REPORT

Prior Approval Application - Transport Statement

67-71 High Street, Hampton Hill, Richmond

Client:	Atlas Commercial Property Investments Ltd
Reference:	PC1772-RHD-ZZ-XX-RP-R-0002-S2
Status:	P01.2/Final
Date:	28 March 2022

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Table of Contents

Appendices

1 Introduction

1.1 Preface

1.1.1 This Transport Statement (TS) has been prepared by Royal HaskoningDHV (RHDHV) on behalf of Atlas Commercial Property Investments Limited, in association with the prior approval application for the proposed change of use of existing offices (circa 660sq.m Gross Floor Area - GFA) to residential flats (7 apartments) at 67-71 High Street, Hampton Hill. The site's location is detailed in **Insert 1.1** below.

Insert 1.1: Site Location

1.1.2 The site is located to the west of High Street, Hampton Hill, in Fulwell Ward within the London Borough of Richmond-upon-Thames (LBRuT). The site is currently developed with a purpose-built office.

1.1.3 Historically, the site's office building has operated in combination with the adjacent property at No. 63-65 High Street, with the two buildings being connected by a high level pedestrian corridor that spans the site's vehicular access. The two buildings have historically shared 49 on-site surface level car parking spaces, with vehicular access taken between 63-65 and 67-71 High Street, via a crossover from the High Street.

1.1.4 Hampton Hill is located approximately three miles west of Kingston and four miles south-west of Richmond. The site fronts onto the High Street, which principally provides a mix of independent shops, cafes, restaurants and residential terraced and apartment housing. The site benefits from its proximity to attractions such as Hampton Court Palace, The River Thames and Bushy Park, which is a walk distance of approximately 130 metres from the site.

1.2 Recent Planning History

1.2.1 The following planning applications have been granted permission in association with development projects at 63 to 71 High Street, Hampton Hill.

- **Prior approval application number 16/3410/GPD15** - Change of Use of the existing B1 office accommodation on this site to provide 23 residential dwellings (three existing self-contained flats on the second floor of 63/65 High Street to be retained); and
- **Planning application number 16/4553/FUL** - Demolition of existing buildings on site and erection of two buildings (two to four-storeys in height), set around outer and inner landscaped courtyards, comprising of 6 townhouses, 35 flats and two commercial units on the High Street frontage (110 sq.m GIA) and (118sq.m GIA) for use as A1(retail: non-food) and/or A1/A3 (coffee shop) and/or B1 (offices) and/or D1 (non-residential education and training centre) together with the formation of a basement to provide ancillary car parking (48 spaces), cycle storage, refuse storage rooms and plant rooms. 71 cycle spaces are provided throughout the site.
- **Prior approval application number 21/0754/GPD15 -** Change of use from existing offices in building 63-65 High Street to 12 residential flats (including retention of 3 existing self-contained flats on second floor). The development allocated 12 on-site car parking spaces for use by the 12 proposed apartments; one space per dwelling.
- **Planning application number 21/1602/FUL** - Demolition of an existing interlinking covered corridor [connecting 63/65 High Street with 67/71 High Street].

1.2.2 As a consequence of the planning approvals listed above, number 67-71 High Street will no longer be interlinked with the property at 63-65 High Street, with the property at 63/65 High Street having received planning consented for its conversion to 12 residential apartments.

1.3 Report Purpose

1.3.1 This TS details the implications of the prior approval application for 67-71 High Street on the local transport network. This document will establish the likely travel demand of the site following the conversion to 7 residential units.

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

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

1.4 Report Scope

1.4.1 This report is divided into the following sections:

- **Section 2** will provide a review of transport planning policy relevant to the proposed development.
- **Section 3** describes the existing site and surroundings, access to local amenities and provides an overview of the site's current accessibility by non-car modes of transport.
- **Section 4** reviews the site's vehicular access and provides an overview of the existing local highway network.

- **Section 5** sets out the development proposals.
- **Section 6** sets out the potential trip attraction of the site's existing office development and the trip generation of the site's proposed residential land use.
- Finally, **Section 7** provides a summary and conclusion to this document.

2 Planning Policy Review

2.1 National Policy

General Permitted Development Order (GPDO), 2015

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

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

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

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

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

2.2 Regional Policy

London Plan (2021)

2.2.1 Borough's Local Plans must be in general conformity with the London Plan, and this is to ensure that the planning system for London operates in a coordinated way.

2.2.2 The current London Plan was adopted in March 2021 and sets out an integrated economic, environmental, transport and social framework for the development of London, to 2041.

