

Our Ref: DH/V913

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

26th May 2022

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 develop land at 3-4 New Broadway to provide two 1-bedroom and one 2-bedroom dwellings.

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). These proposals included the redevelopment of the previous commercial space into two 1-bedroom dwellings and were approved under application reference 21/2665/GPD13.

The latest scheme incorporates two 1-bedroom dwellings plus one 2-bedroom dwelling, representing one additional dwelling proposed on the site.

It should also 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 was 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. Subsequently, when the redevelopment of the site was granted permission, a condition restricting parking permits was not included, and we anticipate the same in relation to this application.

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 involves provision of two ground floor 1-bedroom flats plus one 2-bedroom dwelling to the rear, replacing the two commercial units and the commercial units rear yard / garden respectively. The proposals as can be seen on the plans attached.

Head Office: Third Floor, The Hallmark Building, 52-56 Leadenhall Street, London EC3M 5JE | 020 7680 4088

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

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.

There is currently no off-street parking provided for the site, however we have considered the potential parking demand associated with the proposed dwelling 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 involve an uplift associated with the new one 2-bedroom flat, we would not anticipate the proposals to result in a significant new change in parking demand locally when the potential demand from the historic 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*".

Furthermore, within the planning report for the approved two dwellings scheme 21/2665/GPD13, parking impact was considered and similar to the conclusions drawn under that application, the potential increased demand arising from the proposals would be negligible to the operation of the local highway network.

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, or the combination of the latest proposals and the permitted residential development, 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, 2021) states at paragraph 111 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".

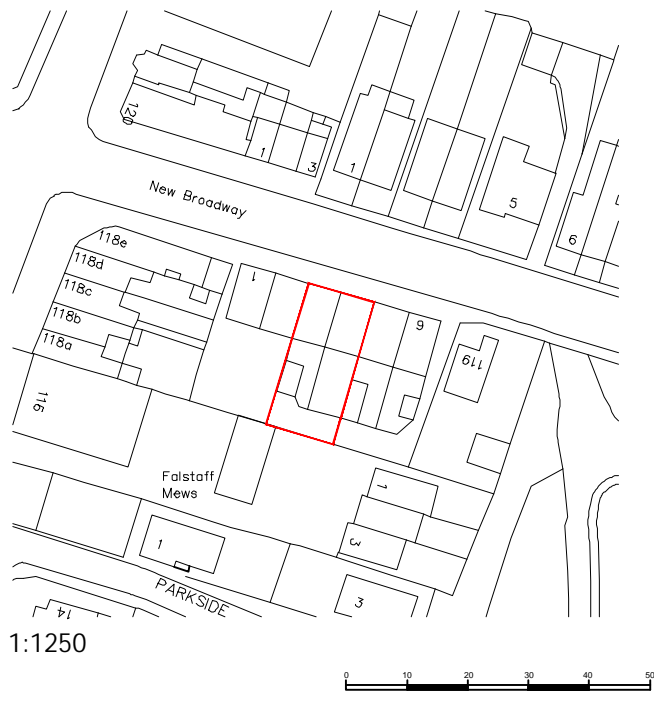
Given the findings of this review, we believe that there are no Transport grounds for refusal of a future planning application given the impact could not be considered as "Severe".

Yours sincerely

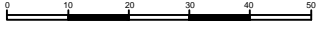
David Howson

David Howson
Associate

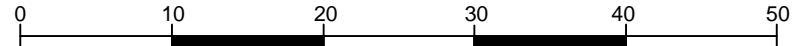
dhowson@ardent-ce.co.uk



1:1250



1:500



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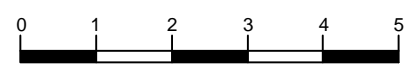
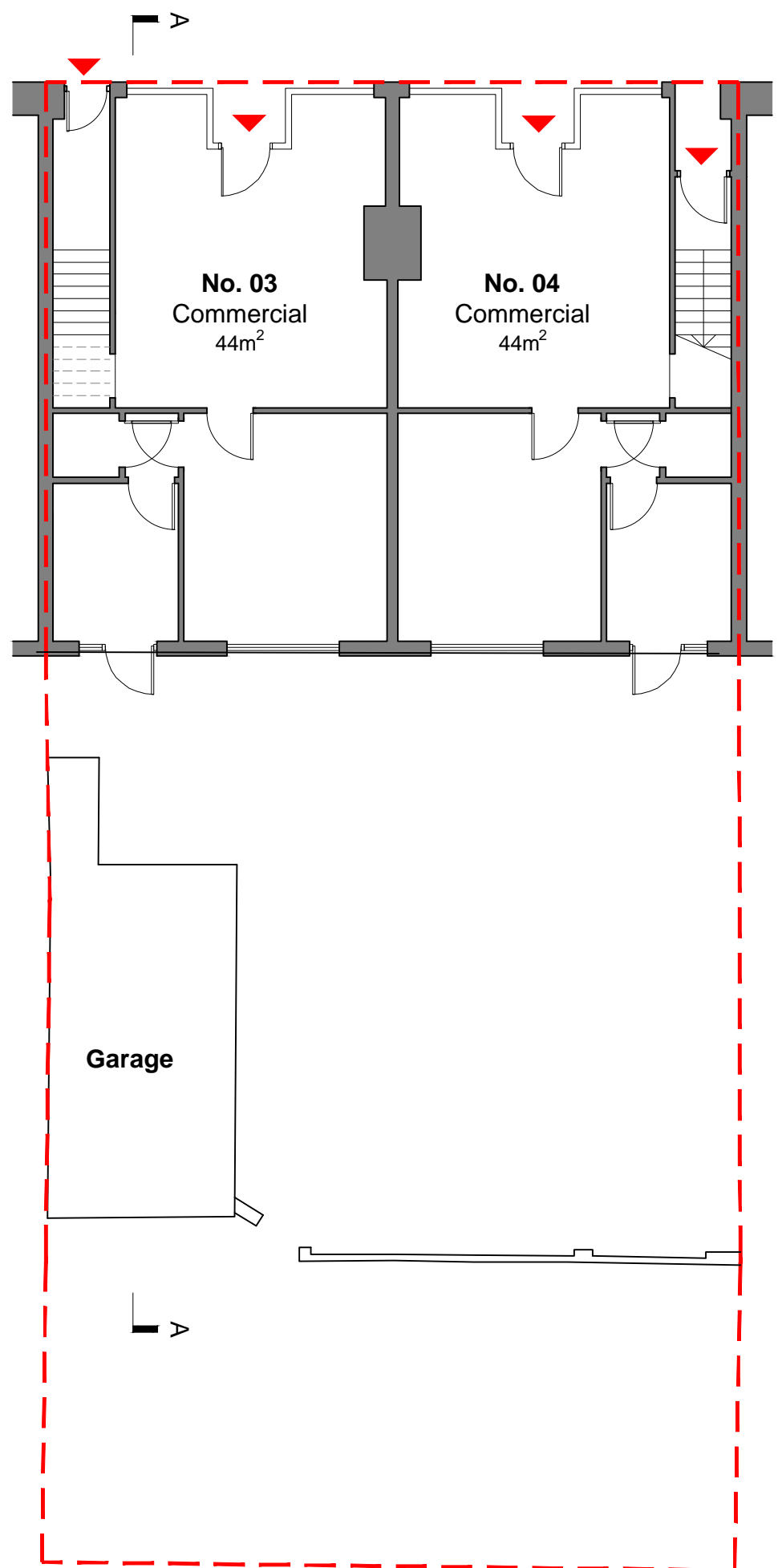
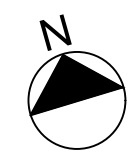
REV	AMENDMENTS	DATE

