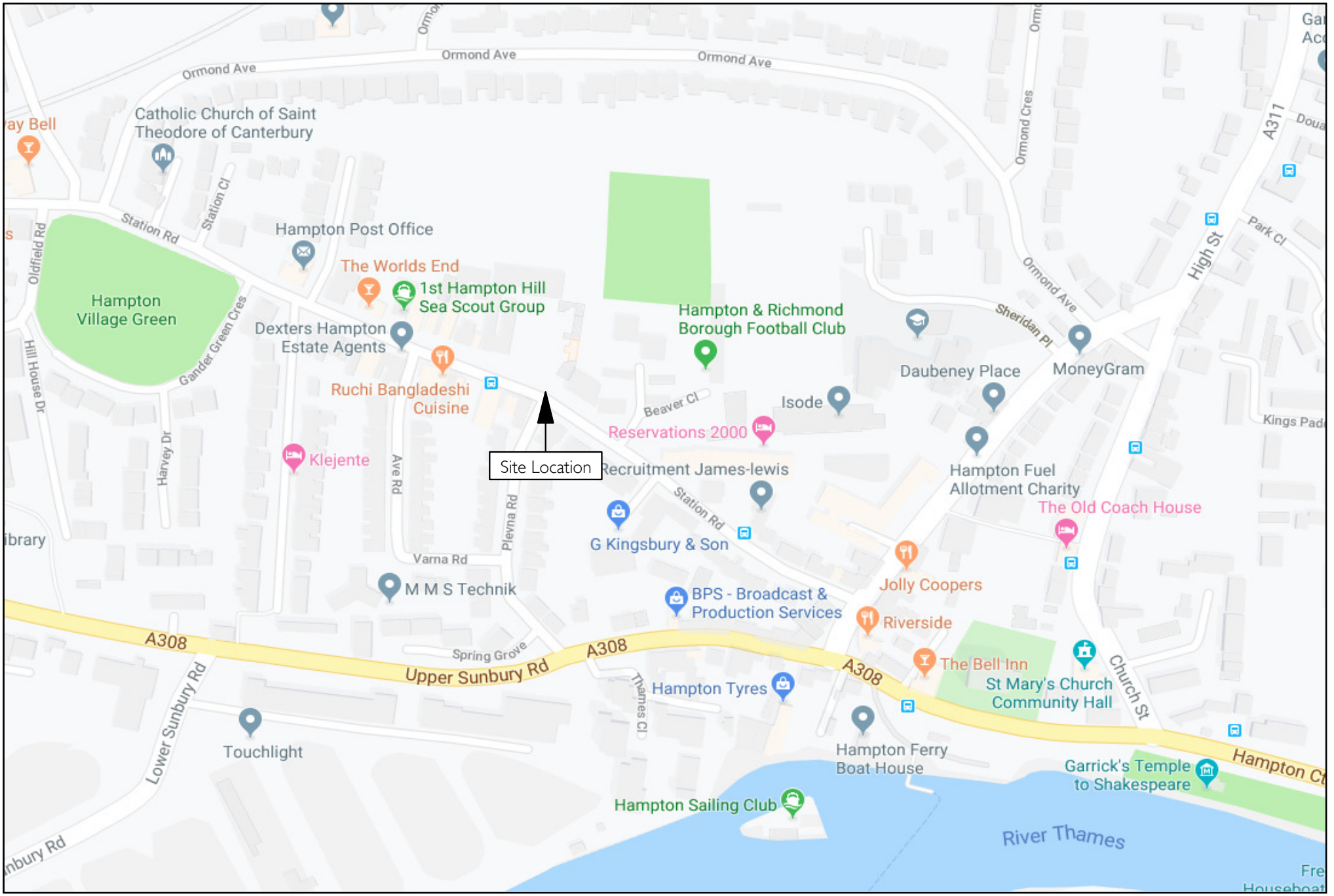
6.4 Achievable SSD's from the proposed site access are in accordance with the sightline requirements set out in MfS and the speed limit of Station Road. The site access arrangements are therefore considered to be satisfactory and will not result in conditions prejudicial to road safety or neighbouring amenity. Details of any minor works to the accesses and a signage scheme etc will be adequately addressed at the detailed design stage and secured by the Council as a condition of any future planning permission.

6.5 The provision of car parking and cycle parking under the proposals is in accordance with the Council's maximum and minimum policy requirements respectively and is therefore considered to be satisfactory.

6.6 The servicing arrangements under the proposals are considered to be acceptable. Deliveries, refuse and emergency service vehicles will be able to enter and exit the site in a forward gear. The proposed bin store is 15 metres from the loading/unloading area and is therefore within a very short trundle distance for collection.

6.7 All highways aspects under the proposals are considered to be satisfactory and in adherence with Council policy and local, regional, and national design standards.

FIGURES



Date: July 2019
Scale: NTS
Source: Google Maps
Drawing No: P2170/TA/01

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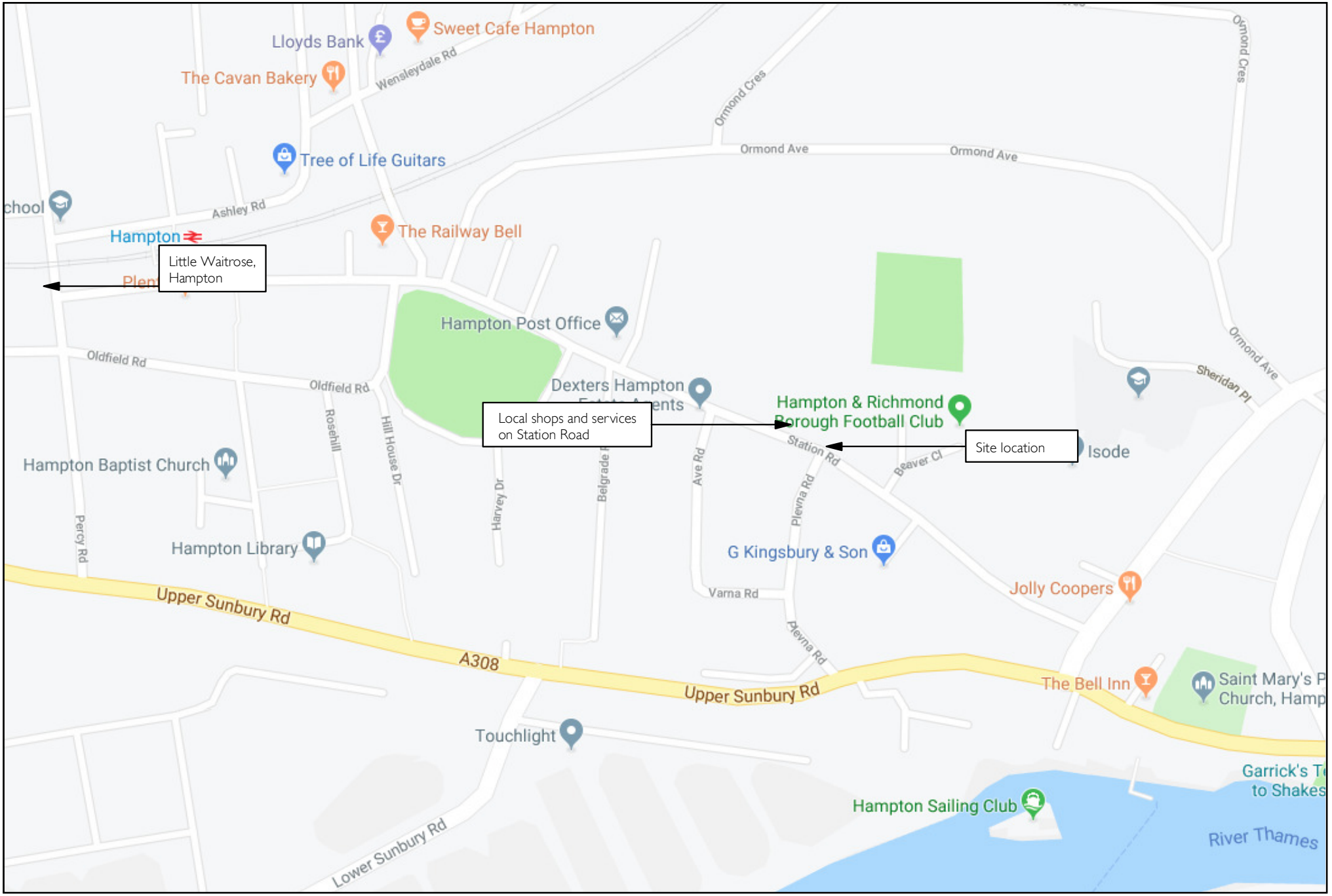
P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 1.
Site Location.

