

Technical Note 01: Transport

Project: 37 Redfern Avenue, Whitton, Hounslow TW4 5NA
Date: 23/12/2021



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1.0 Introduction

- 1.1 DIRMAK Transport Planning has been appointed to advise on highways and transport matters associated with proposals at 37 Redfern Avenue, Whitton, Hounslow. The property is located within the administrative boundary of the London Borough of Richmond Upon Thames (LBRT).
- 1.2 The development proposals seek to provide a dropped kerb at the property's frontage to Redfern Avenue as well as hardstand forecourt space to facilitate on-site parking for a single vehicle.
- 1.3 This Technical Note (TN) has been prepared to support the planning application for proposals at 37 Redfern Avenue. This note considers the current proposals whilst also referring and taking account of the transport / highways related reasons for refusal of a previous planning application for the same site.

2.0 Background

- 2.1 A previous planning application (Ref: 16/1911/HOT) for a proposed dropped kerb at the front of the property was refused planning permission on July 2016. The transport / highways reason for refusal, as stated within the Decision Notice, was as follows:

'The proposed formation of a vehicular access would result in restricted pedestrian sightlines and an unacceptable loss of on street parking available to residents thereby detrimental to conditions of pedestrian and highway safety and local parking in the vicinity of the site. The proposal fails to comply with Policy DM TP 9 of the Development Management Plan 2011 and the Supplementary Planning Document 'Front Garden and Other Off-street Parking Standards' formally adopted in September 2006.'

- 2.2 The current proposed design has considered the decision and comments provided for the previous application. This Technical Note considers the proposals and the points raised above in order to demonstrate and provide assurance that the proposals are appropriate on traffic and transport related grounds.

3.0 Policy

National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) was revised on 20 July 2021 and sets out the government's planning policies for England and how these are expected to be applied.
- 3.2 The NPPF reiterates that *'the purpose of the planning system is to contribute to the achievement of sustainable development'* and *'at the heart of the Framework is a presumption in favour of sustainable development.'*
- 3.3 Paragraph 111 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.'*

The London Plan

- 3.4 The London Plan (2021) is the Spatial Development Strategy for Greater London and sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for growth. The policies within the Plan should inform decisions on planning applications across the capital with Borough Local Plans being in general conformity. Chapter 10 of the London Plan sets out the transport strategy. Policy T4 'Assessing and mitigating transport impacts' states that '*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.*' It also states that '*development proposals should not increase road danger.*'

London Borough of Richmond Upon Thames – Local Development Framework - Development Management Plan (2011)

- 3.5 Section 5.4 of the LBRT Local Development Framework - Development Management Plan sets out the Transport and Parking related policies which are used to determine planning applications for development within the Borough. The Decision Notice for the previous application referred to Policy DM TP 9 which refers specifically to forecourt parking and states the following:

'The parking of vehicles in existing front gardens will be discouraged, especially where

- this would result in the removal of architectural features such as walls, gates and paving, or of existing trees and other vegetation or,*
- where such parking would detract from the streetscape or setting of the property or,*
- where the use of the access would create a road or pedestrian safety problem or*
- where the width of the proposed entrance will be greater than the width of a normal driveway.*

For any proposal the area of impermeable paving should be minimised and soft landscaping maximised.

The Council will seek to restrict permitted development rights for forecourt parking through Article 4 directions, where important townscape or surface water flooding issues exist. The Council will have regard to the impact of forecourt parking in considering proposals to extend or convert existing residential property.'

London Borough of Richmond Upon Thames – Transport Supplementary Planning Document (2011)

- 3.6 The Decision Notice for the previous application referred to the Supplementary Planning Document 'Front Garden and Other Off-street Parking Standards' (September 2006) which has been superseded following the adoption of the Transport Supplementary Planning Document (SPD) on June 2020.

Section 12 of the Transport SPD refers specifically to dropped kerbs and vehicle crossovers. The following is stated:

'A net increase in pavement crossovers is undesirable. Crossovers reduce pedestrian priority, detract from the even-ness of the footway, result in the loss of communal kerbside parking and make the provision of segregated cycle lanes, bus lanes and bus stops more difficult. The presence of crossovers nearby should not be considered as a precedent because crossovers nearby, where lawful, would have been installed under a previous policy context and street parking supply becomes more limited as the numbers of crossovers increase.

