

Project Name:	Friars Stile Road, Richmond
Document Reference:	517.0006/TN/2
Document Name:	Technical Note
Prepared By:	Izzie Diment (August 2023)
Checked By:	Tom Peters (August 2023)
Approved By:	James Rand (August 2023)

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd’s appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2022

1. INTRODUCTION

1.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of the Malins Group to support an application for the construction of a single dwelling, replacing 7 garages in Richmond. The site is to the rear of commercial properties fronting onto Friars Stile Road and access will be provided in this same location. The location is shown in **Figure 1**.

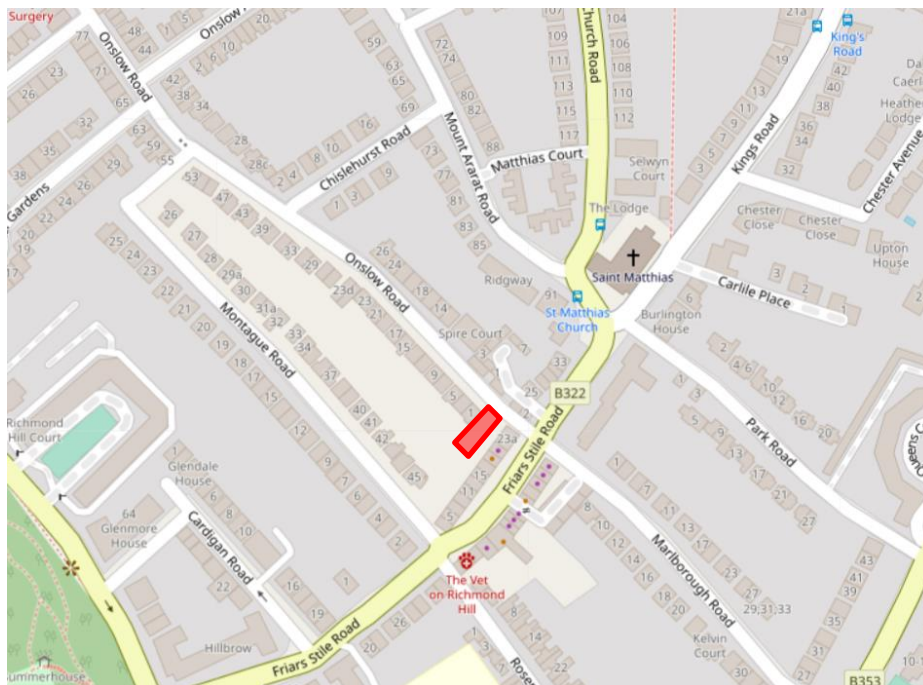


Figure 1: Site Location

1.2 Pre-Application has been undertaken with London Borough of Richmond Upon Thames (LBRT) under planning reference: 22/P0367/PREAPP in December 2022, with highways making comments on the required level of parking.

- 1.3 This Technical Note will explore the existing conditions, collision data, development proposals and trip generation before drawing conclusions.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The site currently comprises 7 x garages and is adjacent to amenities on Friars Stile Road, located approximately 800m south of Richmond High Street. The site is bound to the north by Onslow Road, to the east by local shops and to the west and south by residential dwellings and gardens.

Local Road Network

- 2.2 Onslow Road is a single carriageway road that measures approximately 6.5m in width and is subject to a 20mph speed limit. On street parking bays are present, with single yellow lines present in all other locations. The demarcated parking bays are resident permit holders only or pay by phone for a maximum of 4 hours between Mon – Sat, 8:30am – 6:30pm. Onslow Road meets a priority junction with Friars Stile Road to the east, which is a single carriageway road that measures approximately 6.5m in width and is also subject to a 20mph speed limit.

Pedestrian Network

- 2.3 Pedestrian facilities within proximity of the site are excellent. Continuous footways flank both sides of Onslow Road that measure approximately 2m wide. Continuous footways also flank both sides of Friars Stile Road measuring approximately 2m wide. There are also pedestrian crossing points with dropped kerbs and tactile paving present in appropriate locations to facilitate the safe movement of pedestrians.