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: July 2019
Scale: NTS
Source: Google Maps
Drawing No: P2170/TA/02

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P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 2.
Local Amenities.

PAUL MEW ASSOCIATES
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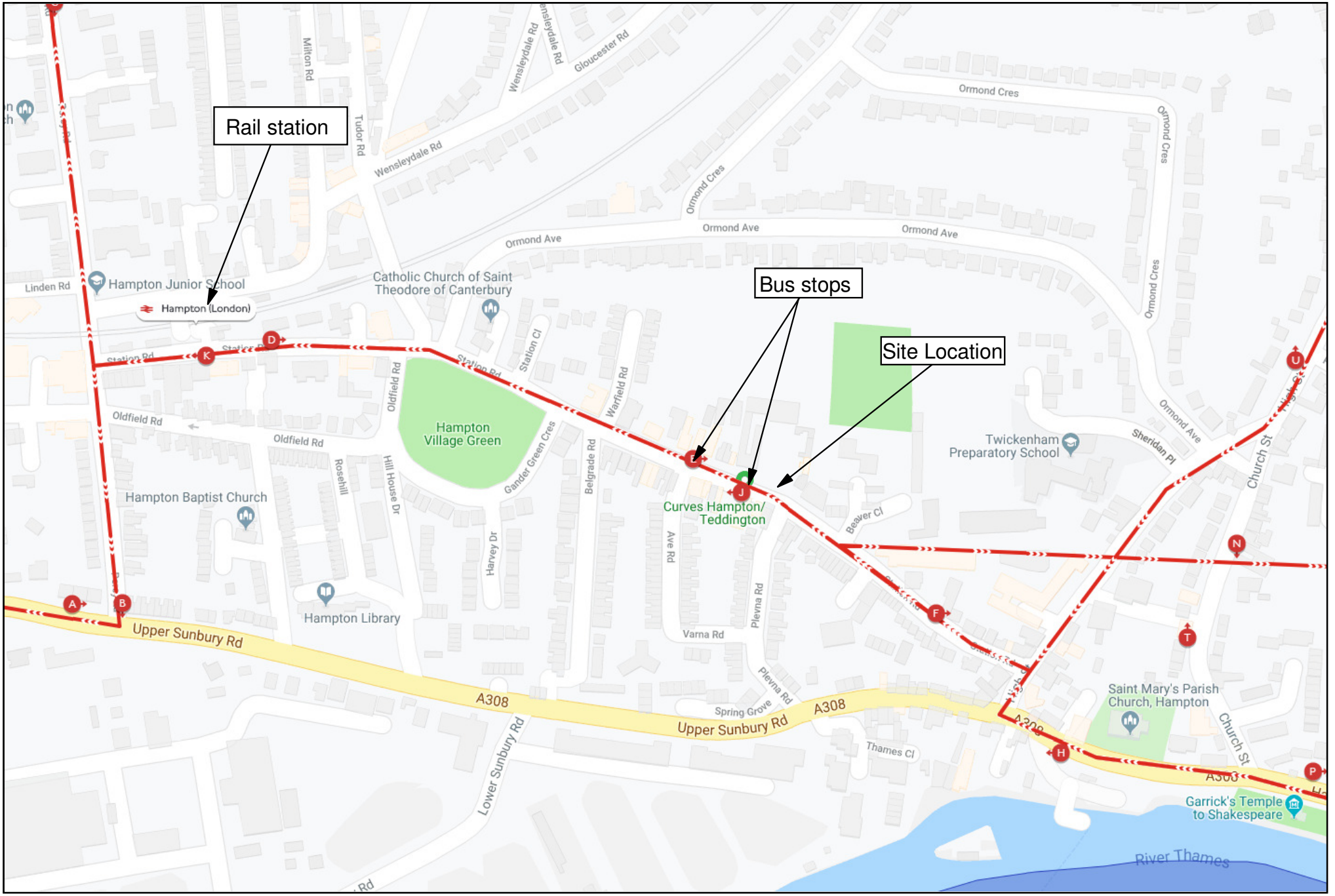

Date: July 2019
Scale: NTS
Source: Google Maps
Drawing No: P2170/TA/03

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P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 3.

Public Transport Map.

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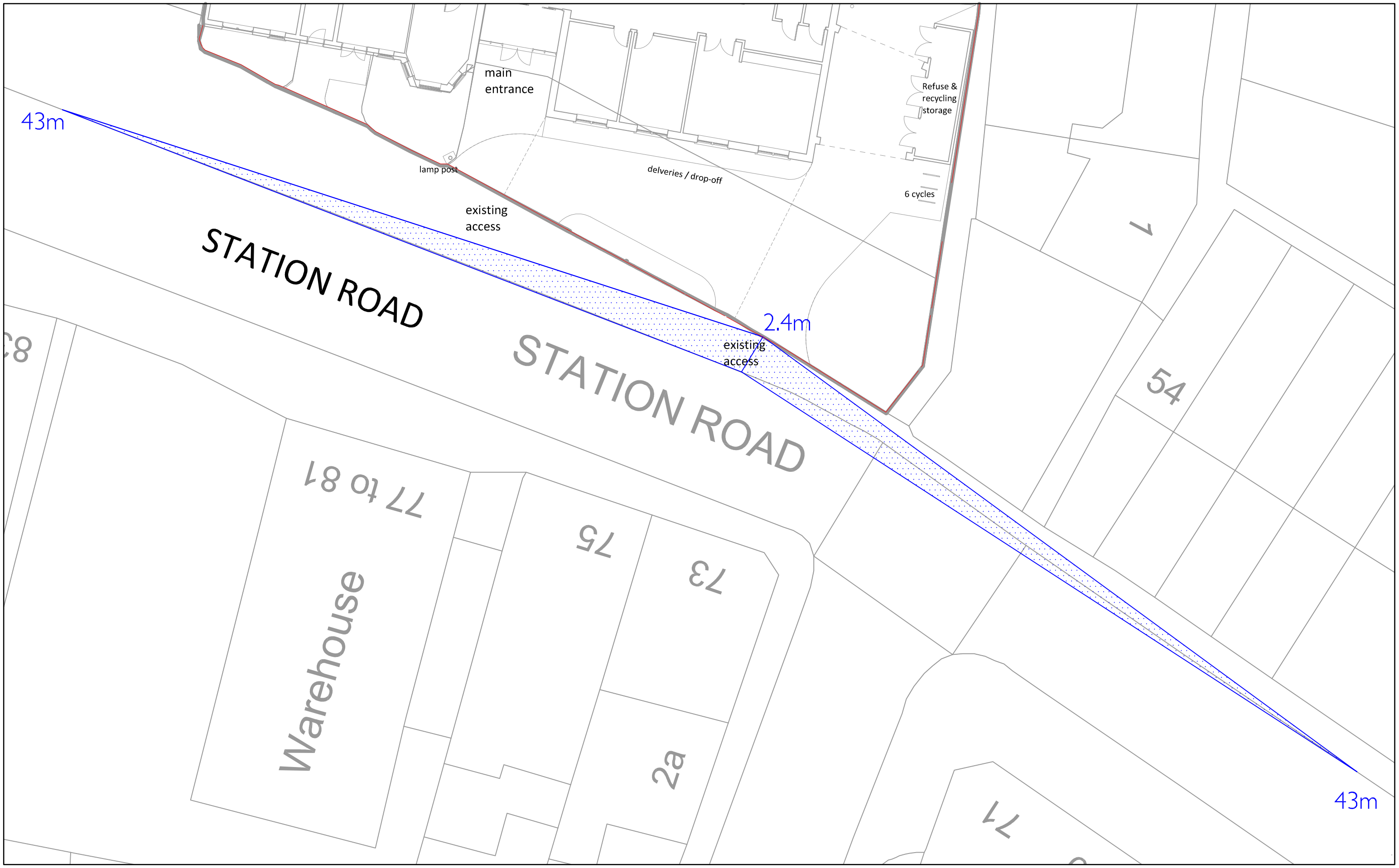

