



ttp consulting

transport planning specialists

RHP

**Sheldon House, Teddington,
London Borough of Richmond
upon Thames**

Transport Statement

January 2023

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1 INTRODUCTION

1.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposed residential development at Sheldon House, Teddington, in the London Borough of Richmond upon Thames (LBRuT). The site location is shown in **Figure 1.1**.

Figure 1.1 – Site Location Plan



1.2 Sheldon House is located on the southwest corner of the junction with Cromwell Road and Fairfax Road. It is situated approximately 285m southeast of Teddington Rail Station and the defined Teddington town centre boundary.

1.3 The site comprises 24 residential units and 14 surface-level parking spaces. There are also 7 integral garages predominantly used for storage purposes rather than parking, given they measure 2m in width. Pedestrian and vehicular access is served from Cromwell Road.

1.4 The proposed development seeks to provide 27 affordable residential units including 5 x studio apartments, 11 x 1 bed (2 person) apartments, 8 x 2 bed apartments and 3 x 3 bed apartments. There would be 6 car parking spaces whilst vehicular access would be retained via Cromwell Road.

- 1.5 This report benefits from pre-application advice by the Council and considers the effect of development in transport terms, including trip generation, car parking, cycle parking, deliveries and servicing.
- 1.6 The remainder of the report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 reviews relevant transport policies;
 - Section 4 sets out the proposal and considers the potential effects of the development;
and
 - Section 5 provides a summary and conclusion.

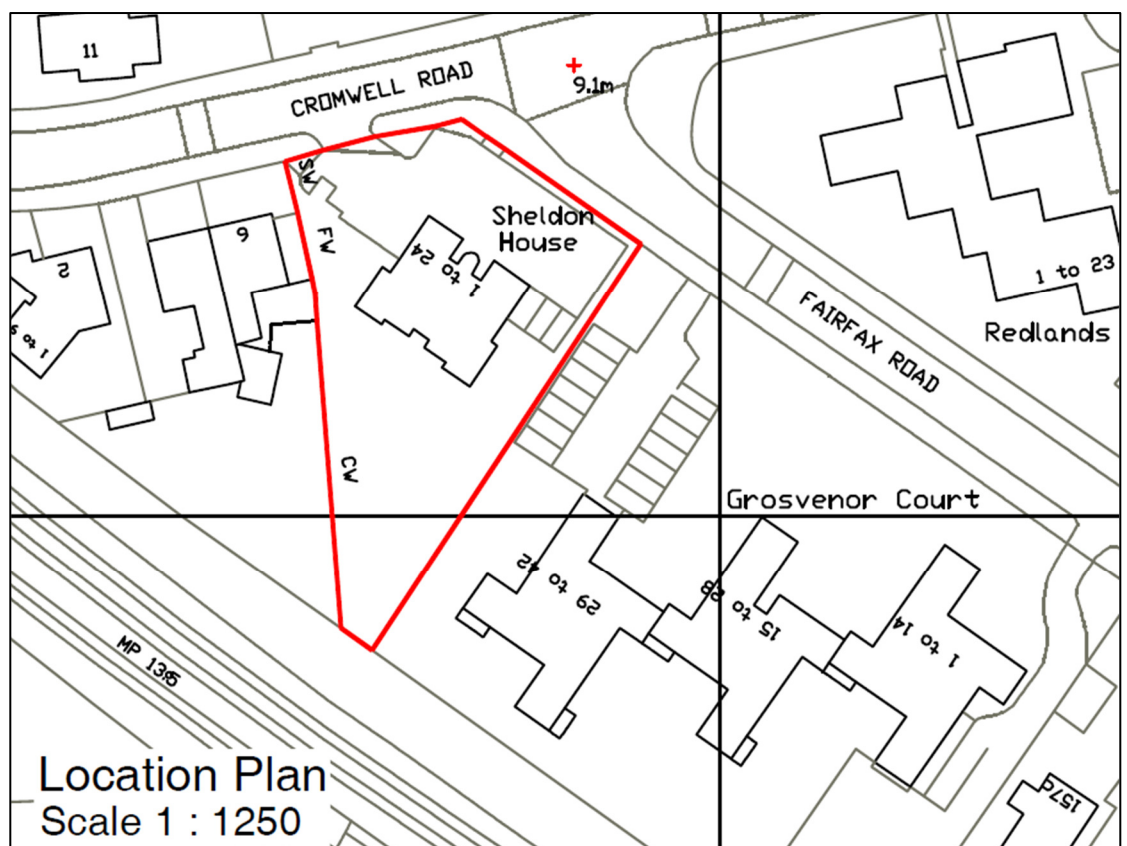
2 EXISTING CONDITIONS

Site and Surrounding Area

2.1 The site comprises 24 residential units and 14 surface-level parking spaces. There are also 7 integral garages predominantly used for storage purposes rather than parking, given they measure 2m in width. Pedestrian and vehicular access is served from Cromwell Road. The surrounding area is predominantly residential.

2.2 **Figure 2.1** shows the context of the existing building in the local area.

Figure 2.1 – Site Context Plan

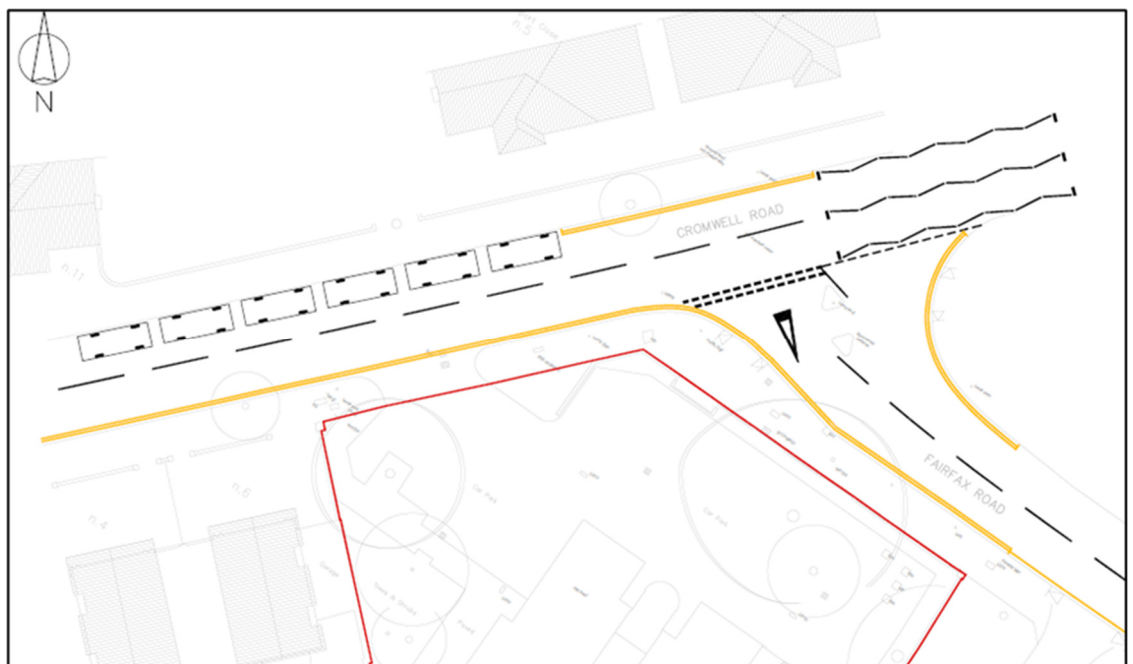


Local Highway Network

2.3 Cromwell Road is a two-way carriageway which operates broadly east to west between Kingston Lane and Station Road. Outside the site on the south side of the carriageway, there are double yellow line road markings present, whilst on the north side there is a length of unrestricted kerb space, where parking is observed to take place. To the east of the junction with Fairfax Road, there is a zebra crossing offering a north to south crossing point across Cromwell Road.

- 2.4 Fairfax Road operates broadly north to south between Cromwell Road and Kingston Road. There are double yellow line road markings outside the site on both sides of the road. Approximately 25m to the south, there is a length of yellow line on the west side of the carriageway, the associated time plate states that no stopping should take place Monday to Friday between 8am-9.30am and 2.30pm-4pm. On the opposite side of the street, the carriageway is unrestricted, and parking is observed to take place. An extract of the existing highway arrangement plan is included in **Figure 2.2**.

