

Travel Plan Statement

Hampton Waterworks

16 June 2020

Prepared for
Waterfall Planning Ltd



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1. Introduction

1.1 Preamble

- 1.1.1 Markides Associates (MA) have been instructed by Waterfall Planning Ltd (the applicant), to prepare a Travel Plan Statement (TPS) in support of their development proposals at Upper Sunbury Road, Hampton, TW12 2DS. The site sits within the authoritative boundary of London Borough of Richmond-upon-Thames (LBRT) which is also the relevant highway authority.
- 1.1.2 A Transport Statement (TS) has been prepared by MA in support of the planning application for the proposed scheme. Where relevant this Plan makes reference to those documents which accompanies this planning submission.
- 1.1.3 Additionally, MA has prepared a Servicing and Car Park Management Plan (SCPMP) in respect of the proposed scheme which contains management considerations that are relevant to this TPS.

1.2 The Site

- 1.2.1 The site is located at the southern side of Upper Sunbury Road (A308), Hampton. The site is currently vacant and comprised Sui Generis space and two residential cottages.
- 1.2.2 The site is currently accessed via a simple priority junction on Lower Sunbury Road which forms the main access to the Hampton Waterworks. The southern boundary of the site is formed by a pond which is part of the water treatment site. To the north, the site is bounded by Upper Sunbury Road and to the east it is bounded by Lower Sunbury Road. To the west, the site is bounded by a residential property. A site location plan is shown in **Figure 1.1**.

1.3 Proposed Development

- 1.3.1 The development proposals are for the conversion of two former waterworks buildings into residential buildings with the ground level of the one building retained for office use. The existing semi-detached cottages are proposed to be retained.
- 1.3.2 The proposed development is summarised as follows:
- 37 no. residential units comprising 17 no. 1-bed flats, 11 no. 2-bed flats, 9 no. 3-bed flats;
 - 306m² of B1 commercial space; and
 - 39 no. on-site parking spaces.
- 1.3.3 The proposed scheme ground floor layout is included in **Appendix A**.

1.4 Travel Plan Statement Requirement, Policy and Guidance

- 1.4.1 TfL's 'Travel Planning Guidance' document (November 2013), states that a TPS is required for "smaller developments that fall below the strategic-level Full Travel Plan threshold but which typically employ 20 or more staff, or comprise over 50 residential units". In outlining the nature and purpose of a TPS the TfL guidance states:

"It may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation."

- 1.4.2 Despite the proposed quantum of development being below the thresholds discussed above, this TPS has been prepared in order to set out considerations that can influence the management of the proposed development such as to instil sustainable travel principles as an intrinsic element of daily life for residents and users of the site.

1.5 Travel Plan Aims and Objectives

- 1.5.1 The headline aims and objective of this TPS are to:

- Ensure 'hard' measures are incorporated within site to encourage sustainable travel prior to first occupation, e.g. cycle parking, pedestrian routes; and
- Ensure residents are aware of the range of sustainable travel options that are available to access the site.

1.6 Transport Statement

- 1.6.1 The planning application is also supported by a Transport Statement (TS), which has described the proposed access strategy for the site and estimated the vehicular trip generation associated with the proposed scale of development. The TS should be read in conjunction with this TPS.
- 1.6.2 The TS has informed much of this TPS, particularly with regards to the description of the existing situation and development proposals.

1.7 Document Structure

- 1.7.1 Following this introduction, the TPS will comprise the following sections:

- **Section 2** sets out comprehensive details of the existing transport infrastructure, particularly sustainable alternatives to car travel, available to residents and users of the site;
- **Section 3** describes the development proposals in detail including access arrangements, parking proposals and delivery and servicing strategy;
- **Section 4** sets out TPS objectives and identifies the range of measures that will be implemented to support and encourage sustainable travel;

- **Section 5** provides an Action Plan outlining the timeframe for implementing actions required by the Developer and or the management company. This section also presents methodology for monitoring and update of the Plan; while,
- **Section 6** provides a summary.

2. Existing Conditions

2.1 Site Location

- 2.1.1 The site is located off Upper Sunbury Road, Hampton and is within an area occupied by Hampton Waterworks.
- 2.1.2 The site is currently accessed via a simple priority junction on Lower Sunbury Road which forms the main access to the Hampton Waterworks. The southern boundary of the site is formed by a pond which is part of the water treatment site. To the north, the site is bounded by Upper Sunbury Road and to the east it is bounded by Lower Sunbury Road. To the west, the site is bounded by a residential property.
- 2.1.3 The site is currently vacant and comprised Sui Generis space and two residential cottages.

2.2 Local Highway Context

- 2.2.1 The site is directly accessed from the A308 Upper Sunbury Road which operates a 30mph speed restriction between the M3 (3.5km to the west of the site access) to its junction with the A309 Hampton Court Way (2.3km to the southeast of the site access). Upper Sunbury Road is a single carriageway road varying in between 5.5m and 9.5m in width, incorporating some 6m carriageway width in the vicinity of the site.
- 2.2.2 The Transport for London Road Network in the locality of the site comprises the A316 (southwest-northeast) and the A312 (south-north). The A316 is a dual carriageway road which connects the Kempton Park area to Chiswick at the A316 / A4 junction. The A4 provides connectivity to central London to the east and connects to the M4 to the west. The A316 also connects to the A312 which links to the M4 to the north and ends at its junction with the A40 further to the north.

2.3 Pedestrian Accessibility

- 2.3.1 The proposed development is situated some 450m (approximately 6-minute walk) from Hampton Rail Station and benefits from being located within walking distance of a range of land uses that act as typical local amenities or facilities for residential land uses such as employment, education, retail, leisure and health.
- 2.3.2 Examples of these land uses, and their associated walk distance are summarised in **Table 2.1**.

