

Our Ref: DH/V912

Planning Officer  
London Borough of Richmond  
Civic Centre,  
44 York Street,  
Twickenham  
TW1 3BZ

6<sup>th</sup> December 2021

**By E-mail to Mr C. Dolan only**

Dear Sir/Madam,

**3-4 New Broadway, Hampton Hill, Hampton TW12 1JG**

Ardent Consulting Engineers (ACE) have been instructed to review the transport implications of proposals to redevelop the ground floor commercial space at 3-4 New Broad to provide two 1-bedroom flats. The residential use will replace the two existing 44sqm commercial units (88sqm in total) with flats amounting to 41sqm each.

ACE have previously provided representations in respect to past proposals for this site, specifically in respect to parking demand and comments provided by Highways officers at the London Borough of Richmond upon Thames (LBR).

It should be noted that under application reference 20/2395/VRC that an application to remove a condition attached to planning permission for residential development at the site was approved. The condition was originally imposed to restrict access to parking permits should a future controlled parking zone be implemented, however it was removed since LBR deemed that a CPZ was not required in the area. It is therefore anticipated that no such condition would be required in relation to this application whilst given a CPZ is not required in the area is in itself an indicator that parking is not a concern locally.

The application site is located on the southern side of the A313 (Hampton Road) in the LBR, positioned centrally within a short parade of six commercial units. The proposal site currently comprises two ground floor commercial units amounting to a total of 88sqm, which will be replaced by two 1-bedroom flats of slightly smaller dimensions, amounting to 41sqm each. The existing residential flats above will be unaffected by the proposals.

The surrounding area is primarily residential in character although there are education, commercial, retail and recreational facilities in the vicinity. There are also opportunities for travel by non-car modes with regular bus services operating from bus stops in the vicinity as well as rail services from Fulwell station a short walk to the north of the site.

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**Essex:** 1-2 Crescent Court, High Street, Billericay CM12 9AQ | 01277 657677

**Kent:** Suite 10, 40 Churchill Business Square, Kings Hill, West Malling, Kent ME19 4YU | 01732 752155

**Midlands:** Office 3, The Garage Studios, 41-43 St Mary's Gate, The Lace Market, Nottingham NG1 1PU | 0115 697 0940

**South West:** City Point, Temple Gate, Bristol BS1 6PL | 0117 456 4994

**Suffolk:** Suffolk Enterprise Centre, Felaw Maltings, 44 Felaw Street, Ipswich IP2 8SJ | 01473 407321

There is currently no off-street parking provided for the site, however we have considered the potential parking demand associated with the site by utilising Census data, similar to the approach previously adopted for the consented scheme.

Census data for the Lower Layer Super Output Area (LLSOA) that the site falls within (Richmond upon Thames 019D) indicates car ownership is low with 26% of households not owning a car, which is lower than that for the London region.

Furthermore, a review of Census data has been undertaken to compare the 2001 and 2011 Census results in order to consider whether there is a trend in car ownership in the area. Average car ownership for the Richmond upon Thames 019D LLSOA in 2001 was 1.04 cars per dwelling, whilst in 2011 this had dropped to 0.98 cars per dwelling.

This suggests a change in travel behaviour in the area towards the use of sustainable modes, reduced reliance on the private car and a reduction in car ownership. With the impact of Covid and a general trend towards more homeworking, it is further anticipated that future demand for car ownership has fallen.

Under a previous application for the site, the results from an on-street parking survey were utilised to consider the existing parking demand in the vicinity of the site.

The survey adopted the Richmond Methodology and was undertaken in May 2017. It indicates that parking stress for the area is currently low, with peak occupancy of ~68%. The data outlines that there are around 126 spaces left unoccupied during peak times, with even more spaces left unoccupied during other times of the day.

In the context of car ownership for the area outlined by the comparison of 2001 and 2011 Census data, which showed a reduction in car ownership, this suggests that whilst recent survey results outline there is ample capacity on local roads to accommodate additional parking, there may now actually be a lower demand than the previous survey results suggest, since there is a trend for a reduction in car ownership in the area.

Furthermore, given the proposals comprise two 1-bedroom flats, we would not anticipate the proposals to result in a significant new change in parking demand locally when the potential demand from the existing commercial use is considered.

Under application reference 20/2395/VRC condition 5 of planning permission granted under application reference 19/3704/FUL was approved, thereby removing condition 5 from the approval. Commentary within the planning report for the application to remove condition 5 indicated that a condition to restrict access to parking permits should a future CPZ be implemented was not required.

It is noted that under the transport input into the planning report for 20/2395/VRC officers stated that LBR policy was to minimise "*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*" and car-free development helps achieve these policy aims.

That the condition was removed indicates that LBR officers deemed that there was not a parking concern locally since there are no plans to implement a CPZ in the area, whilst the

car-free approach would also help achieve policy aims. This is confirmed in the summary comments provided under the Highways section of the officer report to the application to remove the previous condition restricting parking permits, which comments that highways have "*confirmed that they have decided not to pursue a CPZ in Hampton*".

As clarified above, parking stress in the area is well below the 85% threshold referenced in the Councils guidance on parking surveys. Within the planning report this is commented upon stating that "*the applicants parking survey shows that two vehicles can be parked on streets within 200m walking distance of the property without pushing the on-street parking stress level to above 85%*" and that as a result no objection was raised by highways. Given the parking survey results and the likely change in parking demand arising from these latest proposals, there is no reason why an objection would be raised by highways given previous summary comments as referenced here.

Given there is ample spare parking capacity in the local area based on parking survey results, whilst Census data indicate a downward car ownership trend in the area that is likely to have been accelerated owing to Covid impacts, which may elicit a further reduced demand for car ownership with homeworking being a more realistic option for many now than it has in the past, it is anticipated that the impact of the proposals will be negligible to the operation of local roads or parking conditions.