Public Transport Accessibility Level

- 2.4 The PTAL (Public Transport Accessibility Level) of the site is 1b as demonstrated in **Figure 2**. The nearest bus stops to the site are the 'St Matthias Church' bus stops, located approximately 120m north (southbound bus stop) and 170m northbound (southbound bus stop). These bus stops provide services to the surrounding areas via the 371 bus service that runs from Kingston-upon-Thames to Richmond approximately every 10 minutes Monday - Sunday.

2.5 Furthermore, Richmond train station is located approximately 820m north of the site, and facilitates travel into Central London via the London Overground service, the District Line and South Western Railway services into London Waterloo.

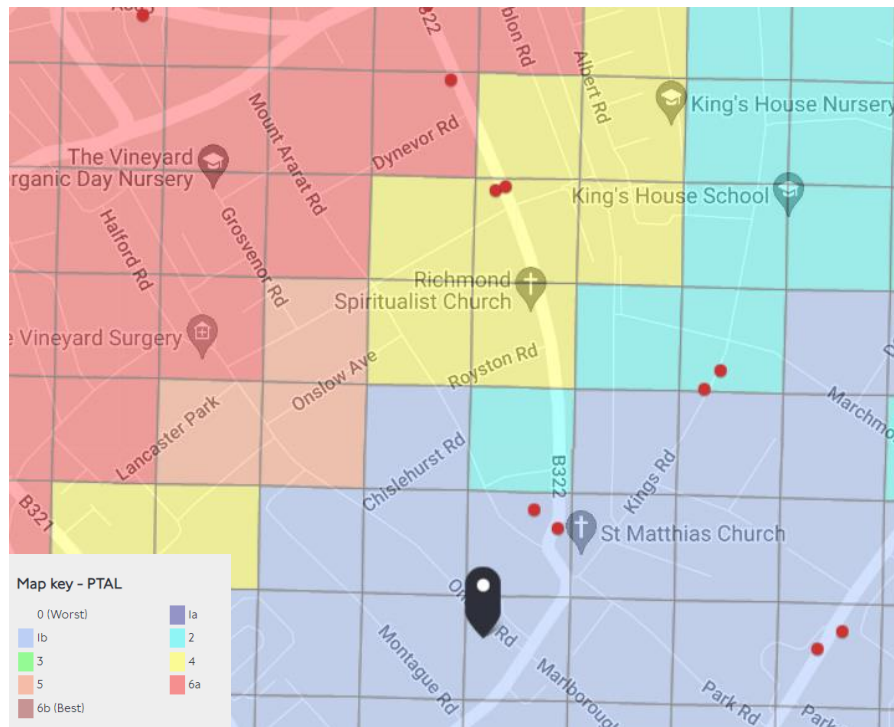


Figure 2: PTAL Score for the Site

Personal Injury Accident (PIA) Data

2.6 The PIA Data for the most recent 5-year period (2017 – 2021) has been obtained from Crasmap. The results are summarised within **Figure 3** below.