Table 2.1: Local Amenities and Facilities

| | Facility | Distance (m) | Travel Time (mins) | |
|-------------------------|-------------------------------------|--------------|--------------------|-------|
| | | | Walk | Cycle |
| Community Centre | Linden Hall Community Centre | 550 | 7 | 3 |
| Library | Hampton Library | 150 | 1 | 1 |
| Supermarket | Hampton Supermarket Premier | 400 | 5 | 2 |
| | Waitrose | 450 | 6 | 2 |
| | Costcutter | 1200 | 15 | 4 |
| | Sainbury's | 2200 | 26 | 7 |
| Sports Centre | Hampton Sports and Fitness Centre | 2100 | 26 | 8 |
| Post Office | Hampton Post Office | 450 | 6 | 2 |
| Medical Centre | Hampton Medical Practice | 900 | 11 | 3 |
| Pharmacy | Boots | 550 | 7 | 2 |
| | Boots | 800 | 10 | 3 |
| School | Hampton Junior School | 500 | 7 | 3 |
| | St Mary's Hampton CE Primary School | 950 | 12 | 3 |
| | Twickenham Preparatory School | 800 | 10 | 2 |
| | Hampton Prep School | 750 | 10 | 3 |

- 2.3.3 Convenient access and reasonable proximity to amenities ensures that future residents and employees of the site can use the most sustainable forms of travel, on foot and by bike, to undertake routine daily travel; which safeguards a lower level of reliance on travel by private car.
- 2.3.4 In terms of pedestrian infrastructure, there are footways on both sides of Upper Sunbury and Lower Sunbury Roads, ranging between 1.2m-2m in width. There is a signalised crossing on Lower Sunbury Road at its junction with Upper Sunbury Road, with dropped kerbs and tactile paving. Further east a pedestrian refuge island is provided at a some 25m from the junction with dropped kerbs and tactile paving, enabling safe crossing between the two sides of Upper Sunbury Road.
- 2.3.5 There is a public footpath approximately 130m to the west of the proposed site access on the north side of Upper Sunbury Road. The footpath has three steps and connects to Beard's Hill to the north. There are footways on both sides of Beard's Hill which are approximately 2m wide. A public footpath is also provided at the northern end of Beard's Hill which connects to Station Road to the north. The eastbound and westbound bus stops on Station Road are located 30m-40m to the west of the footpath along Station Road. The entrance to Hampton Rail Station is located within 10m of the bus stops to the west.
- 2.3.6 Pedestrian footways at Percy Road benefit from dropped kerbs and tactile paving at its junction with Upper Sunbury Road. Further to the north, dropped kerbs are provided on Oldfield Road. Further dropped kerbs are provided on Station Road, at its junction with Percy Road.

2.4 Cycle Accessibility

- 2.4.1 The site benefits from cycle accessibility provided by off-road cycle routes located to the west and north of the site on Oldfield Path, Oldfield Road, Hatherop Road, Tudor Road and Tudor Avenue. Broad Lane is classified as a Main Cycle Road connecting Hatherop Road to the west and High Road to the east. High Road connects to off-road paths in Bushy Park, linking to the High Street / Hampton Court Road / Horse Fair roundabout. Horse Fair is classified as a quiet cycle road and it connects to Kingston via main local cycle routes, namely Wood Street.
- 2.4.2 The local cycle routes described above provide connectivity from the site to the National Cycle Route (NCR) 4 which runs to the south, and along the northern perimeter of the Royal Paddocks. NCR 4 is located approximately 3.3km to the east of the site access and connects to Kingston-upon-Thames, Roehampton and Parsons Green. Further to the northeast it facilitates connectivity to central London. In addition, NCR 4 operates at Hampton Court Bridge connecting to the southern side of River Thames. To the south of the bridge, NCR 4 connects to Hurst Park, Walton-on-Thames, Weybridge, Meadowlands and Staines. At a national level, the NCR 4 is a long-distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St Davids.
- 2.4.3 A plan showing the local cycle routes is attached in **Appendix B**.

2.5 Bus Accessibility

- 2.5.1 The site is served by two bus routes stopping within suitable walking distance of the site. A bus stop is located on Upper Sunbury Road, approximately 250m to the west of the site access. A bus stop, serving the converse route direction, is located on Percy Road with the two bus stops being located 50m apart.
- 2.5.2 Further bus stops are located by Hampton Rail Station, approximately 450m from the site access. Services that stop at the bus stops closest to the site are summarised in **Table 2.2**.

Table 2.2 Local Bus Services

| Service | Key Destinations | Peak Hour Frequency | | | Weekday Services | |
|---|--|-----------------------|-----------------------|---------------------|------------------|-------------|
| | | Weekday | Saturday | Sunday | First | Last |
| Nearest Stops: Percy Road (Stop A) and Oldfield Road Percy Road (Stop B) | | | | | | |
| 216 Staines Bus Station – Cromwell Road Bus Station | Staines Bus Station (54 mins), Ashford (27 mins), Ashord Common (19 mins), Subnbury-on-Thames (12 mins), Hampton Court Palace (7 mins), Kingston upon Thames (17 mins) | 2-3 services per hour | 2-3 services per hour | 2 services per hour | 06:39 | 00:02 |
| Nearest Stop: Hampton (Stops K and D) | | | | | | |
| 111 - Heathrow Central Bus Station – Cromwell Road Bus Station | Heathrow Central Bus Station (1h 11 mins), Cranford (1h 4 mins), Heston (51 mins), Hounslow Heath (33 mins), Hanworth Park (24 mins), Hampton Court Palace (15 mins), Kingston Upon Thames (22 mins) | Every 7-12 minutes | Every 9 to 13 minutes | Every 11-14 minutes | 24-hour bus | 24-hour bus |

2.5.3 The services presented in **Table 2.2** facilitate access to a number of destinations including Staines (54 mins), Ashford (27 mins) and Kingston-upon-Thames (17 mins). During the weekday peak period, there are up to 11 services per hour serving the locality.

