PAUL MEW ASSOCIATES

TRAFFIC CONSULTANTS 020 8780 0426

HAMPTON CARE HOME LIMITED

60-68 STATION ROAD,

HAMPTON, TW12 2AX

TRANSPORT ASSESSMENT

July 2024

PAUL MEW ASSOCIATES - TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London SW18 1FZ
T:0208 780 0426 E:paul.mew@pma-traffic.co.uk W: www.pma-traffic.co.uk

Contents

Figures

Appendices

Ref: File path P:\ P2170 60-68 Station Road, Hampton Transport Assessment July 2024

1.0 INTRODUCTION

1.1 Paul Mew Associates is instructed by Hampton Care Home Limited in relation to the proposed re-development of the former Hampton Police Traffic Unit, 60-68 Station Road, Hampton Village, London, TW12 2AX.

1.2 The application site's location is presented on a map in Figure 1 of this report. The site boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.

Site Location

1.3 The local planning and highway authority is the London Borough of Richmond upon Thames (LBRuT).

1.4 The site is located on the north side of Station Road. To the east of the site is the A3008 High Street which feeds into the A308 Upper Sunbury Road immediately to the south. The A308 is the principal road near the site which runs between Hampton Court to the east and Sunbury to the west.

1.5 The site has a pedestrian access to the existing main building to the front via Station Road and two vehicle accesses also off Station Road, one of which serves the main traffic unit car park and two end-on bays, and a separate dropped kerb which serves a further three end-on parking bays.

1.6 The area adjoining the site comprises of a mixture of low density residential and commercial premises. A short distance to the east of the site adjacent to Beaver Close is the Hampton and Richmond Borough Football Club ground and the Castle Business Village.

1.7 The nearest bus stops in proximity to the site are on Station Road the closest of which is immediately opposite the site. Hampton National Rail Station is located within around 450 metres to the west of the site.

Existing Site

1.8 The existing site contains a locally listed Building of Townscape Merit (BTM) former police station fronting Station Road with a variety of vehicle service buildings to the rear.

1.9 There is a hard standing to the side behind a brick wall to the front of the property which comprises of a large open area which is used for parking. By way of an estimate based on an aerial photograph of the site from when it was operational as a police traffic unit, up to around 34 vehicles would be able to park on-site within the parking hard standing area.

1.10 There is additional parking provided at the front of the site for around five cars to park, whereby cars would either need to reverse to or from these spaces directly from Station Road.

1.11 The gross internal area (GIA) of the existing buildings contained within the site amounts to some 2,234 sqm.

Proposed Development

1.12 The proposals comprise of the redevelopment of the site to provide an 83-unit care facility for the elderly comprising of 75 care bedrooms, and eight care suites.

1.13 A total of 21 off-street car parking spaces will be provided inclusive of one designated Blue Badge parking bay, one enlarged parking bay, and a minibus bay. In addition, 22 cycle storage spaces comprising of 16 long-stay spaces and six short-stay spaces will be provided within the site. The vehicle parking space to care unit ratio in the current scheme is 0.25.

1.14 The applicant will provide a 10/12 seater minibus on-site, which will be used for scheduled outings such as visits to local attractions, seasonal communal functions/activities, hospital and dental appointments, and as staff transportation.

1.15 The provision of 21 off-street parking spaces is intended to accommodate staff and visitors only. The general manager at the applicant's other care homes (Leah Lodge and Rectory Court) confirmed that no residents owned a private car. Given that the proposed scheme will be of a very similar nature to the Leah Lodge and Rectory Court care homes, it can be reasonably assumed that no residents at the proposed scheme will own a car. Car ownership by residents could be precluded by the applicant and secured via tenancy agreements should this measure be deemed necessary by the planning authority.

1.16 A refuse and recycling facility will be provided within the site to the south of the car park with collection on-site from the drop-off/delivery area. Delivery of goods will also take place on-site from the drop-off/delivery area.

1.17 The proposed site plan is presented in Appendix B of this report.

Recent Planning History

1.18 In September 2019 a planning application was submitted to LBRuT for *"Retention and refurbishment of the former police station building with part demolition of rear wings and ancillary buildings, and the construction of a three storey side and rear extension and basement to form a registered care home comprising 22 care suites and 67 care bed units, with shared facilities, car and cycle parking, landscaping and ancillary works."* The planning application reference is 19/2822/FUL.

1.19 A total of 14 off-street car parking spaces for staff and visitors were initially proposed to be provided inclusive of one designated Blue Badge parking bay and one enlarged parking bay. The parking space to care unit ratio in the scheme as originally submitted was 0.16.

1.20 To address comments raised by LBRuT's highways officer the scheme was subsequently revised to comprise of 22 care suites and 66 care bed units, and a total of 24 off-street car parking spaces inclusive of one designated Blue Badge

parking bay, one enlarged parking bay, and one minibus bay. The parking space to care unit ratio in the revised scheme was 0.27.

1.21 The planning application was subsequently granted permission by LBRuT in May 2023.

1.22 In addition, an application by UK Pacific Hampton Station LLP for the *retention of the former police station building with partial demolition of the rear wings of the police station, demolition of the rear garages, construction of 28 residential units (five x one-bedroom, six x two-bedroom, 10 x three-bedroom and seven x four-bedroom) and associated access, servicing, 40 car parking spaces, 56 cycle parking spaces and landscaping* was submitted to the LBRuT in January 2017 and was granted planning permission in September 2017 (planning reference 16/0606/FUL).

This Report

1.23 This Transport Assessment has been prepared to assess the proposed development in the context of existing baseline conditions on the adjoining highway as well as the planned site access, parking provision, and servicing arrangements under the proposals. This follows a recent formal pre-application engagement with the local planning authority.

1.24 It should be noted that the key highways related elements with regards to the proposed development, principally the site access and servicing arrangements, are identical to the care home scheme recently granted planning permission under reference 19/2822/FUL. Similarly, the current scheme is smaller in scale and operations to the scheme recently granted planning permission and therefore the trip generation and development impact is expected to remain acceptable to the planning authority in-principle. Notwithstanding, a complete assessment forms part of this revised Transport Assessment for submission with a full planning application.

2.0 POLICY ASSESSMENT

Local Policy

2.1 Richmond Council's planning policy is contained in a hierarchy of policy and guidance documents from the national to the local level, all of which are used to guide and manage development in the borough.

2.2 The Local Plan (previously known as Local Development Framework) sets out the priorities for the development of the borough and is used for making decisions on planning applications. It consists of several planning documents and guidance.

2.3 Richmond Council adopted its Local Plan for the borough in July 2018, which replaces previous policies within the Core Strategy and Development Management Plan. The Plan sets out policies and guidance for the development of the borough over the next 15 years.

2.4 Policy LP44 of the Council's adopted Local Plan sets out the overarching transport related objectives and is extracted as follows for ease of referral:

> *"Policy LP 44*
>
> *Sustainable Travel Choices*
>
> *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 Council will:*
>
> *A. 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.*
>
> *B. 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.*
>
> *C. 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. Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

D. 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 effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements. In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.

E. River transport

Encourage the use of the River Thames for passenger and freight transport through the protection of, improvement to, and provision of new relevant infrastructure including wharves, slipways and piers.

F. Safeguarding of routes and facilities

Land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from developments which would prevent their proper implementation. Local filling stations and supporting services such as car repair facilities will be protected from redevelopment for alternative uses unless exceptional circumstances can be demonstrated that warrant their loss.

G. Taxis and private hire vehicles

Ensure that taxis and private hire vehicles are adequately catered for in appropriate locations."

2.5 Policy LP45 of the Council's adopted Local Plan sets out the parking standards and servicing standards for new development and is therefore of material importance to this assessment. The full wording is extracted as follows:

"Policy LP 45

Parking Standards and Servicing

Parking standards

The Council will require 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, and ensuring making the best use of land. It will achieve this by:

1. 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.

2. Resisting the provision of front garden car parking unless it can be demonstrated that:

a. there would be no material impact on road or pedestrian safety;

b. 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 c. the existing on-street demand is less than available capacity.

3. 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:

a. the provision of disabled parking;

b. appropriate servicing arrangements; and

c. 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. All proposals for car free housing will need to be supported by the submission of a Travel Plan.

4. Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the borough whilst limiting its impacts on the road network.

Freight and Servicing

New major development which involves freight movements and has servicing needs will be required to demonstrate through the submission of a Delivery and Servicing Plan and Construction and Logistics Plan that it creates no severe impacts on the efficient and safe operation of the road network and no material harm to the living conditions of nearby residents."

2.6 As is referenced in Policy LP45, the Council's parking standards are set out in Appendix 3 of the adopted Local Plan. The Council's C2 care homes parking standards are set out as follows:

- Use Class C2 Care Homes – car and cycle parking standards as per the London Plan.

2.7 It is noted that the Council is currently in the advanced stages of preparing a new Local Plan. The Council's current draft Regulation 19 Local Plan has been reviewed as part of the preparation of this note.

2.8 The emerging policy (notably draft Policy 48 Vehicular Parking Standards, Cycle Parking, Servicing and Construction Logistics Management) regarding the general approach to the provision of car and cycle parking in new development has been found to be consistent with the current Local Plan, in that provision must be in accordance with the London Plan.

The London Plan (March 2021)

2.9 The Mayor of London, through the legislation establishing the Greater London Authority (GLA), must produce a spatial development strategy (SDS) which has become known as the London Plan.