The National Planning Policy Framework (NPPF, 2019) states at paragraph 109 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".

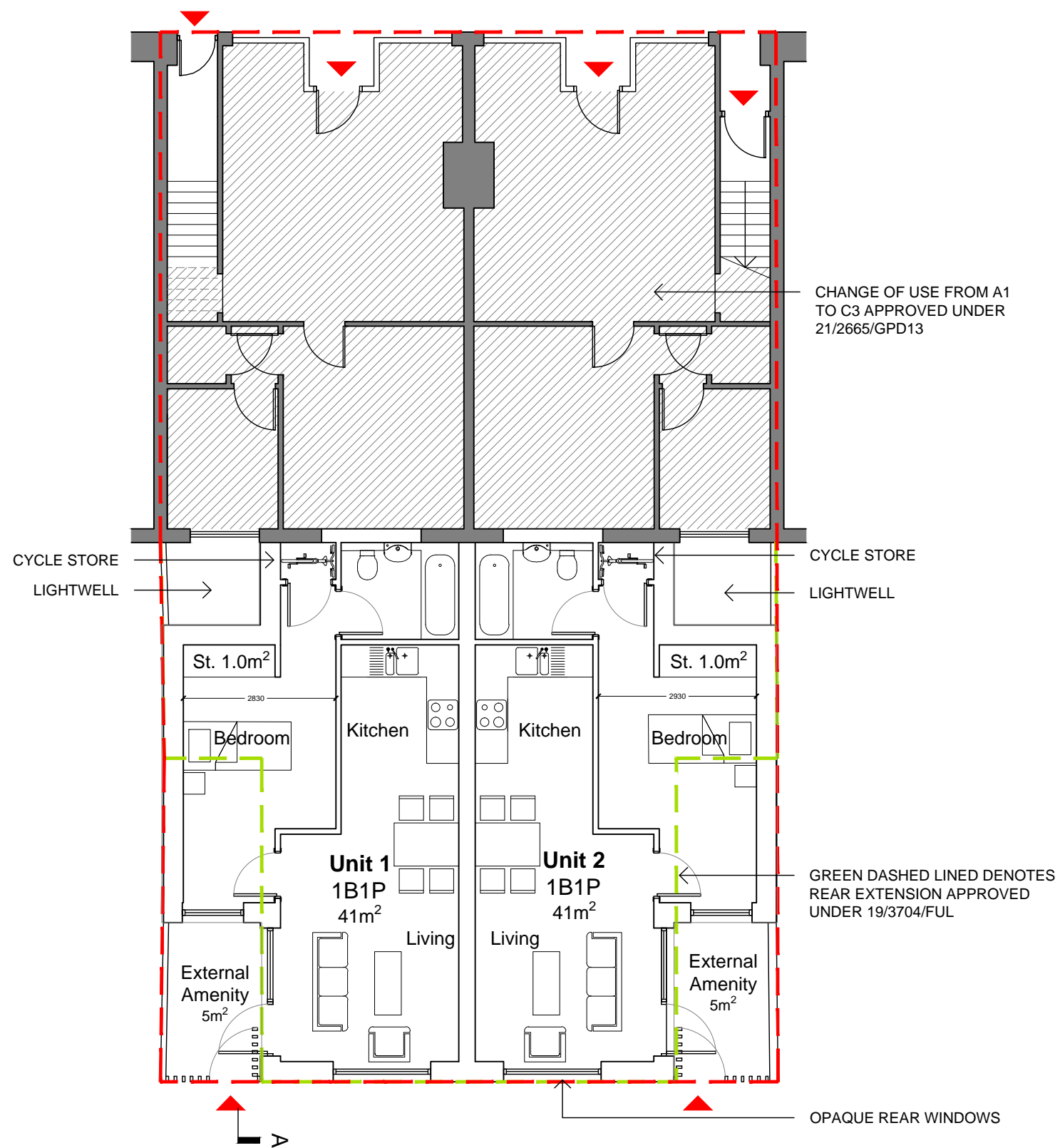
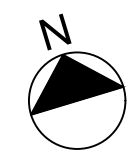
Given the findings of this review, we believe that there are no Transport grounds for refusal of a future planning application given the impact could not be considered as "Severe".

