



Transport Statement

42 High Street, Teddington

Unico Developments Ltd

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Basis of Report

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Acronyms and Abbreviations

SLR	SLR Consulting Limited
the Client	Unico Development Ltd
TS	Transport Statement
the site	Land at 42 High Street, Teddington



1.0 Introduction

SLR has been retained by Unico Development Ltd (the Client) to provide transport and highways advice in relation to the proposed redevelopment of land at 42 High Street, Teddington, TW11 8EW, located in the London Borough of Richmond (the site).

The site comprises a two-storey building with a single storey extension that was formerly used as a bank (Use Class E) occupied the ground floor level, with ancillary staff facilities and storage at first floor level. There is also a self-contained residential flat at first floor level that is accessed via an external staircase.

It is proposed to demolish the existing building and redevelop the site to provide a new building with 271 sqm of commercial (Use Class E) floorspace at basement and ground floor level, with 8no. residential units at first, second and third floor level above. No parking will be provided for the commercial or residential elements of the scheme.

This report reviews the site location and its suitability for accommodating the proposed development. It also provides a detailed description of the development proposals and assesses the potential impact of the proposals on the local transport network.

Following this introductory section, the remainder of this report is structured as follows:

- Section 2: Existing Conditions;
- Section 3: Policy Context;
- Section 4: Development Proposals;
- Section 5: Potential Impacts of the Proposals; and
- Section 6: Summary and Conclusion.



2.0 Existing Conditions

This section provides a description of the site location and its accessibility to public transport facilities, walking and cycling routes, and local amenities.

2.1 Site Location and Existing Use

The site is located on the corner of the A313 High Street and Cedar Road, in Teddington, in the London Borough of Richmond. The location of the site is shown in Figure 2-1.

Figure 2-1 Site Location Plan¹



The site is located in the town centre, and the surrounding area comprises a mix of ground floor commercial / retail units with residences above along the High Street and established residential houses to the south of the site.

The site comprises a two-storey building with a single storey rear extension that was formerly used as a bank. The bank (Use Class E) occupied the ground floor level, with ancillary staff WCs, kitchen and storage at first floor level. There is also a self-contained residential flat (Use Class C3) at first floor level that is accessed via an external staircase.

A small area of hardstanding is provided along the eastern side of the building fronting Cedar Road. This was previously used for informal parking by staff, and bollards are now

¹ Based on OS Freemapping



present to restrict access, as shown in the photograph below at Figure 2-2. The area provides space for up to two vehicles to park within the site boundary without impeding on the public footpath or blocking in another vehicle.

Figure 2-2 Site Servicing and Informal Parking Area



2.2 Accessibility by Non-Car Modes

2.2.1 Walking and Cycling

There is a comprehensive pedestrian network surrounding the site, providing a continuous network of footways and appropriate crossings. Wide footways are provided along both sides of the High Street, connecting to the surrounding pedestrian network. A raised table crossing is provided on Cedar Road at the junction with the High Street, with tactile paving to enhance safety for those with sensory impairments. A pedestrian island crossing is located on the High Street along the site frontage, which provides dropped kerbs and allows pedestrians to cross in stages if traffic is busy. There are also two signalised pedestrian crossings on the High Street, to the east and west of the site which both provide dropped kerbs and tactile paving.

The High Street, Station Road and the northern section of A309 Park Road are designated by TfL as *'quieter roads that have been recommended for use by other cyclists.'* Off-road cycle lanes are provided along the north and south sides of the High Street to the west of the junction with Waldergrave Road to the junction with A309 Park Road. Subsequently cyclists are directed to cycle on-street.

To the east of the site, Manor Road is designated by TfL as a *'route signed or marked for use by cyclists on mix of quiet and busier roads.'* This route continues north to Twickenham.

2.2.2 Public Transport Accessibility Level

The Public Transport Accessibility Level (PTAL) is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access



time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.

The PTAL measure reflects:

- the walking distance from the point of interest to the public transport access points;
- the reliability of the service modes available;
- the number of services available within the catchment; and
- the level of service at the public transport access points – i.e. average waiting time.

The PTAL is categorised into eight levels, 1a to 6b where 6b represents an excellent level of accessibility and 1a a low level of accessibility. According to the TfL Webcat system, the PTAL level for the Site is 3, indicating a moderate level of public transport accessibility.

However, whilst PTAL is a useful basis for comparing the transport accessibility of different sites, due to the simplicity of the calculation it does not give any indication of the propensity of people to use public transport to access a site. The proposed development is situated on the High Street in the town centre, thus providing immediate access to a wide range of key facilities and many public transport services. This will negate the need for future residents to travel by car for many day-to-day journeys. As a result, even though the PTAL of the site is not high, it is considered that the site presents an excellent opportunity for a car-free, sustainable development.

Further detail on the local bus and rail services that are available within walking distance of the site is provided below.

2.2.2.1 Local Bus Services

There are a number of bus services available within a short, 400m walking distance of the site, providing future staff, residents, and visitors with a number of travel options.

Two stops are located on the High Street within the immediate vicinity of the site. The westbound stop (Elmfield Avenue Stop D) is located approximately 30m from the site, and the eastbound stop (Elmfield Avenue Stop C) is approximately 125m.

Both stops are served by 24-hour bus routes 281 and 285 as well as the R68 which typically runs from 06:00 to 01:00. The school bus route 681 also uses this bus stop serving Teddington School in Broom Road.

Two further stops are located on Waldergrave Road to the northwest of the site. The northbound stop (Teddington Library Stop B) is located approximately 205m from the site and the southbound stop (Teddington Library Stop A) is approximately 245m. Both stops are served by 24-hour bus route 33.

Two stops (northbound and southbound) are located on Park Road to the southwest of the site and are approximately 400m walking distance from the site. Both are served by bus route 481.

Finally, the SL7 Superloop bus route is accessible from Broad Street bus stops E and F which provides services to Heathrow Central Bus Station and Croydon along a semi-fast route. It is approximately 400m walking distance from the site.