2.10 Chapter 10 of the London Plan relates to London's Transport. At the regional level the London Plan Policy T1 sets out the Mayor's strategic approach to transport as shown below:

> *"Policy T1 Strategic approach to transport*
> *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."*

2.11 Policy T2 of the London Plan sets out the Mayor's strategy for 'healthy streets' and is an important feature of the London Plan. Policy T2 is extracted as follows:

> *"Policy T2 Healthy Streets*
> *A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*
> *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.*
> *C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.*
> *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."

2.12 Policies T5 and T6 of the London Plan relate to the provision of cycle parking and parking respectively in new development at the regional strategic level. The policies are extracted as follows:

"Policy T5 Cycling
A 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:
1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
2) 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 10.2, 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.
B 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.
C Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.
D 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.
E Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.
F Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied."

"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.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non- residential disabled persons parking.

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I Adequate provision should be made for efficient deliveries and servicing and emergency access.

J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

2.13 The London Plan does not prescribe specific car parking standards for C2 (residential care homes / extra care / sheltered accommodation) use classes. Therefore, it is usually the case where no parking standards are prescribed for a specific land use that each site should be assessed individually, based on site

specific considerations, and justified through the preparation of a Transport Assessment or Transport Statement.

2.14 In terms of guidance for cycle parking standards, the London Plan sets minimum cycle parking standards in Table 6.3.

- CYCLE PARKING – C2 care homes: for **long-stay,** 1 space per 5 FTE staff, and for **short-stay,** 1 space per 20 bedrooms.

2.15 Parking is discussed later in this report and relates to the local and regional planning policy guidance for the provision of parking for all modes of travel in new development.

National Policy

2.16 The main planning policy documents which provide a context for national sustainable transport is the National Planning Policy Framework (NPPF) which was last updated in December 2023.

2.17 The NPPF sets out key sustainable transport objectives. Promoting sustainable transport is an integral part of transportation policy. Extracts from section 9 'Promoting Sustainable Transport' of the NPPF relevant to the preparation of this report are set out as follows:

> *"108. 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."*

"109. 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."

"112. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

"115. 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."

"116. Within this context, applications for development should:
a) 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;
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places 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;
d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

"117. 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."

3.0 SITE ACCESSIBILITY & BASELINE CONDITIONS

3.1 The site is in Hampton Village with good access to local amenities, bus, and rail service links that will meet staff, visitor, and resident day-to-day needs.

Local Amenities

3.2 The closest amenities in proximity to the site are a small parade of shops immediately surrounding the site on Station Road and a 'Little Waitrose' located on Percy Road to the west.

3.3 The local parade of shops includes a post office, hairdressers, restaurants, and a local convenience store. The location of nearby shops, services and amenities is displayed in Figure 2 of this report.

Public Transport

3.4 In terms of public transport, to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit, and a public transport accessibility level (PTAL) assessment have been undertaken.

3.5 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.

3.6 The level of available public transport at a point of interest in London is quantified and measured using Transport for London's (TfL) PTAL model.

3.7 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.

3.8 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAI and PTAL score. The assessment was taken from the site's frontage onto Station Road. The results illustrate that the application site has a PTAL score of 2 which is a 'poor' accessibility rating as defined by TfL. However, it must be noted that the site is near a PTAL level of 3.

3.9 The full PTAL output files are presented in order in Appendix C. TfL's PTALs table is extracted as follows:

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

3.10 A total of three bus services with high hourly service frequencies can be accessed from stops within around 450 metres of the application site with the closest bus stop to the site being directly adjacent on Station Road. Refer to Figure 3 of this report for a map detailing the locations of nearby public transport access points.

3.11 The nearest bus stops to the site provide access to routes 111 and 216. A further pair of bus stops around 450 metres east of the site on the A311 Church Street provide access to bus route R68.

3.12 The site is also within a reasonable walk distance of Hampton National Rail Station which is located around 450 metres to the west of the site. The typical weekday hourly service at Hampton Station is two trains to London Waterloo via Kingston and Clapham Junction, and two trains from London Waterloo by that same route.

3.13 In addition, on weekdays four additional early morning rush-hour trains to Waterloo are routed via Twickenham and Richmond, and three additional evening rush-hour trains from Waterloo arrive via that same route.

3.14 A map illustrating the location of nearby public transport access points is presented at Figure 3 of this report.

Walking

3.15 Pedestrian infrastructure surrounding the site is well supported by continuous wide footways along both sides of Station Road. The footpaths on Station Road provide direct access to the surrounding local area, including the A308 High Street to the south-east and local bus stops on Station Road to the west.

3.16 The walk routes from the site to local amenities and public transport access points are straightforward as can be seen from the site location maps in Figure 2 and 3 of this report.

Cycling

3.17 Cycling will be encouraged through the provision of appropriate cycle facilities as discussed later in this report. Secure and sheltered cycle parking will be provided for the development in accordance with local and regional policy guidelines.

3.18 Cycling infrastructure surrounding the site is also supported by both national and local cycleways in proximity to the site. There are sections of signed on-road cycle lanes locally such as Local Cycleways 34 in Hanworth and 74 at Bushy Park which can be accessed to the north and east of the site respectively. National Cycleway 4 runs to the south of the site on the south side of the River Thames and can be accessed via Hampton Court Bridge to the south east of the site.

3.19 A map of local cycling routes adjoining the site is presented at Figure 4 of this report.

Vehicle Access

3.20 In respect to vehicular access the site is served directly from Station Road, which is a two-way single carriageway orientated in a north-west / south-east direction. Station Road has a carriageway width of approximately eight metres and is subject to a 30mph speed limit. Station Road connects with the strategic road network with the A3008 High Street to the south-east.

3.21 The proposed site access arrangements as well as the planned parking provision and servicing details are set out in the following chapter.

On-Street Parking Conditions

3.22 In response to comments made by the Council's highways officer and local residents in the last application (planning reference 19/2822/FUL), a parking stress survey on the roads adjoining the site was carried out to assess the existing parking stress levels. It was confirmed with the highways officer that daytime parking stress surveys should be carried out in accordance with the industry standard Lambeth parking survey methodology. A repeat of these daytime surveys has therefore been carried out for this new assessment.

3.23 For consistency, the extent of the area included within this parking study is the same as in the last application.

3.24 All vehicle crossovers and kerb space within five-metres of junctions has been eliminated from the surveys. The remainder of the parkable kerb space within the survey area has been measured on-site. The total distance of kerb space between crossovers / junctions has been recorded and split into increments of five-metres in accordance with Lambeth Council's parking survey methodology.

3.25 The parking survey inventory (updated in April 2024) is presented in Table 1 as follows, to-scale maps of the parking survey inventory are presented at Figures 5 a-d:

Table 1. On-Street Kerb Side Parking Survey Inventory

Street Name	KERB SIDE INVENTORY					
	Unrestricted Parking		Disabled Parking		Restricted / SYL Parking	
	Metres	Spaces	Metres	Spaces	Metres	Spaces
Avenue Road *	195	43	5	1	0	0
Beaver Close	35	7	0	0	0	0
Belgrade Road	100	20	0	0	0	0
Gander Green Crescent	35	7	0	0	0	0
Plevna Road	215	43	0	0	0	0
Station Road	95	19	0	0	105	21
Varna Road	85	17	0	0	0	0
Warfield Road	150	30	0	0	0	0
Total	910	186	5	1	105	21

Notes:

* includes 4 x end-on spaces on Avenue Road

Restricted / SYL Parking in force Mon to Fri 11:00am-noon, except one section of max. stay 20 mins no return in 40 mins Mon to Fri 8:30am to 6:30pm

Source: Paul Mew Associates

3.26 The parking survey inventory in Table 1 shows that there are a total of 186 safe and legal unrestricted kerb side parking opportunities within the survey area as well as 21 kerb side parking opportunities in restricted bays and one disabled bay. The disabled bay has been excluded from further assessment as per the Lambeth parking survey methodology.

3.27 The next stage of the on-street parking assessment is to carry out a parking beat survey. An hourly parking beat survey was undertaken during the hours of 12:00 to 20:00 on Wednesday 24th April 2024. This reflects the busiest operating hours of the proposed care home and is the same survey time period in the last assessment (as submitted with planning reference 19/2822/FUL).

3.28 The results of each hourly parking beat survey are presented in Appendix D. Table 2 presents the average results from the hourly parking beat surveys between 12:00 to 20:00 for parking opportunities within the study area. Maps of the hourly daytime parking survey illustrating where cars parked and the location of free spaces are presented at Figures 6 a-h:

Table 2. On-Street Daytime Parking Survey Average; 24/04/2024 12:00-20:00

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	39	91%	-	-	-
Beaver Close	7	7	93%	-	-	-
Belgrade Road	20	20	99%	-	-	-
Gander Green Cres.	7	6	91%	-	-	-
Plevna Road	43	46	108%	-	-	-
Station Road	19	16	84%	21	18	87%
Varna Road	17	20	117%	-	-	-
Warfield Road	30	22	74%	-	-	-
Total	186	176	95%	21	18	87%

Source: Paul Mew Associates

3.29 The observed average daytime parking stress of unrestricted kerb side parking within the survey area is 95%. Of the 186 total kerb side parking opportunities within the study area, an average of 176 cars have been observed to be parked leaving 10 available spaces. In addition, an average of 18 cars have been observed to be parked in the 21 restricted bays on Station Road resulting in an average hourly weekday parking stress of 87%.

3.30 Richmond Council's highways officers provide that an observed parking stress of 85% or more is deemed to represent a high uptake of kerb side parking and will raise an objection on the grounds of saturated parking, highway safety and undue harm to neighbour amenity if development is predicted to worsen the situation.

3.31 The area adjoining the application site therefore already experiences high parking stress levels, however as set out in Chapter 4 of this report the proposed development is not expected to result in any overspill parking onto the adjoining highway and will therefore not worsen the existing situation.