Figure 2.2 – Existing Highway Arrangement Plan

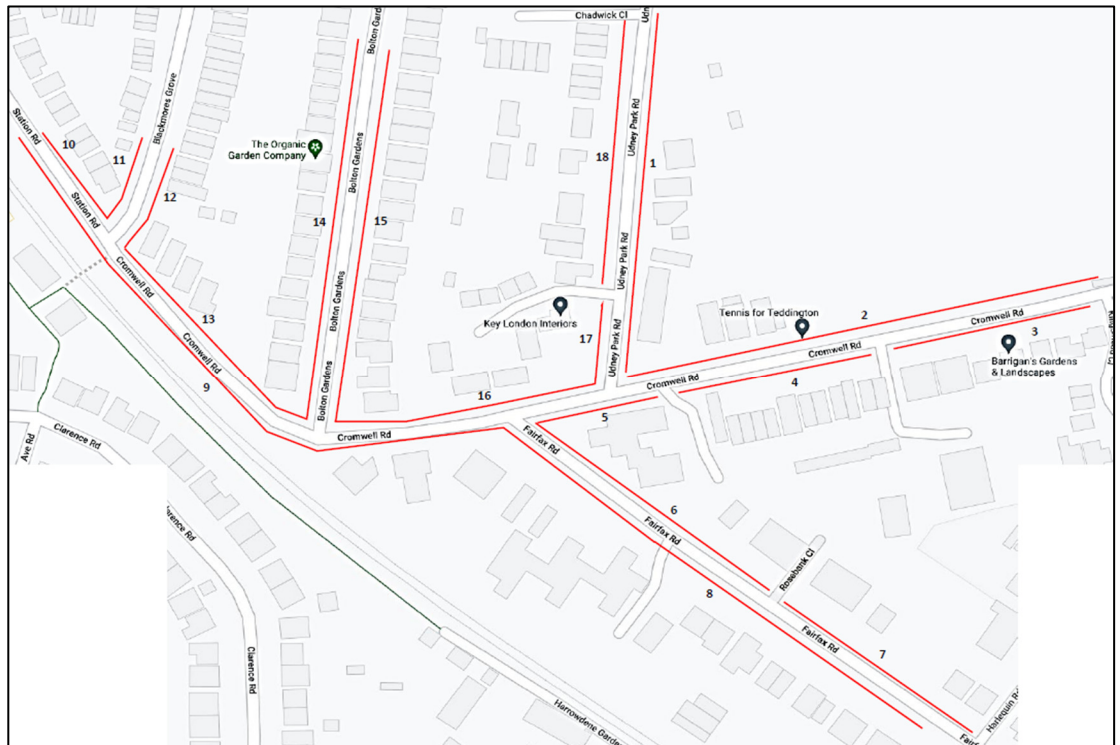


- 2.5 The site and the surrounding streets are not located within a Controlled Parking Zone (CPZ). A car club bay is situated outside Teddington Rail Station. In addition, there are bays on Kingston Lane to the northeast and Park Lane to the northwest. These provide access to cars and vans to members. Several electric vehicle charging points are available on Atbara Road to the east, Bridgeman Road, and Cedar Road to the north.

Surveys

- 2.6 To ascertain local demand for on-street parking, surveys were undertaken in accordance with LBRuT's methodology on Tuesday 14th September 2021 (at 3.30am), Wednesday 15th September 2021 (at 1am) and Sunday 19th September (at 2.45am). The surveys were undertaken overnight when the highest number of residents are at home. The parking surveys recorded the provision and demand for car parking on-site and streets within an area of 200m (or a 2-minute walk) around the site. A map of the area surveyed is shown in **Figure 2.3**.

Figure 2.3 – Map of Parking Survey Extent



2.7 The survey also recorded the number of parked cars on the site and available parking spaces. The full survey data is included in **Appendix A**, whilst a summary is included in **Table 2.1**.

Table 2.1 – Parking Survey Results						
Date/Day	On-street			On-site		
	Parked	Opportunities	Occupancy	Parked	Opportunities	Occupancy
Tuesday 14th September (3.30am)	107	161	67%	8	14	57%
Wednesday 15th September (1am)	101	161	63%	9	14	64%
Sunday 19th September (2.45am)	100	161	62%	9	14	64%
Average	103	161	64%	9	14	62%

2.8 The parking surveys show that there are 161 parking opportunities in total, on street, in the locality. There were 100-107 vehicles parked on local streets; hence occupancy levels were recorded as between 62%-67%, with an average of 64%, which is below the level where parking stress is considered to occur (at 85%).

2.9 The surveys showed that, on average, there were 9 vehicles parked on-site; given that there are 24 dwellings on the site, this suggests average parking demand of 0.375 cars per dwelling.

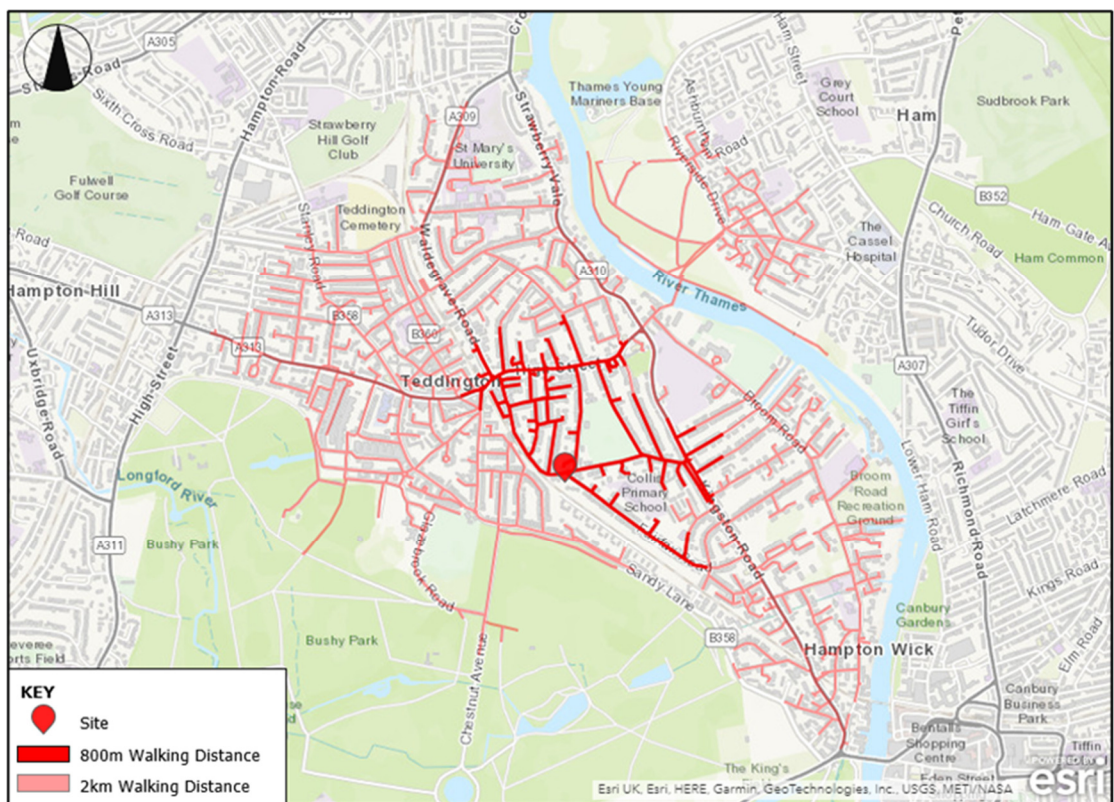
Accessibility

- 2.10 The site is accessible by various modes of transport with a large number of amenities within a reasonable walking distance of the site. The following paragraphs summarise the site's accessibility by non-car modes.

Walking

- 2.11 **Figure 2.4** provides details of an 800m (10-minute) and 2km (25-minute) catchment zone surrounding the site. This includes the area within the defined town centre boundary.

Figure 2.4 – Walking Isochrone Map



- 2.12 There are footways located on both sides of Cromwell Road and Fairfax Road; the footway on Cromwell Road offers a connection to Teddington Station. There is a pedestrian island located over Fairfax Road at the junction with Cromwell Road, with dropped kerbs and tactile paving on either side of the road. East of the junction, there is a zebra crossing located over Cromwell Road.
- 2.13 **Table 2.2** details distances between the site and public transport opportunities. This illustrates several public transport facilities within a short walking distance with an average walking speed assumed to be 80m per minute.

Table 2.2 – Approximate Distances to Local Public Transport Opportunities

Stop / Station	Location	Distance	Approximate Walking Time*
Teddington Rail Station	Station Road	285m	3-4 minutes
Bus Stop 'Z'	High Street	550m	6-7 minutes
Bus Stop 'L'	High Street	550m	6-7 minutes
Bus Stop 'G'	Park Road	550m	6-7 minutes
Bus Stop 'H'	Park Road	550m	6-7 minutes

