REPORT

# Prior Approval Application - Transport Statement

63-65 High Street, Hampton Hill, Richmond

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|---|---|
| Client: | Atlas Commercial Property Investments Ltd |
| Reference: | PC1772-RHD-ZZ-XX-RP-R-0001-S2-P01.7 |
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Enhancing Society Together

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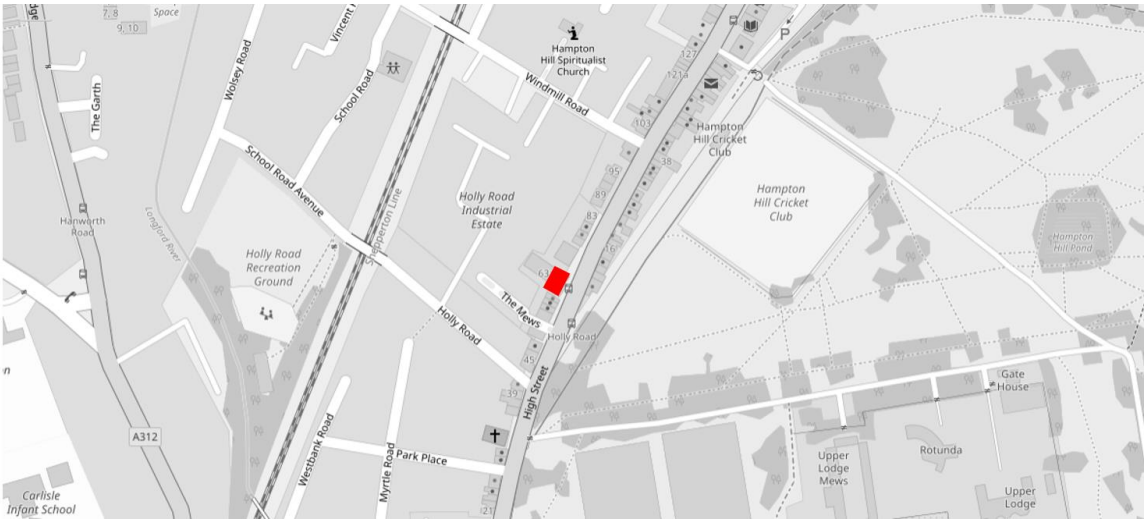
# 1 Introduction

## 1.1 Preface

1.1.1 This Transport Statement (TS) has been prepared by Royal HaskoningDHV on behalf of Atlas Commercial Property Investments Limited, in association with the prior approval application for the proposed change of use of the existing offices (897.3sqm Gross Floor Area - GFA) to residential flats (12 apartments) at 63-65 High Street, Hampton Hill. The site's location is detailed in **Insert 1.1** below.

**Insert 1.1: Site Location**




1.1.2 The site is located in Fulwell Ward within the London Borough of Richmond-upon-Thames. The site is currently developed with a purpose-built office building and in combination with the adjacent property at No. 69-71 High Street accommodates 49 on-site surface level car parking spaces, which are accessed via a crossover from the High Street. The existing building incorporates 3 self-contained flats, which are to be retained.

1.1.3 The site is conveniently located on Hampton Hill High Street, with local amenities in close proximity and with access to Bushey Park (via Hampton Hill Gate) a walk distance of circa 130 metres away.

1.1.4 Hampton Hill is located approximately three miles west of Kingston and four miles south-west of Richmond. The site fronts onto the High Street, which principally provides a mix of independent shops, cafes, restaurants and residential terraced and apartment housing. The site benefits from its proximity to attractions such as Hampton Court Palace, The River Thames and Bushy Park.

1.1.5 The site is located to the west of High Street, Hampton Hill, and the existing building is detailed in **Insert 1.2** below.

**Insert 1.2: 63-65 High Street, Hampton Hill**


## 1.2 Recent Planning History

1.2.1 The site has been the subject of recent planning submissions associated with the properties at 63 to 71 High Street, Hampton Hill. The following applications have received planning consent:

- **Prior approval application number 16/3410/GPD15** - Change of Use of the existing B1 office accommodation on this site to provide 23 residential dwellings (3 existing self-contained flats on the second floor of 63/65 High Street to be retained); and
- **Full planning application number 16/4553/FUL** - Demolition of existing buildings on site and erection 2 buildings (two to four-storeys in height), set around outer and inner landscaped courtyards, comprising of 6 townhouses, 35 flats and two commercial units on the High Street frontage (110 sq.m GIA) and (118sq.m GIA) for use as A1(retail: non-food) and/or A1/A3 (coffee shop) and/or B1 (offices) and/or D1 (non-residential education and training centre) together with the formation of a basement to provide ancillary car parking (48 spaces), cycle storage, refuse storage rooms and plant rooms. 71 cycle spaces provided throughout the site.

1.2.2 More recently, prior approval application number **20/3443/GDP15** was submitted to the London Borough of Richmond upon Thames, associated with a change of use from existing offices in building of 63-65 High Street to 12 residential flats (including retention of 3 existing self-contained flats on second floor). This application was refused with a single reason for planning refusal offered, as follows:

*Under Schedule 2, Part 3, Class O.2 (a) (transport and highways impact of the development) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), prior approval is required and refused in relation to the transport and highways impacts of the development, specifically the impact of the increase in demand for residential parking. The scheme, by reason of inadequately demonstrating that adequate parking can be provided for the development due to the proposed layout and size of the car parking spaces on site and in the absence of an adequate parking survey that demonstrates any shortfall would not be prejudicial to existing on-street parking conditions and the proposal would therefore be contrary to the aims and objectives of the Council's policy guidance, in particular Policy LP45 of the Local Plan 2018, the Intend to Publish London Plan and the National Planning Policy Framework.*

1.2.3 This planning submission replicates application number **20/3443/GDP15**, with the exception being that the reason for planning refusal has been addressed.

## 1.3 Report Purpose

1.3.1 This TS details the implications of the prior approval application on the local transport network. This document will establish the likely travel demand of the site following the conversion to 12 residential units.

1.3.2 This report will refer to local, regional and national 'transport and land use planning policy (see **Section 2**) and guidance contained in the National Planning Policy Framework (NPPF) document (June 2019), which states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

1.3.3 This TS should be read in conjunction with drawings and other supporting documentation submitted as part of the application for prior approval change of use.

## 1.4 Report Scope

1.4.1 This report is divided into additional sections, as summarised below:

- **Section 2** provides a review of transport planning policy relevant to the proposed development.
- **Section 3** describes the existing site and surroundings, access to local amenities and provides an overview of the site's current accessibility by non-car modes of transport.
- **Section 4** reviews the site's vehicular access and provides an overview of the existing local highway network.
- **Section 5** sets out the development proposals.
- **Section 6** sets out the potential traffic attraction of the site's existing office development, and the traffic generation of the site's proposed residential land use.
- Finally, **Section 7** provides a summary and conclusion to this document.

# 2 Planning Policy Review

## 2.1 National Policy

### *General Permitted Development Order (GPDO), 2015*

2.1.1 Class O (offices to dwelling houses) of the GPDO article O.2(1)(a) states that *"the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to— (a) transport and highways impacts of the development".*

2.1.2 GPDO Article W(5) further clarifies that: *"(5) Where the application relates to prior approval as to transport and highways impacts of the development, on receipt of the application, where in the opinion of the local planning authority the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site, the local planning authority must consult -*

a. *where the increase or change relates to traffic entering or leaving a trunk road, the highway authority for the trunk road;*

b. *the local highway authority, where the increase or change relates to traffic entering or leaving a classified road or proposed highway, except where the local planning authority is the local highway authority (part C is not applicable)."*

2.1.3 The TS is therefore submitted to demonstrate whether there will be a material increase or change in the character of the traffic in accordance with the GPDO, and in order to satisfy the conditions on prior approval change of use. This assessment is contained within **Section 6** of this report.

## 2.2 Regional Policy

### *'Intend to Publish' London Plan (2019)*

2.2.1 The draft London Plan was first published by the Mayor for consultation in December 2017. Following the Examination in Public (EiP) the Mayor of London has considered the Inspectors' recommendations and, on the 9th December 2019, issued to the Secretary of State his intention to publish the London Plan. TfL now expects that any proposed development adheres to the policies of the draft New London Plan.