3.32 New overnight parking surveys have also been conducted in accordance with the Richmond parking survey methodology, as required by the Council's highways officer in the last application (planning reference 19/2822/FUL).

3.33 The new overnight surveys were undertaken on Sunday 21st April, Monday 22nd April, and Tuesday 23rd April 2024 at 04:15, 02:30, and 04:30 respectively. The results of each overnight parking beat survey are presented in Appendix D.

3.34 Table 3 presents the average results from the overnight surveys. Maps of the overnight parking surveys illustrating where cars parked and the location of free spaces are presented at Figures 7 a-c:

Table 3. On-Street Overnight Parking Survey Average

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	41	95%	-	-	-
Beaver Close	7	7	95%	-	-	-
Belgrade Road	20	20	100%	-	-	-
Gander Green Cres.	7	6	81%	-	-	-
Plevna Road	43	47	109%	-	-	-
Station Road	19	17	91%	21	14	65%
Varna Road	17	19	110%	-	-	-
Warfield Road	30	26	86%	-	-	-
Total	186	182	98%	21	14	65%

Source: Paul Mew Associates

3.35 The observed average overnight parking stress of unrestricted kerb side parking within the survey area is 98%. Of the 186 total kerb side parking opportunities within the study area, an average of 182 cars have been observed to be parked leaving four available spaces. In addition, an average of 14 cars have been observed to be parked in the 21 restricted bays on Station Road resulting in an average overnight parking stress of 65%.

3.36 The area adjoining the application site therefore also experiences high parking stress levels overnight. However the proposed development is not expected to result in any overspill parking onto the adjoining highway, particularly overnight when staffing levels are lower and there are no visitors, and will therefore not worsen the existing situation.

Traffic Flow & Speed Conditions

3.37 Traffic data from the adjoining highway on Station Road has been obtained to gather baseline traffic flow and traffic speed information. A MetroCount automatic traffic count (ATC) machine was installed on Station Road outside the site for the period of one typical week during normal school term-time conditions. The ATC machine collected traffic data from Tuesday 14th to Monday 20th May 2024 inclusive. The average total weekday traffic flow on Station Road as derived from the ATC survey is presented in Table 4, full details are set out in Appendix E.

Table 4. Station Road ATC Survey Summary – Average Weekday Flows

Time	Station Road Weekday Average Flow		
	Eastbound	Westbound	Total
0000-0100	19	18	36
0100-0200	8	7	15
0200-0300	7	8	15
0300-0400	10	5	15
0400-0500	12	9	20
0500-0600	39	20	59
0600-0700	151	65	216
0700-0800	213	136	349
0800-0900	171	187	357
0900-1000	197	130	327
1000-1100	219	135	354
1100-1200	217	152	369
1200-1300	218	191	408
1300-1400	220	174	394
1400-1500	221	183	403
1500-1600	236	205	441
1600-1700	217	232	449
1700-1800	220	217	438
1800-1900	226	183	409
1900-2000	167	141	308
2000-2100	120	105	225
2100-2200	80	87	167
2200-2300	59	64	123
2300-2400	39	42	81
Total	3283	2694	5978

Source: DCA Monisyst

3.38 The results in Table 4 demonstrate that Station Road carries an average total of 5,978 total two-way vehicle movements on a typical weekday, comprising of 3,283 eastbound vehicle trips and 2,694 westbound vehicle trips.

3.39 Station Road is subject to a speed limit of 20 mph. The ATC machine installed on Station Road was also calibrated to record vehicle speeds. The ATC unit was attached to two rubber pneumatic tube axle sensors, the tube sensors were placed laterally across the road at an exact spacing of 1000 mm so as to accurately record vehicle speed.

3.40 The average daily 85th percentile design speed of traffic on Station Road outside the site's vehicle access is presented in Table 5; full ATC speed output data is presented in Appendix E.

Table 5. Station Road 85th Percentile Daily Vehicle Speed

Time	Average 85%ile Speed	
	Eastbound	Westbound
Daily average	24	24

Source: DCA Monisyst

3.41 The results in Table 5 demonstrate that Station Road has a recorded design speed of 24 mph for eastbound and westbound travelling traffic.

3.42 The following chapter sets out an assessment of the proposed site access, parking, and servicing arrangements in relation to the planned development.

4.0 SITE ACCESS, PARKING PROVISION, & SERVICING

Site Access

4.1 Under the proposals the use of existing dropped kerb vehicle accesses to the front of the site off Station Road will be retained albeit rationalised and repositioned to serve the proposed development. Vehicles using the car park will enter and exit the site from the eastern access which will be repositioned. Delivery / servicing vehicles will access the site from the western access which will be rationalised and egress the site from the eastern access.

4.2 The current layout of the accesses and parking spaces at the site means that reverse manoeuvres are required either to or from Station Road to access around five end-on frontage car parking spaces. The removal of these spaces and the subsequent removal of the need for reverse manoeuvres to/from Station Road is a significant highway safety gain under the proposals.

4.3 The existing eastern most vehicle access will serve the car park. It is sufficiently wide enough for two-cars to comfortably pass each other. The existing western most access will be used for servicing vehicles such as deliveries and waste collections, as well as any ad-hoc pick-ups/drop-offs from ambulances or taxis etc. The western most access will be for ingress only, vehicles would carry around the servicing loop and exit the site from the eastern most access.

4.4 A signage strategy will be designed and implemented to clearly illustrate this arrangement. Details of site access are expected to be adequately secured by the Council as a condition of any future planning permission as was the case in the recently permitted planning application (19/2822/FUL) as extracted below:

> *"U0156103 Access*
>
> *Prior to the commencement of the development hereby permitted, details of the site access points from Station Road for visitors and access vehicles, including one way internal access road, no entry signs, markings and signage serving the proposed development have been submitted to and approved in writing by the Local Planning Authority. The development shall*

be carried out in accordance with the approved details prior to first occupation and retained as such thereafter.
Reason: To ensure safe access to and from the site to prevent an adverse impact on highway safety"

4.5 The proposed site access arrangements in the current scheme, in terms of design, function, and geometry, are the same as those granted planning permission in the recent care home application under planning application reference 19/2822/FUL.

4.6 The proposed site access arrangements are therefore considered to be safe and satisfactory and will not result in conditions prejudicial to highway safety. Notwithstanding, a complete and updated assessment of the proposed site access arrangements including visibility sightlines forms part of this revised Transport Assessment.

4.7 Richmond Council's 'Front and Side Garden Parking' SPD, which is provided as an appendix of the Transport SPD (June 2020), sets out guidance on visibility sightlines for vehicle accesses which are relevant to this study. The relevant section is extracted as follows for ease of reference:

"Visibility and Sightlines:
5.6. Visibility splays must be provided at the back of footway so that drivers can see pedestrians, particularly small children approaching on the footway. As a minimum, pedestrian sightlines of 2.1m x 2.4m, will be required and these must be achieved within the boundary of the property so that residents can control the height of vegetation growing within these areas. Boundary treatment and landscaping within pedestrian and vehicle sightline envelopes, should not exceed 0.6m in height, although a 0.6m wall with railings above may be acceptable. This will ensure that pedestrian and vehicular sightlines are unimpeded, so enabling safe entry and exit from a property"

4.8 The required visibility sightlines, measured 2.1 metres back along the edge of the proposed vehicle egress (eastern access), and 2.4 metres out, are achievable on highway land and/or land within the applicant's ownership as shown in Figure 8. Any landscaping or boundary treatment within the pedestrian to vehicle visibility

envelope will be kept below a height of 0.6 metres as stipulated in the Council's SPD.

4.9 An assessment of vehicle to vehicle visibility sightlines from the proposed exit to the car park has also been carried out. The Department for Transport's (DfT) Manual for Streets (MfS) sets out guidance on Stopping Sight Distance (SSD) measurement. The required SSDs for new or improved vehicle accesses is set out in Table 7.1 of MfS, as extracted below:

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59
		Additional features will be needed to achieve low speeds										

4.10 The recorded speed of traffic on Station Road outside the site as evidenced in Chapter 3 and Appendix E of this report demonstrates that the 85th %ile speed of traffic on Station Road is slightly higher than the 20 mph speed limit, 24 mph eastbound and westbound. The required SSD from the site access in accordance with MfS is 33 metres from a 2.4 metre setback distance from the edge of the carriageway.

4.11 Figure 9 of this report illustrates the required SSD measurements from the position of the exit to the site (eastern access) on Station Road on an OS map base. As is shown the SSDs can be achieved on highway land or land within the applicant's ownership.

Parking Provision

4.12 The proposals comprise of the redevelopment of the site to provide an 83-unit care facility for the elderly comprising of 75 care bedrooms and eight care suites.

A total of 21 off-street car parking spaces will be provided inclusive of one designated Blue Badge parking bay, one enlarged parking bay, and a minibus bay. The vehicle parking space to care unit ratio in the current scheme is therefore 0.25.

4.13 In addition, 22 cycle storage spaces comprising of 16 long-stay spaces and six short-stay spaces will be provided within the site.