Where a crossover is approved it should be constructed in accordance with best practice set out in the appendix.

Where the creation of an access requires planning permission, it should not be assumed that planning consent will be followed by highways consent. Planning applicants are strongly advised to contact the Council's highways team to ascertain if a crossover application is likely to be successful prior to incurring the cost of submitting a planning application. However, it should also not be assumed that highways approval would mean that a planning application would be successful.

Where a parking space is provided off the street, it should be designed in accordance with best practice set out in the Appendix to this report.'

4.0 Baseline Conditions

Site Location and Surrounding Network

- 4.1 The application site currently consists of a semi-detached residential dwelling and is located at 37 Redfern Avenue, Whitton, Hounslow within the administrative boundary of the London Borough of Richmond Upon Thames (LBRT). The site is located within a residential area and is bound by Redfern Avenue to the south (frontage of the site), the railway line to the north and residential properties to the east and west. The existing site layout plan is contained within **Appendix A**. The location of the application site within the context of the surrounding highway network is illustrated in Figure 4.1 below.
- 4.2 Redfern Avenue is a two-way single carriageway local residential road with street lights and footways on each side and a carriageway width of approximately 4.6m in vicinity of the application site. Both on-street parking and loading on Redfern Avenue and its nearby roads are unrestricted with two-wheel footway parking permitted.
- 4.3 A vehicle speed limit of 20 miles per hour (mph) applies to the surrounding roads. Considering the nature of the Redfern Avenue and the on-street two-wheel footway parking permitted it is considered likely that the actual traffic road speeds experienced would be lower than 20mph.