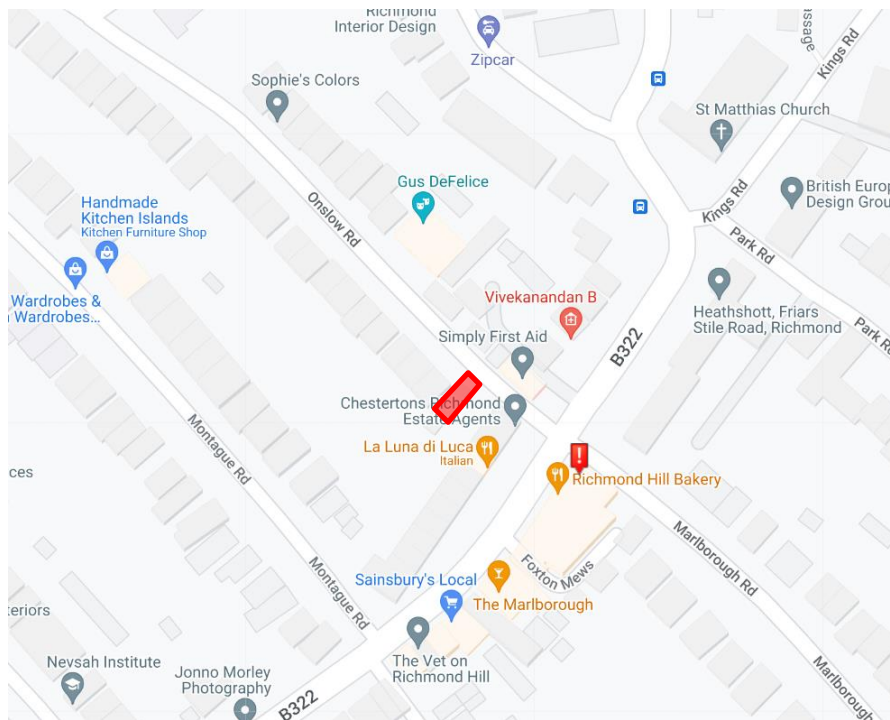


Figure 2: PIA Data for the site, 2017 - 2021 (Source: Crashmap)

2.7 There has been 1 incident that has occurred over the last 5 years within proximity to the site, on the corner of Marlborough Road and Friars Stile Road which was classified as 'serious' in nature. Upon a more detailed inspection of the incident, it occurred on the 20th October 2018, between a goods vehicle and a pedestrian. Taking into consideration the frequency and distribution of incidents that have occurred within proximity to the site and the fact that this is the only identified incident that has occurred within a 200m radius of the site over the last five years, it has been deduced that the incident most likely occurred either due to driver error or pedestrian error rather than highway design.

3. PROPOSED DEVELOPMENT

3.1 The proposed development consists of the demolition of 7 existing garages and the development of 1 x 3-bedroom dwelling at Friars Stile Road, Richmond. The proposed layout is attached as **Appendix A**.

3.2 Parking for the proposed dwelling will be accessed off Onslow Road via the existing access arrangement in place for the garages, which will measure 5.5m wide.

Parking

3.3 In accordance with LB Richmond upon Thames's Parking SPD, parking standards from the London Plan are applicable. For 3+ bedrooms in outer London with PTAL scores of 0-1, the maximum level of provision is 1.5 spaces per dwelling. Given the development consists of a

single dwelling, and the pre-application response from LBRT, this has been rounded to 2 spaces, provided as shown on the site layout. This should not result in any overspill parking on the local road network.

- 3.4 In accordance with the London Plan, cycle parking for two bicycles will be provided as shown on the site layout.

Servicing

- 3.5 Refuse collection will occur from Onslow Road, in keeping with other properties on the road. Furthermore, a fire tender is able to get within 45m of all parts of the building from Onslow Road.

4. HIGHWAY IMPACT

- 4.1 This section of the TN will assess the net trip generation associated with the proposed development.

Existing Trip Generation

- 4.2 It is difficult to accurately quantify the trip generation of the existing 7 garages. If each garage is visited once per day, 14 trips would be generated. It is likely that activity is less frequent at the present time, but lawfully they could generate a significant number of daily trips.

Proposed Trip Generation

- 4.3 In order to determine the likely trip generation for the proposed use, the TRICS database has been utilised. The following parameters were selected:
- Use class 'Residential' and sub category 'Houses privately owned';
 - Sites in Greater London only;
 - Parameter of 6 -50 units;
 - Weekday surveys only; and
 - Sites in 'Edge of Town centre' and 'Suburban Area' only.
- 4.4 The results of the TRICS assessment are summarised below in **Table 1**, with the full outputs attached as **Appendix B**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (12 hours)
	Arrivals	Departures	Totals	Arrivals	Departures	Totals	
Trip Rate	0.183	0.293	0.476	0.207	0.134	0.341	5.123
Trip Generation (1 dwelling)	0	0	1	0	0	0	5

Table 1: Proposed Development Trip Generation (TRICS v.7.10.1)

4.5 The proposed development is likely to generate in the order of 1 trip in the AM peak, 0 trips in the PM peak, with 5 trips generated across a 12 hour period.

