

## Comment on a planning application

### Application Details

**Application:** 22/2204/FUL

**Address:** St Clare Business Park And7 - 11 Windmill RoadHampton Hill

**Proposal:** Demolition of existing buildings and erection of 1no. mixed use building between three and five storeys plus basement in height, comprising 98no. residential flats (Class C3) and 1,172sq.m of commercial floorspace (Class E); 1no. three storey building comprising 893sq.m of commercial floorspace (Class E); 14no. residential houses (Class C3); and, associated access, external landscaping and car parking.

### Comments Made By

**Name:** Ms. Andrea Fowler

**Address:** 41 Wolsey Road Hampton Hill TW12 1QP

### Comments

**Type of comment:** Object to the proposal

**Comment:** While supportive of the proposal to provide affordable housing, I would like to object to the size of this development. Our key concern is the impact this development will have on traffic generation in an area that is already very congested. Increased traffic in the area will impact on both highway safety and pollution levels in this residential area. The transport assessment included in the document grossly underestimates traffic flows and fails to consider the impact on the network.

As set out in page 33, the planners are using the following assumption: "Whilst only part occupied, the site has permission to operate at capacity. Therefore, a trip generation exercise has been undertaken to calculate the trip generating characteristics of the existing site if operating at full capacity and the likely trip generation that is likely to be legally permissible it is current form". By estimating the traffic flows if the existing site was at full capacity (which it is not currently) it leaves the reader with a sense that there will be little change to traffic in the area. In reality, the increase in traffic from current levels will be much greater than estimated in this report. I can understand why the planners would choose to use this higher estimate of traffic flow as it masks the real impact of this development on traffic in the local area.

Taking this over-inflated figure for current vehicles using the site, it carries through the report to a flawed conclusion: [For Holly Road access] "a net increase of 7.3 vehicles during the AM peak and an increase in 0.5 during PM peak" (7.2.5). Not stated explicitly but these are two way journeys. This is not an accurate figure for the net increase of traffic as the underpinning assumptions of current traffic are incorrect - the figure will be much higher. Therefore, the planners cannot conclude that: "This is not anticipated to result in a material effect on the surrounding highway network" (7.2.6).

The documentation fails to look in any detail at the flow of traffic out of Holly Road and Windmill Road, possibly overlooked as they incorrectly surmise that there is "no material effect" on the network. Even taking their incorrect estimates of the increase in traffic, this would have a significant impact on the already congested road network in Hampton Hill.

As an example, at the entrance to Holly Road cars will routinely find themselves stuck at the top of the road (by the cafe) waiting for a car to pass along Holly Road. Due to on street parking, Holly Road is a single vehicle road. Even with current traffic levels, this can lead to cars reversing back on to the High Street (by the cafe) and further blocking the main road. If this development goes ahead in the current form, the likelihood and frequency of congestion back on to the High Street will increase. Even if we accepted that there would be only 7 extra two way journeys in the AM, this would be enough to block both roads.

Problems with access via the High St exit of Holly Road will encourage drivers to turn in the opposite direction to cross

the very narrow railway bridge. There is no assessment of the impact on pedestrians of traffic across the bridge. With a tiny pavement, this becomes a pedestrian bridge for the AM/PM school run with buggies, scooters, bicycles and people jumping on and off the pavement to let cars past. The pedestrian access via this bridge is already unacceptable, with insufficient space for wheelchairs or two prams to pass safely. As can be seen from the broken curbs, vehicles are routinely hitting the footpath. Any increase in traffic across this bridge will impact pedestrian and cycle safety. If anything, we should be looking to close this route to cars during school hours.

Using Windmill Road access more frequently is also problematic as there is a busy school on the road. Any increased flow will impact on pollution levels and presents safety concerns for children.