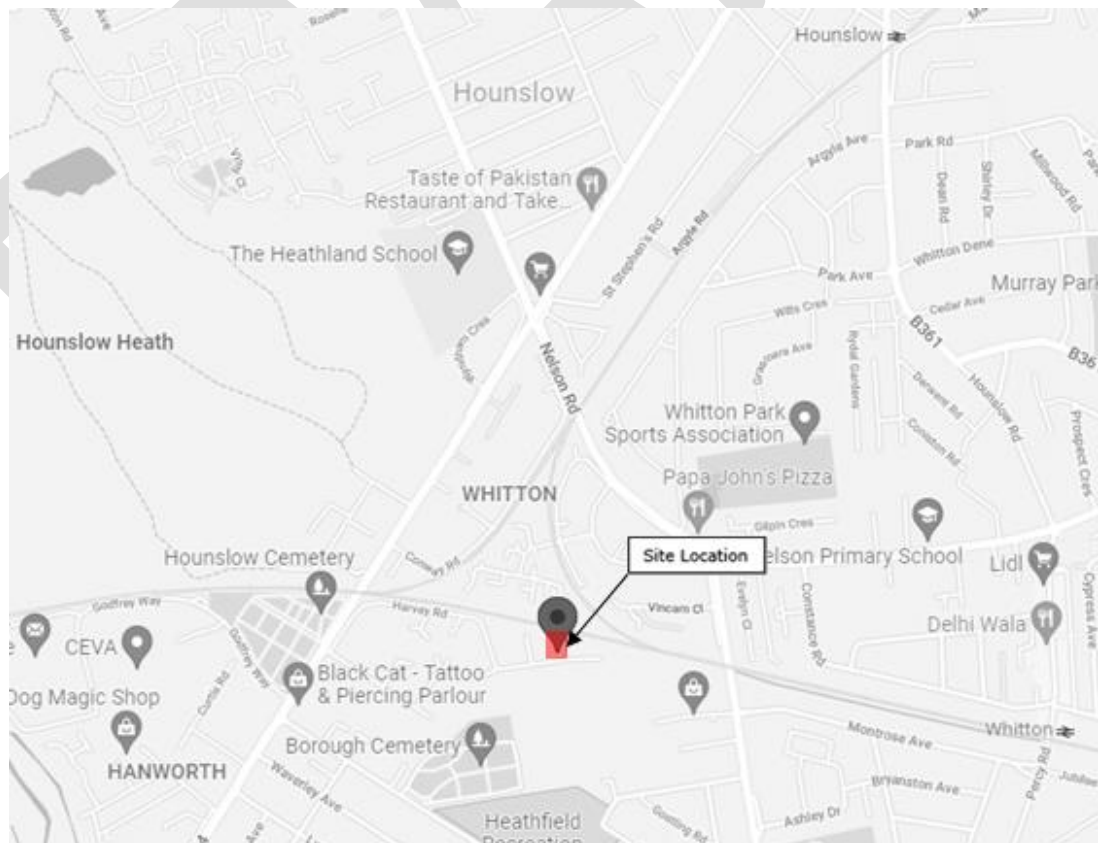


Figure 4.1: Site Location Plan (Source: Google Maps)

Site Access

- 4.4 The application site currently has a paved pedestrian access to the site with no vehicular access / crossover. It is noted that a significant number of dwellings on Redfern Avenue have vehicular access / dropped kerbs serving their property with forecourt vehicle parking provision (including the direct neighbours on either side of the application site as shown in Figure 4.2 below). The proposed dropped kerb provision is therefore considered in keeping with the general character of the area.



Figure 4.2: Street Frontage Picture of 37 Redfern Avenue, Whitton, Hounslow

Site Accessibility

- 4.5 The site has a very poor Public Transport Accessibility Level (PTAL) with a rating of 0 based on TfL's WebCAT tool. However, there is footway provision on the surrounding road network. The nearest bus stops are located over 600m to the west of the site on Hanworth Road (A314). These bus stops are serviced by Routes 110 (which provides a link between Whitton, Richmond, Kew Gardens, Ravenscourt Park and Hammersmith) and 111 (which provides a link between Heathrow, Hounslow and Hampton). The nearest rail stations are Whitton and Hounslow which are over 2km away to the east and north of the site respectively.

Personal Injury Accidents

- 4.6 The 'CrashMap' database has been interrogated to review Personal Injury Accidents (PIA's) in the surrounding area over the latest 5-year period (2016 – 2020). This has revealed that there have been no reported incidents on Redfern Avenue or Harvey Road which provides a connection to Hanworth Road (A314). Therefore, there are no concerns raised in relation to recorded PIA's in vicinity of the application site.

5.0 Development Proposals

- 5.1 The development proposals seek to provide a dropped kerb at the property's frontage to Redfern Avenue as well as hardstand forecourt space to facilitate on-site parking for a single vehicle. The existing paved pedestrian access is to be retained and separated from the vehicle access. The proposed layout plan is contained within the **Appendix A**.
- 5.2 The proposed dropped kerb is to be approximately 2.4m in width with 0.6m ramps on either side to accommodate the entry and exit movements of a private passenger vehicle. The proposed vehicle crossover will be constructed to Council standards and meet engineering requirements. The proposed access shall not be gated.

6.0 Development Assessment

On-Site Parking Bay

- 6.1 The on-site forecourt parking space shall also be designed in accordance with the LBRT Transport SPD.
- 6.2 The LBRT Transport SPD states that *'on non-classified road, the garden must be able to accommodate a car parked at 90 degrees to the footway and the car-standing area must be a minimum size of 2.4m wide and 5m long, with a further clearance of at least 1m to the front of the property.'* The proposed scheme layout complies with this requirement (refer to the proposed layout plan).
- 6.3 The design of the parking space shall encompass the following elements as specified within the SPD:
- The proposed hardstand area shall accommodate a 2.4m x 5m parking bay (with a minimum 1m clearance to the front of the property) whilst retaining half of the existing landscaping area;
 - The amount of hard / impermeable surfacing used for parking and the width of the vehicle entrance shall be kept to a minimum with the landscaping area maximised (paving over the whole front garden has been avoided);
 - The sub-base and surface material shall be laid at a slight gradient and be of a permeable material to allow suitable drainage and absorption of rainwater;
 - A bed of sand or gravel is to be provided within the centre of the parking space to help absorb oils;
 - The on-site parking space shall be at right angles to the carriageway;
 - Retention of separate pedestrian footpath from vehicle access as well as an area where refuse and re-cycling bins can be stored for collection day;
 - Retention of existing boundary walls; and
 - Differentiation in surface materials and planting to define parking and pedestrian areas. The material / planting chosen shall have regard to the character of the surrounding area.
- 6.4 The proposed on-site parking space has been designed to minimise the visual impact of the hard surface area whilst still retaining / improving half the forecourt area for garden / landscaping. The car parking area and landscaping shall blend in with the overall character of the street.
- 6.5 The provision of on-site parking would remove the demand for two-wheel footway parking fronting the site and would effectively improve the pedestrian environment by widening the footway at this location for pedestrians.