2.2.3 Chapter Three of the London Plan considers design matters. Policy D3 refers to a design-led approach to redevelopment and paragraph 3.3.16 states that *"the design and layout of development should reduce the dominance of cars and provide permeability to support active travel (public transport, walking and cycling), community interaction and economic vitality."*

2.2.4 Policy D3 states that development plans should *"encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area."*

2.2.5 Chapter 10 of the London Plan considers transport. Policy T2 'Healthy Streets' states that *"Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling."*

2.2.6 Policy T5 states the minimum cycle parking requirements for residential development to be:

Long stay parking, for resident use

- 1 person/1-bedroom unit: 1 space.
- 2 person/1-bedroom unit: 1.5 space (average).
- 2 (or more) bedroom unit: 2 spaces.

Short stay parking, for visitor use

- 2 spaces for up to 40 units.

2.3 Local Policy

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

2.3.1 The purpose of the Local Plan is to set out the long-term vision for development in Richmond to 2033. The Local Plan sets out the strategy for achieving the council's vision, including high-level strategic policies used to determine planning applications.

2.3.2 Policy LP44 of the Richmond Upon Thames Local Plan provides the main policy background relating to the promotion of sustainable travel choices and states the council will ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks.

2.3.3 Policy LP45 and Appendix 3 of the Local Plan refer to the provision of **1 car parking space per dwelling** for 1-2 bedroom units located where the Public Transport Accessibility Level (PTAL) is 0 to 3. This standard applies to the development site (refer to the PTAL calculation in **Section 3.5**).

2.3.4 In terms of cycle parking, the Local Plan refers to the use of the minimum standards adopted in the London Plan.

Transport Supplementary Planning Guidance (June 2020)

2.3.5 The Borough's Transport Supplementary Planning Document (SPD) provides additional guidance on Local Plan Policies related to roads and transport, detailing the expectations for planning applications. The document states that *"By promoting best practice in transport provision and highway design we aim to maintain or improve the borough's already high quality environment. This supplementary planning document is intended to complement the Local Plan and offer additional advice to assist in its implementation."*

2.3.6 The SPD states that the LBRuT has adopted London Plan standards for cycle parking. The SPD notes that the London Cycling Design Standards provide guidance on appropriate designs for cycle parking and this should be reflected in development proposals.

2.3.7 Regarding car parking, the SPD states that *"an appropriate balance needs to be struck between minimising car use and ensuring development is able to operate efficiently, avoiding adding to street parking pressure."*

2.3.8 Section 10 of the SPD states that *"development should make provision for 100% active electric vehicle parking. This does not mean that every parking space needs to be equipped with a charging point, as one fast or rapid charging point may cater for many vehicles. Developers should*

demonstrate that the development would be able to operate satisfactorily in the future expectation of all vehicles being electrically powered."

3 Baseline Conditions

3.1 Local Amenities

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

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

Table 3.1: Local Amenities

Local Amenities	Approx. Distance from Site Access (m)	Estimated Walking Time (mins)	Estimated Cycling Time (mins)
Public Transport			
Northbound Bus Stop – High Street (Stop HL)	10	0	0
Southbound Bus Stop – High Street (Stop HC)	70	1	0
Fulwell Railway Station	1200	15	5
Hampton Railway Station	1700	21	6
Educational Institutions			
Greenacres Day Nursery School Ltd - Preschool	220	3	1
Hampton Hill Junior School	390	5	1
Hamptons Day Nursery	485	6	2
Carlisle Infant School	685	9	3
Clarendon School	890	11	3
The Lady Eleanor Holles School	935	12	4
Hampton School	1600	20	6
Healthcare			
Hampton Hill Medical Centre	355	4	1
Hampton Hill Pharmacy	415	5	2
Broad Lane Surgery	1010	13	4
Other			
Public House	20	0	0
United Reformed Church	135	2	1
Access to Bushy Park, Hampton Hill Pond. Hampton Wick	150	2	1
Hampton Hill Post Office	160	2	1
Newsagent	170	2	1
Hampton Hill Spiritualist Church	210	3	1
Sainsbury Local	320	4	1
Hampton Hill Theatre	350	4	1
Carlisle Park	975	12	4
Fulwell Golf Club	1050	13	4
Teddington (Area)	2000	25	8
Numerous retail facilities	within 500m	6	2
Numerous Restaurants/Take-aways	within 500m	6	2

3.2 Walking and Cycling

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

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

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

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

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

3.2.6 LBRuT's Active Travel Strategy identifies High Street as a future cycle route, promoted by Transport for London (refer to **Insert 3.1**). If implemented, this facility would run along the site's frontage.

Insert 3.1: Richmond Active Travel Strategy (Figure 4: LBRuT Cycleway Routes)

3.2.7 Additionally, there are several recognised cycle routes close to the site, including the Hampton Court to Putney section of National Cycle Network Route 4.

3.2.8 The National Travel Survey (Table NTS0303) identifies that the average length of a cycle trip in England, as a main mode of travel, was 4.1 miles in 2020 (circa 6,600 metres). Areas including Twickenham, Hounslow, Feltham, Sunbury-on-Thames, Kingston-upon-Thames and Surbiton are accessible from the site within this average. Recognising that 4.1 miles is an average, longer journeys by cycle would be considered acceptable for some future site residents.

