

# HAMPTON WICK CRICKET CLUB, BUSHY PARK TRANSPORT STATEMENT

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Velocity Transport Planning Ltd

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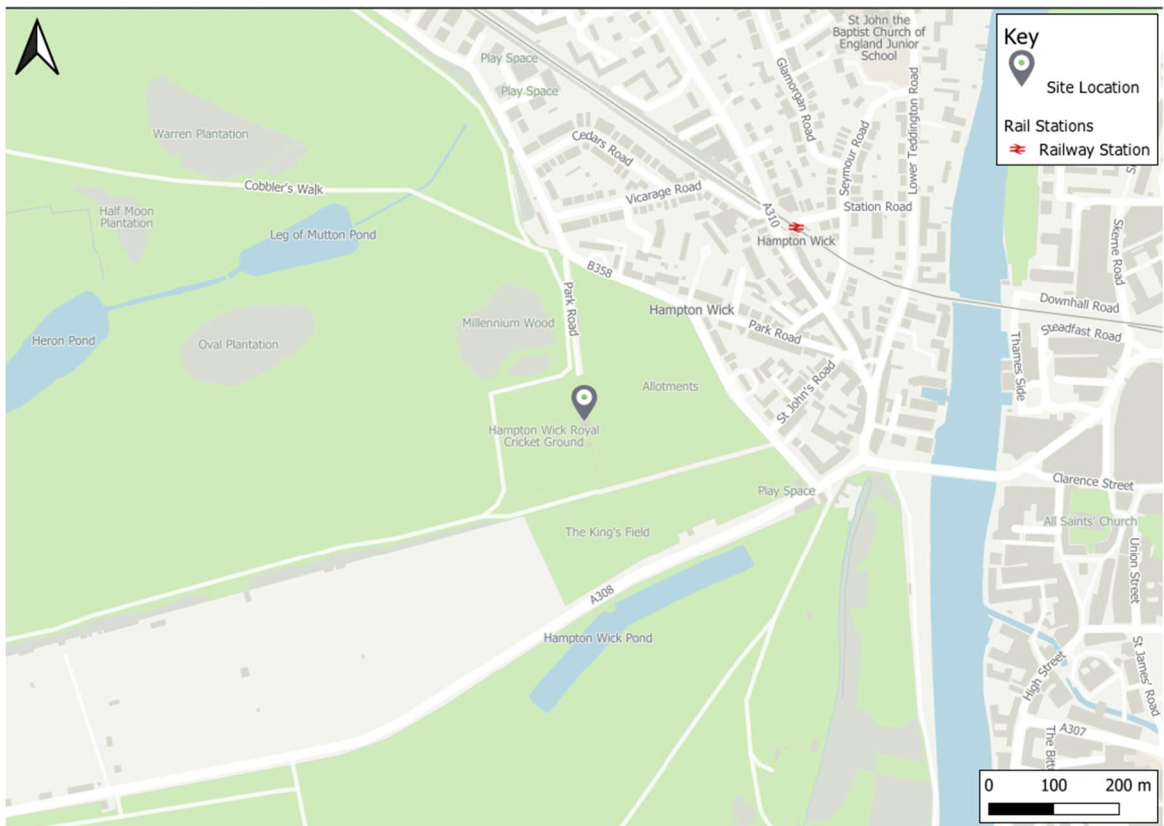
# 1 INTRODUCTION

## 1.1 APPOINTMENT

1.1.1 Velocity Transport Planning (VTP) has been appointed by Aros Architects to prepare a Transport Statement (TS) for the rebuild of Hampton Wick Cricket Club, Bushy Park, Park Road, KT1 4AZ (the site). The site is located in the London Borough of Richmond upon Thames (LBRuT).

1.1.2 The location of the site is presented in Figure 1-1.

Figure 1-1: Site Location Plan



1.1.3 The site is located within Bushy Park, one of London's Royal Parks. The site is accessed from Park Road, which runs along the northern edge of the site. There is a 200m long access road within the site that leads to the pavilion and the car park.

## 1.2 EXISTING LAND USE

1.2.1 On 6 September 2023, the previous pavilion building was subject to a suspected arson attack and was destroyed by fire. Temporary playing facilities have been arranged in the short term and interim changing facilities are being constructed for installation at the ground in 2024.



## 1.3 PROPOSED DEVELOPMENT

- 1.3.1 The proposal is to construct a new pavilion, with a total floor area of 500 sqm GIA split across two floors. The entrance, four changing rooms, officials, guest toilets, storage and plant will be located on the ground floor. Access to the upper level will be via two staircases and a platform lift to a large and flexible bar/ club room/ function space with kitchen facilities towards the rear.
- 1.3.2 The vehicular access to the club will remain as per the existing arrangement, i.e. via a priority junction with Park Road and a 200m long access road within the site that leads to the car park. The car park is located on the side of the proposed pavilion. It is assumed that the junction with Park Road will remain as per the existing arrangement.
- 1.3.3 The site has 18 car parking spaces located to the front of the pavilion, and a further 35 cars can be parked along the access road between the trees. The total parking capacity on site amounts to 53 spaces.

