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THE RICHMOND CHARITIES

ST MARY'S GROVE GARAGES SITE

TRANSPORT STATEMENT

May 2022

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1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed on behalf of The Richmond Charities in relation to the proposed development at St Mary's Grove Garges, Richmond, TW9.

1.2 The application site's location is presented on a map in Figure 1 of this report.

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

1.4 The site is located just off of St Mary's Grove, which itself branches off of A305 Sheen Road. The site is currently made up of 17 garages.

1.5 The application site has a public transport accessibility level (PTAL) score of 4 which is a 'good' accessibility rating as defined by Transport for London (TfL). The site has access to 11 different bus services and is within walking distance of North Sheen Train Station. The full PTAL export file can be seen within Appendix A.

1.6 The site is located within controlled parking zone (CPZ) 'J', which is effective Monday – Friday 10am – 2pm.

1.7 The area immediately adjoining the site compromises of a mixture of residential dwellings, a pub on the corner (The Mitre) and a dentist on the opposite corner of the road.

1.8 The proposal seeks to demolish the existing garages to provide five x one bedroom / two-person dwellings. One wheelchair accessible parking space is proposed, which will have E.V. charging. The dwellings will be provided for the over 65s with limited mobility. The proposal drawings can be found within Appendix B.

1.9 The existing neighbour gates and garage access will be retained under the proposals. In addition, existing parking within the site, which serves the Richmond Charities staff, other residents and visitors will be retained under the proposals (five parking spaces). A six metre aisle width has been provided in order to ensure vehicles can continue to access these spaces.

1.10 An additional two parking spaces have been re-provided in order to re-provide capacity for the charity.

1.11 A dry riser will be required for fire brigade access.

1.12 Refuse is proposed to be collected at the south eastern corner of the properties, which will be moved closer to the road on collection days by a caretaker. This will provide a short trundle distance of around ten metres for collection.

1.13 This Transport Statement (TS) has been prepared for submission with a full planning application to the local planning authority. The TS includes the results of a parking survey undertaken May 2022 according to the Richmond Parking Methodology.

1.14 The following chapter sets out the local policy relevant to this study.

2.0 POLICY CONTEXT

2.1 This proposal has been assessed considering the current transport planning policy guidance at the local, regional, and national level which have been examined as part of the preparation of this Transport Statement.

2.2 These include policies relating to the relationship between new development and transport. The relevant documents are set out in the following:

- Richmond Local Plan (adopted July 2018);
- The London Plan 2021;
- National Planning Policy Framework (NPPF) (2021)

London Borough of Richmond upon Thames Council

2.3 The Local Plan contains several policies relating to transport aspects in the borough. Policy LP 45 sets out the borough's vision for parking standards and servicing. Policy LP 45 is copied below for ease of reference.

Policy LP 45

Parking Standards and Servicing

Parking standards

The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land. It will achieve this by:

1. Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.
2. Resisting the provision of front garden car parking unless it can be demonstrated that:
   a. there would be no material impact on road or pedestrian safety;
   b. there would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and
   c. the existing on-street demand is less than available capacity.
3. Car free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to:
   a. the provision of disabled parking;
   b. appropriate servicing arrangements; and
   c. demonstrating that proper controls can be put in place to ensure that the proposal will not contribute to on-street parking stress in the locality.

   All proposals for car free housing will need to be supported by the submission of a Travel Plan.
4. Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network.

Freight and Servicing

New major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living conditions of nearby residents.

Appendix 3 – Parking Standards

LAND USE	PARKING STANDARD	CYCLE PARKING STANDARD
RESIDENTIAL (including conversion/extension of existing)		
	PTALs 0-3: 1- 2 bedrooms, 1 space	As per London Plan
	PTALs 0-3: 3+ bedrooms, 2 spaces	As per London Plan
	PTALs 4-6: as per London Plan although local circumstances, CPZ times and on-street parking conditions will need to be assessed.	As per London Plan

2.4 In line with the standard as prescribed within the Local Plan, residential sites with a PTAL score of 4 – 6 are as per the London Plan, although local circumstances, CPZ times and on-street conditions will need to be assessed. On-street parking conditions are assessed within the following chapter. Cycle parking standards are as per the London Plan.

The London Plan

2.5 At the regional level the London Plan Policy T6.1 sets out the Mayor's approach to residential parking. Policy T6.1 is extracted as follows:

Policy T6.1 Residential parking

A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon

request as soon as existing provision is insufficient. This should be secured at the planning stage.

H All disabled persons parking bays associated with residential development must:

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

Table 10.3 – Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6.1 Residential parking

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

2.6 In accordance with the adopted parking standards, the proposed development of five x one-bedroom dwellings with a PTAL score of 4, in outer London can provide **up to a maximum of** 2.5 (three) – 3.75 (four) spaces in total, at a rate of 0.5 – 0.75 spaces per dwelling. In providing one disabled persons parking space, the car parking provision is in line with policy.

2.7 Table 10.2 prescribes minimum cycle parking standards, copied herein for ease:

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings	• 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

2.8 In line with the London Plan policy, five two-person, one-bedroom dwellings require a minimum of 1.5 spaces per dwelling, in addition to two additional short-stay spaces.

National Planning Policy Framework (NPPF)

2.9 On a national level, the National Planning Policy Framework (2021) sets out national policy. Section 113 relates to traffic movements;

> *"113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

2.10 Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant extracts have been copied herein:

> *"104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
>
> *a) the potential impacts of development on transport networks can be addressed;*
> *b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
> *c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
> *d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate*

opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

"107. If setting local parking standards for residential and non-residential development, policies should take into account:

a) *the accessibility of the development;*
b) *the type, mix and use of development;*
c) *the availability of and opportunities for public transport*
d) *local car ownership levels; and*
e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.11 In preparing the development proposal and this transport assessment, the above policies have been considered. The following chapter sets out the results of the parking survey undertaken.

3.0 SURVEY OF EXISTING PARKING CONDITIONS

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

Parking Survey Inventory

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

3.3 This parking survey has been conducted in accordance with the Richmond Parking Methodology. A copy of the methodology is presented in Appendix C.

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

3.5 The following roads are included within the survey area:

- Adelaide Road;
- Grena Gardens;
- Grena Road;
- Manor Gardens;
- Mitre Pub;
- Sheen Road;
- St Marys Grove; and
- Townshend Terrace

3.6 The site is located within CPZ J. CPZ J is subject to parking restrictions effective Monday – Friday 10am – 2pm.

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

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

Table 1. Parking Survey Inventory

Road	Parking Inventory					
	PHO 'J'		PHO 'J' & Pay by Phone		PHO 'J' & Restricted Parking (Two hour max)	
	Metres	Spaces	Metres	Spaces	Metres	Spaces
Adelaide Road	40	8	10	2	15	3
Grena Gardens	80	16	25	5	0	0
Grena Road	75	15	30	6	0	0
Manor Gardens	5	1	5	1	0	0
Mitre Pub	0	0	0	0	0	0
Sheen Road	10	2	75	15	0	0
St Marys Grove	135	27	60	12	0	0
Townshend Terrace	135	27	0	0	0	0
TOTAL	480	96	205	41	15	3

Source: PMA Survey

3.9 The parking survey inventory in Table 1 shows that there is a total of 140 safe and legal PHO 'J' parking opportunities within the survey area and a further three restricted parking spaces.

Parking Survey Results

3.10 The next stage of the on-street parking assessment is to carry out a series of parking beat surveys. The Richmond methodology states that one survey between the hours of 0100-0530 must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday) and on one

Sunday night. Overnight parking surveys are designed to capture the peak resident demand for on-street parking in a given area.

3.11 The overnight surveys were undertaken on Thursday 12th, Sunday 15th and Tuesday 17th May 2022, at 02:00am, 01:00am and 04:00am respectively.

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

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

Table 2. Average Overnight Parking Survey Results

Road	PHO J			
	Total Parking Spaces	Number of Cars Parked	Number of Free Spaces	Parking Stress
Adelaide Road	13	13	0	100%
Grena Gardens	21	20	1	95%
Grena Road	21	17	4	81%
Manor Gardens	2	2	0	100%
Mitre Pub	0	0	0	0%
Sheen Road	17	7	10	39%
St Marys Grove	39	32	7	81%
Townshend Terrace	27	22	5	81%
TOTAL	140	112	28	80%

Source: PMA Survey

3.14 The total observed average overnight parking stress of PHO J (including pay and display and restricted parking bays also) parking within the survey area is 80%. Of the 140 permit holder parking opportunities within the study area, an average of 112 cars have been observed to be parked leaving 28 available spaces.

3.15 The Richmond methodology prescribes a threshold of 85% stress level for when a parking survey area is deemed to suffer from undue parking stress. The average overnight parking stress of permit holder parking opportunities within the survey area is 80%, which is 5% lower than the prescribed threshold. There

is capacity on-street for an additional six cars until the parking stress reaches 85%. The results of the parking surveys demonstrate that the uptake of kerb side parking in proximity to the application site is not at a level where parking stress is overly high or problematic.

4.0 IMPACT ON LOCAL PARKING AVAILABILITY

Parking Demand from the Loss of Garages

4.1 As explained in the introduction, the site currently comprises of 17 lock-up garages. Data provided by the client has indicated that 16 of the 17 lock-up garages are currently occupied, which **may** be used to park cars in. One of the 17 garages is unoccupied.

4.2 The client has provided the addresses of the garage owners currently leasing the garages. Three of the 16 garages are occupied, but the address of the occupier unknown. In order to put forward a 'worst case scenario', we have assumed that these three garages are rented by occupiers within a 200 metre walking distance of the site. Of the remaining 13 garages, six are rented to occupiers within a 200 metre walking distance of the site and the other seven are rented to occupiers further afield. Nine garages are therefore potentially rented to occupiers within a 200 metre walking distance of the site and will therefore impact the adjoining highway if the garages were demolished.

4.3 The internal width of the existing older style garages on the site are less than three metres wide (roughly 2.25m wide). Refer to the following photo taken on-site:

4.4 Modern garages should be constructed to at least three metres wide in internal width. Cars have evolved to become much bigger than they were when the garages were originally built, both in terms of the overall dimensions of the vehicles and the size of the doors which has an impact when attempting to get out of a car once it is in the confines of a garage.

4.5 Judging on the width of these garages, and based on our experience working on many similar schemes in the past, it is expected that there would be very little tolerance for a car to enter and exit these old style garages and little to no room to open a car door and for a person to physically climb out once inside. In effect they are sub-standard to modern day standards and requirements.