All of the bus stops, with the exception of the northbound stop on Waldergrave Road, provide a bus shelter and seating. A summary of the bus services available within 400m walking distance of the site is presented in Table 2-1 below.



Table 2-1 Local Bus Services

Service	Route	Average Daytime Frequency (minutes)		
		Mon-Fri	Saturday	Sunday
33*	Fulwell – Teddington – Twickenham – Richmond – East Sheen – Barnes - Hammersmith	6 – 10	7 – 10	15
281*	Hounslow – Twickenham – Fulwell – Teddington – Hampton Wick – Kingston – Surbiton – Tolworth	9 – 12	8 – 12	10 – 12
285*	Heathrow Bus Station – Hatton Cross – Feltham – Hampton Hill – Teddington – Kingston	11 – 14	12 – 14	12 – 14
481	Kingston Station - West London Mental Health Trust	15 - 30	15 - 30	60
681	Hounslow Bus Station - Broom Road / Teddington School	School Service	N/A	N/A
R68	York Street / Twickenham - Hampton Court Station	15	15	15
SL7	Superloop bus towards Heathrow Central; West Croydon Bus Station - Heathrow Central Bus Station	13 - 14	13 - 14	15

*Runs 24hrs

2.2.2.2 Local Rail Services

Teddington Rail Station is located approximately 400m walking distance to the south of the site and is accessible via Station Road.

Teddington Station is located in Travelcard Zone 6 and is operated by South Western Railways. Regular services are provided to London Waterloo and Shepperton. A summary of the services available from this station is provided in Table 2-2 below.

Table 2-2 Local Rail Services (Teddington Station)

Destination	Route	Average Frequency (services/hour)		
		Mon-Fri	Saturday	Sunday
London Waterloo	Strawberry Hill – Twickenham – St Margaret’s – Richmond – North Sheen – Mortlake – Barnes – Putney – Wandsworth Town – Clapham Junction – Queenstown Road – Vauxhall	2	2	1
	Hampton Wick – Kingston – Norbiton – New Malden – Raynes Park – Wimbledon – Earlsfield – Clapham Junction – Vauxhall	4	4	2
Shepperton	Fulwell – Hampton – Kempton Park – Sunbury – Upper Halliford	2	2	1

2.2.3 Access to Local Amenities

The site is located on the High Street in the town centre, and therefore provides access to a wide range of facilities. This will encourage future residents to undertake many day-to-day journeys on foot and will increase the likelihood of passing trade for the proposed ground floor commercial space.

A summary of some of the closest key local amenities, and their approximate walking distance from the site is provided below in Table 2-3.



Table 2-3 Key Local Amenities

Amenity Type	Name	Approximate Walking Distance from Site
Public House	The Teddington Arms	10m
Café/Restaurant	The French Tarte	10m
Chemist	Kirby Chemist and Travel Clinic	40m
Supermarket	Budgens	50m
Pre-School	Teddington Pre-School and Day Nursery	70m
Bank	Lloyds Bank	80m
Dentist	Elmfield House Dental Practice	180m
Place of Worship	Christ Church	220m
Library	Teddington Library	250m
GP Surgery	Thameside Medical Practice	370m
School	St Marys and St Peters CofE Primary	700m

In addition to those amenities listed above, there are numerous small retail units, cafes, restaurants, and bars along the High Street, as well as other supermarkets and banks, providing future residents with a multitude of facilities to visit.

2.2.4 Summary

The site is located on the corner of the A313 High Street and Cedar Road, in Teddington. The surrounding area comprises a mix of ground floor commercial / retail units with residences above along the High Street and established residential houses to the south of the site.

Due to its location along the High Street, access is provided to a wide range of facilities. There are numerous small retail units, cafes, restaurants, and bars within the immediate vicinity of the site, as well as supermarkets, medical facilities, and banks, providing future residents with a multitude of facilities to visit. This will encourage future residents to undertake many day-to-day journeys on foot and will increase the likelihood of passing trade for the proposed commercial use.

There are a number of high frequency bus services available within a short, 400m walking distance of the site, providing future staff, residents, and visitors with a number of travel options. In addition, Teddington Rail Station is located approximately 400m walking distance to the south of the site and is accessible via Station Road.

Teddington Station is located in Travelcard Zone 6 and is operated by Southwestern Railway, with regular services provided to London Waterloo and Shepperton.



3.0 Policy Context

This section of the report provides a review of the development proposals in the context of relevant national and local planning policy. The following documents are reviewed:

- National Planning Policy Framework, 2023;
- The London Plan, 2021; and
- London Borough Richmond Local Plan, 2018.

3.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published on 27th March 2012. Subsequently, several updates have been issued in July 2018, February 2019, July 2021 and September 2023, with the most recent, and current, NPPF version published in December 2023.

The NPPF sets out the Government's planning policies for England and outlines how these are expected to be applied. Its policies replaced existing national planning statements and guidance.

Paragraph 7 notes that one purpose of the planning system is to contribute to the achievement of sustainable development:

'The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.'

Paragraph 10 states:

*'...so that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11).'*

Paragraph 11 is reproduced below:

'11. Plans and decisions should apply a presumption in favour of sustainable development.'

*For **plan-making** this means that:*

- a) all plans should promote a sustainable pattern of development that seeks to; meet the development needs of their area; align growth and infrastructure ; improve the environment; mitigate climate change (including making effective use of land in urban areas) and adapt to its effects;*
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*



For **decision-taking** this means:

- c) *approving development proposals that accord with an up-to-date development plan without delay; or*
- d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

Section 9 of the NPPF relates to 'Promoting sustainable transport' and, at Paragraph 108, notes that:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) *the potential impacts of development on transport networks can be addressed;*
- b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places'.*

Paragraph 109 states that:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making'.