PROJECT New Broadway/ Hampton Road
CLIENT

DRAWING Existing Site/Location Plan		
SCALE 1:1250/500 @ A3	DATE APRIL 2022	CHECKED MS

STATUS PLANNING	
DRAWING No. 2103_PL.03_000	REVISION

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REV	AMENDMENTS	DATE

PROJECT New Broadway/ Hampton Road
CLIENT

DRAWING Existing Plans		
SCALE 1:100 @ A3	DATE APRIL 2022	CHECKED MS

STATUS PLANNING	
DRAWING No. 2103_PL.03_001	REVISION

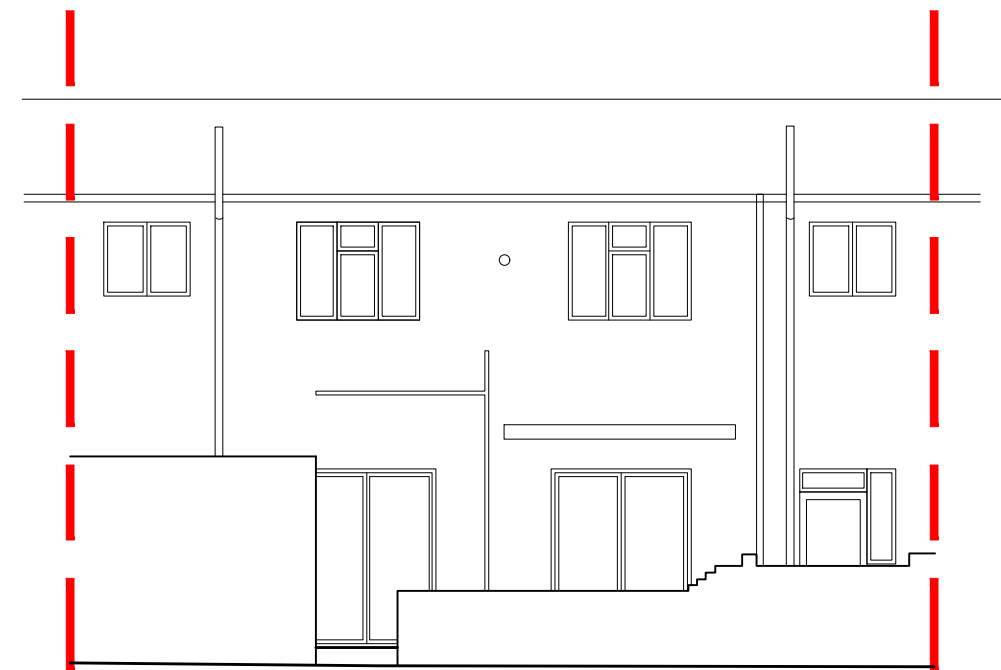
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Existing Front Elevation



Existing Rear Elevation



Existing Rear Elevation (at site boundary showing garage/boundary wall)



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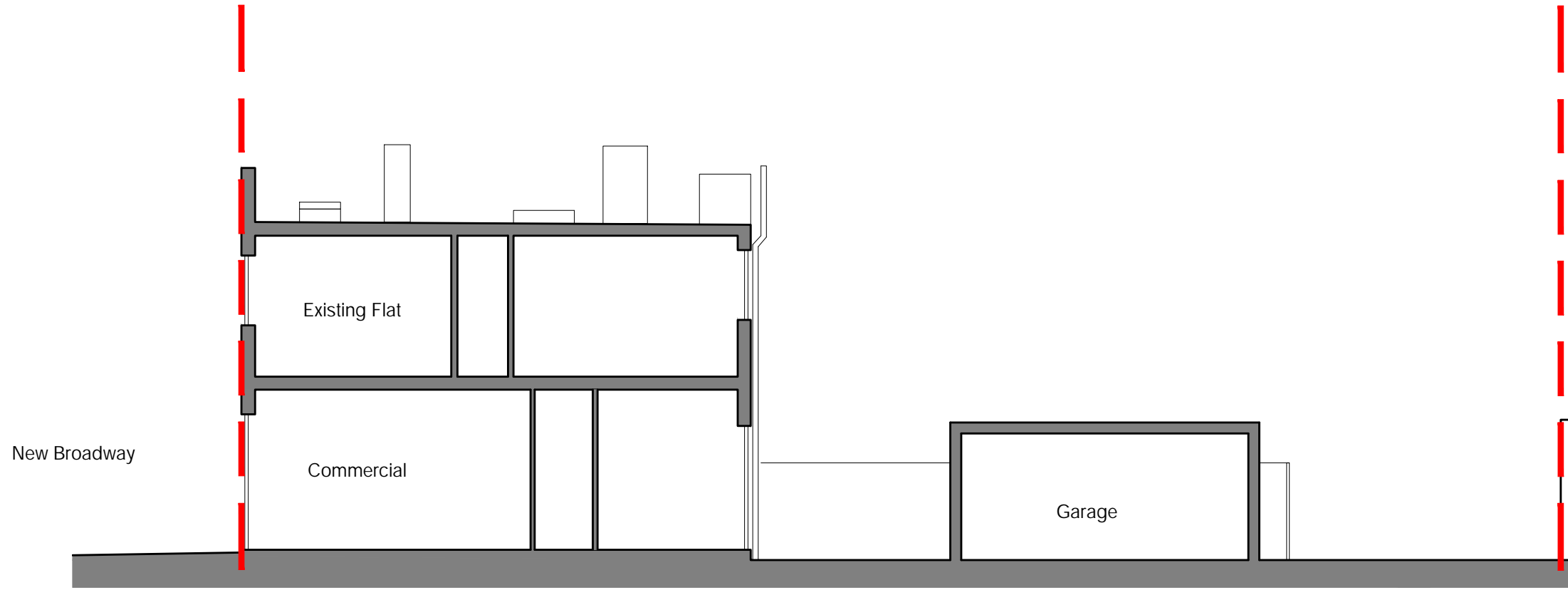
REV	AMENDMENTS	DATE