4.6 Manual for Streets (2007) states that: "*Research shows that, in some developments, less than half the garages are used for parking cars, and that many are used primarily as storage or have been converted to living accommodation*." A survey by WSP (2004); Car Parking Standards and Sustainable Residential Environments found that only 44% of garages at various sites in England were used for parking cars.

4.7 Taking this number forward, 44% of the nine garages which are potentially rented to occupiers within 200 metre walking distance of the site would create demand for an additional four vehicles parking locally in the CPZ.

4.8 A survey of the usage of the existing garages has taken place over the course of a week, from Saturday 2nd April 2022 to Sunday 10th. Full results can be found within Appendix E. Over the course of the week, only garage number 16 was seen to be used for housing a vehicle (small sports car) and exiting / entering the garage. Whilst this doesn't necessarily mean that other garages are not used to house a vehicle (and just so happened not to move the vehicle over the course of the week surveyed) it is unlikely that this is the case.

4.9 The survey indicated that other garages are used for alternative means, due to various cars and vans being seen to load and unload materials. This occurred at garages number 1, 10, 15, 3, 6, 5 and 7.

4.10 In addition to within the garages, the garage forecourts was also surveyed. Zero cars were parked in the garage forecourts overnight and each of the surveys.

4.11 The four additional vehicles parking locally should therefore be seen as a worst case and the actual rise in demand for parking will likely be much lower.

4.12 An additional four vehicles parking locally would raise the parking stress by 3%, from 80% to 84%. This is still underneath the prescribed threshold of 85% outlined within the methodology.

Parking Demand from the New Dwellings

4.13 To further assist the application of the Council's parking standards, and to project the actual demand for parking generated by residential development in specific parts of the Borough, local census data from the most recent survey in 2011 has been researched.

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

4.15 Table 3 presents the 2011 car or van ownership census data for the area adjoining the application site:

Table 3. Middle Output Area; Car or Van Ownership – Richmond upon Thames 004

Car or Van Availability (E02000787)	All Dwellings	
	Count	%
All cat: Car or van availability	4,800	-
No cars or vans in household	1463	30%
1 car or van in household	2525	53%
2 cars or vans in household	696	15%
3 cars or vans in household	95	2%
4+ cars or vans in household	21	0%

Source: Office for National Statistics

4.16 Applying the Middle Layer Super Output Area car or van ownership census data, the development will generate demand for 4.5 (five) cars; refer to Table 4.

Table 4. Residential Car Ownership Projections

CPH	%	5 Dwells	Total Cars
0	30%	1.52	0.00
1	53%	2.63	2.63
2	15%	0.73	1.45
3	2%	0.10	0.30
4+	0%	0.02	0.09
Total	100%	5	4.5

Notes:
CPH = cars per household
% = middle layer car ownership data - privately owned/shared ownership
5 dwells = the proposed development
Total cars = the projected parking demand
Arithmetic errors are due to rounding's

4.17 The parking provision on site is one parking space, therefore the expected demand for additional parking locally is expected to be 3.5 (four) cars.

4.18 Parking an additional four cars within the local CPZ would raise the parking stress to over 85%. It is therefore proposed that the dwellings are proposed as 'car-free' and subject to a S106 agreement, restricting CPZ access to future residents. This will therefore ensure that the stress does not go above the threshold outlined within the parking methodology.

4.19 As previously stated within the introduction, the dwellings will be for the over 65s with limited mobility. The Richmond Charities have undertaken a survey of existing residents at other sites. Over 146 properties, 21.23% have a car and 5.47% have a bike. The provision of one car parking space is therefore in line with the level of car ownership at other sites owned by the Richmond Charities.

4.20 In summary, the parking provision under the proposals is compliant with policy and the local roads can accommodate the demand generated by the existing garages being demolished.

4.21 It is proposed that the new residents will not have access to a parking permit, subject to a S106 agreement.

4.22 The impact of application is therefore anticipated to be minimal and insignificant.

5.0 VEHICLE SWEPT PATH ANALYSIS

5.1 In order to ensure that vehicles can adequately enter and exit the site in forward gear, vehicle swept path analysis has been undertaken.

5.2 The layout has been assessed with a typical family saloon car – a Skoda Octavia. Refer to Figure 4a.

5.3 As can be seen from the Figure, vehicles can access and egress the site in forward gear.

5.4 To ensure that the existing garages at the rear of 13 and 15 Townshend Road can still be accessed, additional vehicle swept path analysis has been undertaken.

5.5 As can be seen from Figure 4b, the largest vehicle which can fit into the two garages (a typical small car and a typical family saloon car, respectively) can successfully access each of the garages independently.

6.0 SUMMARY

6.1 The local planning and highway authority is the London Borough of Richmond upon Thames.

6.2 The proposal seeks to demolish the existing garages to provide five x one bedroom / two-person dwellings. One wheelchair accessible parking space is proposed, which will have E.V. charging. The dwellings will be provided for the over 65s with limited mobility. Other existing parking for neighbouring properties has been re-provided at the same number.

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

6.4 The average overnight parking stress of permit holder parking opportunities for future occupants of the site is currently 80%. The results of the parking surveys demonstrate that the uptake of kerb side parking in proximity to the application site is currently not at a level where parking stress is problematic.

6.5 The demolition of the garages is expected to create a 'worst case' demand for an additional four vehicles parking locally within 200 metres. An additional four vehicles parking locally would raise the parking stress by 3%, from 80% to 84%. This is still underneath the prescribed threshold of 85% outlined within the methodology.

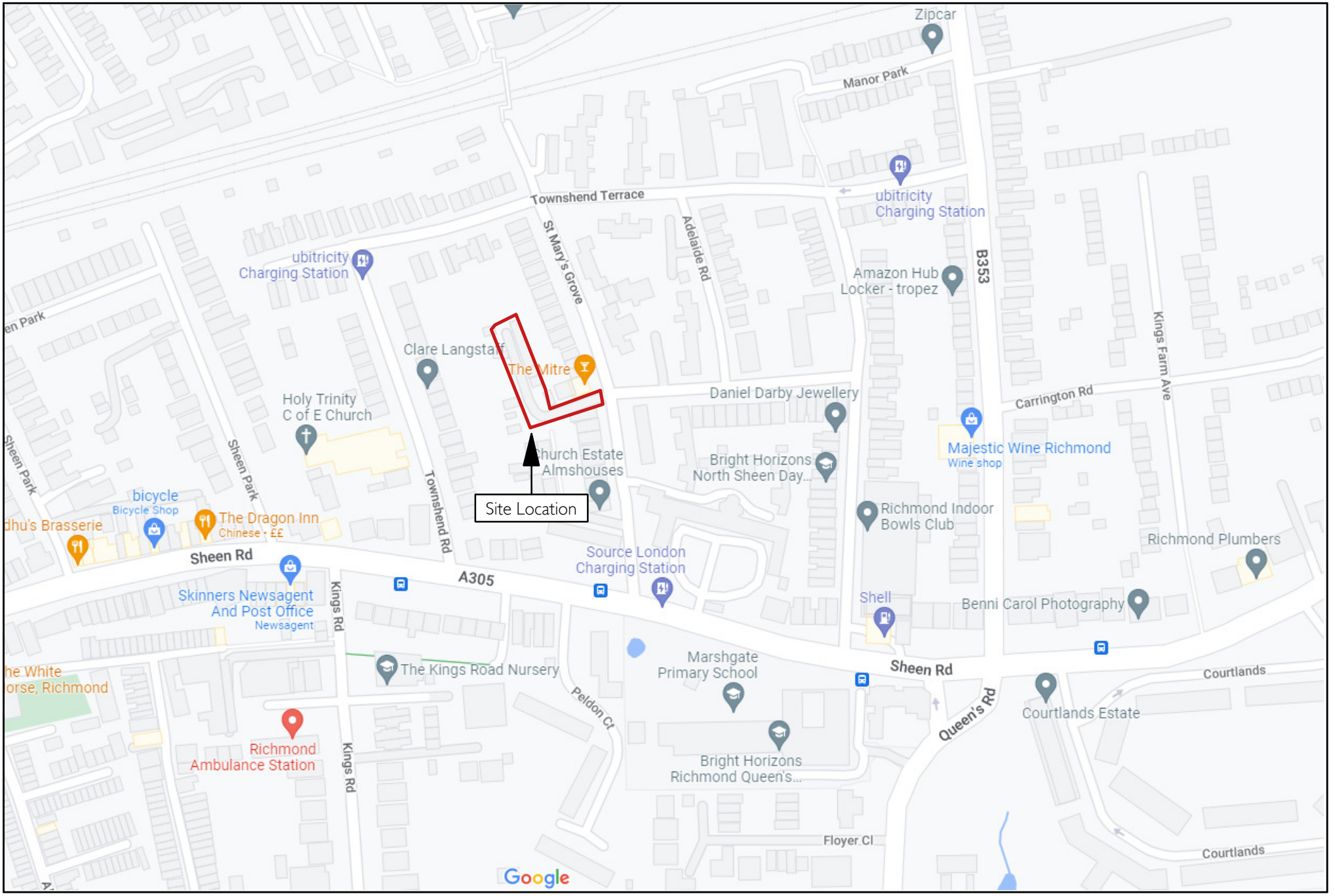
6.6 Car ownership data indicates that if the new residents were to park locally, then the demand would push the parking stress over the 85% threshold. It is therefore proposed that the dwellings are proposed as 'car-free', subject to a S106 agreement stopping future residents from obtaining a parking permit.

6.7 This will ensure that the parking stress does not increase to over the 85% threshold.

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

6.9 In order to ensure that vehicles can adequately enter and exit the site in forward gear and existing garages at the rear of 13 and 15 Townshend Road, vehicle swept path analysis has been undertaken. Vehicles can enter and exit the site in forward gear.

FIGURES



Date: May 2022
Scale: NTS
Source: Gmaps
No: P2689/TS/01

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P2689: ST MARY'S GROVE GARAGES, GRENA GARDENS, RICHMOND, TW9

Figure 1.