Dropped Kerbs / Vehicle Crossovers

- 6.6 The proposed crossover shall be constructed in accordance with best practice guidance set out within the LBRT Transport SPD and the Council's Public Space Design Guide. It is understood that technical approval will need to be obtained from the Local Highway Authority (LHA) under the Highways Act 1980 and that if approved works will be carried out by the LHA's approved contractor. It is understood that when providing a crossover, the LHA will have regard to the safety and convenience of other highway users and the standards required for the provision of a crossover to a property. This is further discussed in the sections below.
- 6.7 As previously noted, a significant number of dwellings on Redfern Avenue (including the direct neighbours on either side of the application site) have vehicle access / dropped kerbs serving their property with forecourt vehicle parking provision. The proposed dropped kerb provision is therefore considered in keeping with the general character of the area.
- 6.8 In accordance with the LBRT Transport SPD, the proposed crossover shall be a width of 2.4m with 0.6m ramps on either side. As stated within the SPD, this would help to *'standardise the size of accesses, avoid large lengths of footway being made over to crossovers, minimise their visual impact on the street scene, minimise loss of landscaping in the garden and retain as much kerbside space for general community parking as possible.'*

Safety

- 6.9 Redfern Avenue is a quite 20mph residential road and does not experience large volumes of pedestrian and traffic flows. As noted in Section 4 under 'Baseline Conditions' a significant number of residential dwellings on Redfern Avenue (including direct neighbours of the applicant) have a vehicular access / crossovers serving their property. Therefore it is considered that proposals are in keeping with the general character of the area.
- 6.10 A review of the Personal Injury Accidents (PIA's) on Redfern Avenue and Harvey Road over the latest 5-year period has revealed that there have been no recorded incidents in vicinity of the site.
- 6.11 The LBRT Transport SPD specifies that minimum pedestrian sightlines of 2.1m x 2.4m will be required and that any boundary treatment and landscaping within pedestrian and vehicle envelopes should not exceed 0.6m in height. This is to ensure that pedestrian and vehicular sightlines are unimpeded to enable safe entry and exit from a property. The indicative visibility splays at the proposed vehicle access point are illustrated within **Appendix B**. Within the applicants' control there shall be no obstructions greater than 0.6m within the visibility splays.
- 6.12 It is noted that the proposed additional crossover may raise concerns in relation to pedestrian safety / conflict. However, considering the single residential land use, the quiet nature of Redfern Avenue, the relatively low volumes of vehicle and pedestrian movements, the low frequency and speed of vehicles entering / exiting the site throughout the day, compliance with visibility splay requirements, the similar access arrangements of surrounding properties and no recorded incidents it is considered that there should not be a detrimental material impact on pedestrian / highway safety as a result of the proposals.
- 6.13 In relation to visibility along the street edge, MfS states that *'vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously. Consideration should be given to whether this will be appropriate, taking into account the following: the frequency of vehicle movements; the amount of pedestrian activity; and the width of the footway.'*
- 6.14 In terms of traffic flow and road safety for streets with direct frontage access, MfS also states that *'it was found that very few accidents occurred involving vehicles turning into and out of driveways, even on heavily-trafficked roads.'*

On-Street Parking Demand Analysis

- 6.15 The Lambeth Council Parking Survey Guidance Note (dated November 2012) is most commonly referred to when undertaking parking surveys. This guidance suggests that snapshot parking surveys should be undertaken on two separate weekday nights (excluding Friday) when the highest number of residents are at home which is generally between 00:30 hours to 05:30 hours.
- 6.16 In order to establish the current levels of parking demand and taking account of the above guidance, snapshot on-street parking surveys were undertaken on Wednesday 1 December and Thursday 2 December at 00:30 hours to capture the maximum residential parking demand within a 200m (or a 2 minute walk) catchment from the application site.
- 6.17 A summary of the findings of the on-street parking survey, within the specified study area, is provided within Table 6.1 below.