PROJECT New Broadway/ Hampton Road
CLIENT

DRAWING Existing Elevations		
SCALE 1:100 @ A3	DATE APRIL 2022	CHECKED MS

STATUS PLANNING	
DRAWING No. 2103_PL.03_005	REVISION

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New Broadway

Existing Flat

Commercial

Garage

Existing Section A-A



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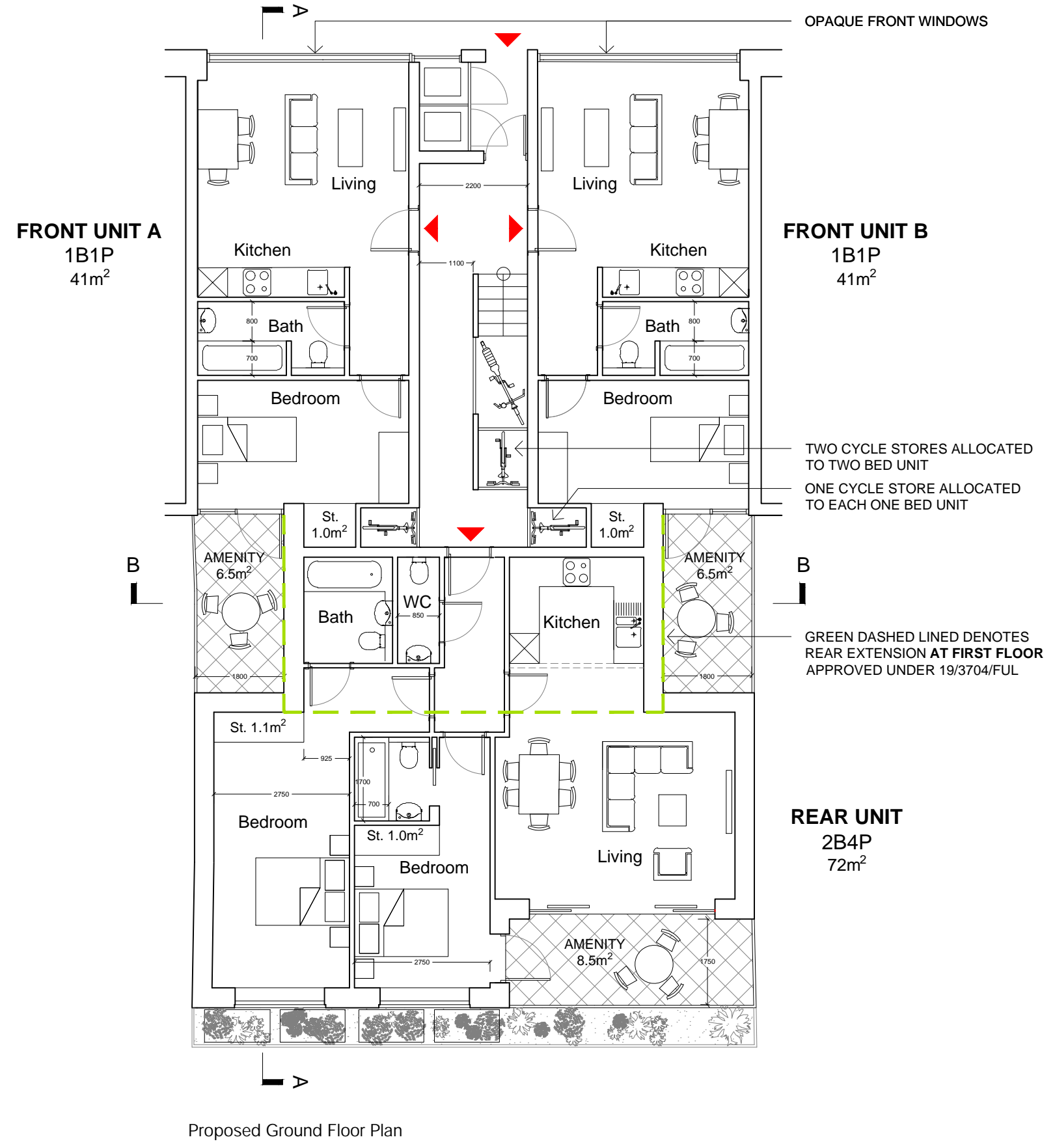
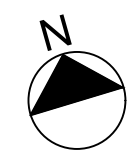
REV	AMENDMENTS	DATE

PROJECT New Broadway/ Hampton Road
CLIENT

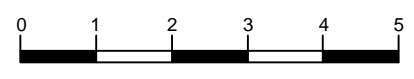
DRAWING Existing Section A-A		
SCALE 1:100 @ A3	DATE APRIL 2022	CHECKED MS