Date: September 2019
Scale: 1:200@A3
Source: Ordnance Survey
Drawing No. P2170/TA/04

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P2170: 60-68 Station Road, Hampton, TW12 2AX

Figure 4.

Stopping Sight Distances from the Site's Eastern Access

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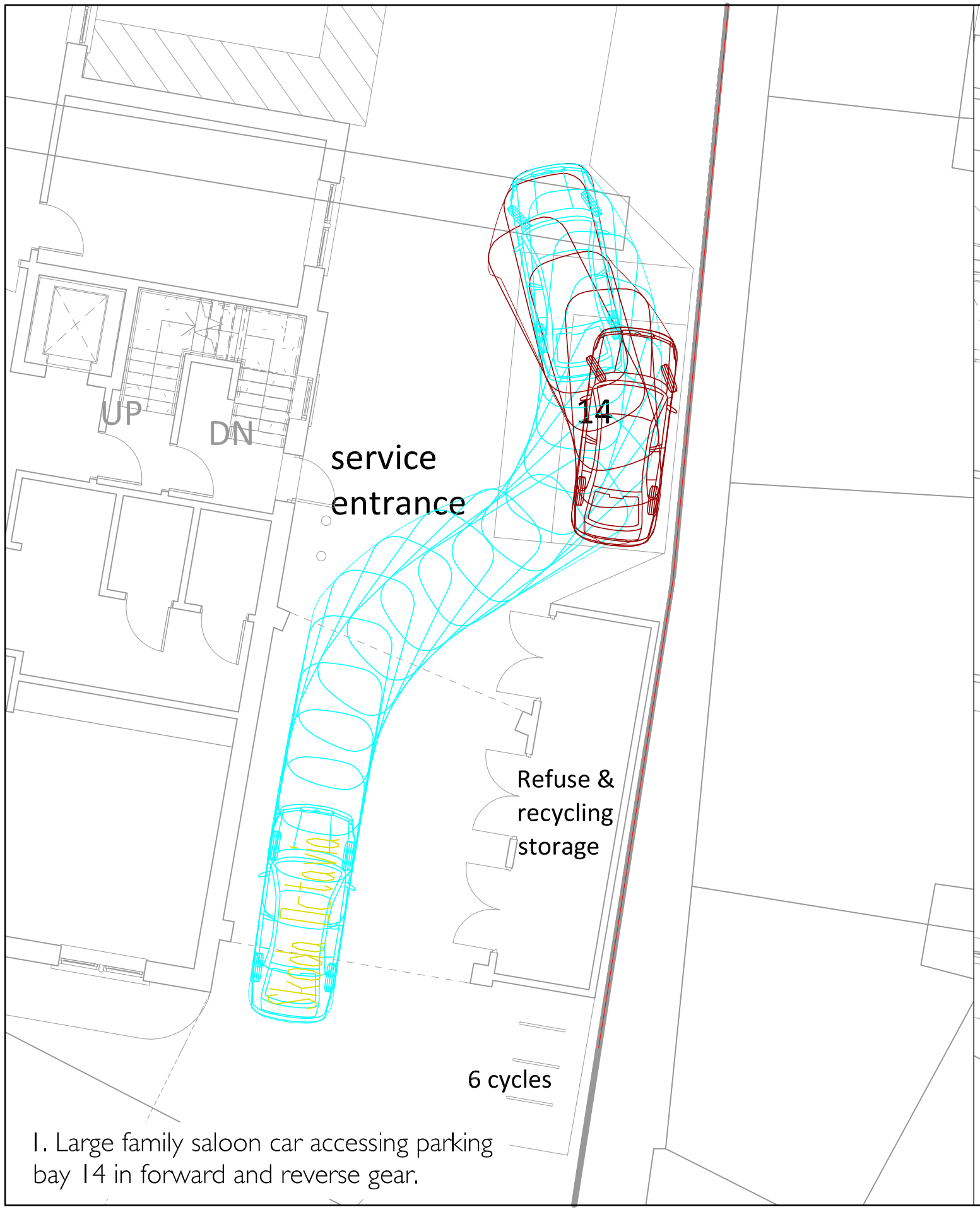
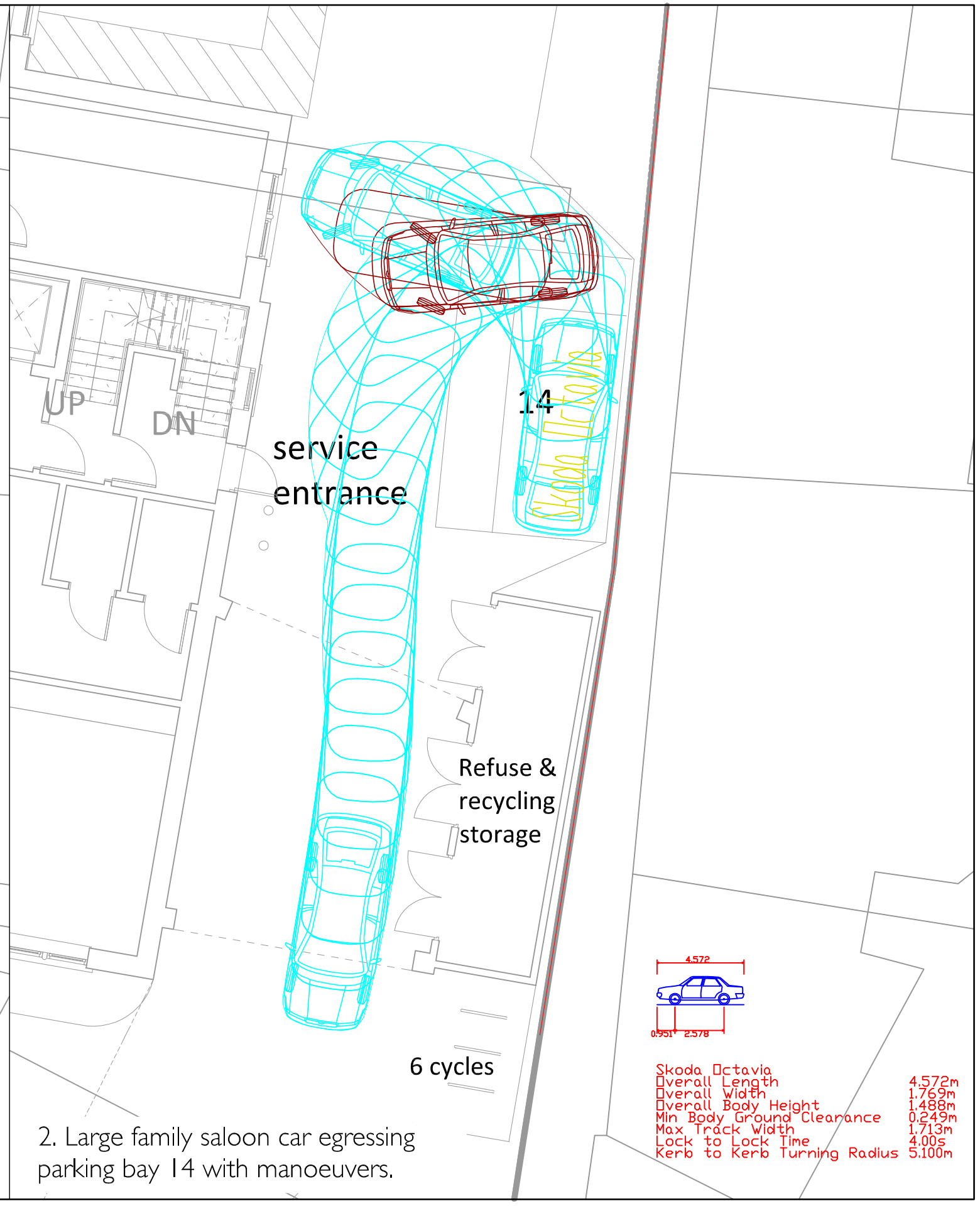