Site Location

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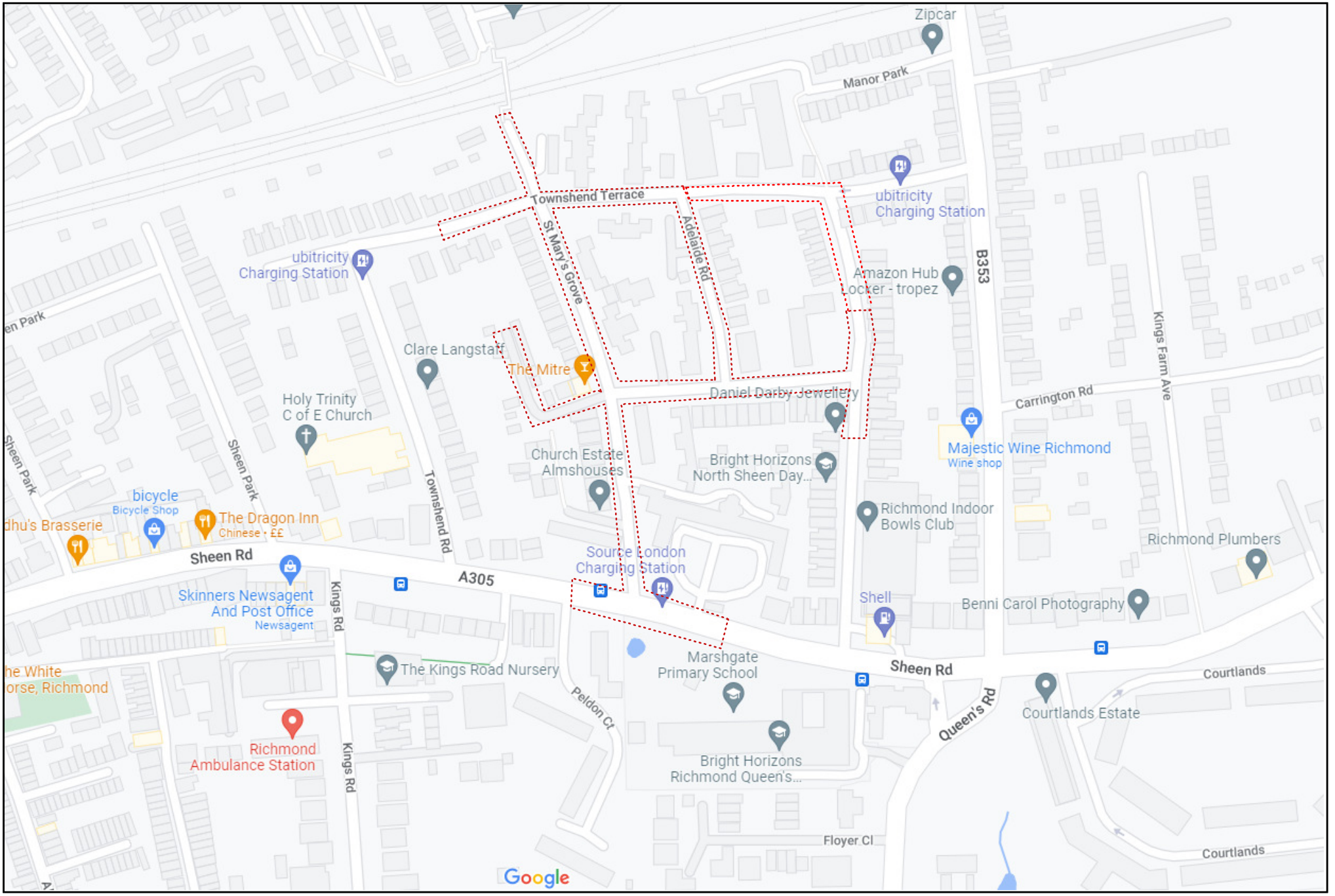

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Source: Google Maps
Drawing No: P2689/TS/02

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P2689: ST MARY'S GROVE GARAGES, GRENA GARDENS, RICHMOND, TW9

Figure 2.

Parking survey area 200m

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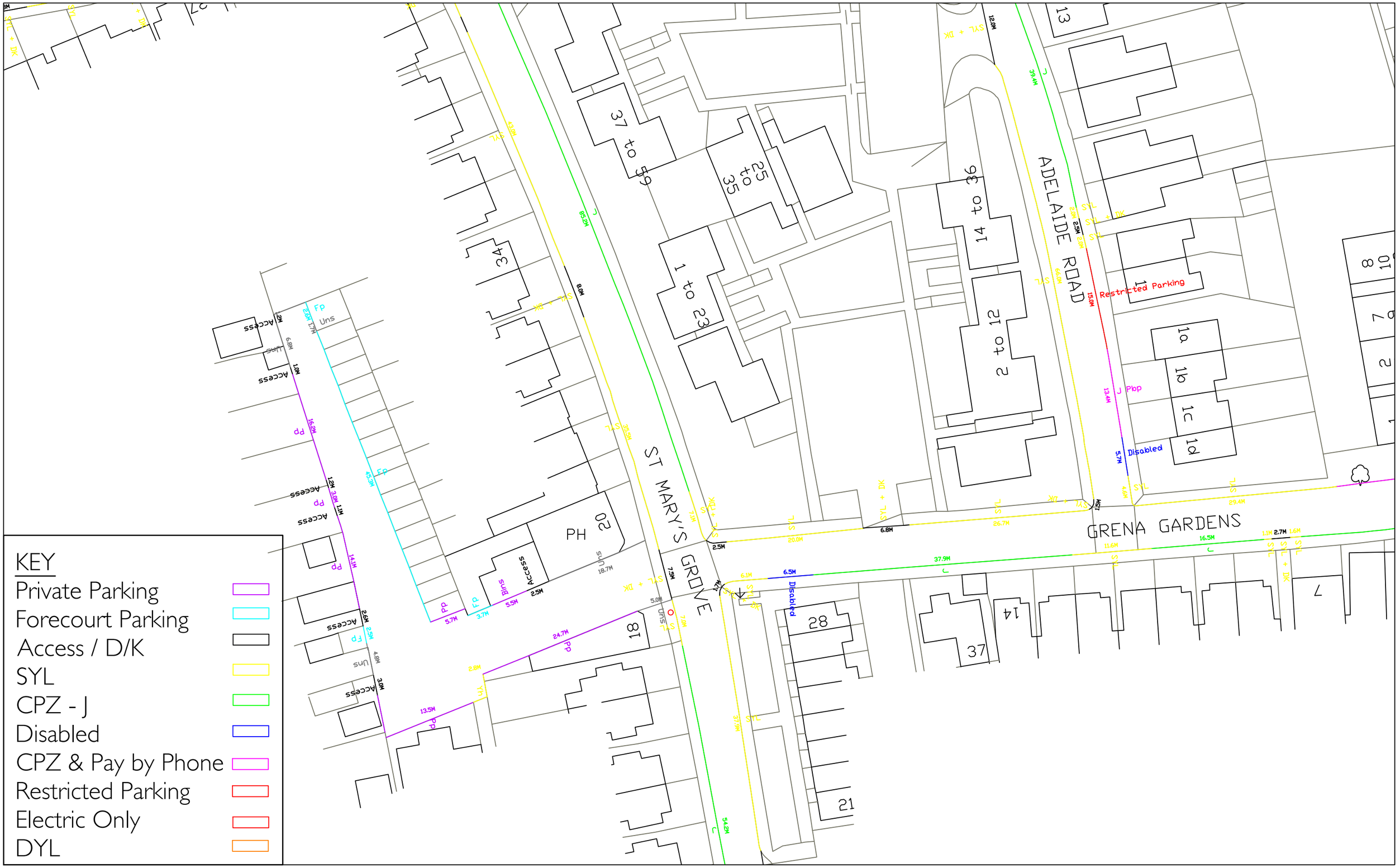

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Drawing No. P2689/TS/3

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P2689: ST MARY'S GROVE GARAGES

Figure 3.a
Kerb Side Inventory

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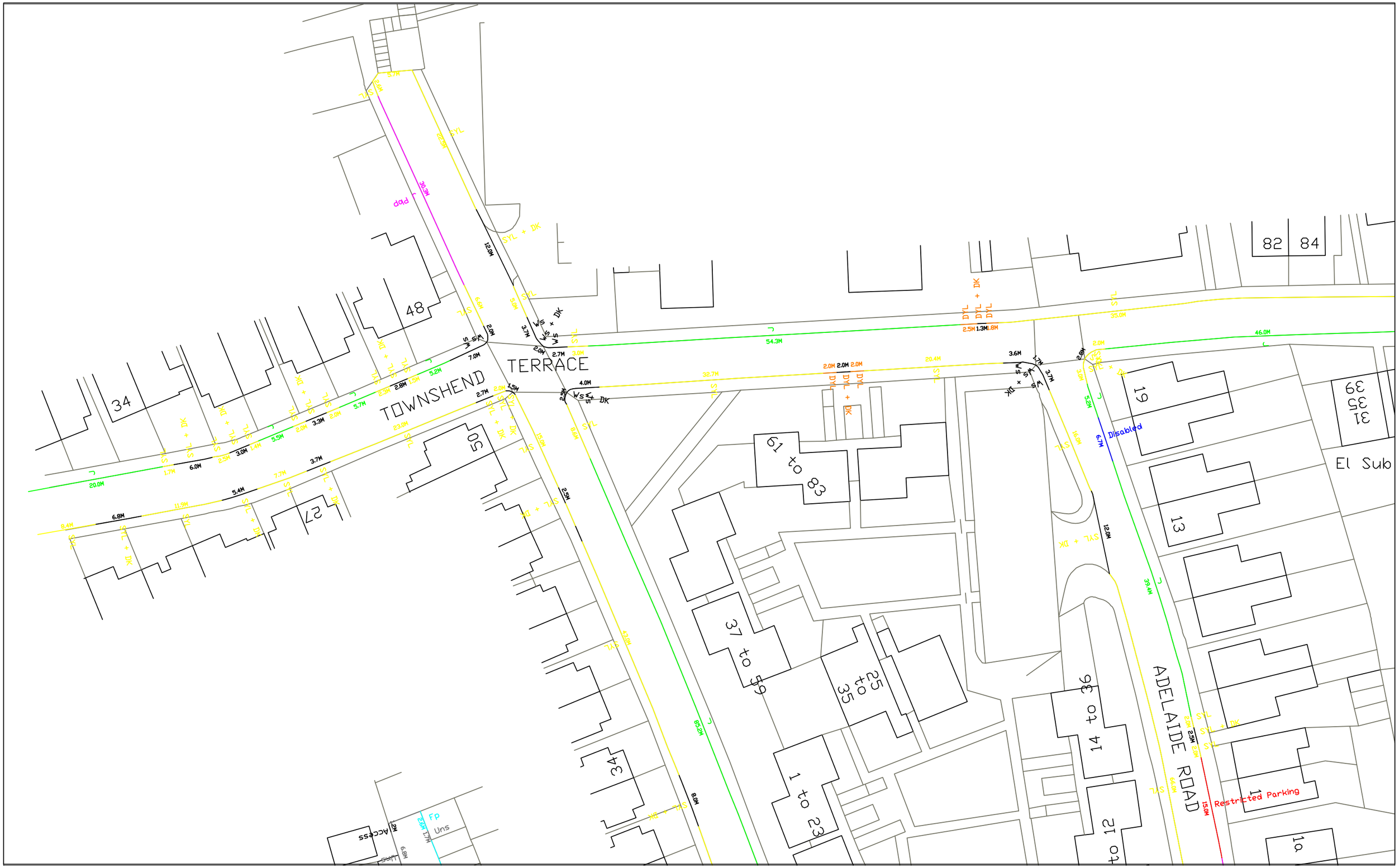

