PAUL MEW ASSOCIATES

TRAFFIC CONSULTANTS 020 8780 0426

Eastmont Holdings Ltd

THE OLD KINGS HEAD,

HAMPTON COURT ROAD,

KT1 4AE

TRANSPORT STATEMENT

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Ref: File path P:\ P2162 The Old Kings Head Transport Statement

1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed on behalf of Eastmont Holdings Ltd in relation to the proposed development at The Old Kings Head, Hampton Court Road, KT1 4AE.

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.

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

1.4 The site is located on the A308 Hampton Court Road within 70 metres to the south-west of the three-arm roundabout junction with the A310 High Street and Horse Fair, and 10 metres to the south of the signal-controlled junction with Church Grove.

1.5 The application site has a public transport accessibility level (PTAL) score of 4 which is a 'good' accessibility rating as defined by Transport for London (TfL).

1.6 The site is located within controlled parking zone (CPZ) X. CPZ X is subject to parking restrictions from Monday to Saturday, 08:30am-16:30pm.

1.7 The area immediately adjoining the site compromises of a mixture of residential dwellings, open green space and student halls of residence.

1.8 The site comprises of a vacant building formerly occupied by a public house on the basement / ground floor, with accommodation on first floor / second floor. A gated dropped-kerb vehicle access is situated on the southern side of the A308 Hampton Court Road and leads to an area of hard standing along the wester frontage of the building.

1.9 The proposal will see the site redeveloped to provide four two-bedroom flats, a commercial unit (65sqm GIA) and 12 new cycle parking spaces (eight long-stay and four short-stay).

1.10 The proposed site layout plan are presented at Appendix B of this report.

1.11 This Transport Statement has been prepared for submission with a full planning application to the local planning authority.

1.12 The following chapter sets out the site's accessibility to sustainable modes of transport.

2.0 SITE ACCESSIBILITY AUDIT

2.1 As explained, the site comprises of a vacant building formerly occupied by a public house on the basement / ground floor with accommodation on the first floor / second floor. A gated dropped-kerb vehicle access is situated on the southern side of the A308 Hampton Court Road and leads to an area of hard standing along the western frontage of the building.

2.2 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.

2.3 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.

2.4 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.

2.5 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.

2.6 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAI and PTAL score. The results indicate that the application site has a PTAL score of 4 which is a 'good' accessibility rating as defined by TfL. The full PTAL output file is presented 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

2.7 A total of seven bus services with high hourly service frequencies can be accessed from stops within around 180 metres of the application site.

2.8 The closest bus stop to the site is located within 60 metres walking distance of the development site (Church Grove / The Kings Field stop P). The stop provides access to routes 481, 411, X26, 111 and 216. In addition to this stop, there is also a bus stop located approximately 180 metres from the site which provides access to routes 281 and 285.

2.9 Table 1 below presents a summary of the bus services which can be accessed from the site.

Table 1: Bus Services

Route	Destinations	VPH	Distance
481	Isleworth West Middlesex Hospital - Mogden Lane - Kneller Road - Nelson Road - Whitton - Hospital Bridge Road - Fulwell - Teddington - Sandy Lane - Hampton Wick - Kingston	1	61 metres
411	West Molesey - Hampton Court - Kingston	4	61 metres
X26	West Croydon - East Croydon - Wallington Green - Carshalton - Sutton - Cheam - North Cheam - Worcester Park - New Malden - Kingston - Teddington - Hatton Cross - Heathrow Airport Central	2	61 metres
111	Heathrow Airport Central - Cranford - Heston - Hounslow - Hanworth - Hampton - Hampton Court - Kingston	7	61 metres
216	Staines - Ashford Park - Ashford - Feltham Hill Road - Sunbury - Lower Sunbury - Kempton Park - Hampton Station - Hampton Court - Kingston	3	61 metres
281	Tolworth - Surbiton - Kingston - Teddington - Fulwell - Twickenham - Whitton - Hounslow	7.5	173 metres
285	Heathrow Airport Central - Hatton Cross - Feltham - Uxbridge Road - Hampton Hill - Teddington - Kingston	6	173 metres

Source: TfL

2.10 The walk routes to nearby bus stops are therefore very direct and straightforward. Footpaths within proximity to the site appear to be well lit, sufficiently wide and in a reasonable state of repair.

2.11 Hampton Wick rail station, situated around 530 metres to the north of the site provides access to national rail services. Typical services include the London Waterloo circular line via Richmond and the Shepperton-Waterloo line via Kingston. These services stop at popular destinations such as Clapham Junction.

2.12 TfL publishes cycling guides; there are 14 guides in total covering the whole of London. All of the cycle routes presented in the guides have been ridden and recommended by cyclists.

2.13 TfL's Local Cycling Guide 10 covers Kingston and the surrounding area. Within each guide, cycle routes are categorised as follows:

- Yellow – routes on quieter roads recommended by cyclists
- Blue – route signed for cyclists that may be on busier roads
- Brown – provision for cyclists adjacent to busy roads
- Light Green – routes through parks for walking
- Green – routes on canal towpaths for walking and cycling

2.14 A review of TfL's Cycle Guide 10 demonstrates that the site is well served by 'yellow' 'blue' and 'green' routes, cycle routes as defined by TfL (refer to paragraph 2.13).

2.15 Most notably, green routes are present along the northern kerb line of the A308 Hampton Court Road and both sides of Horse Fair

2.16 In summary the occupiers of the proposed four apartments and employees of the one commercial unit would have access to a number of nearby public transport options, including bus, train and cycle routes.

3.0 POLICY ASSESSMENT

Richmond Council

3.1 This chapter sets out the Council's parking policy guidance.

3.2 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.

3.3 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.

3.4 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.

3.5 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."

3.6 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."*

3.7 As is referenced in Policy LP45, the Council's parking standards are set out in Appendix 3 of the adopted Local Plan.

- Use Class C3 Residential – PTALs 4-6, as per London Plan although local circumstances, CPZ times and on-street parking conditions will need to be assessed.

The Current London Plan

3.8 At the regional level the Mayor's London Plan (2016) is a material planning document which sets out the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

3.9 Chapter 6 of the London Plan relates to London's Transport.

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

> "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."

3.11 Policy 6.13 of the London Plan relates to the provision of parking in new developments; at the strategic level the guidance states that:

"POLICY 6.13 PARKING

Strategic

a) 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.

b) The Mayor supports Park and Ride schemes in outer London where it can be demonstrated they will lead to overall reductions in congestion, journey times and vehicle kilometres.

Planning Decisions

c) The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be the basis for considering planning applications (also see Policy 2.8), informed by policy and guidance below on their application for housing in parts of Outer London with low public transport accessibility (generally PTALs 0-1).

d) In addition, developments in all parts of London must:

- *a) ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles*
- *b) provide parking for disabled people in line with Table 6.2*
- *c) meet the minimum cycle parking standards set out in Table 6.3*
- *d) provide for the needs of businesses for delivery and servicing."*

3.12 In terms of guidance for parking standards, The London Plan sets maximum parking standards and minimum cycle parking standards. The following salient parking policy and parking standard notes have been extracted from The London Plan relative to this assessment:

Table 6.2 Car parking standards

	PTAL 0 to 1		PTAL 2 to 4		PTAL 5 to 6	
Suburban	**150–200 hr/ha**	**Parking provision**	**150–250 hr/ha**	**Parking provision**	**200–350 hr/ha**	**Parking provision**
3.8–4.6 hr/unit	35–55 u/ha	Up to 2 spaces per unit	35–65 u/ha	Up to 1.5 spaces per unit	45–90 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–65 u/ha		40–80 u/ha		55–115 u/ha	
2.7–3.0 hr/unit	50–75 u/ha		50–95 u/ha		70–130 u/ha	
Urban	**150–250 hr/ha**		**200–450 hr/ha**		**200–700 hr/ha**	
3.8 –4.6 hr/unit	35–65 u/ha	Up to 1.5 spaces per unit	45–120 u/ha	Up to 1.5 spaces per unit	45–185 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–80 u/ha		55–145 u/ha		55–225 u/ha	
2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha	Up to one space per unit	70–260 u/ha	
Central	**150–300 hr/ha**		**300–650 hr/ha**		**650–1100 hr/ha**	
3.8–4.6 hr/unit	35–80 u/ha	Up to 1.5 spaces per unit	65–170 u/ha		140–290 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–100 u/ha		80–210 u/ha	Up to one space per unit	175–355 u/ha	
2.7–3.0 hr/unit	50–110 u/hr	Up to one space per unit	100–240 u/ha		215–405 u/ha	

Maximum residential parking standards			
number of beds	**4 or more**	**3**	**1-2**
parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit

Table 6.3 Cycle Parking minimum standards

Land use		Long-stay	Short-stay
C3-C4	dwellings (all)	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units
A2-A5	financial / professional services	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 40 sqm
	cafes & restaurants		
	drinking establishments		
	take-aways		

The Emerging London Plan

3.13 The most recent iteration of the London Plan is dated March 2016, however the policies contained in the draft new London Plan (2018) are now also material in planning decisions for new development in London.

3.14 The draft new London Plan was submitted in December 2017 for public consultation.

3.15 At the regional level the new London Plan Policy T1 sets out the Mayor's Strategic Approach to Transport, Policy T4 sets out the Mayor's approach to assessing and mitigating the transport impacts of developments and finally policy T6 sets out the approach to residential parking, including disabled parking. Policies T1, T4 and T6 are extracted as follows:

"Policy T1 Strategic approach to transport

A Development Plans and development proposals should support and 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.

10.1.1 The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to transport is needed, with an ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use, which the policies in the Plan and the Mayor's Transport Strategy seek to deliver, London cannot continue to grow sustainably.

10.1.2 A shift from car use to more space-efficient travel also provides the only long-term solution to the road congestion challenges that threaten London's status as an efficient, well-functioning globally-competitive city. Reliable deliveries and servicing, and easy access to workplaces and key attractions are dependent on an increasingly-efficient transport network. Roads will continue to play a vital role in this, and greater priority needs to be given to making them more efficient for those activities that depend on them the most."

Policy T4 Assessing and mitigating transport impacts

A) *Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*

B) *Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required in accordance with relevant Transport for London guidance*

C) *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.*

D) *Where the ability to absorb increased travel demand through active travel mode has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may will be contingent on the provision of necessary public transport and active travel infrastructure.*

E) *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
F) *Development proposals should not increase road danger."*

Policy T6.1 Residential Parking

A) New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.
B) Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.
C) All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.
D) Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.
E) Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.
F) The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.
G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:
1) *ensure that for three per cent of dwellings, at least one designated disabled persons parking bay is available from the outset*
2) *demonstrate on plan and as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided the remaining bays to a total of one per dwelling for ten per cent of dwellings can be requested and provided when required as with a designated disabled persons parking space in the future upon request. This should be provided as soon as existing provision is shown to be insufficient.*

H) All disabled persons parking bays associated with residential development must:
1) be for residents' use only (whether M4(2) or M4(3) dwellings)
2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
3) be funded by the payment of a commuted sum by the applicant, if provided onstreet (this includes a requirement to fund provision of electric vehicle charging infrastructure)
4) count towards the maximum parking provision for the development
5) be designed in accordance with the design guidance in BS8300vol.1
6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface"

3.16 In terms of guidance for parking standards, The London Plan sets maximum parking standards in Tables 10.3 and minimum cycle parking standards in Table 10.2. The following salient parking policy and parking standard notes have been extracted from The London Plan relative to this assessment:

Table 10.3 - Maximum residential parking standards

Location	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	Car free~
Inner London PTAL 3	Up to 0.25 spaces per **dwelling** ~~unit~~
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per **dwelling** ~~unit~~
Inner London PTAL 0 – 1 Outer London PTAL 3	Up to 0.75 spaces per **dwelling** ~~unit~~
Outer London PTAL 2	Up to 1 space per **dwelling** ~~unit~~
Outer London PTAL 0 – 1	Up to 1.5 spaces per **dwelling** ~~unit~~ ~~†~~ ^
*** Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed** **~ With the exception of disabled persons parking, see Policy T6.1 G** ~~†~~ ^ Where small units (generally studios and one bedroom flats) make up a proportion of a development, parking provision should reflect the resultant reduction in demand so that provision across the site is less than 1.5 spaces per unit	

Table 10.2 - Minimum cycle parking standards

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
A2-A5	financial / professional services; cafes & restaurants; drinking establishments; take-aways	from a threshold of 100 sqm: 1 space per 175 sqm (GEA)	from a threshold of 100 sqm: areas with higher cycle parking standards (see Figure 10.2): 1 space per 20 sqm (GEA) rest of London: 1 space per 40 sqm (GEA)
C3-C4	dwellings (all)	1 space per studio **or 1 person 1 bedroom dwelling** 1.5 spaces per **2 person** 1 bedroom ~~unit~~ **dwelling** 2 spaces per all other dwellings	**5 to 40 dwellings: 2 spaces** **Thereafter:** 1 space per 40 ~~units~~ **dwellings**

National Planning Policy Framework (NPPF)

3.17 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.