## 1.4 PRE-APPLICATION CONSULTATION

- 1.4.1 In preparing the proposals for planning submission, consultation has taken place LBRuT and the pre-application letter (23/P0311/PREAAP) was issued on 14 February 2024. The following transport-related recommendations were made:
- ⦿ Adequate refuse and recycling storage space and facilities are provided;
  - ⦿ an appropriate level of off-street parking is provided to avoid an unacceptable impact on on-street parking conditions and local traffic conditions. It is recognised that in areas with a low Public Transport Accessibility Level (PTAL) rating (1-4), it is particularly important that parking standards are met;
  - ⦿ Provision should be made for both vehicle and cycle parking according to the standards set out in the London and Local plans, and

## 1.5 REPORT STRUCTURE

- 1.5.1 The TS reviews the proposals in terms of accessibility, servicing and deliveries, impact and movement by sustainable modes of transport. The TS determines the suitability of the proposal with respect to highways and transport.
- 1.5.2 Following this introduction, this report will be structured as follows:
- ⦿ Section 2: Policy Context;
  - ⦿ Section 3: Baseline Conditions and Accessibility;
  - ⦿ Section 4: Proposed Development, and
  - ⦿ Section 5: Conclusions.



## 2 POLICY CONTEXT

2.1.1 The key planning policy and guidance that the proposals will be reviewed against comprises the following:

- ⦿ National Planning Policy Framework ('NPPF', 2023);
- ⦿ London Plan (2021);
- ⦿ The Mayor's Transport Strategy (2018);
- ⦿ London Borough of Richmond Local Plan (2018); and
- ⦿ Draft London Borough of Richmond Local Plan (2024).

### 2.2 NATIONAL PLANNING POLICY FRAMEWORK (SEPTEMBER 2023)

2.2.1 The Ministry of Housing, Communities & Local Government, which is now referred to as the Department for Levelling Up, Housing and Communities (DLUHC) initially published the National Planning Policy Framework (NPPF) in March 2012. This document was revised in July 2018, and updated in February 2018, July 2021, September 2023, and December 2023, respectively.

2.2.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It provides the overarching guidance for local planning authorities and decision-makers with regard to the preparation of plans and determining planning applications and focuses on the delivery of sustainable development.

2.2.3 Chapter 9 of the revised NPPF sets out the requirements for promoting sustainable transport, advising that significant development should be focused on locations that can be made sustainable by limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area, and within larger-scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education, and other activities.

2.2.4 The NPPF does not set parking standards but notes in Paragraph 111 that parking policies should consider:

- ⦿ a) The Accessibility of the new development;
- ⦿ b) The type, mix and use of development;
- ⦿ c) The availability of and opportunities for public transport;
- ⦿ d) Local car ownership levels; and
- ⦿ e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.2.5 In Paragraph 114, the NPPF sets out that when assessing development applications, it should be ensured that:

- ⦿ "appropriate opportunities to promote sustainable travel modes can be – or have been – taken up, given the type of development and its location";
- ⦿ safe and suitable access to the site can be achieved for all users;



- ⊕ the design of streets, parking areas and other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and National Model Design Code; and
- ⊕ any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.2.6 Paragraph 115 of the NPPF 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".

2.2.7 Paragraph 116 of the NPPF states that "applications for development should:

- ⊕ "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;
- ⊕ address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- ⊕ create plans 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;
- ⊕ allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- ⊕ be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".

2.2.8 Paragraph 117 of the NPPF requires "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."

## 2.3 LONDON PLAN (2021)

2.3.1 The London Plan was published in March 2021. The London Plan is part of the statutory development plan and aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages more walking and cycling.

2.3.2 Policy T1 notes that development proposals should target 80% of all trips in London are to be made by foot, cycle or public transport by 2041. It states that:

"All development 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 networks and supporting infrastructure are mitigated."

2.3.3 Policy T2 relates to 'Healthy Streets' and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle, with reduced vehicle dominance. The policy states that:

"Development proposals should:



- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London (TfL) Guidance
- 2) reduce the dominance of vehicles on London's streets whether stationary or moving
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.3.4 Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Transport Assessments are required to support development proposals assessing any impacts on the capacity of the transport network and should focus on embedding the Healthy Streets approach within and in the vicinity of the new development.

2.3.5 Policy T5 sets out that development should encourage cycling and provide cycle parking in accordance with minimum standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for larger and adapted bikes and all cyclists. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers and shower facilities. The policy also states that all cycle parking should be designed in accordance with the guidance contained within the London Cycle Design Standards (LCDS).