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Source: OS/PMA
Drawing No. P2689/TS/3

N

P2689: ST MARY'S GROVE GARAGES

Figure 3.b
Kerb Side Inventory

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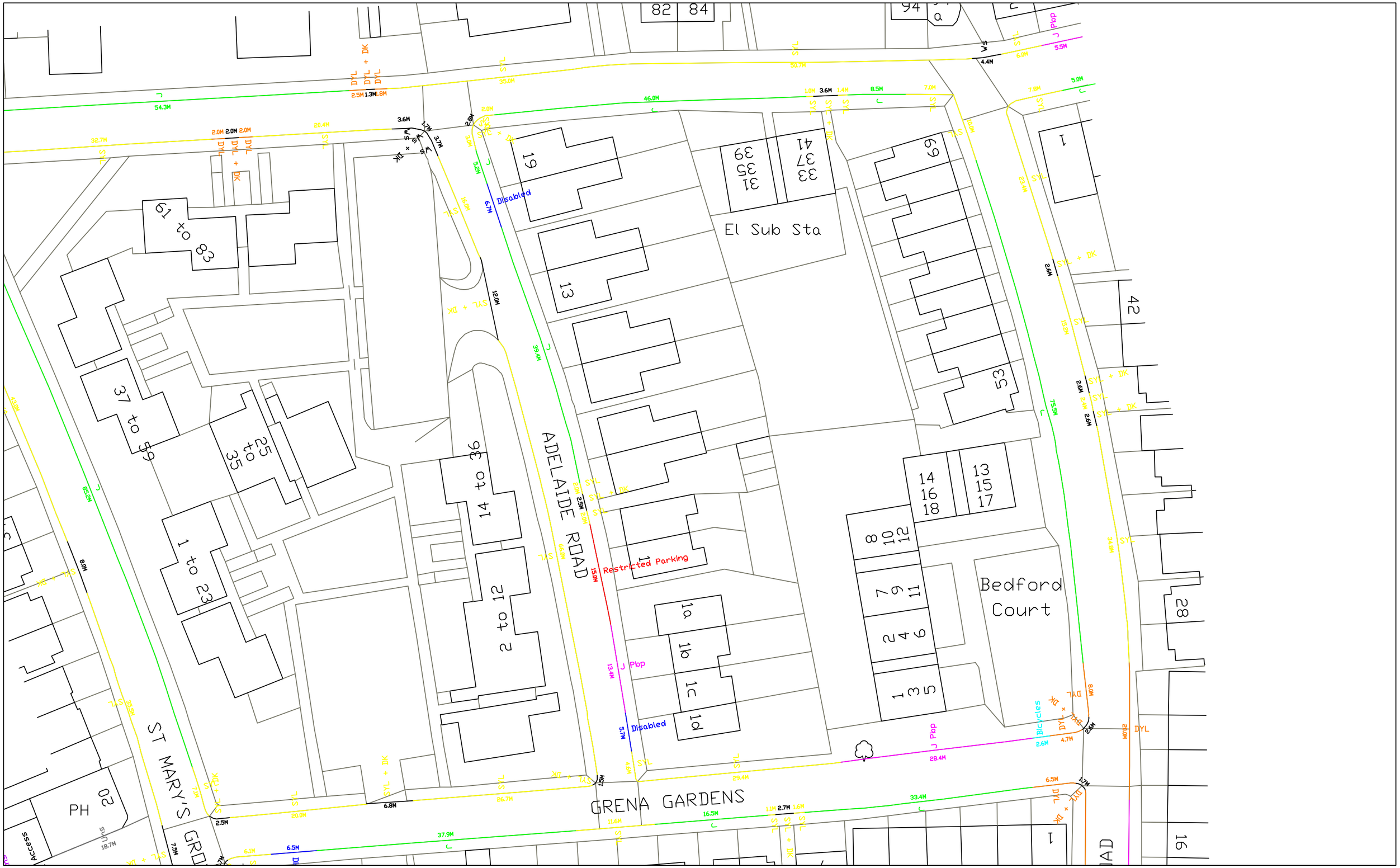

Date: March 2022 Scale: 1:500@A3 Source: OS/PMA Drawing No. P2689/TS/3	N	P2689: ST MARY'S GROVE GARAGES Figure 3.c Kerb Side Inventory

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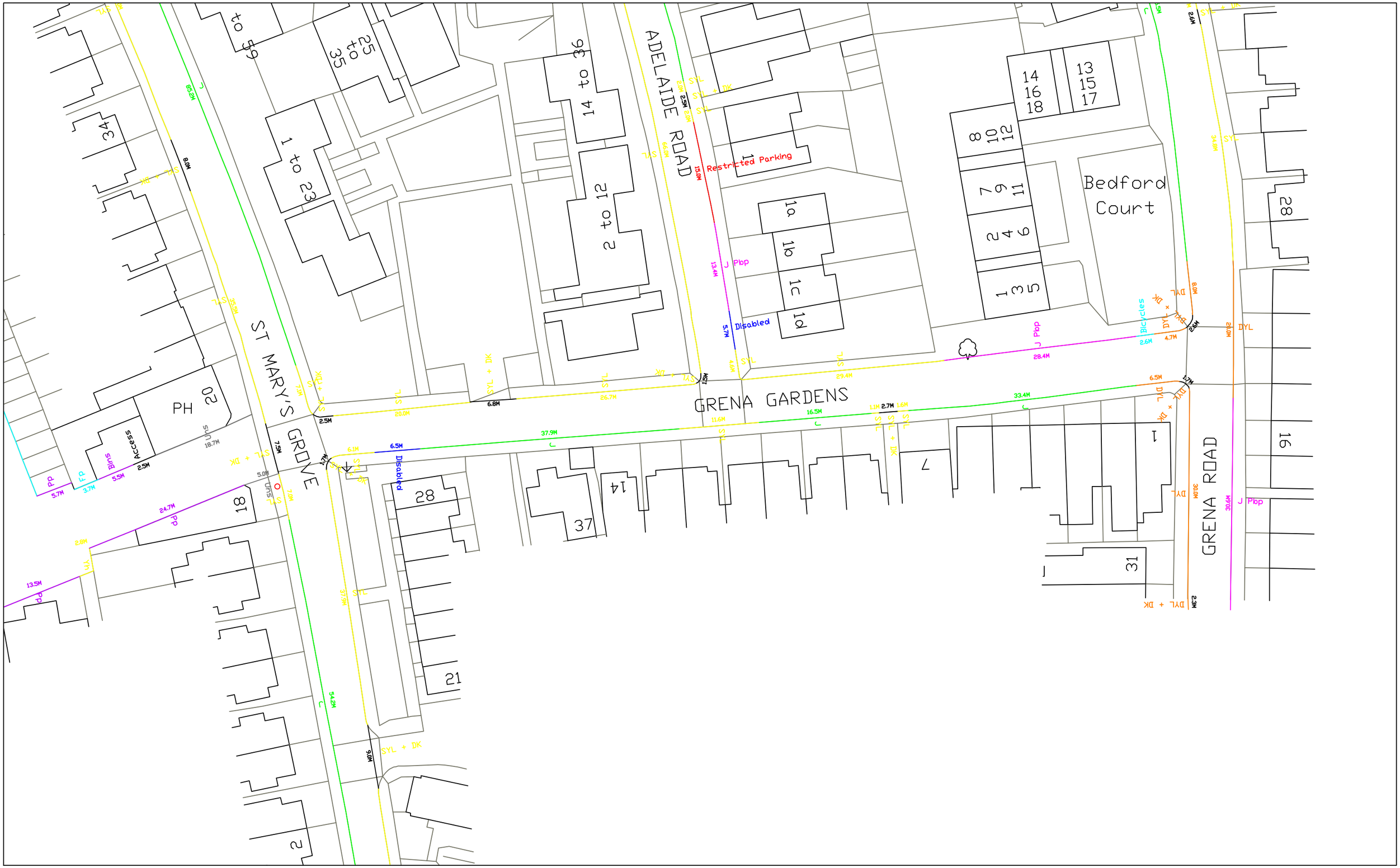

Date: March 2022 Scale: 1:500@A3 Source: OS/PMA Drawing No. P2689/TS/3	N	P2689: ST MARY'S GROVE GARAGES Figure 3.d Kerb Side Inventory

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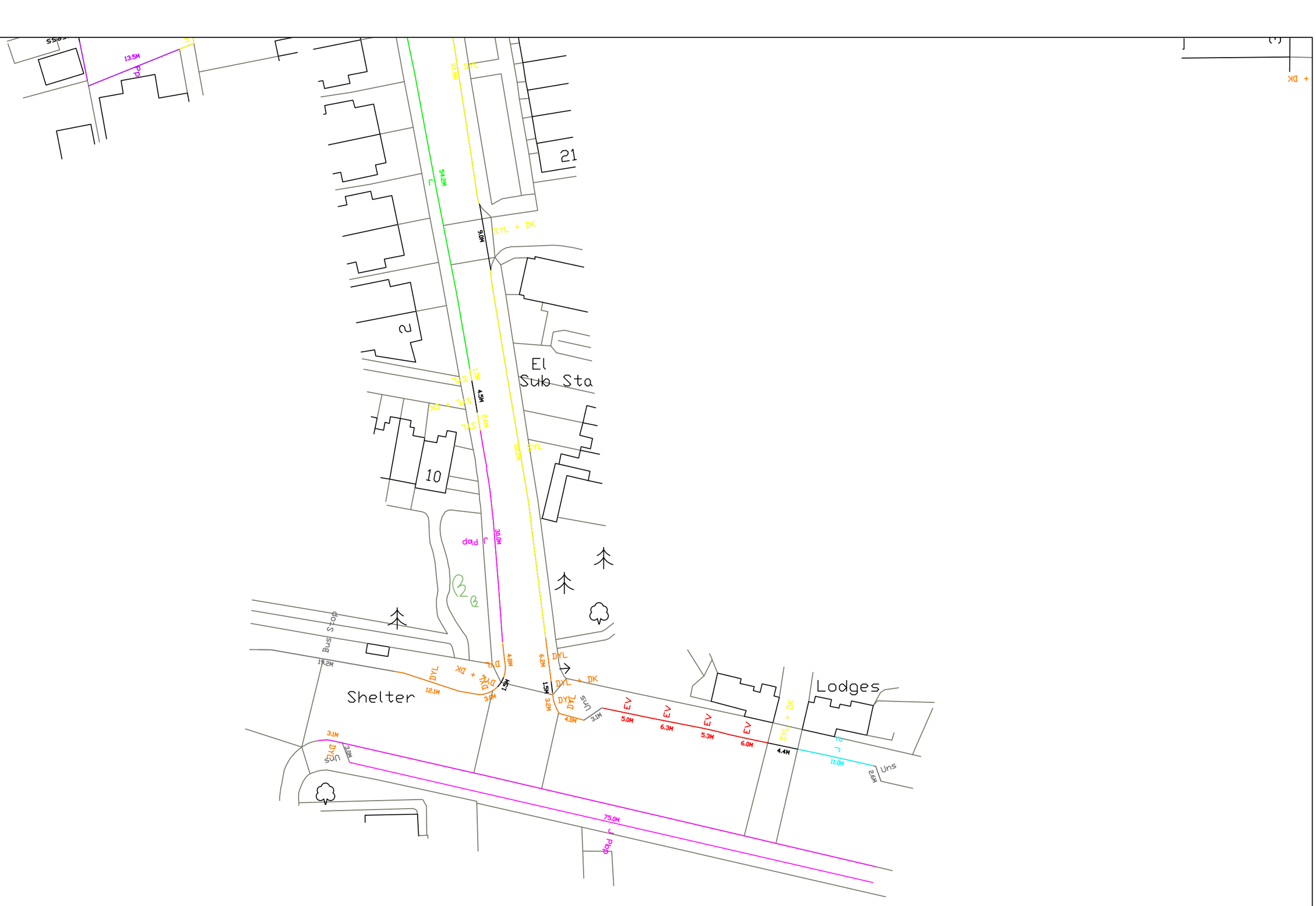