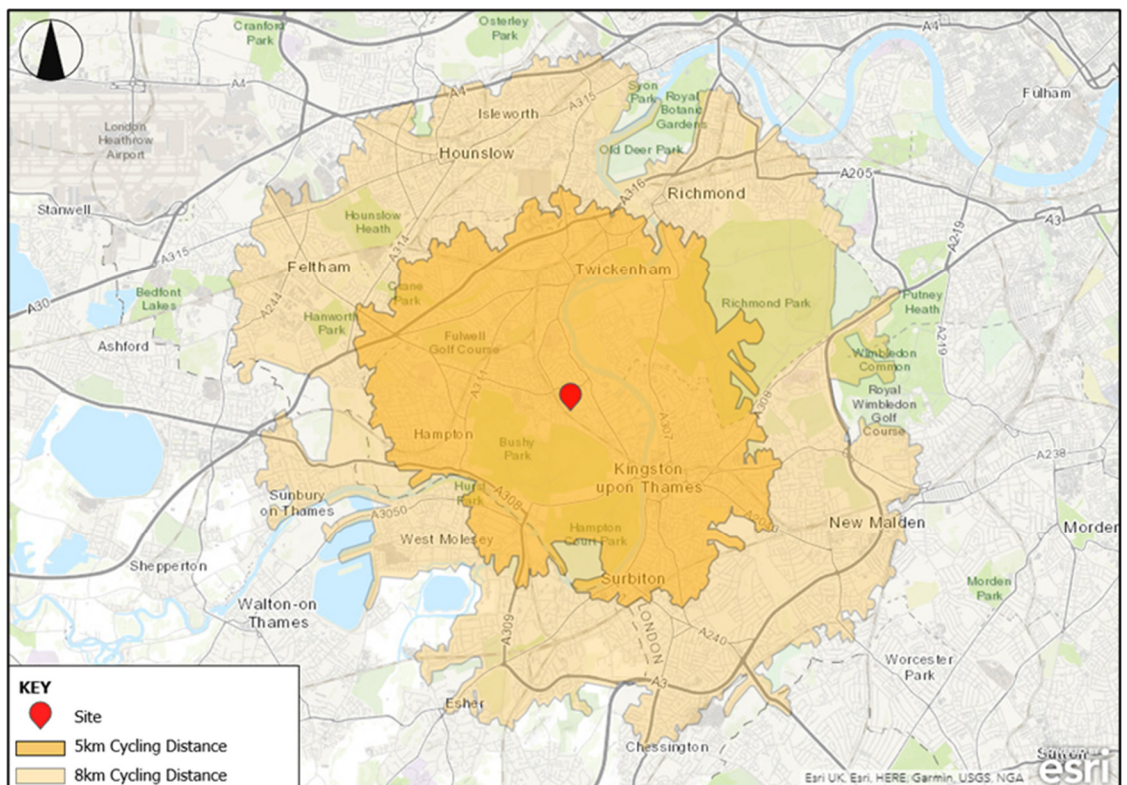
*Based on 80m per minute

2.14 Teddington High Street is located within a 500m walk of the site, where there are numerous local facilities and amenities found in a town centre environment. The closest primary school to the site is Collis Primary School, located on Harlequin Road.

Cycling

2.15 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although longer journeys are commonplace in London. **Figure 2.5** shows a 5km and 8km cycling catchment from the site.

Figure 2.5 – Cycling Isochrone Map



2.16 The map shows that much of Kingston, Feltham, Hounslow, Richmond, New Malden and Sunbury on Thames are within an 8km cycle of the site.

- 2.17 Transport for London's interactive cycle map identifies several off-road cycle routes through Bushey Park and Hampton Wick. There is also an off-road cycle route that offers a connection to Bushey Park from the west side of the railway tracks.

Public Transport Accessibility

Public Transport Accessibility Level (PTAL)

- 2.18 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale ranges from 0 (worst) to 6b (best), with 6b demonstrating a high level of accessibility. The site has a PTAL level of 2. The PTAL report is included in **Appendix B**.

By Bus

- 2.19 Numerous bus stops are located within the vicinity of the site; however, the main stops are located along Teddington High Street and Park Road. These provide access to routes 281, 285, R68, 481 and X26, operating between Hounslow, Tolworth, Heathrow, Kingston, Hampton Court and Kew. A copy of Transport for London's (TfL) bus route map is included in **Appendix C**.
- 2.20 Bus route 33 also operates from Waldengrave Road, 680m to the north; however, it is not included in the PTAL report.

By Underground / Rail

- 2.21 Teddington Rail Station is the nearest public transport opportunity to the site. It provides regular and frequent services between London Waterloo and Shepperton, allowing access to numerous destinations, including Kingston, Richmond, Clapham Junction, Wimbledon and Twickenham.

3 POLICY

National Policy

National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) was updated in July 2021 setting out the Government's planning policies for England and how these are expected to be applied.
- 3.2 When considering the transport effects of a development, NPPF states that:
- "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."*
- 3.3 Paragraph 111 advises 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."*
- 3.4 Paragraph 112 states that:
- "Within this context, applications for development should:*
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Regional Policy

London Plan

- 3.5 The London Plan was published in March 2021 and is the Spatial Development Strategy which forms the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 3.6 GG2 'Making the best use of land' sets out how the Mayor intends to create successful sustainable mixed-use places and outlines what those involved in planning and development must achieve, with point 'C' stating the following in regard to transport and developments:
- "Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling".*
- 3.7 Policy T1 'Strategic approach to transport', states that:
- A. *"Development Plans should support, and development proposals should facilitate:*
- 1) *The Delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.*
 - 2) *All developments should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport network and supporting infrastructure are mitigated."*
- 3.8 Policy T2 'Healthy Streets' states that Development Plans should:
- *Promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities;*
 - *Identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently, and streets are greener and more pleasant; and*
 - *In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for*

new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.”

3.9 In relation to Development Proposals, these should:

- *“Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;*
- *Reduce the dominance of vehicles on London’s streets whether stationary or moving; and*
- *Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.”*

3.10 Policy T5 ‘Cycling’ suggests that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle by supporting the delivery of London-wide cycle networks; secure the appropriate provision of cycle parking in accordance with the minimum standards set out in Table 10.2; and to design and layout cycle parking in accordance with the guidance contained in the London Cycling Design Standards.

3.11 Table 10.2 of the London Plan summarises the minimum cycle standards for different land uses. The relevant minimum cycle parking standards are set out in **Table 3.1**.

Table 3.1 – Minimum Cycle Parking Standards		
Use Class	Long-stay	Short-stay
C3 (all dwellings)	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

3.12 Policy T6 ‘Car Parking’ outlines that car parking should be restricted in line with existing and future public transport accessibility and connectivity and that car-free development should be the starting point for all development proposals in places that are (or planned to be) well-connected by public transport, with developments elsewhere designed to provide minimum necessary parking (car-lite); and that car parking should follow the maximum standards set out in Policy T6.1 ‘Residential parking’.

3.13 It also states that *“an absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets”*.

- 3.14 Policy T6.1 'Residential parking' outlines that new residential developments should not exceed the maximum parking standards set out in Table 10.3, which states that: 1 – 2-bedroom and 3+ bedrooms in Outer London PTAL 2 – 3 may provide up to 0.75 and 1 space per dwelling, respectively.

Local Policy

- 3.15 The Local Plan sets out the policies and guidance for development of the Borough over the next 15 years. It contains the strategic vision and objectives for the Borough and the policies and site allocations that will guide the future development of the Borough.

- 3.16 Policy LP44 'Sustainable Travel Choices' outlines that:

"The council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment".

- 3.17 Policy LP45 'Parking Standards and Servicing' states that:

"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:

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".

- 3.18 In relation to car parking, appendix 3 states that residential dwellings with 3 or more bedrooms, in a PTAL area of 0-3, should be provided with 2 spaces per unit, and residential dwellings of 1-2 bedrooms in the same PTAL area should provide 1 space per unit. Appendix 3 also states that cycle parking must be provided in accordance with the London Plan.

- 3.19 Paragraph 11.2.3 goes on to state that:

"Developers may only provide fewer parking spaces, including car free schemes, if they can demonstrate as part of a Transport Statement or Transport Assessment with supporting survey information and technical assessment that there would be no unacceptable adverse impact on on-street parking availability, amenity, street scene, road safety or emergency access in the surrounding area, as a result of the generation of unacceptable overspill of on-street parking in the vicinity. In general, it is expected that in PTAL areas of 0-3 the standards should be met".

4 DEVELOPMENT PROPOSAL

Proposal Overview

- 4.1 The proposed redevelopment seeks to provide 27 affordable residential units including 5 x 1b1p, 11 x 1b2p, 8 x 2b3/4p and 3 x 3b6p. There would be 6 car parking spaces whilst vehicular access would be retained via Cromwell Road. A copy of the proposed layout plans is included in **Appendix D**.

Access

- 4.2 A new pedestrian entrance from Fairfax Road would be created, providing a route towards the new building.
- 4.3 The existing vehicular access will be retained from Cromwell Road; however, the crossover will be reduced in width. This access point would serve the car park area and access to the waste store.
- 4.4 The site will also offer an on-site delivery and servicing bay for Transit-sized vans. Larger vehicles would be required to wait and load on-street on yellow line restrictions, in line with existing restrictions.

Parking

Car Parking

- 4.5 The development proposals will provide 6 car parking spaces; consequently there will be an average of 0.22 spaces per dwelling. At least 20% of the parking spaces will be provided with active Electric Vehicle Charging Points, whilst the remaining 80% will be provided as passive as a minimum.
- 4.6 The location of the site, in relation to its proximity to Teddington Rail Station and the town centre, enables residents to travel without the need to rely on private car use. Hence, a low provision of parking has been proposed. Furthermore, the proposed parking provision is also considered to be in accordance with policy objectives to reduce car use.
- 4.7 It is acknowledged that the site is not within a Controlled Parking Zone, and therefore, residents could own and park a car on the street. However, the London Plan also indicates that an absence of local on-street parking controls should not be a barrier to new development and that Boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets. Furthermore, future residents could

be subject to a permit free agreement should a CPZ come forward in the future in order to mitigate any parking impact.