3.3 Bus Services

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

Table 3.2: Summary of Local Bus Services

Route Number	Bus Stop	1st service	last service	Typical daytime frequency Mon-Sat	Typical daytime frequency Sunday
285	Bus stop HC	24 hour service		10-14mins	11-14mins
	Bus stop HL	24 hour service		10-14mins	10-14mins
R68	Bus stop HC	06:23	01:34	15mins	15mins
	Bus stop HL	05:21	00:17	15mins	15mins
R70	Bus stop HC	05:32	01:20	9-10mins	15mins
	Bus stop HL	05:57	01:40	10-11mins	15mins

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

3.4 Rail Services

3.4.1 The site is located approximately 1,200 metres from Fulwell Railway Station, which is located on the Shepperton Branch Line and is in Travelcard Zone 6. Services are operated through this station by South West Trains. The 1,200m distance equates to an approximate walk time of 15-minutes or a 5-minute cycle. The station has provision for 32[1] cycle parking spaces and a car park which benefits from CCTV surveillance.

3.4.2 The typical weekday service includes two trains an hour to London Waterloo (via Kingston and Clapham Junction) and the journey time is around 40 minutes.

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

3.4.4 Fulwell Station is expected to be a calling point for Crossrail 2. Crossrail 2, running from nine stations in Surrey to three in Hertfordshire, could provide a new rail link across London and

[1] *https://www.southwesternrailway.com/travelling-with-us/at-the-station/fulwell*

connect the South Western Main Line to the West Anglia Main Line, via Victoria and Kings Cross St. Pancras.

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

3.5 Public Transport Accessibility Level (PTAL)

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

3.5.2 Although this tool is widely adopted and used to assess the extent and ease of access of an area by public transport, it is limited in its ability to determine the 'actual' accessibility, since the methodology to calculate PTAL ratings does not take into account the ability to travel beyond the immediate area of a particular site or beyond defined cut-off walk time thresholds.

3.5.3 In this case, the PTAL calculation excludes rail services that route through Fulwell station, which is located approximately 1,200 metres from the site. However, we are aware that a high proportion of existing local residents travel to work by train (17.1%) and an overview of existing local travel patterns is provided in **Table 3.3**. **Table 3.3** identifies that 33% of local residents travel to work by public transport and the PTAL rating for the development site does not, therefore, reflect the site's public transport accessibility. RHDHV are of the opinion that overall, opportunities to access the development site by public transport are good.

3.5.4 The table provides details of the travel to work mode share of residents located in Super Output Area Richmond 019D, in which the development site is located.

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

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

3.6 Car Clubs

3.6.1 ZipCar and Enterprise operate car clubs across the Borough. The nearest on-street car club parking bay is located on Oxford Road, some 620 metres from the site, near to the junction with Hampton Road.

3.7 Summary

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

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

3.7.3 Pedestrian crossing facilities are provided locally and Fulwell railway station is located within a 15-minute walking distance or a 5-minute cycling distance of the site. In addition, Car Club vehicles are available within the area.

4 Local Highway Operation

4.1 Site Access

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

Insert 4.1: Vehicular Site Access

4.2 Local Highway Network

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

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

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

4.2.4 Windmill Road connects the High Street with the A312 and is located approximately 110 metres to the north of the site. Windmill Road junctions with the High Street by means of a priority junction. A zebra crossing is located on the High Street just to the north of the junction.

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

4.2.6 Overall, the site is well connected to the wider strategic highway network and can be accessed via several 'A' roads.

5 Proposed Development

5.1 Composition

5.1.1 The proposed development would provide 7 new apartments and these would replace the existing office space (circa 660sq.m GFA). As a result of the development, the following would be provided:

Proposed

- 4 x 1-bedroom flats
- 3 x 2-bedroom flats

5.2 Development Site Access

5.2.1 The proposed residential development at 67-71 High Street will be accessed via the site's existing vehicular access (refer to **Insert 4.1**), which will continue to serve both 63-65 High Street and 67-71 High Street.

5.2.2 The main pedestrian entrance to the building would be retained in its existing location, with convenient and direct access from the footway running along the western side of the High Street.

5.3 Car Parking

5.3.1 The development would be allocated 7 on-site car parking spaces, which equates to one space per residential unit. One space would be allocated for use by a disabled badge holder. This level of provision meets the requirements of Appendix 3 of the Local Plan and is consistent with the level of parking provision associated with the consented prior approval planning application for 63-65 High Street (application number 21/0754/GPD15).

5.3.2 The proposed car parking layout for the 7 apartments is as detailed in **Appendix B** and **Insert 5.1** overleaf. The parking spaces are provided such that the minimum required dimensions of 2.4m by 4.8m are met or exceeded, and a 6m wide aisle width is provided between the car parking spaces.