Date: March 2022
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2689/TS/3

N

P2689: ST MARY'S GROVE GARAGES

Figure 3.e

Kerb Side Inventory

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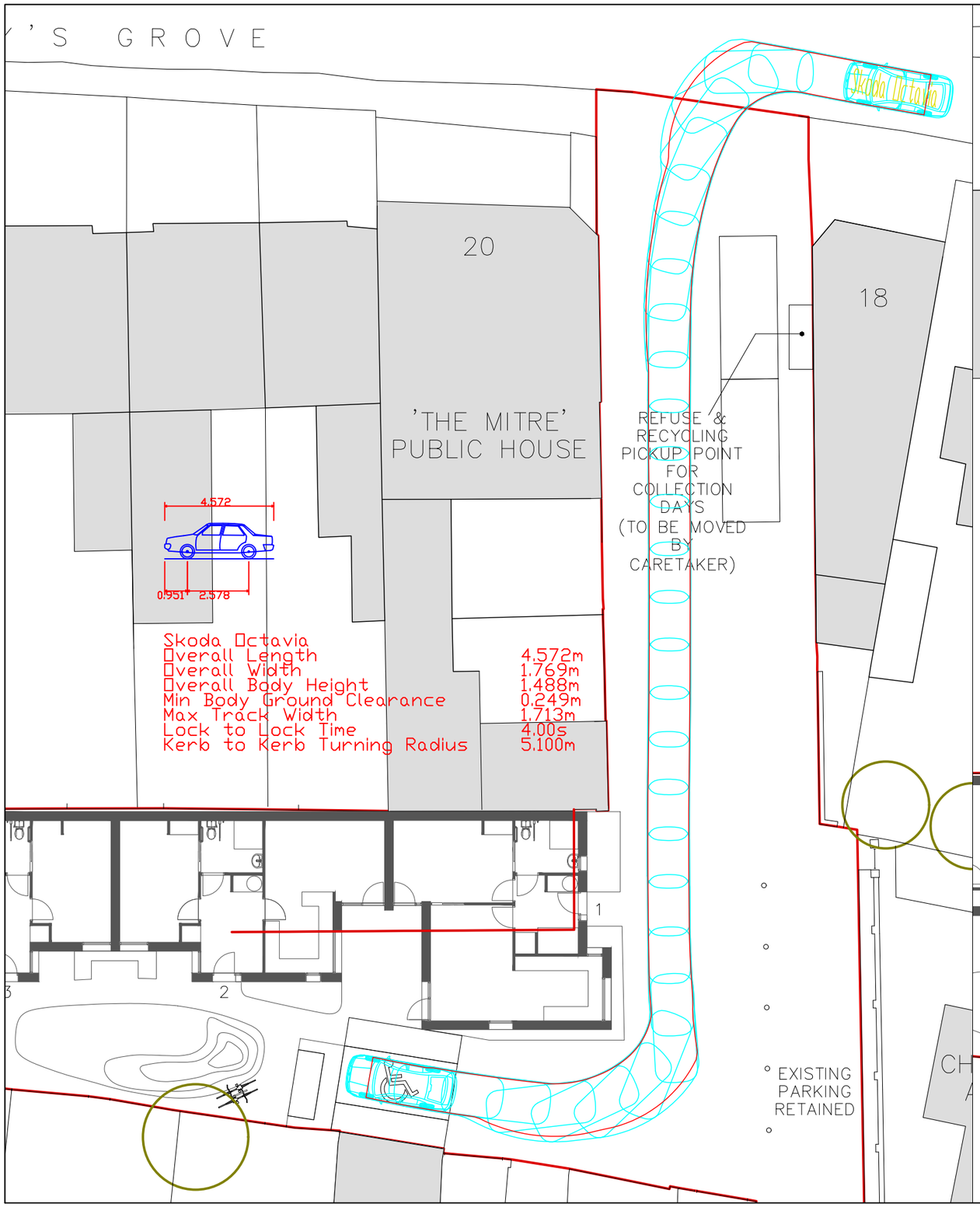