2.3.6 Policy T5 part D states "Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision".

2.3.7 Policy T6 sets out that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport. Policy T6.5 states that all non-residential elements of a development should provide at least one on or off-street disabled persons parking bay.

2.3.8 Policy T7 regarding deliveries, servicing and construction states:

"...Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance (TfL) and in a way which reflects the scale and complexities of developments.

Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing."





## 2.4 THE MAYOR'S TRANSPORT STRATEGY (2018)

- 2.4.1 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.
- 2.4.2 Three key themes are at the heart of the strategy:
- ⊕ Healthy Streets and healthy people.
  - ⊕ A good public transport experience.
  - ⊕ New homes and jobs.
- 2.4.3 The Strategy sets out Good Growth principles for the delivery of new homes and jobs that use transport to:
- ⊕ Create high-density, mixed-use places; and
  - ⊕ Unlock growth potential in underdeveloped parts of the city
- 2.4.4 The proposed development would deliver the transport principles of Good Growth by providing development in a location with excellent access to public transport and improvements and facilities that will encourage inclusive walking and cycling.
- 2.4.5 Where relevant within this TS, the key policy aspects will be referenced to demonstrate how the proposals address and are ultimately in accordance with these policy requirements.
- 2.4.6 Richmond Local Plan (2018)
- 2.4.7 The LBRuT Local Plan was adopted in July 2018 and March 2020, and sets out the adopted development plan for the proposed development - being a material consideration in the determination of the application.
- 2.4.8 The proposed development has been reviewed against the relevant policies set out within the adopted Local Plan (2018) which is presented in Table 2-1.

Table 2-1: LBRuT Policy Review

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
LP44	Policy LP44 sets out the approach toward sustainable travel choices stating 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.	The site will benefit from the provision of new cycle parking spaces.
LP44	Paragraph 11.1.4 states that developments should encourage the use of modes other than the car by making it as easy as possible through provision of good pedestrian facilities, clear layout and signage, provision of cycling facilities and improving access to public transport interchanges. Civic spaces and public realm should be accessible and inclusive	
LP44	Paragraph 11.1.5 states that new development should include all the facilities needed to encourage a safe walking and cycling environment from first occupation.	



POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
	The minimum cycle parking standards are set out in policy LP 45 in 11.2 'Parking Standards and Servicing'.	
LP44	Paragraph 11.1.7 focuses on the promotion of cycle facilities in the area, stating that the Council promotes the creation of a safe network for pedestrians and cyclists. Management of other users including speed restrictions, sufficient widths, segregation where appropriate and well designed and positioned crossing facilities can reduce conflict between users. Well designed paths, natural surveillance, appropriate levels of lighting and other security measures and good levels of maintenance can improve actual and perceived security.	
LP45	Policy 45 Parking Standards and Servicing Parking standards states that the Council will require new development to make provision for the accommodation of vehicles 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.	Given the sites location in Outer London, and in an area of reduced access to public transport, the provision of car parking on site is considered appropriate. Servicing will continue to operate as per the existing arrangement.

2.4.9 It is acknowledged that since the submission of the Local Plan, LBRuT has adopted the Transport Supplementary Planning Document dated 2<sup>nd</sup> June 2020, which within paragraph 11 specifies that LBRuT has adopted the London Plan car parking standards.

## 2.5 DRAFT LBRUT LOCAL PLAN (2024)

2.5.1 The Richmond Borough has recently published a new local plan that is currently in the draft and examination phase and will be formally adopted in Winter 2024/25. This contains the policies which guide planning decisions.



# 3 BASELINE CONDITIONS AND ACCESSIBILITY

## 3.1 EXISTING SITE

- 3.1.1 The following section describes the baseline conditions of the surrounding site, access arrangements and the provision of transport infrastructure in the vicinity of the site.
- 3.1.2 The existing club is home to HWCC but is also a shared resource for Harlequins Amateurs rugby, Bedfont Sports and Kingston College Football Academy.
- 3.1.3 The existing site plan is shown in Figure 3-1.

Figure 3-1: Existing Site Plan



## 3.2 WALKING

- 3.2.1 It is generally accepted that for journeys of up to 2km, walking is an appropriate mode of travel to replace car trips which is set out in the Chartered Institution of Highways and Transportation (CIHT) guidance, 'Guidelines for Providing for Journeys on Foot' (2000), which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 3.2.2 Following this guidance, further recommendations by CIHT were made within the document, 'Planning for Walking' (2015), which set out the considered desirable thresholds for a pedestrian walking environment.
- 3.2.3 The document defines a 'walkable neighbourhood' as an area with the majority of amenities within 800m walking distance. The document also sets out a desired maximum threshold of 1.6km for walking journeys.
- 3.2.4 Outside the site access to Bushy Park, there are two Pelican crossings. The crossings have dropped kerb and tactile paving to notify pedestrians of the upcoming crossing.