STATUS PLANNING	
DRAWING No. 2103_PL.03_010	REVISION

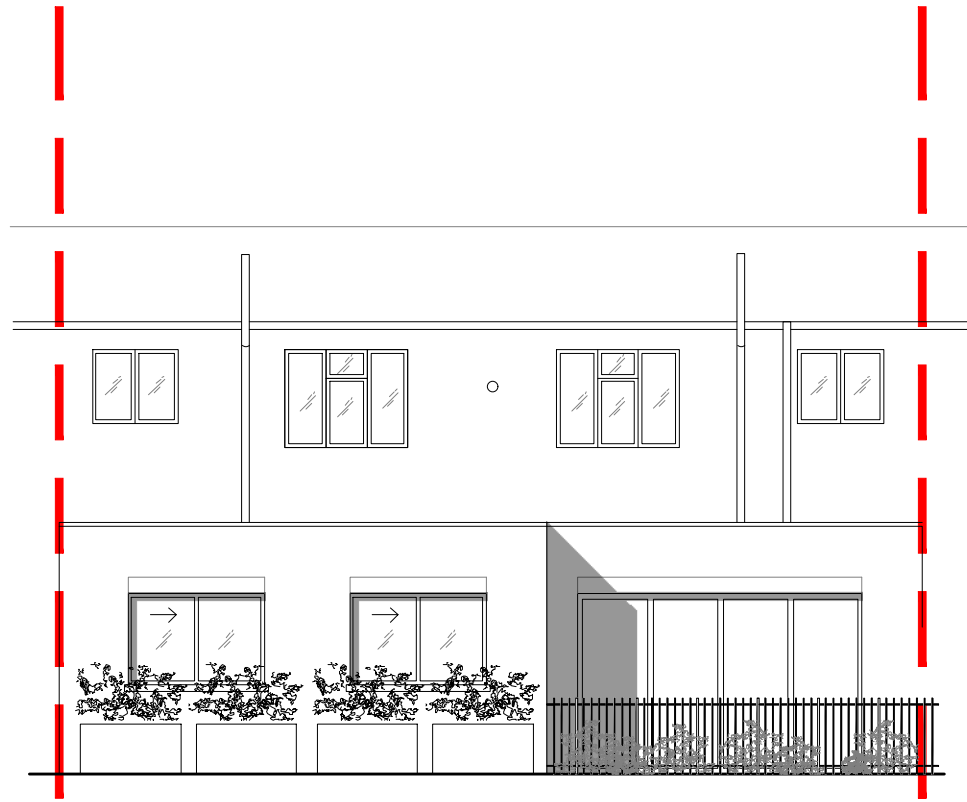
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Proposed Ground Floor Plan



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Proposed Rear Elevation



Proposed Section B-B



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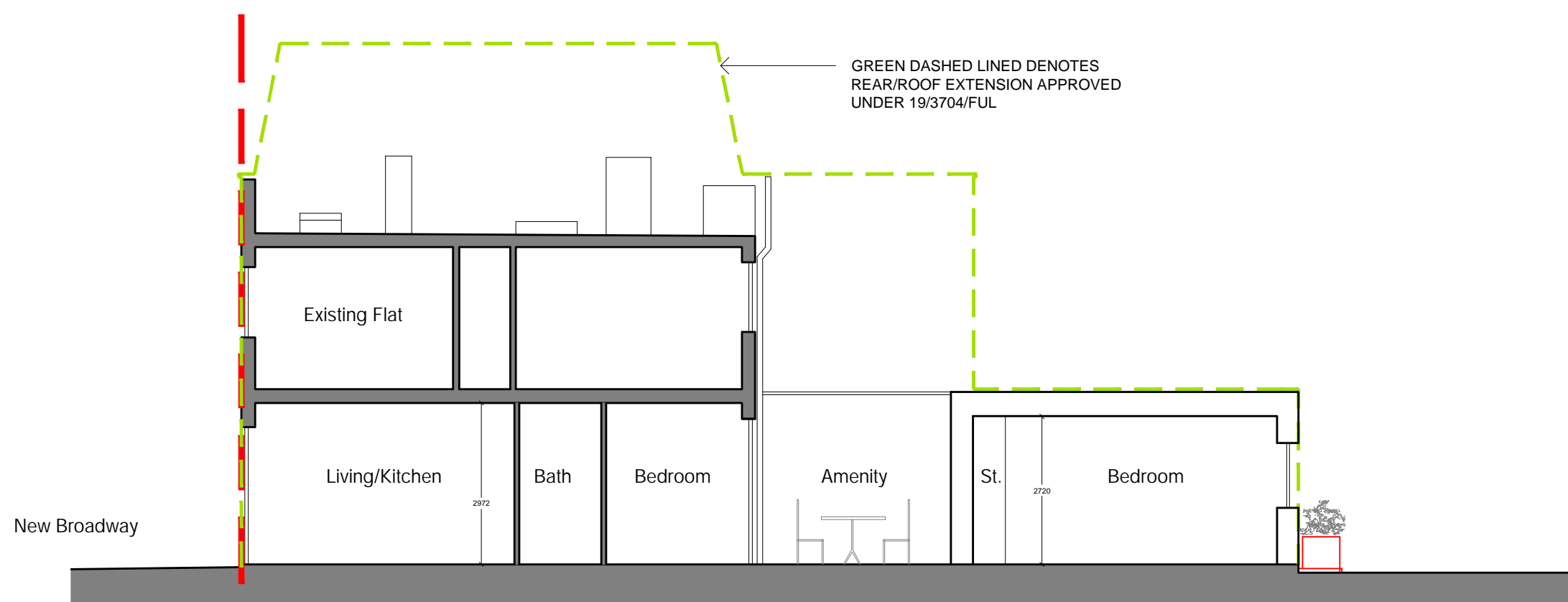
REV	AMENDMENTS	DATE

PROJECT New Broadway/ Hampton Road
CLIENT

DRAWING Proposed Elevations / Section B-B		
SCALE 1:100 @ A3	DATE APRIL 2022	CHECKED MS

STATUS PLANNING	
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PROJECT New Broadway/ Hampton Road
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DRAWING Proposed Section A-A		
SCALE 1:100 @ A3	DATE APRIL 2022	CHECKED MS

STATUS PLANNING	
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Proposed Front Elevation