4.14 The applicant will provide a 10/12 seater minibus on-site, which will be used for scheduled outings such as visits to local attractions, seasonal communal functions/activities, hospital and dental appointments, and as staff transportation. Details of the minibus provision are expected to be adequately secured by the Council as a condition of any future planning permission as was the case in the recently permitted planning application (19/2822/FUL) as extracted below:

> *"U0156105 Minibus Provision*
> *Prior to the first occupation of the development, a minibus service for use by future occupants/visitors/staff to the development shall be provided and operated in accordance with an approved minibus management plan, details of which shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development. The plan shall include the following information:*
> *o details of routes*
> *o pick up and drop off points*
> *o service timetable*
> *o charges (no premium)*
> *o details of vehicle - seating capacity*
> *The minibus service shall be carried out in accordance with the approved details and retained as such thereafter.*
> *REASON: To reduce the need for car trips and to provide a convenient form of development for occupants"*

4.15 The provision of 21 off-street parking spaces is intended to accommodate staff and visitors only. The general manager at the applicant's other care homes (Leah Lodge and Rectory Court) confirmed that no residents owned a private car. Given that the proposed scheme will be of a very similar nature to the Leah Lodge and Rectory Court care homes, it can be reasonably assumed that no residents at the proposed scheme will own a car. Car ownership by residents could be

precluded by the applicant and secured via tenancy agreements should this measure be deemed necessary by the planning authority.

4.16 Each of the proposed on-site car parking spaces accord with the Council's requirements in respect of dimensions, being 2.4 metres wide and 4.8 metres in length. In addition, disabled persons parking bays measure 3.6 metres wide and 6 metres long.

4.17 Vehicle swept path diagrams of a large saloon car accessing and exiting a range of the on-site parking bays are submitted as part of this Transport Assessment as shown in Appendix F. Based on the assessment of the site layout, the parking bays are adequately accessible.

4.18 In accordance with Richmond Borough Council's adopted Local Plan (2018), car parking including Blue Badge and Electric Vehicle (EV) provision as well as cycle parking provision must comply with the London Plan (March 2021).

4.19 As previously noted, the London Plan does not prescribe specific car parking standards for C2 (residential care homes / extra care / sheltered accommodation) use classes.

4.20 In the absence of Blue Badge and EV parking standards specific to C2 care homes, standards have been applied based on Policy T6.1 Residential Parking in the new London Plan. Parking standards for Blue Badge spaces, electric vehicle parking and cycle storage applicable to the proposed development as set out in the draft new London Plan are summarised as follows:

- Car parking: individually assessed on a case-by-case basis with a Transport Assessment;
- Cycle parking, minimum: 1 long-stay space per 5 FTE staff and 1 short-stay space per 20 bedrooms;
- Electric Vehicle Parking: 20% of the total parking provision is required to include active charging facilities and passive provision must be provided for all remaining spaces;

- Disabled persons parking: 6% of the total parking provision is required to be designated as disabled persons parking bays. 4% of total parking spaces are required to be enlarged (large enough to become a disabled persons parking bay).

4.21 During the day (weekday) the number of staff on site will include 29 care workers and 17 auxiliary staff. However, it is unlikely for there to be a total of 46 staff on site at one time, as care workers typically operate 12 hour shifts (8am-8pm / 8pm-8am) and auxiliary staff typically operate eight hour shifts (8am-4pm / 9am-5pm). At weekends staffing levels are slightly less, comprising of 29 care workers and 14 auxiliary staff.

4.22 Most care staff would be based locally and would therefore walk/cycle to the site, receive lifts to work, or make use of the good public transport options available locally including three different bus routes and Hampton Rail Station. An overprovision of car parking spaces would be contrary to the principles of sustainable development as set out at the local, regional, and national level (refer to Chapter 2).

4.23 The applicant, Hampton Care Home Limited on behalf of Cinnamon Care Collection Limited, is part of an established healthcare group that has developed and operated similar registered care homes providing residential, nursing, and dementia care.

4.24 Based on the applicant's extensive knowledge of its operations at other similar facilities, the provision of 21 off-street parking spaces at a ratio of 0.25 spaces per unit would be sufficient to meet the demands of the development once it is operational.

4.25 As established during the last care home planning application, up to 20% of staff are predicted to drive to the site which, based on a worst-case scenario assessment that there are 46 members of staff on-site at any one time, would generate a demand for nine car parking spaces.

4.26 The proposed 21 parking spaces would therefore be sufficient to meet the worst-case peak period demand of staff and the remaining amount would be available for ad-hoc visitors. It should also be stressed that peak visiting hours are unlikely to be during the day when staff hours are at their peak.

4.27 To present further evidence to justify the proposed parking provision we have interrogated the TRICS database to look at the current availability of survey data for care homes in England.

4.28 A summary table below (Table 6) has been prepared for all care homes in the database, the second to last column shows the peak number of parked cars recorded at each site (both on and off-site), and the final column shows the peak demand ratio based on the number of residents i.e. the scale of the care home.

Table 6. TRICS Database Care Home Parking Information

SITES SELECTED						
TRICS Code	Site	Residents	Parking Spaces	Parking Ratio	Peak Occ.	Peak Occ. Ratio
BN-05-F-01	Nursing Home, Finchley, Barnet	40	3	0.08	8	0.20
BP-05-F-01	Nursing Home, Blackpool	31	10	0.32	4	0.13
IS-05-F-01	Nursing Home, Highbury, Islington	51	7	0.14	9	0.18
KI-05-F-01	Nursing Home, Kingston, London	89	32	0.36	26	0.29
NN-05-F-01	Nursing Home, Kettering	60	26	0.43	20	0.33
NY-05-F-05	Nursing Home, Richmond (Yorks)	37	15	0.41	13	0.35
TW-05-F-03	Nursing Home, Gateshead	52	10	0.19	9	0.17
WS-05-F-02	Nursing Home, Worthing	54	13	0.24	8	0.15
AVERAGE		53	16	0.30	13	0.24

Source: TRICS 7.10.4

4.29 The data in the table above illustrates that the peak parking occupancy to resident ratio for each of the eight TRICS sites used in this assessment is 0.24. The proposed parking provision of 0.25 parking spaces per unit therefore exceeds data for comparable care homes in the TRICS database.

4.30 Analysis of existing care homes located in LBRuT was carried out and submitted as part of the recent care home application. The care homes selected are of a similar nature to the proposed development. The type of accommodation

offered at the existing care homes are generally single care-bedrooms, where 24-hour care is offered, and residents are unable/unlikely to own a private car. In addition, the care homes selected record PTAL scores from 1 to 3, where the proposed development shows a PTAL score of 2. In turn, the demand for visitor and staff parking is likely to be similar to the proposed development.

4.31 The following table (Table 7) sets out the characteristics of each existing care home and their parking ratios, which is calculated from the number of parking spaces provided per care bedroom.

Table 7. Select Richmond Borough Care Home Planning Applications

Planning Reference	Address	PTAL	No. Rooms	Parking Spaces	Parking Ratio (beds)
06/3879/FUL	St Marys Lodge Upper Sunbury Road Hampton Middlesex TW12 2DW	2	76 care bedrooms	25	0.33
03/3481/FUL	Whitefarm Lodge, Vicarage Road, Whitton, Twickenham TW2 7BY	3	60 care bedrooms	10	0.17
04/1596/FUL	Greville House 1 Greville Road Richmond TW10 6HR	1b	59 care bedrooms	10	0.17

4.32 The parking ratios for the existing established care homes in LBRuT range from 0.17 to 0.33 spaces per care bedroom, and the average parking space to bedroom ratio of the three sites is 0.22.

4.33 The provision of 21 parking spaces for the 83-unit care facility, at a ratio of 0.25 spaces per unit, is more than the average of the three existing care homes in LBRuT. The planned provision is also notably higher than the ratios provided at Whitefarm Lodge and Greville House and demonstrates further that this level of parking has been accepted in-principle within the Borough in the past.

4.34 On balance, the proposed car parking provision at a ratio of 0.25 spaces per care unit is considered to be acceptable based on data from similar sites and is within the Council's policy expectations. The development is not likely to result in any overspill demand for parking onto the adjoining public highway.

4.35 Policy T6 part C the London Plan states that *"An absence of local on-street parking controls should not be a barrier to new development, and boroughs*

should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets."

4.36 It is understood that officers in the Council's Parking Policy team have recently consulted residents in the area on the issue of implementing a possible controlled parking zone (CPZ). A subsequent decision has been made not to progress proposals for parking controls in the Hampton area due to a lack of public support over the wider area, however pockets of support on certain roads close to Hampton Station (and therefore near the application site) have been revealed from the consultation process. A further review of parking arrangements relating to Station Road, Ashley Road, Milton Road & Oldfield Road is planned.

4.37 Should additional parking restrictions or a CPZ be implemented on the surrounding streets to address the high existing levels of parking stress, the applicant will enter into an agreement under S106 of the Town and Country Planning Act 1990 to preclude residents and employees from purchasing vehicular parking permits within any controlled parking zone implemented as a result of this review.

4.38 By way of further mitigation, a Travel Plan will be produced for submission with a future discharge of condition application should planning be granted, consistent with the plan submitted with the recent care home application which was found to be acceptable to the Council's highways officer. The Travel Plan will minimise and discourage the use of the private car, and especially single occupancy car trips, by employees and visitors from the outset of the development being brought into use, through the promotion of sustainable modes of travel. The wording of the condition requiring a Travel Plan is expected to be consistent with the recent care home application, as extracted below:

> *"U0156104 Travel Plan*
>
> *Staff and customer/visitor travel surveys shall be undertaken in accordance with a survey methodology to be submitted to and approved by the Local Planning Authority prior to it being carried out. Within 6 months of the use commencing, a new travel plan based on the results of the survey shall be submitted with clear objectives, targets, actions and timeframes to manage the transport needs of staff and customer / visitors to the development, to minimise*

car usage and to achieve a shift to alternative transport modes. This Travel Plan shall be aligned with the recommendations for the proposed development contained in the initial Travel Plan by Paul Mew Associates dated September 2019.