- 4.8 Notwithstanding the above, a parking assessment has been undertaken in order to review the potential impact of the development on local parking conditions. This seeks to review various parking standards and car ownership levels for the locality and understand how these could affect on-street parking availability.
- 4.9 Appendix 3 of Richmond's Local Plan states that residential dwellings with 3 or more bedrooms, in a PTAL area of 0-3, should be provided with 2 spaces per dwelling and residential dwellings of 1-2 bedrooms in the same PTAL area should provide a maximum of 1 space per unit. Consequently, based on maximum Local Plan standards and the proposed unit mix, the scheme could provide a maximum of 30 spaces. Given that there be 6 spaces provided on-site, this could lead to an overspill of **24 vehicles**.
- 4.10 The London Plan maximum parking standards allow up to 0.75 spaces for 1/2-bed dwellings and up to 1 space per unit for 3-bed dwellings. Should the maximum standards be applied to the proposed unit mix, up to 21 parking spaces could be provided for the 27 dwellings. Given that there would be 6 spaces provided on-site, this could create an overspill of **15 vehicles**.
- 4.11 As set out in the pre-application response received from the Council, Table LC4415EW from the 2011 Census data shows the level of car ownership within the Mid-Level Super Output Area of Richmond 022 for households living in flats with either 1 or 2 or more people in them aged 17 or over. Were these mean averages to be used, households living in flats with at least one person aged 17 or over would own 0.5 cars per dwelling and households living in flats with at least 2 people in them aged 17 or over would own 1 car dwelling. If this were applied to the proposed development, households would own 25 vehicles. Given that there be 6 spaces provided on-site, this could create an overspill of **19 vehicles**.
- 4.12 The 2011 Census data has also been reviewed to understand average car ownership in the local ward (Hampton Wick) for those living in shared ownership properties. This identified average car ownership levels of 0.48 cars per 1-2 bedroom dwelling and 0.763 per 3-bed dwelling; when applied to the proposed unit mix, this suggests a demand of 14 cars, and consequently, the site could generate up to **8 vehicles** seeking to park on local streets.
- 4.13 As set out in Section 2, the existing site comprises 24 dwellings with an average of 9 cars recorded to park on the site overnight. Hence, existing parking demand is considered to be equate to 0.375 cars per household. If this were to be applied to the proposed 27 dwellings, it could generate a demand for 10 vehicles to park, resulting in **4 vehicles** seeking to park in the wider area.

- 4.14 The assessment above suggests that the development could lead to between 4 and 24 vehicles parking on-street. As such, if this additional demand is added to the parking survey data that was undertaken in 2021, future on-street occupancy levels can be determined. This is included in **Table 4.1**.

Table 4.1 – Parking Assessment			
Scenario	Parked	Opportunities	Occupancy
2021 Baseline Scenario (Average Demand)	103	161	64%
Plus 24 space shortfall (based on max Local Plan Standards)	127	161	79%
Plus 19 space shortfall (based on Richmond’s 2011 Census Assessment)	122	161	76%
Plus 15 spaces shortfall (based on maximum London Plan standards)	118	161	73%
Plus 8 space shortfall (based on 2011 Flatted & Shared Ownership 2011 Census Data)	111	161	69%
Plus 4 space shortfall (Recorded on-Site demand)	107	161	67%

- 4.15 The assessment suggests that in all five scenarios, the parking occupancy levels for streets surrounding the site fall below the 85% threshold, which the Council consider ‘stress’ to occur, hence the proposed development does not lead to a severe impact on parking conditions on local streets.

Cycle Parking

- 4.16 The number of cycle parking spaces for residents and visitors will be provided in accordance with standards set out within the London Plan. This will include secure and undercover provision for long-stay users at ground floor level with 49 spaces provided. There will also be 2 Sheffield stands, offering space for 4 bicycles in front of the building for visitors. In addition, the end spaces could be used by cargo bicycles delivering goods to the site.
- 4.17 The layout of the cycle store has consideration to London Cycling Design Standards. In addition, a minimum 5% provision of cycle spaces will be in the form of Sheffield stands with extra-wide spacing for larger/adapted bikes.

Delivery and Servicing Activity

Deliveries

- 4.18 The residential units are expected to receive in the order of 3-4 deliveries per day. Given that the existing site offers 24 dwellings, it is expected that there could be an increase in 1-2 deliveries at the site as a result of the proposal.
- 4.19 Most deliveries would be undertaken by Light Goods Vehicles (LGVs), with only 15% by Heavy Goods Vehicles (HGVs). Vehicle activity would typically comprise of postal deliveries, online orders and waste collections.
- 4.20 The site has been designed to accommodate Transit-sized vehicles to wait and load on the site. The vehicles would be able to enter and exit in forward gear, as shown on the drawing included at **Appendix E**. Larger vehicles would be required to take place on-street on Cromwell Road or Fairfax Road where unrestricted and yellow line space permits.

Waste Storage and Collections

- 4.21 A refuse storage area will be provided at ground floor level and located approximately 10m from the public highway. Refuse vehicles would stop on street with bins transferred directly from the bin store to the collection vehicle by waste operatives. The waste vehicle is already travelling on the local road network (serving the existing dwellings), and hence this will not be a new movement at the site.
- 4.22 The Council's website advises that waste is collected on Fridays, whilst green waste is collected fortnightly.

Trip Generation

- 4.23 The proposals will provide 3 additional residential units, however, there will be less parking provided than existing. Data from the 2011 Census data suggests that when car ownership levels are applied to the proposed unit mix, there would approximately 14 cars associated with the site. If we assume each vehicle, on average, generates one departure movement and one arrival movement per day that would equate to 28 trips per day for the whole site. This level of vehicle activity is not expected to negatively impact the surrounding highway network, especially if consideration is given to the vehicle trips that the existing residential units could generate.

Highway Works

- 4.24 The existing crossover at the site will serve access to the new car parking and servicing bay. The crossover will be reduced in width as a result of the proposal.

Mitigation Measures

Travel Plan

- 4.25 A Travel Plan is not considered necessary for this application, given the scale of development. However, this, or a Travel Plan Statement, could be proposed to help further encourage future residents to travel sustainably and not own a car. The document could include measures detailing the potential provision of car club membership, provision of cycle parking and provision of travel information and could be conditioned.

Construction Management Plan

- 4.26 A Construction Management Plan has been prepared to accompany the application to mitigate the effects of construction works associated with the development. This would be secured via condition and updated once a contractor has been appointed.

5 SUMMARY AND CONCLUSION

Summary

- 5.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposed residential development at Sheldon House, Teddington (the site), located within the London Borough of Richmond of Thames (LBRuT).
- 5.2 In summary:
- Sheldon House is located on the southwest corner of the junction with Cromwell Road and Fairfax Road. The site comprises 24 residential units and 14 surface-level parking spaces.
 - It is situated approximately 285m southeast of Teddington Rail Station and the defined Teddington town centre boundary. The site achieves a PTAL rating of 2.
 - The existing development is proposed to be demolished and replaced with 27 new dwellings comprising 5 x studios, 11 x 1-beds, 8 x 2-beds and 3 x 3-beds.
 - Pedestrian and vehicular access is taken from Cromwell Road. It is proposed that vehicular access is retained via Cromwell Road, whilst a new pedestrian access will be introduced onto Fairfax Road; this will also serve as access for cyclists.
 - The existing crossover will be reduced in width and serve the parking area and loading bay.
 - There will be 6 car parking spaces provided on-site. Section 4 of this document sets out an assessment of the proposed parking provision and includes parking surveys undertaken in accordance with Richmond's parking survey methodology. It demonstrates that any overspill parking would not result in occupancy levels exceeding the level in which the Council consider an area to suffer from stress.
 - Cycle parking will be provided in accordance with the London Plan minimum standards. There will be a mix of stands provided at ground floor level.
 - The site is expected to generate between 3 and 4 deliveries per day. The existing development could generate between 2 and 3, and hence the proposal could result in a net uplift of 1 delivery per day. An on-site loading bay has been provided, which allows transit-sized vehicles to enter and exit in forward gear.
 - Waste will be provided on-site at the front of the building; vehicles will stop on-street as per the existing arrangement.
 - In trip generation terms the proposals are not likely to have an unacceptable impact on the highway network.