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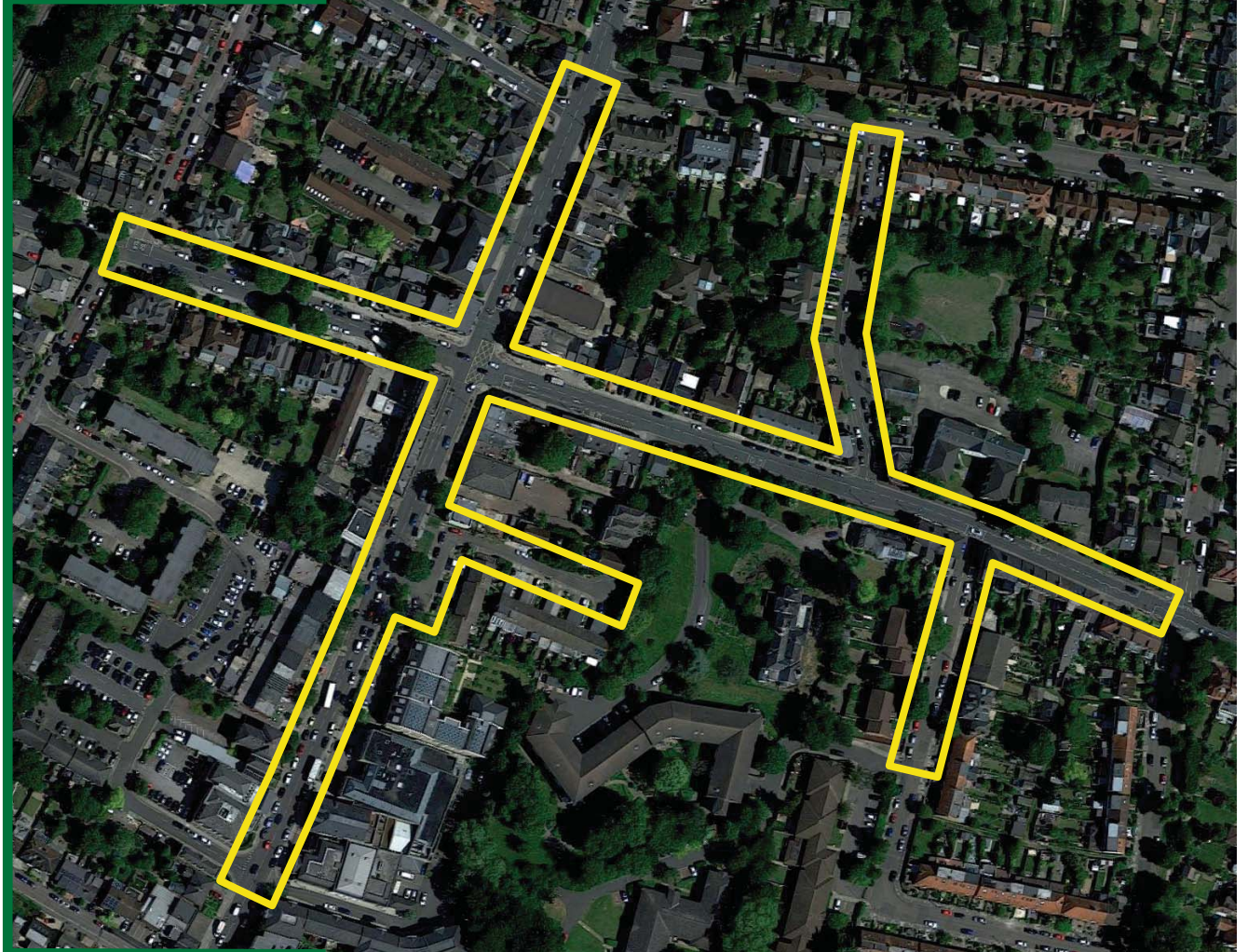
REV	AMENDMENTS	DATE