2.2.2 Chapter Three of the draft London Plan considers design matters. Policy D1 relates to London's form and characteristics and Section 3.1.6 states that *"the design and layout of development should reduce the dominance of cars and provide permeability to support active travel (public transport, walking and cycling), community interaction and economic vitality."*

2.2.3 The policy goes on to say that development plans should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area.

2.2.4 Chapter 10 of the draft London Plan considers transport, policy T2 (A) states that *"Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling."*

2.2.5 Policies T5 and T6 of the Draft London Plan provide cycle and car parking standards for new development and states *"Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite')."*

2.2.6 In this case the site's location with respect to public transport connections is set out within **Section 3**. A subsequent assessment with regards to the 'minimum necessary' amount of car parking that should be provided for the proposed development is also contained in **Section 5**.

## 2.3 Local Policy

### *London Borough of Richmond Upon Thames Local Plan (adopted July 2018)*

2.3.1 The purpose of the Local Plan is to set out the long-term vision of how Richmond should be developed to 2033 and sets out the strategy for achieving the vision of the council, including high-level strategic policies used in determining planning applications.

2.3.2 Policy LP44 of the Richmond Upon Thames Local Plan provides the main policy background relating to the promotion of sustainable travel choices and states the council will ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. In assessing planning applications the cumulative impacts of development on the transport network will be taken into account by the Borough Council.

### *Consultation Draft Transport SPD (December 2019)*

2.3.3 This Supplementary Planning Document (SPD) provides additional guidance on Local Plan Policies related to roads and transport, detailing the expectations for planning applications. For example, the SPD states that development should demonstrate its sustainable credentials in accordance with the transport policies set out within the Council's emerging Active Travel Strategy.

2.3.4 The SPD states that the London Borough of Richmond upon Thames has adopted London Plan standards for cycle parking. It also notes that the London Cycling Design Standards also provides guidance on appropriate designs for cycle parking, and this guidance should be reflected in proposals. Plans clearly showing the location, spacing and access for the proposed cycle parking should be included with the planning application. Cycle parking for inclusive cycles, cargo bikes and tricycles should be provided and clearly labelled on plans.

2.3.5 The SPD states that LBRuT has also adopted London Plan standards for car parking. However, an appropriate balance needs to be struck between minimising car use and ensuring development is able to operate efficiently, avoiding adding to street parking pressure. Development should make provision for 100% active electric vehicle parking. This does not mean that every parking space needs to be equipped with a charging point, as one fast or rapid charging point may cater for many vehicles. Developers should demonstrate that the development would be able to operate satisfactorily in the future expectation of all vehicles being electrically powered.

# 3 Baseline Conditions

## 3.1 Local Amenities

3.1.1 The development site is located on Hampton Hill High Street, and as such the immediate area around the site accommodates a range of key services and facilities, including chain food stores, other independent retail units, educational, health and social/recreational facilities.

3.1.2 **Table 3.1** lists some key local amenities in Hampton Hill and identifies their respective distances from the site. It is evident from the table that the site is well located for access to these facilities and that these key destinations, such as shops, schools, healthcare and transport facilities, are accessible on foot and by cycle.

**Table 3.1: Local Amenities**

| Local Amenities | Approx. Distance from Site Access (m) | Estimated Walking Time (mins) | Estimated Cycling Time (mins) |
|---|---|---|---|
| **Public Transport** | | | |
| Northbound Bus Stop – High Street (Stop HL) | 10 | 0 | 0 |
| Southbound Bus Stop – High Street (Stop HC) | 35 | 0 | 0 |
| Fulwell Railway Station | 1200 | 14 | 5 |
| Hampton Railway Station | 1950 | 23 | 8 |
| **Educational Institutions** | | | |
| Greenacres Day Nursery School Ltd - Preschool | 65 | 1 | 0 |
| Hampton Hill Junior School | 380 | 5 | 2 |
| Hamptons Day Nursery | 485 | 6 | 2 |
| Carlisle Infant School | 685 | 8 | 3 |
| Clarendon School | 890 | 11 | 4 |
| The Lady Eleanor Holles School | 935 | 11 | 4 |
| Hampton School | 1600 | 19 | 6 |
| **Healthcare** | | | |
| Pharmacy and Surgery | 185 | 2 | 1 |
| Hampton Hill Medical Centre | 355 | 4 | 1 |
| Hampton Hill Pharmacy | 415 | 5 | 2 |
| Broad Lane Surgery | 1010 | 12 | 4 |
| **Other** | | | |
| Public House | 20 | 0 | 0 |
| United Reformed Church | 135 | 2 | 1 |
| Access to Bushy Park, Hampton Hill Pond. Hampton Wick | 150 | 2 | 1 |
| Hampton Hill Post Office | 160 | 2 | 1 |
| Newsagent | 170 | 2 | 1 |
| Hampton Hill Spiritualist Church | 210 | 3 | 1 |
| Sainsbury Local | 320 | 4 | 1 |
| Hampton Hill Theatre | 350 | 4 | 1 |
| Carlisle Park | 975 | 12 | 4 |
| Fulwell Golf Club | 1050 | 13 | 4 |
| Teddington (Area) | 2000 | 24 | 8 |
| Numerous retail facilities | within 500m | 6 | 2 |
| Numerous Restaurants/Take-aways | within 500m | 6 | 2 |

## 3.2 Walking and Cycling

3.2.1 Footways are present on both sides of the High Street and on each side of all other streets in the immediate surrounding area.

3.2.2 It is observed that the pedestrian routes between the site and local bus stops, and to Fulwell railway station, are generally in a good state of repair.

3.2.3 Zebra crossings are present on the High Street, being located approximately 90 metres to the south of the site (to the south of Holly Road) and 140 metres to the north of the site (to the north of Windmill Road). In addition, pedestrian crossing facilities are provided at the signalised junction of the High Street with Broad Lane.

3.2.4 Bushy Park is located adjacent to the High Street and includes a network of surfaced routes which provide connections to Kingston, Teddington and Hampton Court. In addition to providing traffic free pedestrian routes to key local destinations, the park also offer routes for recreation.

3.2.5 Bushy Park, part of the Royal Parks, also provides high quality traffic free 'green' routes for cyclists. Cycling is permitted on all roads, which link Hampton Hill to Hampton Count and Hampton Wick.

3.2.6 Local Cycle Guide 9 (TfL) provides details of local cycle routes in the surrounding area such as Broad Lane and Holly Road. These are shown as "*quieter roads that have been recommended by other cyclists".* Additionally, there are a number of other recognised cycle routes nearby including the Hampton Court to Putney section of National Cycle Network Route 4.

3.2.7 The National Travel Survey (Table NTS0303) identifies that the average length of a cycle trip in England, as a main mode of travel, was 3.3 miles in 2019 (circa 5,300 metres). Areas including Twickenham, Hounslow, Feltham, Sunbury-on-Thames, Kingston-upon-Thames and Surbiton are accessible from the site within this average. Recognising that 3.3 miles is an average, longer journeys by bicycle will be considered acceptable for some future site residents and users.

## 3.3 Bus Services

3.3.1 There are a number of bus stops located on Hampton Hill High Street, with the closest being located directly adjacent to the site. These stops are referred to by TfL as stops HL (accommodating northbound services) and HC (accommodating southbound services). Three frequent bus services utilise these stops, meaning that this travel mode offers a quick and convenient way of accessing the site. **Table 3.2** provides a summary of operation for the bus services which use the local bus stops.

**Table 3.2: Summary of Local Bus Services**

| Route Number | Bus Stop | 1st service | last service | Typical daytime frequency Mon-Sat | Typical daytime frequency Sunday |
|---|---|---|---|---|---|
| 285 | Bus stop HC | 24 hour service | | 9-12mins | 12mins |
| | Bus stop HL | 24 hour service | | 6-12mins | 11-14mins |
| R68 | Bus stop HC | 06:22 | 01:30 | 15mins | 15mins |
| | Bus stop HL | 05:21 | 00:22 | 15mins | 15mins |
| R70 | Bus stop HC | 05:35 | 01:28 | 7-11mins | 15mins |
| | Bus stop HL | 05:55 | 01:49 | 7-11mins | 15mins |

3.3.2 Details of the hourly service frequency and route maps for bus services accessible from local bus stops situated close to the site can be found on TfL website and publications.