Yours sincerely

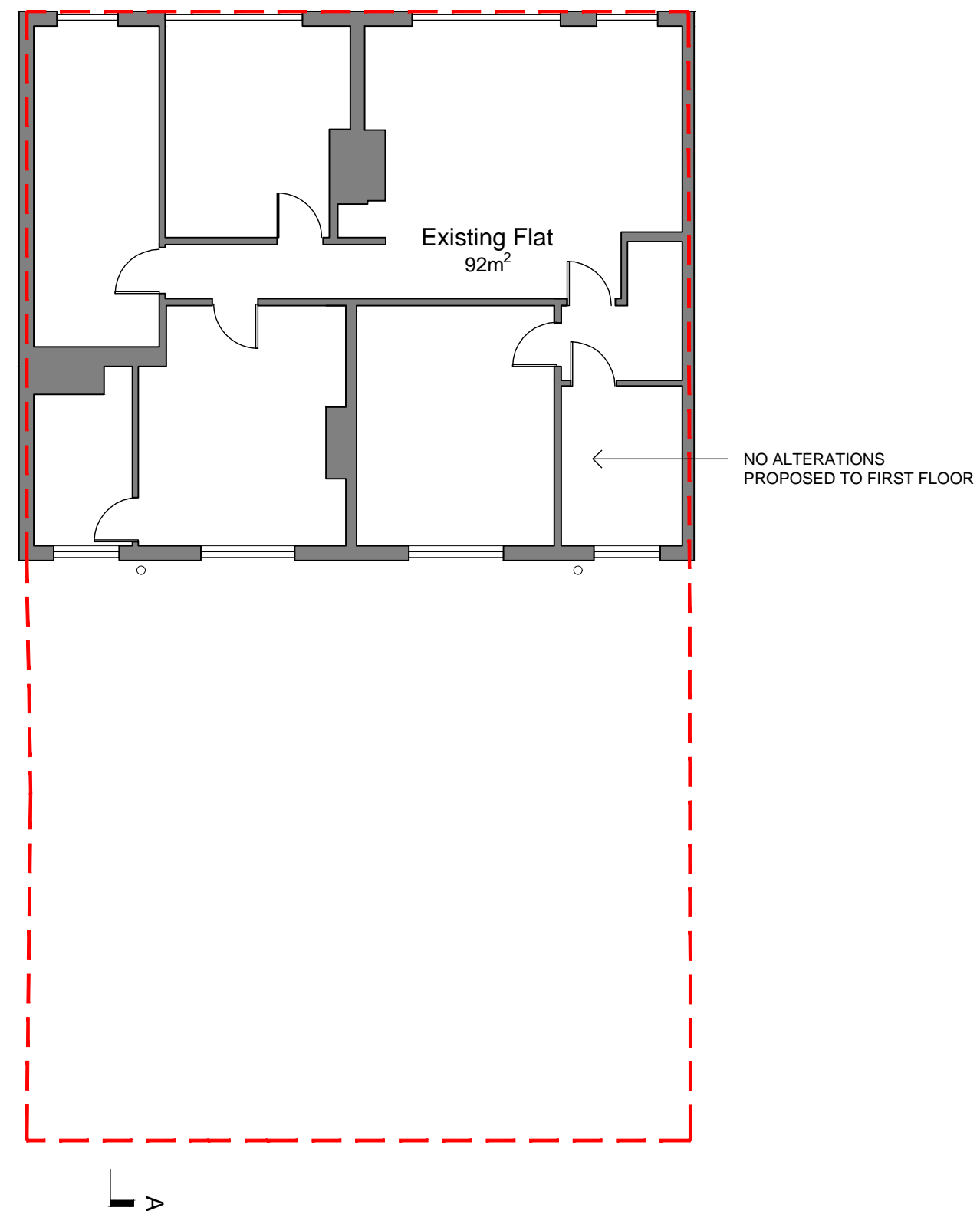
*David Howson*

**David Howson**  
**Principal Engineer**

dhowson@ardent-ce.co.uk



Proposed Ground Floor Plan



Proposed First Floor Plan



All dimensions to be checked on site prior to construction or manufacture. Refer also to written specification of works where applicable. No dimensions should be scaled from this drawing for construction purposes. Any discrepancies found between this drawing and other drawings should be referred to consultants immediately.

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REV	AMENDMENTS	DATE

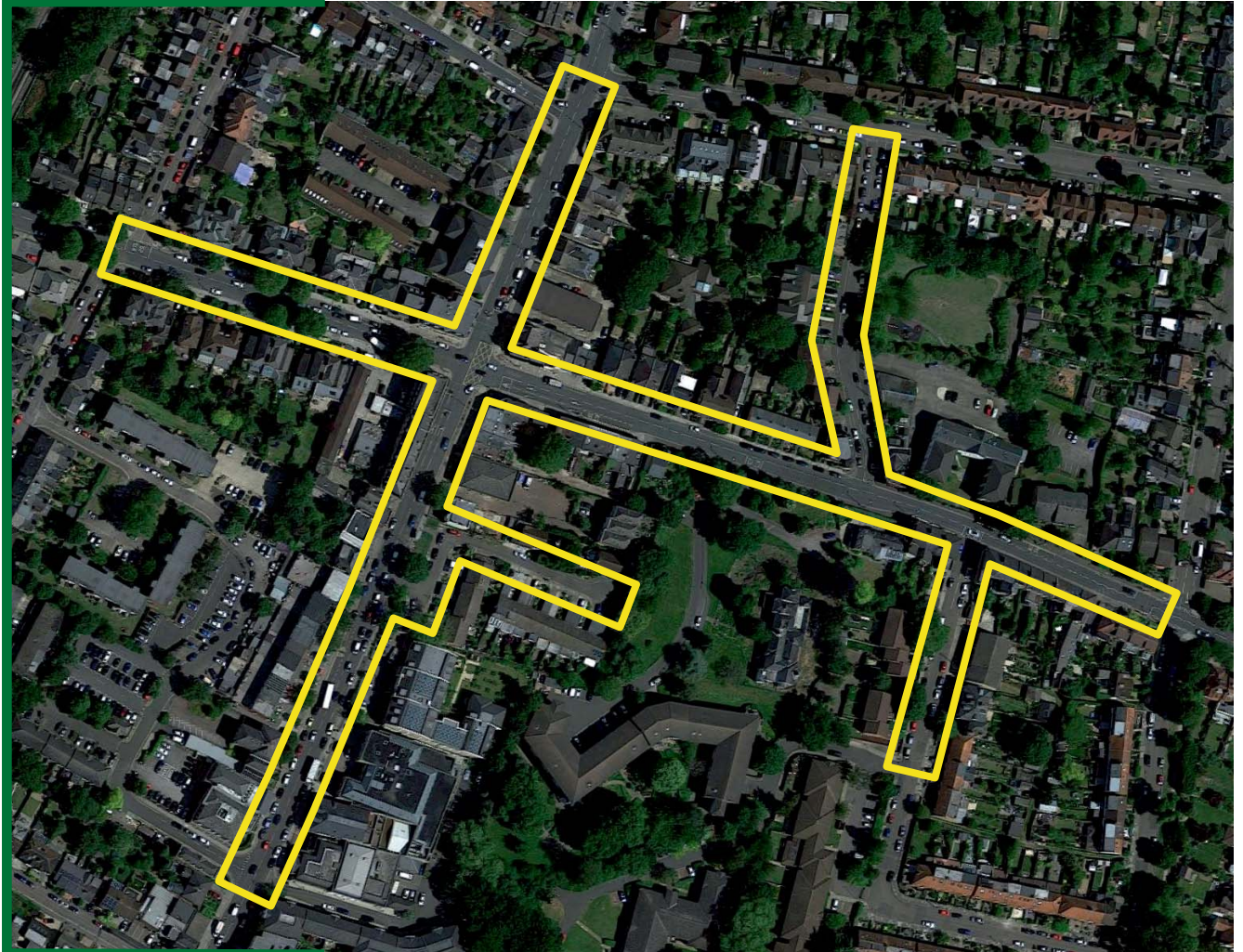
PROJECT New Broadway/ Hampton Road
CLIENT