1. Large family saloon car accessing parking bay 14 in forward and reverse gear.



2. Large family saloon car egressing parking bay 14 with manoeuvers.

Date: September 2019
Scale: 1:100@A3
Source: Ordnance Survey
Drawing No. P2170/TA/05

N

P2170: 60-68 Station Road, Hampton, TW12 2AX

Figure 5.

Swept Path Analysis - Skoda Octavia

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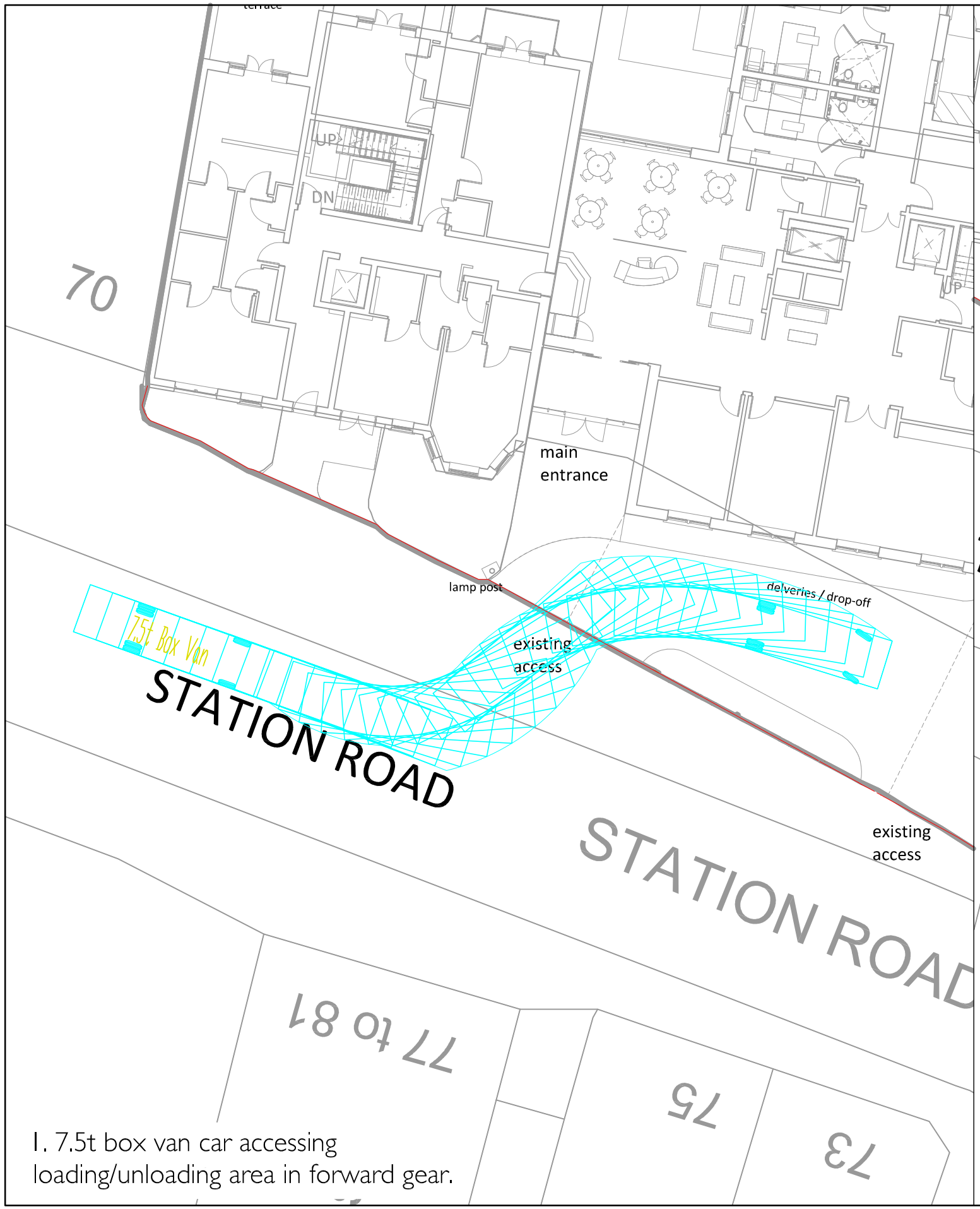
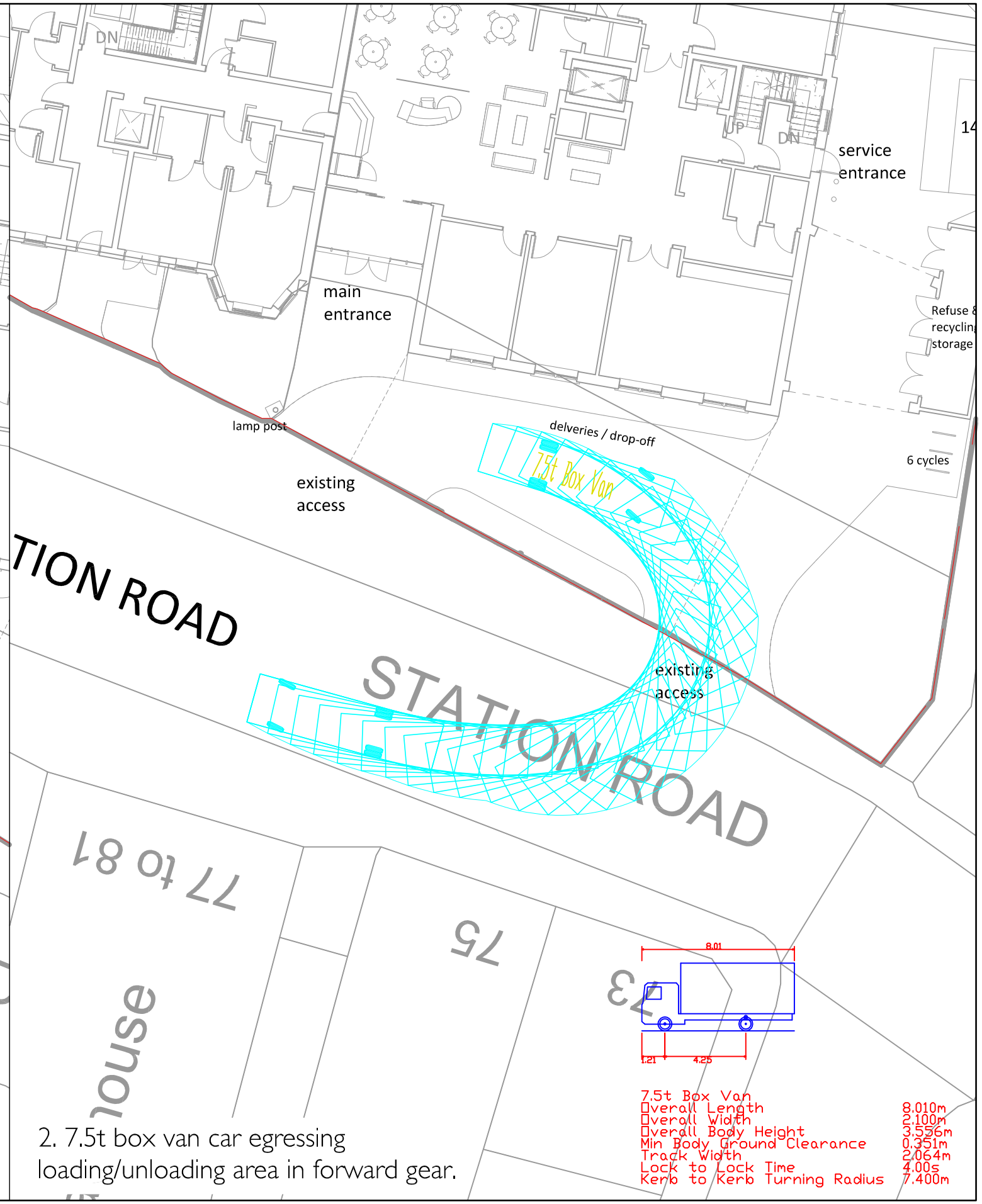