Paragraph 110 states that:

'Planning policies should:

- a) *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;*
- b) *be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
- c) *identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
- d) *provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*



- e) *provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*
- f) *recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy’.*

The requirements for producing a Transport Statement or Assessment in support of development proposals are outlined at Paragraph 117 which notes that:

‘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’.

Paragraph 111 relates to parking standards noting that if setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- a) *‘the accessibility of the 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’.*

Paragraph 115 states:

‘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’.

3.2 The London Plan

The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor’s vision for Good Growth.

The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough’s Local Plans must be in ‘general conformity’ with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.

Chapter 10 of the London Plan focusses on Transport policies. Policy T1 ‘Strategic approach to transport’ states that:

‘A Development Plans should support, and development proposals should facilitate:

- 1) *the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
- 2) *the proposed transport schemes set out in Table 10.1.*

B 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’.



Policy T2 refers to 'Healthy Streets'. A Healthy Streets Approach is an evidence-based approach to improve health and reduce health inequalities. This policy states that development proposals and development plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling, as follows:

'B Development Plans should:

- 1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
- 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant...'*

...D Development proposals should:

- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London 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'.*

Policy T4 'Assessing and mitigating transport impacts' states that:

'Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

Development proposals should not increase road danger'.

Policy T5 'Cycling' states that:



‘Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

- *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*
- *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*

Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Development Plans requiring more generous provision of cycle parking based on local evidence will be supported’.

3.2.1 Parking Standards

The following Table 3-1 is reproduced from the London Plan Parking Addendum to Chapter 6; while the updated London Plan covers Transport within Chapter 11, the Parking Addendum remains valid.

Table 3-1 Reproduction of ‘Cycle Parking minimum standards’ Table from Addendum to Chapter 6

	Land Use	Long Stay	Short Stay
A1	food retail	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm thereafter: 1 space per 300 sqm
	non-food retail	from a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	from a threshold of 100 sqm: first 1000 sqm: 1 space per 125 sqm thereafter: 1 space per 1000 sqm
A2-A5	financial / professional services	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 40 sqm
	cafes & restaurants		
	drinking establishments		
	take-aways		

Policy T6 of the London Plan (2021) provides further clarification on car-free development:

‘Policy T6 Car parking

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B 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, with developments elsewhere designed to provide the minimum necessary parking (‘car-



lite’). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.’

3.3 London Borough of Richmond Local Plan

Richmond’s Local Plan sets out the policies and guidance for the development of the borough over the next 15 years. The plan is prepared within a hierarchal framework of planning policy for England, produced in line with existing Planning Acts, national policy and guidance and the London Plan. The policies within the Local Plan follow the approach of the presumption in favour of sustainable development.

The Spatial Strategy states how new housing will be provided through redevelopment and maximising the use of brownfield sites. Higher density and larger developments should also be concentrated in the borough’s five main centres (Teddington included), *‘thus enabling people to walk or cycle to services or use public transport.’*

Section 11 of the Local Plan provides transport-related policies. Policy LP 44 relates to sustainable travel choices and states how the Council will promote these. It states that the Council will:

‘Location of development: *Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.*

Walking and cycling: *Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.*

Public transport: *Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided.*

The road network: *Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative impacts of development, including in relation to on-street parking, should be mitigated through the provision of, or contribution towards, necessary and relevant transport improvements’.*

Lastly, Policy LP 45 requires new development to *‘make provision for the accommodation of vehicles in order 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...’*

This will be achieved by:

- *‘Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.*
- *Resisting the provision of front garden car parking unless it can be demonstrated that:*
 - *There would be no material impact on road or pedestrian safety;*



- *There would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and*
- *The existing on-street parking demand is less than the available capacity.*
- *Car free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to:*
 - *The provision of disabled parking;*
 - *Appropriate servicing arrangements; and*
 - *Demonstrating that proper controls can be put in place to ensure that the proposal will not contribute to on-street parking stress in the locality’.*

The parking standards contained within Appendix 3 of the Local Plan are summarised below in Table 3-2.

Table 3-2 London Borough of Richmond Local Plan Parking Standards

Land Use	Car Parking Standard	Cycle parking Standard
Use Class A1 – General Retail	As per London Plan	As per London Plan
Use Class A1 – Superstores	As per London Plan	As per London Plan
Use Class A2-A4	As per London Plan	As per London Plan
Use Class C3	PTALS 0-3: 1-2 beds, 1 space	As per London Plan

3.4 Summary

The site is located in Teddington town centre along a busy high street, therefore providing access to a wide range of key amenities, as well as public transport interchanges. This fulfils policy requirements by locating higher density schemes in town centre locations, including specifically Teddington, which reduce the need to travel, especially by car. The development will be mixed use and provide active frontage along the High Street, and will enable safe and suitable access for all users. There will be no unacceptable impact on highway safety or the operation of the local highway network as a result of the proposals, and the residual impact of the development cannot be considered to be severe. The development proposals are therefore considered to be acceptable in policy terms.



4.0 Development Proposals

This section of the report provides a review of the development proposals, including the proposed level of parking and the refuse collection and servicing strategy.

4.1 Quantum of Development

It is proposed to demolish the existing two storey building and construct a new building on five levels, including basement and ground floor. The architects proposed site layout plans are included at Appendix A for reference.

It is proposed that the basement and ground floor level will provide 271 sqm of Class E Commercial space with access taken directly off the High Street, separate from the residential access.

The Ground Floor will provide 171 sqm of Class E space which will be fully accessible with WC and Bin Storage as per relevant regulations, with 8no. cycle spaces in the vicinity of the Cedar Road junction.

A further ~100 sqm of Class E Commercial space will be provided at the Basement level.

A total of eight residential dwellings will also be provided. These will be located across the first, second and third floors, resulting in a mix of one and two bedroom units. A summary of the breakdown of units is provided below in Table 4-1.

Table 4-1 Quantum of Residential Development

Size of Unit	No. of Units
1 bedroom (flat)	6
2 bedroom (flat)	2
Total	8

4.2 Parking

4.2.1 Car Parking

No car parking provision is proposed for either the residential or commercial elements of the development.