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

3.19 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."

4.0 SURVEY OF EXISTING PARKING CONDITIONS

4.1 The first stage of assessing the parking impact of the proposed development is to survey the existing baseline conditions on the adjoining road network.

Parking Survey Inventory

4.2 The first stage of the parking assessment is to map out the parking survey area. All kerb space largely within a 200 metre distance of the application site has been measured using a measuring wheel and the on-street parking opportunities have been recorded to-scale onto OS mapping.

4.3 This parking survey has been conducted in accordance with the Richmond Parking Methodology, as referenced in pre-application correspondence. A copy of the methodology is presented in Appendix D.

4.4 The parking study area has been curtailed or extended where it has been deemed appropriate as it is unlikely that someone seeking a parking spot would simply stop at an imaginary 200 metre line, surveyor discretion has therefore been applied. The full extent of the area included within this parking study is presented in Figure 2.

4.5 In accordance with the Richmond Methodology, Hampton Court Road, Home Park Terrace, Old Bridge Street, Horse Fair and Barge Walk have been excluded from this report as no suitable parking opportunities were identified here. These roads are shown separately in figures 3 a-e.

4.6 The survey area has been split into individual streets or sections of streets comprising the following:

- Church Grove
- High Street
- Old Bridge Street Car Park
- St Johns Road

4.7 The site is located within controlled parking zone (CPZ) X. CPZ X is subject to parking restrictions from Monday to Saturday, 08:30am-16:30pm.

4.8 All vehicle crossovers and kerb space within 7.5 metres of junctions have been eliminated from the surveys. The remainder of the parkable kerb space within the survey area has been measured on-site; the total distance of kerb space between crossovers / junctions has been recorded and split into increments of 5 metres in accordance with Richmond Council's parking survey methodology.

4.9 The parking survey inventory is presented in Table 1 as follows (additionally refer to Figures 3 a-e):

Table 1. Parking Survey Inventory

Road	Parking Inventory			
	PHO X	PHO X + Pay at Machine	Pay at Machine	Pay at Machine (Car Park)
	Spaces	Spaces	Spaces	Spaces
Church Grove	0	29	0	0
High Street	0	0	4	0
Old Bridge Street Car Park	0	0	0	16
St Johns Road*	23	0	0	0
Total	23	29	4	16

Source: PMA Survey
*Two PHO X spaces are resident only

4.10 The parking survey inventory in Table 1 shows that there is a total of 72 safe and legal parking opportunities within the survey area.

Parking Survey Results

4.11 The next stage of the on-street parking assessment is to carry out a series of parking beat surveys. The Richmond methodology states that one survey between the hours of 0100-0530 must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday) and on one Sunday night. Overnight parking surveys are designed to capture the peak resident demand for on-street parking in a given area.

4.12 The overnight surveys were undertaken on Sunday 6th July 2019, Wednesday 10th July and Thursday 11th July at 02:30am, 01:15 and 01:30am respectively.

4.13 The results of each overnight parking survey are presented in Appendix E and have been produced to the standards prescribed within the Richmond methodology.

4.14 Table 2 presents the average results from both overnight surveys for total parking opportunities within the study area.

Table 2. Average Overnight Parking Survey Results

Road	PHO X & PHO X + Pay at Machine				Pay at Machine			
	Total Parking Spaces	Number of Cars Parked	Number of Free Spaces	Parking Stress	Total Parking Spaces	Number of Cars Parked	Number of Free Spaces	Parking Stress
Church Grove	29	9	20	32%	-	-	-	-
High Street	-	-	-	-	4	3	1	77%
Old Bridge Street Car Park	-	-	-	-	16	2	13	11%
St Johns Road	23	22	1	94%	-	-	-	-
Total	52	31	21	60%	20	5	14	26%

Source: PMA Survey
Note: Some arithmetic errors due to rounding's

4.15 The observed average overnight parking stress of PHO X parking within the survey area is 60%. Of the 52 permit holder parking opportunities within the study area, an average of 32 cars have been observed to be parked leaving 21 available spaces.

4.16 Opposite the site on Church Grove, 29 PHO X spaces are present with an average of nine vehicles parked here leaving 20 available spaces. This equates to a parking stress level of 32%.

4.17 Pay at machine spaces located on High Street and Old Bridge Street Car Park are also free to park in overnight. Of the 20 pay at machine parking opportunities within the study area, an average of five cars have been observed to be parked leaving 14 available spaces. This equates to a parking stress level of 26%.

4.18 The Richmond methodology prescribes a threshold of 85% stress level for when a parking survey area is deemed to suffer from undue parking stress. The average overnight parking stress of permit holder parking opportunities within the survey area is 60%, which is 25% lower than the prescribed threshold. The results of the parking surveys demonstrate that the uptake of kerb side parking in proximity to the application site is not at a level where parking stress is overly high or problematic.

5.0 SITE ACCESS, PARKING PROVISION & SERVICING

Site Access

5.1 As explained, a gated dropped-kerb vehicle access is situated on the southern side of the A308 Hampton Court Road and leads to an area of hard standing along the western frontage of the building.

5.2 Pedestrians will be able to access the residential component of the development by entering through the gated access. In addition, pedestrians can access the commercial unit from the southern footway of the A308 Hampton Court Road. The entrance to the commercial unit is situated at the north-east corner of the building.

Parking

5.3 The proposed development comprises four two-bedroom flats, a commercial unit (65sqm GIA) and 12 new cycle parking spaces (eight long-stay and four short-stay).

5.4 As previously noted, policies contained in the draft new London Plan (2018) are now also material in planning decisions for new development in London.

5.5 In consideration that the emerging London Plan does not prescribe maximum car parking standards for A2 Professional and Financial Services, section 10.6.4 of the document states that *"Where no standard is provided, the level of parking should be determined on a case by-case basis taking account of Policy T6 Car parking, current and future PTAL and future levels wider measures of public transport, walking and cycling connectivity."*

5.6 Paragraph B of Policy T6 Car Parking suggests that "*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 ('carlite').*"

5.7 Given that the site has a PTAL Score of 4, which is a 'good' accessibility level, the commercial component of the development scheme has been considered eligible to be 'car-free'.

5.8 In accordance with LBoR's maximum car parking standards (as per the emerging London Plan parking standards), less than 0.5 parking spaces must be provided per dwelling for site's located in Outer London, with a PTAL score of 4. The residential component of the development should therefore provide less than two parking spaces, including one space provided for electric vehicles, one space with passive provision for electric vehicles in the future and one space designated for disabled parking.

5.9 As stated in extract F of Policy T5 Cycling, *"All development proposals should provide a minimum of two short-stay and two long-stay spaces except where a size threshold is specified in Table 10.2 and has not been met."*

5.10 In accordance with LBoR's minimum cycle parking standards (as per the emerging London Plan parking standards) two long-stay spaces should be provided per two bedroom unit and one short-stay space per 40 units (from a threshold of five to 40 dwellings). The residential component of the proposed development should therefore provide a minimum of eight long-stay spaces and zero short-stay spaces (as per extract F of Policy T5 Cycling). In addition, a minimum of one long-stay space should be provided per 175sqm (GEA) and one short-stay space per 20sqm (higher cycling parking) from a threshold of 100sqm. The commercial component of the proposed development should therefore provide a minimum of zero long-stay spaces and zero short-stay spaces (as per extract F of Policy T5 Cycling).

5.11 Appendix B of this report presents a proposed site layout plan of the communal area located to the west of the building. As shown in the diagram, all cycle storage places will be located along the western boundary of the communal area. Long-stay spaces compromise of eight storage lockers and short-stay spaces compromise of two Sheffield stands.

5.12 The four short-stay cycle storage spaces have been provided as an addition to minimum cycle parking standards prescribed in the emerging London Plan. These spaces will encourage visitors to cycle to the site.

5.13 The provided cycle storage spaces will comply with guidance set out in the London Cycle Design Standards.

Servicing

5.14 Delivery vehicles no larger than a 3.5t light van will serve the site by unloading / loading on Home Park Terrace immediately to the east of the site. Figure 4 of this report presents AutoTrack generated vehicle swept path diagrams of a 3.5t light van entering Home Park Terrace in forward gear from the A308 Hampton Court Road, accessing / egressing the loading / unloading area in a safe and convenient matter, and exiting Home Park Terrace in forward gear onto the A308 Hampton Court Road. In addition, the diagram demonstrates that a Skoda Octavia (large family saloon car) is able to exit Home Park whilst a delivery vehicle is being loaded / unloaded.

5.15 Ambulances and fire tenders may also require access to the site in emergency situations. Emergency vehicles can access the site by entering / exiting Home Park Terrace in forward gear.

5.16 Refuse collection would take place on Home Park Terrace, which is keeping with the existing conditions on site and for neighbouring properties on Home Park Terrace.

5.17 Collections of refuse waste and recycling for the commercial unit will be arranged by the management team and this would take place Home Park Terrace.

6.0 PARKING DEMAND & DEVELOPMENT IMPACT

6.1 To further assist the assessment and to project the actual demand for parking generated by residential development of this nature in specific parts of the Borough, local census data from the most recent survey in 2011 has been researched.

Census Data

6.2 The 'Middle Layer Super Output Area' has been selected to reflect a minimum size of 5,000 residents and 2,000 households adjoining the development site, thus giving an accurate reflection of car ownership levels in the immediate locality.

6.3 Car ownership levels have been calculated specifically for flats or maisonettes in the area to accurately reflect the proposed development which will consist of three two-bedroom houses.

6.4 Table 3 presents the 2011 car or van ownership census data for flats and maisonettes in the area adjoining the site.

Table 3. Middle Output Area; Car or Van Ownership Flats and Maisonettes

Car or van availability - LC4415EW	Middle Layer Super Output Area		Borough	
	Richmond upon Thames 022		Richmond upon Thames	
	Count	%	Count	%
All Categories: Car or Van Availability	2,323	-	31,946	-
No cars or vans in household	932	40%	12,971	41%
1 car or van in household	1,130	49%	15,708	49%
2 cars or vans in household	261	11%	3,267	10%

Source: Office for national statistics
Some arithmetic errors due to rounding's

6.5 The census data shows that in the surrounding area 40% of flats / maisonettes do not have a car, 49% have one car and 11% have two cars or more. Table 4 sets out predicted car or van ownership levels for the proposed four flats.

Table 4. Flats and Maisonettes Car Ownership Projections

Cars per Household	%	4 Flats	Total Cars
0	40%	1.6	0.0
1	49%	1.9	1.9
2	11%	0.4	0.9
Total	100%	4.0	2.8

Notes:
% = the middle layer car ownership data
4 dwellings = the proposed development
Total Cars = the projected parking demand
Some arithmetic errors due to rounding's

6.6 Applying the Middle Layer Super Output Area car or van ownership census data, the four flats can reasonably be expected to generate a demand of up to three parking spaces.

Development Impact

6.7 In order to assess the impact of the proposed development on the streets in proximity to the site, parking provision/uptake projections have been made, using local census data.

6.8 The observed average overnight parking stress of permit holder parking opportunities within the survey area is 60%. Of the 52 permit holder parking opportunities in the study area, an average of 31 cars have been observed to be parked leaving 21 available spaces.

6.9 Applying very much the worst-case scenario, census data estimates that the most likely demand for parking created by the four flats will be three, resulting in three vehicles over-spilling onto the local highway. Therefore, if residents choose to park in permit holder bays, the parking stress level would increase by 5% from 60% to 65%. In turn, 18 PHO X parking spaces will remain available on the adjoining highway. The rise in parking stress will likely go unnoticed and fall within nightly fluctuations in parking patterns on the local highway.

6.10 The impact of the development on existing parking stress is based on the worst-case scenario. The impact of development is therefore anticipated to be minimal and insignificant.

7.0 SUMMARY

7.1 This report has been prepared in relation to a planning application to the London Borough of Richmond.

7.2 The proposed scheme will see the redevelopment of the site to provide four flats, a cycle hub (86 sqm GIA) and 12 new parking spaces (eight long-stay & four short stay).