DRAWING Proposed Plans
SCALE 1:100 @ A3
DATE OCT 2021
CHECKED MS

STATUS PLANNING
DRAWING No. 2103_PL.02_101
REVISION

Mark Smith Architects Limited





Parking Surveys at

**Hampton Road, Teddington**

Wednesday 10<sup>th</sup> & Thursday 11<sup>th</sup>  
& Sunday 14<sup>th</sup> May 2017

**Ardent Consulting Engineers**

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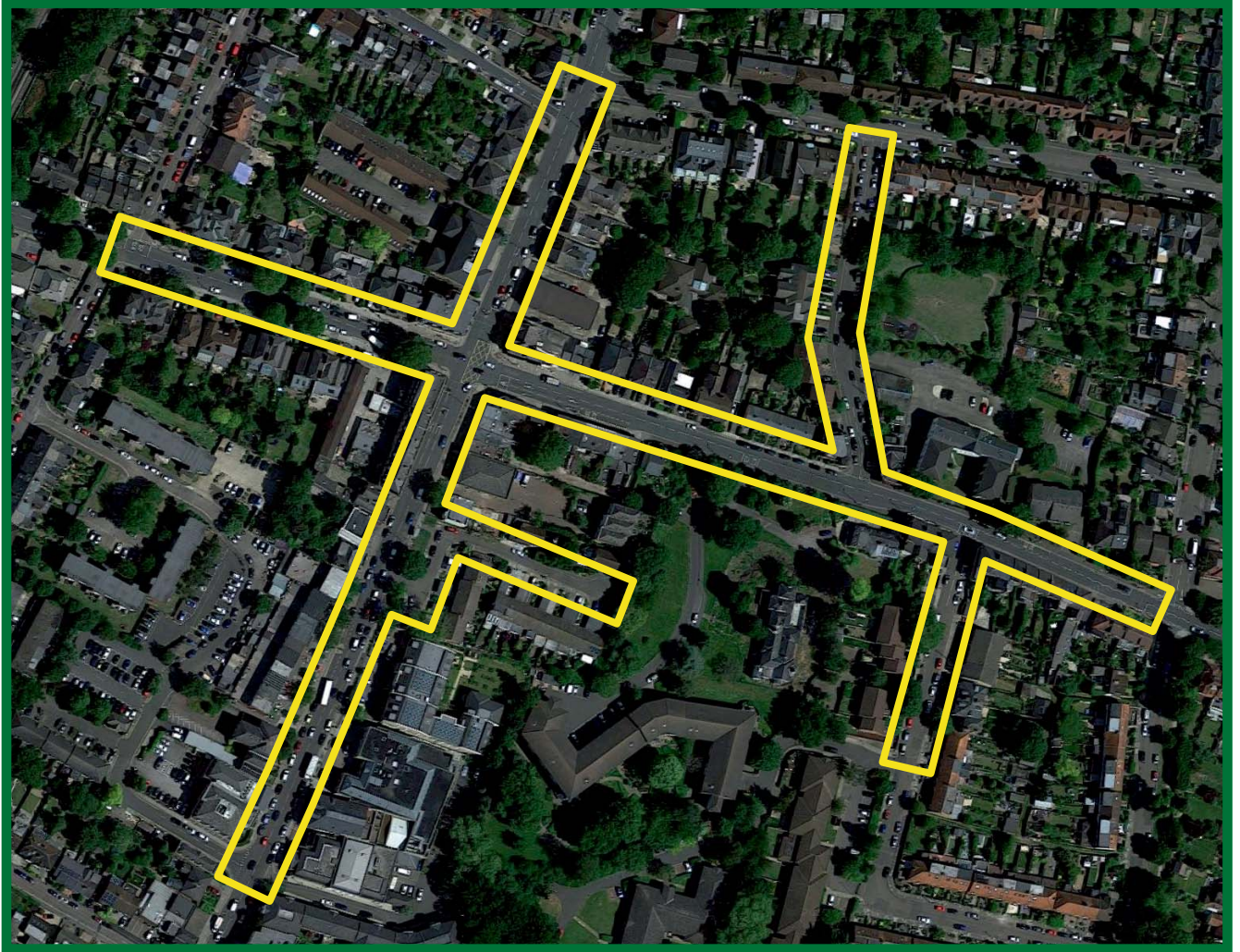
REF: ARD/821

## Checking Record

Upon Job Commission		Signature
Confirm confirmation Confirm job schedule with client Check relevant websites for roadworks and communicate findings with client Inform relevant highway authorities or seek necessary permissions / licenses Double check site locations with client	✓ ✓ ✓ x ✓	
<b>Once Survey is Underway</b>  Update client on survey progress / issues to report Check video footage for focus / blurring / missing sections Check video footage and data are all complete	✓ x x	
<b>Presentation of Final Data</b>  Job title, Date etc Formulas checked Include any comments on relevant incidents / accidents on site	✓ ✓ ✓	
<b>Parking Surveys</b>  Agree extents with client Agree methodology with client Parking restrictions measured and recorded Restrictions plan prepared Surveys undertaken at agreed periods	✓ ✓ ✓ ✓ ✓	