5.3.3 All spaces that would be supported by electric car charge points, on first site occupation.

5.3.4 **Insert 5.1** demonstrates that car parking can be provided for the proposed development in accordance with adopted standards and with dimensions that generally exceed the minimum required. The layout is therefore considered to accord with the aims and objectives of the Council's policy guidance, in particular policy LP45 of the adopted Local Plan.

Insert 5.1: Proposed Car Parking Layout

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

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

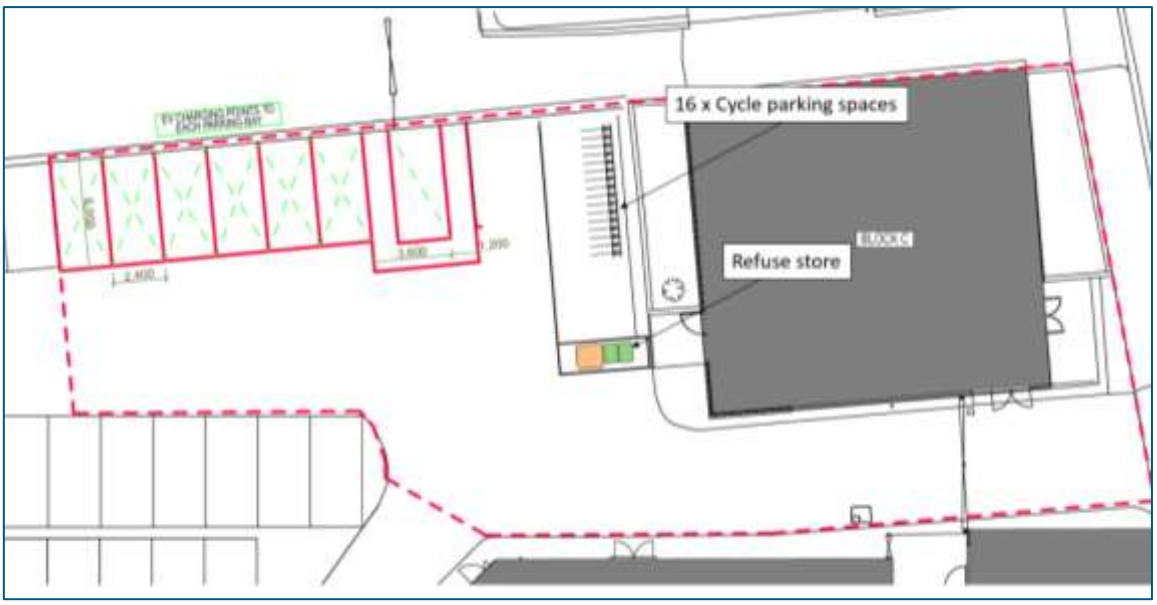
All Households	**824**
No Cars or Vans in Household	214
1 Car or Van in Household	440
2 Cars or Vans in Household	154
3 Cars or Vans in Household	12
4 or More Cars or Vans in Household	4
All Cars or Vans in Area	805
Average level of car ownership (per household)	**0.98**

5.3.6 Based on the above it is evident that the proposed car parking provision will be adequate to accommodate the parking demand associated with a residential development of 7 new apartments.

5.4 Cycle Parking Provision

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

Insert 5.2: Ground Floor Site layout – Cycle Storage



5.4.2 Overall, the site will be provided with 16 secure cycle parking spaces, of which 14 would be allocated for use by site residents.

5.5 Refuse and Servicing Vehicles

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

5.5.2 The proposed bin store for 67-71 High Street is detailed in **Insert 5.2**. The Borough's SPD on 'Refuse and Recycling Storage Requirements' (April 2015) states *"Waste collection operatives should not be required to carry waste sacks, dustbins or move wheeled bins more than 20 metres in total."* The waste storage location is therefore located no more than 20m from the site's boundary with the High Street.

6 Trip Generation

6.1.1 This report will compare the potential traffic generation rate of the proposed residential development with the building's existing office use. The assessment will compare:

- Existing development - circa 660sq.m GFA of office land use.
- Proposed development - 7 residential apartments.

6.1.2 The trip rates adopted in this assessment are consistent with those adopted in association with application numbers 16/3410/GPD15, 16/4553/FUL and 21/0754/GPD15 (refer to **Section 1.2**).

6.2 Existing Traffic Attraction

6.2.1 The traffic attraction rates for an office occupier has been derived from the industry recognised TRICS (Trip Rate Computer Information System) trip rate database to provide the likely AM peak hour, PM peak hour and daily traffic attraction for the existing development. Data has been extracted from the category '02 – Employment, A – Office'. Only TRICS sites located in greater London have been considered. The selected TRICS site details are included in **Appendix B** of this report.