## 3.4 Rail Services

3.4.1 The site is located approximately 1,200 metres from Fulwell Railway Station, which is located on the Shepperton Branch Line and is in Travelcard Zone 6. Services are operated through this station by South West Trains. The 1,200m distance equates to an approximate walk time of 14 minutes, or a 5 minute cycle. The station has provision for 70 cycle parking spaces and a car park which benefits from CCTV surveillance.

3.4.2 The typical weekday service includes two trains an hour to London Waterloo (via Kingston and Clapham Junction) and the journey time is around 30 minutes.

3.4.3 From Monday to Friday, four additional early morning rush-hour trains to London Waterloo are routed via Twickenham and Richmond, and three additional evening rush-hour trains from London Waterloo arrive at Fulwell station. On Saturdays the service pattern is same as on other weekdays, however, no extra services are routed via Twickenham. An hourly service operates on Sundays. London bus route R70 connects the site to the station.

3.4.4 Fulwell Station is expected to be a calling point of Crossrail 2. Crossrail 2, running from nine stations in Surrey to three in Hertfordshire, has the ability to provide a new rail link across London and connect the South Western Main Line to the West Anglia Main Line, via Victoria and Kings Cross St. Pancras.

3.4.5 Overall, rail services from Fulwell Railway Station offer a practical travel mode option for those travelling to and from the site, with direct connections to Central London as well as with wider areas of Surrey.

## 3.5 Public Transport Accessibility Level (PTAL)

3.5.1 The industry standard accessibility indicator for London, the Public Transport Accessibility Level (PTAL) rating, has been used to identify the level of accessibility of the site to the local public transport network. The PTAL rating for a point of interest can be found using TfL's WebCAT tool and in the case of this site, the PTAL rating produced is a score of 2 which is considered to be "poor". The TfL PTAL calculations are included at **Appendix A** of this report.

3.5.2 Although this tool is widely adopted and used to assess the extent and ease of access of an area by public transport, it is limited in its ability to determine the 'actual' accessibility, since the methodology to calculate PTAL ratings does not take into account the ability to travel beyond the immediate area of a particular site or beyond defined cut-off walk time thresholds. In this case, the calculation excludes rail services that route through Fulwell station, which is located approximately 1,200 metres from the site. However, we are aware that a high proportion of existing local residents travel to work by train (17.1%), and an overview of existing local travel patterns is provided in Table 3.3. The table provides details of the travel to work mode share of residents located in Super Output Area Richmond 019D, in which the development site is located.

**Table 3.3: 2011 Census Data – Travel to Work Mode Share, Super Output Area Richmond 019D**

| Method of Travel to Work | Raw Data | Mode Split |
|---|---|---|
| Underground, Metro, Light Rail, Tram | 51 | 5.5% |
| Train | 159 | 17.1% |
| Bus, Minibus or Coach | 97 | 10.4% |
| Taxi | 0 | 0.0% |
| Motorcycle, Scooter or Moped | 24 | 2.6% |
| Driving a Car or Van | 402 | 43.1% |
| Passenger in a Car or Van | 21 | 2.3% |
| Bicycle | 72 | 7.7% |
| On Foot | 106 | 11.4% |
| **Total** | **932** | **100%** |

3.5.3 The PTAL rating for the development site does not therefore provide a full assessment of site accessibility by public transport, and we are of the opinion that overall, opportunities to access the development site by public transport are good.

## 3.6 Car Clubs

3.6.1 ZipCar, City Car Club and EasyCar Club operate across the Borough. The nearest on-street car club only bay is located on Oxford Road, some 620 metres from the site, near to the junction with Hampton Road.

## 3.7 Summary

3.7.1 A significant number of key amenities are situated within recognised walking and cycling distances of the site.

3.7.2 The site is accessible by sustainable transport modes and Hampton Hill is served by regular daytime bus services.

3.7.3 Pedestrian crossing facilities are provided locally and Fulwell railway station is located within a 14 minute walking distance or a 5 minute cycling distance of the site. In addition, Car Club vehicles are available within the area.

# 4 Local Highway Operation

## 4.1 Site Access

4.1.1 Vehicular access to the site is currently provided by a dropped kerb and crossover from the High Street, as shown by **Insert 4.1**. The access leads to a surface level car park associated with 63 to 71 High Street, which can accommodate 49 cars.

**Insert 4.1: Vehicular Site Access**


## 4.2 Local Highway Network

4.2.1 Hampton Hill High Street serves as a relatively busy local centre with various uses located along its length, including local shops, cafes/public houses, offices, residential units and a church. In the vicinity of the site the carriageway is approximately 9 metres wide, kerb to kerb, and has on-street parking provided on various sections on both sides of the road.

4.2.2 Hampton Hill High Street lies between junctions with Park Road and Uxbridge Road.

4.2.3 The High Street is the main route for people living in Hampton to get to Twickenham and Teddington, as well as commuters accessing the borough from main roads such as the A308 and the A312.

4.2.4 Windmill Road connects the High Street with the A312, and is located approximately 130 metres to the north of the site. Windmill Road junctions with the High Street by means of a priority junction. A zebra crossing is located on the High Street just to the north of the junction.

4.2.5 In terms of strategic links, Hampton Court Road (A308) is located approximately 1,450 metres to the south of the site and is accessed via Church Street at the A308/High Street/Church Street junction. From this junction, the route is referred to as Upper Sunbury Road to the west and provides access to the M3, while to the east it is referred to as Hampton Court Road and provides access to the A309 via Hampton Court Roundabout. Junction 1 of the M3 is located approximately three miles to the south west.

4.2.6 Overall, the site is well connected to the wider strategic highway network which can be accessed through a number of 'A' roads.

# 5 Proposed Development

## 5.1 Composition

5.1.1 The proposed development would provide 12 new apartments and these would replace the existing office space (897.3sqm GFA). Three existing apartments within the building would be retained, therefore the proposed block would accommodate 15 apartments in total. As a result of the development, the following would be provided:

**Proposed**

- 4 x 1-bedroom flats
- 8 x 2 bedroom flats

**Existing (retained)**

- 1 x Studio flat
- 1 x 1-bedroom flats
- 1 x 2 bedroom flats

## 5.2 Development Site Access

5.2.1 The proposed residential development at 63-65 High Street will be accessed via the site's existing vehicular access (refer to **Insert 4.1**). The main pedestrian entrance to the building will also be retained in its existing location, with convenient and direct access from the footway running along the western side of the High Street.

## 5.3 Car Parking

5.3.1 The site's car park currently accommodates 49 car parking spaces and 12 of these parking spaces will be reserved for the proposed development (i.e. 1 car parking space per new residential apartment).

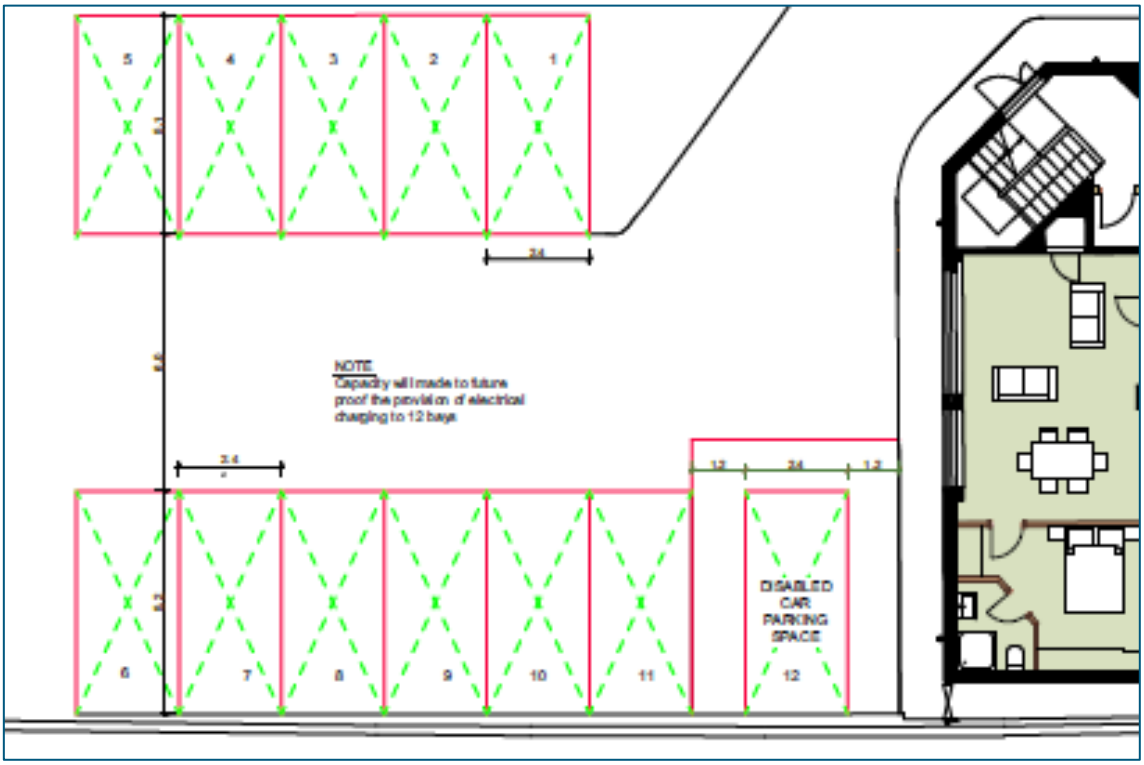
5.3.2 The proposed car parking layout for the 12 apartments is as detailed in **Appendix C** and **Insert 5.1** overleaf. The parking spaces are provided such that the minimum required dimensions of 2.4m by 4.8m are met or exceeded, and a 6m wide aisle width is provided between the car parking spaces.