7.3 In accordance with the Council's car parking standards the development would require up to a maximum of two spaces.

7.4 A parking survey in line with the Richmond Methodology has been undertaken to assess the current on-street parking levels, and in order to determine the impact of the proposed development in relation to current highway capacity, highway safety, and neighbouring amenity.

7.5 The average overnight parking stress of permit holder parking opportunities for future occupants of the site is currently 60%. The results of the parking surveys demonstrate that the uptake of kerb side parking in proximity to the application site is not at a level where parking stress is problematic.

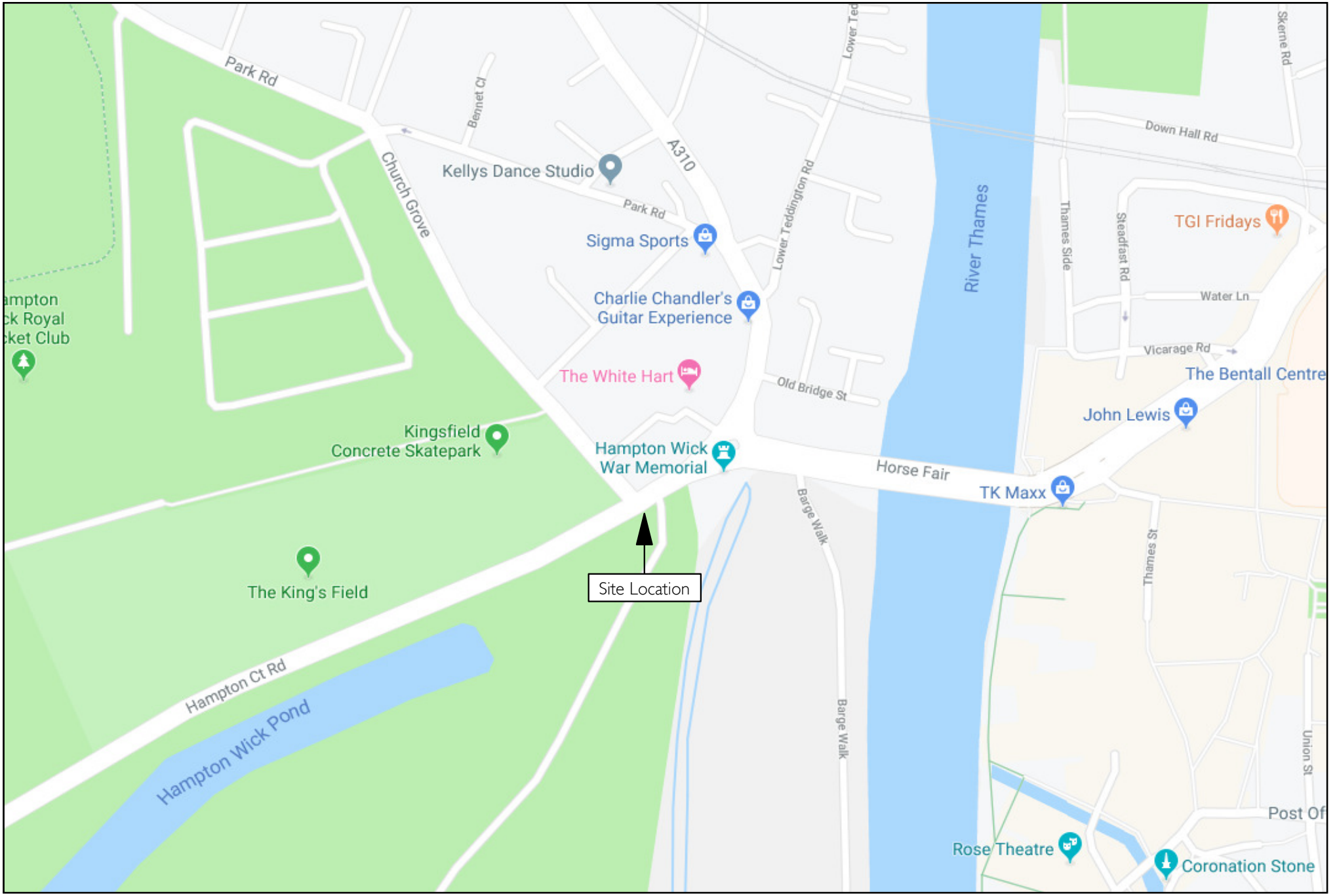
7.6 Applying very much the worst-case scenario, census data estimates that the most likely demand for parking created by the four flats will be three, resulting in three vehicles over-spilling onto the local highway. Therefore, if residents choose to park in permit holder bays, the parking stress level would increase by 5% from 60% to 65%.

7.7 The Richmond methodology prescribes a threshold of 85% stress level for when a parking survey area is deemed to suffer from undue parking stress. When applying the development impact, parking stress levels of permit holder parking will be 65%, which is 20% lower than the prescribed threshold.

7.8 The development proposal will therefore have an insignificant impact on the adjoining highway in terms of parking capacity, road safety, and neighbouring amenity.

7.9 The development will have no negative effect on highway capacity, safety or neighbouring amenity.

FIGURES



Date: July 2019
Scale: NTS
Source: Google Maps
Drawing No: P2162/TS/01

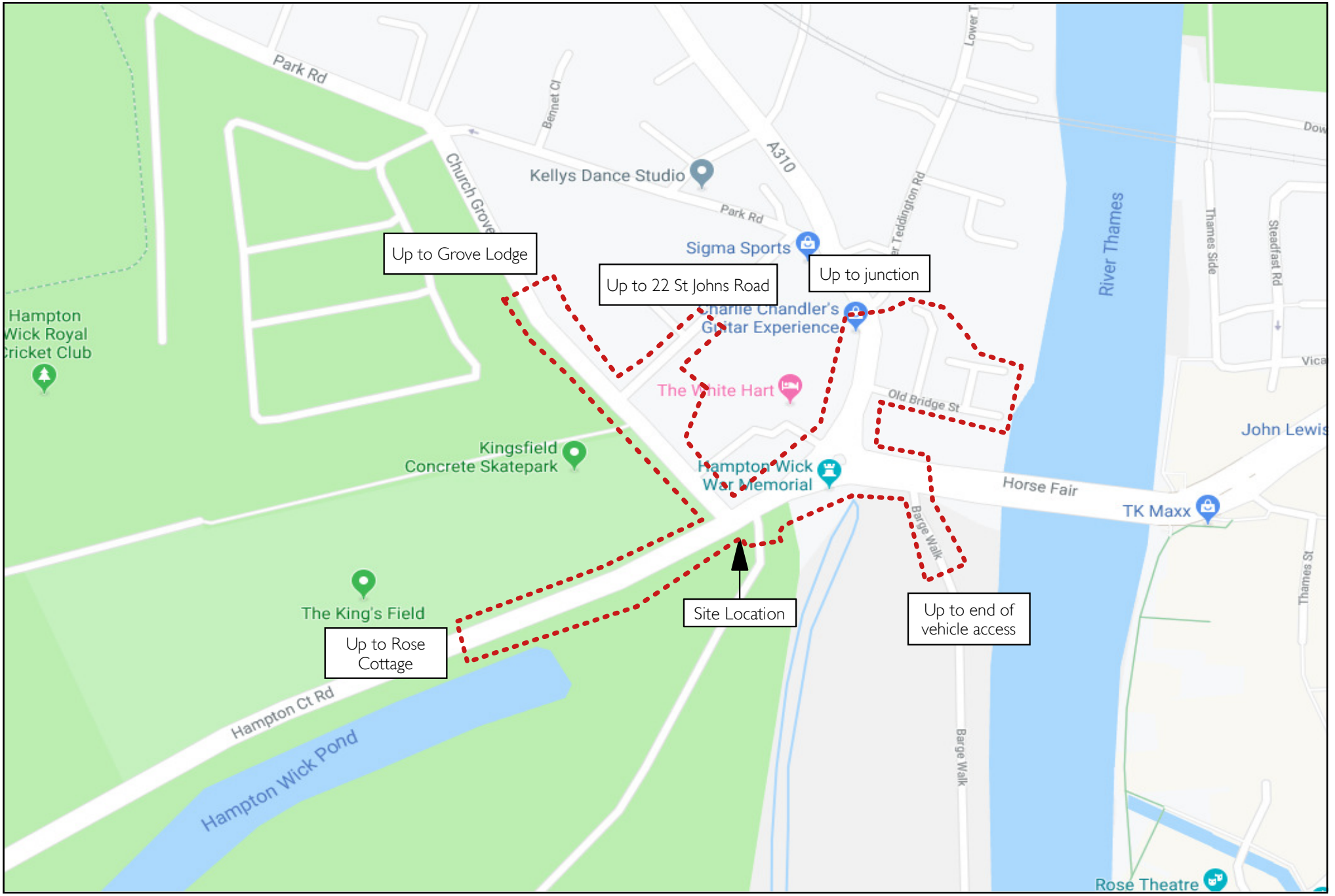
N

P2162: The Old Kings Head, Hampton Court Road, Hampton Wick, KT1 4AE

Figure 1.

Site Location.

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



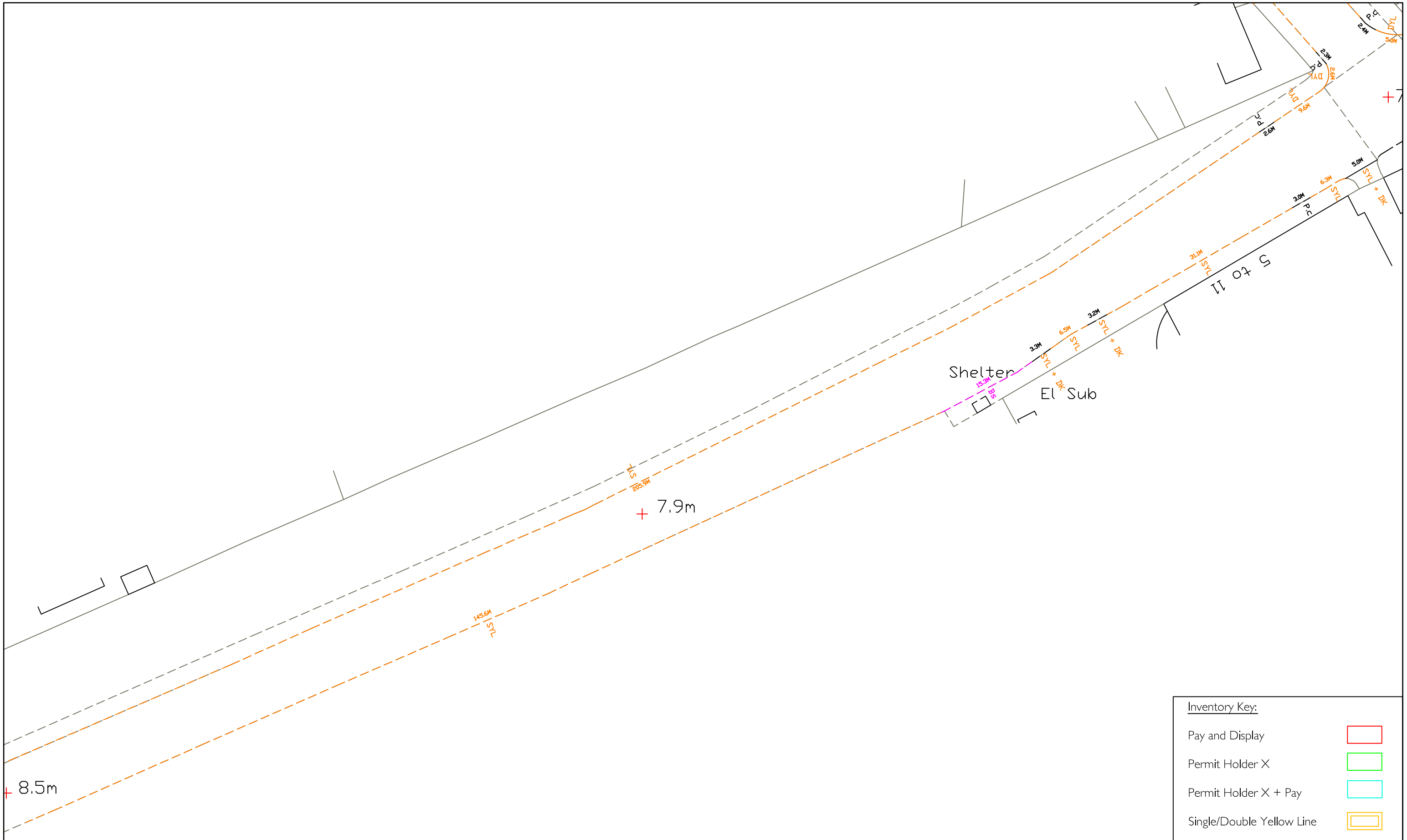
Date: July 2019
Scale: NTS
Source: Google Maps
Drawing No: P2162/TS/02

N

P2162: The Old Kings Head, Hampton Court Road, Hampton Wick, KT1 4AE

Figure 2.
Parking Survey Area.