6.2.2 **Table 6.1** below presents the assessment of traffic attraction for the site's existing office floor space.

Table 6.1: Traffic Attraction – Existing Office Development (circa 660sq.m)

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

Time Period	Arrivals		Departures		Total	
	Trip Rate (per 100sq.m)	Total Trips	Trip Rate (per 100sq.m)	Total Trips	Trip Rate (per 100sq.m)	Total Trips
16:30-17:00	0.090	1	0.220	1	0.310	2
17:00-17:30	0.090	1	0.293	2	0.383	3
17:30-18:00	0.057	0	0.228	2	0.285	2
18:00-18:30	0.073	0	0.277	2	0.350	2
18:30-19:00	0.000	0	0.130	1	0.130	1
Total	**3.485**	**23**	**3.216**	**21**	**6.701**	**44**

6.3 Proposed Trip Generation

6.3.1 The trip rates (per unit) for this land use has also been derived from the TRICS database and the category for land use C3 (dwelling houses), sub-category 03- Residential, C – Flats Privately Owned'.

6.3.2 **Table 6.2** presents the site's proposed traffic generation and the TRICS assessment is provided in full in **Appendix B**.

Table 6.2: Traffic Generation – Proposed Development (7 units)

Time Period	Arrivals		Departures		Total	
	Trip Rate (per unit)	Total Trips	Trip Rate (per unit)	Total Trips	Trip Rate (per unit)	Total Trips
07:00-08:00	0.107	1	0.107	1	0.214	1
08:00-09:00	0.036	0	0.179	1	0.215	2
09:00-10:00	0.071	0	0.036	0	0.107	1
10:00-11:00	0.000	0	0.036	0	0.036	0
11:00-12:00	0.036	0	0.036	0	0.072	1
12:00-13:00	0.036	0	0.000	0	0.036	0
13:00-14:00	0.071	0	0.071	0	0.142	1
14:00-15:00	0.000	0	0.036	0	0.036	0
15:00-16:00	0.071	0	0.143	1	0.214	1
16:00-17:00	0.143	1	0.107	1	0.25	2
17:00-18:00	0.179	1	0.036	0	0.215	2
18:00-19:00	0.071	0	0.036	0	0.107	1
Total	**0.821**	6	**0.823**	6	**1.644**	12

6.4 Nett Traffic Impact

6.4.1 As a result of the development scheme, the number of peak hour and daily traffic movements to/from the development site is expected to reduce significantly in comparison to the site's existing office development. The nett change in traffic movements is provided in **Table 6.3**.

Table 6.3: Traffic Generation – Nett Change

Time Period	Arrivals	Departures	Total
07:00-08:00	-1	1	-1
08:00-09:00	-3	1	-2
09:00-10:00	-4	-1	-5
10:00-11:00	-3	-1	-4
11:00-12:00	-2	-1	-3
12:00-13:00	-2	-2	-4
13:00-14:00	-1	-1	-2
14:00-15:00	-2	-1	-3
15:00-16:00	-1	-1	-2
16:00-17:00	0	-2	-2
17:00-18:00	0	-3	-3
18:00-19:00	0	-2	-2
Total	-17	-15	-33

6.4.2 Based on TRICS data, it is estimated that traffic generation of the site will reduce by 33 vehicle movements, two-way, over the course of a day (07:00-19:00).

7 Summary and Conclusions

7.1 Summary

7.1.1 This Transport Statement (TS) has been prepared by Royal HaskoningDHV on behalf of Atlas Commercial Property Investments Limited in association with a prior approval application for a proposed residential development at 67-71 High Street (A311) in Hampton Hill. It is proposed to convert circa 660sq.m GFA of existing office floorspace into 7 residential apartments.

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

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

7.1.4 As an office use, the site was provided with car parking to the rear of the existing building, accessed from the High Street. The site's access would be retained, as existing.

7.1.5 It is proposed that 7 on-site car parking spaces are allocated to the proposed 7 unit residential development (1 car parking space per unit). Of these, one space would be allocated to a disabled badge holder. Census data for the local area indicates that car ownership is, on average, just below 1 car per dwelling, meaning that the provision of 7 on-site car parking spaces is unlikely to result in overspill parking.

7.1.6 The provision of 7 car parking spaces for 7 residential units accords with the car parking standards provided in Appendix 3 of the adopted Local Plan.

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

7.1.8 As is the case with the existing development, refuse collection would be undertaken from the High Street. A bin store is proposed on-site and within 20m of the site's High Street access.

7.1.9 The proposed change of use means that the potential traffic attraction of the development site will reduce significantly. It is estimated that the prior approval planning submission will result in a reduction of 33 two-way vehicle movements over the course of a day (07:00-19:00).