1. 7.5t box van car accessing loading/unloading area in forward gear.



2. 7.5t box van car egressing loading/unloading area in forward gear.

Date: September 2019
Scale: 1:200@A3
Source: Ordnance Survey
Drawing No. P2170/TA/06

N

P2170: 60-68 Station Road, Hampton, TW12 2AX

Figure 6.

Swept Path Analysis - 7.5t Box Van

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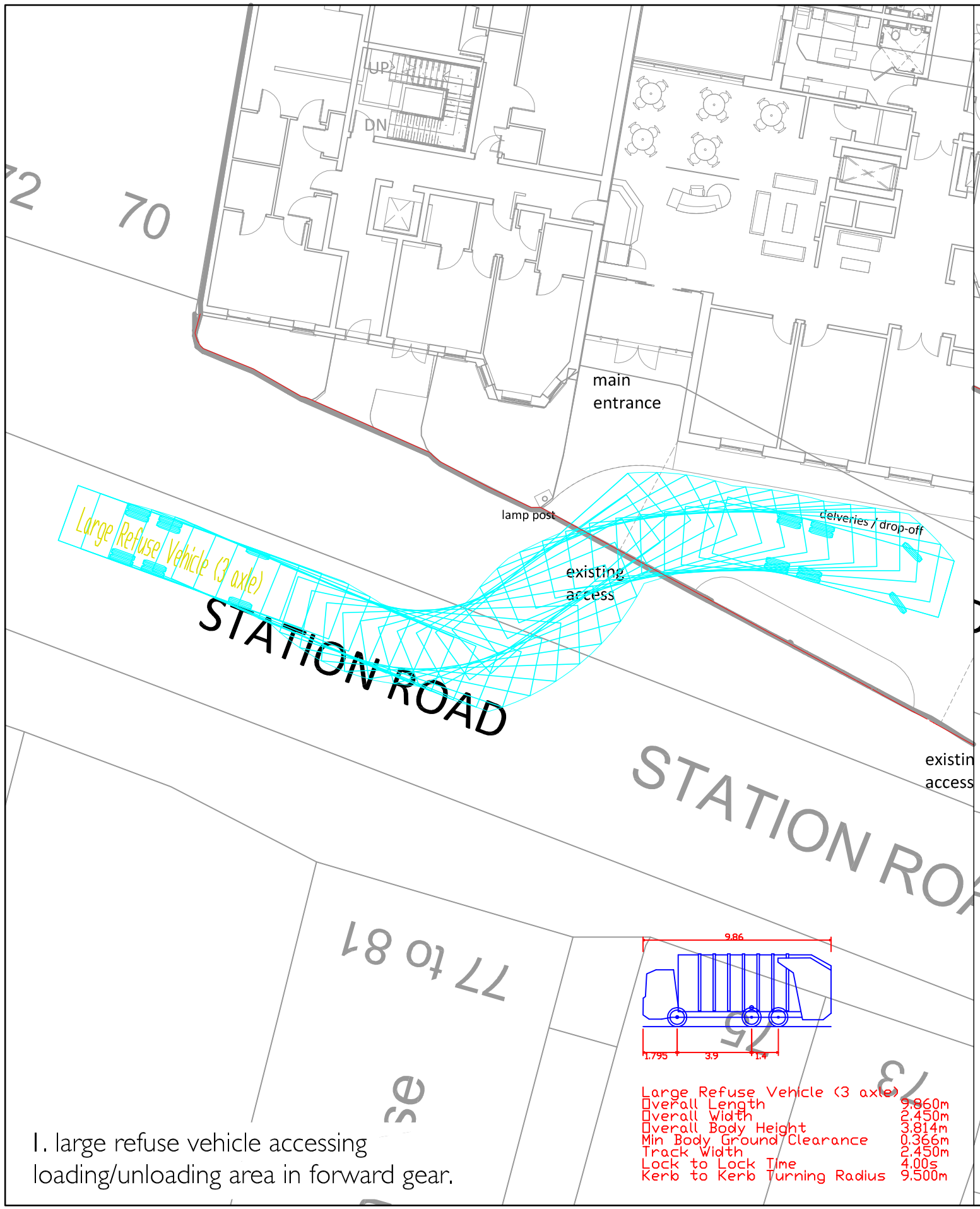
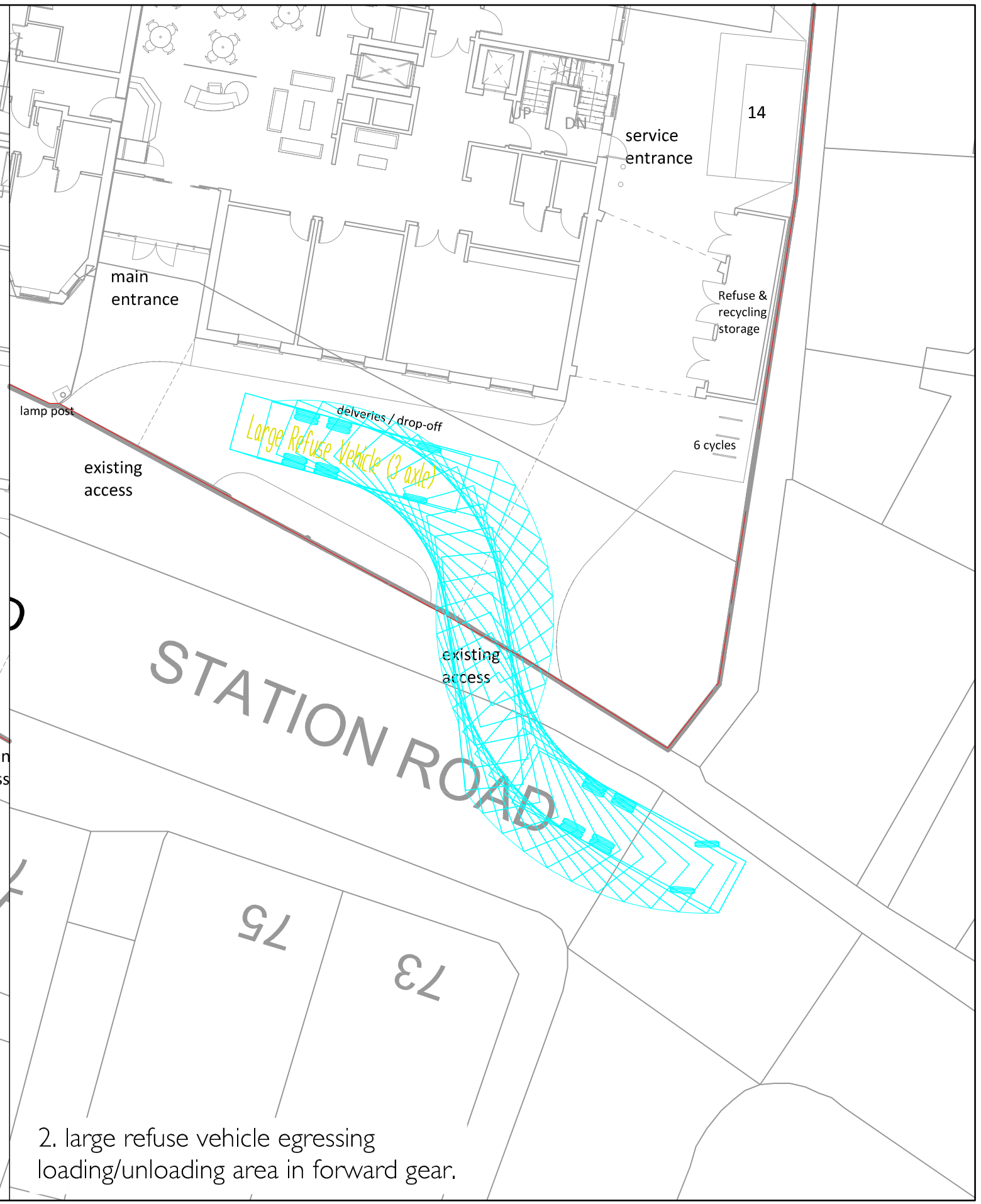