The site lies within a Controlled Parking Zone (CPZ). Future residents of the flats will not be permitted to apply for Parking Permits; this will be secured by condition.

Future users of the Commercial element of the development will be encouraged to travel to site by non-car modes. Visitors who need to travel by car are able to use the Cedar Road Car Park, situated directly opposite the site, however it should be noted that the car park has a maximum stay of 4 hours.

The Cedar Road Car Park has capacity for 22 cars and one motorcycle, and operates between 0800 and 1830 Monday through Saturday.

Further details, including tariffs, can be found at www.richmond.gov.uk

4.2.2 Cycle Parking

Eleven long stay cycle parking spaces for residents will be provided in a dedicated cycle store at ground floor level, in line with the standards contained within the current adopted London Plan. This will be in a convenient location and will be secure, thus encouraging



future residents to travel by bicycle. Based on the quantum of development, the development does not require any short stay parking for visitors.

It is proposed that eight cycle parking spaces are provided on-street for the commercial use. These would be provided in the form of four Teddington (Sheffield) stands, with two located each side of the Cedar Road/High Street junction within the corner widening. Precedent exists for this at other corner junctions within the conservation area, with agreement to be via Condition (S106) on any planning permission granted.

4.3 Refuse Collection

A refuse store will be located at ground floor level with access provided via Cedar Road. Refuse will be collected on-street via Cedar Road, as per the existing arrangements for the site, and for existing residences along Cedar Road.

4.4 Deliveries and Servicing

Deliveries to the residential units are likely to be infrequent and generally associated with supermarket deliveries or parcels delivered by mail etc. As such, it is anticipated that these will be undertaken on-street on Cedar Road, as per the arrangements for the existing residential properties along the road.

It is proposed that delivery vehicles associated with the commercial use carry out unloading from the Single Yellow Lines (SYLs) located opposite the site on the north side of the High Street. This location is currently used by a small number of surrounding cafes, restaurants, and retail units. As described previously, a pedestrian island crossing is located on the High Street to the front of the site, therefore providing a safe way for delivery drivers to cross the carriageway.



5.0 Trip Generation and Potential Impact of the Proposals

This section of the Transport Statement sets out the trip generation assessment and potential impact of the proposals.

5.1 Existing Site Trip Generation

The site was formerly occupied by a bank, with the ground floor level used for financial services and the first floor used for ancillary staff WCs, kitchen and storage. A separate residential flat also exists at first floor level.

Due to the nature of the site as a High Street bank, it is unlikely that it generated many primary vehicle trips, i.e. those visiting the bank would visit as part of their wider journey to the High Street. Therefore, in order to undertake a robust assessment, it is assumed that all trips to the bank would be linked/pass-by and would mostly be undertaken on foot.

5.2 Proposed Site Trip Generation

As described previously, it is proposed to redevelop the site to provide 271 sqm of Class E Commercial space and eight residential units.

As the commercial element will not provide parking, it is assumed that it will not generate any primary vehicle trips, however, should visitors wish to drive, a council-run car park is located opposite the site on Cedar Road. This provides a total of 22 car parking spaces, four of which provide electric vehicle charging points, and it is free to park after 18:30.

To determine the number of trips generated by the proposed residential units, the TRICS database has been used to derive an appropriate total person trip rate. The peak trip rates and resultant person trips for the residential aspect of the proposed development are summarised in Table 5-1 below.

Table 5-1 Residential Total Person Trip Rates and Trip Generation (8 Units)

	AM Peak (0800-0900)			PM Peak (1600-1700)		
	Arr	Dep	Tot	Arr	Dep	Tot
Person Trip Rate	0.064	0.702	0.766	0.404	0.340	0.744
Person Trips	1	6	6	3	3	6

It can be observed from the results in Table 5-1 that the eight residential units proposed at the site will generate a minimal number of person trips in the AM and PM peak hours, as is to be expected.

As no parking will be provided for residents, all of the above trips will be undertaken by active modes or public transport.

5.3 Potential Impact of the Proposals

The trip generation assessment has shown that the proposed development will result in no adverse effect on the operation of the local highway or public transport network, and therefore there is no transport reason why the proposals should not be granted consent.



6.0 Summary and Conclusions

This TS is prepared on behalf of Unico Development Limited in relation to the proposed development of land at 42 High Street, Teddington, LB Richmond.

The site currently comprises a two-storey building with a single storey extension that was formerly used as a bank. There is also a self-contained residential flat at first floor level that is accessed via an external staircase. It is proposed to demolish the existing building and redevelop the site to provide a new building with 271 sqm of Class E Commercial floorspace at basement and ground floor level, with 8 residential units at first, second and third floor level above. The development is proposed as car-free.

Due to its location along the High Street, access is provided to a wide range of facilities. There are numerous small retail units, cafes, restaurants and bars within the immediate vicinity of the site, as well as supermarkets, medical facilities and banks, providing future residents with a multitude of facilities to visit. This will encourage future residents to undertake many day to day journeys on foot, and will increase the likelihood of passing trade for the proposed commercial use.

There are a number of high frequency bus services available within a short, 400m walking distance of the site, providing future staff, residents and visitors with a number of travel options. In addition, Teddington Rail Station is located approximately 400m walking distance to the south of the site and is accessible via Station Road.

Eleven long stay cycle parking spaces for residents will be provided in a dedicated cycle store at ground floor level, encouraging future residents to travel by bicycle. Eight cycle parking spaces are provided on-street for the commercial use. These would be provided in the form of four Teddington (Sheffield) stands, with two located each side of the Cedar Road/High Street junction within the corner widening. Precedent exists for this at other corner junctions within the conservation area, with agreement to be via Condition (S106) on any planning permission granted.