PROJECT New Broadway/ Hampton Road
CLIENT

DRAWING Proposed Elevations		
SCALE 1:100 @ A3	DATE APRIL 2022	CHECKED MS

STATUS PLANNING	
DRAWING No. 2103_PL.03_105	REVISION

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Parking Surveys at

Hampton Road, Teddington

Wednesday 10th & Thursday 11th
& Sunday 14th May 2017

Ardent Consulting Engineers

Countsequential Ltd

479 Earlham Road - Norwich
Norfolk - NR4 7HN





T 01603 322856

M 07973 280966

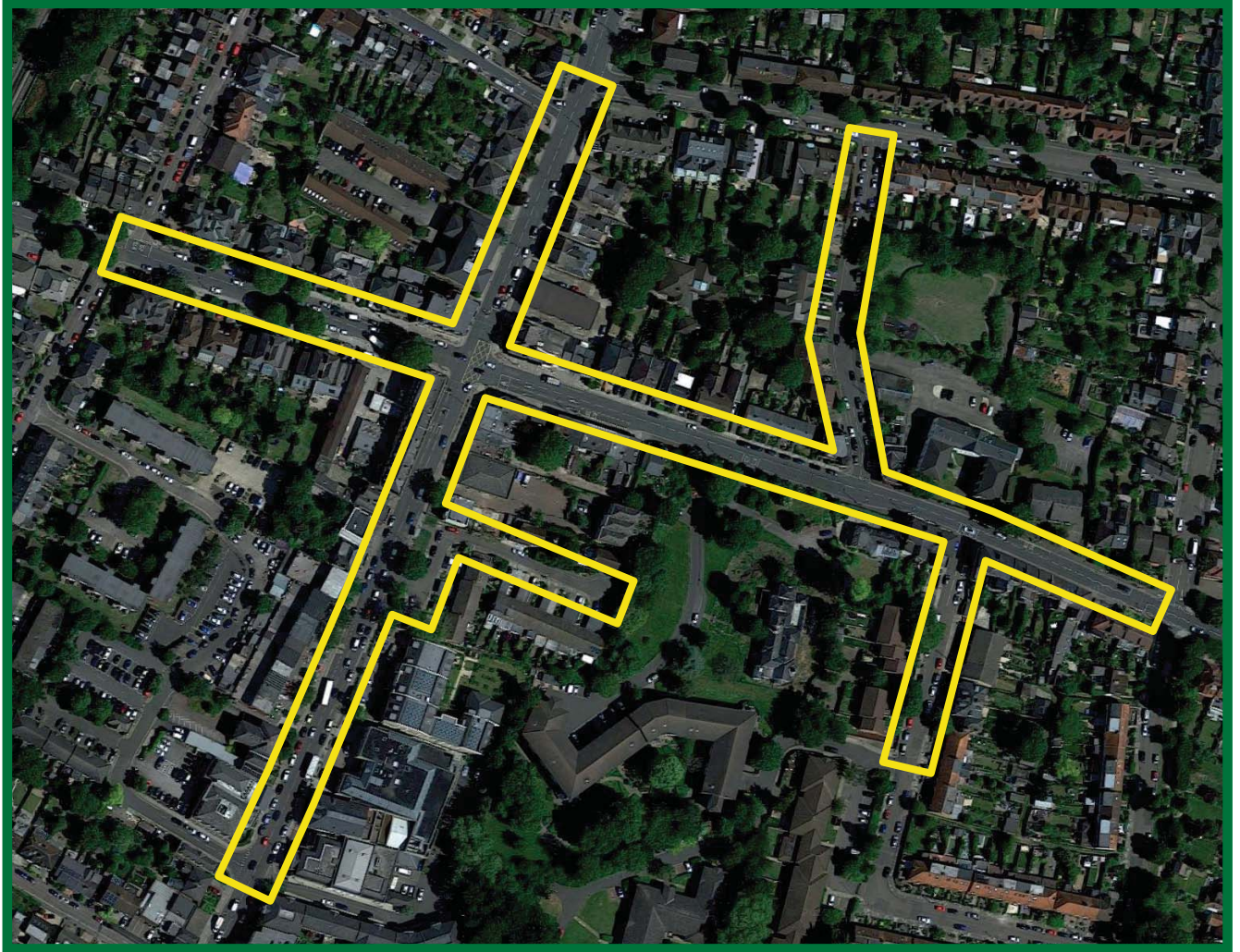
E info@countsequential.co.uk

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 ✓	
Once Survey is Underway 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	
Presentation of Final Data Job title, Date etc Formulas checked Include any comments on relevant incidents / accidents on site	✓ ✓ ✓	
Parking Surveys 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

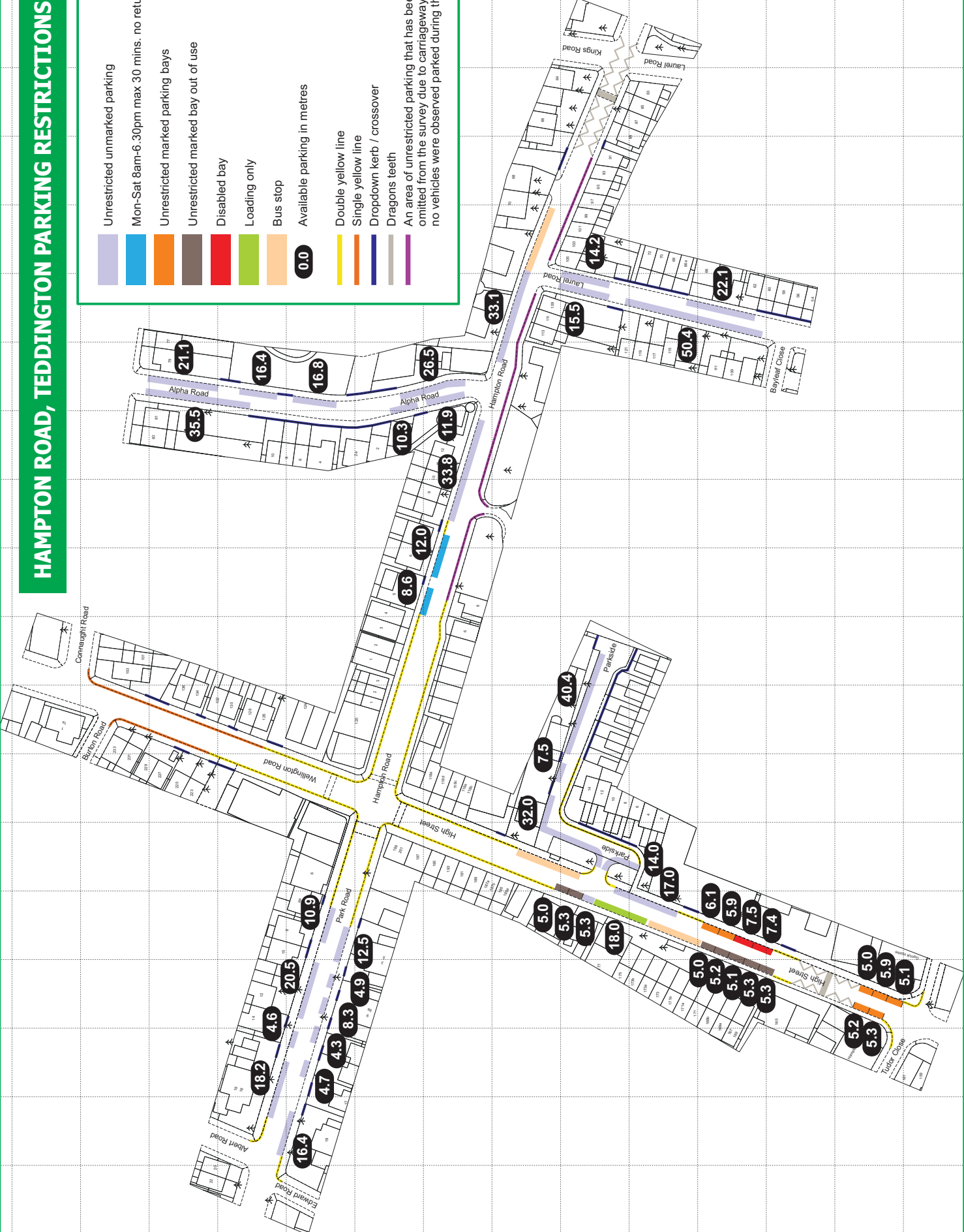
T 01603 322856

M 07973 280966

E info@countsequential.co.uk

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
-  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 10th MAY 2017