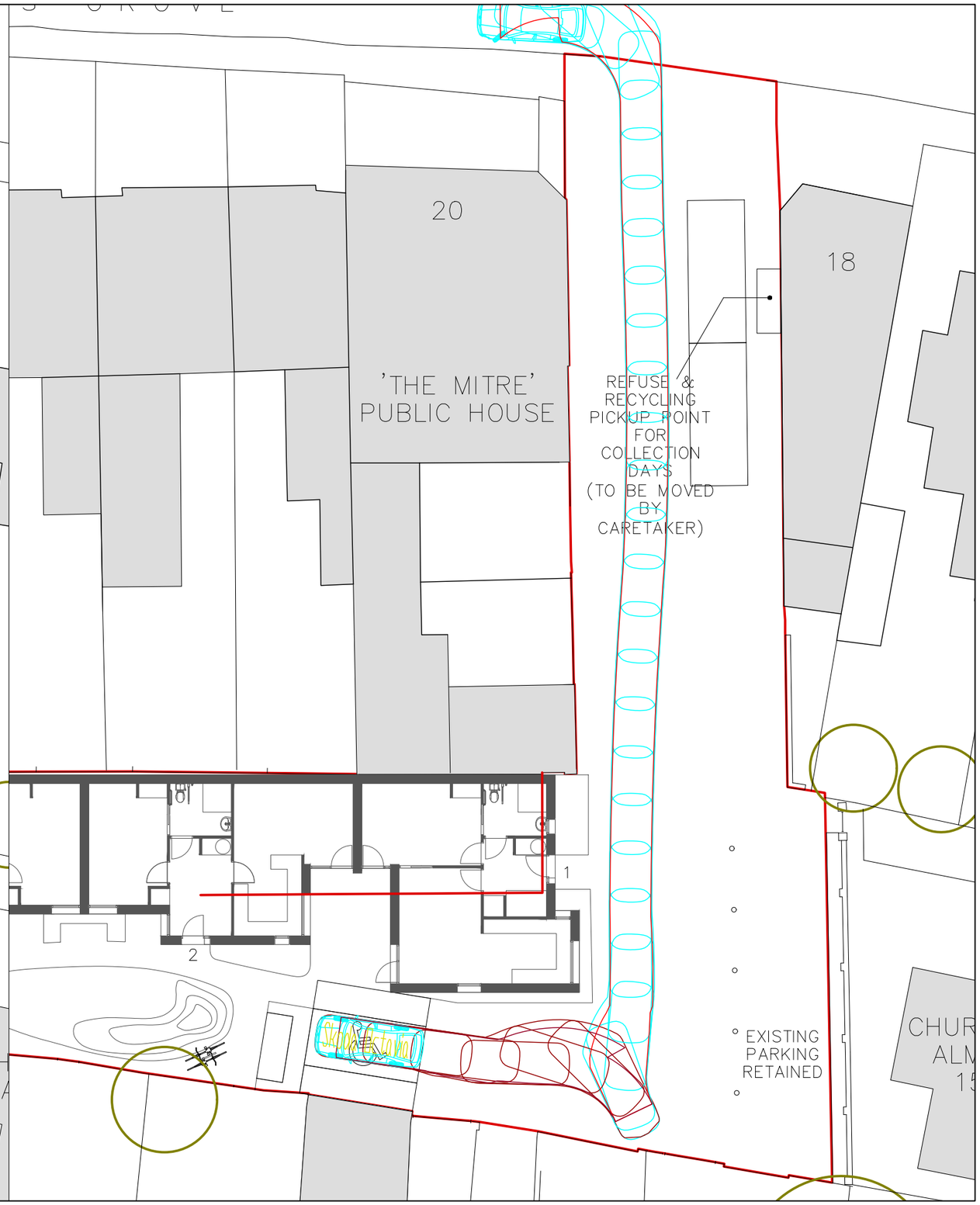

Date: Mat 2022
Scale: 1:200@A3
Source: CCAR/PMA/ATR
Drawing No. P2689/TS/4

N

P2689: ST MARY'S GROVE GARAGES

Figure 4.a

Vehicle Swept Path Analysis: Family Saloon Car

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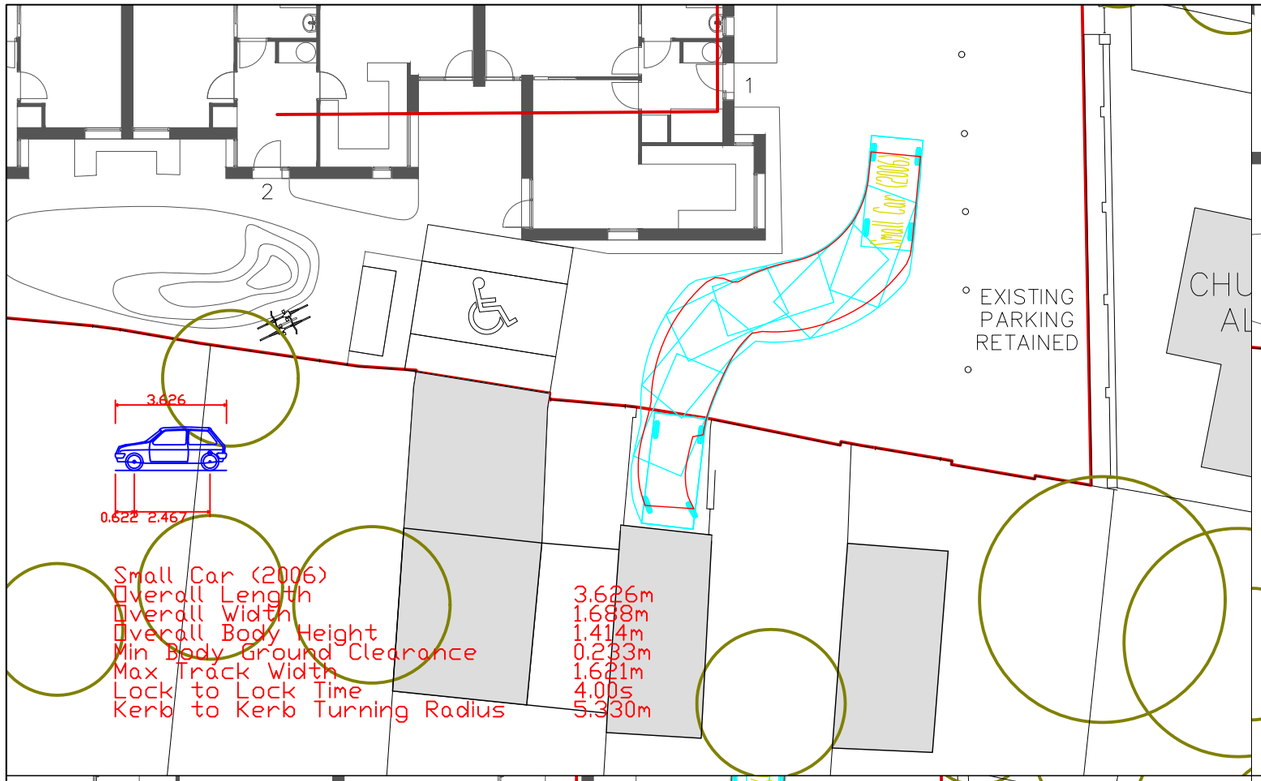