7.2 Conclusion

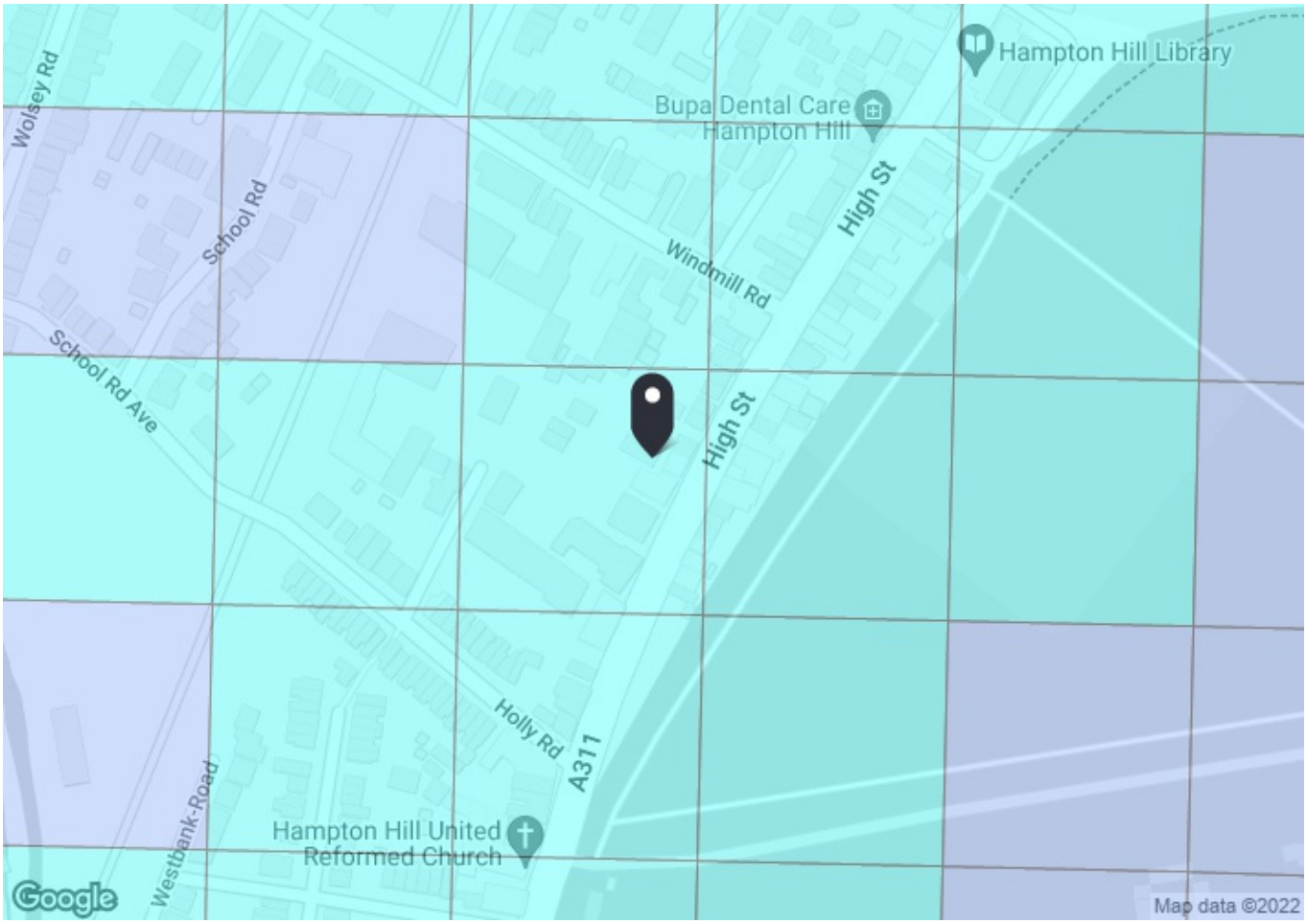
7.2.1 In overall conclusion:

- the site is well located for access on foot and by bicycle;
- the site is accessible by public transport;
- the site can fully accommodate potential resident car ownership demand; and
- the traffic attraction of the development would reduce as a result of the prior approval application.

7.2.2 This prior approval application would not, therefore, result in an adverse impact on local car parking or traffic conditions.