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



1. South-west section.

Inventory Key:

- Pay and Display
- Permit Holder X
- Permit Holder X + Pay
- Single/Double Yellow Line
- Dropped Kerb (DK)

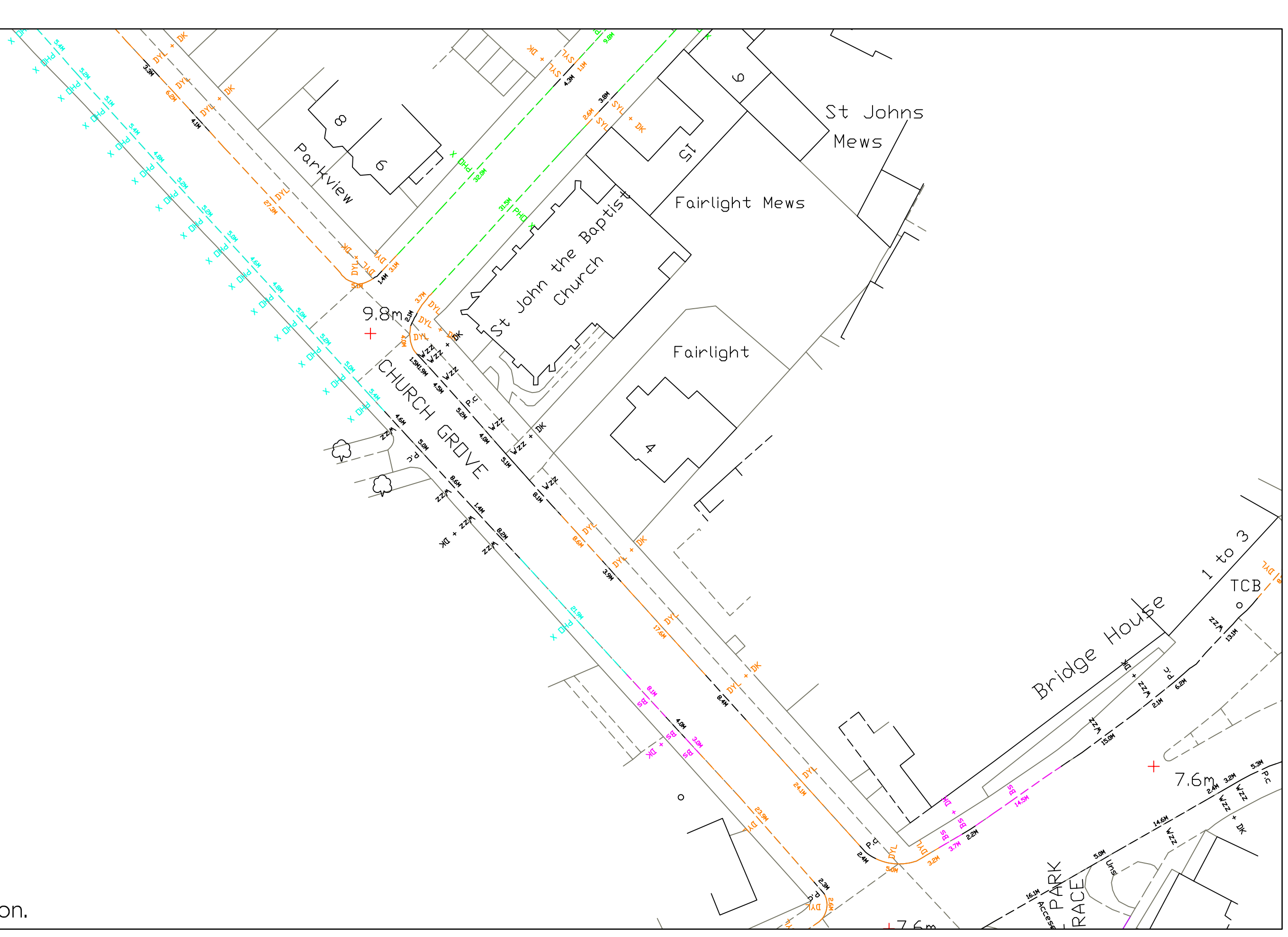
Date: July 2019
Scale: 1:500@A3
Source: Ordnance Survey
Drawing No. P2162/TS/03

N

P2162: The Old Kings Head, Hampton Court Road, Hampton Wick, KT1 4AE

Figure 3A.
Parking Survey Inventory

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



2. Central section.

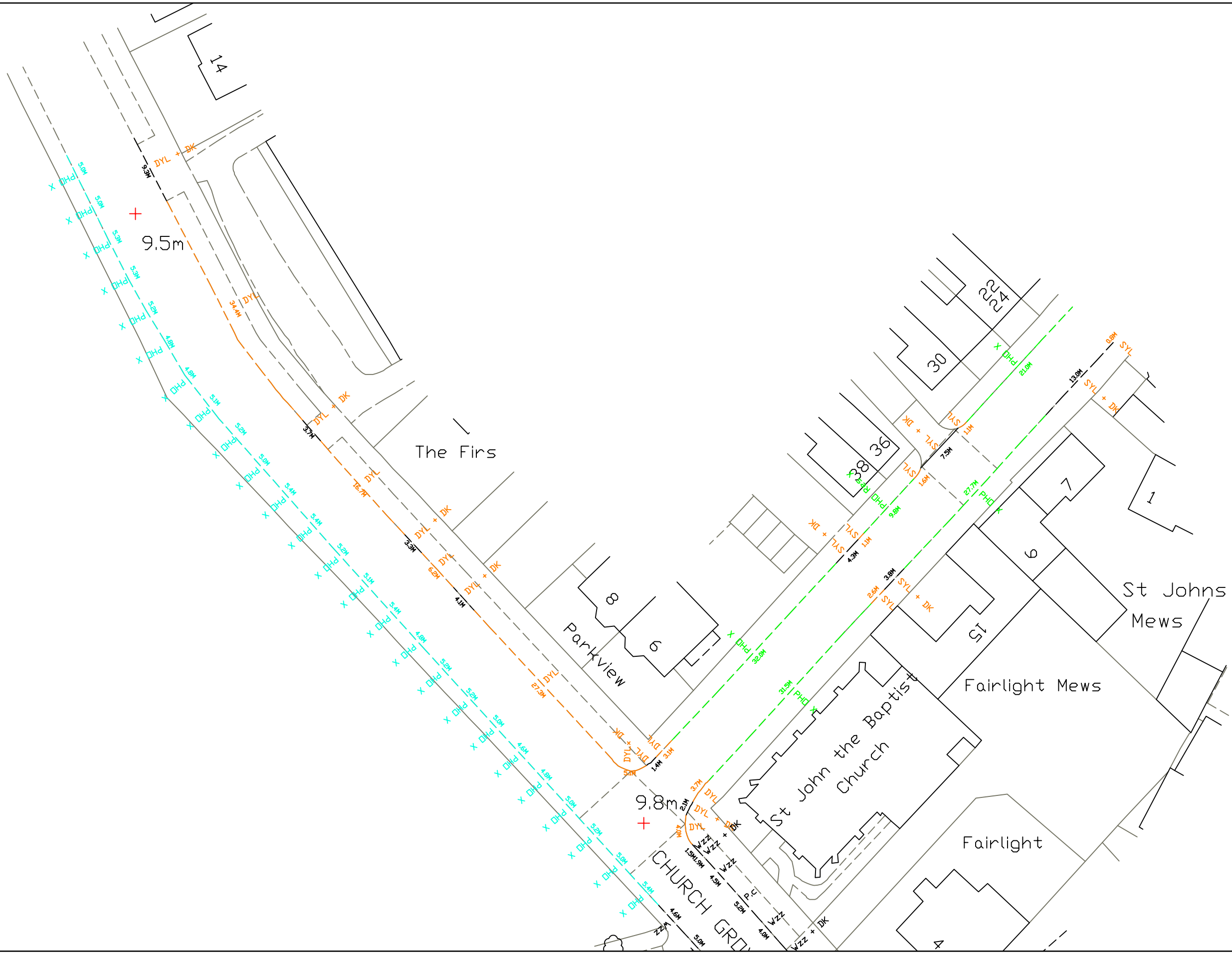
Date: July 2019
Scale: 1:500@A3
Source: Ordnance Survey
Drawing No. P2162/TS/03

N

P2162: The Old Kings Head, Hampton Court Road, Hampton Wick, KT1 4AE

Figure 3B.
Parking Survey Inventory

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



3. North-west section.

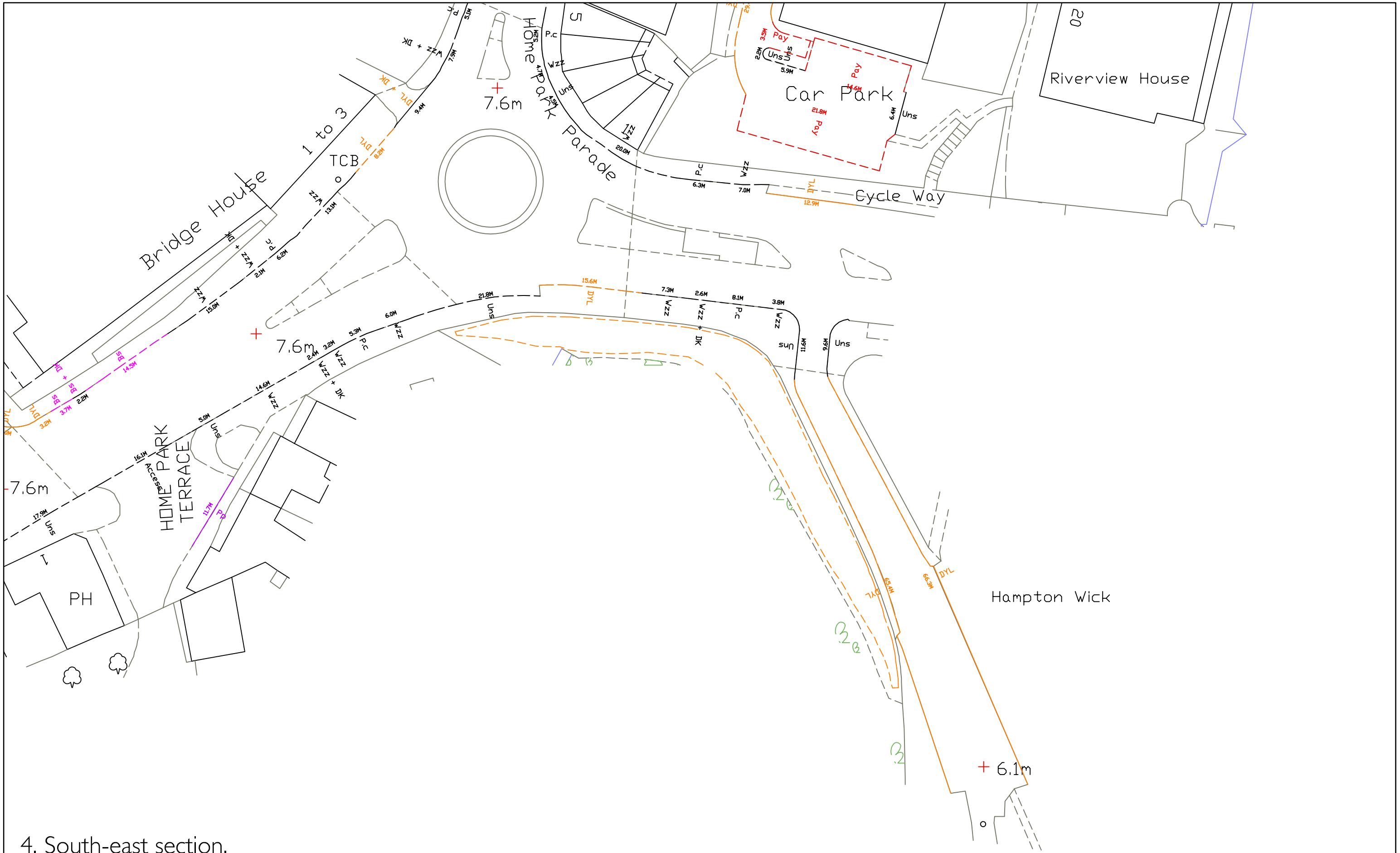
Date: July 2019
Scale: 1:500@A3
Source: Ordnance Survey
Drawing No. P2162/TS/03