2.5.4 Based on the above, it is considered that the site benefits from good accessibility by bus.

2.6 Rail Accessibility

2.6.1 The nearest rail station to the site is Hampton, which is located some 450m (approximately 6-minutes' walk) from the site. Hampton is served by Southern Western Railway services between Shepperton and Waterloo. Hampton Rail Station can be used to access the following stations; Teddington (8 mins), Kingston (12 mins), New Malden (19 mins), Wimbledon (25 mins), Clapham Junction (33 mins) and Vauxhall (38 mins). The service runs in both directions at an average daytime frequency of every 30 minutes.

2.6.2 Clapham Junction and London Waterloo provide frequent services to a range of locations including Basingstoke, Woking, Guildford, Portsmouth, Reading, Epsom and Egham as well as providing connectivity to the London Underground network.

2.7 Public Transport Accessibility Level

- 2.7.1 Public Transport Accessibility Levels (PTALs) are a theoretical measure of accessibility of a given point to the public transport network, taking into account walk access time and service availability. All bus routes within 640m and underground/railway stations within 960m are taken into account. The PTAL score ranges between 1a and 6b, where 1a represents a poor level of accessibility and 6b an excellent level.
- 2.7.2 A PTAL assessment using the TfL land use planning PTAL assessment tool WebCAT1 has therefore been undertaken. The WebCAT assessment of the site location identifies a PTAL rating of 2 across the site in the base year assessment. The full PTAL report is included as **Appendix C**.
- 2.7.3 Whilst the PTAL rating is low, a recognised weakness of the PTAL methodology is that it does not take into account any qualitative appraisal of the public transport routes that are available, including journey times, destinations served and opportunities for ongoing connections. A qualitative review of local bus stops and Hampton Rail Station and the high quality environs in the vicinity of these public transport access points suggests that public transport can be an attractive travel solution for residents, staff and users attending the site once it is operational.
- 2.7.4 It has been demonstrated that the site is accessible by sustainable modes, including walking, cycling and public transport, confirming that there are a number of transport opportunities available to future residents and employees at the site.

3. The Development Proposals

3.1 Development Overview

- 3.1.1 The development proposals are for the conversion of waterworks buildings into residential buildings with part of the one building retained for B1 commercial use. The existing semi-detached cottages and storehouse are proposed to be retained and will be in residential use.
- 3.1.2 In summary, the proposed development includes 37 residential units, 306m² of commercial use (B1(a) offices, B1(b) research and development, B1(c) light industrial use class) and 39 parking spaces. The proposed layout is included in **Appendix A** and the accommodation schedule is shown below:

Table 3.1 Accommodation Schedule

| Use | Accommodation size | Number of units / GFA |
|-----------------------|--------------------|-----------------------|
| C3 Residential | 1 | 17 |
| | 2 | 11 |
| | 3 | 9 |
| B1 Commercial | - | 306m ² |

3.2 Site Access Arrangements and Layout

- 3.2.1 Vehicular access will be via a currently unused simple priority junction on Upper Sunbury Road. As described in the TS that accompanies this application, a new vehicular egress will be introduced at the Upper Sunbury Road frontage of the site.
- 3.2.2 The internal layout provides a one-way system with separate entry and exit. It is noted that this arrangement suitably accommodates access and egress from the public highway in forwards gear for servicing and refuse collection vehicles.
- 3.2.3 In accordance with the guidance contained within the Council's SPD, the on-site vehicular circulation area provides suitable opportunity for off-street load/unload within the site. Furthermore, the proposed one-way on-site vehicular circulation and separate access and egress points allow for refuse collection to take place without any necessary reversing manoeuvres by large trucks.
- 3.2.4 The SCMP described in **Section 1** further details considerations relating to car park and servicing access to the proposed development.

3.3 Parking

- 3.3.1 The internal layout provides 39 parking spaces. These are split between the proposed uses with 36 spaces assigned to the residential units and 3 spaces assigned to the commercial use.

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- 3.3.2 The parking spaces will be marked to indicate whether their allocated to the residential or employment use.
- 3.3.3 In accordance with the requirements of the London Plan, 20% (8 no. spaces) of the parking bays will incorporate 'Active' Electric Vehicle Charging Points (EVCP), with a further 20% provided as 'Passive' EVCP points.
- 3.3.4 In respect of cycle parking the proposed development makes provision of 69 long-stay and 16 short-stay cycle parking spaces will be provided.

4. Travel Plan Statement Objectives and Measures

4.1.1 This section presents the objectives of the TPS and the actual measures to be implemented which seek to achieve those objectives.

4.2 Travel Plan Statement Objectives

4.2.1 The overarching aim of the TPS is to support and encourage more sustainable travel for residents, staff and visitors at the site. In order to achieve this, the TPS objectives are as follows:

- Encourage sustainable movement of people to and from the site;
- Inform all residents on the site of the sustainable travel choices available;
- Raise awareness of the implications of all forms of travel on the environment, and the safety and health of individuals;
- Increase the use of sustainable transport;
- Reduce the need to travel overall;
- Contribute to the improvement of air quality through the reduction of carbon emissions;
- Contribute to the improved health and well-being of residents by promoting healthier modes of travel such as walking and cycling.

4.3 General Travel Plan Statement Measures

4.3.1 This section of the document describes the actual TPS to be implemented at the application site. These measures have been developed specifically with due regard to the transport conditions at the proposed site, including existing levels of accessibility via sustainable modes of travel.

4.3.2 In general, TPS measures can be assumed to fall into one of two categories; hard measures, such as physical facilities built into the scheme, and soft measures, such as incentives and promotional activities.

4.3.3 Both have a part to play in the success of TPS. The following section explores both types of measure.

4.4 Hard Measures

4.4.1 Hard measures represent elements of the scheme that are designed in from the outset, such as the provision of adequate pedestrian and cycle facilities. While these have scope to encourage modal shift, the primary role of such hard measures is to facilitate this shift by making facilities available to support the use of sustainable modes of travel.