5.3.3 The layout includes the provision of a parking bay for disabled badge holders and identifies that all spaces that would be supported by car charge points, on first site occupation.

5.3.4 Policy DM TP8 of the Borough's Development Management Plan (DMP) – November 2011, states:

*"new developments 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."*

**Insert 5.1: Proposed Car Parking Layout**




5.3.5 **Insert 5.1** demonstrates that car parking can be provided for the proposed development in accordance with adopted standards and with dimensions that generally exceed the minimum required. The layout is therefore considered to be in accordance with the aims and objectives of the Council's policy guidance, in particular Policy LP45 of the Local Plan 2018, the Intend to Publish London Plan and the National Planning Policy Framework. The parking layout detailed in **Insert 5.1** has therefore addressed the reason for planning refusal associated with application number 20/3443/GDP15.

5.3.6 In terms of car ownership we are aware that the 2011 Census identifies that on average fewer than 1 car per household is owned by residents located in Super Output Area Richmond 019D, in which the development site is located. This is confirmed in **Table 5.1**.

**Table 5.1: 2011 Census Data – Car Ownership, Super Output Area Richmond 019D**

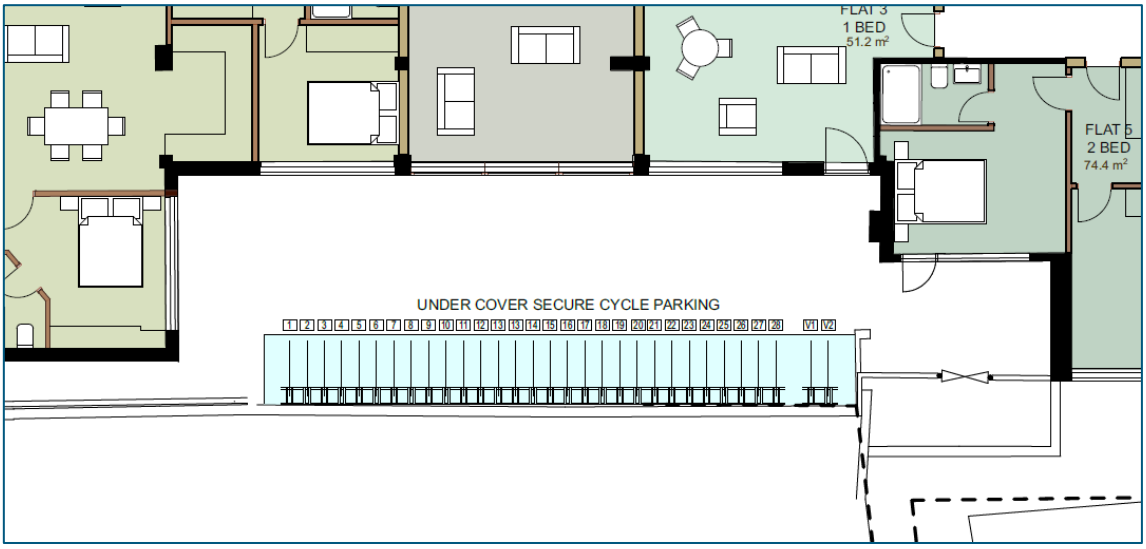
| **All Households** | **824** |
|---|---|
| No Cars or Vans in Household | 214 |
| 1 Car or Van in Household | 440 |
| 2 Cars or Vans in Household | 154 |
| 3 Cars or Vans in Household | 12 |
| 4 or More Cars or Vans in Household | 4 |
| All Cars or Vans in Area | 805 |
| **Average level of car ownership (per household)** | **0.98** |

5.3.7 On the basis of the above it is evident that the proposed car parking provision will be adequate to accommodate the parking demand associated with a residential development of 12 new apartments.

## 5.4 Cycle Parking Provision

5.4.1 The proposed development will include secure cycle parking, in line with the minimum requirements of policy T5 of the Draft New London Plan. This will be accommodated within the demise of the development, has highlighted in **Insert 5.2**.

**Insert 5.2: Ground Floor Site layout – Cycle Storage**



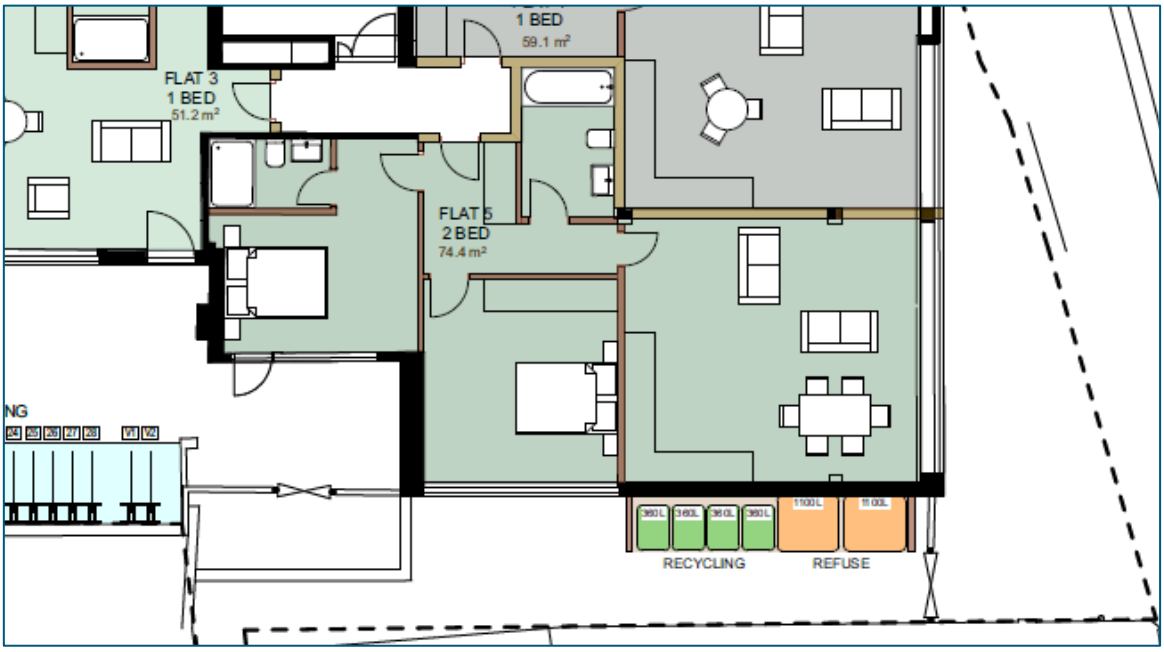

5.4.2 Overall, the site will be provided with 30 secure cycle parking spaces, of which 28 would be allocated to site residents.

## 5.5 Refuse and Servicing Vehicles

5.5.1 Refuse vehicles will service the site as per the existing arrangements for residential properties fronting onto Hampton Hill High Street, and as per the arrangement of the site's existing office premises. This means that refuse vehicles will service the development from the High Street, and there will not be any requirement for the vehicle to access the development site.