Following approval by the Local Planning Authority, the applicant shall then implement these actions to secure the objectives and targets within the approved plan. The travel plan (including surveys) shall be annually revised and a written review of the travel plan submitted and approved by Council by the anniversary of its first approval and yearly thereafter. At the third anniversary, the travel plan (including surveys) shall be rewritten, and resubmitted for further approval by the Council. This review and re-write cycle shall continue every three years and any approved revision shall be implemented within three months of the date of approval.

REASON: In order to comply with the objectives of national and local Planning Policies which promote sustainable development with particular regard to transport"

Cycle Parking, Blue Badge Parking, & EV Parking

4.39 The Council's minimum cycle parking standard for care homes as per the London Plan is 1 long-stay space per 5 FTE staff and 1 short-stay space per 20 bedrooms. The proposed development will employ approximately 76 FTE staff and provide 83 care bedrooms, however as previously stated it is unlikely for there to be more than 46 staff on site at one time. Notwithstanding, the development would require a minimum of 15 long-stay spaces (secure and sheltered cycle parking stands) and four short-stay spaces (secure and easily accessible to visitors).

4.40 The proposed site plan in Appendix B demonstrates that a secure, covered, and lockable cycle shelters will be provided within the site. The total cycle parking provision of 16 long-stay spaces (secure and sheltered cycle parking stands) and six short-stay spaces (secure and easily accessible to visitors) is in accordance with the minimum requirements set out in the London Plan. The design of the spaces is in accordance with the guidance provided in the London Cycling Design Standards (LCDS) Chapter 8.

4.41 Full details of the cycle parking provision are expected to be adequately secured by the Council as a condition of any future planning permission as was the case in the recently permitted planning application (19/2822/FUL) as extracted below:

> *"U0156072 Cycle Parking*
>
> *No building/dwelling/part of the development shall be occupied until cycle parking facilities have been provided in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority, such drawings to show the position, design, materials and finishes thereof.*
>
> *REASON: To accord with this Council's policy to discourage the use of the car wherever possible.*

4.42 A total of one designated disabled bay will be provided under the proposals from the outset which accords with the London Plan policy requirements and is considered to meet the operational demands of the site as reflected by the applicants experience with similar residential care homes under its ownership/management.

4.43 One further enlarged parking bay is proposed to be provided for potential future conversion to a Blue Badge bay which is in accordance with the minimum requirements set out in the London Plan. Details of the disabled parking provision are expected to be adequately secured by the Council as a condition of any future planning permission as was the case in the recently permitted planning application (19/2822/FUL) as extracted below:

> *"U0156090 Disabled Parking*
>
> *The development hereby permitted shall not be occupied until details of disabled parking spaces for people have been submitted to and approved in writing by the Local Planning Authority, such drawings to show surface treatment and method of delineation and signing of such spaces, which shall be retained as such thereafter. These spaces shall at no time be used for any other purpose.*
>
> *REASON: To ensure the provision of as satisfactory and convenient form of development for people with disabilities"*

4.44 Finally, four electric vehicle (EV) charge point parking spaces will be provided within the overall parking provision and the remainder will be provided with the underlying electrical infrastructure for ease of future provision. This is in accordance with the minimum requirements set out in the London Plan and is therefore considered to be acceptable.

4.45 Details of the EV parking spaces are expected to be adequately secured by the Council as a condition of any future planning permission as was the case in the recently permitted planning application (19/2822/FUL) as extracted below:

> *"U0156107 EVCP*
> *Unless otherwise agreed in writing by the Local Planning Authority, the development shall provide active electrical vehicle charging points (EVCPs) at no less than 20% of total parking provision and passive EVCPs at no less than 80% of total parking provision Details of the electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with these details prior to occupation of the residential units and retained in situ thereafter.*
> *Reason: To encourage the uptake of electrical vehicles and accord with the requirements of the London Plan"*

Servicing

4.46 The development will generate two regular demands for servicing, that being delivery of goods etc. and collections of waste and recycling. The operator would utilise a privately contracted refuse collection service.

4.47 The applicant has confirmed that nothing larger than a 7.5 tonne box van would ever need to visit the site on a regular basis to make deliveries to the site. The most prevalent size of goods vehicle accessing the site under the proposals would be a 7.5 tonne box van and smaller courier type transit vans. The scheme has been designed to accommodate the largest type of delivery vehicle which is a 7.5 tonne box van.

4.48 The proposed development will generate five to six deliveries a day, Monday to Saturday.

4.49 The proposed servicing arrangements in the current scheme, in terms of design and function to accommodate all servicing activity on-site and clear of the adjoining public highway, are the same as those granted planning permission in the recent care home application under planning application reference 19/2822/FUL.

4.50 The proposed servicing arrangements are therefore considered to be safe and satisfactory and will not result in conditions prejudicial to highway safety. Vehicle swept path diagrams of a 7.5 tonne box van and a refuse collection vehicle accessing and exiting the site, plus a minibus accessing and exiting the planned minibus bay, are presented in Appendix G. Based on the assessment of the site layout, the servicing loop to the front of the site is comfortably accessible for the largest vehicles requiring access to the site.

5.0 SUMMARY

5.1 In summary, the proposals comprise of the redevelopment of the site to provide an 83-unit care facility for the elderly. The existing site accesses will be maintained and a total of 21 off-street car parking spaces will be provided inclusive of one Blue Badge parking bay, one enlarged parking bay, one minibus bay, and four electric vehicle (EV) bays. In addition bicycle parking will be accommodated within the site in accordance with the Council's minimum policy requirements. A one-way servicing and pick-up/drop-off loop will be provided to the front of the site using the existing established vehicle accesses.

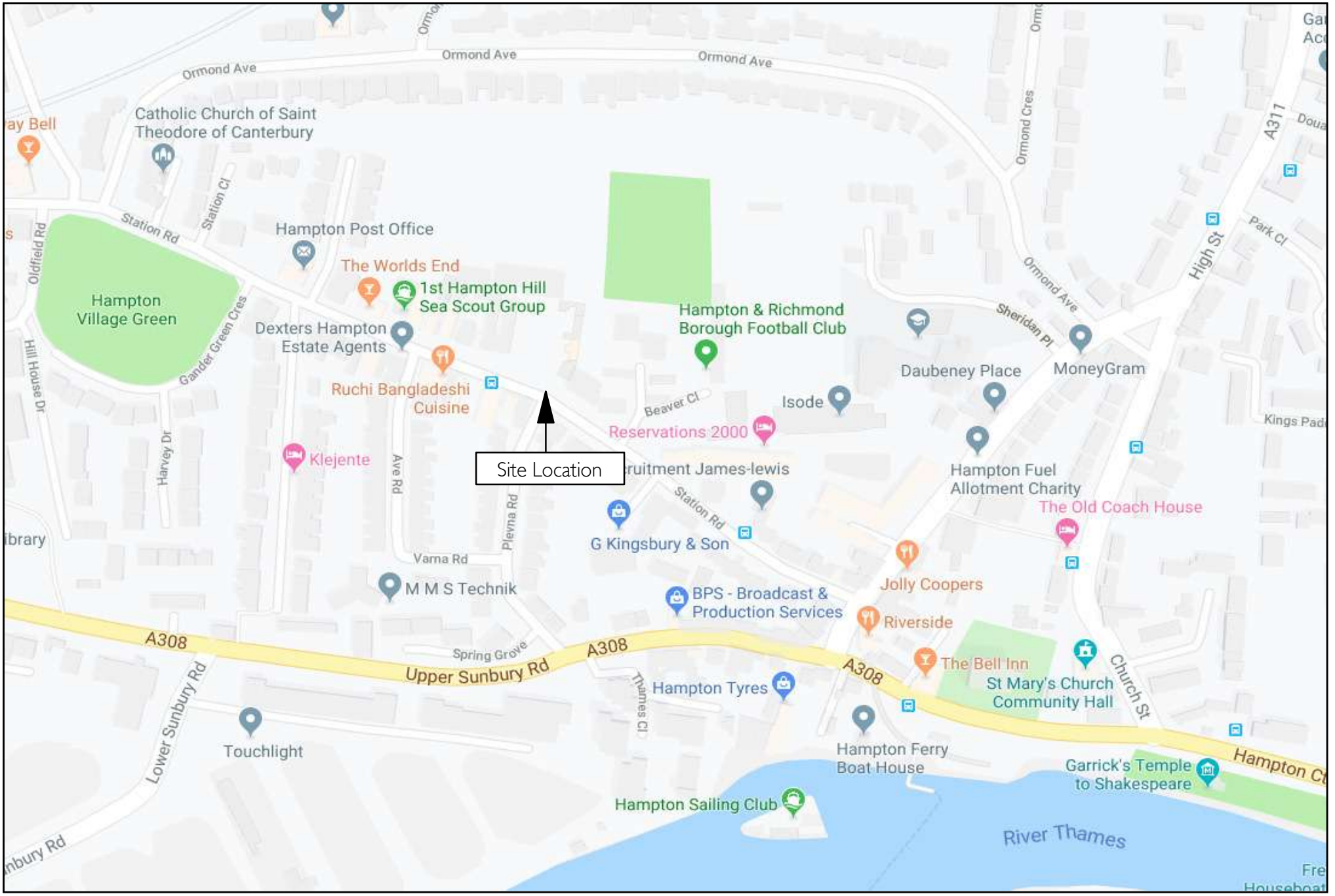
5.2 The site is in Hampton Village with good access to local amenities, bus and rail service links that meet the occupier's day-to-day needs. The closest amenities in proximity to the site are a small parade of shops immediately surrounding the site on Station Road and a 'Little Waitrose' located on Percy Road just to the west of Hampton Station.