N

P2162: The Old Kings Head, Hampton Court Road, Hampton Wick, KT1 4AE

Figure 3C.
Parking Survey Inventory

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



4. South-east section.

Date: July 2019 Scale: 1:500@A3 Source: Ordnance Survey Drawing No. P2162/TS/03	N	P2162: The Old Kings Head, Hampton Court Road, Hampton Wick, KT1 4AE Figure 3D. Parking Survey Inventory

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

5. North-east section.

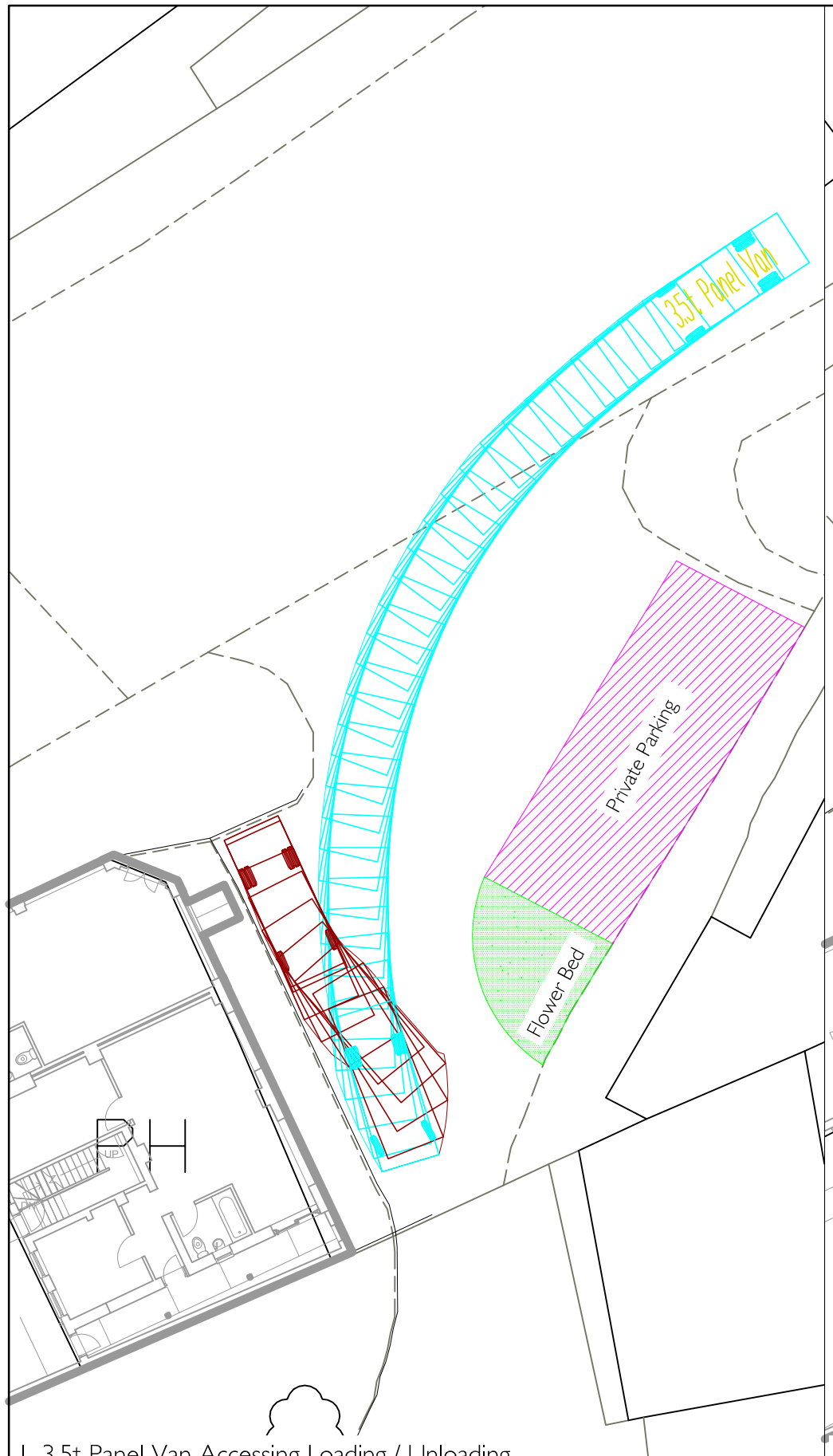
Date: July 2019
Scale: 1:500@A3
Source: Ordnance Survey
Drawing No. P2162/TS/03

N

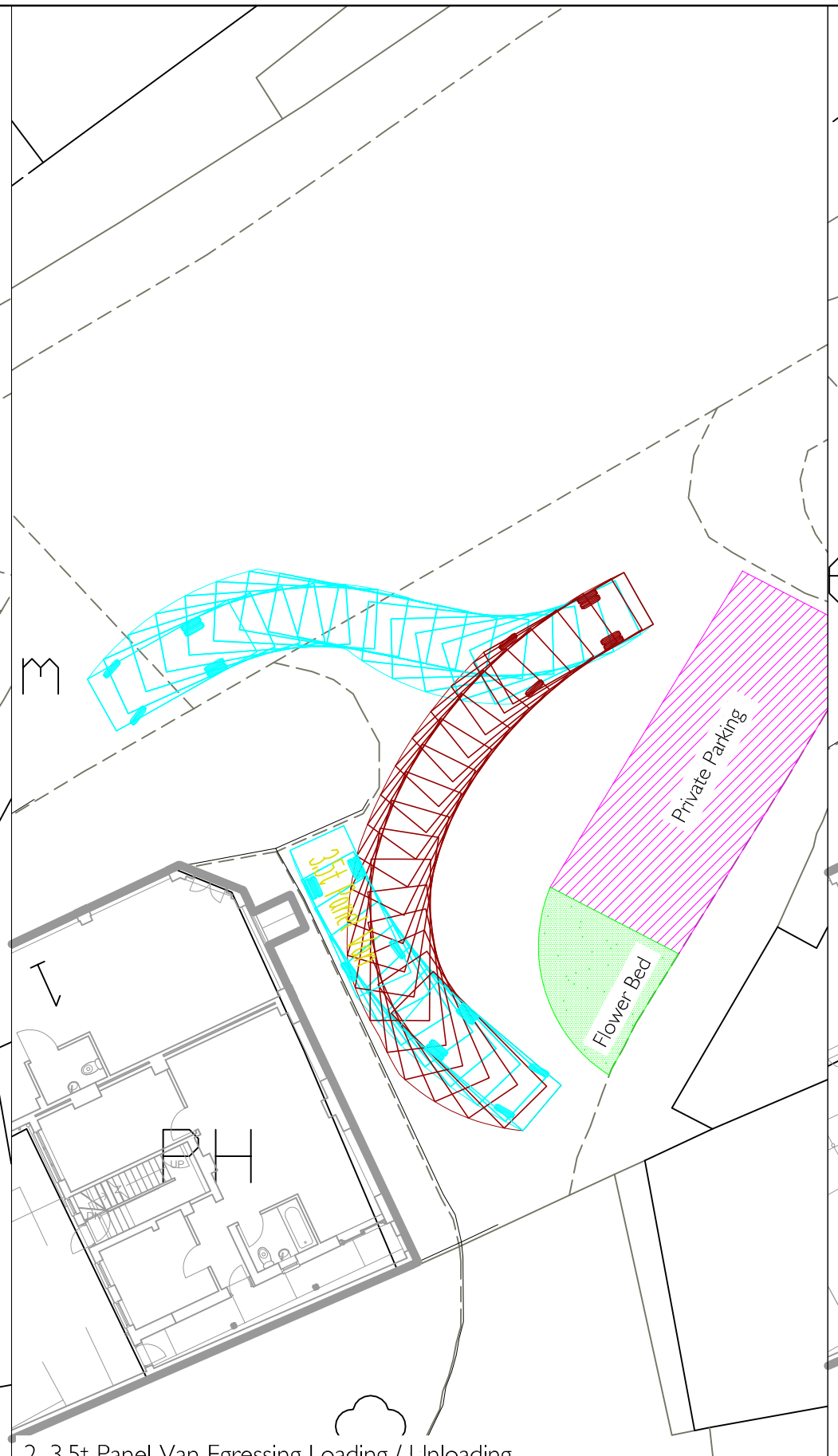
P2162: The Old Kings Head, Hampton Court Road, Hampton Wick, KT1 4AE

Figure 3E.
Parking Survey Inventory

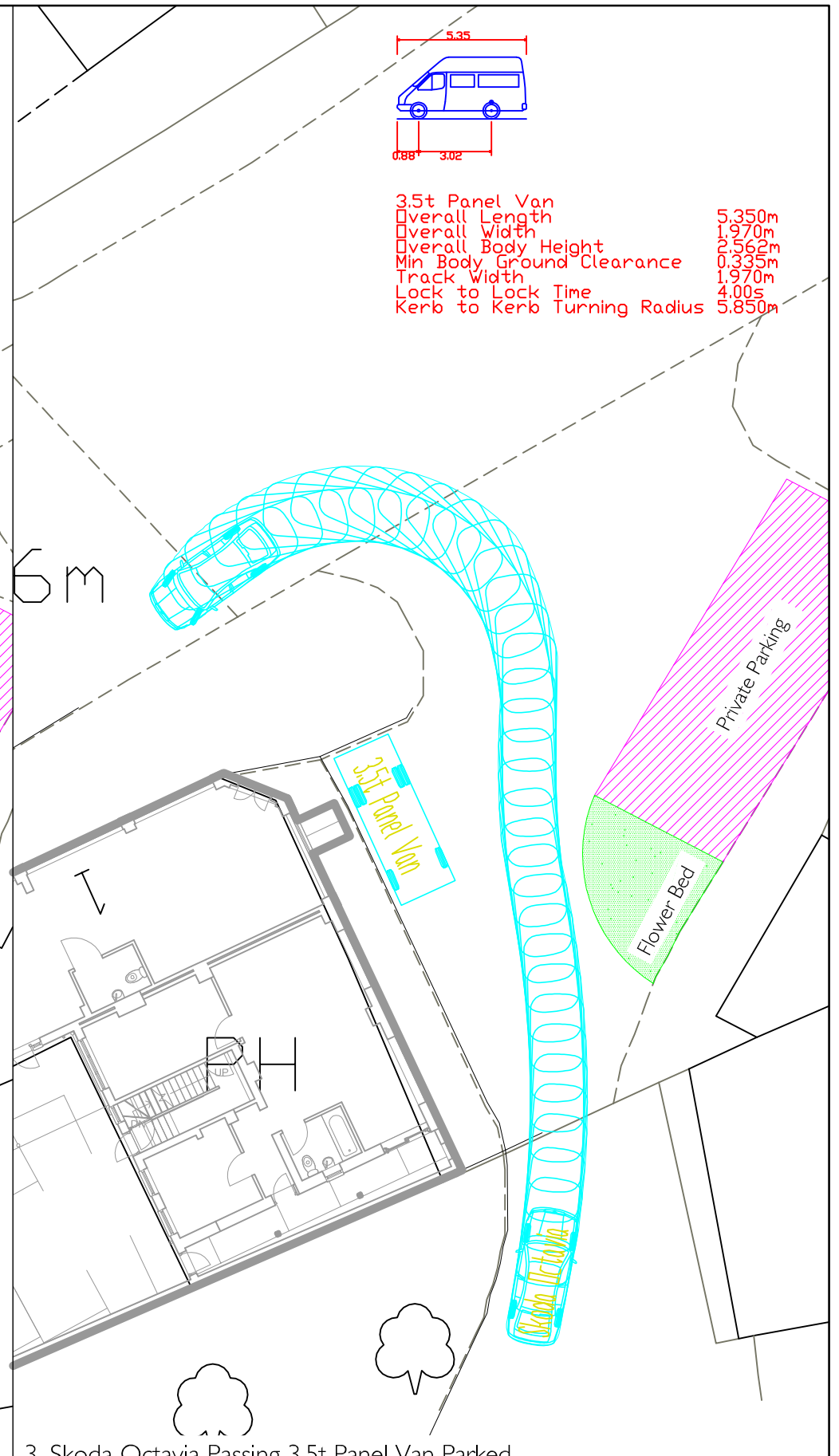
PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



1. 3.5t Panel Van Accessing Loading / Unloading Area in Forward and Reverse Gear.