Appendix A – Public Transport Accessibility Level Report

TRANSPORT FOR LONDON



PTAL output for Base Year
2

77 High St, Hampton Hill, Hampton TW12 1NH, UK
Easting: 514275, Northing: 170857

Grid Cell: 35332

Report generated: 25/03/2022

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAMPTON HILL THE STAR	285	303.04	6	3.79	7	10.79	2.78	1	2.78
Bus	HAMPTON HILL THE STAR	R68	303.04	4	3.79	9.5	13.29	2.26	0.5	1.13
Bus	HAMPTON HILL THE STAR	R70	303.04	6	3.79	7	10.79	2.78	0.5	1.39
									Total Grid Cell AI:	**5.3**

Appendix B – TRICS Data

67-71 High Street, Hampton Hill

TRICS (Traffic) Assessment - Residential Development

Trip Rate Parameter: Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
Category C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

LIST OF SITES relevant to selection parameters

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

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

Proposed (7) Residential Units

Time Period	Arrivals				Departures				Total			
	No. Sites	Ave. Dwellings	Trip Rte (per dwelling)	Trips (7 dwellings)	No. Sites	Ave. Dwellings	Trip Rte (per dwelling)	Trips (7 dwellings)	No. Sites	Ave. Dwellings	Trip Rte (per dwelling)	Trips (7 dwellings)
07:00-08:00	2	14	0.107	1	2	14	0.107	1	2	14	0.214	1
08:00-09:00	2	14	0.036	0	2	14	0.179	1	2	14	0.215	2
09:00-10:00	2	14	0.071	0	2	14	0.036	0	2	14	0.107	1
10:00-11:00	2	14	0.000	0	2	14	0.036	0	2	14	0.036	0
11:00-12:00	2	14	0.036	0	2	14	0.036	0	2	14	0.072	1
12:00-13:00	2	14	0.036	0	2	14	0.000	0	2	14	0.036	0
13:00-14:00	2	14	0.071	0	2	14	0.071	0	2	14	0.142	1
14:00-15:00	2	14	0.000	0	2	14	0.036	0	2	14	0.036	0
15:00-16:00	2	14	0.071	0	2	14	0.143	1	2	14	0.214	1
16:00-17:00	2	14	0.143	1	2	14	0.107	1	2	14	0.250	2
17:00-18:00	2	14	0.179	1	2	14	0.036	0	2	14	0.215	2
18:00-19:00	2	14	0.071	0	-	0	0.036	0	0	0	0.107	1
Total	-	-	**0.821**	**6**	-	-	**0.823**	**6**	-	-	**1.644**	**12**

67-71 High Street, Hampton Hill

TRICS (Traffic) Assessment - Existing Office Development

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
Category A - OFFICE
VEHICLES

LIST OF SITES relevant to selection parameters

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

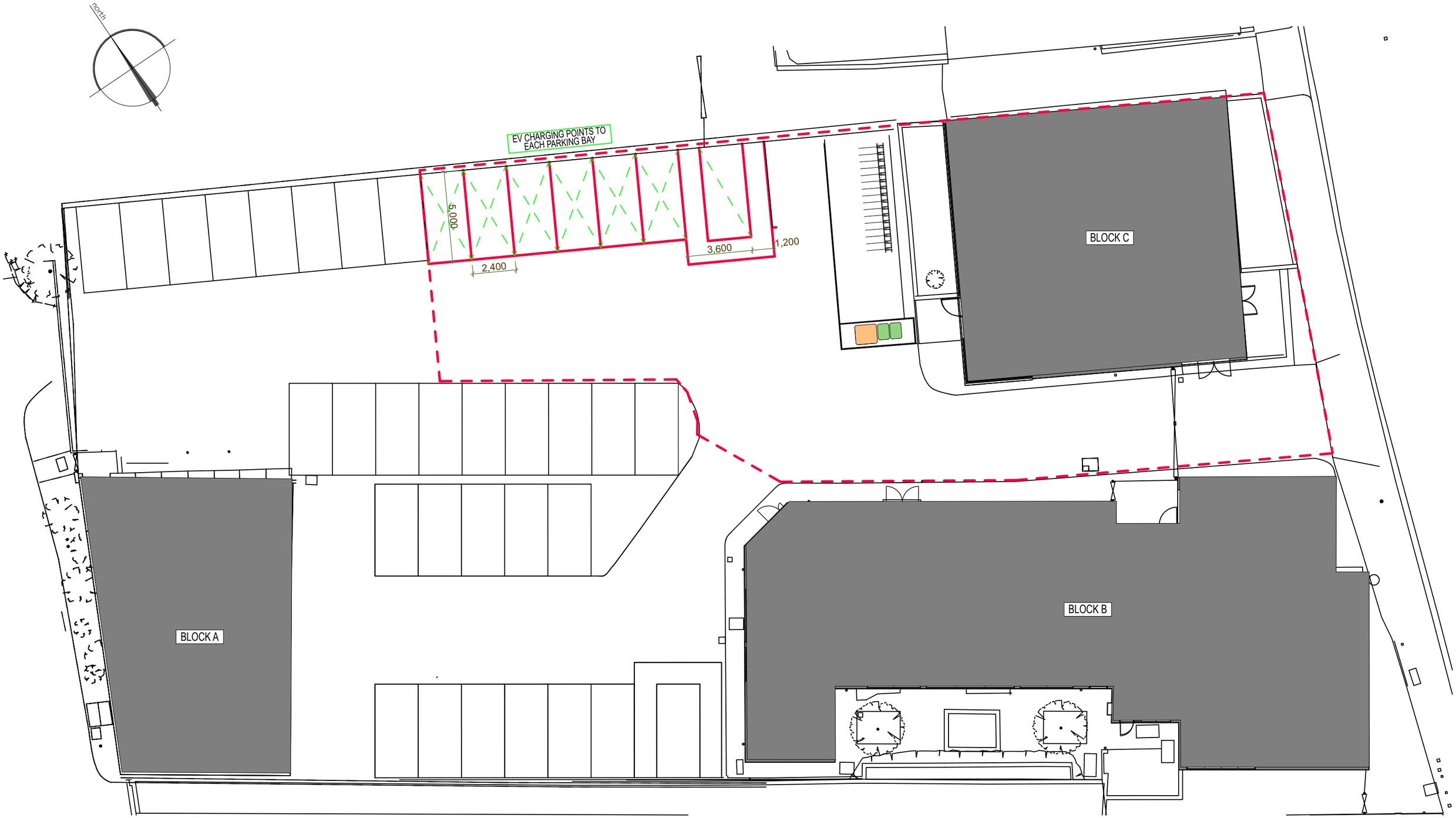
2 CN-02-A-01 OFFICES CAMDEN
ELY PLACE
HOLBORN CIRCUS
HOLBORN
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 4062 sqm
Survey date: THURSDAY 23/10/2008 Survey Type: MANUAL