5.3 The provision of car parking and cycle parking under the proposals is in accordance with the Council's maximum and minimum policy requirements respectively and is therefore considered to be satisfactory.

5.4 The site access and servicing arrangements under the proposals are considered to be acceptable. Deliveries, refuse and emergency service vehicles will be able to enter and exit the site in a forward gear. The proposed bin store is 15 metres from the loading/unloading area and is therefore within a very short trundle distance for collection.

5.5 All highways aspects under the proposals are considered to be satisfactory and in adherence with Council policy and local, regional, and national design standards. As set out herein, a complete and updated assessment of the proposed development has formed part of this revised Transport Assessment for submission with a full planning application following pre-application discussions.

FIGURES



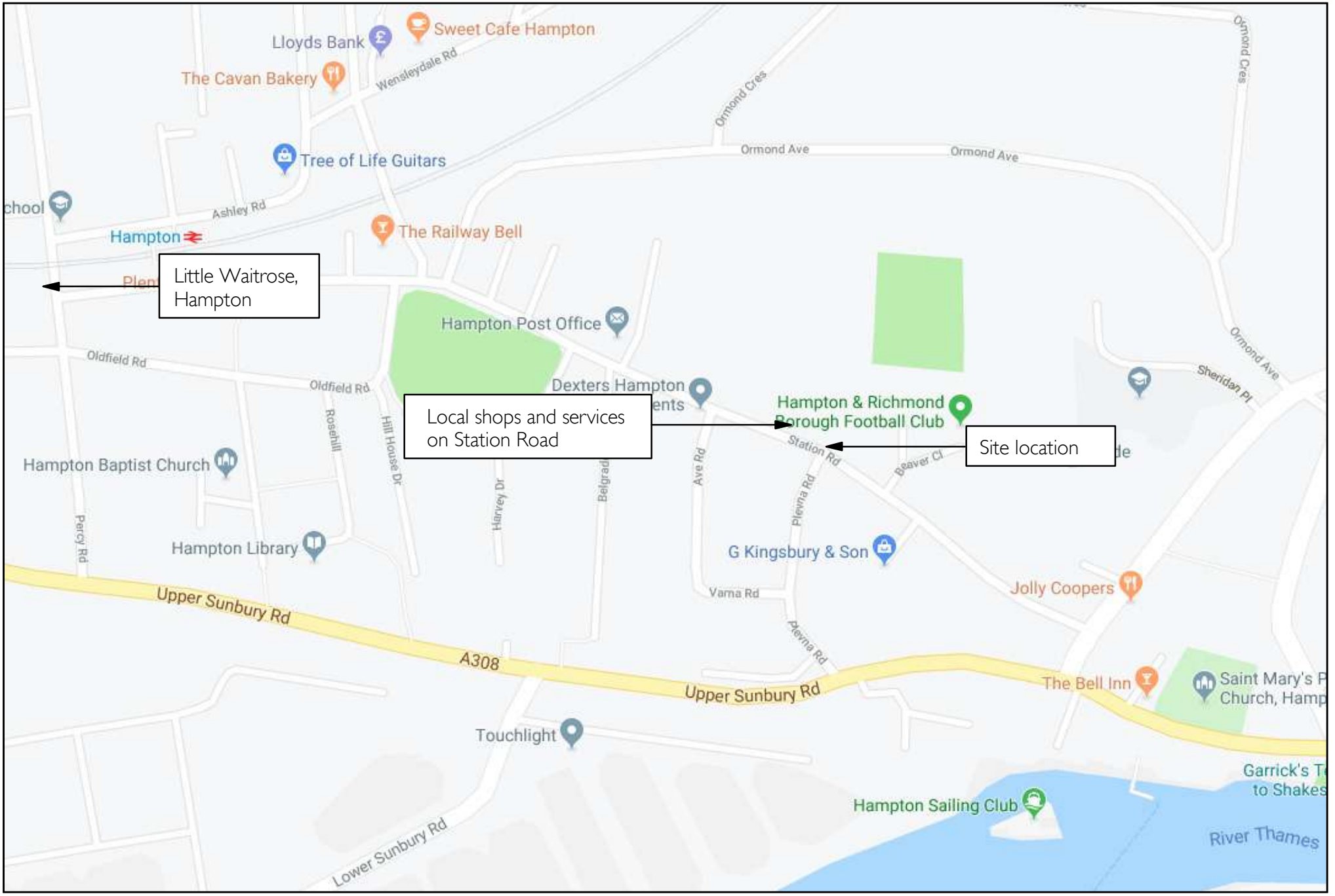
Date: 19-April-2024
Scale: NTS
Source: Google Maps
Drawing No: P2170/TA/01

N

P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 1.
Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



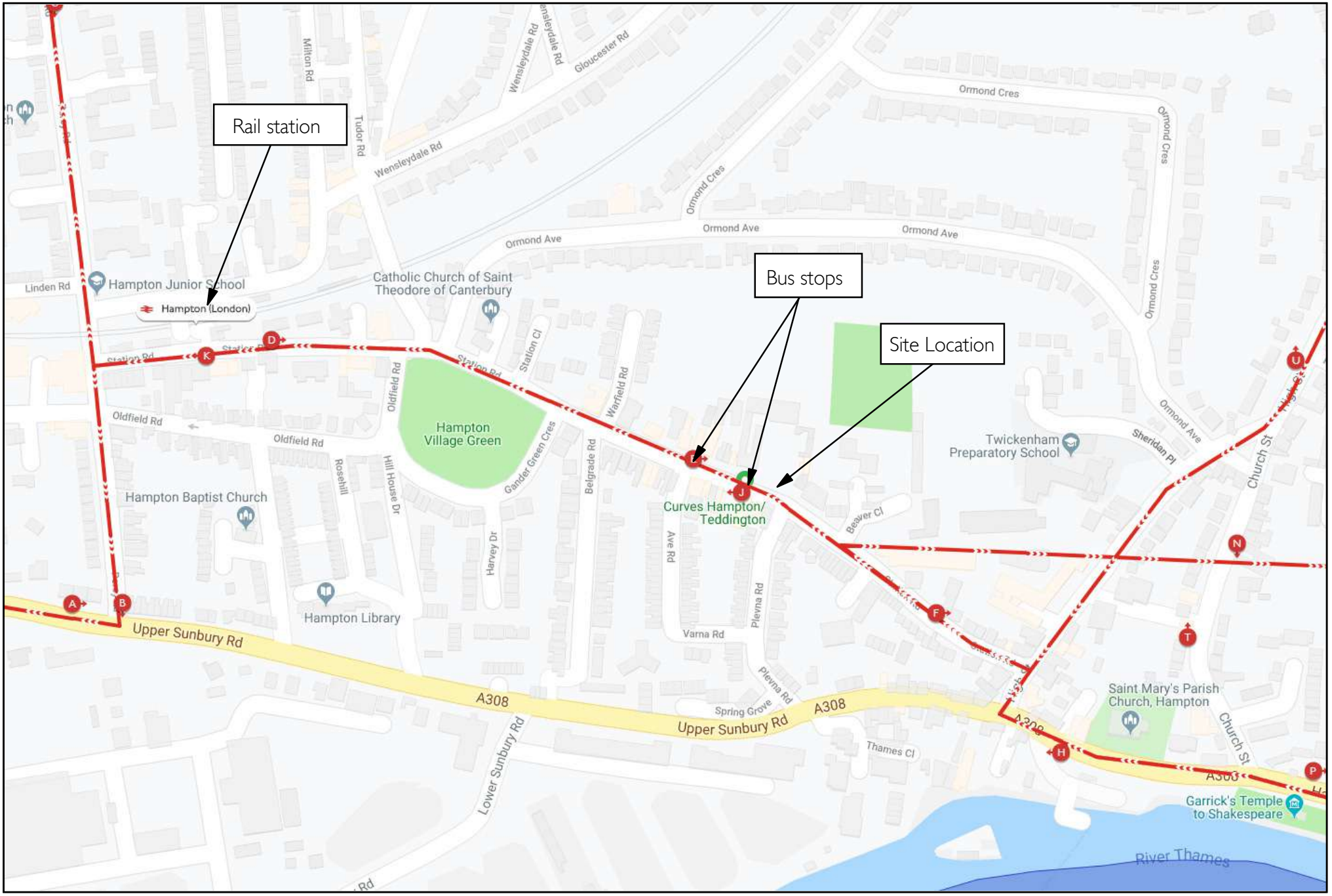
Date: 19-April-2024
Scale: NTS
Source: Google Maps
Drawing No: P2170/TA/02

N

P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 2.
Local Amenities

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: 19-April-2024
Scale: NTS
Source: Google Maps
Drawing No: P2170/TA/03