Conclusion

- 5.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and Paragraph 111, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

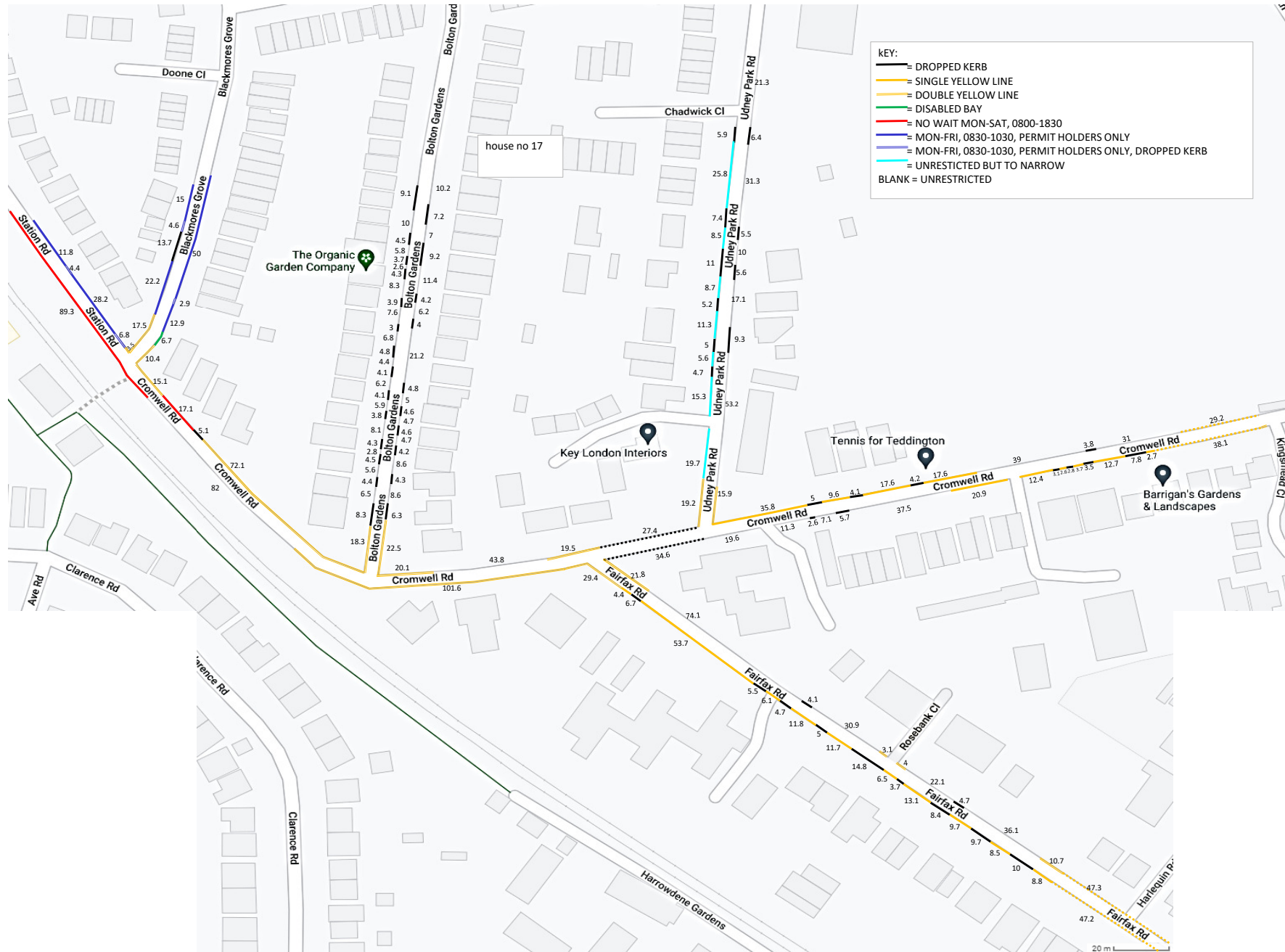
Appendix A

K&M TRAFFIC SURVEYS

DATE : 14th, 15th & 19th SEPTEMBER 2021

DAY : TUESDAY, WEDNESDAY & SUNDAY

LOCATION : SHELDON HOUSE, TEDDINGTON, TW11 9EF



K&M TRAFFIC SURVEYS

DATE : 14th, 15th & 19th SEPTEMBER 2021

DAY : TUESDAY, WEDNESDAY & SUNDAY

LOCATION : SHELDON HOUSE, TEDDINGTON, TW11 9EF

					TUESDAY 14th SEPTEMBER 2021		
					TIME : 0330		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%STREET STRESS
UDNEY PARK RD	1+17+18	UNRESTRICTED PARKING	132.9	25	6	14	24.0%
		UNRESTRICTED PARKING BUT TOO NARROW	94.9	0	0	0	
		DROPPED KERB	66	0	0	0	
		DOUBLE YELLOW	35.1	0	0	0	
CROMWELL RD	2+3+4+5+ 9+13+16	SINGLE YELLOW LINES	137.5	0	2	0	57.4%
		DROPPED KERB	47.7	0	0	0	
		UNRESTRICTED PARKING	293.8	54	29	18	
		SCHOOL KEEP CLEAR	67.3	0	0	0	
		PEDESTRIAN CROSSING	62	0	0	0	
		A) NO WAIT MON-SAT 0800-1830	106.4	0	0	0	
		DOUBLE YELLOW	228.4	0	0	0	
FAIRFAX RD	6+7+8	DOUBLE YELLOW	69	0	0	0	71.0%
		UNRESTRICTED PARKING	163.2	31	22	6	
		DROPPED KERB	99.1	0	0	0	
		SCHOOL KEEP CLEAR	94.5	0	0	0	
		SINGLE YELLOW LINES	134.3	0	0	0	
STATION RD	10	B) MON-FRI 0830 - 1030 PERMIT HOLDERS ONLY	40	7	5	2	71.4%
		B) MON-FRI 0830 - 1030 PERMIT HOLDERS ONLY, DROPPED KERB	11.2	0	0	0	
		DOUBLE YELLOW	3.5	0	0	0	
BLACKMORES GROVE	11+12	DOUBLE YELLOW	27.9	0	0	0	75.0%
		B) MON-FRI 0830 - 1030 PERMIT HOLDERS ONLY	100.1	19	15	2	
		B) MON-FRI 0830 - 1030 PERMIT HOLDERS ONLY, DROPPED KERB	7.5	0	0	0	
		DROPPED KERB	13.7	0	0	0	
		DISABLED BAY	6.7	1	0	1	
BOLTON GARDENS	14+15	DOUBLE YELLOW	40.8	0	0	0	116.7%
		DROPPED KERB	111	0	4	0	
		UNRESTRICTED PARKING	159.6	24	24	0	
SHELDON HOUSE	19	MARKED BAYS	14 BAYS		8	6	57.1%

WEDNESDAY 15th SEPTEMBER 2021		
TIME : 0100		
PARKED	OBSERVED SPACES	%STREET STRESS
6	14	24.0%
0	0	
0	0	
0	0	
2	0	51.9%
0	0	
26	23	
0	0	
0	0	
0	0	
0	0	
0	0	64.5%
20	8	
0	0	
0	0	
0	0	
5	2	71.4%
0	0	
0	0	
0	0	70.0%
14	3	
0	0	
0	0	
0	1	
0	0	
0	0	116.7%
4	0	
24	1	
9	5	64.3%

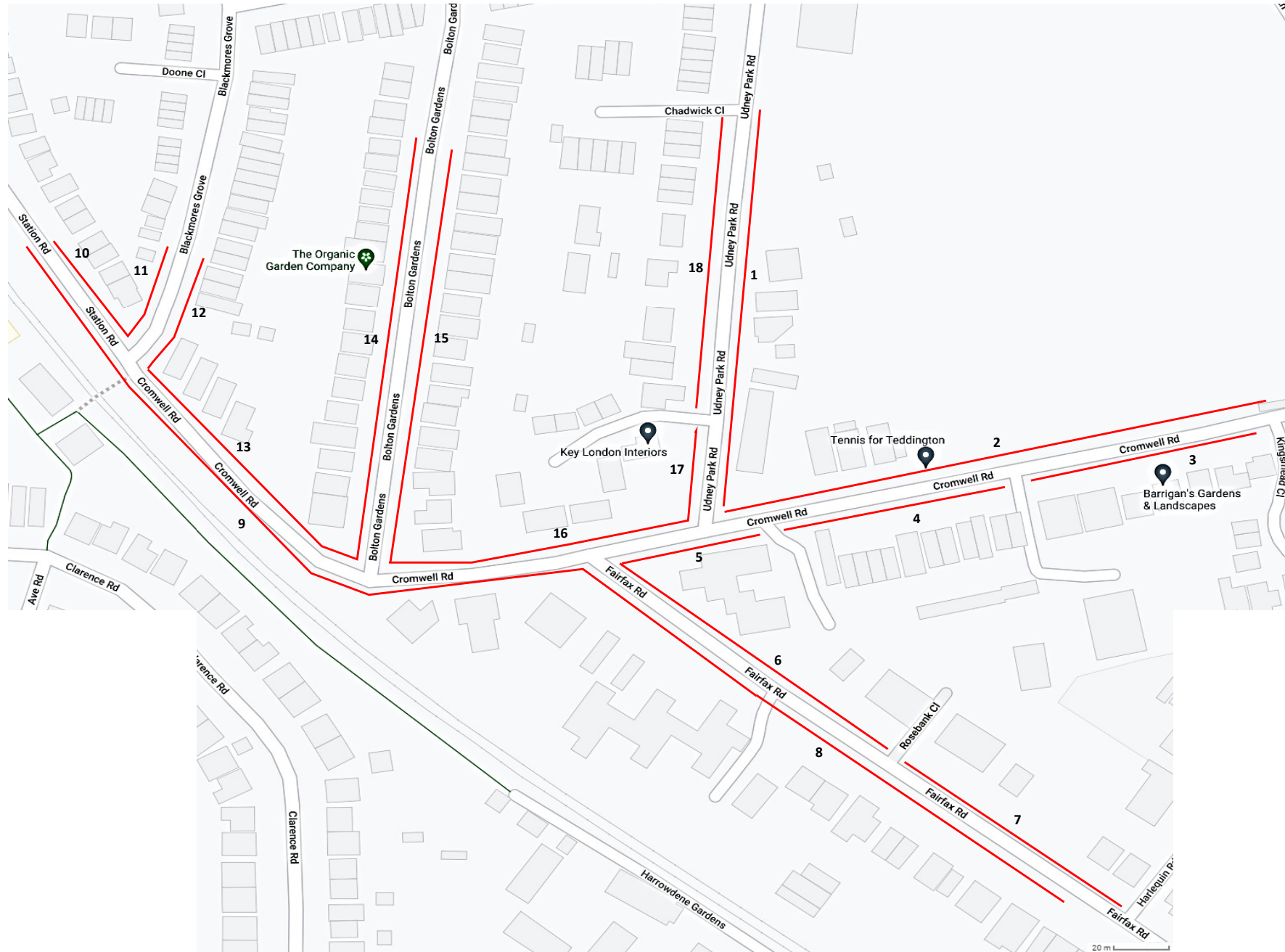
SUNDAY 19th SEPTEMBER 2021		
TIME : 0245		
PARKED	OBSERVED SPACES	%STREET STRESS
11	9	44.0%
0	0	
0	0	
0	0	
1	0	40.7%
0	0	
21	27	
0	0	
0	0	
0	0	
0	0	
0	0	74.2%
23	5	
0	0	
0	0	
0	0	
6	1	85.7%
0	0	
0	0	
0	0	75.0%
15	2	
0	0	
0	0	
0	1	
0	0	95.8%
4	0	
19	6	
9	4	69.2%