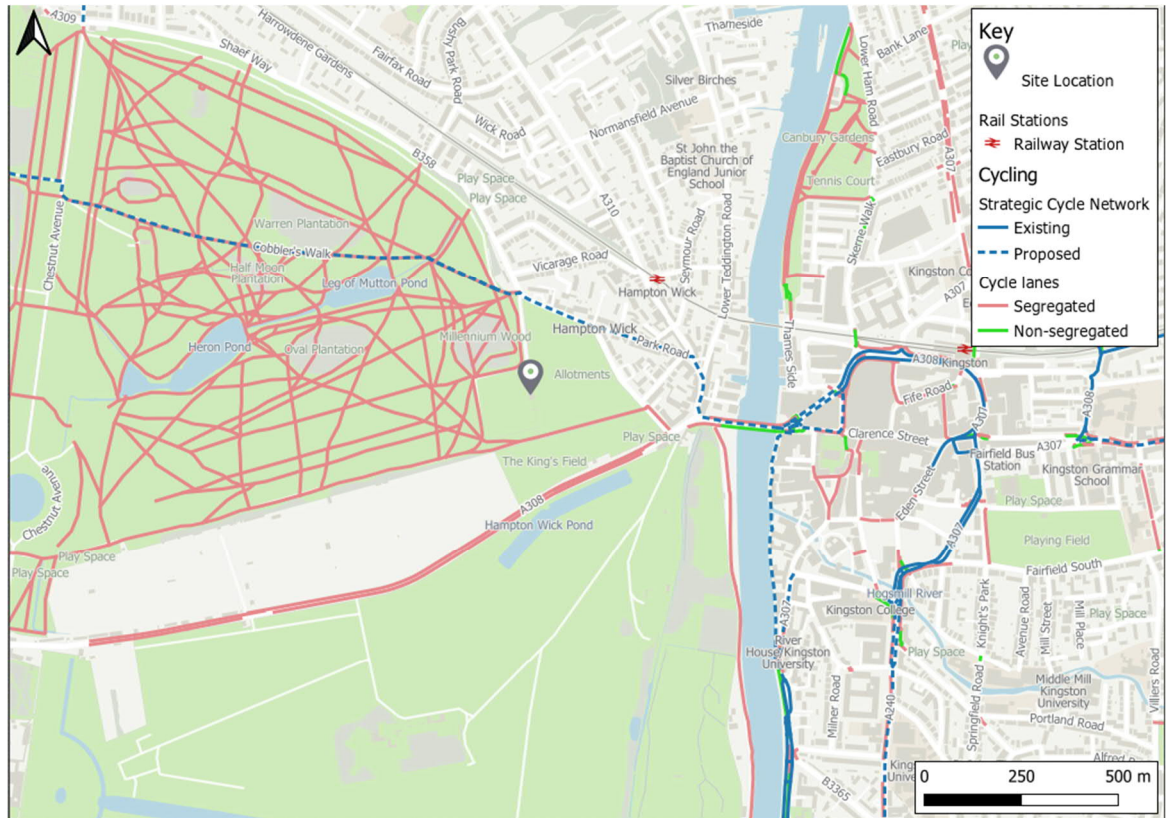
## 3.3 CYCLING

- 3.3.1 A distance of 5km is generally deemed as the distance from which cycling can effectively replace private car trips. The local area is considered to be conducive to cycling, with numerous off-road cycle routes and local roads are subject to 20mph speed restrictions.



- 3.3.2 There are existing cycle lanes along Kingston Bridge (600m from site), and Cycleway 29 connecting the site with Surbiton, and Cycleway 30 leading to Richmond Park and Putney.
- 3.3.3 Figure 3-2 illustrates the local and strategic cycle routes around the Site.

Figure 3-2: Local Cycling Route



### CYCLE HIRE

- 3.3.4 There is one approved dockless cycle operator in the borough of Richmond, Lime offers e-bikes and Forest operates on the other side of the river (Kingston). These e-bikes are parked in the local area and their location can be found using the map interface in the app.