Countsequential Ltd

479 Earlham Road - Norwich
Norfolk - NR4 7HN















T 01603 322856

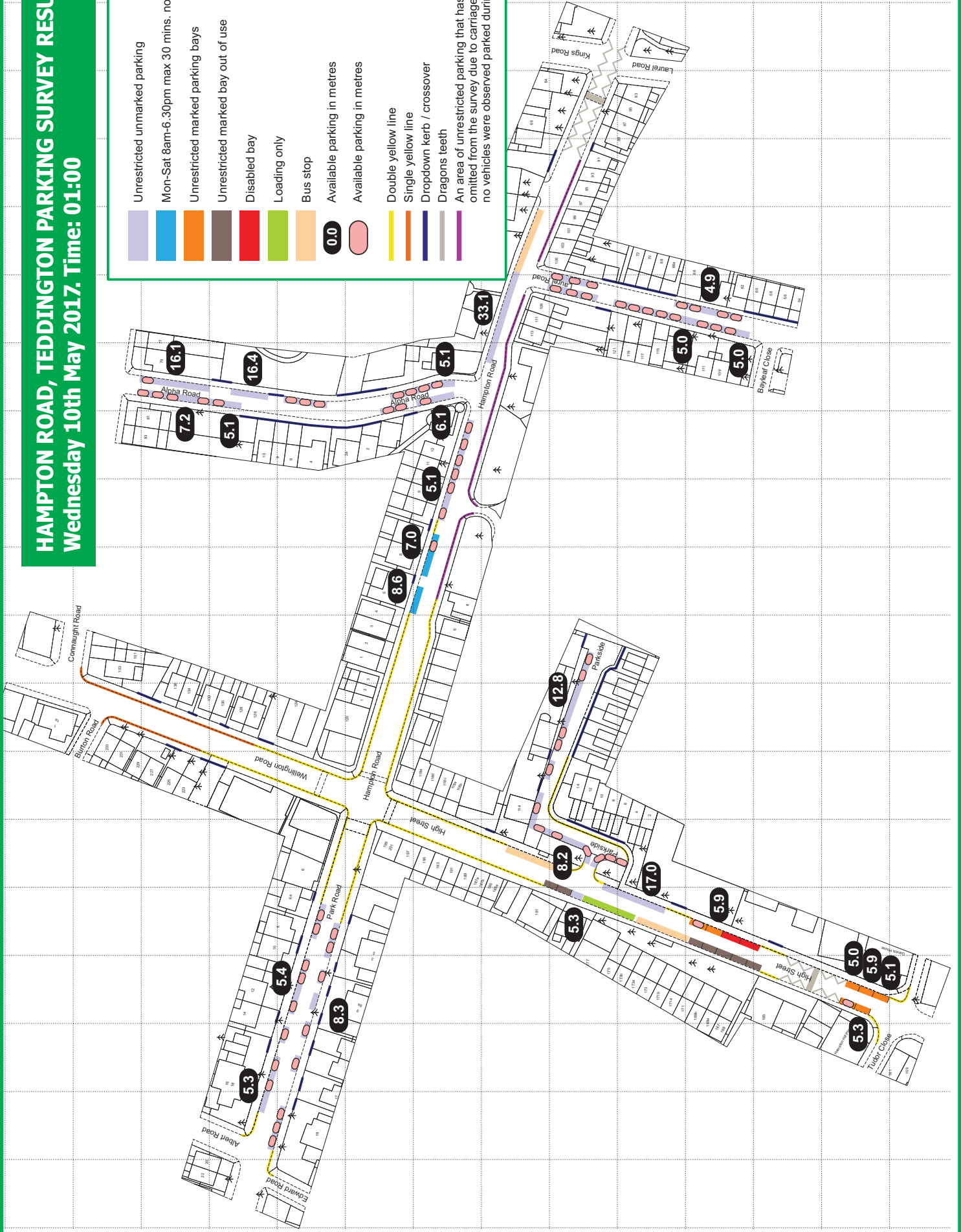
M 07973 280966

E info@countsequential.co.uk

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
-  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 11th MAY 2017