4.6 It is considered that the change in trips generated by the site is likely to be negligible, or indeed could constitute a reduction given that the garages could generate a higher number of trips within their lawful use.

5. SUMMARY AND CONCLUSIONS

5.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of the Malins Group to support an application for the construction of a single dwelling, replacing 7 garages in Richmond.

5.2 The site is adjacent to amenities and located approximately 800m south of Richmond High Street. It is near bus stops located approximately 120m north (southbound bus stop) and 170m northbound (southbound bus stop).

5.3 The proposed development would be accessed off Onslow Road, as per the existing garages. The development will provide 2 car parking spaces and 2 cycle parking spaces, which is considered appropriate with reference to the London Plan standards.

5.4 It is proposed that refuse collection will occur on-street, as per the existing arrangement currently in operation along the residential streets within Richmond. A fire tender is also able to get within 45m of all parts of the building.

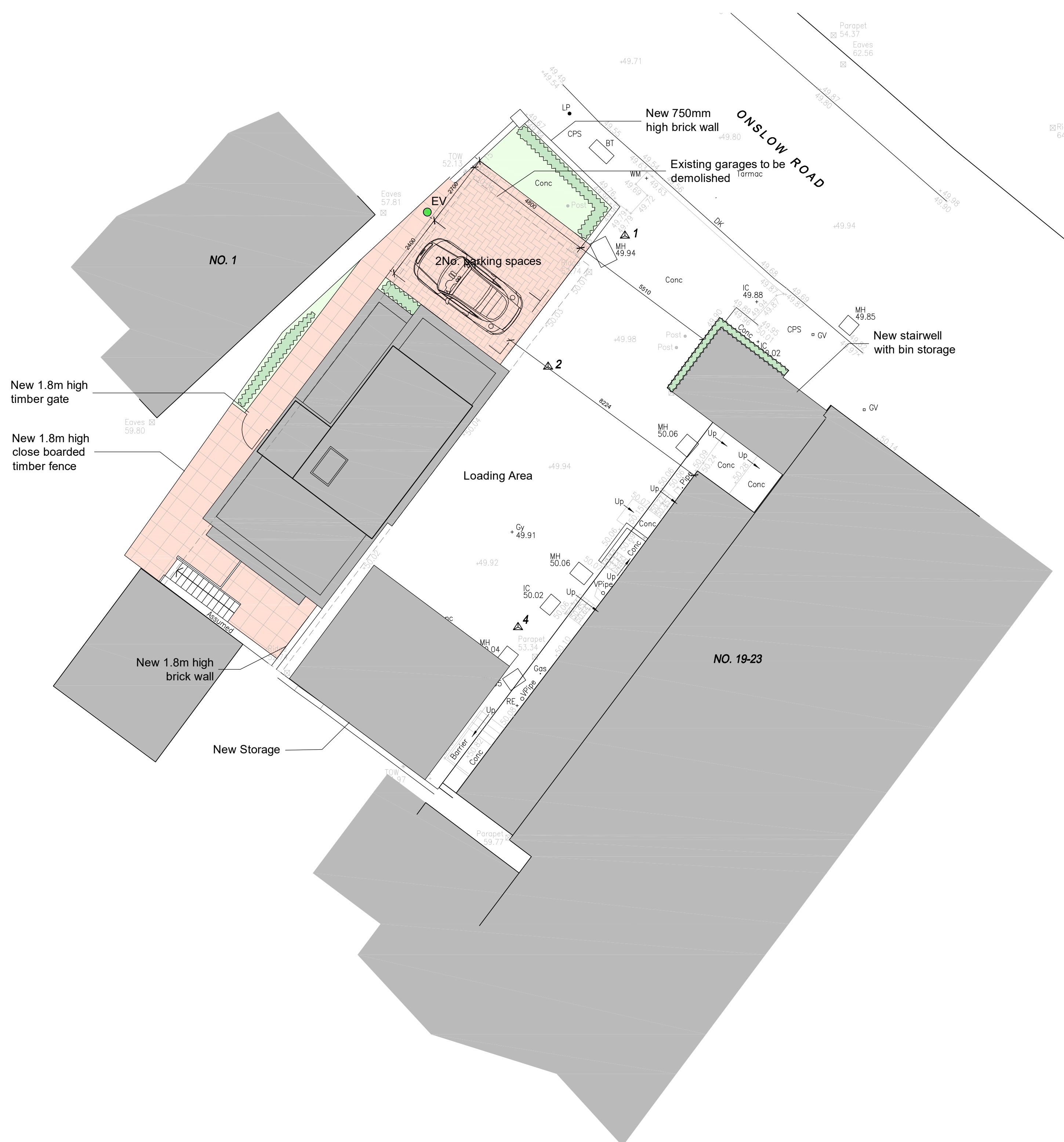
5.5 The proposed development is likely to generate in the order of 1 trip in the AM peak, 0 trips in the PM peak, with 5 trips generated across a 12 hour period. When compared to the existing garages, the proposed development is likely to result in a negligible change, or potentially a reduction in trips when compared to the existing garages on the site.