## Parking Survey - Extents



## Methodology

The surveys were carried out to the Richmond Methodology. 1 parking space based on 5 metres

**PARKING RESTRICTIONS PLAN**

**HAMPTON ROAD, TEDDINGTON**

Countsequential Ltd

479 Earlham Road - Norwich  
Norfolk - NR4 7HN

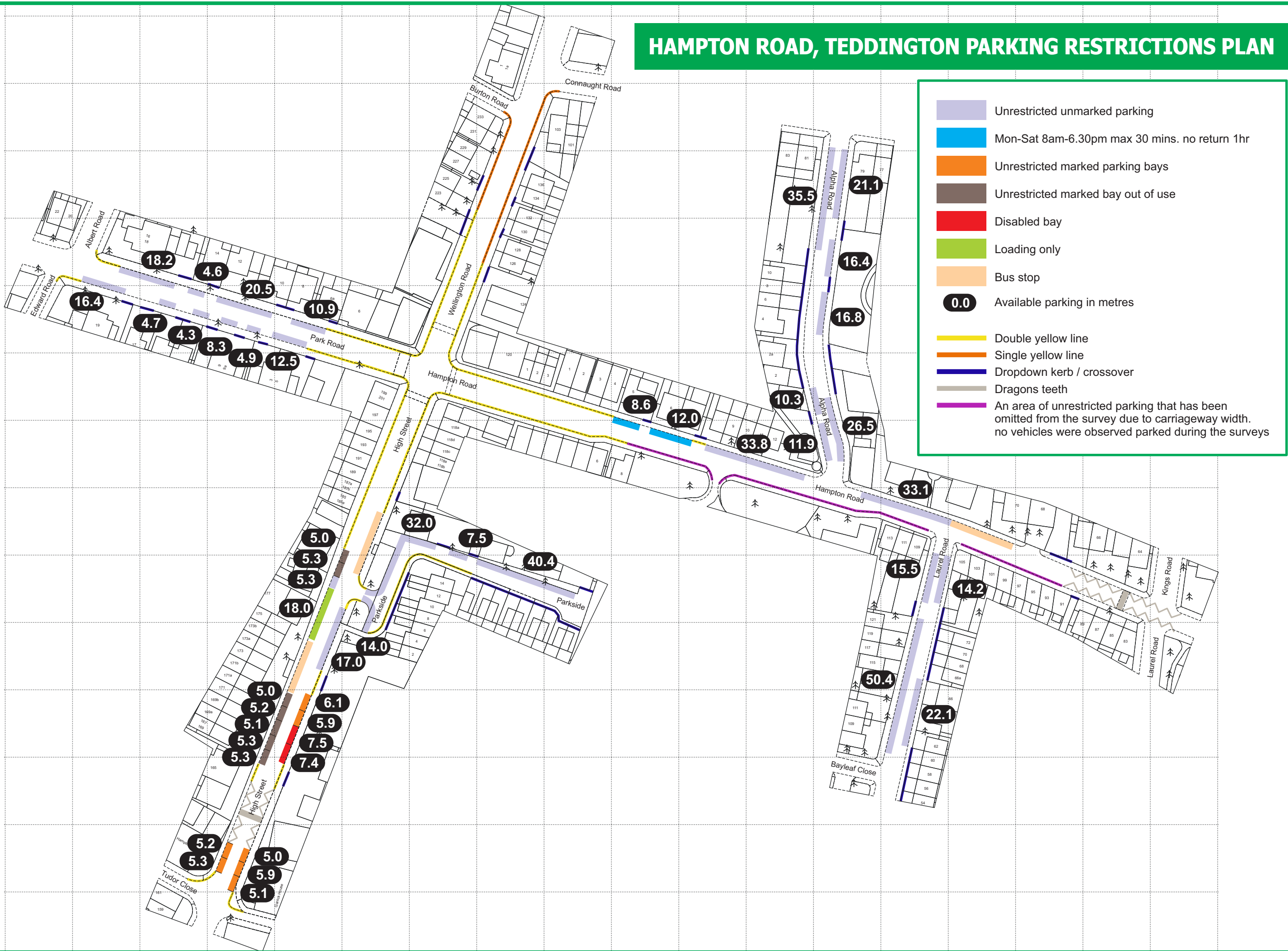
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# HAMPTON ROAD, TEDDINGTON PARKING RESTRICTIONS PLAN



- Unrestricted unmarked parking
- Mon-Sat 8am-6.30pm max 30 mins. no return 1hr
- Unrestricted marked parking bays
- Unrestricted marked bay out of use
- Disabled bay
- Loading only
- Bus stop
- 0.0 Available parking in metres
- Double yellow line
- Single yellow line
- Dropdown kerb / crossover
- Dragons teeth
- An area of unrestricted parking that has been omitted from the survey due to carriageway width. no vehicles were observed parked during the surveys