1. large refuse vehicle accessing loading/unloading area in forward gear.



2. large refuse vehicle egressing loading/unloading area in forward gear.

Date: September 2019
Scale: 1:200@A3
Source: Ordnance Survey
Drawing No. P2170/TA/07

N

P2170: 60-68 Station Road, Hampton, TW12 2AX

Figure 7.

Swept Path Analysis - Large Refuse Vehicle

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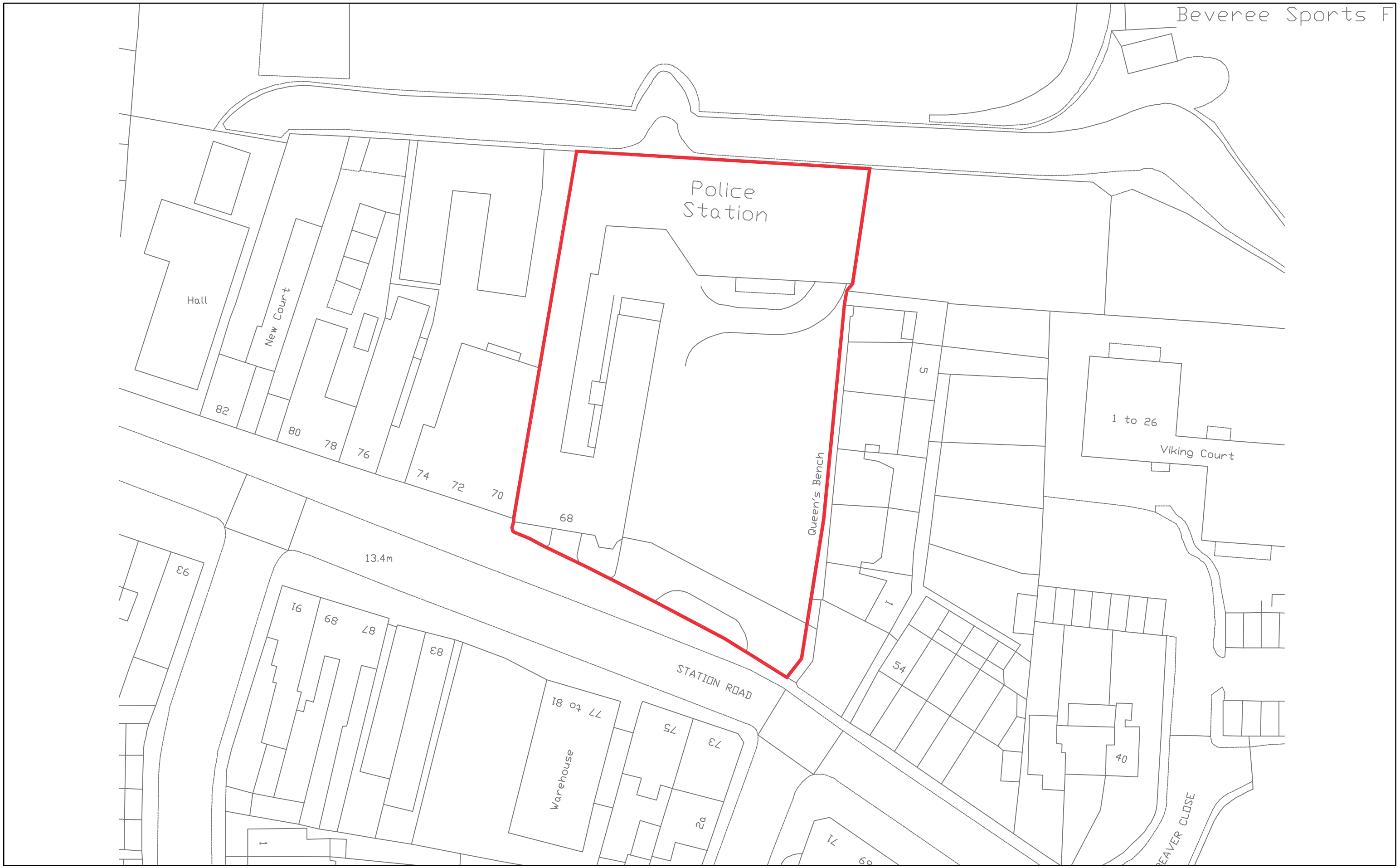
APPENDIX A
Site Boundary



Date: August 2019
Scale: 1:500@A3
Source: Ordnance Survey
Drawing No. P2170/TA/01

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P2170: 60-68 Station Road, Hampton, TW12 2AX

Appendix A.

Site Boundary

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APPENDIX B
Proposed Site Plan

Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantites to be reported to the PRC Group.