5.6 It is therefore considered that there are no highways reasons to resist approval and we would therefore encourage LB Richmond upon Thames Council to look favourably upon this application in relation to highways.

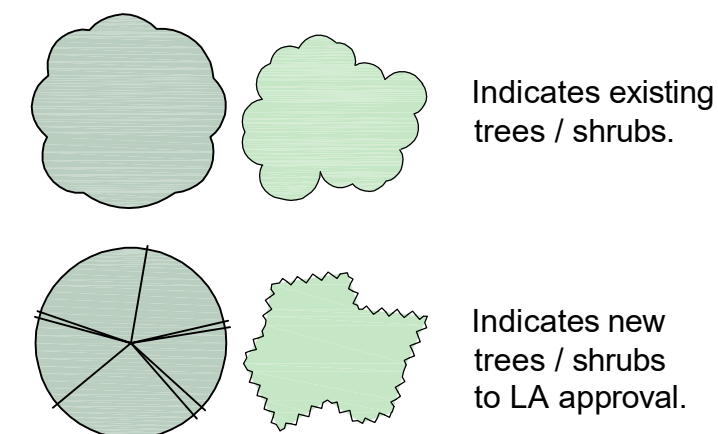
Appendix A

NOTES

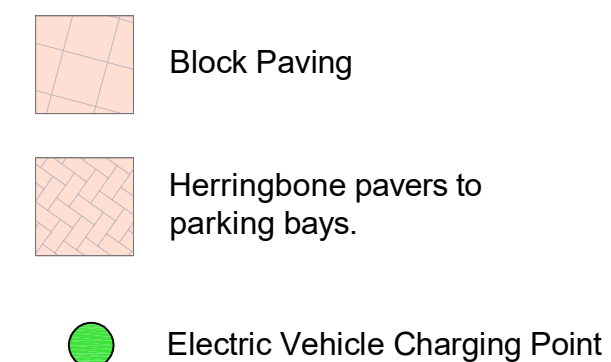
GENERAL NOTES:
 1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANTS DRAWINGS.
 2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.
 3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.
 4. ALL WORKS OR MATERIALS INDICATED ON THIS DRAWING ARE TO BE TO THE LATEST RELEVANT BRITISH STANDARDS AND CARRIED OUT IN ACCORDANCE WITH THE BRITISH STANDARDS CODES OF PRACTICE OR RECOGNIZED INSTITUTE OR TRADE ASSOCIATION RECOMMENDATIONS AND PUBLICATIONS.



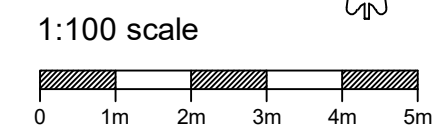
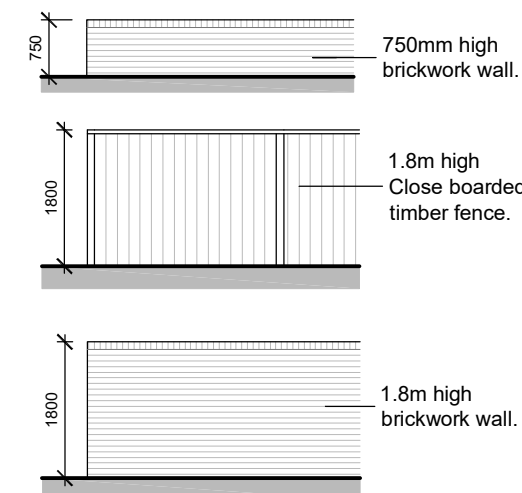
Soft Landscaping