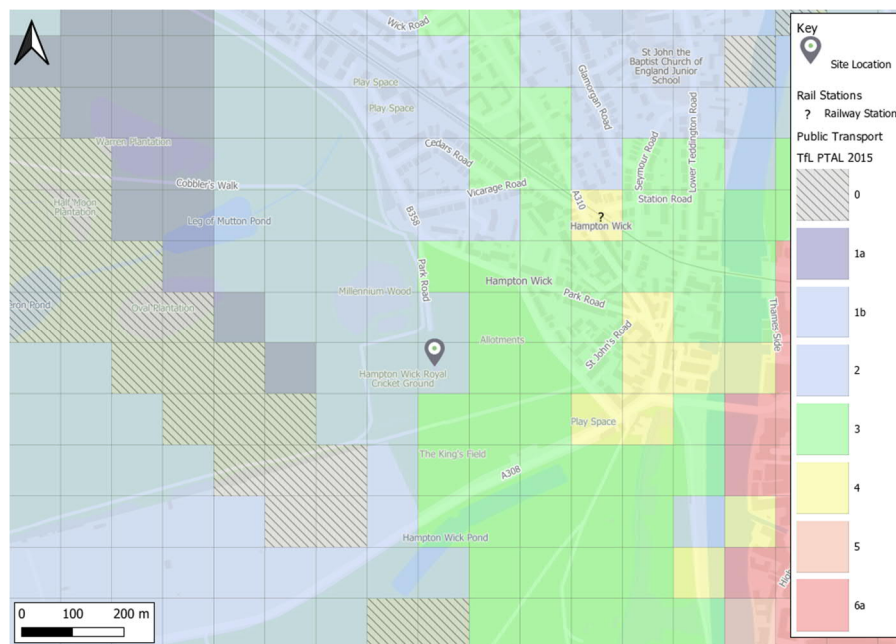
### 3.4 PUBLIC TRANSPORT

#### PTAL

- 3.4.1 Public Transport Access Level (PTAL) is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.
- 3.4.2 The WebCAT tool shows that the site lies within an area with a PTAL of 2, which represents a poor level of public transport accessibility. The WebCAT PTAL output is summarised in
- 3.4.3 Figure 3-3.



Figure 3-3: PTAL Mapping



## BUS SERVICES

- 3.4.4 The closest bus stops to the site are Park Road Hampton Wick (481) and Church Grove The King's Field (111, 216, 411). Both bus stops are located within 640m walking distance from the site. In addition, there are further bus services available from Lower Teddington Road (281, 285) which is 800 metres from the site.
- 3.4.5 All bus stops have signs and timetable information.
- 3.4.6 A summary of local bus routes from Church Grove, which are accessible in both directions is presented in Table 3-1.

Table 3-1: Summary of Bus Services

SERVICE NO.	ROUTE	DAYTIME FREQUENCY (per hour)	FIRST/LAST BUS*
481 NB	Teddington Police Station, Fulwell Station, Kneller Road, Twickenham Stadium, Isleworth Leisure Centre and Library, West London Mental Health Trust	2	06:48/ 19:04
481 SB	Kingston/ Wood Street	2	07:41/ 20:36
111 NB	Hampton Court Green, Hampton Station, Swan Close, Hounslow East Station, Heathrow Central Bus Station	3	24 hour
111 SB	Paddock Gates, Church Grove, Kingston	3	24 hour
216 EB	Church Grove, Kingston	3	06:56/00:10
216 WB	Hampton Station, Sunbury Station, Station Crescent, Staines Bus Station	3	06:28/ 00:34
411 EB	Kingston	3.5	05:18/ 23:48
411 WB	Hampton Court Station, Esher Road, West Molesey	3.5	05:33/00:13

\*Weekday Monday to Friday. TfL



## RAIL INCLUDING LONDON UNDERGROUND AND DLR

3.4.7 The site is located in close proximity to multiple transport connections. The closest railway stations are as follows:

- ⊙ Hampton Wick – (12 minute walking time – 900m);
- ⊙ Kingston (21 minute walking time – 1.5km);

3.4.8 From Hampton Wick station there are regular departures, serviced by South Western Rail, to Shepperton (every 30 minutes), to Waterloo via Kingston (every 15 minutes) and Waterloo via Richmond (every 30 minutes). The station is located in TfL 'Zone 6'.

3.4.9 From Kingston, also located in 'Zone 6', there are regular departures to Waterloo every 6-10 minutes and to Shepperton every 30 minutes.

## 3.5 HIGHWAY NETWORK

3.5.1 Park Road (B358) is a single-carriageway and provides access to the site via a priority junction. Park Road is subject to a 20mph speed limit and there is a speed camera in place enforcing the 20mph speed limit.

3.5.2 There are double yellow lines on both sides of Park Road signifying there is 'no waiting' at any time, restricting on-street parking along this road. The area is subject to a controlled parking zone that is in operation from Monday to Saturday, between 8:30 am and 6:30 pm. Along Church Grove, there are on-street parking spaces that can be used by permit holders or local businesses. A proportion of these spaces can be used by visitors (Pay and Display), with a maximum stay of 10 hours and no return within 1 hour.

3.5.3 To the north, Park Road connects to Teddington via A309. There is a weight limit on the B358 Queens Rd Teddington for lorries heavier than 7.5t.

3.5.4 Park Road is a bus corridor leading through Hampton Wick to and from Kingston.

3.5.5 There are five separate Pay and Display car parks located throughout and outside of Bushy Park which are managed by Royal Parks.