5.5.2 The bin store has been located appropriately for access from the High Street, as highlighted in **Insert 5.3**.

**Insert 5.3: Ground Floor Site layout – Refuse Storage**



# 6 Trip Generation

6.1.1 This report will compare the potential traffic generation rates of the proposed residential development with that which could be associated with an office occupier within this site. The comparison will compare:

- Existing development - 897.3sqm GFA of office land use and 3 residential apartments
- Proposed development - 15 residential apartments

## 6.2 Existing Traffic Attraction

6.2.1 The traffic attraction rates for an office occupier has been derived from the industry recognised TRICS v7.3.2 (Trip Rate Computer Information System) trip rate database in order to provide the likely AM peak hour, PM peak hour and daily traffic attraction for the existing development. Data has been extracted from the category '02 – Employment, A – Office'.

6.2.2 In addition to the Office occupier consideration is given to the occupancy of the 3 on-site residential apartments. The trip rates (per unit) for this land use has also been derived from the TRICS database and from the category for land use C3 (Dwelling houses), sub-category 03- Residential, C – Flats Privately Owned'.

6.2.3 For both the office and residential elements, only TRICS sites located in greater London have been considered. Full TRICS outputs and information is included as **Appendix B** to this report. The use of these trip rates was agreed with the Council as part of previously consented plans for the site and are therefore deemed appropriate for re-use within this report.

6.2.4 The tables below presents the person trip rates associated with the three private apartments and the existing office floor space (897.3m$^2$) on-site.

**Table 6.1: Traffic Generation – Existing Residential Development (3 Units)**

| Time Period | Arrivals | | Departures | | Total | |
|---|---|---|---|---|---|---|
| | Trip Rate (per unit) | Total Trips | Trip Rate (per unit) | Total Trips | Trip Rate (per unit) | Total Trips |
| 07:00-08:00 | 0.107 | 0 | 0.107 | 0 | 0.214 | 1 |
| 08:00-09:00 | 0.036 | 0 | 0.179 | 1 | 0.215 | 1 |
| 09:00-10:00 | 0.071 | 0 | 0.036 | 0 | 0.107 | 0 |
| 10:00-11:00 | 0.000 | 0 | 0.036 | 0 | 0.036 | 0 |
| 11:00-12:00 | 0.036 | 0 | 0.036 | 0 | 0.072 | 0 |
| 12:00-13:00 | 0.036 | 0 | 0.000 | 0 | 0.036 | 0 |
| 13:00-14:00 | 0.071 | 0 | 0.071 | 0 | 0.142 | 0 |
| 14:00-15:00 | 0.000 | 0 | 0.036 | 0 | 0.036 | 0 |
| 15:00-16:00 | 0.071 | 0 | 0.143 | 0 | 0.214 | 1 |
| 16:00-17:00 | 0.143 | 0 | 0.107 | 0 | 0.250 | 1 |
| 17:00-18:00 | 0.179 | 1 | 0.036 | 0 | 0.215 | 1 |
| 18:00-19:00 | 0.071 | 0 | 0.036 | 0 | 0.107 | 0 |
| **Total** | **0.821** | **2** | **0.823** | **2** | **1.644** | **5** |

**Table 6.2: Traffic Generation – Existing Office Development (897.3sq.m)**

| Time Period | Arrivals | | Departures | | Total | |
|---|---|---|---|---|---|---|
| | Trip Rate (per 100sq.m) | Total Trips | Trip Rate (per 100sq.m) | Total Trips | Trip Rate (per 100sq.m) | Total Trips |
| 07:00-07:30 | 0.049 | 0 | 0.008 | 0 | 0.057 | 1 |
| 07:30-08:00 | 0.228 | 2 | 0.024 | 0 | 0.252 | 2 |
| 08:00-08:30 | 0.277 | 2 | 0.033 | 0 | 0.310 | 3 |
| 08:30-09:00 | 0.244 | 2 | 0.041 | 0 | 0.285 | 3 |
| 09:00-09:30 | 0.285 | 3 | 0.090 | 1 | 0.375 | 3 |
| 09:30-10:00 | 0.326 | 3 | 0.098 | 1 | 0.424 | 4 |
| 10:00-10:30 | 0.252 | 2 | 0.090 | 1 | 0.342 | 3 |
| 10:30-11:00 | 0.155 | 1 | 0.138 | 1 | 0.293 | 3 |
| 11:00-11:30 | 0.187 | 2 | 0.195 | 2 | 0.382 | 3 |
| 11:30-12:00 | 0.098 | 1 | 0.065 | 1 | 0.163 | 1 |
| 12:00-12:30 | 0.122 | 1 | 0.171 | 2 | 0.293 | 3 |
| 12:30-13:00 | 0.163 | 1 | 0.179 | 2 | 0.342 | 3 |
| 13:00-13:30 | 0.114 | 1 | 0.179 | 2 | 0.293 | 3 |
| 13:30-14:00 | 0.081 | 1 | 0.090 | 1 | 0.171 | 2 |
| 14:00-14:30 | 0.163 | 1 | 0.122 | 1 | 0.285 | 3 |
| 14:30-15:00 | 0.138 | 1 | 0.106 | 1 | 0.244 | 2 |
| 15:00-15:30 | 0.098 | 1 | 0.138 | 1 | 0.236 | 2 |
| 15:30-16:00 | 0.114 | 1 | 0.106 | 1 | 0.220 | 2 |
| 16:00-16:30 | 0.081 | 1 | 0.195 | 2 | 0.276 | 2 |
| 16:30-17:00 | 0.090 | 1 | 0.220 | 2 | 0.310 | 3 |
| 17:00-17:30 | 0.090 | 1 | 0.293 | 3 | 0.383 | 3 |
| 17:30-18:00 | 0.057 | 1 | 0.228 | 2 | 0.285 | 3 |
| 18:00-18:30 | 0.073 | 1 | 0.277 | 2 | 0.350 | 3 |
| 18:30-19:00 | 0.000 | 0 | 0.130 | 1 | 0.130 | 1 |
| **Total** | **3.485** | **31** | **3.216** | **29** | **6.701** | **60** |

6.2.5 **Table 6.3** overleaf provides the combined traffic attraction of the site's existing office and residential accommodation.

**Table 6.3: Traffic Attraction – Total Existing Development**

| Time Period | Arrivals | | Departures | | Total | |
|---|---|---|---|---|---|---|
| | Trip Rate | Total Trips | Trip Rate | Total Trips | Trip Rate | Total Trips |
| 07:00-08:00 | - | 3 | - | 1 | - | 3 |
| 08:00-09:00 | - | 5 | - | 1 | - | 6 |
| 09:00-10:00 | - | 6 | - | 2 | - | 7 |
| 10:00-11:00 | - | 4 | - | 2 | - | 6 |
| 11:00-12:00 | - | 3 | - | 2 | - | 5 |
| 12:00-13:00 | - | 3 | - | 3 | - | 6 |
| 13:00-14:00 | - | 2 | - | 3 | - | 5 |
| 14:00-15:00 | - | 3 | - | 2 | - | 5 |
| 15:00-16:00 | - | 2 | - | 3 | - | 5 |
| 16:00-17:00 | - | 2 | - | 4 | - | 6 |
| 17:00-18:00 | - | 2 | - | 5 | - | 7 |
| 18:00-19:00 | - | 1 | - | 4 | - | 5 |
| **Total** | **-** | **34** | **-** | **31** | **-** | **65** |

## 6.3 Proposed Trip Generation

6.3.1 The traffic generation of the proposed 15 unit development has been derived from the same trips rates utilised above for the site's 3 existing apartments. **Table 6.4** presents the site's proposed traffic generation, and the TRICS assessment is provided in full in **Appendix B**.