Hard Landscaping



Boundary treatment details



Revision	Date	Description	Drawn	Chkd
P5	July 2023	Minor amendments	LW	
P4	July 2023	Added dimensions	HM	
P3	June 2023	Amendments based on pre-app comments	HM	
P2	Nov 2022	Amendments to suit client comments	LW	

PLC ARCHITECTS
 Lansdowne House
 25-26 Hampshire Terrace
 Portsmouth PO1 2QF
 Hampshire England
 Tel: (023) 92 755 333
 E-Mail: admin@plcarchitects.com
 Web: www.plcarchitects.com

Client:

Project:
 Land at rear of
 19-23 Friars Stile Road
 Richmond TW10 6NH

Drawing Title:
 Proposed Site Plan

Drawn By	Date	Checked By	Date	Approved By	Date
LW	Oct '22				

Drawing No: 22.3349.102 | Revision: P5 | Scale: 1:100 @ A2

PLC ARCHITECTS © COPYRIGHT RESERVED 2022
 NOT TO BE SCALED. DIMENSIONS TO BE CHECKED ON SITE
 SCALING ONLY FOR LOCAL AUTHORITY PURPOSES

Appendix B

Calculation Reference: AUDIT-247601-230504-0542

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	1 days
	HO HOUNSLOW	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 32 to 50 (units:)
Range Selected by User: 9 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 14/09/22

Selected survey days:

Monday	1 days
Wednesday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Edge of Town	1

Selected Location Sub Categories:

Residential Zone	2
------------------	---

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	2 days
----	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days

Secondary Filtering selection (Cont.):

Population within 5 miles:

500,001 or More 2 days

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

Travel Plan:

No 2 days

PTAL Rating:

1b Very poor 1 days

3 Moderate 1 days

LIST OF SITES relevant to selection parameters

- 1 EN-03-A-01 TERRACED & SEMI -DETACHED ENFIELD
BOLLINGBROKE PARK
COCKFOSTERS
- Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: WEDNESDAY 24/11/21 *Survey Type: MANUAL*
- 2 HO-03-A-02 MIXED HOUSES HOUNSLOW
HIBERNIAN ROAD
HOUNSLOW
- Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: MONDAY 29/06/15 *Survey Type: MANUAL*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EN-03-A-02	Location not representative

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.45

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	41	0.024	2	41	0.171	2	41	0.195
08:00 - 09:00	2	41	0.183	2	41	0.293	2	41	0.476
09:00 - 10:00	2	41	0.098	2	41	0.171	2	41	0.269
10:00 - 11:00	2	41	0.134	2	41	0.171	2	41	0.305
11:00 - 12:00	2	41	0.171	2	41	0.110	2	41	0.281
12:00 - 13:00	2	41	0.268	2	41	0.183	2	41	0.451
13:00 - 14:00	2	41	0.171	2	41	0.244	2	41	0.415
14:00 - 15:00	2	41	0.183	2	41	0.146	2	41	0.329
15:00 - 16:00	2	41	0.256	2	41	0.220	2	41	0.476
16:00 - 17:00	2	41	0.146	2	41	0.134	2	41	0.280
17:00 - 18:00	2	41	0.207	2	41	0.134	2	41	0.341
18:00 - 19:00	2	41	0.244	2	41	0.146	2	41	0.390
19:00 - 20:00	2	41	0.244	2	41	0.171	2	41	0.415
20:00 - 21:00	2	41	0.280	2	41	0.220	2	41	0.500
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.609			2.514			5.123

Parameter summary

Trip rate parameter range selected: 32 - 50 (units:)
 Survey date date range: 01/01/15 - 14/09/22
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1