

## 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:** Mr. Erik Peterson

**Address:** 13 Holly Road Hampton Hill TW12 1QF

### Comments

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

**Comment:** "St Clare Business Park Transport Assessment Curtins Ref: 80212 CUR-00-XX-RP-TP-00001-V02-TA Revision: 02 Issue Date: 27 April 2022"

"02 Updated with comments. LM BD 27/04/2023"

"2.6.2 Holly Road is residential in nature, formed of a two-way single carriageway and subject to a 30mph speed restriction." It has a 20mph speed limit.

"2.6.3 No parking restrictions are present along Holly Road, which allows vehicles to park along both sides of the carriageway at all times. Holly Road measures approximately 7.0m in width, however parking reduces the effective width to approximately 3.0m. The carriageway width reduces further over the railway bridge and is restricted to vehicles below 40 feet (12.2m) in length due to the spatial constraints." Holly Rd is narrow, and the bridge is even narrower.

#### Windmill Road

"2.6.4 Windmill Road is residential in nature, formed of a two-way single carriageway and subject to a 30mph speed restriction." It has a 20mph speed limit.

"2.6.6 Windmill Road measures approximately 7.0m in width, which reduces to 5.0m where vehicles are parked on the northern side of the carriageway."

"2.10.3 Figure 2.10 demonstrates that the PTAL for the site ranges between 1a and 2." With a PTAL rating so low, car use will be encouraged.

"7.2.5 Table 7.1 illustrates that the development proposals are expected to result in a net increase of 4 vehicles during the AM peak and an increase in -3.0 during PM peak via Holly Lane. The Windmill Road access is expected to experience an increase of 12 two-way movements during the AM peak and 6 during the PM peak."

How can a brand new underground carpark which serves all of the flats, (69) and parking for 7 houses lead to a net increase of only 4 vehicles, (Holly Rd) and a declared increase of 12 two way movements for the other 7 houses and the commercial space (12 spaces) accessed from Windmill Rd. Numerically, this does not make sense.

"7.2.6 This is not anticipated to result in a material effect on the surrounding highway network"

96 new parking spaces, and the associated service and utility vehicles, will have an impact on the highway network.

“7.3.1 The removal of one car parking bay on Windmill Road is not expected to present any car parking pressures or highways issues on Windmill Road. “

But the addition of 100 new dwellings will certainly increase parking pressure on both Holly Rd and Windmill Rd.

7.3.2 The results of the car parking beat survey indicate that there is spare capacity for car parking along the carriageway, in particular at peak hours of on-street car parking usage. The utilisation of car parking spaces along Windmill Road ranges between 30%-93%.”

But in the summary (below) it states that this equates to “two vehicles”

“9.1.12 Table 9.3 demonstrates that the parking available on the surrounding highway network exhibits high levels of utilisation (108%), with parking on Park Place, School Road, School Road Avenue, St James Avenue, Vincent Row, Westbank Road and Wolsey Road exceeding capacity. Windmill Road and Holly Road, which bound the site also show high levels of utilisation (80% with 20 spare spaces and 93% with 3 spare spaces respectively), equating to capacity for two vehicles respectively.”