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

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

Time Period	Arrivals				Departures				Total			
	No. Sites	Ave. GFA	Trip Rte (per 100sq.m)	Trips (660.9 sq.m)	No. Sites	Ave. GFA	Trip Rte (per 100sq.m)	Trips (660.9 sq.m)	No. Sites	Ave. GFA	Trip Rte (per 100sq.m)	Trips (660.9 sq.m)
07:00-07:30	4	3070	0.049	0	4	3070	0.008	0	4	3070	0.057	0
07:30-08:00	4	3070	0.228	2	4	3070	0.024	0	4	3070	0.252	2
08:00-08:30	4	3070	0.277	2	4	3070	0.033	0	4	3070	0.310	2
08:30-09:00	4	3070	0.244	2	4	3070	0.041	0	4	3070	0.285	2
09:00-09:30	4	3070	0.285	2	4	3070	0.090	1	4	3070	0.375	2
09:30-10:00	4	3070	0.326	2	4	3070	0.098	1	4	3070	0.424	3
10:00-10:30	4	3070	0.252	2	4	3070	0.090	1	4	3070	0.342	2
10:30-11:00	4	3070	0.155	1	4	3070	0.138	1	4	3070	0.293	2
11:00-11:30	4	3070	0.187	1	4	3070	0.195	1	4	3070	0.382	3
11:30-12:00	4	3070	0.098	1	4	3070	0.065	0	4	3070	0.163	1
12:00-12:30	4	3070	0.122	1	4	3070	0.171	1	4	3070	0.293	2
12:30-13:00	4	3070	0.163	1	4	3070	0.179	1	4	3070	0.342	2
13:00-13:30	4	3070	0.114	1	4	3070	0.179	1	4	3070	0.293	2
13:30-14:00	4	3070	0.081	1	4	3070	0.090	1	4	3070	0.171	1
14:00-14:30	4	3070	0.163	1	4	3070	0.122	1	4	3070	0.285	2
14:30-15:00	4	3070	0.138	1	4	3070	0.106	1	4	3070	0.244	2
15:00-15:30	4	3070	0.098	1	4	3070	0.138	1	4	3070	0.236	2
15:30-16:00	4	3070	0.114	1	4	3070	0.106	1	4	3070	0.220	1
16:00-16:30	4	3070	0.081	1	4	3070	0.195	1	4	3070	0.276	2
16:30-17:00	4	3070	0.090	1	4	3070	0.220	1	4	3070	0.310	2
17:00-17:30	4	3070	0.090	1	4	3070	0.293	2	4	3070	0.383	3
17:30-18:00	4	3070	0.057	0	4	3070	0.228	2	4	3070	0.285	2
18:00-18:30	4	3070	0.073	0	4	3070	0.277	2	4	3070	0.350	2
18:30-19:00	4	3070	0.000	0	4	3070	0.130	1	4	3070	0.130	1
Total	**-**	**-**	**3.485**	**23**	**-**	**-**	**3.216**	**21**	**-**	**-**	**6.701**	**44**

Appendix C – Car Parking Layout



1 PROPOSED - SITE PLAN 1:200

0 10 metres

ISSUE - FOR PERMITTED DEVELOPMENT

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

OFFICE AND RESIDENTIAL
67-71 HIGH STREET
HAMPTON HILL

Title: BLOCK C - PROPOSED SITE PLAN
Scale: 1:200 @ A3
Date: MARCH 2022
Project: 1452
Drawing No.: TP-200