A trip generation assessment was undertaken to determine the potential impact of the development proposals on the local transport network. The trips generated by the previous establishment were deemed to be mainly on foot. The trip generation assessment demonstrated that the development proposals would generate minimal additional trips and therefore will have no adverse effect on the operation of the local highway or public transport network. It is concluded that the site represents a suitable location for a car-free residential scheme with commercial use at ground floor and basement level in order to provide an active frontage. There is, therefore, no reason why the proposals should not be granted consent.





Appendix A Architects Site Layout Plans

Transport Statement

42 High Street, Teddington

Unico Developments Ltd

SLR Project No.: 425.000483.00001

11 January 2024



NOTES


Do not scale. All dimensions to be verified on site by the contractor and all discrepancies or omissions must be reported to the Architect immediately and prior to any fabrication of any element for incorporation into the works.

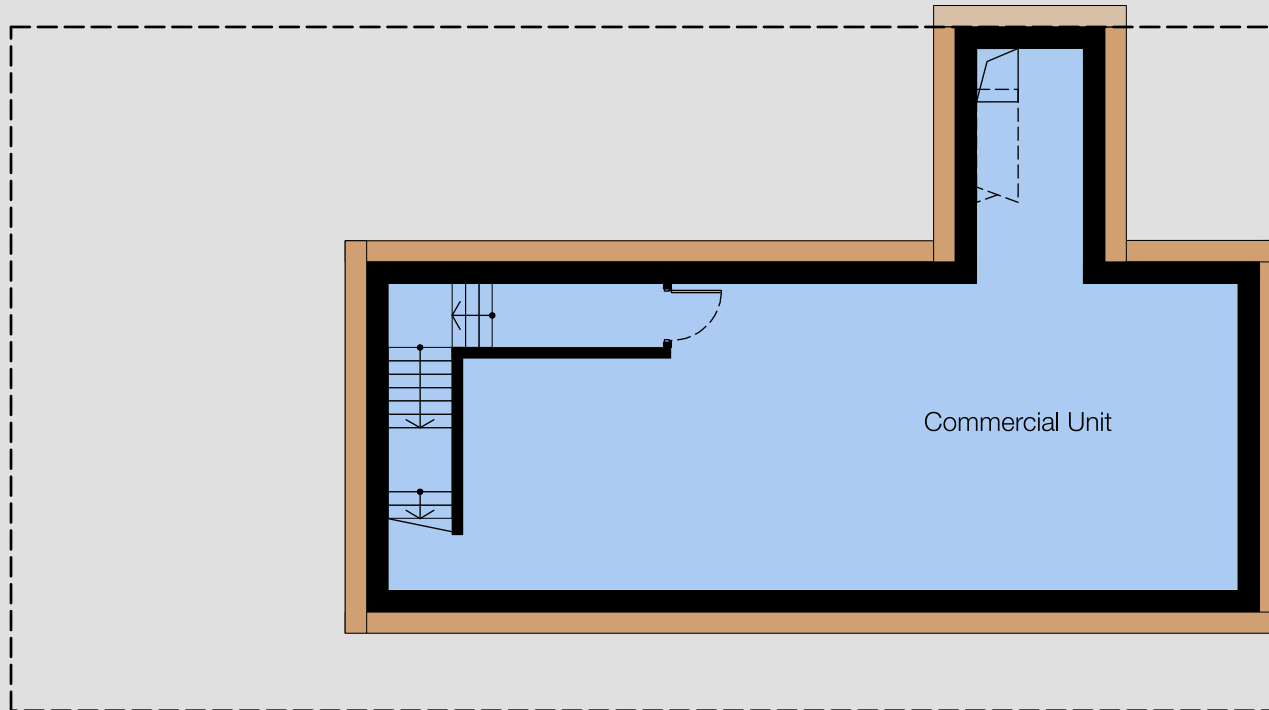
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SCALE 1:100 @ A3

AREAS

 Commercial Unit
100.2sqm



A 2023-10-16 Preliminary Issue

Rev:	Date:	Issue Notes:	
CHANDLER BROWNE ARCHITECTS			
Mayerling, Black Hill, Lindfield Haywards Heath West Sussex RH16 2HF			
CLIENT:	UNICO DEVELOPMENTS		
JOB:	42 HIGH STREET TEDDINGTON		
DRAWING TITLE:			
PROPOSED BASEMENT			
JOB:	ORIGIN:	NO:	ISSUE:
01	A	23_0320	A
STATUS:			
PLANNING			
SCALE @ A3: 1:100		DATE: 2023-08-01	