Revisions:		Drawn / Chkd:	Date:
A	Planning Issue	AM	29.08.2019
B	Parking update	AM	03.09.2019

Pedestrian footpath

Existing Access

Cycles storage 16 cycles

MOE

Dashed line denotes approved scheme buiding line

14. parking bay - future blue badge

Refuse storage

6 no. visitors cycles

Building line above

Vehicular Access

Building line above

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.

electric charging

electric charging

electric charging

disabled parking

00-11 Admin Office 19.70 m²

00-10 Stair

00-26 WC

00-09 WC

cloaks

servery

00-08 Multi-Purpose 39.96 m²

00-07 Hair Dressing 19.31 m²

00-06 Manager's Office 15.66 m²

Deliveries / Drop-off

Existing Access

Main Entrance

lamp post

00-20 Living / Dining 84.59 m²

servery

8plift

00-12 WC

Linen

00-17 Drugs 4.21 m²

00-16 Nurse 9.72 m²

CB-00-17 Care Bed 20.27 m²

CB-00-16 Care Bed 20.23 m²

CB-00-15 Care Bed 20.23 m²

CB-00-14 Care Bed 20.23 m²

CB-00-13 Care Bed 20.23 m²

CB-00-12 Care Bed 20.23 m²

00-21 Stair 24.59 m²

UP

DN

Riser

Riser

00-14 Hoist

Sluice

00-13 Asstd Bath 12.93 m²

00-12 Clnr

CB-00-06 Care Bed 20.23 m²

CB-00-07 Care Bed 20.23 m²

CB-00-08 Care Bed 20.23 m²

CB-00-09 Care Bed 20.23 m²

CB-00-10 Care Bed 20.23 m²

CB-00-11 Care Bed 24.30 m²

CB-00-05 Care Bed 20.27 m²

CB-00-04 Care Bed 20.27 m²

CB-00-03 Care Bed 20.27 m²

CB-00-02 Care Bed 20.27 m²

CB-00-01 Care Bed 20.27 m²

00-04 WC

13plift

Kit flue

Riser

Seating

Upper garden terrace

Lower garden terrace

Lower Courtyard Garden

Balcony

CS-00-03 62.01 m² 667.7 ft²

Living/Dining 23.54 m² 253.4 SF

Kitchen

Store

En-Suite

Hallway

Bedroom 17.91 m² 192.8 SF

Private Terrace

Private Terrace

UP

Room

DN

Living/Dining 20.09 m² 216.2 SF

Store

Hallway

Kitchen

En-Suite

Store

Bedroom 19.62 m² 211.2 SF

Corridor

Lift

UP

lift

Kitchen

Store

Hallway

Living/Dining 17.92 m² 191.8 SF

En-Suite

Bedroom 16.43 m² 176.9 SF

CS-00-01 49.76 m² 536.3 ft²

CS-00-02 59.61 m² 641.7 ft²

North

Scale 1:100

0 5 10 m

Client:
Cinnamon Care Collection

Project:
Proposed Care Development
Station Road, Hampton

Drawing Title:
Ground Floor layout

Scale @ A1:	Checked by:	Date:
1 : 100	AM	08/28/19

Job No:	Stage _ Drawing No:	Rev:
11045	PL_012	B

Issue Status:

Construction ☐ Preliminary ☐
Information ☐ Approval ■
Tender ☐

PRC

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03/09/2019 17:22:20

APPENDIX C
PTAL Output File

PTAL REPORT

Site Details	Station Road, London, TW12 2AX
Description:	**Standard PTAL calculation**
Coordinates	513770
	169669
Date:	16/07/2019

Calculation Parameters	
Day of Week:	M-F
Time Period:	AM Peak
Walk Speed:	4.8
Bus Walk Access Time (mins):	8
BUS Reliability Factor:	2
LU Max. Walk Access Time (mins):	12
LU Reliability Factor:	0.75
Rail Walk Access Time (mins):	12
Rail Reliability Factor:	0.75

Data					**Calculations**					
A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**
Mode	**Stop**	**Route**	**Distance (meters)**	**Frequency (vph)**	**Walk Time (mins)**	**SWT (mins)**	**TAT (mins)**	**EDF**	**Weight**	**AI**
Bus	HAMPTON CHURCH	R68	450	4	5.63	9.50	15.13	1.98	0.5	0.99
Bus	HAMPTON POLICE STATION	111	6	7	0.08	6.29	6.36	4.72	1	4.72
Bus	HAMPTON POLICE STATION	216	6	3	0.08	12.00	12.08	2.48	0.5	1.24
Rail	Hampton	'WATRLMN-SHEPRTN 2H09'	450	2	5.63	15.75	21.38	1.40	1	1.40
Rail	Hampton	'SHEPRTN-WATRLMN 2H10'	450	2	5.63	15.75	21.38	1.40	0.5	0.70
Rail	Hampton	'SHEPRTN-WATRLMN 2H92'	450	1	5.63	30.75	36.38	0.82	0.5	0.41
								Sum of AI's		**9.47**
								PTAL		

APPENDIX D

TRICS Trip Projections; Proposed Residential Care Home (Weekday)

P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

TRICS ASSESSMENT - MULTI-MODAL - WEEKDAY

No. of Beds:	94

Table 1. C2 Care Home - Total Trip Rate Projections

Time	Trip per 1 bed		Trip per 94 beds		
	Arriving	Departing	Arriving	Departing	Total
07:00-08:00	0.06	0.06	5	5	11
08:00-09:00	0.22	0.09	20	8	29
09:00-10:00	0.22	0.04	20	4	24
10:00-11:00	0.15	0.09	14	8	22
11:00-12:00	0.06	0.12	5	11	16
12:00-13:00	0.13	0.06	12	5	18
13:00-14:00	0.09	0.01	8	1	9
14:00-15:00	0.15	0.22	14	20	34
15:00-16:00	0.16	0.20	15	19	34
16:00-17:00	0.13	0.19	12	18	30
17:00-18:00	0.07	0.10	7	9	16
18:00-19:00	0.12	0.19	11	18	29
19:00-20:00	0.07	0.19	7	18	24
20:00-21:00	0.01	0.09	1	8	9
Totals	**1.62**	**1.64**	**152**	**154**	**306**

Note: Errors due to rounding
Source: TRICS

Table 2. C2 Care Home - Vehicle Trip Rate Projections

Time	Trip per 1 bed		Trip per 94 beds		
	Arriving	Departing	Arriving	Departing	Total
07:00-08:00	0.01	0.01	1	1	2
08:00-09:00	0.04	0.02	4	2	6
09:00-10:00	0.04	0.01	4	1	5
10:00-11:00	0.03	0.02	3	2	4
11:00-12:00	0.01	0.02	1	2	3
12:00-13:00	0.03	0.01	2	1	4
13:00-14:00	0.02	0.00	2	0	2
14:00-15:00	0.03	0.04	3	4	7
15:00-16:00	0.03	0.04	3	4	7
16:00-17:00	0.03	0.04	2	4	6
17:00-18:00	0.01	0.02	1	2	3
18:00-19:00	0.02	0.04	2	4	6
19:00-20:00	0.01	0.04	1	4	5
20:00-21:00	0.00	0.02	0	2	2
Totals	**0.32**	**0.33**	**30**	**31**	**61**

Note: Errors due to rounding
Source: TRICS

Sites Selected	
TRICS Code	Site
EX-05-F-01	Winston Avenue, Southend-on-Sea, Westcliff
TW-05-F-03	Moore Street, Gateshead, Felling Shore