3.5.6 The limited parking in the area results in restricted opportunities for visitors to park in the area and therefore travel by car.

## 3.6 PERSONAL INJURY COLLISION DATA

3.6.1 Collision data was reviewed for the most recent three years of data on the surrounding highway network. The date range for the data is 2020 to 2022. No filtering was used in regard to the age or mode of travel associated with the casualty. The map of the collisions is provided in Figure 3-4.

3.6.2 Figure 3-4 shows that there were eight serious collisions recorded the study area in the most recent three years. No fatal collisions were recorded.

3.6.3 There was a cluster of three collisions at the roundabout connecting Hampton Court Road and Horse Fair Road. All of the casualties were cyclists that collided with cars. All these collisions occurred between June 2021 and April 2022, however, since then, there has been a new cycle path put on the eastbound side of the bridge.



Figure 3-4: London Collision Map Extract



# 4 PROPOSED DEVELOPMENT

## 4.1 OVERVIEW

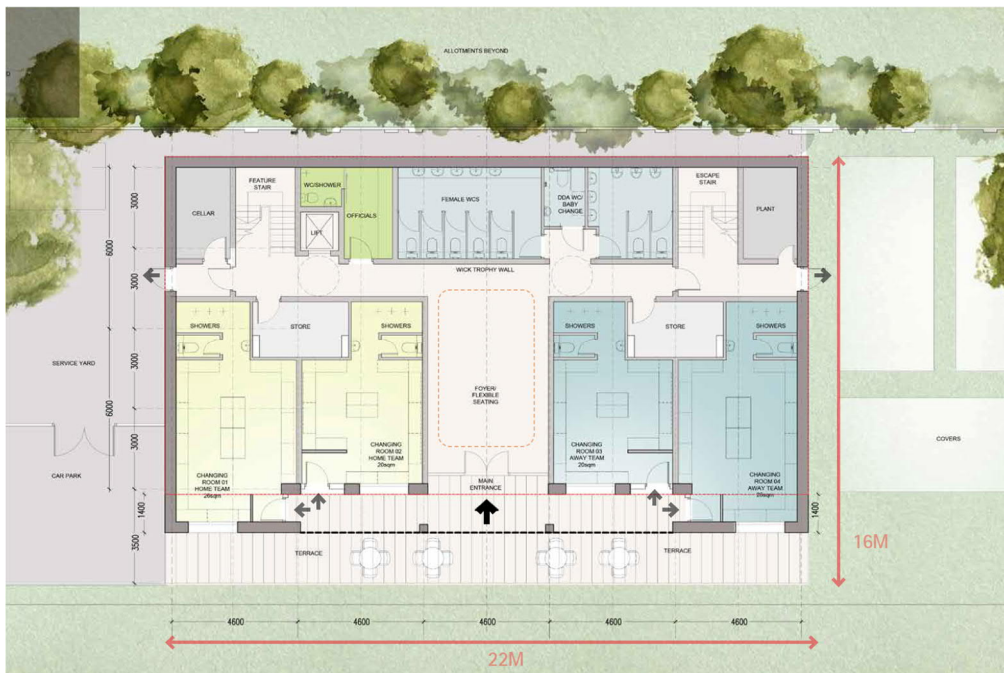
4.1.1 The development proposals seek to replace the temporary HWCC pavilion, which was put up in the interim after the arson attack. This will create a new pavilion that would protect the long-term future of the club whilst respecting the unique landscape setting of Bushy Park.

## 4.2 PROPOSED PAVILION

4.2.1 The footprint of the proposed pavilion will be as the previous building, but the floor will increase to 500 sqm GIA, from 423 sqm GIA, and will be split across two floors. The entrance, four changing rooms, officials, guest toilets, storage and plant will be located on the ground floor. Access to the upper level will be via two staircases and a platform lift to a large and flexible bar/ club room/ function space with kitchen facilities towards the rear.

4.2.2 The proposed site plan is shown below and is contained in full in APPENDIX A.

Figure 4.1: Proposed site plan



## 4.3 OPERATION OF THE CLUB

4.3.1 The use of the club by its patrons will remain the same as in the current situation.

4.3.2 Through the liaison with the club, we understand that during a typically busy summer period, the club is expected to generate the highest number of trips on Saturdays during matches (12 pm-7 pm) and Sunday mornings (9 am-12 pm) for junior training.

4.3.3 On match days there are expected to be 66 players, 15 spectators and three staff.





- 4.3.4 There may be occasional events or functions where up to 80 people visit the site.
- 4.3.5 Staff typically arrive by car or by walking. Visitors tend to arrive by car, public transport or walking.
- 4.3.6 The car park, including both formal and informal spaces, is typically fully occupied during the match days.