**PARKING SURVEY RESULTS (DIAGRAM)**

**HAMPTON ROAD, TEDDINGTON**

**WEDNESDAY 10<sup>th</sup> MAY 2017**

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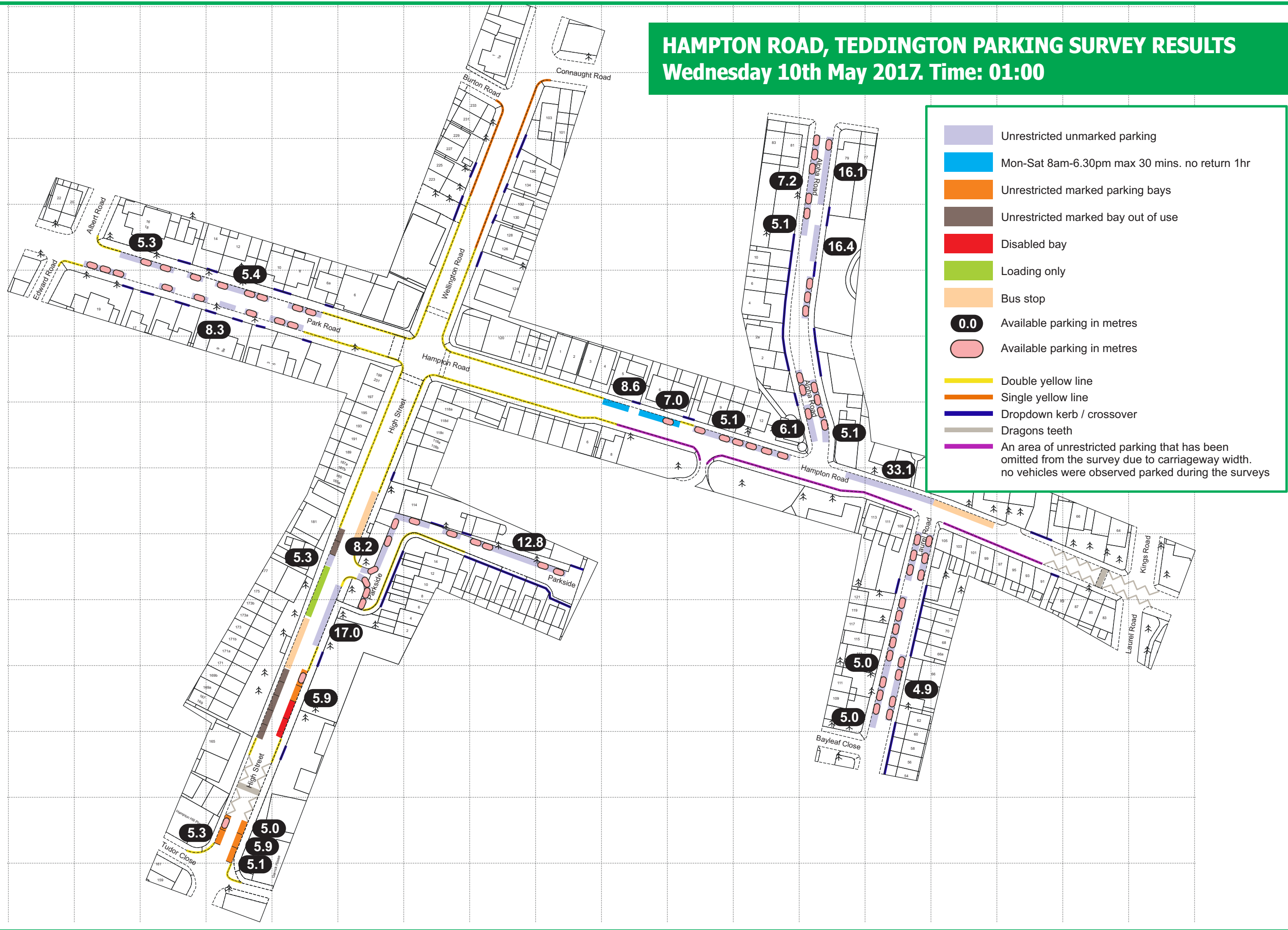
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# HAMPTON ROAD, TEDDINGTON PARKING SURVEY RESULTS

## Wednesday 10th May 2017. Time: 01:00



- Unrestricted unmarked parking
- Mon-Sat 8am-6.30pm max 30 mins. no return 1hr
- Unrestricted marked parking bays
- Unrestricted marked bay out of use
- Disabled bay
- Loading only
- Bus stop
- 0.0 Available parking in metres
- Available parking in metres
- Double yellow line
- Single yellow line
- Dropdown kerb / crossover
- Dragons teeth
- An area of unrestricted parking that has been omitted from the survey due to carriageway width. no vehicles were observed parked during the surveys