Table 3. C2 Care Home - Parking Accumulation Forecasts

Time	Trip per 94 beds		
	Arriving	Departing	Acc.
07:00-08:00	1	1	0
08:00-09:00	4	2	2
09:00-10:00	4	1	6
10:00-11:00	3	2	7
11:00-12:00	1	2	6
12:00-13:00	2	1	7
13:00-14:00	2	0	8
14:00-15:00	3	4	7
15:00-16:00	3	4	6
16:00-17:00	2	4	5
17:00-18:00	1	2	5
18:00-19:00	2	4	3
19:00-20:00	1	4	1
20:00-21:00	0	2	0
Totals	**30**	**31**	-

Note: Errors due to rounding
Source: TRICS

APPENDIX E

TRICS Trip Projections; Proposed Residential Care Home (Weekend)

P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

TRICS ASSESSMENT - MULTI-MODAL - WEEKEND

No. of Beds:	94

Table 1. C2 Care Home - Total Trip Rate Projections

Time	Trip per 1 bed		Trip per 94 beds		
	Arriving	Departing	Arriving	Departing	Total
07:00-08:00	0.15	0.03	14	3	17
08:00-09:00	0.18	0.15	17	14	31
09:00-10:00	0.15	0.06	14	6	20
10:00-11:00	0.03	0.03	3	3	6
11:00-12:00	0.18	0.06	17	6	23
12:00-13:00	0.03	0.03	3	3	6
13:00-14:00	0.18	0.21	17	20	37
14:00-15:00	0.06	0.18	6	17	23
15:00-16:00	0.09	0.09	9	9	17
16:00-17:00	0.12	0.21	11	20	31
17:00-18:00	0.03	0.00	3	0	3
18:00-19:00	0.03	0.15	3	14	17
19:00-20:00	0.09	0.15	9	14	23
20:00-21:00	0.00	0.03	0	3	3
Totals	**1.33**	**1.40**	**125**	**131**	**257**

Note: Errors due to rounding
Source: TRICS

Table 2. C2 Care Home - Vehicle Trip Rate Projections

Time	Trip per 1 bed		Trip per 94 beds		
	Arriving	Departing	Arriving	Departing	Total
07:00-08:00	0.03	0.01	3	1	3
08:00-09:00	0.04	0.03	3	3	6
09:00-10:00	0.03	0.01	3	1	4
10:00-11:00	0.01	0.01	1	1	1
11:00-12:00	0.04	0.01	3	1	5
12:00-13:00	0.01	0.01	1	1	1
13:00-14:00	0.04	0.04	3	4	7
14:00-15:00	0.01	0.04	1	3	5
15:00-16:00	0.02	0.02	2	2	3
16:00-17:00	0.02	0.04	2	4	6
17:00-18:00	0.01	0.00	1	0	1
18:00-19:00	0.01	0.03	1	3	3
19:00-20:00	0.02	0.03	2	3	5
20:00-21:00	0.00	0.01	0	1	1
Totals	**0.27**	**0.28**	**25**	**26**	**51**

Note: Errors due to rounding
Source: TRICS

Sites Selected	
TRICS Code	Site
EN-05-F-01	Wellington Road, Enfield, Bush Hill Park

Table 3. C2 Care Home - Parking Accumulation Forecasts

Time	Trip per 94 beds		
	Arriving	Departing	Acc.
07:00-08:00	3	1	2
08:00-09:00	3	3	3
09:00-10:00	3	1	5
10:00-11:00	1	1	5
11:00-12:00	3	1	7
12:00-13:00	1	1	7
13:00-14:00	3	4	6
14:00-15:00	1	3	4
15:00-16:00	2	2	4
16:00-17:00	2	4	2
17:00-18:00	1	0	3
18:00-19:00	1	3	1
19:00-20:00	2	3	-1
20:00-21:00	0	1	-1
Totals	**25**	**26**	-

Note: Errors due to rounding
Source: TRICS

APPENDIX F
Station Road Traffic Survey Data

Station Road Traffic Survey (all motor vehicles, vehicles per hour/day)

Time (hour starting)	Monday 29 April 2013			Tuesday 30 April 2013			Wednesday 1 May 2013			Thursday 2 May 2013		
	East-bound	West-bound	Total	East-bound	West-bound	Total	East-bound	West-bound	Total	East-bound	West-bound	Total
00:00	11	22	33	8	24	32	11	27	38	11	29	40
01:00	5	9	14	4	12	16	8	9	17	8	9	17
02:00	8	3	11	5	7	12	6	9	15	4	8	12
03:00	5	4	9	1	4	5	2	4	6	7	9	16
04:00	7	6	13	6	7	13	8	4	12	8	7	15
05:00	17	20	37	17	22	39	24	23	47	19	18	37
06:00	93	32	125	87	47	134	89	58	147	86	48	134
07:00	236	116	352	203	108	311	158	116	274	231	120	351
08:00	253	205	458	258	203	461	130	188	318	230	207	437
09:00	207	150	357	234	138	372	211	155	366	222	135	357
10:00	180	124	304	198	132	330	153	115	268	173	135	308
11:00	191	129	320	164	141	305	185	159	344	184	144	328
12:00	161	141	302	155	154	309	156	149	305	195	164	359
13:00	140	130	270	154	171	325	164	152	316	165	159	324
14:00	175	170	345	162	156	318	185	181	366	151	157	308
15:00	218	208	426	186	205	391	193	186	379	192	193	385
16:00	222	190	412	127	199	326	175	169	344	105	149	254
17:00	205	176	381	53	121	174	118	156	274	123	147	270
18:00	139	192	331	142	171	313	175	171	346	123	141	264
19:00	118	156	274	165	155	320	183	167	350	149	198	347
20:00	84	76	160	87	110	197	91	102	193	106	114	220
21:00	52	67	119	57	74	131	70	100	170	69	90	159
22:00	42	55	97	50	81	131	66	80	146	47	64	111
23:00	18	35	53	24	38	62	27	44	71	26	42	68
Total	2787	2416	5203	2547	2480	5027	2588	2524	5112	2634	2487	5121

Source: Paul Mew Associates' survey

Station Road Traffic Survey (4 second headway seperation for speeds)

Time (hour starting)	Monday 29 April 2013			
	Eastbound		Westbound	
	vph	85%'ile mph	vph	85%'ile mph
10:00	135	26.4	101	25.7
11:00	148	26.6	108	25.5
12:00	133	25.9	116	25.9
13:00	111	27.3	107	25.9
14:00	129	26.6	131	26.4
15:00	158	25.5	166	26.2

Time (hour starting)	Tuesday 30 April 2013			
	Eastbound		Westbound	
	vph	85%'ile mph	vph	85%'ile mph
10:00	152	25.9	111	25.5
11:00	133	26.8	117	27.3
12:00	119	26.6	125	25.7
13:00	119	26.4	132	25.5
14:00	127	26.2	128	25.5
15:00	141	25.9	159	25.7

Time (hour starting)	Wednesday 1 May 2013			
	Eastbound		Westbound	
	vph	85%'ile mph	vph	85%'ile mph
10:00	124	26.8	99	25.3
11:00	140	25.3	125	24.8
12:00	125	26.2	128	25.9
13:00	125	25.9	128	25.3
14:00	134	26.6	139	25.1
15:00	143	25.5	145	24.8

Time (hour starting)	Tuesday 2 May 2013			
	Eastbound		Westbound	
	vph	85%'ile mph	vph	85%'ile mph
10:00	135	27.5	113	26.8
11:00	139	27.5	115	25.5
12:00	149	27.1	125	24.6
13:00	127	25.7	130	25.9
14:00	122	26.4	126	25.7
15:00	146	27.5	151	26.4