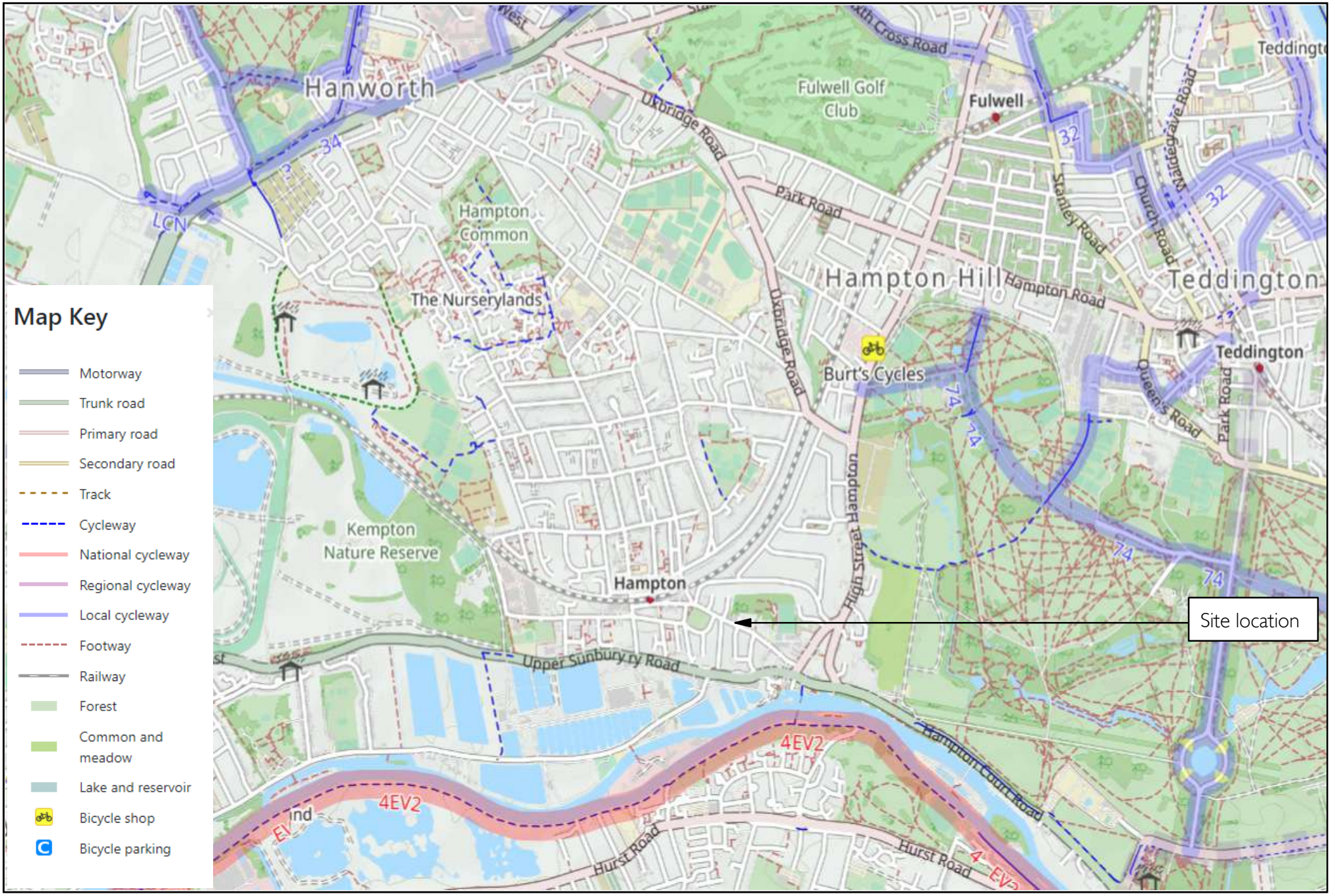
N

P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 3.

Public Transport Map

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: 19-April-2024
Scale: NTS
Source: Google Maps
Drawing No: P2170/TA/04

N

P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Figure 4.

Cycling Accessibility Plan

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

Inventory Key:

- Restricted 20 mins
- Unrestricted
- Restricted and Yellow Line
- Single/Double Yellow Line
- Dropped Kerb (DK)
- Disabled Bay
- Unsuitable for Parking

Date: May-2024
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2170/TA/5a

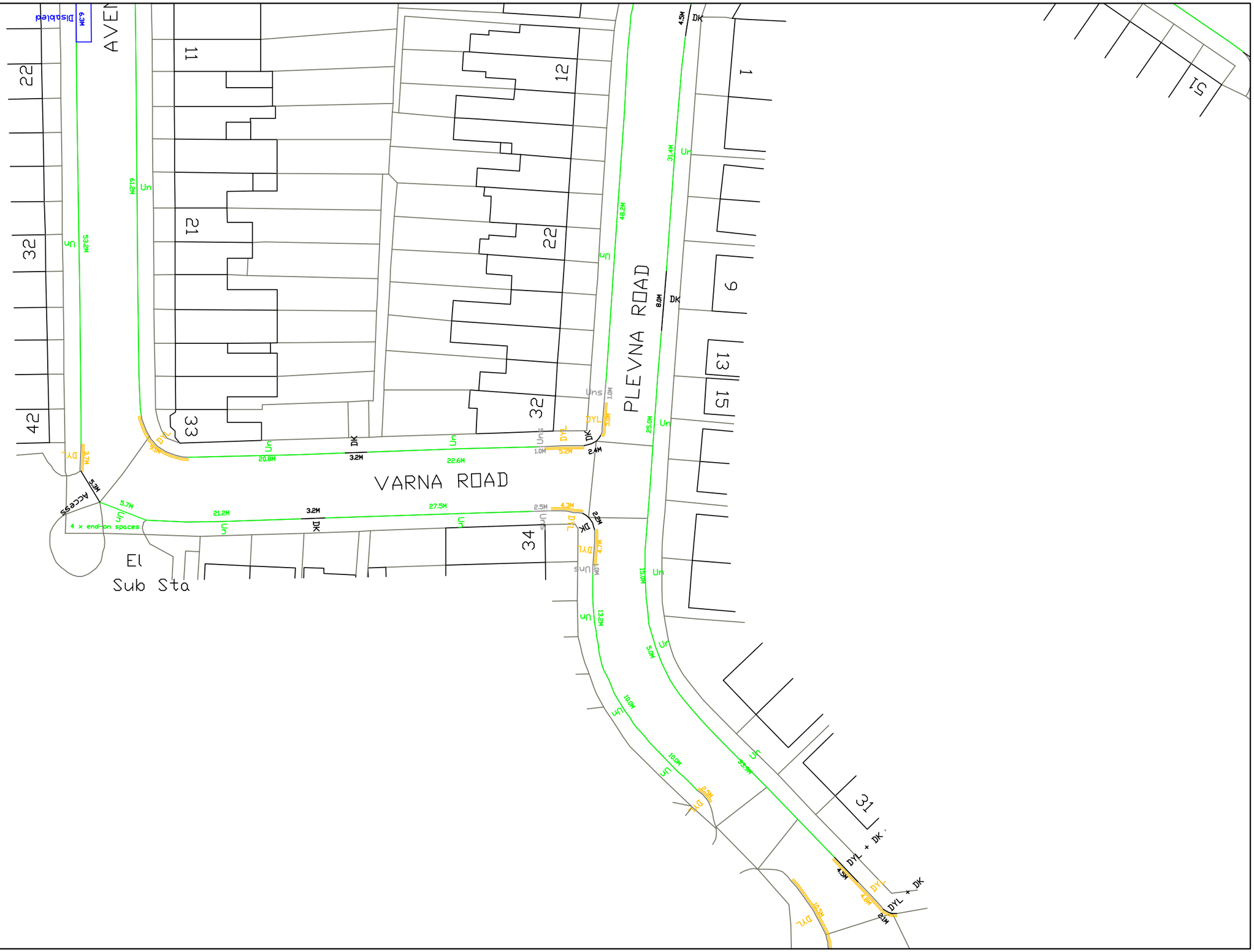
N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Figure 5a.

Parking Survey Inventory - Eastern Extent

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: May-2024
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2170/TA/5b

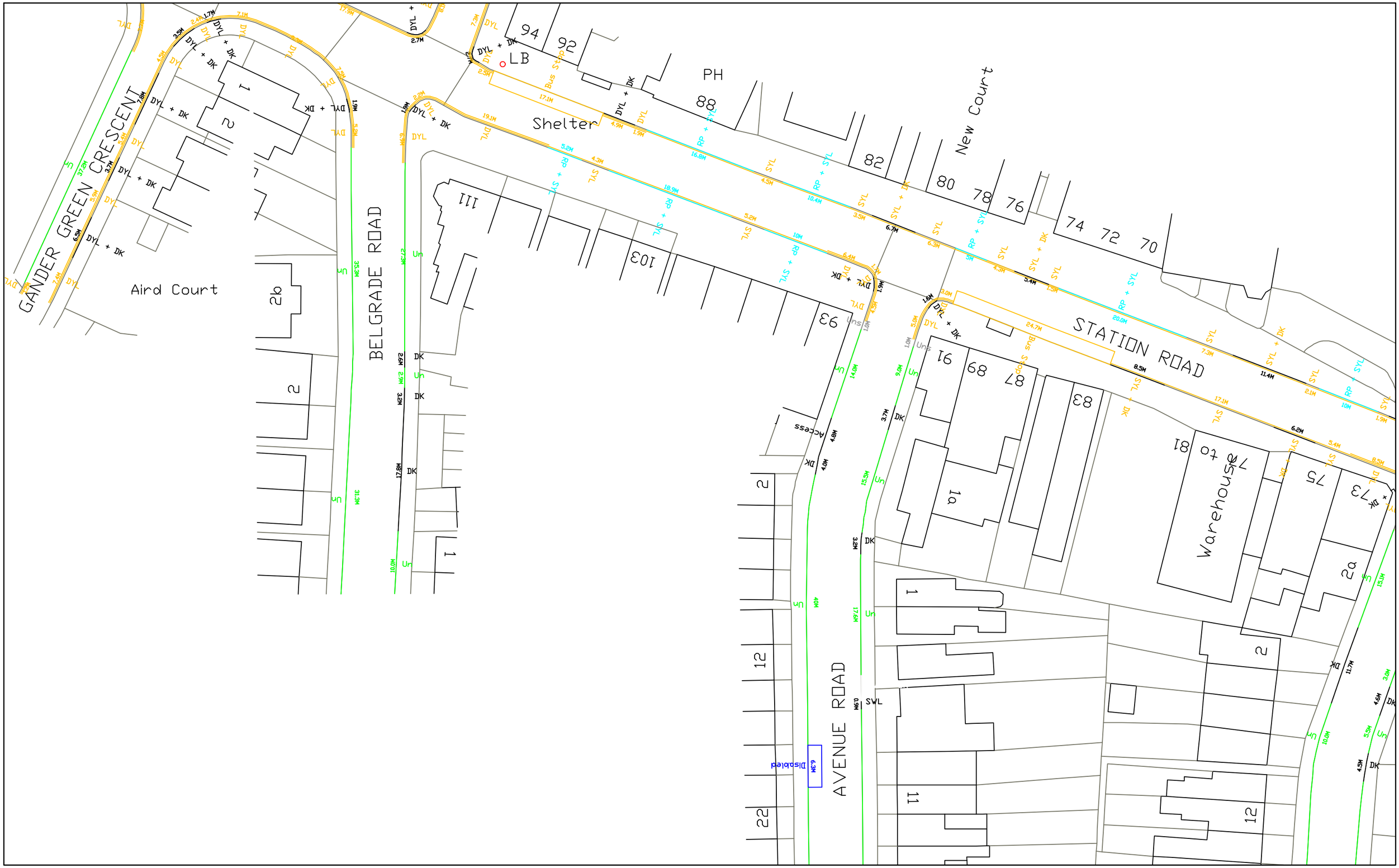
N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Figure 5b.