2. 3.5t Panel Van Egressing Loading / Unloading Area in Forward and Reverse Gear



3. Skoda Octavia Passing 3.5t Panel Van Parked in Loading / Unloading Area.

Date: July 2019
Scale: 1:200-@A3
Source: Ordnance Survey
Drawing No. P2162/TS/04

N

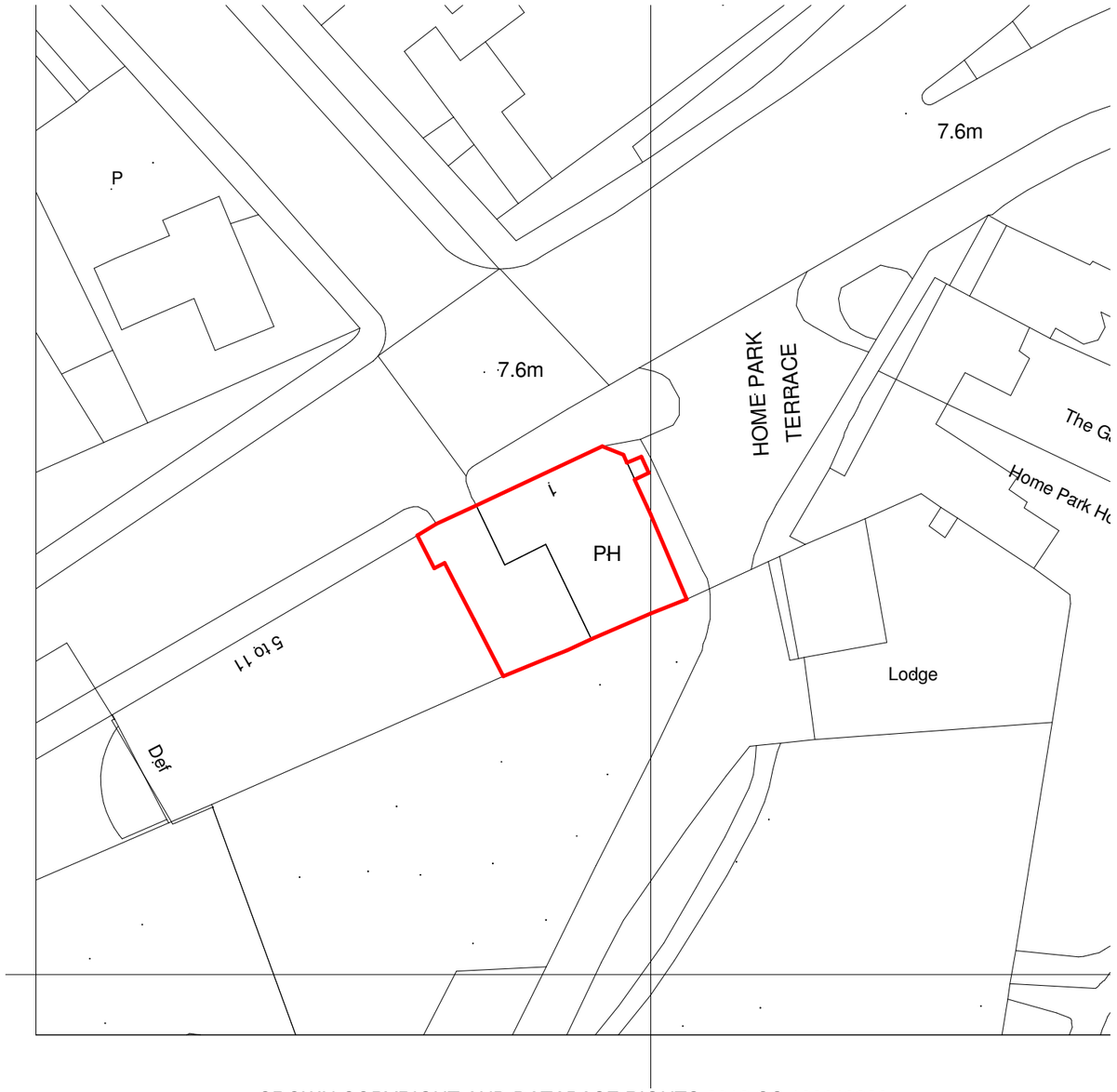
P2162: The Old Kings Head, Hampton Court Road, Hampton Wick, KT1 4AE

Figure 4.

Swept Path Analysis - 3.5t Panel Van

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX A
Site Boundary



Location Plan

1 : 500

0m 10m 20m 30m 40m 50m

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Rev	Revision Description	Drawn	Check	Date

Greenspace Architects Ltd.
The Old Town Hall
The Square, Ellesmere
Shropshire, SY12 0EJ
Tel 01691 623889
e-mail: greenspace@greenspacearchitects.co.uk
web: www.greenspacearchitects.co.uk

Project

The Old King's Head, Hampton Wick

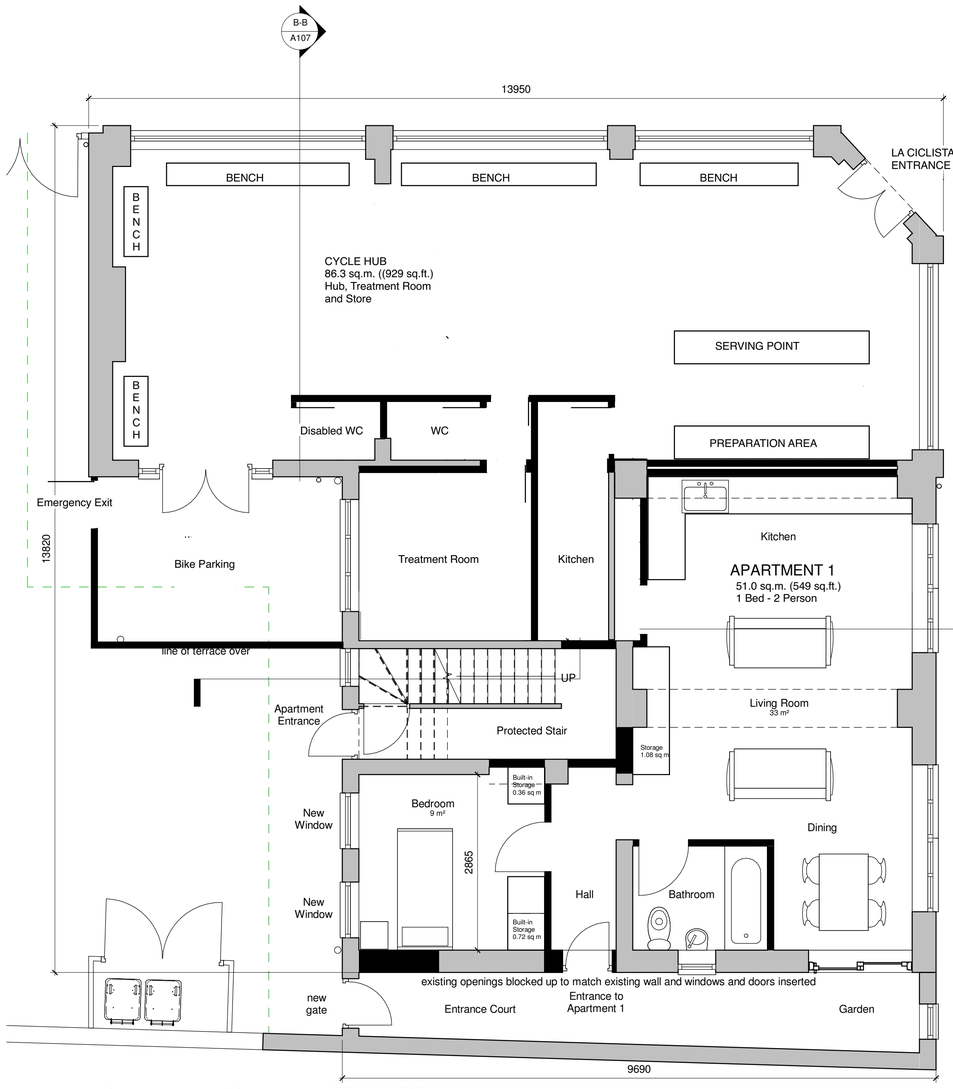
Title

Location Plan

Scale @ A3	Drawn By	Checked By	Date
1 : 500	GE	KS	15/05/18

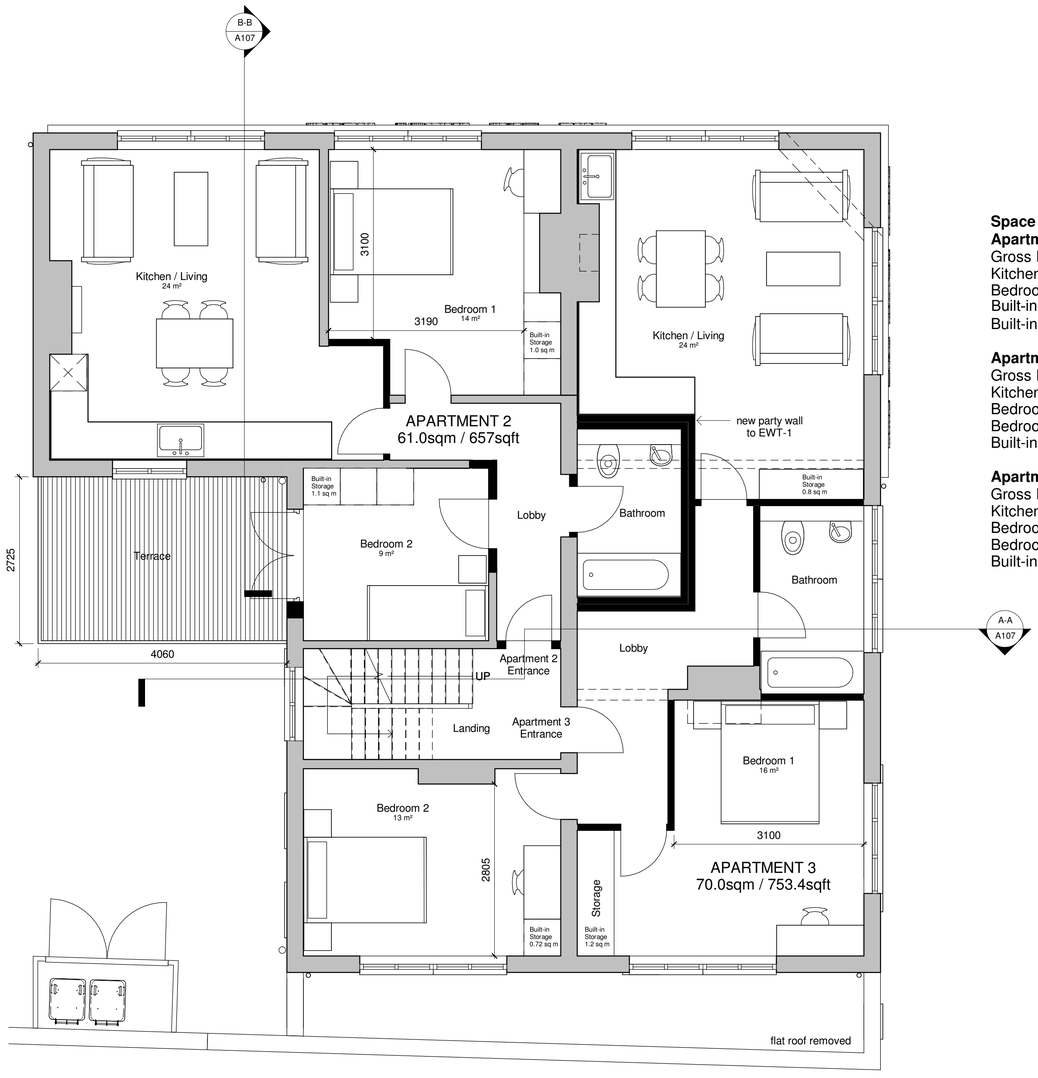
	Job No.	Sheet No.	Rev.
Drawing Number	18-20	A001	