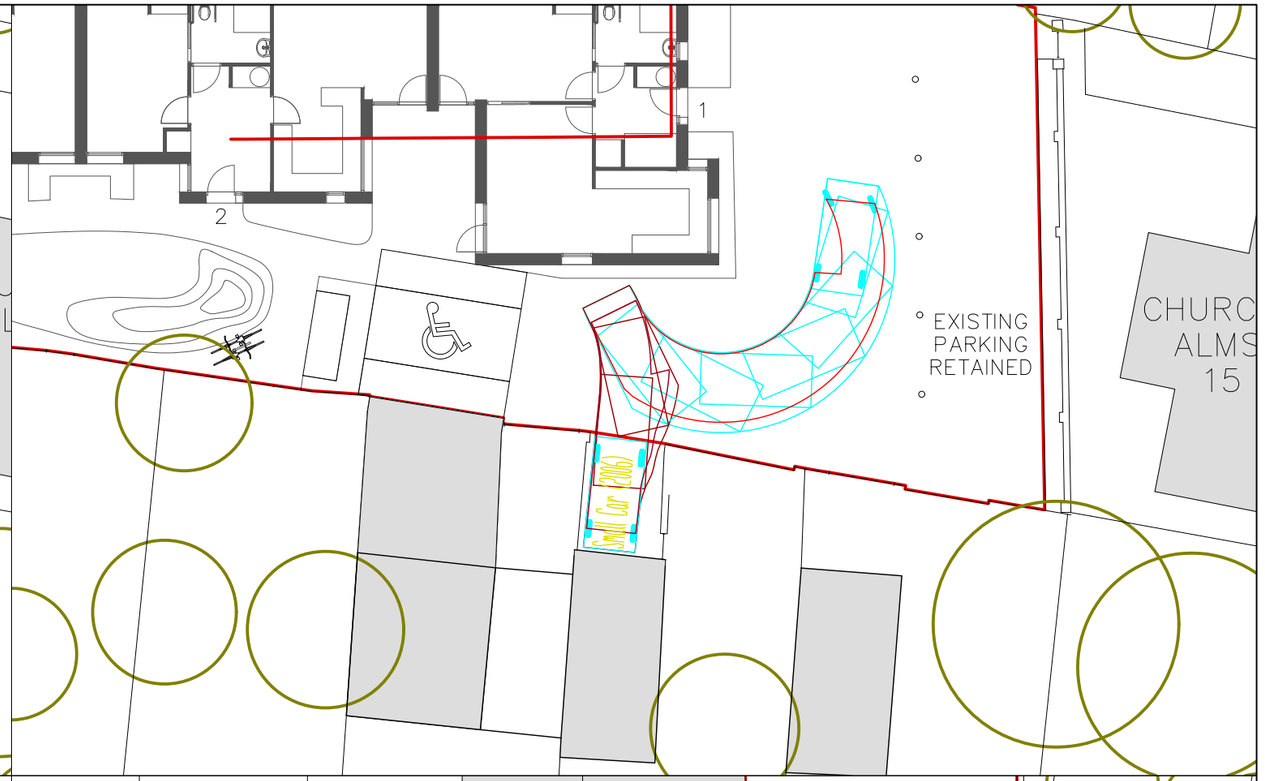

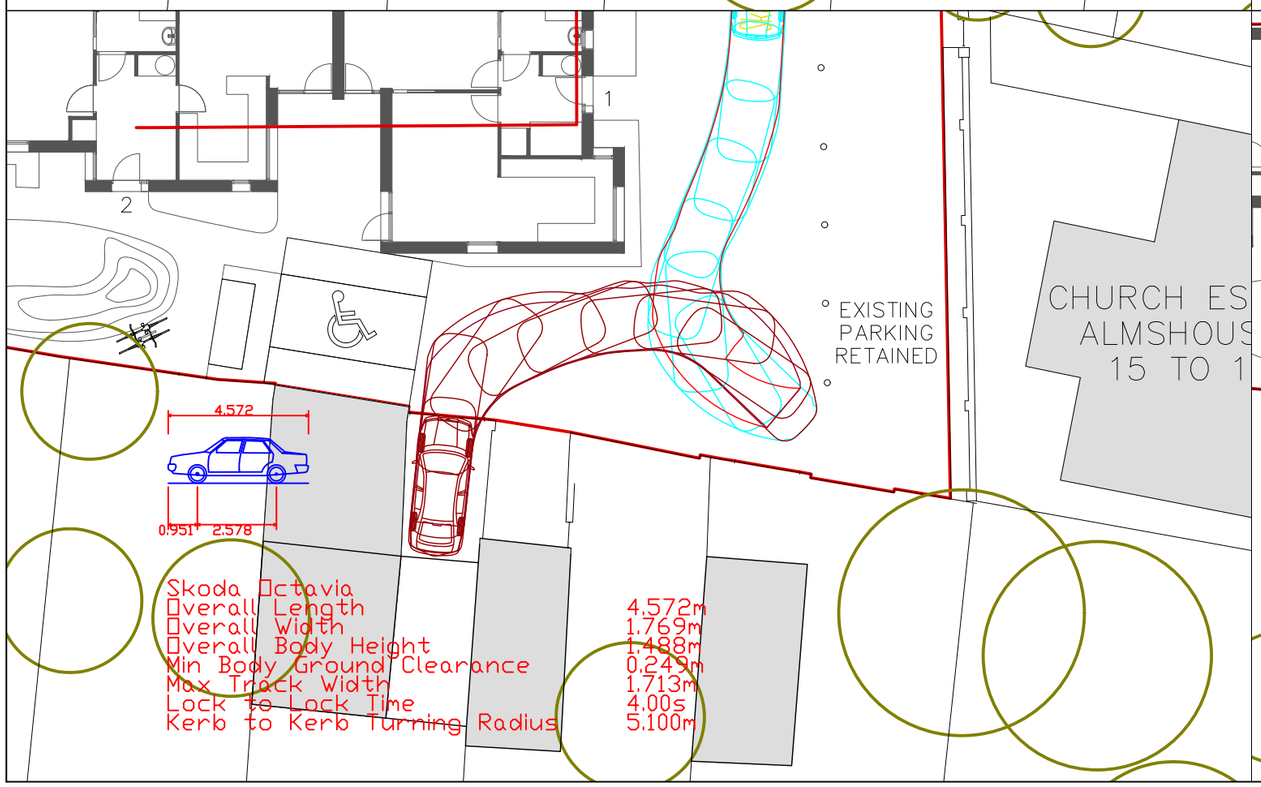

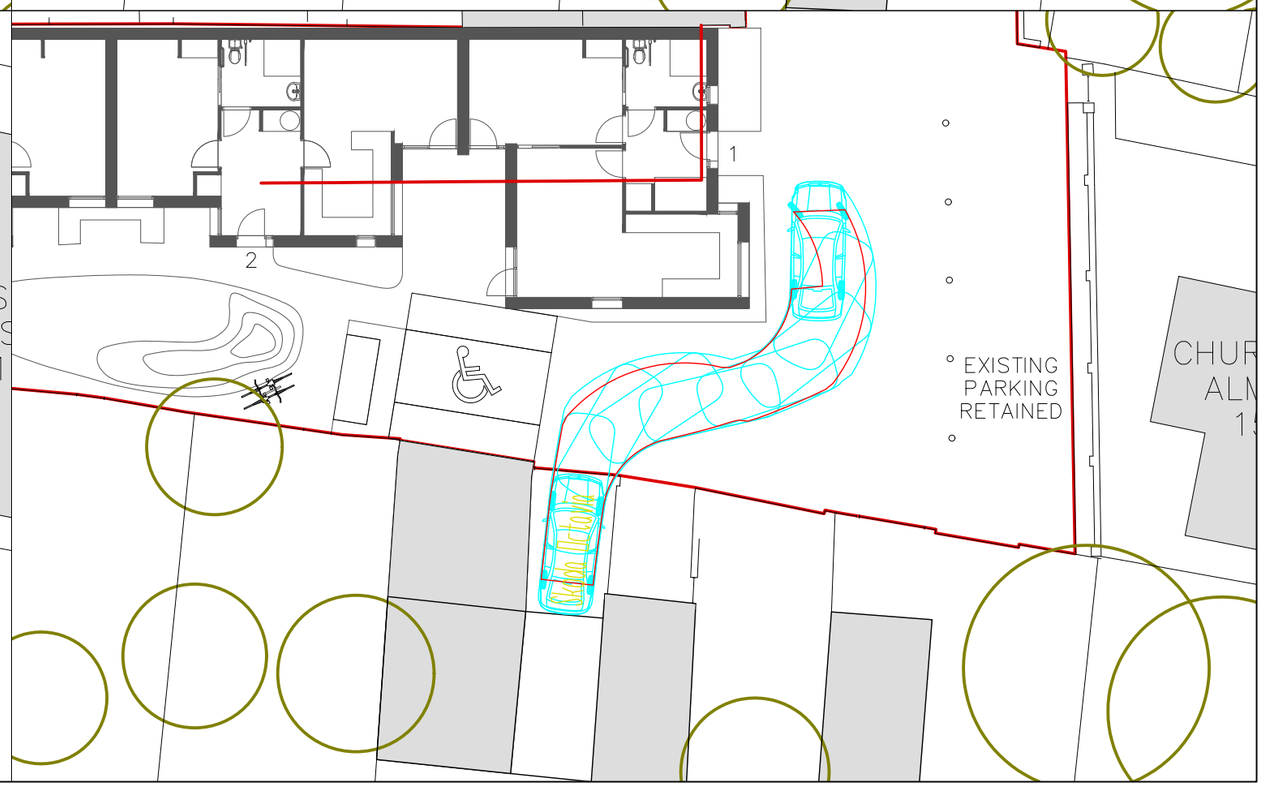

Date: May 2022
Scale: 1:200@A3
Source: CCAR/PMA/ATR
Drawing No. P2689/TS/4

N

P2689: ST MARY'S GROVE GARAGES

Figure 4.b

Vehicle Swept Path Analysis: Car Accessing Existing Garages at numbers 13 and 15 Townsend Rd

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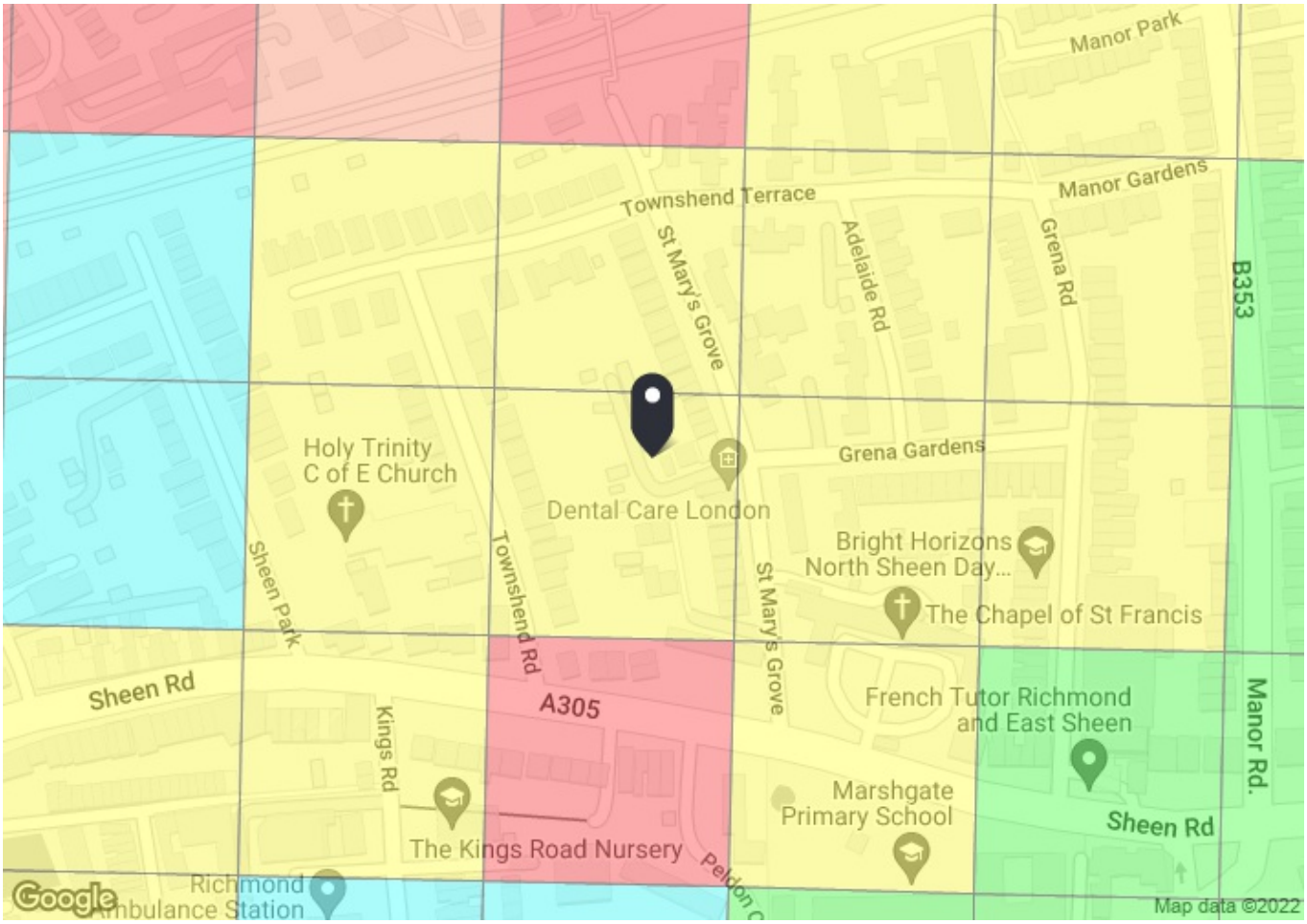
APPENDIX A
PTAL Export

TRANSPORT FOR LONDON



PTAL output for Base Year
4

The Mitre, 20 St Mary's Grove, Richmond TW9 1UY, UK
Easting: 518762, Northing: 175168

Grid Cell: 54094

Report generated: 04/05/2022

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	SHEENDALE ROAD	371	545.23	7	6.82	6.29	13.1	2.29	0.5	1.14
Bus	SHEENDALE ROAD	190	545.23	4	6.82	9.5	16.32	1.84	0.5	0.92
Bus	SHEENDALE ROAD	419	545.23	4	6.82	9.5	16.32	1.84	0.5	0.92
Bus	SHEENDALE ROAD	H37	545.23	10	6.82	5	11.82	2.54	0.5	1.27
Bus	SHEENDALE ROAD	R68	545.23	4	6.82	9.5	16.32	1.84	0.5	0.92
Bus	SHEENDALE ROAD	R70	545.23	6	6.82	7	13.82	2.17	0.5	1.09
Bus	SHEENDALE ROAD	391	545.23	6	6.82	7	13.82	2.17	0.5	1.09
Bus	SHEENDALE ROAD	H22	545.23	5	6.82	8	14.82	2.02	0.5	1.01
Bus	SHEEN PARK KINGS ROAD	33	232.37	7.5	2.9	6	8.9	3.37	1	3.37
Bus	SHEEN PARK KINGS ROAD	493	232.37	5	2.9	8	10.9	2.75	0.5	1.38
Bus	SHEEN PARK KINGS ROAD	337	232.37	5	2.9	8	10.9	2.75	0.5	1.38
Rail	North Sheen	'SHEPRTN-WATRLMN 2H92'	759.5	1	9.49	30.75	40.24	0.75	0.5	0.37
Rail	North Sheen	'WDON-WATRLMN 2K03 '	759.5	0.33	9.49	91.66	101.15	0.3	0.5	0.15
Rail	North Sheen	'WATRLMN-WATRLMN 2K09'	759.5	2	9.49	15.75	25.24	1.19	1	1.19
Rail	North Sheen	'WATRLMN-WATRLMN 2O09'	759.5	2	9.49	15.75	25.24	1.19	0.5	0.59
Rail	North Sheen	'WATRLMN-WATRLMN 2R09'	759.5	2	9.49	15.75	25.24	1.19	0.5	0.59
Rail	North Sheen	'HOUNSLW-WATRLMN 2V05'	759.5	0.33	9.49	91.66	101.15	0.3	0.5	0.15
									Total Grid Cell AI:	**17.52**

APPENDIX B
Proposed Site Plan

SITE LAYOUT & GROUND FLOOR PLAN

ACCOMMODATION SCHEDULE

SELF-CONTAINED DWELLINGS FOR THE OVER 65s
4 No. 1 BED / 2 PERSON WHEELCHAIR ACCESSIBLE M4(3) UNITS @ 60M²
1 No. 1 BED / 2 PERSON ACCESSIBLE & ADAPTABLE UNIT WITH WET ROOM M4(2) @ 50M²
5 No. UNITS TOTAL

PARKING:
1 No. BLUE BADGE DISABLED PARKING BAY (ELECTRIC CHARGING)
2 No. VISITOR BAYS

NOTE:
DRY RISER REQUIRED FOR FIRE BRIGADE ACCESS.
EXISTING NEIGHBOUR GATE AND GARAGE ACCESS RETAINED.
BOUNDARY FENCE REPLACEMENT SUBJECT TO CONSULATION WITH NEIGHBOURS.