Car Parking

4.4.2 As discussed within the TS, car parking facilities at the site are provided in accordance with local maximum car parking that are defined by the local authority in order to restrict car ownership to set levels such as to limit opportunities for encouraging unnecessary car use.

- 4.4.3 As set out in the description of the proposed development (**Section 3**), the internal layout provides 39 parking spaces. These are split between the proposed uses with 36 spaces assigned to the residential units and 3 spaces assigned to the offices.
- 4.4.4 The parking spaces will be marked to indicate whether their allocated to the residential or employment use.
- 4.4.5 Measures and initiatives presented in the SCPMP will be implemented at the site to avoid misuse of the on-site car parking facilities and to ensure that the car parking facility is only available to authorised users within the defined allocations.

Cycle Parking

- 4.4.6 With regards to Cycle Parking, cycling is an efficient, cheap, healthy and non-polluting mode of transport. Encouraging cycling can help improve mobility, reduce traffic congestion and improve health. Secure cycle parking will be provided at the site in designated cycle parking areas in accordance with local policy. A key issue for cyclists is the safe and convenient storage of bicycles, and therefore this measure aims to meet this and encourage greater use of this mode.
- 4.4.7 As set out in **Section 3**, 69 long stay and 16 short stay cycle parking spaces will be provided. On this basis, the proposed cycle parking provision complies with the cycle parking standards as discussed in the TS.

4.5 Soft Measures

- 4.5.1 The soft measures are those that are implemented during the life of The Plan which do not represent physical measures, such as those set out above. They broadly include initiatives and campaigns to promote a shift in mode away from the private car to other, more sustainable modes. Some measures, such as the training of marketing staff to publicise the TP measures to new residents of the development, will take place prior to occupation.

Marketing and Publicity

- 4.5.2 Fundamental to delivering any modal shift away from the private car is the provision of relevant and up-to-date sustainable travel information.
- 4.5.3 The information set out in **Section 2** of this document relating to the existing sustainable transport infrastructure / provision in the vicinity of the site, forms the basis for the type of information that will be provided to residents in order to facilitate alternative travel opportunities. Sustainable transport information provided to residents (including bus maps, timetabling information and walk and cycle route maps) can be presented to the target audience in a number of ways as discussed below:

Display Boards

- 4.5.4 Travel information will be provided on Notice Boards which will be located within communal areas.

Resident's Welcome Packs

4.5.5 A 'Travel Welcome Pack' will be provided to new residents upon occupation of the development. The pack may contain information relating to the following:

- Information relating to the benefits of using sustainable modes of transport;
- Up-to-date public transport timetables;
- Maps of pedestrian and cycle routes to key destinations;
- Details of train services in the vicinity of the application site;
- Details of key facilities in the vicinity of the application site, including schools, retail facilities and medical centers;
- Taxi Company details;
- List of useful transport related resources such as:
 - Rail Travel Information – www.thetrainline.com, www.nationalrail.co.uk or www.tfl.gov.uk
 - Bus Travel Information including real time bus information which can be found on many 'Apps' available for download on Android and Apple devices.
 - General Travel Information (including journey planning): - <https://tfl.gov.uk/plan-a-journey/>
 - The www.walkit.com walking route planner, and
 - Sustrans provides free cycling map for the national cycle routes on their website <http://www.sustrans.org.uk/ncn/map>

Lift/Car Share

4.5.6 Lift / car sharing initiatives can play an important role in reducing single or low occupancy car trips to / from the site.

4.5.7 Car sharing is a process which is most effective on the regular commute, with residents working in similar locations sharing the use of single car for the journey to work. Fundamental to its success, is the process of bringing together residents who can reasonably car share. This has been shown to work most effectively through the use of website based 'journey matching' tools.

4.5.8 The potential for matching journeys that facilitates car sharing taking place is greatly enhanced by an increased pool of individuals involved in the scheme. The Welcome Pack would promote the option of car sharing at the development, using the lift share website www.liftshare.com/uk.

4.5.9 By utilising the liftshare schemes, there can be integration with residents beyond the development site and a greater pool of travellers, including those living in the vicinity of the site who have similar travel patterns.

Promotional Material for Walking / Cycling

4.5.10 Promotional activities will focus on encouraging the use of walking / cycling as an alternative for short trips within the are and could include:

- Provision of information relevant to local pedestrian routes to the nearest facilities and / or public transport nodes eg the www.walkit.com walking route planner and/or cycle maps at <http://www.sustrans.org.uk/ncn/map>
- The Welcome Pack will highlight the benefits of walking and cycling, including health and economic benefits;
- Providing information on local cycle routes (including route planning) in the vicinity of the application site;
- Providing details of local cycling groups; and,
- Providing details of local cycling shops.

Servicing and Car Parking Management

- 4.5.11 This Plan will operate in parallel to the SCPMP to be implemented at the development. This provides a valuable framework for monitoring the car use, particularly those aspects which relate to residents' utilisation of the on-site facilities.
- 4.5.12 Servicing and Car parking management measures as set out in the SCPMP that accompanies this application provide an opportunity to ensure that car use is limited to authorised users.
- 4.5.13 The disabled spaces will be retained for use by appropriate individuals.

5. Action Plan

5.1.1 **Table 5.1** below provides the Action Plan outlining an indicative timeframe for implementing actions required by the Developer and/or the management company.