**Table 6.4: Traffic Generation – Proposed Development (15 flats)**

| Time Period | Arrivals | | Departures | | Total | |
|---|---|---|---|---|---|---|
| | Trip Rate (per unit) | Total Trips | Trip Rate (per unit) | Total Trips | Trip Rate (per unit) | Total Trips |
| 07:00-08:00 | 0.107 | 2 | 0.107 | 2 | 0.214 | 3 |
| 08:00-09:00 | 0.036 | 1 | 0.179 | 3 | 0.215 | 3 |
| 09:00-10:00 | 0.071 | 1 | 0.036 | 1 | 0.107 | 2 |
| 10:00-11:00 | 0.000 | 0 | 0.036 | 1 | 0.036 | 1 |
| 11:00-12:00 | 0.036 | 1 | 0.036 | 1 | 0.072 | 1 |
| 12:00-13:00 | 0.036 | 1 | 0.000 | 0 | 0.036 | 1 |
| 13:00-14:00 | 0.071 | 1 | 0.071 | 1 | 0.142 | 2 |
| 14:00-15:00 | 0.000 | 0 | 0.036 | 1 | 0.036 | 1 |
| 15:00-16:00 | 0.071 | 1 | 0.143 | 2 | 0.214 | 3 |
| 16:00-17:00 | 0.143 | 2 | 0.107 | 2 | 0.25 | 4 |
| 17:00-18:00 | 0.179 | 3 | 0.036 | 1 | 0.215 | 3 |
| 18:00-19:00 | 0.071 | 1 | 0.036 | 1 | 0.107 | 2 |
| **Total** | **0.821** | **12** | **0.823** | **12** | **1.644** | **25** |

## 6.4 Nett Traffic Impact

6.4.1 As a result of the development scheme, the number of peak hour and daily traffic movements to/from the development site is expected to reduce significantly in comparison to the site's existing office development. The nett change in traffic movements is provided in **Table 6.5**.

**Table 6.5: Traffic Generation – Nett Change**

| Time Period | Arrivals | Departures | Total |
|---|---|---|---|
| 07:00-08:00 | -1 | 1 | 0 |
| 08:00-09:00 | -4 | 1 | -3 |
| 09:00-10:00 | -5 | -1 | -6 |
| 10:00-11:00 | -4 | -2 | -5 |
| 11:00-12:00 | -2 | -2 | -4 |
| 12:00-13:00 | -2 | -3 | -5 |
| 13:00-14:00 | -1 | -2 | -2 |
| 14:00-15:00 | -3 | -2 | -4 |
| 15:00-16:00 | -1 | 0 | -2 |
| 16:00-17:00 | 0 | -2 | -2 |
| 17:00-18:00 | 1 | -4 | -3 |
| 18:00-19:00 | 0 | -3 | -3 |
| **Total** | **-21** | **-19** | **-40** |

6.4.2 Based on TRICS data, it is estimated that traffic generation of the site will reduce by 40 vehicle movements, two-way, over the course of a day (07:00-19:00).

# 7 Summary and Conclusions

## 7.1 Summary

7.1.1 This Transport Statement (TS) has been prepared by Royal HaskoningDHV on behalf of Atlas Commercial Property Investments Limited in association with a prior approval application for a proposed residential development at 63-71 High Street (A311) in Hampton Hill. It is proposed to convert 897.3sqm GFA of existing office floorspace into 12 residential apartments.

7.1.2 The site is located on Hampton Hill High Street, and as such the site's immediate surrounding area accommodates a range of key services and facilities, including chain food stores, other independent retail units, educational, health and social/recreational facilities. The development is well located for access to key services on foot.

7.1.3 The site is located adjacent to north and southbound bus stops, which accommodate three frequent bus services. The site is also a walk distance of 1,200 metres from Fulwell Station, which can also be accessed via the local bus service R70. Census data (ref: Table 2.3) indicates that circa 33% of journeys to work locally are undertaken by public transport.

7.1.4 The site (in conjunction with 69-71 High Street) is currently provided with 49 car parking spaces. It is planned that 12 of these spaces will be reserved to accommodate the car parking demand associated with the newly proposed 12 unit residential development (i.e. 1 car parking space per unit). Census data for the local area indicates that car ownership is, on average, just below 1 car per dwelling.

7.1.5 By providing a car parking layout that meets all required minimum dimensions, and by providing spaces that are suitable for use by a disabled badge holder and electric cars, the proposed car parking layout has addressed the reason for planning refusal associated with application number 20/3443/GDP15.

7.1.6 Vehicular access to the site is provided via a dropped kerb access to the site's 49 car parking spaces from Hampton Hill. This access will be retained, as existing.

7.1.7 Cycle parking will be provided to meet the London Plan's minimum standard requirements.

7.1.8 As is the case with the existing development, refuse collection will be undertaken from the High Street.

7.1.9 The proposed change of use means that the potential traffic attraction of the development site will reduce significantly. It is estimated that the prior approval planning submission will result in a reduction of around 40 vehicle movements over the course of a day (07:00-19:00).

## 7.2 Conclusion

7.2.1 In overall conclusion:

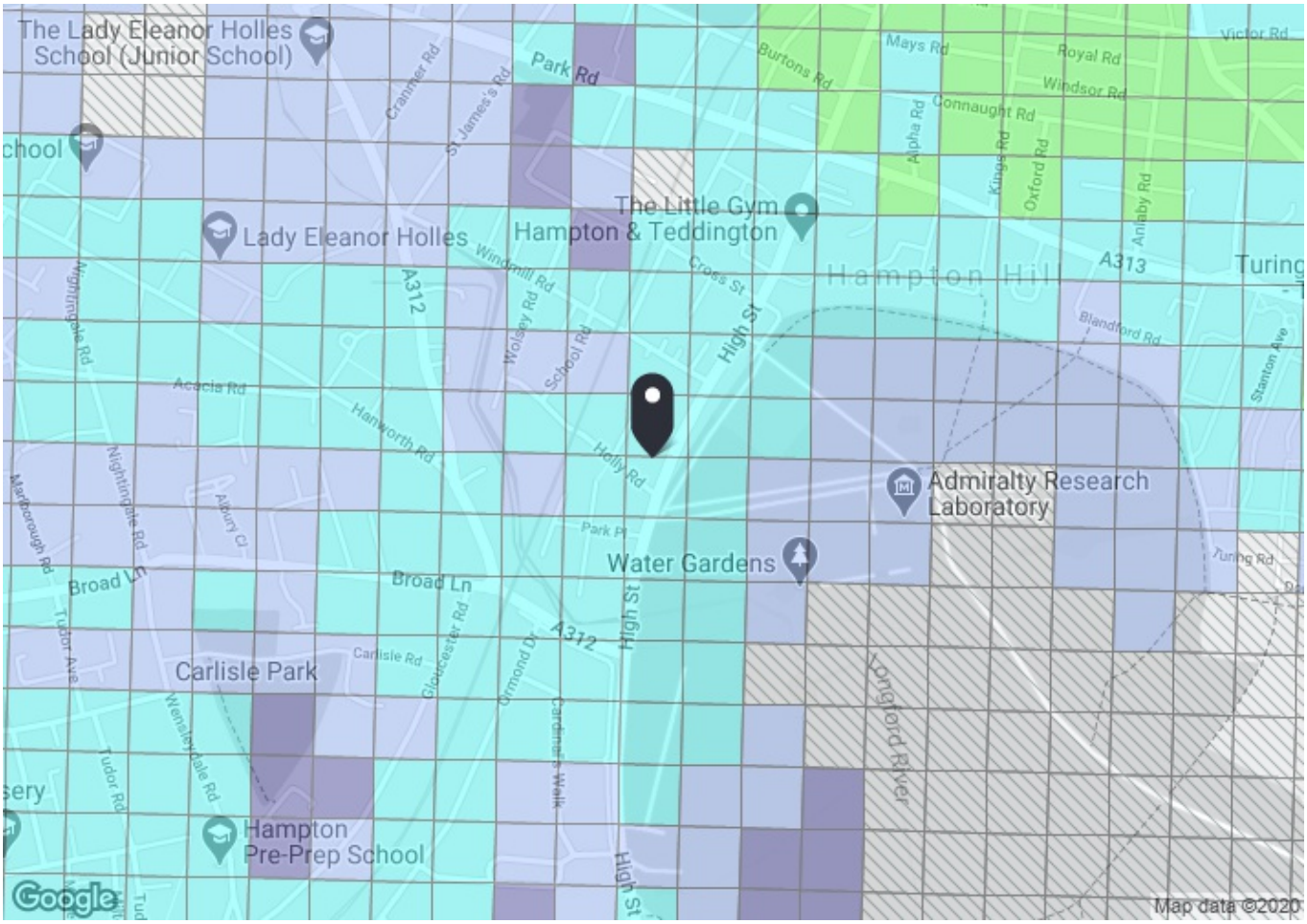
- the site is well located for access on foot and by bicycle;
- the site is accessible by public transport;
- the site can fully accommodate potential resident car ownership demand; and

- the traffic attraction of the development will reduce significantly as a result of the prior approval application.