ST MARY'S GROVE
NORTH
BAR SCALE
0 1 2 3 4 5M
34
20
18
'THE MITRE' PUBLIC HOUSE
OVERHEAD CABLES
CATV
POMH
DECK
RAMP
MAIN ENTRANCE
SIDE ENTRANCE
GATES
GARAGE
BAY 1
BAY 2
REFUSE & RECYCLING PICKUP POINT FOR COLLECTION DAYS (TO BE MOVED BY CARETAKER)
DEMARKED FOOTPATH
GATE
EXISTING GATE TO ALMSHOUSES & COMMUNAL GARDEN RETAINED
SEMI-PRIVATE PATIO GARDEN & PLOT 5 SCOOTER CHARGING
PLOT 3 COVERED CHARGING SPACE FOR MOBILITY SCOOTER
SEMI-PRIVATE PATIO GARDEN FOR PLANT POTS & SEATING
EXISTING GARAGE WALL 2.75M - 2.9M REPLACED WITH NEW BRICK WALL 2.85 - 3.35M SIMILAR TO EXISTING GARAGE WALL
PLOT 2 COVERED CHARGING SPACE FOR MOBILITY SCOOTER
SEMI-PRIVATE PATIO GARDEN & PLOT 1 SCOOTER CHARGING
BENCH SEATING
EXISTING HIGH LEVEL WINDOW
NEW CLOSE 1.8M BOARDED FENCE
PRIVATE GARDEN
EXISTING 1.4M CLOSE BOARDED FENCE REPLACED WITH 1.8M SUBJECT TO CONSULTATION WITH NEIGHBOURS
1B/2P M4(2)
1B/2P M4(3)
WET ROOM
BEDROOM
LIVING / DINING
KITCHEN
LOBBY
TRANSFER
RAMP
ACTIVITY LAWN & MOUND
EV
6000
EXISTING PARKING RETAINED
U/S FASCIA 15.05
RIDGE 17.16
EXISTING 1.7M CLOSEBOARDED FENCES REPLACED WITH 1.8M SUBJECT TO CONSULTATION WITH NEIGHBOURS
EXISTING GATE No.27 RETAINED
LINE OF EXISTING GARAGES TO BE DEMOLISHED
EXISTING GATE No.25 RETAINED
EXISTING GATE No.23 RETAINED
SEATING & RAISED BRICK BED 'SHADE PLANTING'
EXISTING GATE No.21 RETAINED
RAISED BRICK BED 'VEG PATCH'
COMMUNAL ROTARY DRYERS
EXISTING GATE No.19 RETAINED
STEEL WIRES & WALL CLIMBERS
BIKE STAND
EXISTING GATE No.17 RETAINED
BIN STORE ENCLOSURE 3 x 240L 1 x 360L
U/S FASCIA 12.06
RIDGE 14.07
DRIVE & GATE No.15 RETAINED
DRIVE & GARAGE No.13 RETAINED
GARAGE ACCESS RETAINED
STEEL WIRES & WALL CLIMBERS
EXISTING GATE No.11 RETAINED
GARAGE
A
B
C
D
E

Project	
ST MARY'S GROVE GARAGES, RICHMOND, TW9	
Drawing	
SITE LAYOUT & GROUND FLOOR PLAN	

Drawing No.	Scale	Date
SMGG21-03	1:100 @ A1	11.05.2022

CLIVE CHAPMAN ARCHITECTS
SUSTAINABILITY CONSULTANTS
4 EEL PIE ISLAND TWICKENHAM MIDDX TW1 3DY
TELEPHONE 020 8891 4837
EMAIL INFO@CCAR.CO.UK
WEBSITE WWW.CCAR.CO.UK

APPENDIX C
LB Richmond Parking Methodology

Appendix A

Richmond parking survey methodology

Richmond parking survey methodology

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

Extent of survey area

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

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

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

3 Areas outside of Richmond will be excluded

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

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

Survey times

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

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

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

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

Required information

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

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

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

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

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

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

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

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

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

Results

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

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

Example of survey inventory sheet and results maps

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

Example of results table

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

APPENDIX D
Overnight Parking Results

P2689 Parking Survey Results

Sum of 12/05/2022 02:00	Kerb Type									
Road Name	Disabled	Electric Vehicles Only	Forecourt Parking	J (At All Times)	J 2 (Mon-Fri 10am-2pm)	J Pbp (Mon-Fri 10am-2pm J Permit Holders or Pay By Phone Max Stay 2 Hours)	Private Parking	Restricted Parking (Mon-Fri 10am-2pm Voucher Parking 2 Hour Limit 20p per 30 mins and Resident Permit Holders Only)	Single Yellow Line	Grand Total
Adelaide Road	2			9		2		3	0	16
Grena Gardens	0			14		5			2	21
Grena Road				14		3			1	18
Manor Gardens				1		1			0	2
Mitre Pub			0				5		0	5
Sheen Road		1			2	6			0	9
St Marys Grove				23		9			0	32
Townshend Terrace				22					0	22
Grand Total	**2**	**1**	**0**	**83**	**2**	**26**	**5**	**3**	**3**	**125**

Sum of 15/05/2022 01:00	Kerb Type									
Road Name	Disabled	Electric Vehicles Only	Forecourt Parking	J (At All Times)	J 2 (Mon-Fri 10am-2pm)	J Pbp (Mon-Fri 10am-2pm J Permit Holders or Pay By Phone Max Stay 2 Hours)	Private Parking	Restricted Parking (Mon-Fri 10am-2pm Voucher Parking 2 Hour Limit 20p per 30 mins and Resident Permit Holders Only)	Single Yellow Line	Grand Total
Adelaide Road	2			7		2		3	0	14
Grena Gardens	1			15		5			1	22
Grena Road				14		4			1	19
Manor Gardens				1		1			1	3
Mitre Pub			0				4		0	4
Sheen Road		0			2	7			0	9
St Marys Grove				23		9			0	32
Townshend Terrace				23					0	23
Grand Total	**3**	**0**	**0**	**83**	**2**	**28**	**4**	**3**	**3**	**126**

Sum of 17/05/2022 04:00	Kerb Type									
Road Name	Disabled	Electric Vehicles Only	Forecourt Parking	J (At All Times)	J 2 (Mon-Fri 10am-2pm)	J Pbp (Mon-Fri 10am-2pm J Permit Holders or Pay By Phone Max Stay 2 Hours)	Private Parking	Restricted Parking (Mon-Fri 10am-2pm Voucher Parking 2 Hour Limit 20p per 30 mins and Resident Permit Holders Only)	Single Yellow Line	Grand Total
Adelaide Road	2			8		2		3	0	15
Grena Gardens	0			15		6			2	23
Grena Road				13		3			1	17
Manor Gardens				1		1			1	3
Mitre Pub			0				5		0	5
Sheen Road		1			2	7			0	10
St Marys Grove				23		8			0	31
Townshend Terrace				21					0	21
Grand Total	**2**	**1**	**0**	**81**	**2**	**27**	**5**	**3**	**4**	**125**

Date: March 2022
Scale: NTS
Source: OS/PMA
Drawing No. P2689/TS/D

N

P2689: ST MARY'S GROVE GARAGES

Appendix Dii

Parking Survey Results - Night 1

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Date: March 2022
Scale: NTS
Source: OS/PMA
Drawing No. P2689/TS/D

N

P2689: ST MARY'S GROVE GARAGES

Appendix Dii

Parking Survey Results - Night 2

PAUL MEW ASSOCIATES
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Date: March 2022
Scale: NTS
Source: OS/PMA
Drawing No. P2689/TS/D

N

P2689: ST MARY'S GROVE GARAGES

Appendix Diii

Parking Survey Results - Night 3

PAUL MEW ASSOCIATES
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APPENDIX E
Garage Usage Survey

SMG Garage Activity Survey

Date	Time	Person/Vehicle description	Reason for access	Approx Duration
Sat 02.04.2	09:47	Silver Car	Turns around	/
	15:57	Grey Car	Turns around	/
	18:11	2x persons on foot	Enter garage No.14	5 Mins
Sun 03.4.22	06:31	White LAP Van	Loads/unloads at garage No.1	10 Mins
	08:23	Silver Car	Parks in RC hatched area	25 Mins
	09:44	Small Red Van	Turns around	/
	10:50	Moped	Rides around a couple of times	1 Min
	14:20	1x person on foot	Looks around and leaves	1 Min
	17:55	3 x persons on foot	Enter garage area and look around	2 Mins
Mon 04.4.22	08:44	White Van	Turns around	/
	08:56	Silver Car	Turns around	/
	10:00	1x person	Gets small sports acr out of garage No.16	4 Mins
	11:15	Fedex Van	Delivery to rear of No.11 Townshend Road	8 Mins
	12:42	Private Ambulance	Stops in garage area	4 Mins
	12:57	Small Sports Car	Returns to Garage No.16	5 Mins
	15:20	Green Car	Turns around	/
	16:33	White Van	Delivery to rear of No.11 Townshend Rd	3 mins
	16:35	White Car	Turns around	/
	17:03	1x person	from the rear of No.11 Townshend Rd into garage No.10	13 Mins
	17:55	1x person	from the rear of No.11 Townshend Rd into garage No.10	4 Mins
Tues 05.4.22	07:02	White Lap Van	Loads/unloads at garage No.1	3 Mins
	08:16	White Lap Van	Loads/unloads at garage No.1	8 Mins
	10:57	1x person	gets bicycle from garage No.16	7 Mins
	13:52	1x person	Puts bicycle back into garage No.16	8 Mins
	17:28	White Lap Van	Loads/unloads at garage No.1	10 Mins
	17:48	2x persons and a child	Look around garage area	1 Min
Wed 06.4.22	07:10	White Lap Van	Loads/unloads at garage No.1	5 Mins
	07:15	/	Garage No.14 opens due to wind	/
	08:45	White Van	Parks in front of garages 2/3 and loads/unloads	2 Mins
	08:49	1x person	from the rear of No.11 Townshend Rd into garage No.10	4 Mins
	12:39	Grey Van	Loads/unloads at garage No.15	22 Mins
	12:42	Black Van	Loads/unloads at garage No.3	18 Mins
	15:51	White Van	Loads/unloads at garage No.1	8 Mins
	16:18	White Van	Loads/unloads at garage No.1	5 Mins
	16:51	White Van	Loads/unloads at garage No.1	6 Mins
Thurs 07.4.22	09:07	White Van	Drives to bottom of garage area then leaves	1 Min
	10:14	Fedex Van	Delivers to rear of No.11 Townshend Rd	3 Mins
	11:48	1x person	Gets small sports acr out of garage No.16	3 Mins
	14:11	Grey Car	Turns around and leaves	/
	15:32	Open back Van	Collects dumped white goods	7 Mins
	15:43	Grey Van	Loads/unloads at garage No.6	12 Mins
	18:06	Black Car	Turns around and leaves	/
Fri 08.4.22	09:21	White Van	Turns around and leaves	/
	12:57	Open back Van	Collects dumped white goods	13 Mins
	13:24	Red Car	Turns around and leaves	/
	14:47	White Van	Loads/unloads at garage No.1	6 Mins
	16:07	White Van	Loads/unloads at garage No.1	34 Mins
	16:55	Black Car	Turns around and leaves	/
	18:02	Black Car	Turns around and leaves	/
Sat 09.4.22	11:43	1x person	Exits the rear of No.11 Townshend Rd and walks off	/
	12:11	Black Van	Loads/unloads at garage No.3 & 5	10 Mins
	13:40	Black Car	Turns around and leaves	/
	16:51	Grey Car	Loads/unloads at garage No.7	5 Mins
	17:25	Grey Car	Turns around and leaves	/
	19:21	Grey Car	Turns around and leaves	/
Sun 10.4.22	12:14	2 x persons	Exits the rear of No.11 Townshend Rd and walks off	/
	14:36	2 x persons	Enter the rear of No.11 Townshend Rd	/
	18:10	Small Sports Car	Returns to Garage No.16	5 Mins
	19:32	Silver Car	Turns around and leaves	/