Table 5.1: Travel Plan Statement Action Plan

| Timeframe | Action/ Event | Responsibility |
|--|--|--------------------------------|
| Prior to Occupation | Developer to identify all “hard measures” which form part of the development, which seek to support the delivery of a shift to more sustainable modes of travel at the site. | Developer |
| Prior to Occupation | Provision of Electric Charging Points as part of the on-site car parking provisions in line with levels identified in the TS and SCPMP. | Developer |
| Prior to Occupation and On-going | Preparation of Resident Welcome Packs for distribution to new and existing residents. Such packs to take the form as set out in the TPS under the heading “Residents Welcome Packs.” | Developer / Management Company |
| Prior to / Upon Occupation | Provision of Display boards | Developer / Management Company |
| Prior to / Upon Occupation and ongoing | Update information on Display boards relating to sustainable travel options and health benefits. | Developer / Management Company |

6. Summary

- 6.1.1 Markides Associates (MA) have been instructed by Waterfall Planning Ltd (the applicant), to prepare a Travel Plan Statement (TPS) in support of their development proposals at Upper Sunbury Road, Hampton, TW12 2DS. The site sits within the authoritative boundary of London Borough of Richmond-upon-Thames (LBRT) which is also the relevant highway authority.
- 6.1.2 The development proposals are for the conversion of two former waterworks buildings into residential buildings with the ground level of the one building retained for office use. The existing semi-detached cottages and storehouse are proposed to be retained and will be in residential use. The proposed development includes 37 residential units, B1 commercial space of 306m² and 39 parking spaces.
- 6.1.3 This Plan has been prepared within the context of relevant national, regional and local planning policy relating to servicing considerations as well as and car parking for land uses proposed as part of this scheme.
- 6.1.4 Despite the proposed quantum of development being below the thresholds set by TfL for the preparation of a TPS, this Plan has been prepared in order to set out considerations that can influence the management of the proposed development such as to instil sustainable travel principles as an intrinsic element of daily life for residents and users of the site.
- 6.1.5 The TPS has presented travel planning objectives and measures and outlined an action plan for implementation of the Plan.
- 6.1.6 It is anticipated that measures set out within the TPS will evolve to best suit the needs of residents, the operators of the site and the wider users of the highway network.
- 6.1.7 In view of the above, it is considered that the TPS will improve the sustainable credentials of the proposed development which should be favourably received by the Council.

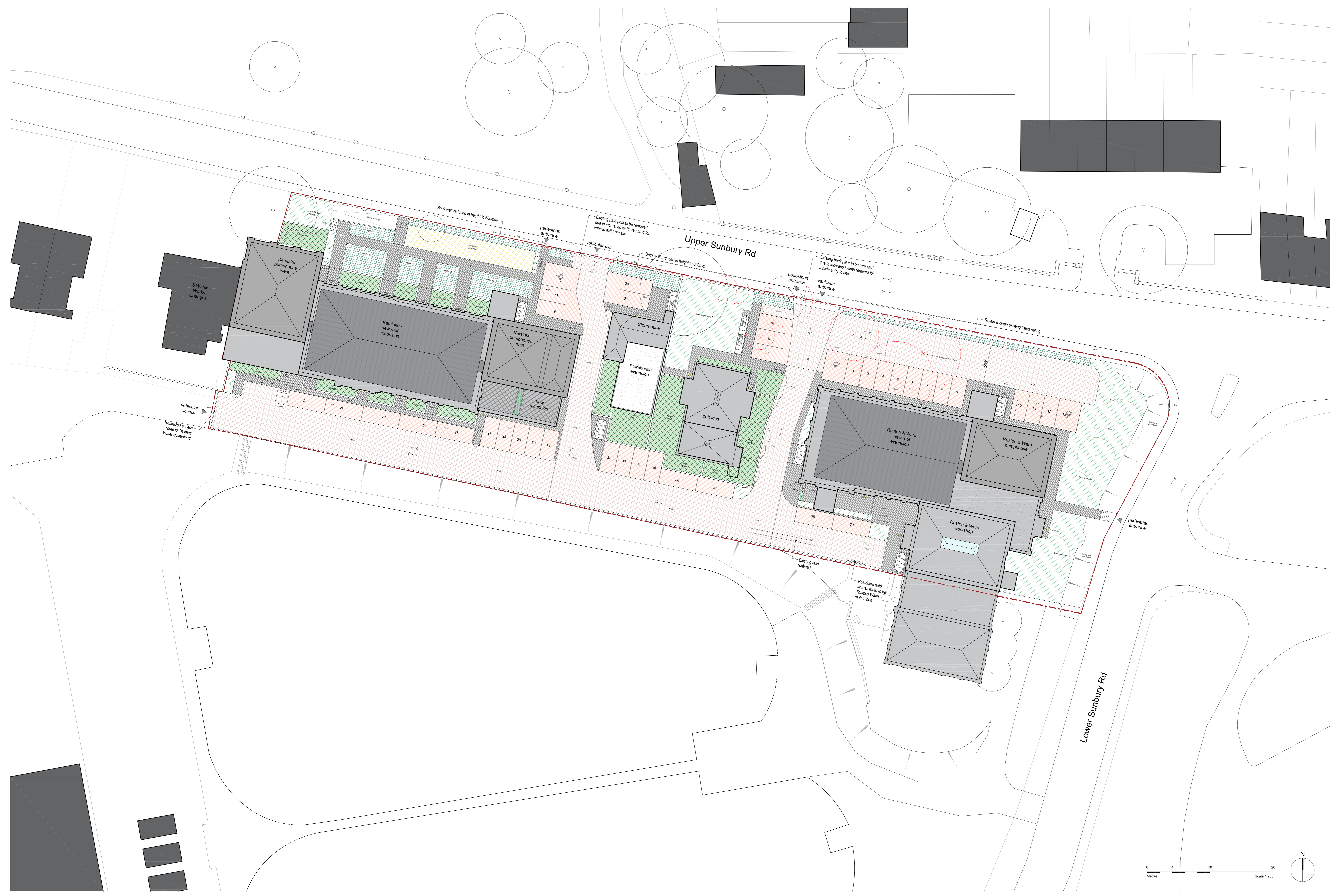
APPENDIX A – PROPOSED SITE LAYOUT

USE OF DRAWINGS
 DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS AND CHECK ON SITE. THIS DRAWING IS BASED ON SITE INFORMATION SUPPLIED BY THIRD PARTIES AND ACCURACY OF EXISTING FEATURES IS NOT GUARANTEED. ANY ERROR, OMISSION OR DISCREPANCY NOTED ON OR BETWEEN DRAWINGS AND OTHER DOCUMENTS MUST BE REPORTED IMMEDIATELY.
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REVISIONS