7.2.2 There is therefore no reason for this prior approval application to be refused on transport grounds.

# Appendix A – Public Transport Accessibility Level Report

TRANSPORT FOR LONDON




**PTAL output for Base Year**
2

The Old Dairy, 55 High St, Hampton Hill, Hampton TW12 1NF, UK
Easting: 514242, Northing: 170786

Grid Cell: 34942

Report generated: 01/10/2020

**Map key - PTAL**

| | |
|---|---|
| 0 (Worst) | 1a |
| 1b | 2 |
| 3 | 4 |
| 5 | 6a |
| 6b (Best) | |

**Map layers**

PTAL (cell size: 100m)

Calculation Parameters

| | |
|---|---|
| **Day of Week** | M-F |
| **Time Period** | AM Peak |
| **Walk Speed** | 4.8 kph |
| **Bus Node Max. Walk Access Time (mins)** | 8 |
| **Bus Reliability Factor** | 2.0 |
| **LU Station Max. Walk Access Time (mins)** | 12 |
| **LU Reliability Factor** | 0.75 |
| **National Rail Station Max. Walk Access Time (mins)** | 12 |
| **National Rail Reliability Factor** | 0.75 |

Calculation data

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|---|---|---|---|---|---|---|---|---|---|---|
| Bus | HAMPTON HILL THE STAR | 285 | 63.12 | 6 | 0.79 | 7 | 7.79 | 3.85 | 1 | 3.85 |
| Bus | HAMPTON HILL THE STAR | R68 | 63.12 | 4 | 0.79 | 9.5 | 10.29 | 2.92 | 0.5 | 1.46 |
| Bus | HAMPTON HILL THE STAR | R70 | 63.12 | 6 | 0.79 | 7 | 7.79 | 3.85 | 0.5 | 1.93 |
| | | | | | | | | | **Total Grid Cell AI:** | **7.24** |

# Appendix B – TRICS Data

## TRICS (Traffic) Assessment - Residential Development

Trip Rate Parameter: Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
Category C - FLATS PRIVATELY OWNED

**TOTAL VEHICLES**

LIST OF SITES relevant to selection parameters

1 EN-03-C-01 BLOCK OF FLATS ENFIELD
SOUTH STREET
ENFIELD
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings: 16
Survey date: MONDAY 16/11/2015 Survey Type: MANUAL

2 NH-03-C-01 BLOCK OF FLATS NEWHAM
ARTHINGWORTH STREET
STRATFORD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 12
Survey date: THURSDAY 14/11/2013 Survey Type: MANUAL

**Existing (Retained) Residential Units**

| Time Period | Arrivals | | | | Departures | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No. Sites | Ave. Dwellings | Trip Rte (per dwelling) | Trips (3 dwellings) | No. Sites | Ave. Dwellings | Trip Rte (per dwelling) | Trips (3 dwellings) | No. Sites | Ave. Dwellings | Trip Rte (per dwelling) | Trips (3 dwellings) |
| 07:00-08:00 | 2 | 14 | 0.107 | 0 | 2 | 14 | 0.107 | 0 | 2 | 14 | 0.214 | 1 |
| 08:00-09:00 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.179 | 1 | 2 | 14 | 0.215 | 1 |
| 09:00-10:00 | 2 | 14 | 0.071 | 0 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.107 | 0 |
| 10:00-11:00 | 2 | 14 | 0.000 | 0 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.036 | 0 |
| 11:00-12:00 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.072 | 0 |
| 12:00-13:00 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0 | 0 | 2 | 14 | 0.036 | 0 |
| 13:00-14:00 | 2 | 14 | 0.071 | 0 | 2 | 14 | 0.071 | 0 | 2 | 14 | 0.142 | 0 |
| 14:00-15:00 | 2 | 14 | 0.000 | 0 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.036 | 0 |
| 15:00-16:00 | 2 | 14 | 0.071 | 0 | 2 | 14 | 0.143 | 0 | 2 | 14 | 0.214 | 1 |
| 16:00-17:00 | 2 | 14 | 0.143 | 0 | 2 | 14 | 0.107 | 0 | 2 | 14 | 0.250 | 1 |
| 17:00-18:00 | 2 | 14 | 0.179 | 1 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.215 | 1 |
| 18:00-19:00 | 2 | 14 | 0.071 | 0 | - | 0 | 0.036 | 0 | 0 | 0 | 0.107 | 0 |
| **Total** | - | - | **0.821** | **2** | - | - | **0.823** | **2** | - | - | **1.644** | **5** |

**Proposed (12) Residential Units**

| Time Period | Arrivals | | | | Departures | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No. Sites | Ave. Dwellings | Trip Rte (per dwelling) | Trips (12 dwellings) | No. Sites | Ave. Dwellings | Trip Rte (per dwelling) | Trips (12 dwellings) | No. Sites | Ave. Dwellings | Trip Rte (per dwelling) | Trips (12 dwellings) |
| 07:00-08:00 | 2 | 14 | 0.107 | 1 | 2 | 14 | 0.107 | 1 | 2 | 14 | 0.214 | 3 |
| 08:00-09:00 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.179 | 2 | 2 | 14 | 0.215 | 3 |
| 09:00-10:00 | 2 | 14 | 0.071 | 1 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.107 | 1 |
| 10:00-11:00 | 2 | 14 | 0.000 | 0 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.036 | 0 |
| 11:00-12:00 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.072 | 1 |
| 12:00-13:00 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0 | 0 | 2 | 14 | 0.036 | 0 |
| 13:00-14:00 | 2 | 14 | 0.071 | 1 | 2 | 14 | 0.071 | 1 | 2 | 14 | 0.142 | 2 |
| 14:00-15:00 | 2 | 14 | 0.000 | 0 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.036 | 0 |
| 15:00-16:00 | 2 | 14 | 0.071 | 1 | 2 | 14 | 0.143 | 2 | 2 | 14 | 0.214 | 3 |
| 16:00-17:00 | 2 | 14 | 0.143 | 2 | 2 | 14 | 0.107 | 1 | 2 | 14 | 0.250 | 3 |
| 17:00-18:00 | 2 | 14 | 0.179 | 2 | 2 | 14 | 0.036 | 0 | 2 | 14 | 0.215 | 3 |
| 18:00-19:00 | 2 | 14 | 0.071 | 1 | - | 0 | 0.036 | 0 | 0 | 0 | 0.107 | 1 |
| **Total** | - | - | **0.821** | **10** | - | - | **0.823** | **10** | - | - | **1.644** | **20** |

## TRICS (Traffic) Assessment - Existing Office Development

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category A - OFFICE
VEHICLES

LIST OF SITES relevant to selection parameters

1 BT-02-A-02 OFFICE BRENT
WEMBLEY HILL ROAD
WEMBLEY
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 4750 sqm
Survey date: TUESDAY 22/06/2010 Survey Type: MANUAL