#### 4.4 ACCESS

- 4.4.1 The main vehicular site access is taken from Park Road via a 200m long access road within the site that leads to the pavilion and the car park.
- 4.4.2 There is pedestrian access to the site from Church Grove, which leads through Bushy Park and enters the south of the site. Pedestrians are also able to enter the site from the rest of Bushy Park with gates at Chestnut Avenue and Sandy Lane Gate. All of these gates to the park close at dusk.
- 4.4.3 Cyclists can enter the site through vehicular access off Park Road or through the pedestrian gate off Church Grove.

#### 4.5 CYCLE PARKING

- 4.5.1 Currently, there is no cycle parking at this site.
- 4.5.2 RBRuT Draft Local Ian Reg 18 – Policy 48 states that

“Planning applicants will therefore be expected to provide off-street vehicular and cycle parking, including electric vehicle charging points, in accordance with standards set out in Policies T5 and T6.1 – T6.5 and Tables 10.2 – 10.6 of the London Plan. Electric vehicle charging points must be provided in a way that ensures the development is safe for other road users.

Planning applicants need to have regard to the London Cycle Design Standards when proposing off-street cycle parking for their developments, to deliver cycle parking that is fit for purpose, secure and well-located (preferably close to the pedestrian entrance of the main building), and easy to use by people of all ages.”

- 4.5.3 The London Plan require 1 long-stay cycle parking space to be provided for 8 staff and 1 short-stay cycle parking to be provided per 100sqm GEA.
- 4.5.4 The cricket club will continue to employ 6 staff members as such one long-stay cycle parking space is required. The new pavilion will have 500 sqm GEA and, therefore will require to provide five short-stay cycle parking spaces.
- 4.5.5 The new proposal will provide six cycle parking spaces, that will be located at the front of the pavilion entrance, and therefore comply with the policies.

#### CAR PARKING

- 4.5.6 The site currently has 18 formal car parking spaces within the hardstanding to the front of the pavilion. In addition to that, there are informal spaces for cars to park between the trees along the access road that can accommodate up to 35 cars. This results in the total parking capacity of the site to be 53.
- 4.5.7 The proposal is to retain the existing parking provision and arrangement unchanged.
- 4.5.8 The current parking provision aligns with the operation needs of the cricket club and takes into consideration local conditions such as poor PTAL and limited opportunities to park elsewhere in the area.



## DELIVERY AND SERVICING VEHICLE ACCESS

- 4.5.9 The site has the loading and unloading of delivery and servicing vehicles that will take place outside the service compound to the northeast of the pavilion.
- 4.5.10 The regular delivery and servicing trips to the Cricket Club include the following:
- ⦿ Refuse collections twice a week;
  - ⦿ A maximum of three deliveries a week, and
  - ⦿ The septic tank is removed every 6-8 weeks during the summer months and 3-4 weeks during the winter months.
- 4.5.11 In addition to that, there may possibly be some other delivery and servicing trips associated with occasional events.
- 4.5.12 Following the construction of the new pavilion, the number of deliveries will remain the same.