Parking Space Occupancy			
Location	Number of Occupied Spaces	Capacity	Occupancy (%)
Date: Wednesday 1 December 2021 Time: 12:30 AM			
Redfern Avenue	46	60	77%
Gerard Avenue	6	8	75%
Harvey Road (east of Bristol Close)	23	39	59%
Date: Thursday 2 December 2021 Time: 12:30 AM			
Redfern Avenue	44	60	73%
Gerard Avenue	5	8	63%
Harvey Road (east of Bristol Close)	21	39	54%

Table 6.1: Summary of Snapshot On-Street Parking Survey

- 6.18 From the results above it can be seen that the on-street snapshot survey of Redfern Avenue recorded a peak weekday occupancy of 46 out of a total 60 spaces at 00:30 hours. This represents a peak parking demand of 77% of total capacity with a spare capacity of 14 spaces. Gerard Avenue and Harvey Road (east of Bristol Close) also operates well within capacity.
- 6.19 Due to the available on-street spare capacity experienced on Redfern Avenue and the nearby roads (i.e. less than 85% parking stress), it is considered that any displaced on-street parking as a result of the proposed dropped kerb (1 to 2 vehicles) can be easily accommodated within the existing on-street parking provisions.

Planning Applications Search

- 6.20 As previously noted, a significant number of dwellings on Redfern Avenue (including the direct neighbours on either side of the application site) have vehicle access / dropped kerbs serving their property with forecourt vehicle parking provision. The proposed dropped kerb provision is therefore considered in keeping with the general character of the area.
- 6.21 The LBRT planning portal has been interrogated to determine if any other planning applications in vicinity of the application site have been approved for schemes which have proposed a similar vehicular dropped kerb access arrangement. The following approved planning applications were noted:
- 41 Redfern Avenue, Hounslow (Ref:92/0292/FUL): Provision of vehicular crossover and relaying of hardstanding;
 - 45 Redfern Avenue, Hounslow (Ref: 90/1933/FUL): Provision of hardstanding in front garden and vehicular access;

- 86 Redfern Avenue, Hounslow (Ref: 86/0122): Formation of vehicular crossover and hardstanding for car; and
- 82 Redfern Avenue, Hounslow (Ref 91/2312/FUL): Construction of access / driveway to garden and formation of vehicular access.

Electric Vehicle Charging

- 6.22 The LBRT is aiming for a rapid intake of electric vehicles that would also result in an increased supply of charging infrastructure. The LBRT Transport SPD states that '*development should make provision for 100% active electric vehicle parking*' and that '*developers should demonstrate that the development would be able to operate satisfactorily in the future expectation of all vehicles being electrically powered.*' The scheme proposes to make provision for an electric vehicle charging unit.