| REV. | DATE | DESCRIPTION | DESIGNED | CHECKED |
|------|------------|--|----------|---------|
| - | 11.10.2019 | INITIAL ISSUE | MC | RW |
| A | 04.11.2019 | LEVEL ADJUSTMENTS | MC | RW |
| B | 04.06.2020 | LEVEL ADJUSTMENTS, ADDITIONAL TREES TO GASTON BOUNDARY | SJ | RH |
| C | 06.05.2020 | MAIN VEHICULAR EXIT AMENDED | SJ | RH |
| D | 15.05.2020 | AMENDMENTS TO TREES AND LANDSCAPING | SJ | RH |
| E | 27.05.20 | HABITAT PLANTING SHOWN | SJ | RH |

NOTE:
 - DRAWINGS ARE DESIGN INTENT FOR THE PURPOSE OF PLANNING APPROVAL.
 - ALL DRAWINGS ARE SUBJECT TO FURTHER DESIGN DEVELOPMENT AND COORDINATION WITH ENGINEERS IN ORIGINATOR.
 - ALL FURNITURE AND INTERIOR FINISHES ARE INDICATIVE AND SUBJECT TO DETAILED DESIGN.
 - EXISTING HERITAGE BRICK AND STONE FACADES TO BE CLEANED AND RESTORED.
 - INTERNAL WALLS TO BE STRIPPED OUT, REMOVING 19TH C. WORK AND RESTORING ORIGINAL FABRIC.
 - INDUSTRIAL HERITAGE DETAILS - TILES, BRICK, ELECTRICAL SWITCHES, LIFTING CRANES, ETC. - TO BE CLEANED AND RETAINED.
 - ALL EXISTING ORIGINAL WINDOWS TO BE RETAINED AND RESTORED, WITH NEW HIGH PERFORMANCE SECONDARY GLAZING INSERTED BEHIND.
 - ALL EXISTING WINDOWS WHICH ARE NOT ORIGINAL TO THE BUILDING TO BE REPLACED WITH HIGH PERFORMANCE WINDOWS TO MATCH EXISTING DESIGN.



Key

| | |
|---------------------------|----------------------------|
| [Grey Box] | Asphalt |
| [Light Grey Box] | Shared surface paving |
| [Dark Grey Box] | Pedestrian paving |
| [Pink Box] | Car parking bays |
| [Green Box] | Private amenity space |
| [Light Green Box] | Shared soft landscaping |
| [Yellow Box] | Children's play area |
| [Blue Box] | Habitat planting |
| [Circle with Dotted Line] | Trees: Existing & retained |
| [Circle with Dashed Line] | Removed |
| [Circle with Solid Line] | New |