Countsequential Ltd

479 Earlham Road - Norwich
Norfolk - NR4 7HN















T 01603 322856

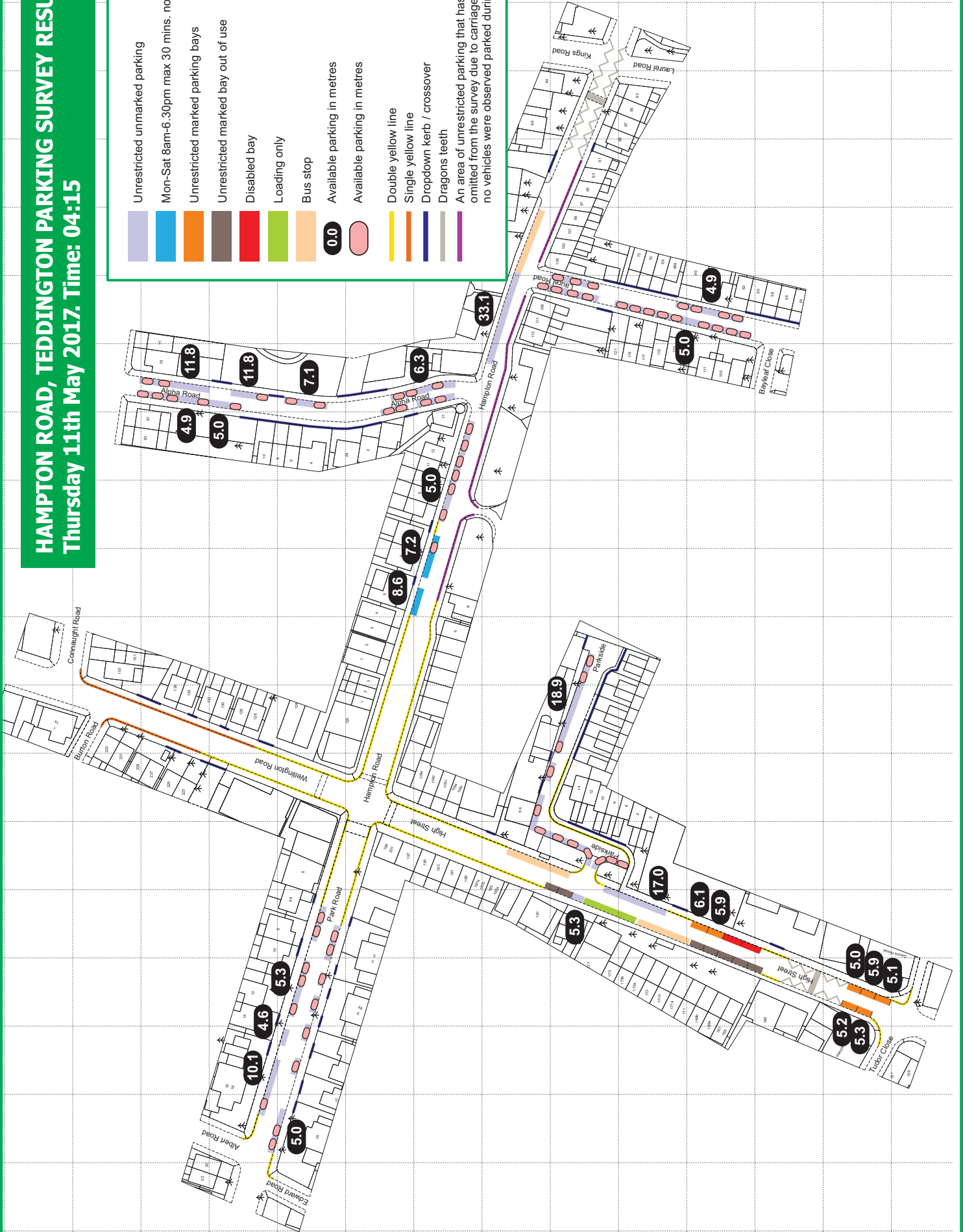
M 07973 280966

E info@countsequential.co.uk

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
-  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 14th MAY 2017

Countsequential Ltd

479 Earlham Road - Norwich
Norfolk - NR4 7HN

T 01603 322856

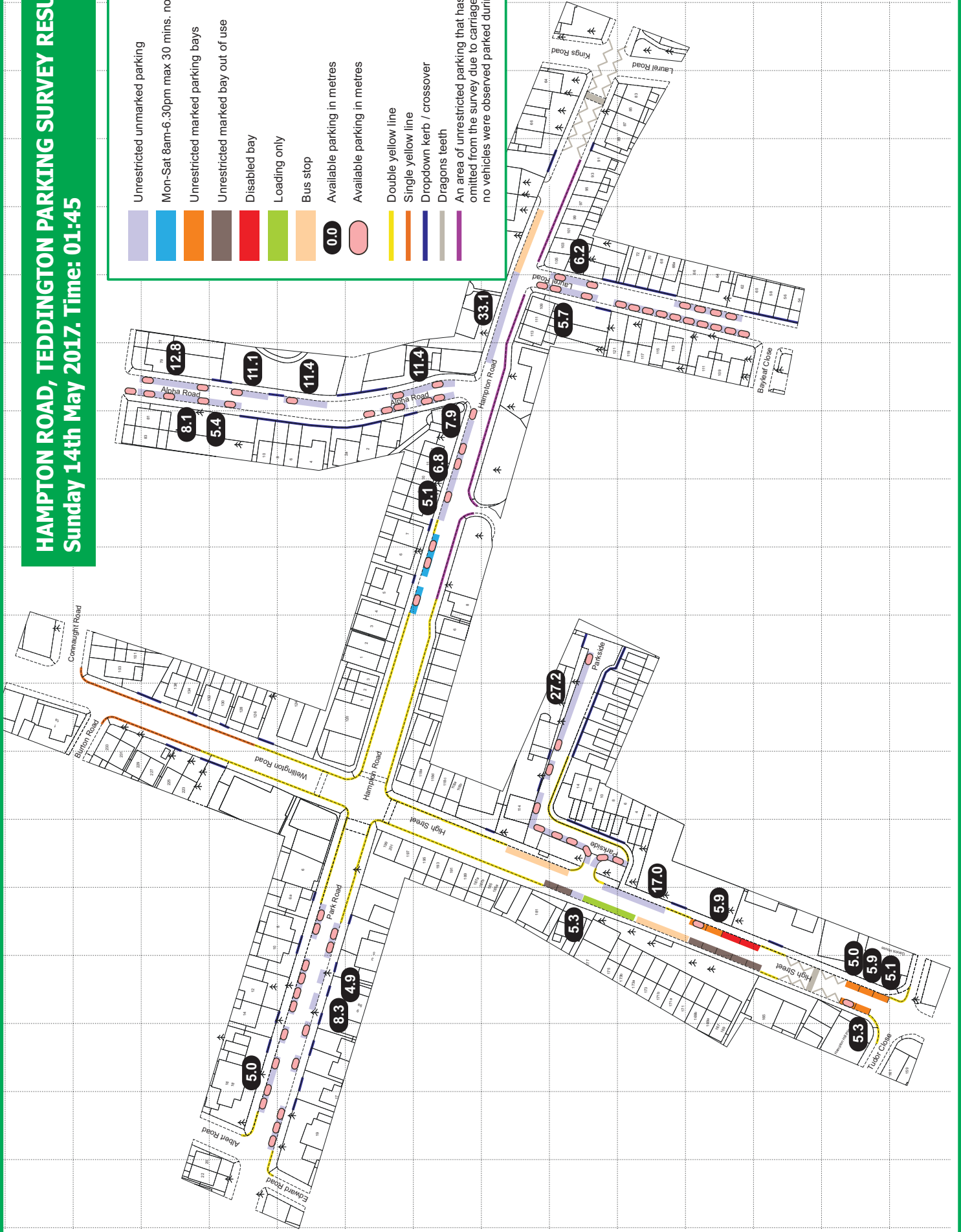
M 07973 280966

E info@countsequential.co.uk

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
- 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 10th, THURSDAY 11th &
SUNDAY 14th MAY 2017**

Countsequential Ltd

479 Earlham Road - Norwich
Norfolk - NR4 7HN

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M 07973 280966

E info@countsequential.co.uk

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%
TOTALS	108	71	65.7%

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%
TOTALS	107	70	65.4%

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%
TOTALS	105	71	67.6%

NOTE: SURVEYS UNDERTAKEN TO THE RICHMOND METHODOLOGY