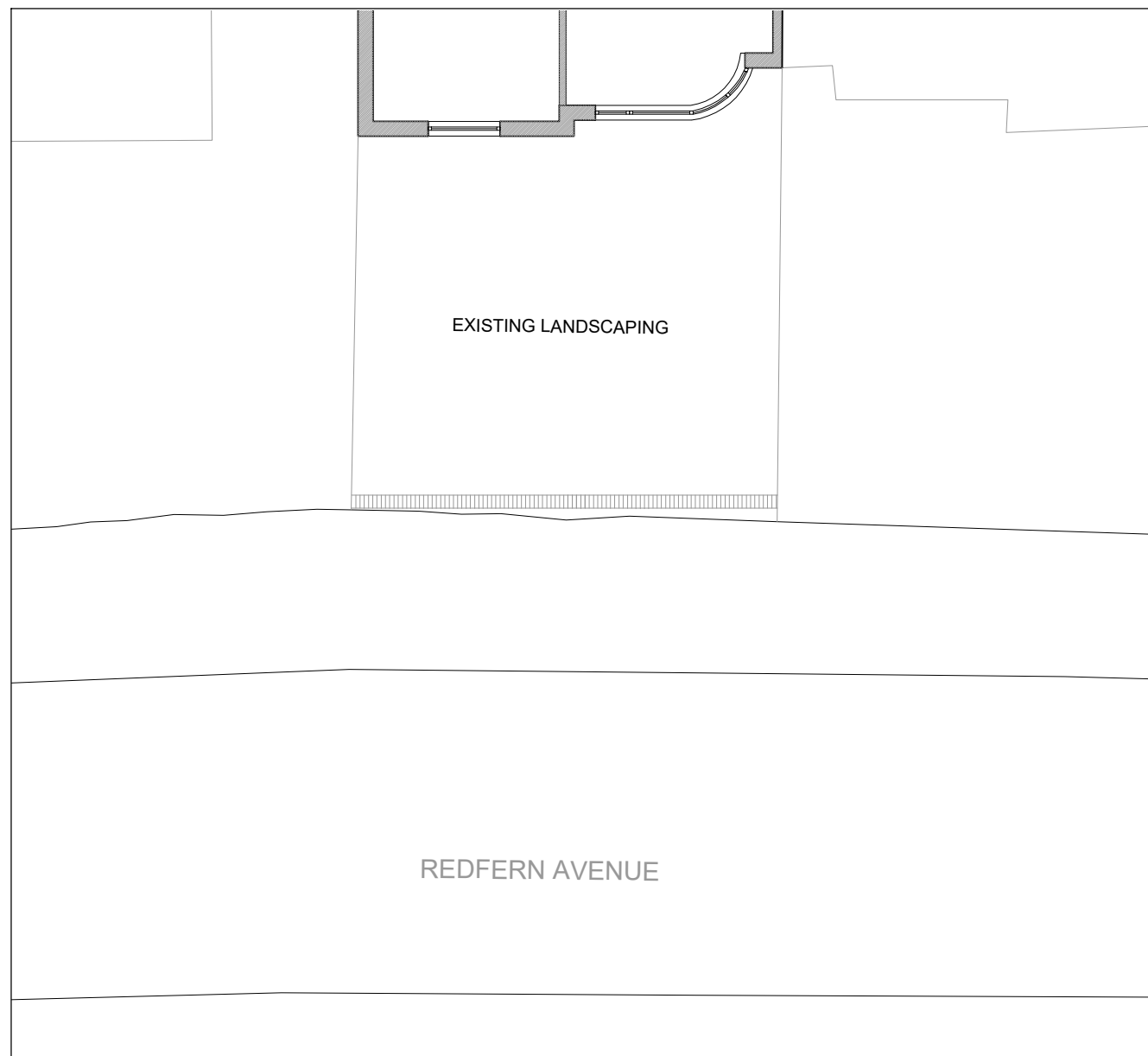
7.0 Summary and Conclusions

- 7.1 This Technical Note (TN) has been prepared to support the planning application for proposals at 37 Redfern Avenue, Whitton, Hounslow within the administrative boundary of the London Borough of Richmond Upon Thames (LBRT). This note considers the current proposals whilst also referring and taking account of the transport / highways related reasons for refusal of the previous planning application for the same site.
- 7.2 The development proposals seek to provide a dropped kerb at the property's frontage to Redfern Avenue as well as hardstand forecourt space to facilitate on-site parking for a single vehicle whilst retaining half of the existing landscaping area. The existing paved pedestrian access is to be retained. The proposals seek to provide a hardstand space for a vehicle to park. The vehicle crossovers will be constructed to Council standards and meet the standards / guidance as set out within the LBRT Supplementary Planning Document (SPD) and the Council's Public Space Design Guide.
- 7.3 The key conclusions of this assessment are as follows:
- Redfern Avenue is a quite 20mph two-way single carriageway residential road and does not experience significant volumes of pedestrian and traffic flows.
 - Both on-street parking and loading on Redfern Avenue and its nearby roads are unrestricted with two-wheel footway parking permitted.
 - The vehicle crossovers and on-site parking bay will be constructed to Council standards and meet the standards / guidance as set out within the LBRT Supplementary Planning Document (SPD) and the Council's Public Space Design Guide.
 - It is understood that technical approval will need to be obtained from the Local Highway Authority (LHA) under the Highways Act 1980 and that if approved works will be carried out by the LHA's approved contractor.
 - On-street parking surveys indicate that there are no capacity issues in relation to the availability of on-street car parking spaces on Redfern Avenue and its nearby road network (i.e. less than 85% parking stress). Therefore, it is considered that any displaced on-street parking (1 to 2 vehicles) as a result of the proposed dropped kerb can be easily accommodated within the existing on-street parking provisions.
 - The site has a very poor public transport accessibility level. However, there is adequate footway provision on the surrounding road network providing connections to the bus and train networks which are over 600m and 2km away from the site respectively.