NOTES

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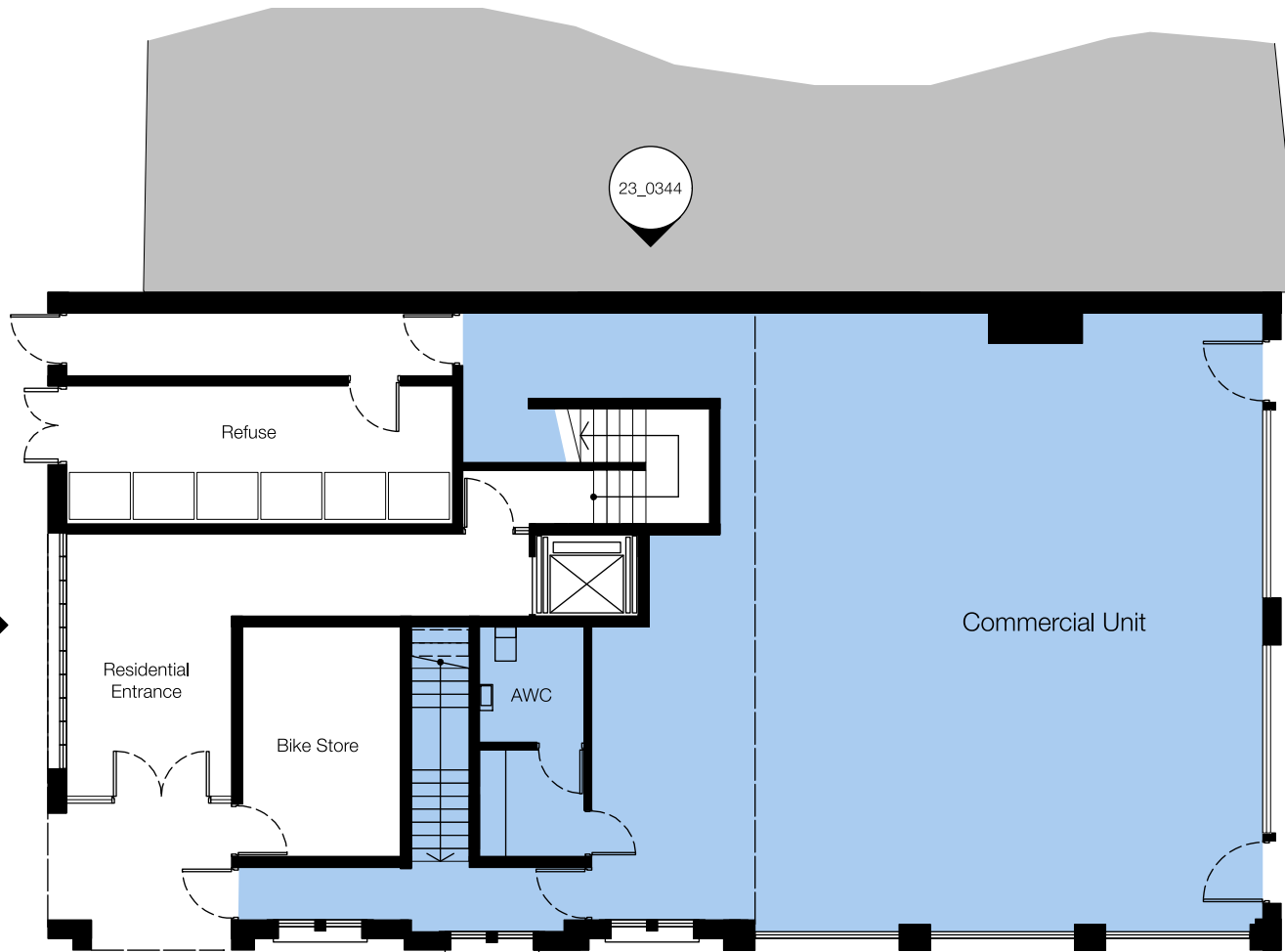
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SCALE 1:100 @ A3

AREAS

Commercial Unit
171.3sqm



A 2023-10-16 Preliminary Issue

Rev:	Date:	Issue Notes:
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CHANDLER BROWNE
ARCHITECTS

Mayerling, Black Hill, Lindfield
Haywards Heath
West Sussex RH16 2HF

CLIENT: UNICO DEVELOPMENTS

JOB: 42 HIGH STREET TEDDINGTON

DRAWING TITLE:
PROPOSED GROUND FLOOR

JOB: 01	ORIGIN: A	NO: 23_0321	ISSUE: A
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STATUS: **PLANNING**

SCALE @ A3: 1:100	DATE: 2023-08-01
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NOTES

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SCALE 1:100 @ A3

AREAS

- 1** Flat 1 53.4sqm
- 2** Flat 2 51.8sqm
- 3** Flat 3 54.1sqm
- 4** Flat 4 54.1sqm

A 2023-10-16 Preliminary Issue

Rev:	Date:	Issue Notes:
CHANDLER BROWNE ARCHITECTS		
Mayerling, Black Hill, Lindfield Haywards Heath West Sussex RH16 2HF		
CLIENT:	UNICO DEVELOPMENTS	
JOB:	42 HIGH STREET TEDDINGTON	
DRAWING TITLE:	PROPOSED FIRST FLOOR	
JOB: 01	ORIGIN: A	NO: 23_0322
		ISSUE: A
PLANNING		
SCALE @ A3:	1:100	DATE: 2023-08-01



NOTES

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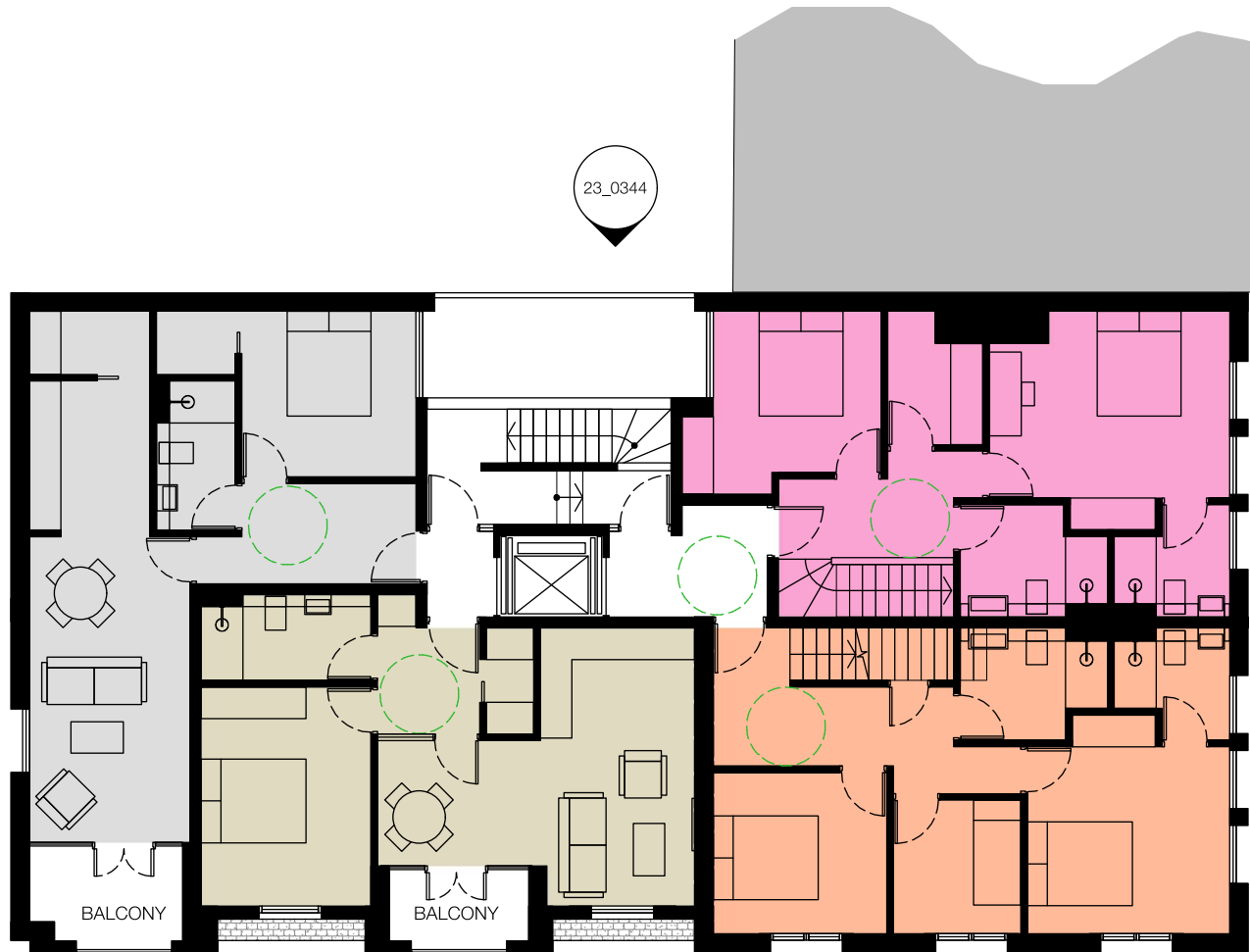
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SCALE 1:100 @ A3