K&M TRAFFIC SURVEYS

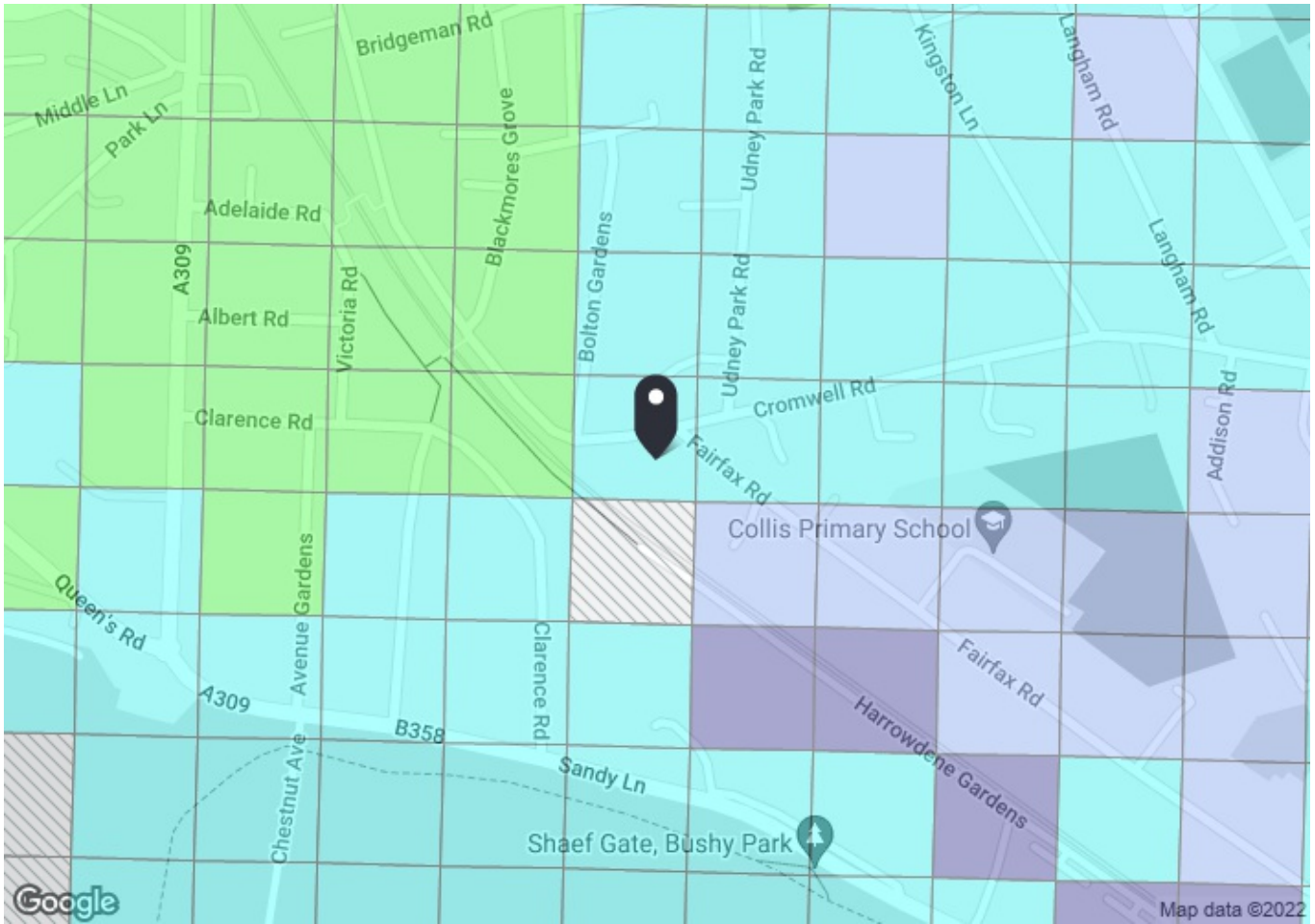
DATE : 14th, 15th & 19th SEPTEMBER 2021

DAY : TUESDAY, WEDNESDAY & SUNDAY

LOCATION : SHELDON HOUSE, TEDDINGTON, TW11 9EF



Appendix B



PTAL output for Base Year 2

TW11 9EJ
Teddington TW11 9EJ, UK
Easting: 516265, Northing: 170625

Grid Cell: 34572

Report generated: 16/05/2022

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

Map key - PTAL

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

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGH STREET CAMBRIDGE RD	281	567.47	7.5	7.09	6	13.09	2.29	1	2.29
Bus	HIGH STREET CAMBRIDGE RD	285	567.47	6	7.09	7	14.09	2.13	0.5	1.06
Bus	HIGH STREET CAMBRIDGE RD	R68	567.47	4	7.09	9.5	16.59	1.81	0.5	0.9
Bus	TEDDINGTON PARK ROAD	481	536.38	1	6.7	32	38.7	0.78	0.5	0.39
Bus	TEDDINGTON PARK ROAD	X26	536.38	2	6.7	17	23.7	1.27	0.5	0.63
Rail	Teddington	'WATRLMN-SHEPRTN 2H09'	414.86	2	5.19	15.75	20.94	1.43	1	1.43
Rail	Teddington	'SHEPRTN-WATRLMN 2H10'	414.86	2	5.19	15.75	20.94	1.43	0.5	0.72
Rail	Teddington	'WDON-WATRLMN 2K03'	414.86	0.33	5.19	91.66	96.84	0.31	0.5	0.15
Rail	Teddington	'WATRLMN-WATRLMN 2K09'	414.86	2	5.19	15.75	20.94	1.43	0.5	0.72
Rail	Teddington	'WATRLMN-WATRLMN 2O09'	414.86	2	5.19	15.75	20.94	1.43	0.5	0.72
Rail	Teddington	'TEDNGTN-WATRLMN 2O90'	414.86	0.33	5.19	91.66	96.84	0.31	0.5	0.15
Rail	Teddington	'TWCKNHM-WATRLMN 2O92'	414.86	0.67	5.19	45.53	50.71	0.59	0.5	0.3
Total Grid Cell AI: 9.47										

Appendix C

Appendix D

SITE LAYOUT & GROUND FLOOR PLAN

TOWARDS THE STATION

CROMWELL ROAD

REDLANDS

FAIRFAX ROAD

GROSVENOR COURT

ACCOMMODATION SCHEDULE:

NEW RESIDENTIAL BUILDING (5 STOREYS):

- 1 x 1B/1P APARTMENTS @ 42.5M²
- 3 x 1B/1P APARTMENTS @ 43.5M²
- 1 x 1B/1P APARTMENTS @ 47.0M²
- 3 x 1B/2P APARTMENTS @ 54.0M²
- 6 x 1B/2P APARTMENTS @ 55.5M²
- 3 x 2B/3P APARTMENTS @ 61.0M²
- 1 x 2B/3P APARTMENTS @ 62.0M²
- 3 x 2B/4P APARTMENTS @ 70.0M²
- 3 x 3B/5P APARTMENTS @ 86M²