APPENDIX B
Proposed Site Plan



Proposed Ground Floor Plan

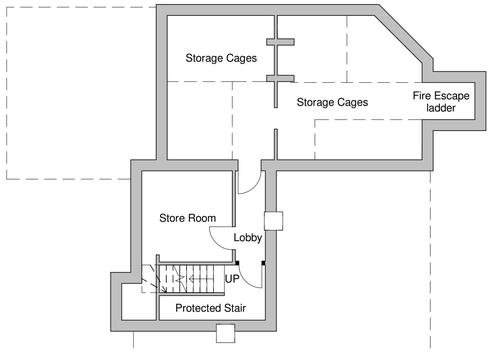
1 : 50



Proposed First Floor Plan

1 : 50

0m 1m 2m 3m 4m 5m



Proposed Basement Floor Plan

1 : 100

0m 2m 4m 6m 8m 10m

North

Space Standards (THS in brackets)

Apartment 1 - One-bed - 2 Person

Gross Internal Area	52.1 sqm	(52)
Kitchen/Dining/Living	33.0 sqm	(24)
Bedroom 1 (Double)	12.0 sqm	(11.5)
Built-in Storage Area	2.88 sqm	(2)
Built-in Storage Area	2.88 sqm	(2)

Apartment 2 - Two-bed - 3 Person

Gross Internal Area	61.0 sqm	(61)
Kitchen/Dining/Living	24.0 sqm	(24)
Bedroom 1	14.0 sqm	(11.5)
Bedroom 2	9.0 sqm	(7.5)
Built-in Storage Area	2.1 sqm	(2)

Apartment 3 - Two-bed - 4 Person

Gross Internal Area	70.0 sqm	(70)
Kitchen/Dining/Living	24.0 sqm	(24)
Bedroom 1	16.0 sqm	(11.5)
Bedroom 2	13.0 sqm	(11.5)
Built-in Storage Area	2.7 sqm	(2)

Rev	Revision Description	Drawn	Check	Date
J	Chimney breast retained and juliet balconoes omitted	JB	KS	12/09/19
I	First Floor Apartment Layouts Amended	WH	KS	20/08/19
H	Amendments to room sizes	JB	ks	16/07/19
G	Party walls amended	JB	ks	21/06/19
F	French door removed and window introduced	JB	ks	12/03/19
E	Balconies amended	JB	ks	05/03/19
D	Dimensions added; minor revisions to layout	KS	jb	14/09/18
C	Minor changes to layout; Areas added	KS	jb	20/06/18
B	Projecting balconies and terrace added; northern chimney breast removed; alterations to layouts	KS	jb	20/06/18
A	Angle of southern wall revised and access to Apartment 1 altered; entrance lobby added to apartment 3; Notes added	KS	jb	15/06/18

Greenspace Architects Ltd
The Old Town Hall
The Square, Ellesmere
Shropshire SY12 0EP
Tel 44(0)1691 623889

e-mail:
greenspace@greenspacearchitects.co.uk
web: www.greenspacearchitects.co.uk

Project

The Old King's Head, Hampton Wick

Title

Proposed Basement, Ground and First Floor Plans

Scale @ A1	Scale @ A3	Drawn By	Checked By	Date
As indicated	1:100/1:200	KS	ge	08/06/18

Drawing Number: Job No. 18-20 | Sheet No. A103 | Rev. K

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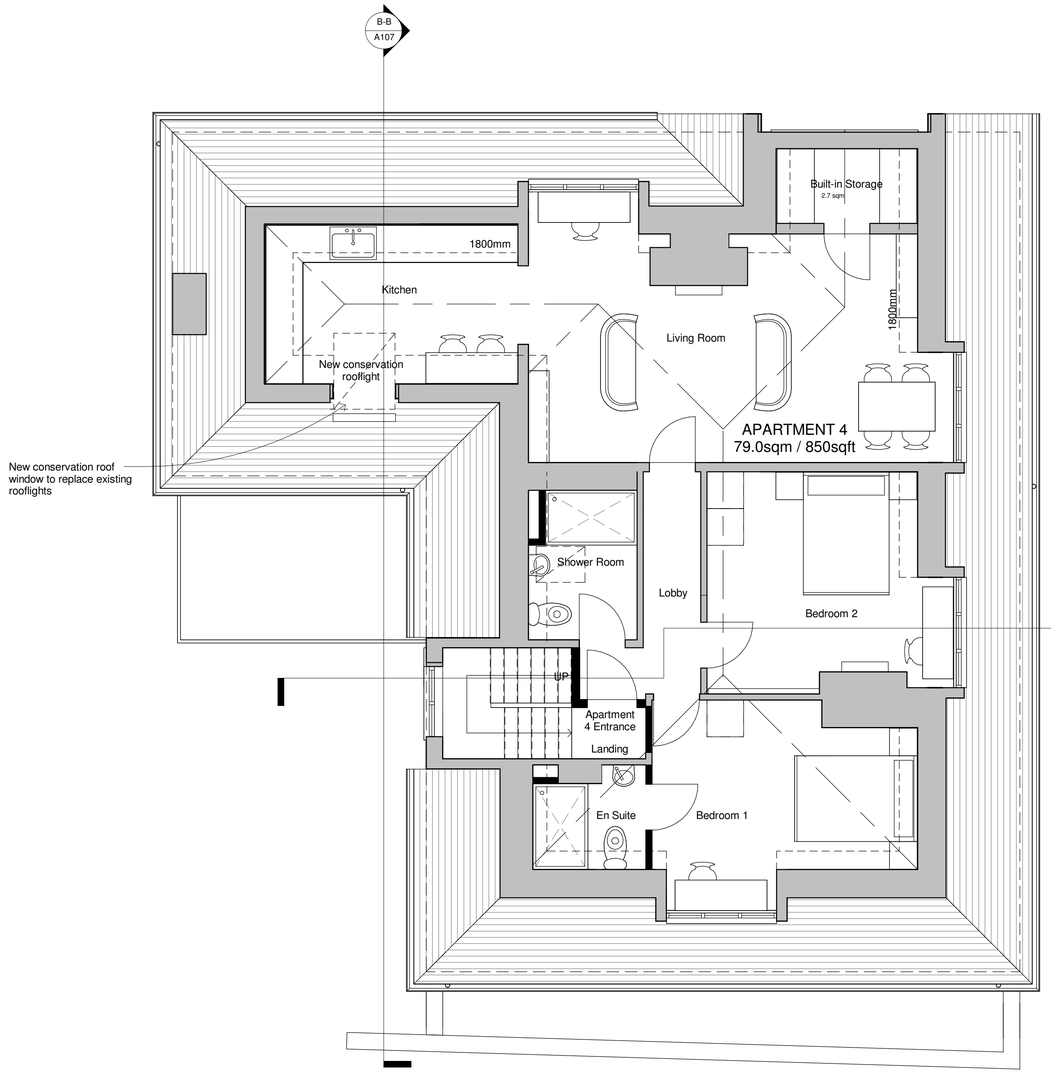
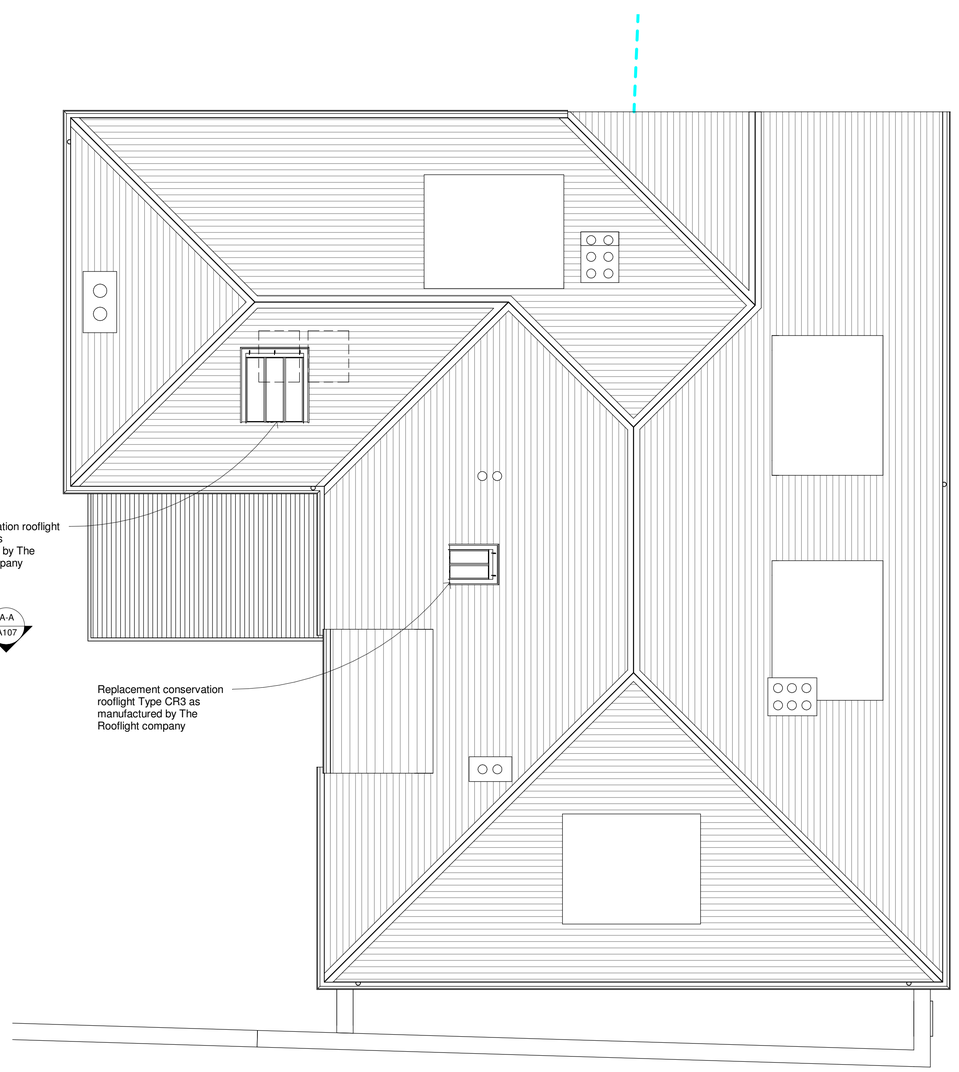


Proposed Second Floor

1 : 50

0m 1m 2m 3m 4m 5m



Proposed Roof Plan

1 : 50

Space Standards (THS in brackets)
Apartment 4 - Two-bed - 4 Person

Gross Internal Area	79.0 sqm	(70)
Kitchen/Dining/Living	34.5 sqm	(24)
Bedroom 1	13.0 sqm	(11.5)
Bedroom 2	12.5 sqm	(11.5)
Built-in Storage	2.7 sqm	(2)

Rev	Revision Description	Drawn	Check	Date
H	Areas Corrected	WH	KS	20/08/19
G	Amendments to room sizes	JB	ks	16/07/19
F	Balconies amended	JB	ks	05/03/19
E	Ensuite added to Bedroom 1	KS	jb	10/01/19
D	Second floor altered to one apartment (4); chimney breasts reinstated	KS	jb	14/12/18
C	Dimensions added; minor revisions to layout	KS	jb	14/09/18
B	Minor changes to layout; areas added	KS	jb	29/06/18
A	Projecting balconies and terrace added; northern chimney breast removed; alterations to layouts	KS	jb	20/06/18

Greenspace Architects Ltd
The Old Town Hall
The Square, Ellesmere
Shropshire SY12 0EP
Tel 44(0)1691 623889

e-mail:
greenspace@greenspacearchitects.co.uk
web: www.greenspacearchitects.co.uk