AREAS

- 5** Flat 1 53.4sqm
- 6** Flat 2 50sqm
- 7** Lower floor Flat 3 57.4sqm
- 8** Lower floor Flat 4 54.1sqm



23_0343

23_0344

23_0341

23_0342

A 2023-10-16 Preliminary Issue

Rev:	Date:	Issue Notes:

CHANDLER BROWNE ARCHITECTS

Mayerling, Black Hill, Lindfield
Haywards Heath
West Sussex RH16 2HF

CLIENT: UNICO DEVELOPMENTS

JOB: 42 HIGH STREET TEDDINGTON

PROPOSED SECOND FLOOR

JOB:	ORIGIN:	NO:	ISSUE:
01	A	23_0323	A

PLANNING

SCALE @ A3:	DATE:
1:100	2023-08-01



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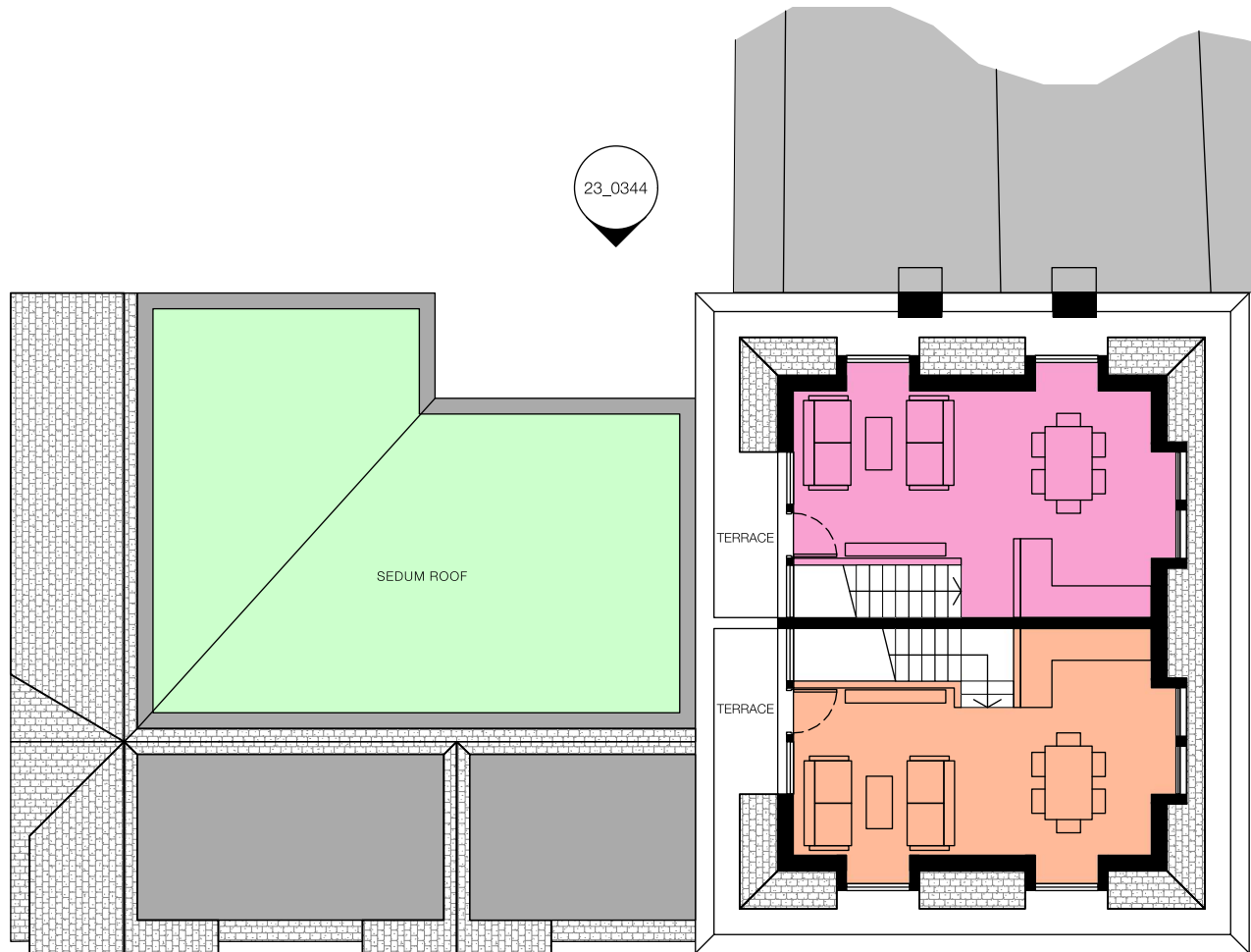