# 5 CONCLUSIONS

## 5.1 OVERVIEW

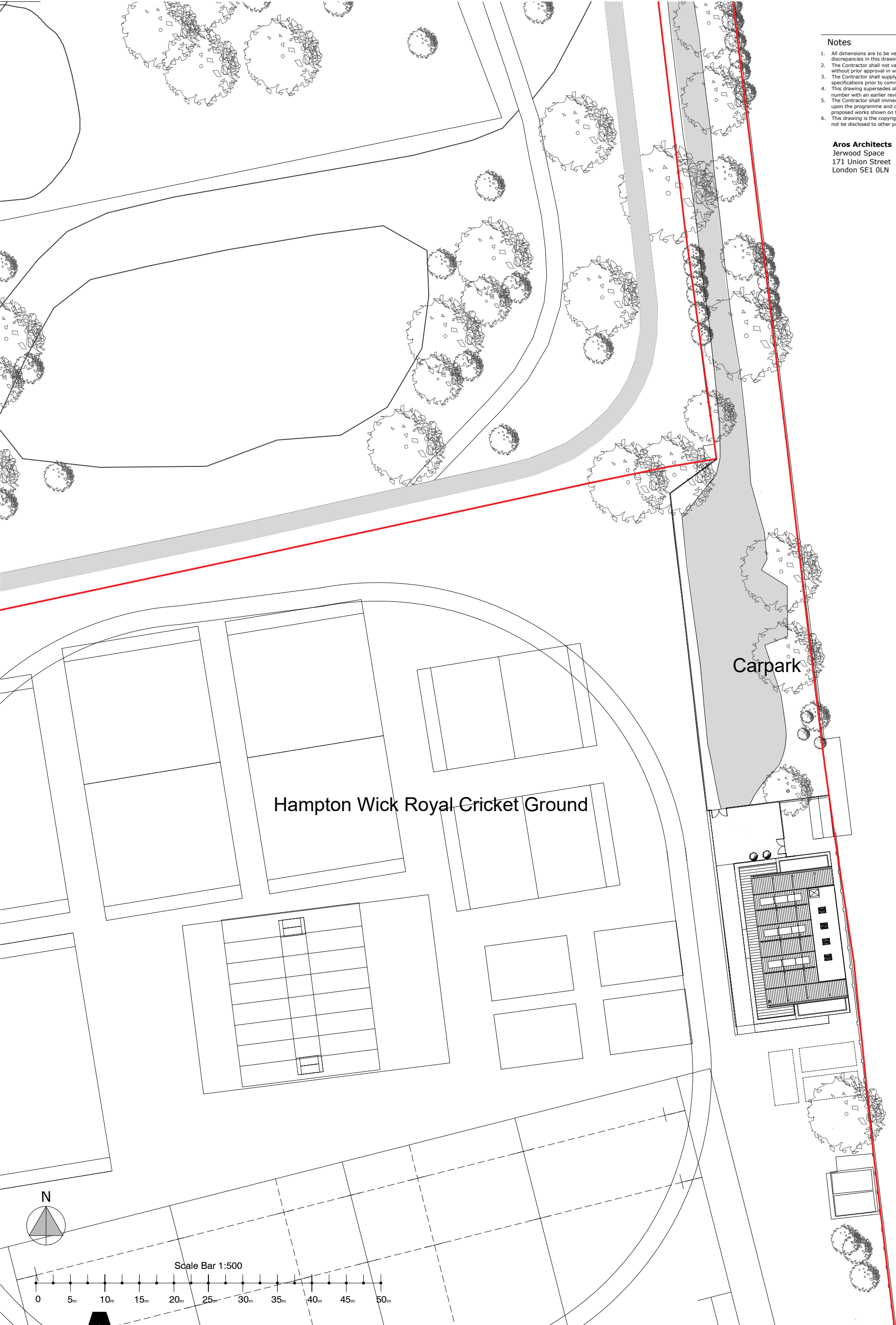
- 5.1.1 Velocity Transport Planning (VTP) has been appointed by Hampton Wick Cricket Club (HWCC) and Aros Architects to prepare a Transport Statement (TS) for the rebuild of the Club's cricket pavilion and associated facilities in Bushy Park in the LBRuT.
- 5.1.2 The proposed development seeks to build a new pavilion to replace the temporary building that was constructed after the arson attack in September 2023. The new pavilion aims to meet the current and future requirements of the Club whilst respecting the unique landscape setting of Bushy Park.
- 5.1.3 The proposals seek to provide the following:
- ⦿ A new pavilion to accommodate the club for training matches and occasional events;
  - ⦿ Improved cycle parking facilities, and
  - ⦿ Maintain the car parking provision and servicing arrangements.
- 5.1.4 Whilst HWCC's facilities would be significantly improved as a result of the proposal, it is important to note that the proposed development increases the floor space of the pavilion, but does not lead to an increase in the operation of the club or an increase in the number of users.
- 5.1.5 The use of the Club by its patrons will remain the same as in the current situation and therefore the demand for parking or on the transport network will remain unchanged.
- 5.1.6 The site lies within an area with a PTAL of 2, which represents a poor level of public transport accessibility, and limited opportunities to park elsewhere in the area. Demand for parking is high during the match days, as such the proposal aims to maintain the current parking provision to meet the needs of the users and prevent parking congestion elsewhere in the area ( i.e. Church Grove).
- 5.1.7 In conclusion, it is considered there are no highways and transport reasons present that mean the proposed development should not be granted approval.
- 5.1.8 The proposal will not result in additional trips to the site or impact on parking or highway network. As such there are no highways and transport reasons that would prevent the proposed development from being granted planning consent.



# APPENDIX A

PROPOSED SITE PLAN





**Notes**

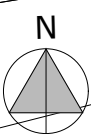
1. All dimensions are to be verified by the Contractor on site, any discrepancies in this drawing are to be reported to Aros Ltd
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3. The Contractor shall supply a full set of shop drawings and specifications prior to commencement of work.
4. This drawing supersedes all previous issues of the same drawing number with an earlier revision suffix.
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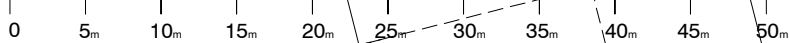
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Hampton Wick Royal Cricket Ground



Scale Bar 1:500



# Aros

**Revisions**

Rev	Date	Drawn	Checked	Description

Project HWRCC Pavilion  
 Title Proposed Site Plan with Cricket square

Project No 6344  
 Date MAY 2024  
 Status PLANNING

Drawing No 6344 (20) 001  
 Scale 1:500 @ A3  
 Rev P4