Client: **WATERFALL PLANNING LTD**

Project: **HAMPTON WATERWORKS**

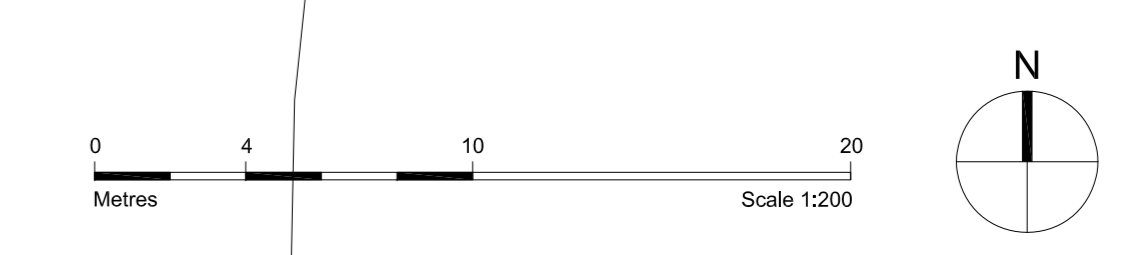
Drawing title: **PROPOSED SITE PLAN**

Sheet size: **A1**
 Scale: **1:500 @ A1**

Status: **PLANNING**
 Drawing no: **1685-A-P100**
 Revision: **E**

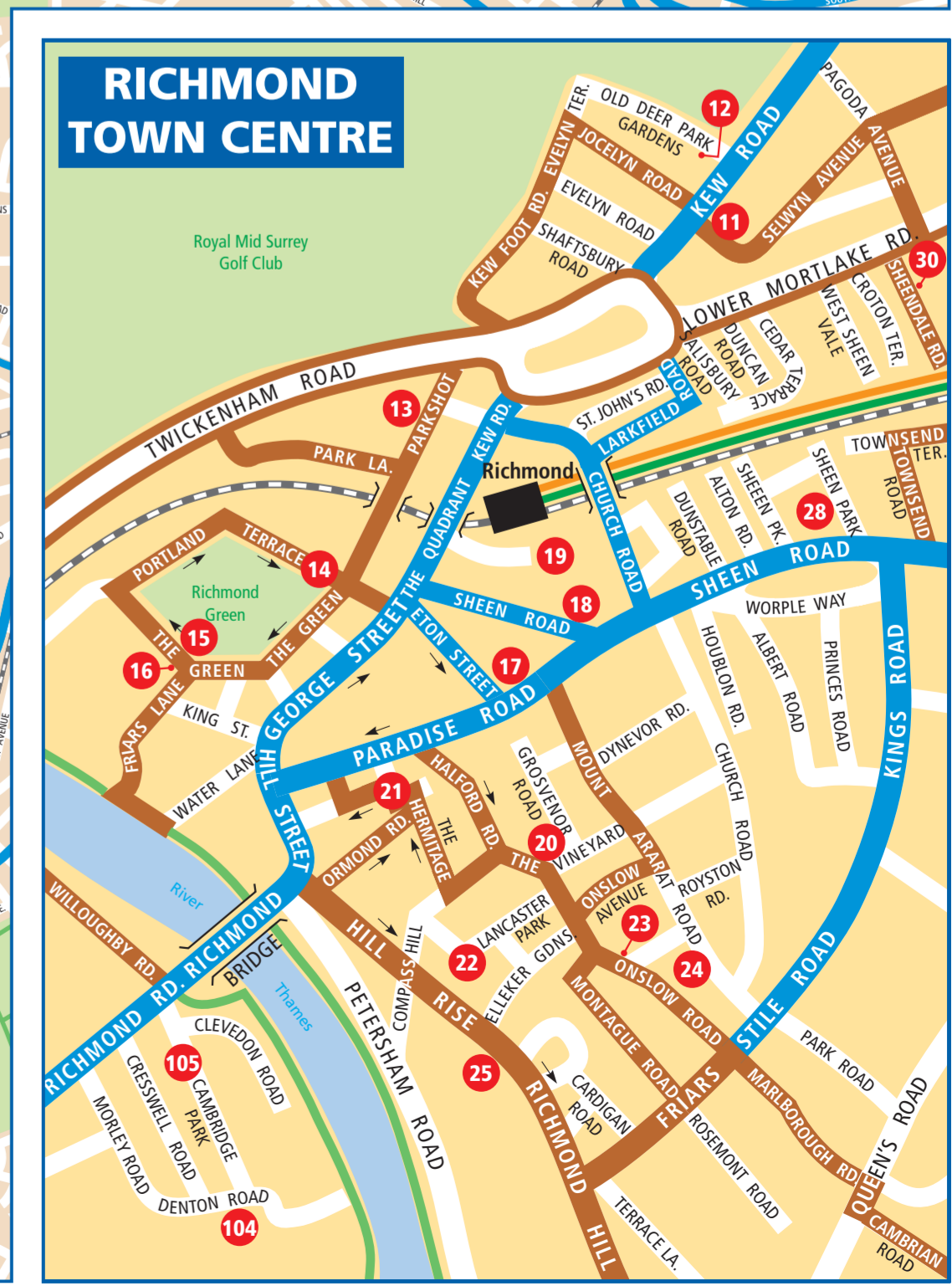
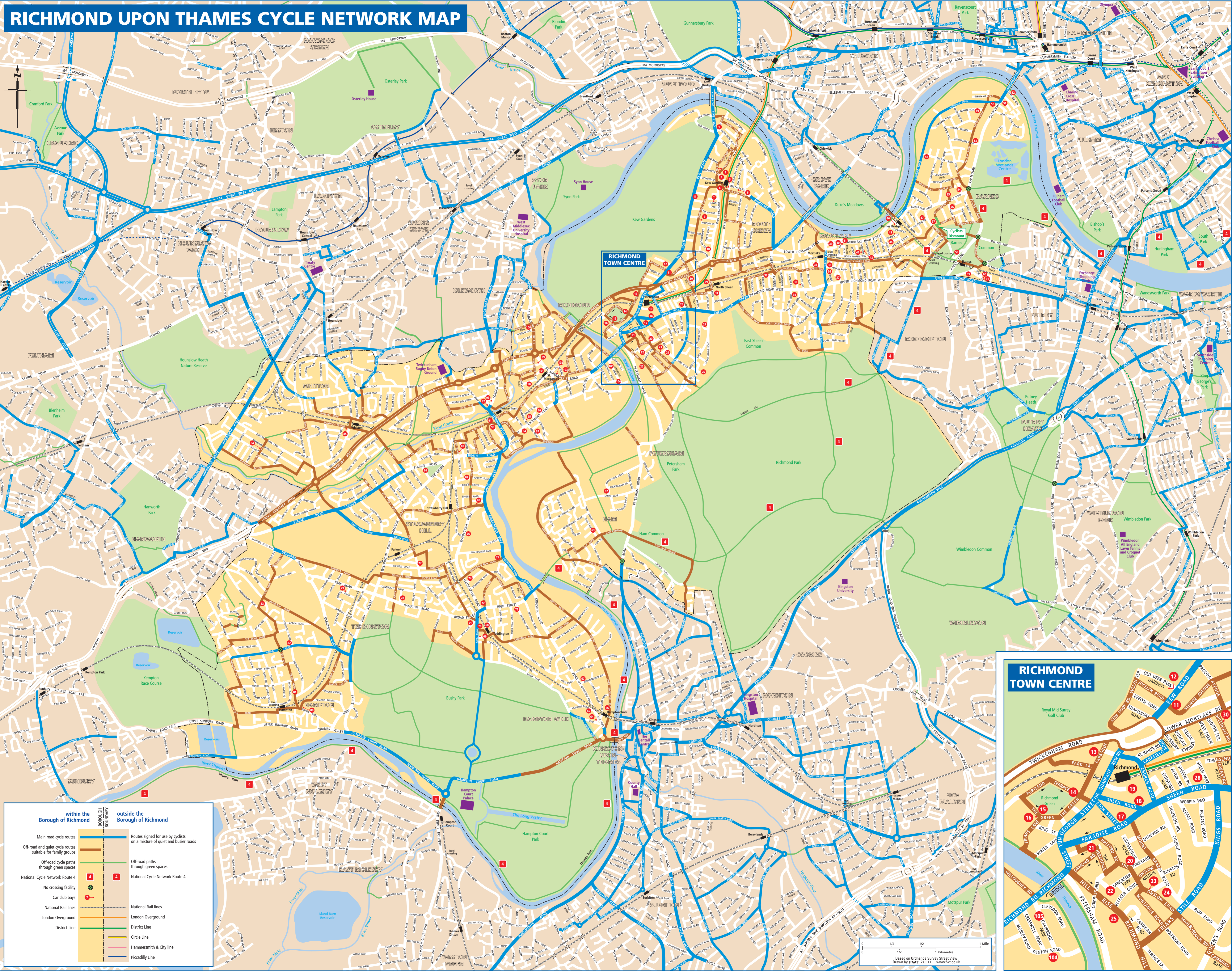
LOM architecture and design
 The Glass House, 5 Schater Street, London E1 6JY, UK
 Phone +44(0)20 8444 2999 Email mail@lom-fdp.com
 Web www.lom-architecture.com