SCALE 1:100 @ A3

AREAS

7 Upper floor
Flat 7 27sqm

8 Upper floor
Flat 8 28.1sqm



23_0343

23_0344

23_0341

23_0342

A 2023-10-16 Preliminary Issue

Rev:	Date:	Issue Notes:	
CHANDLER BROWNE ARCHITECTS			
Mayerling, Black Hill, Lindfield Haywards Heath West Sussex RH16 2HF			
CLIENT:	UNICO DEVELOPMENTS		
JOB:	42 HIGH STREET TEDDINGTON		
DRAWING TITLE:	PROPOSED THIRD FLOOR		
JOB: 01	ORIGIN: A	NO: 23_0324	ISSUE: A
STATUS: PLANNING			
SCALE @ A3:	1:100	DATE:	2023-08-01



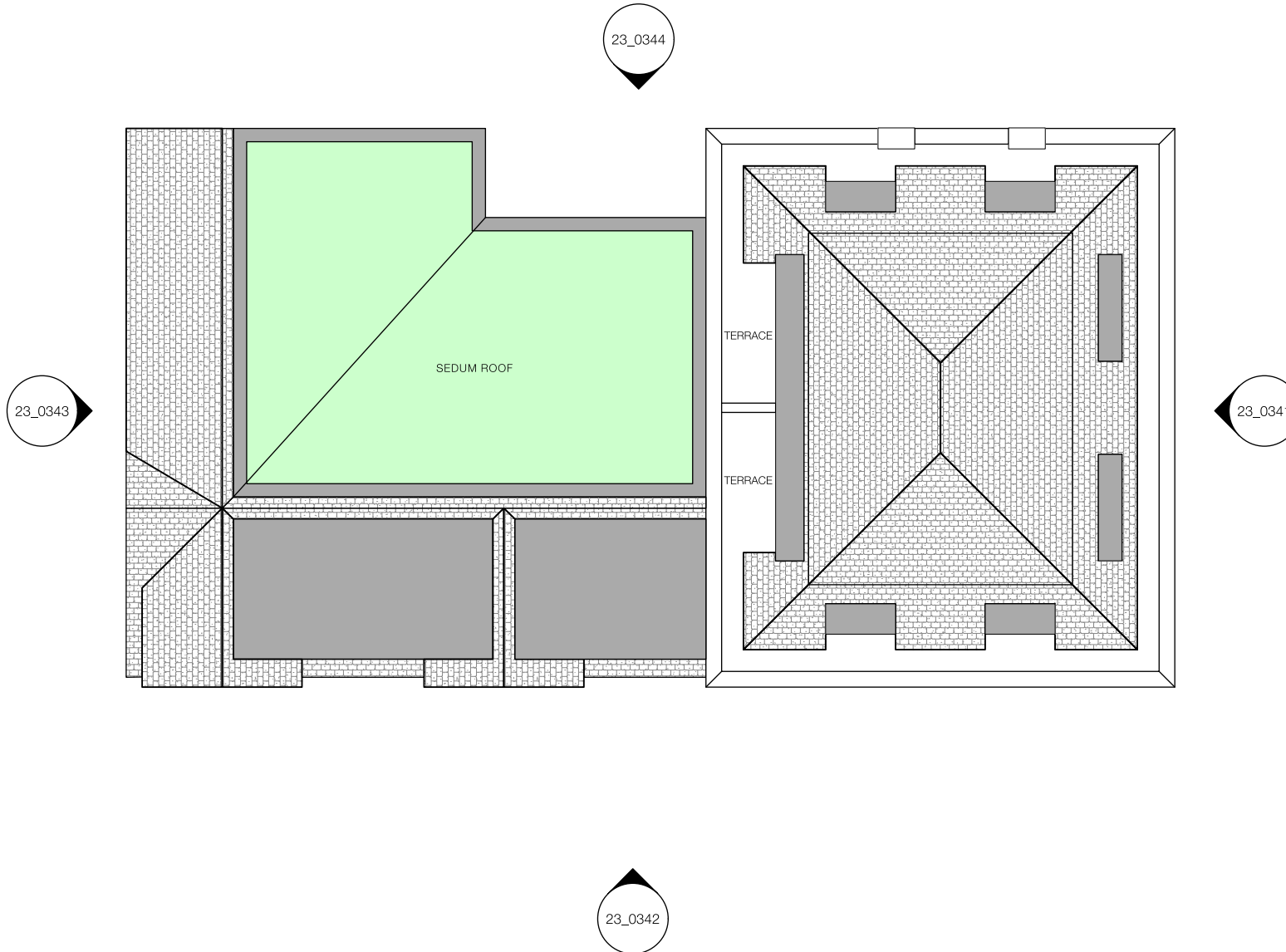
NOTES

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Rev:	Date:	Issue Notes:	
CHANDLER BROWNE ARCHITECTS			
Mayerling, Black Hill, Lindfield Haywards Heath West Sussex RH16 2HF			
CLIENT:	UNICO DEVELOPMENTS		
JOB:	42 HIGH STREET TEDDINGTON		
DRAWING TITLE:	PROPOSED ROOF PLAN		
JOB: 01	ORIGIN: A	NO: 23_0325	ISSUE: A
STATUS: PLANNING			
SCALE @ A3:	1:100	DATE:	2023-08-01



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