**PARKING SURVEY RESULTS (DIAGRAM)**

**HAMPTON ROAD, TEDDINGTON**

**THURSDAY 11<sup>th</sup> MAY 2017**

Countsequential Ltd

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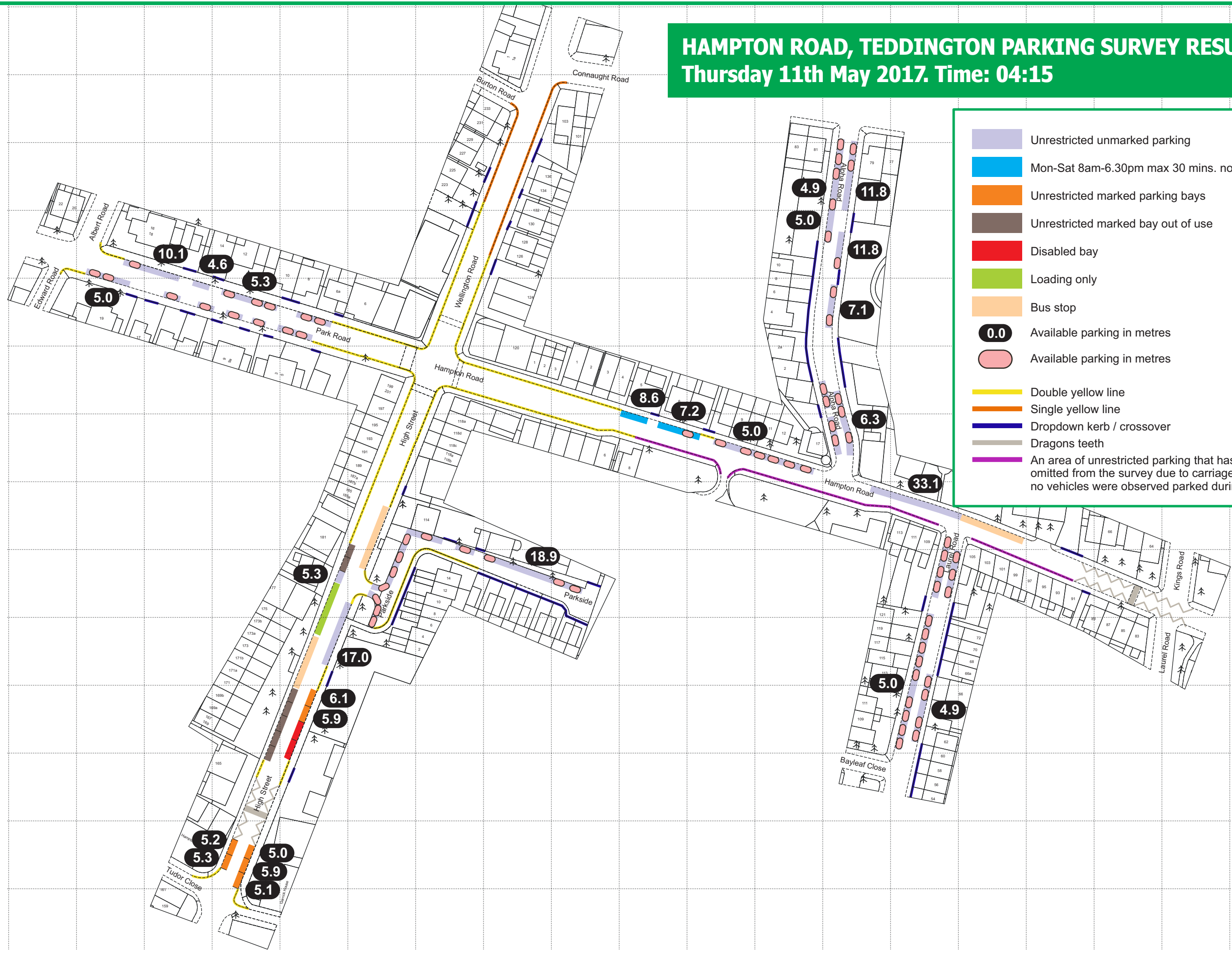
M 07973 280966

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# HAMPTON ROAD, TEDDINGTON PARKING SURVEY RESULTS

Thursday 11th May 2017. Time: 04:15



- Unrestricted unmarked parking
- Mon-Sat 8am-6.30pm max 30 mins. no return 1hr
- Unrestricted marked parking bays
- Unrestricted marked bay out of use
- Disabled bay
- Loading only
- Bus stop
- 0.0 Available parking in metres
- Available parking in metres
- Double yellow line
- Single yellow line
- Dropdown kerb / crossover
- Dragons teeth
- An area of unrestricted parking that has been omitted from the survey due to carriageway width. no vehicles were observed parked during the surveys

**PARKING SURVEY RESULTS (DIAGRAM)**

**HAMPTON ROAD, TEDDINGTON**

**SUNDAY 14<sup>th</sup> MAY 2017**

Countsequential Ltd

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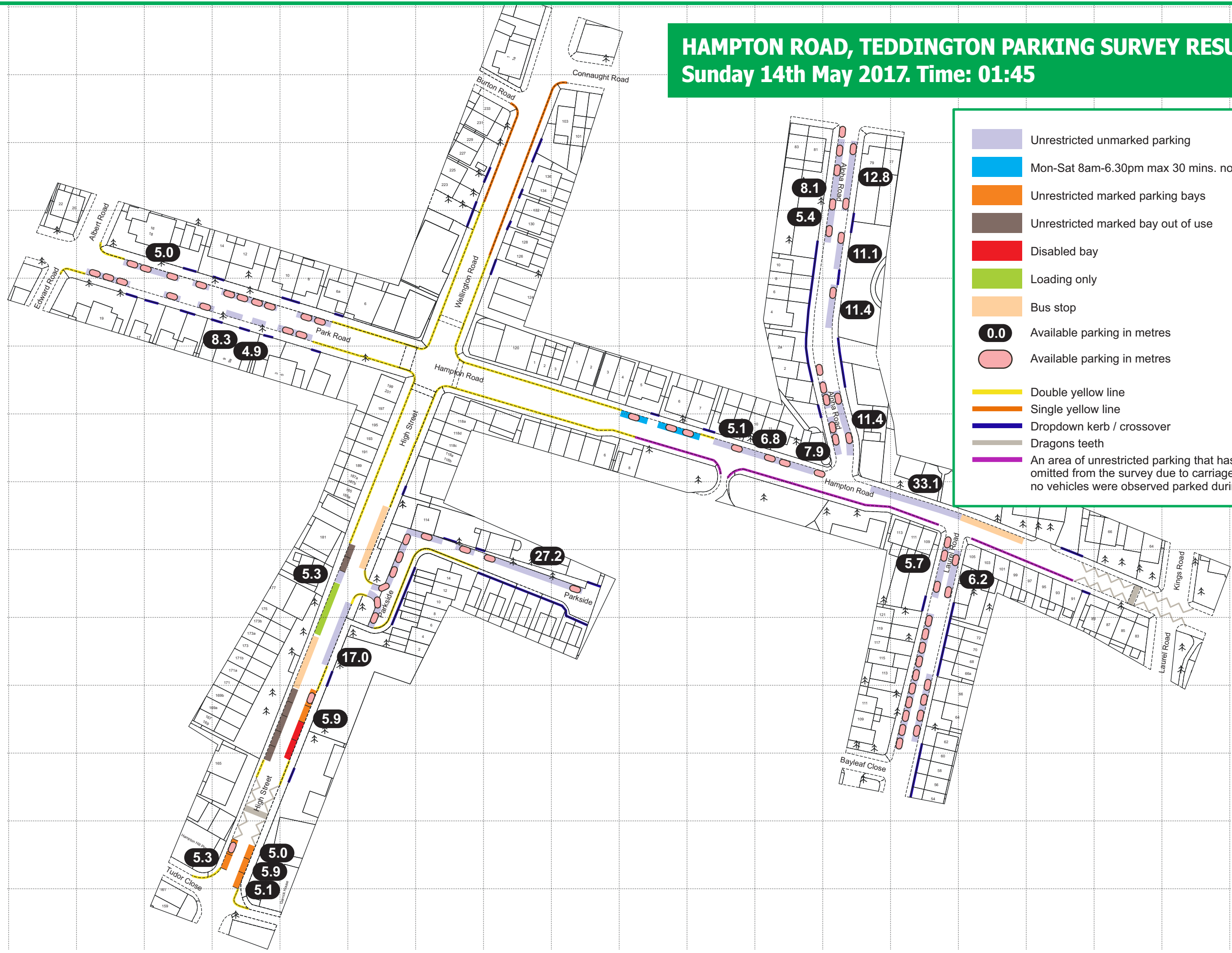
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# HAMPTON ROAD, TEDDINGTON PARKING SURVEY RESULTS