Project

The Old King's Head, Hampton Wick

Title

Proposed Second Floor and Roof Plans

Scale @ A1	Scale @ A3	Drawn By	Checked By	Date
1 : 50	1:100	GE	KS	14/05/18

Job No.	Sheet No.	Rev.
18-20	A104	H

Drawing Number

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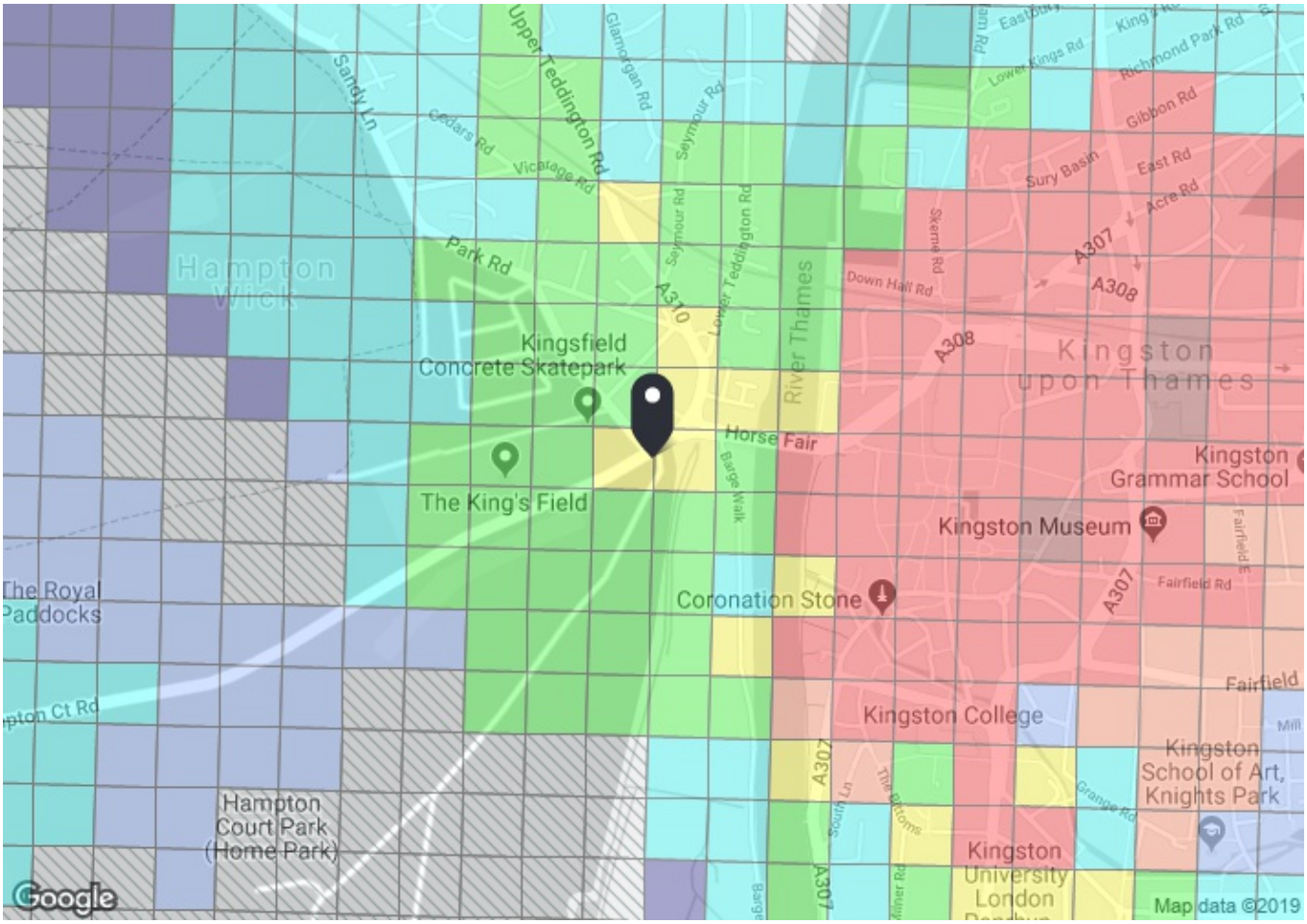
APPENDIX C
TfL PTAL Export

TRANSPORT FOR LONDON



PTAL output for Base Year
4

1 Hampton Ct Rd
1 Hampton Ct Rd, Hampton Wick, Molesey, Kingston upon Thames KT1 4AE, UK
Easting: 517495, Northing: 169339

Grid Cell: 29680

Report generated: 01/07/2019

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 WICK HIGH STREET	281	172.98	7.5	2.16	6	8.16	3.68	0.5	1.84
Bus	HAMPTON WICK HIGH STREET	285	172.98	6	2.16	7	9.16	3.27	0.5	1.64
Bus	HAMPTON WICK ROUNDABOUT	481	60.51	1	0.76	32	32.76	0.92	0.5	0.46
Bus	HAMPTON WICK ROUNDABOUT	411	60.51	4	0.76	9.5	10.26	2.93	0.5	1.46
Bus	HAMPTON WICK ROUNDABOUT	X26	60.51	2	0.76	17	17.76	1.69	0.5	0.84
Bus	HAMPTON WICK ROUNDABOUT	111	60.51	7	0.76	6.29	7.04	4.26	1	4.26
Bus	HAMPTON WICK ROUNDABOUT	216	60.51	3	0.76	12	12.76	2.35	0.5	1.18
Rail	Hampton Wick	'WATRLMN-SHEPRTN 2H09'	525.35	2	6.57	15.75	22.32	1.34	1	1.34
Rail	Hampton Wick	'SHEPRTN-WATRLMN 2H10'	525.35	2	6.57	15.75	22.32	1.34	0.5	0.67
Rail	Hampton Wick	'WDON-WATRLMN 2K03 '	525.35	0.33	6.57	91.66	98.23	0.31	0.5	0.15
Rail	Hampton Wick	'WATRLMN-WATRLMN 2K09'	525.35	2	6.57	15.75	22.32	1.34	0.5	0.67
Rail	Hampton Wick	'WATRLMN-WATRLMN 2O09'	525.35	2	6.57	15.75	22.32	1.34	0.5	0.67
Rail	Hampton Wick	'TEDNGTN-WATRLMN 2O90'	525.35	0.33	6.57	91.66	98.23	0.31	0.5	0.15
Rail	Hampton Wick	'TWCKNHM-WATRLMN 2O92'	525.35	0.67	6.57	45.53	52.09	0.58	0.5	0.29
									Total Grid Cell AI:	**15.62**

APPENDIX D
Richmond Parking Methodology

Appendix A

Richmond parking survey methodology

Richmond parking survey methodology

The Council has set maximum parking standards for developments in Their Local Plan and these are expected to be met, unless it can be shown that there will not be an adverse effect on on-street parking. Where there is a shortfall of parking on site, a parking survey of the surrounding streets will be required. The Council will use an independent survey company; however applicants may provide their own surveys as long as they follow the methodology outlined below.

Extent of survey area

The area to be surveyed must cover a 200m/2 minute walking distance around the site. This area can be extended/amended in the following ways:

1 If the survey reaches the middle of a street at 200m, the survey area could be extended to the next junction or curtailed to the previous junction with agreement of Transport Planning officers

2 If there are areas within 200m where parking is restricted due to on street restrictions or undesirable (for which justification must be given) the area is to be curtailed

3 Areas outside of Richmond will be excluded

4 Roads in CPZ's adjacent to the site, for which the site would not be able to access parking permits, may be excluded depending on CPZ start time and these roads are to be agreed with Transport Planning officers prior to the survey being undertaken

The Council may require amending of surveys which reveal anomalies or require further investigation once scrutinised.

Survey times

Surveys must only be undertaken during term time and not within public/school holidays/half term or the week before/after to take into account independent school holidays. It is best to contact the Council to confirm acceptable survey dates and dates which coincide with an event in the area, which must also be avoided as these could impact on the results.

For residential surveys 2 x weekday surveys (Monday to Thursday) and one weekend survey on a Sunday between 01h00 and 05h30 are required. This will capture the residential peak parking time.

Commercial and other land use applications will require surveys at other times which are to be agreed with the Council in advance of the survey being undertaken. Similarly, times may be amended for residential surveys where the site is within close proximity to commercial uses or a town centre in which case morning and early evening surveys may also be requested. More detailed surveys may be required if the operational times clash with nearby restaurants, in which case 15 minute interval surveys between 18h00 and 22h00 will also be required. In order to assess commuter parking morning and evening

peak hour surveys will be required for sites within close proximity to railway stations. These should be undertaken between 06h30 – 08h00 and 17h30 – 19h00.

Required information

Surveys must be provided in map form, examples are included at the end of this appendix.

One map shows the inventory for the area and notes all individual bay lengths and types.

Another shows x's as parked cars and s's as empty spaces exactly where they are parked on the night. This will give us a snapshot of exactly how cars are parked in that area, rather than a calculated assumption, which is often incorrect. S's can only be shown where each 's' represents 5.0m.

Noted on the survey maps should be the date and time the survey was undertaken as well as whether the area is within a Community Parking Zone (CPZ) or not. All parking restrictions on street must be noted Double/Single Yellow Lines (D/SYL's), bus lay-by's, zig-zags, kerb build outs, legal footway parking, dropped kerbs, disabled/doctors/loading bays, suspensions/temporary restrictions, skips and road works, narrow roads, where parking is not possible or subject to flooding etc. If there are marked bays on street these must be shown and dimensioned on the map. The space between crossovers should also be dimensioned although areas of less than 5.0m should not be included in the calculations.

The first 7.5m of a junction is to be omitted, but cars parked within will be considered in the calculations as contributing to on street stress. Illegally parked cars must be shown on the plan and these will be included in the stress calculation.

Surveys undertaken within CPZ's during CPZ hours will need to clearly define various types of bays (Resident permit holders/shared use bays/Business Bays etc).

Where restrictions start early in the morning we may not consider these areas for overnight parking if the surveys show that residents do not park there as they will have to move their cars before the restriction commences. This includes single yellow lines.

The above information can be tabulated, but this table must reflect the information on the inventory map in terms of the available bay numbers i.e. individual lengths of bays divided by 5.0m.

The stress figures must be taken from the results maps and illegally parked cars should be counted. If spaces are noted and tabulated these must only be included if each space represents at least 5.0m. Tabulated results should be by road and include a 'Total' column.

Results

In order to assess the parking stress the tabulation must calculate the number of parked cars shown on the results map of each survey, against total available space calculated from the inventory survey and add the shortfall anticipated from the development using the Council's parking standard maximums.

LBRuT will consider appropriate extant planning permissions in the area and if stress levels are calculated at 85% stress* or more LBRuT will raise an objection on the grounds of saturated parking, highway safety and undue harm to neighbour amenity.

Example of survey inventory sheet and results maps

Road Name	No Bays	17/6/14 @ 5am	19/7/14 @ 5am	Ave		
	43	37	45	41		
	16	20	21	20.5		
	28	28	28	28		
	34	29	26	27.5		
	22	19	19	19		
	21	13	15	14		
	11	14	11	12.5		
	16	19	19	19		
TOTAL	**191**	**179**	**184**	**181.5**	**All % stress**	**95.02617801**
plus anticipated shortfall of proposal	**191**	**192**	**197**	**194.5**	**plus x cars stress%**	**101.8324607**
plus x cars from approved applications yet to be implemented within the survey area	191	195	200	**197.5**	plus another x cars stress%	**103.4031414**

Example of results table

*As per parking survey study undertaken across LBRuT to assess parking stress levels and parking survey methodology.

APPENDIX E
Parking Survey Results

P2162: THE OLD KINGS HEAD, HAMPTON COURT ROAD, KT1 4AE

Table 1 - Parking Stress Calculations Based on the Richmond Survey Methodology

Road Name	Inventory		Overnight Parking Survey Results															
	Disabled	PHO X	Sunday 6th July 2019 @ 02:30				Wednesday 10th July 2019 @ 01:15				Thursday 11th July 2019 @ 01:30				Average			
	Based on Marked Bays	**Based on 5.0m & End-On Parking**	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss
Church Grove	0	29	9	20	31%	31%	8	21	28%	28%	11	18	38%	38%	9	20	32%	32%
High Street	0	0	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-
Old Bridge Street Car Park	0	0	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-
St Johns Road	0	23	22	1	96%	96%	22	1	96%	96%	21	2	91%	91%	22	1	94%	94%
Totals	**0**	**52**	**31**	**21**	**60%**	**60%**	**30**	**22**	**58%**	**58%**	**32**	**20**	**62%**	**62%**	**31**	**21**	60%	60%

Source: PMA Survey

Table 2 - Parking Stress Calculations Based on the Richmond Survey Methodology

Road Name	Inventory		Overnight Parking Survey Results															
	Disabled	Pay at Machine	Sunday 6th July 2019 @ 02:30				Wednesday 10th July 2019 @ 01:15				Thursday 11th July 2019 @ 01:30				Average			
	Based on Marked Bays	**Based on 5.0m & End-On Parking**	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss	Cars parked 'x'	Free spaces 's'	Parking Stress based on inventory	Parking Stress based on Xs and Ss
Church Grove	0	0	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-
High Street	0	4	3	1	75%	75%	5	0	125%	100%	2	2	50%	50%	3	1	83%	77%
Old Bridge Street Car Park	0	16	3	12	19%	20%	2	13	13%	13%	0	15	0%	0%	2	13	10%	11%
St Johns Road	0	0	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-
Totals	**0**	**20**	**6**	**13**	**30%**	**32%**	**7**	**13**	**35%**	**35%**	**2**	**17**	**10%**	**11%**	**5**	**14**	25%	26%

Source: PMA Survey