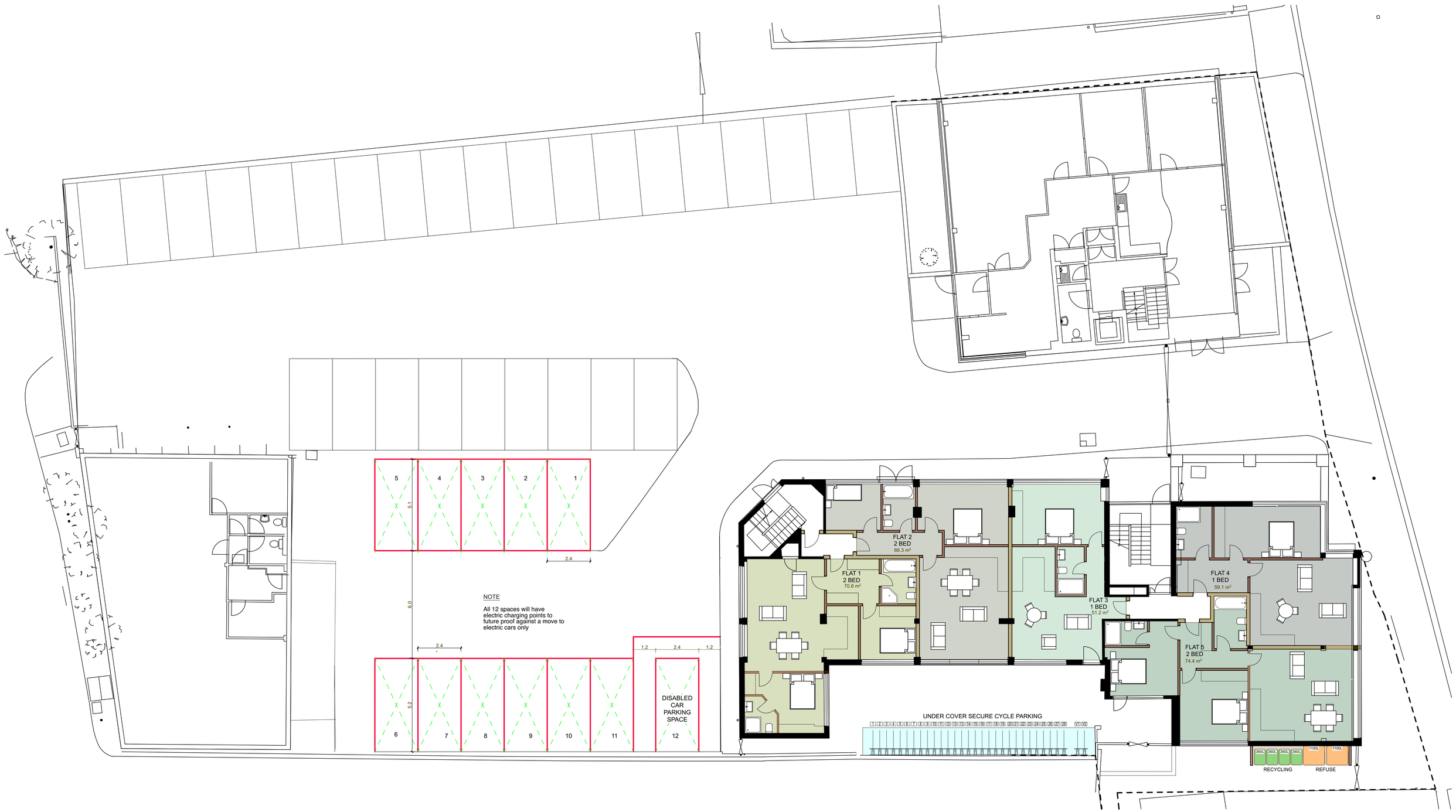
2 CN-02-A-01 OFFICES CAMDEN
ELY PLACE
HOLBORN CIRCUS
HOLBORN
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 4062 sqm
Survey date: THURSDAY 23/10/2008 Survey Type: MANUAL

3 MR-02-A-01 OFFICE MERTON
THE BROADWAY
WIMBLEDON
Edge of Town Centre
High Street
Total Gross floor area: 1548 sqm
Survey date: THURSDAY 10/09/2009 Survey Type: MANUAL

4 SK-02-A-02 OFFICES SOUTHWARK
ST OLAV'S COURT
ROTHERHITHE
Edge of Town Centre
Commercial Zone
Total Gross floor area: 2371 sqm
Survey date: MONDAY 20/10/2008 Survey Type: MANUAL

| Time Period | Arrivals | | | | Departures | | | | Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | No. Sites | Ave. GFA | Trip Rte (per 100sq.m) | Trips (897sq.m) | No. Sites | Ave. GFA | Trip Rte (per 100sq.m) | Trips (897sq.m) | No. Sites | Ave. GFA | Trip Rte (per 100sq.m) | Trips (897sq.m) |
| 07:00-07:30 | 4 | 3070 | 0.049 | 0 | 4 | 3070 | 0.008 | 0 | 4 | 3070 | 0.057 | 1 |
| 07:30-08:00 | 4 | 3070 | 0.228 | 2 | 4 | 3070 | 0.024 | 0 | 4 | 3070 | 0.252 | 2 |
| 08:00-08:30 | 4 | 3070 | 0.277 | 2 | 4 | 3070 | 0.033 | 0 | 4 | 3070 | 0.310 | 3 |
| 08:30-09:00 | 4 | 3070 | 0.244 | 2 | 4 | 3070 | 0.041 | 0 | 4 | 3070 | 0.285 | 3 |
| 09:00-09:30 | 4 | 3070 | 0.285 | 3 | 4 | 3070 | 0.090 | 1 | 4 | 3070 | 0.375 | 3 |
| 09:30-10:00 | 4 | 3070 | 0.326 | 3 | 4 | 3070 | 0.098 | 1 | 4 | 3070 | 0.424 | 4 |
| 10:00-10:30 | 4 | 3070 | 0.252 | 2 | 4 | 3070 | 0.090 | 1 | 4 | 3070 | 0.342 | 3 |
| 10:30-11:00 | 4 | 3070 | 0.155 | 1 | 4 | 3070 | 0.138 | 1 | 4 | 3070 | 0.293 | 3 |
| 11:00-11:30 | 4 | 3070 | 0.187 | 2 | 4 | 3070 | 0.195 | 2 | 4 | 3070 | 0.382 | 3 |
| 11:30-12:00 | 4 | 3070 | 0.098 | 1 | 4 | 3070 | 0.065 | 1 | 4 | 3070 | 0.163 | 1 |
| 12:00-12:30 | 4 | 3070 | 0.122 | 1 | 4 | 3070 | 0.171 | 2 | 4 | 3070 | 0.293 | 3 |
| 12:30-13:00 | 4 | 3070 | 0.163 | 1 | 4 | 3070 | 0.179 | 2 | 4 | 3070 | 0.342 | 3 |
| 13:00-13:30 | 4 | 3070 | 0.114 | 1 | 4 | 3070 | 0.179 | 2 | 4 | 3070 | 0.293 | 3 |
| 13:30-14:00 | 4 | 3070 | 0.081 | 1 | 4 | 3070 | 0.090 | 1 | 4 | 3070 | 0.171 | 2 |
| 14:00-14:30 | 4 | 3070 | 0.163 | 1 | 4 | 3070 | 0.122 | 1 | 4 | 3070 | 0.285 | 3 |
| 14:30-15:00 | 4 | 3070 | 0.138 | 1 | 4 | 3070 | 0.106 | 1 | 4 | 3070 | 0.244 | 2 |
| 15:00-15:30 | 4 | 3070 | 0.098 | 1 | 4 | 3070 | 0.138 | 1 | 4 | 3070 | 0.236 | 2 |
| 15:30-16:00 | 4 | 3070 | 0.114 | 1 | 4 | 3070 | 0.106 | 1 | 4 | 3070 | 0.220 | 2 |
| 16:00-16:30 | 4 | 3070 | 0.081 | 1 | 4 | 3070 | 0.195 | 2 | 4 | 3070 | 0.276 | 2 |
| 16:30-17:00 | 4 | 3070 | 0.090 | 1 | 4 | 3070 | 0.220 | 2 | 4 | 3070 | 0.310 | 3 |
| 17:00-17:30 | 4 | 3070 | 0.090 | 1 | 4 | 3070 | 0.293 | 3 | 4 | 3070 | 0.383 | 3 |
| 17:30-18:00 | 4 | 3070 | 0.057 | 1 | 4 | 3070 | 0.228 | 2 | 4 | 3070 | 0.285 | 3 |
| 18:00-18:30 | 4 | 3070 | 0.073 | 1 | 4 | 3070 | 0.277 | 2 | 4 | 3070 | 0.350 | 3 |
| 18:30-19:00 | 4 | 3070 | 0.000 | 0 | 4 | 3070 | 0.130 | 1 | 4 | 3070 | 0.130 | 1 |
| **Total** | - | - | **3.485** | **31** | - | - | **3.216** | **29** | - | - | **6.701** | **60** |

# Appendix C – Car Parking Layout




1 PROPOSED - GROUND FLOOR 1:100

KEY

4
5

1-12 PROPOSED CAR PARKING SPACES

10

ALL 12 SPACES WILL HAVE ELECTRIC CHARING POINTS TO FUTURE PROOF AGAINST MOVE TO ELECTRIC CARS ONLY

North

0 5 metres

ISSUE - FOR APPROVAL



CHARLES DOE ARCHITECTS
3 The Square
Richmond
Surrey TW9 1DY
Tel: +44 (0) 20 8948 4200
Fax: +44 (0) 20 8948 4201

OFFICE AND RESIDENTIAL
63-71 HIGH STREET
HAMPTON HILL

Title: PROPOSED GROUND FLOOR PLANS

Scale: 1:100 @ A1
Date: FEBRUARY 2021
Project: 1452
Drawing No.: TP-201 / I