



Transport Technical Note - 12 Park Road, Hampton Wick, KT1 4AS

July 2022

1. Introduction

This Transport Technical Note has been prepared by Warner Planning to provide highways and transport advice in relation to an application for Prior Approval at 12 Park Road, Hampton Wick, KT1 4AS, to change the use of a dance studio (Class E) into five flats (Class C3). The proposal complies with Schedule 2, Part 3, Class MA of the General Permitted Development Order (2021) and took effect from 1st August 2021.

This Technical Note provides a highway and transport appraisal of the proposals. The remainder of this Technical Note is structure as follows:

- Section Two – Existing Transport Conditions;
- Section Three – Site Access, Parking and Servicing; and
- Section Four – Traffic Impact; and
- Section Five – Conclusion.

The assessment concludes that the proposals are acceptable from a highway and transport perspective.

2. Existing Conditions

Walking and Cycling

The site is located in a well established neighbourhood with streets providing footways on all adjacent roads. These roads and footways are relatively quiet, and the highways provide a cycle friendly environment.

Public Transport

The site is within a sustainable location with a 4-minute walk to Hampton Wick train station and a 2-minute walk to Hampton Wick High Street. The site has a PTAL rating of 3 and is closely served by bus routes 281 and 285 from Hampton Wick High Street and 111, 216, X26, 411 and 481 from Hampton Wick Roundabout.

Local Services and Facilities

The application site is located in close proximity to key services and facilities, including Hampton Wick Post Office, a local health centre, shops including a cycle store, pubs and restaurants. All of these amenities can be reached in less than five minutes by foot. These are illustrated in **Appendix 1**.

Summary

Overall, the site provides great potential for travel by sustainable modes due to its proximity to a variety of everyday services and facilities and excellent access to public transport.

3. Access, Parking and Servicing

Access

The building and its front yard are located abutting the public highway, with no vehicular access provided. Bicycles and a bin store are accommodated within the building.

Parking

The existing property and the proposals are both car free, as is appropriate to this location with a good level of accessibility. The local streets have a mix of double yellow lines and controlled parking, thus significantly limiting the potential for impacts relating to car parking.

Servicing

Similar to the other residential properties along Park Road and School Road, a refuse vehicle will stop on street and collect the bins. Delivery vehicles will also stop on street. This does not result in any change from existing conditions.

Summary

Safe access is available to the site, and appropriate provision has been made for servicing, car parking and cycle parking.

4. Traffic Impact

The site was previously occupied by Kelly's Dance Studio, but its uses ceased in March 2020, and it is proposed to convert the building into five flats, with no alterations to the exterior.

To understand the net impact of the development, TRICS information for vehicle trips has been reviewed. A study was carried out of PTALs 2-4 private flats sites, which yielded three surveys in London. The existing evidence and the TRICS database indicates that:

- There would have been no movements in the morning (08:00-09:00) peak but a certain level of demand during the evening (17:00-18:00) peaks, depending on the level of business, as a result of the previous use of the site; and
- The proposed development will may have a trip rate of 0.629 two-way total person movements in the morning (08:00-09:00) and 0.903 during the evening (17:00-18:00) peak.

It is however noted that the selected TRICS sites would have assumed a certain level of off-street parking. This site does not include parking provision, and the presence of controlled parking is such that it is fully expected that no car driver trips would be expected during peak hours.

The total person trip rate has therefore been factored to take account of local travel to work data within the 2011 Census, for the lower level super output area within which the site is located. The local data shows that 34% of work journeys were made by driving a car. The peak hour two way trip rates would therefore be 0.214 in the AM peak, and 0.306 in the PM peak.

The forecast two way vehicle trips would be less than one (0.856) in the morning peak and just over 1 (1.224) in the PM peak. This suggests a very limited effect and is net against the previous traffic demand related to the dance school, and it should also be borne in mind that car parking is highly controlled in the local area, which will minimise the potential for car trips.

Summary

The development proposals will have a negligible impact on the operation of the local highway network, particularly when considered relatively to the previous use (dance studio) on the site, which would have had greater impact during the PM peak in particular.

5. Conclusion

The London Plan seeks a mode shift away from cars and seeks that planning encourages non-car movements. The plan includes a target for increasing mode share for walking, cycling and public transport (excluding taxis) towards the target of 80% by 2041. The proposal provides safe and secure cycle and bin storage.

When considered in the context of the existing use, there would be a negligible impact on local roads and highways. As noted, the site is located in close proximity to services and public transport and is inherently sustainable. The scheme accords with the NPPF, London Plan and Development Plan. There are no highways or access reasons that would limit this application from being approved.



Appendix 1: Location of key services