- A review of the Personal Injury Accidents (PIA's) on Redfern Avenue and Harvey Road over the latest 5-year period has revealed that there have been no reported incidents in vicinity of the application site. Therefore, there are no concerns raised in relation to recorded PIA's in vicinity of the application site.
 - A significant number of dwellings on Redfern Avenue have vehicle access / dropped kerbs serving their property with forecourt vehicle parking provision (including the direct neighbours on either side of the application site). The proposed dropped kerb provision is therefore considered in keeping with the general character of the area.
 - A review of the LBRT planning portal has revealed several schemes within the surrounding area that have been granted approval for a similar vehicular dropped kerb arrangement.
 - Considering the existing nature of the surrounding area and that there are no demonstrable highway safety issues recorded it is considered within reason that the proposals are not uncharacteristic of the area and would not result in the introduction of any new and significant safety issues.
 - Indicative visibility splays at the proposed crossover are in line with the guidance contained within the LBRT Transport SPD. Within the applicants' control, there shall be no obstructions greater than 0.6m within the visibility splays. The crossovers will be constructed to Council standards and meet engineering requirements.
 - It is noted that the proposed additional crossover may raise concerns in relation to pedestrian safety / conflict. However, considering the single residential land use, the quiet nature of Redfern Avenue, the relatively low volumes of vehicle and pedestrian movements, the low frequency and speed of vehicles entering / exiting the site throughout the day, compliance with visibility splay requirements, the similar access arrangements of surrounding properties and no recorded incidents it is considered that there should not be a detrimental material impact on pedestrian / highway safety as a result of the proposals.
 - In relation to visibility along the street edge, MfS states that *'vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously. Consideration should be given to whether this will be appropriate, taking into account the following: the frequency of vehicle movements; the amount of pedestrian activity; and the width of the footway.'* Taking account of the quiet residential nature of Redfern Avenue, the volumes of vehicle and pedestrian movements are not considered to be significant with adequate footway provided. Further to this, the speed at which vehicles would be exiting the property would be low.
 - In terms of traffic flow and road safety for streets with direct frontage access, MfS also states that *'it was found that very few accidents occurred involving vehicles turning into and out of driveways, even on heavily-trafficked roads.'*
- 7.4 The proposals are considered appropriate on traffic and transport related grounds. Based on the above findings, it is not considered that *'there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development on the road network would be severe.'* Therefore, it is considered that the planning application for the proposals should be supported on traffic and transport grounds.

Appendix A – EXISTING & PROPOSED SITE LAYOUT PLAN

NOTES
 Drawings for sketch purposes only
 and not for construction.