Sunday 14th May 2017. Time: 01:45



- Unrestricted unmarked parking
- Mon-Sat 8am-6.30pm max 30 mins. no return 1hr
- Unrestricted marked parking bays
- Unrestricted marked bay out of use
- Disabled bay
- Loading only
- Bus stop
- 0.0 Available parking in metres
- Available parking in metres
- Double yellow line
- Single yellow line
- Dropdown kerb / crossover
- Dragons teeth
- An area of unrestricted parking that has been omitted from the survey due to carriageway width. no vehicles were observed parked during the surveys

**PARKING STRESS SURVEY RESULTS**

**HAMPTON ROAD, TEDDINGTON**

**WEDNESDAY 10<sup>th</sup>, THURSDAY 11<sup>th</sup> &  
SUNDAY 14<sup>th</sup> MAY 2017**

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HAMPTON ROAD, TEDDINGTON PARKING SURVEY RESULTS

WEDNESDAY 10th MAY 2017

STREET NAME	TOTAL PARKING SPACE (COUNTED LEGALLY PARKED VEHICLES PLUS AVAILABLE SPACES)	ALL PARKED VEHICLES	PARKING STRESS %
PARK ROAD (N)	10	8	80.0%
PARK ROAD (S)	9	8	88.9%
HIGH STREET (W)	3	1	33.3%
HIGH STREET (E)	8	1	12.5%
PARKSIDE (W & N)	15	12	80.0%
PARKSIDE (E & S)	0	0	0.0%
HAMPTON ROAD (N)	16	7	43.8%
HAMPTON ROAD (S)	0	0	0.0%
ALPHA ROAD (W)	11	8	72.7%
ALPHA ROAD (E)	15	8	53.3%
LAUREL ROAD (W)	13	11	84.6%
LAUREL ROAD (E)	8	7	87.5%
WELLINGTON ROAD (W)	0	0	0.0%
WELLINGTON ROAD (E)	0	0	0.0%
<b>TOTALS</b>	<b>108</b>	<b>71</b>	<b>65.7%</b>

NOTE: SURVEYS UNDERTAKEN TO THE RICHMOND METHODOLOGY

HAMPTON ROAD, TEDDINGTON PARKING SURVEY RESULTS

THURSDAY 11th MAY 2017

STREET NAME	TOTAL PARKING SPACE (COUNTED LEGALLY PARKED VEHICLES PLUS AVAILABLE SPACES)	ALL PARKED VEHICLES	PARKING STRESS %
PARK ROAD (N)	10	6	60.0%
PARK ROAD (S)	9	8	88.9%
HIGH STREET (W)	3	0	0.0%
HIGH STREET (E)	8	0	0.0%
PARKSIDE (W & N)	15	12	80.0%
PARKSIDE (E & S)	0	0	0.0%
HAMPTON ROAD (N)	16	7	43.8%
HAMPTON ROAD (S)	0	0	0.0%
ALPHA ROAD (W)	11	9	81.8%
ALPHA ROAD (E)	14	8	57.1%
LAUREL ROAD (W)	13	13	100.0%
LAUREL ROAD (E)	8	7	87.5%
WELLINGTON ROAD (W)	0	0	0.0%
WELLINGTON ROAD (E)	0	0	0.0%
<b>TOTALS</b>	<b>107</b>	<b>70</b>	<b>65.4%</b>

NOTE: SURVEYS UNDERTAKEN TO THE RICHMOND METHODOLOGY

HAMPTON ROAD, TEDDINGTON PARKING SURVEY RESULTS

SUNDAY 14th MAY 2017

STREET NAME	TOTAL PARKING SPACE (COUNTED LEGALLY PARKED VEHICLES PLUS AVAILABLE SPACES)	ALL PARKED VEHICLES	PARKING STRESS %
PARK ROAD (N)	11	10	90.9%
PARK ROAD (S)	9	7	77.8%
HIGH STREET (W)	3	1	33.3%
HIGH STREET (E)	8	1	12.5%
PARKSIDE (W & N)	15	10	66.7%
PARKSIDE (E & S)	0	0	0.0%
HAMPTON ROAD (N)	15	7	46.7%
HAMPTON ROAD (S)	0	0	0.0%
ALPHA ROAD (W)	10	10	100.0%
ALPHA ROAD (E)	14	6	42.9%
LAUREL ROAD (W)	13	13	100.0%
LAUREL ROAD (E)	7	6	85.7%
WELLINGTON ROAD (W)	0	0	0.0%
WELLINGTON ROAD (E)	0	0	0.0%
<b>TOTALS</b>	<b>105</b>	<b>71</b>	<b>67.6%</b>

NOTE: SURVEYS UNDERTAKEN TO THE RICHMOND METHODOLOGY