- 2 x 1B/2P WHEELCHAIR UNIT @ 61.5M²
- 1 x 2B/4P WHEELCHAIR UNIT @ 86.0M²

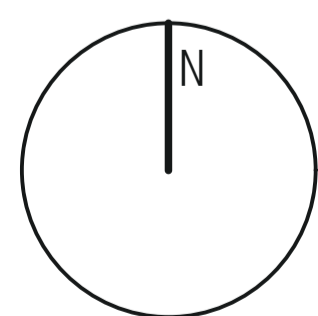
TOTAL: 27 UNITS

- 16 x 1B - 50%
- 8 x 2B - 30%
- 3 x 3B - 11%

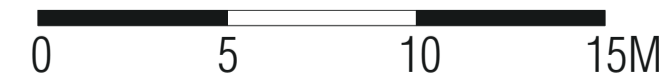
PARKING:
6 SPACES
1 DELIVERY SPACE

SITE AREA: 1649M² OR 0.165 HECTARES

NOTE: 11% M4(3) WHEELCHAIR UNITS (x3) LOCATED ON GROUND FLOOR
REMAINING UNITS M4(2)
ALL UNITS DESIGNED TO NATIONALLY DESCRIBED SPACE STANDARDS (NDSS) & THE LONDON PLAN (2021)