EXISTING SITE PLAN



PROPOSED SITE PLAN

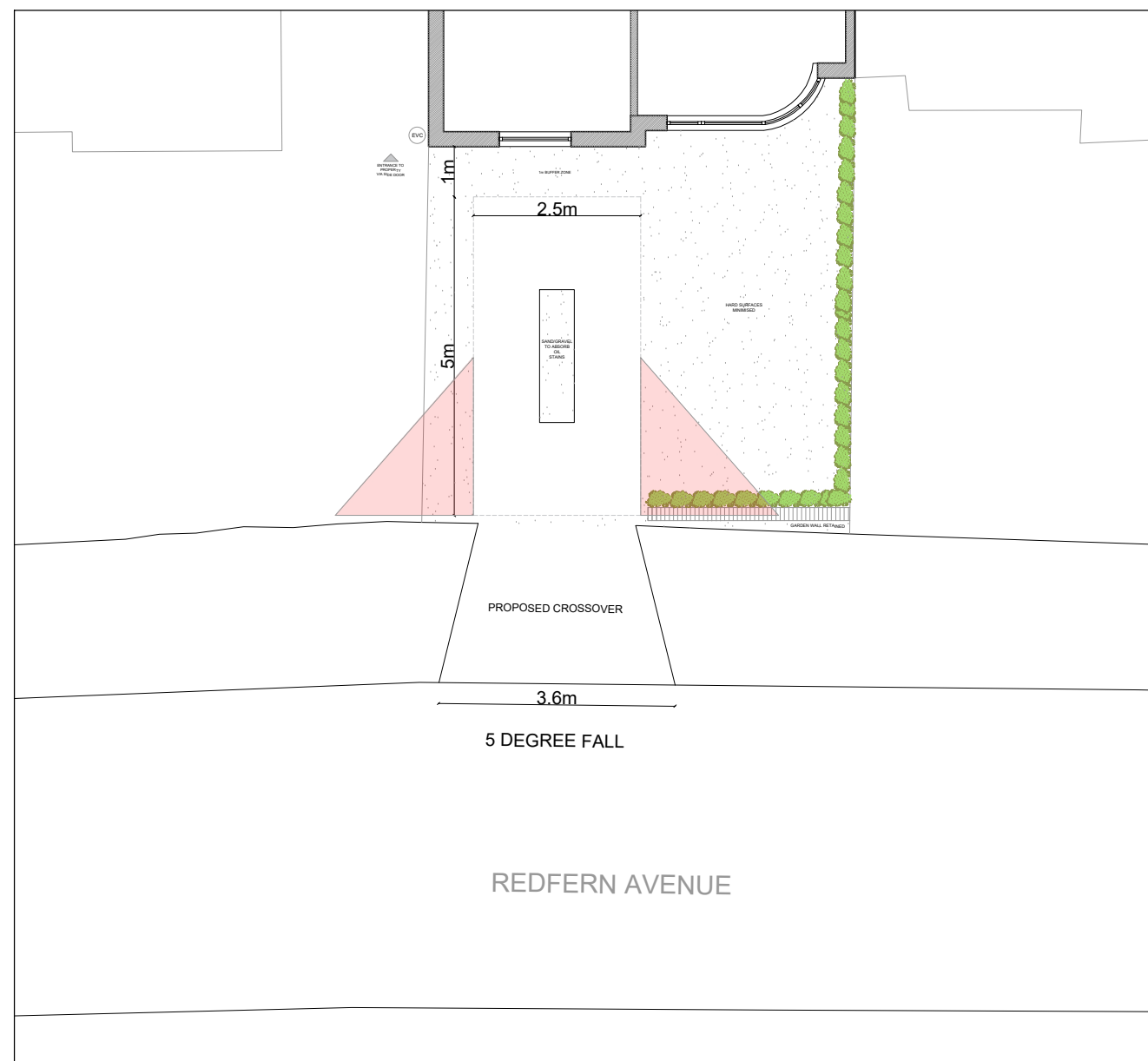
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 Ground floor 7 Progress Business Centre Whittle Parkway Burnham SL1 6DQ England usl@uslarchitects.co.uk	Job No.	Job	Drawing	Drawing No.	Revision		 SCALE 1:100
	2021/RAW	REDFERN AVENUE	EXISTING & PROPOSED SITE PLANS	RAW/PL/100			
	Date	37 REDFERN AVENUE TW4 5NA LONDON		Dm	Chk		
	23/12/2021			DV	BK		

Appendix B – PEDESTRIAN VISIBILITY SPLAY 2.1M X 2.4M

NOTES

Drawings for sketch purposes only
and not for construction.




PROPOSED SITE PLAN

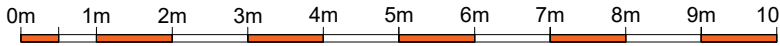
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 <p>Ground floor 7 Progress Business Centre Whittle Parkway Burnham SL1 6DQ England usl@uslarchitects.co.uk</p>	Job No.	2021/RAW
	Date	23/12/2021
	Job	REDFERN AVENUE 37 REDFERN AVENUE TW4 5NA LONDON

Drawing	EXISTING & PROPOSED SITE PLANS
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