SCALE 1:500
 Proposed Site Plan

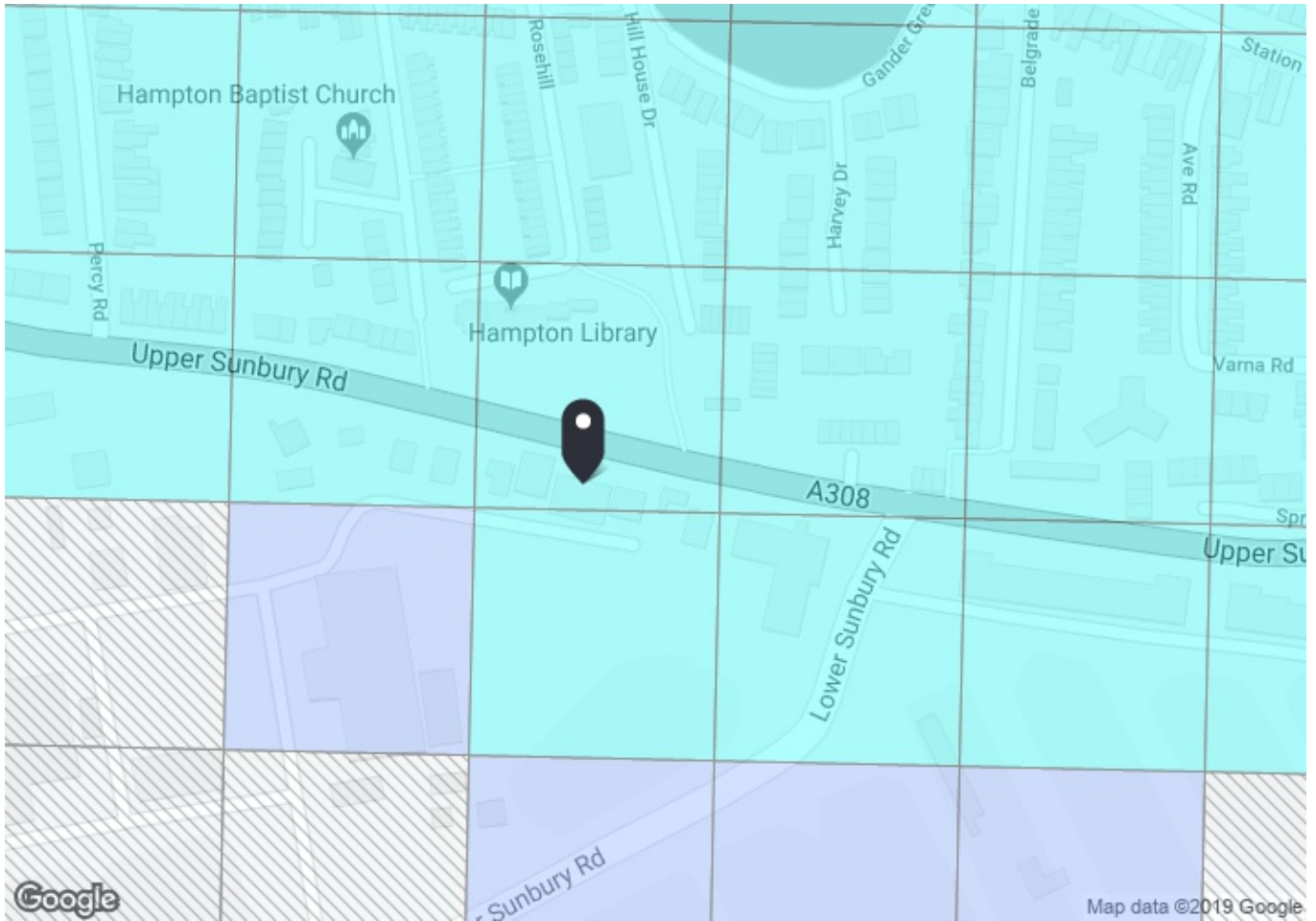


APPENDIX B– LOCAL CYCLE ROUTES

RICHMOND UPON THAMES CYCLE NETWORK MAP



APPENDIX C– PTAL REPORT



PTAL output for Base Year
2

Water Works Cottages, Upper Sunbury Rd, Hampton TW12 2DS, UK
Easting: 513441, Northing: 169504

Grid Cell: 30399

Report generated: 02/01/2019

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 | HAMPTON STATION | 111 | 551.95 | 7 | 6.9 | 6.29 | 13.19 | 2.28 | 1 | 2.28 |
| Bus | PERCY RD/UPPR SUNBURY RD | 216 | 226.93 | 3 | 2.84 | 12 | 14.84 | 2.02 | 0.5 | 1.01 |
| Rail | Hampton | 'WATRLMN-SHEPRTN 2H09' | 519.87 | 2 | 6.5 | 15.75 | 22.25 | 1.35 | 1 | 1.35 |
| Rail | Hampton | 'SHEPRTN-WATRLMN 2H10' | 519.87 | 2 | 6.5 | 15.75 | 22.25 | 1.35 | 0.5 | 0.67 |
| Rail | Hampton | 'SHEPRTN-WATRLMN 2H92' | 519.87 | 1 | 6.5 | 30.75 | 37.25 | 0.81 | 0.5 | 0.4 |
| Total Grid Cell AI: 5.71 | | | | | | | | | | |