BAR SCALE



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Revisions

PLANNING

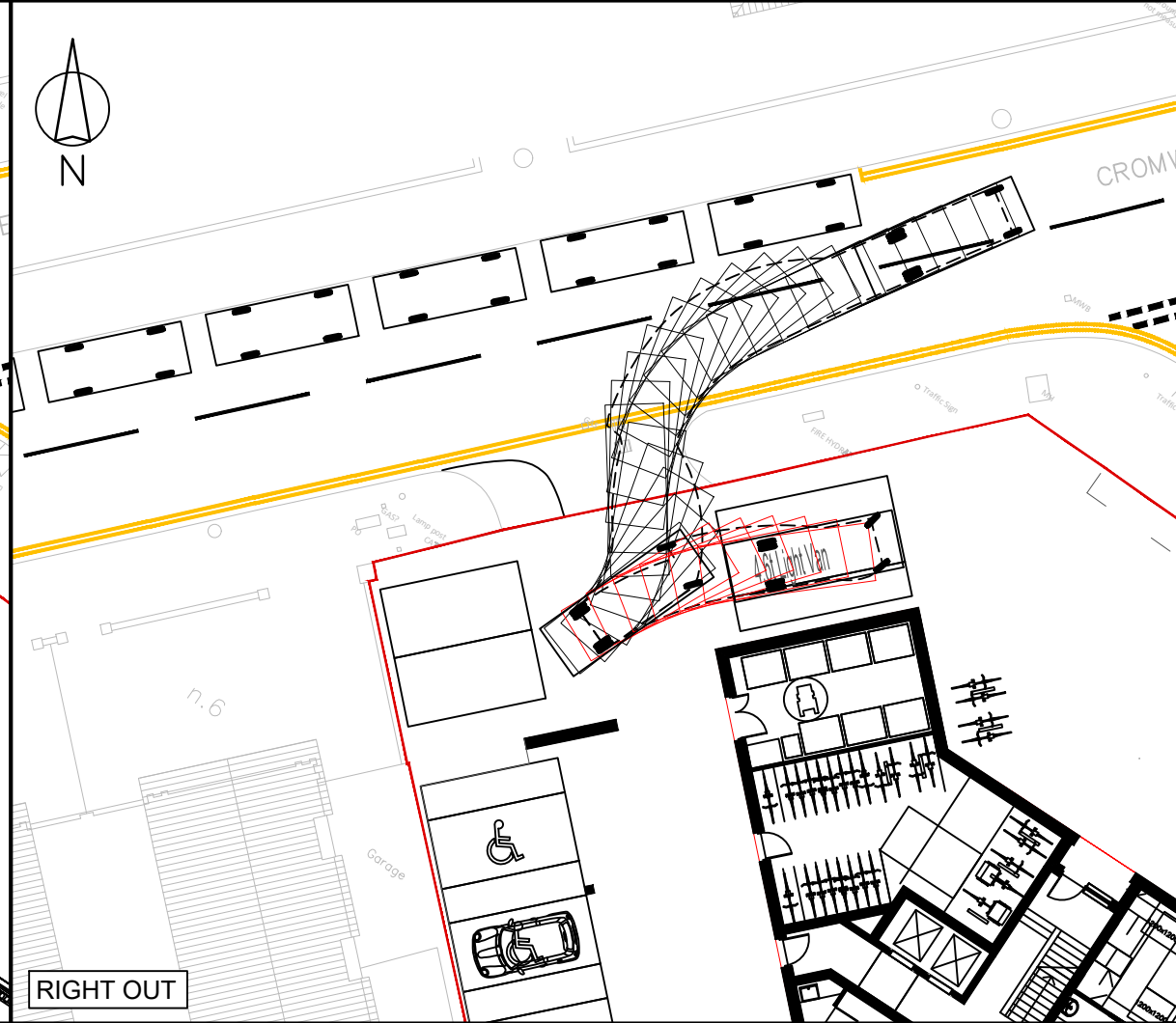
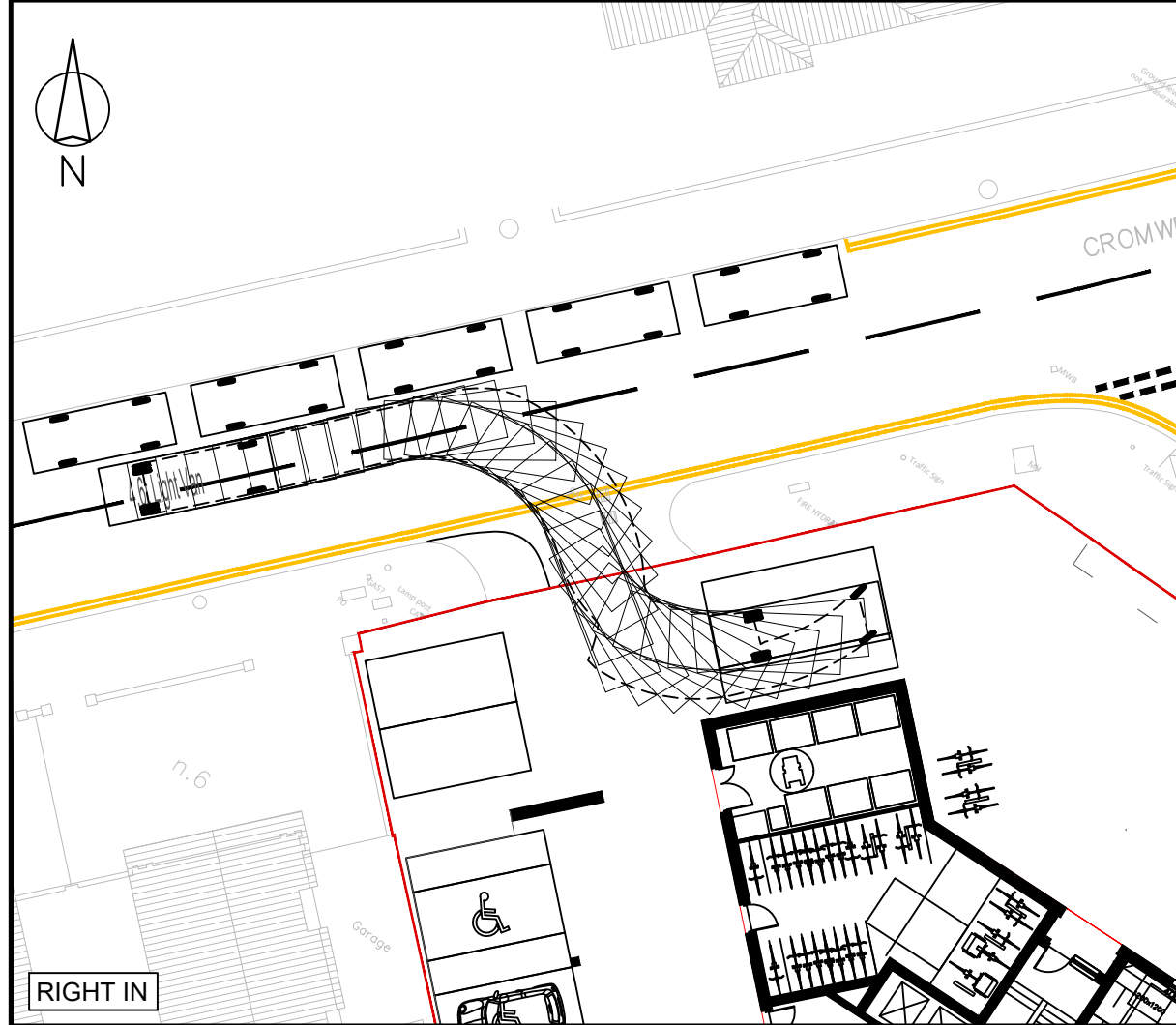
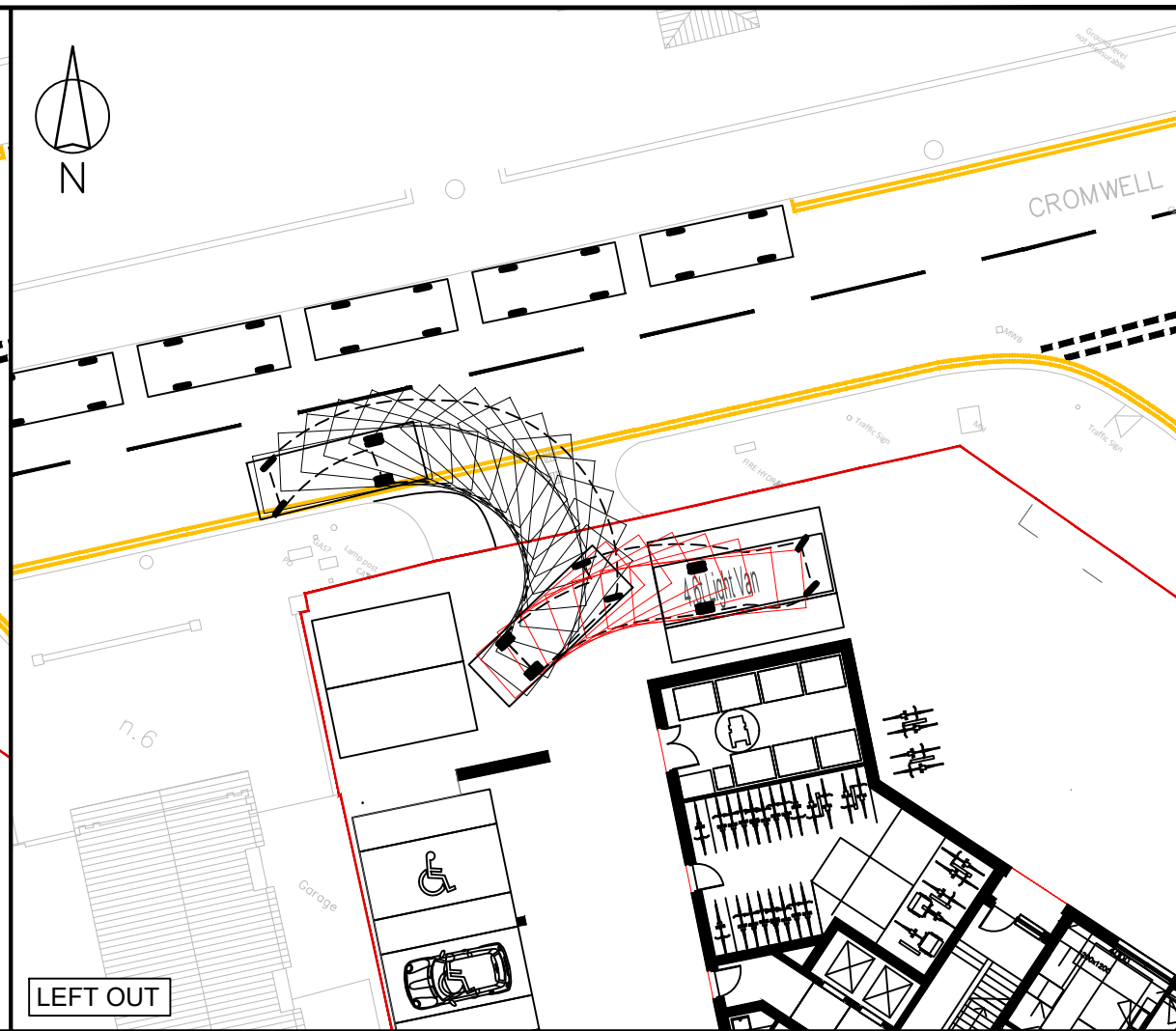
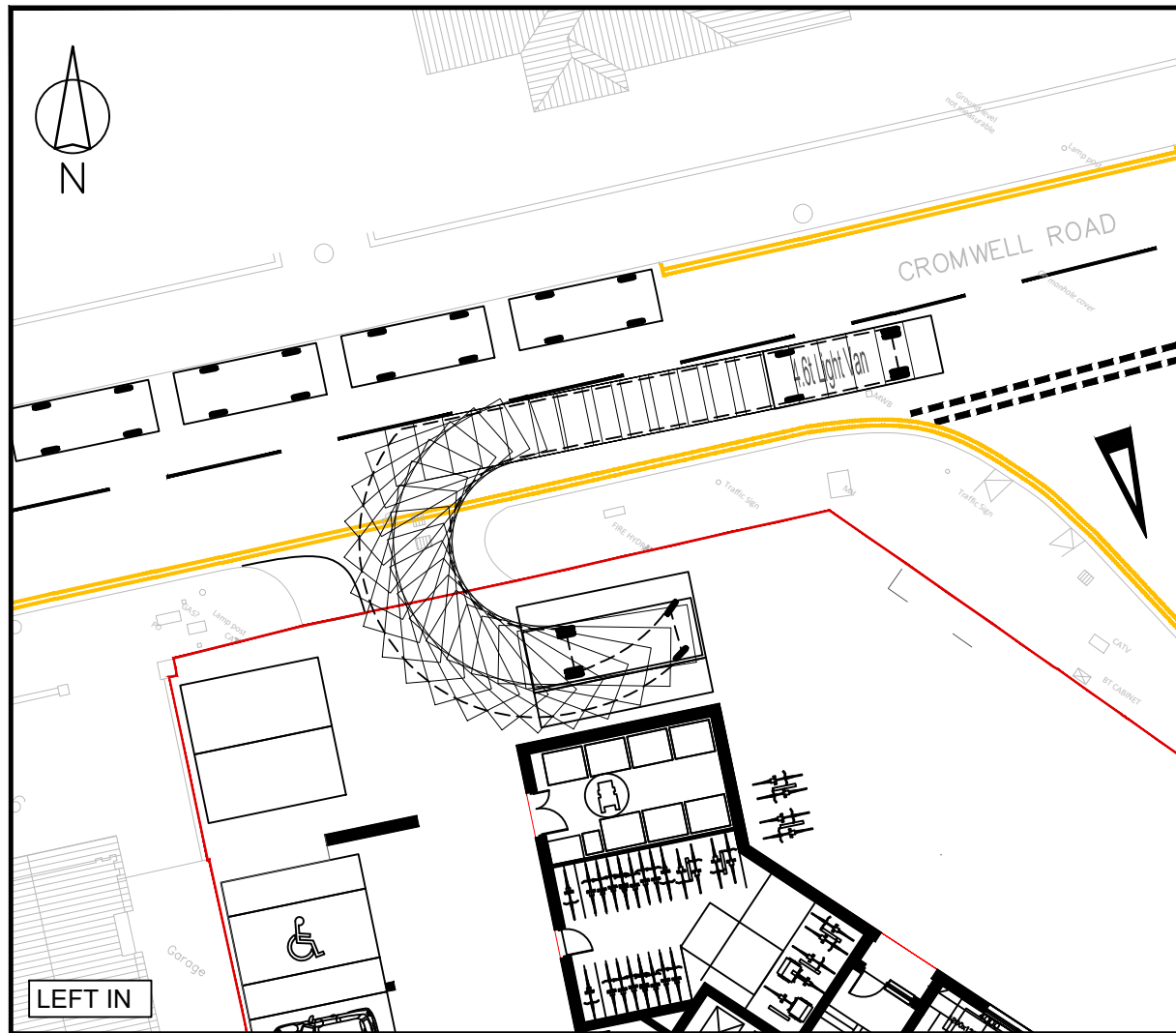
Project
SHELDON HOUSE, 8 CROMWELL ROAD, TEDDINGTON TW11 9EJ

Drawing
SITE LAYOUT & GROUND FLOOR PLAN

Drawing No. SH-03 Scale 1:200 @ A1 Date 16.03.2022

CLIVE CHAPMAN ARCHITECTS
SUSTAINABILITY CONSULTANTS
4 EEL PIE ISLAND
TWICKENHAM MIDDY
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Appendix E



Rev	Details	Drawn	Checked	Date
A	Site layout updated.	MG	DF	14.09.22
B	Site layout and tracking revised.	MG	DF	20.09.22
C	Site layout updated.	MG	DF	22.11.22
D	Site layout updated.	MG	DF	05.01.22

- NOTES:**
- Do not scale from this drawing.
 - This drawing to be read & printed in colour.
 - This drawing is for illustrative purposes only, and not for construction.

4.6T LIGHT VAN

Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

- FORWARD MOVEMENTS (design speed - 5kph)
- REVERSE MOVEMENTS (design speed - 2.5kph)

Client
...

Project
Sheldon House, Teddington

Drawing Title
Vehicle Swept Path Analysis
Proposed Arrangement Plan
(4.6T Light Van)

Scale	1:250	Size	A3
Drawn	MG	16.05.22	
Checked	DF	16.05.22	



111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	2021-4253-TR03	Rev	D
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