Parking Survey Inventory - Southern Extent

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: May-2024
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2170/TA/5c

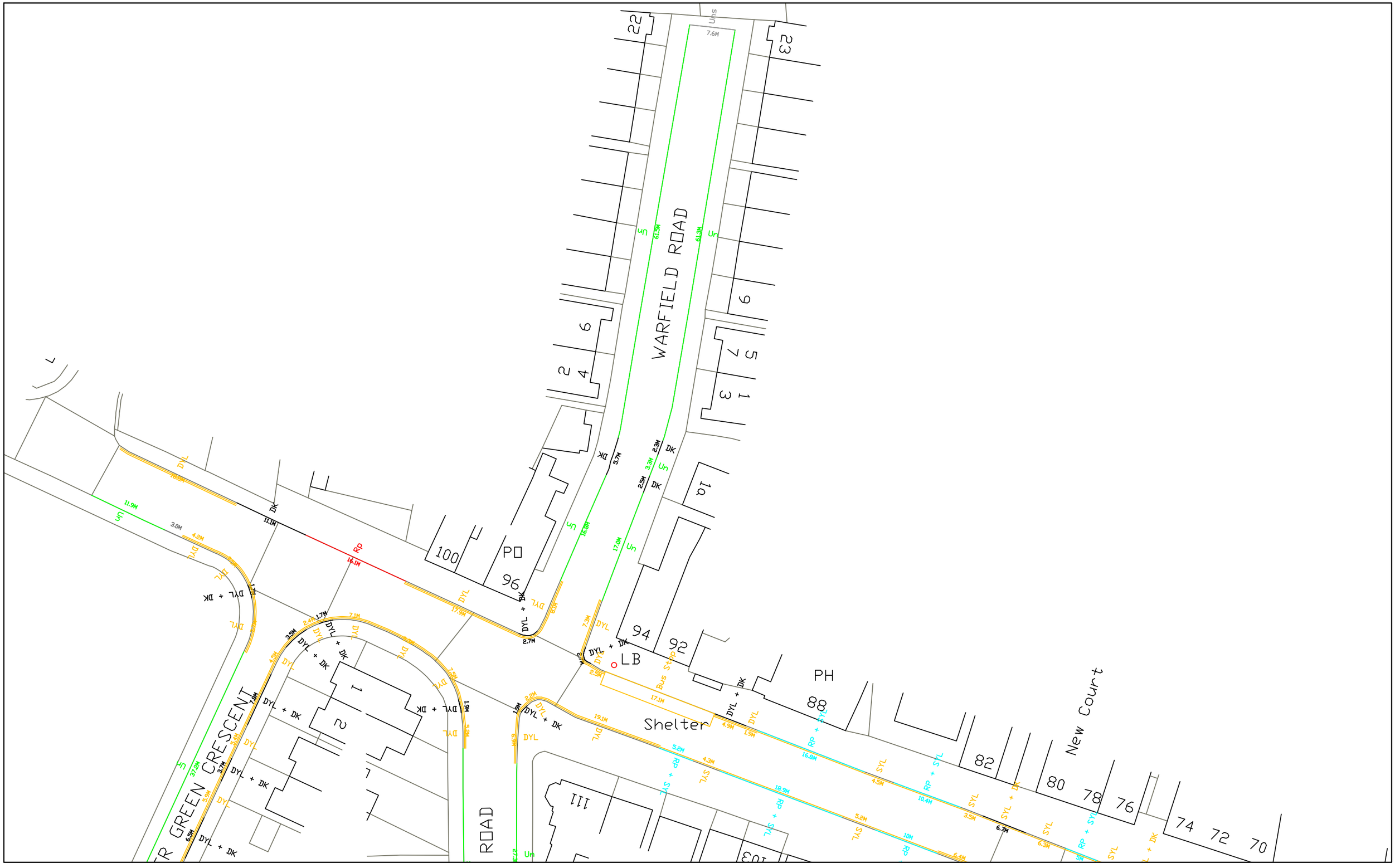
N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Figure 5c.

Parking Survey Inventory - Central Extent

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: May-2024
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P2170/TA/5d

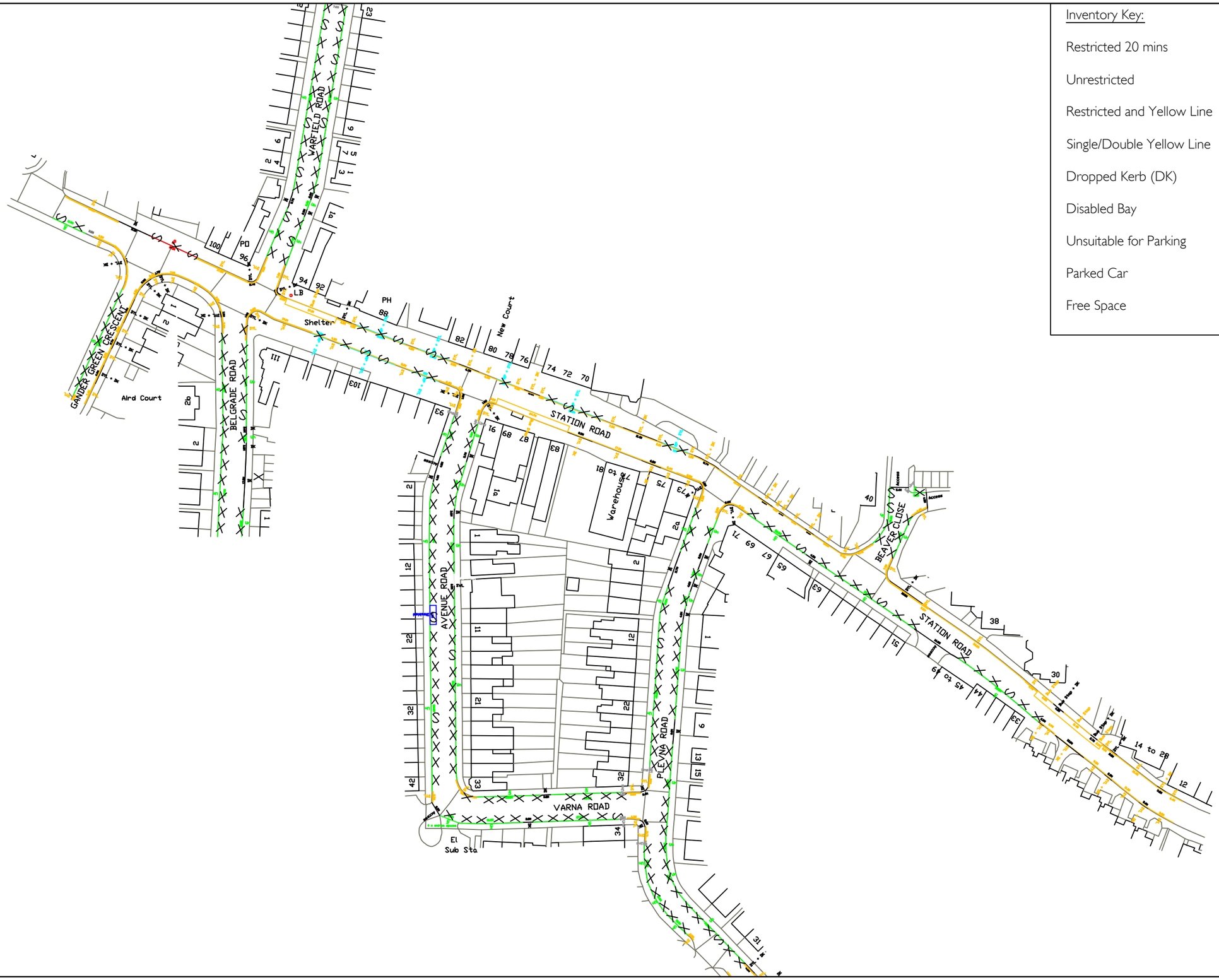
N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Figure 5d.

Parking Survey Inventory - North-Western Extent

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: May-2024
Scale: NTS@A3
Source: OS/PMA
Drawing No. P2170/TA/6a

N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

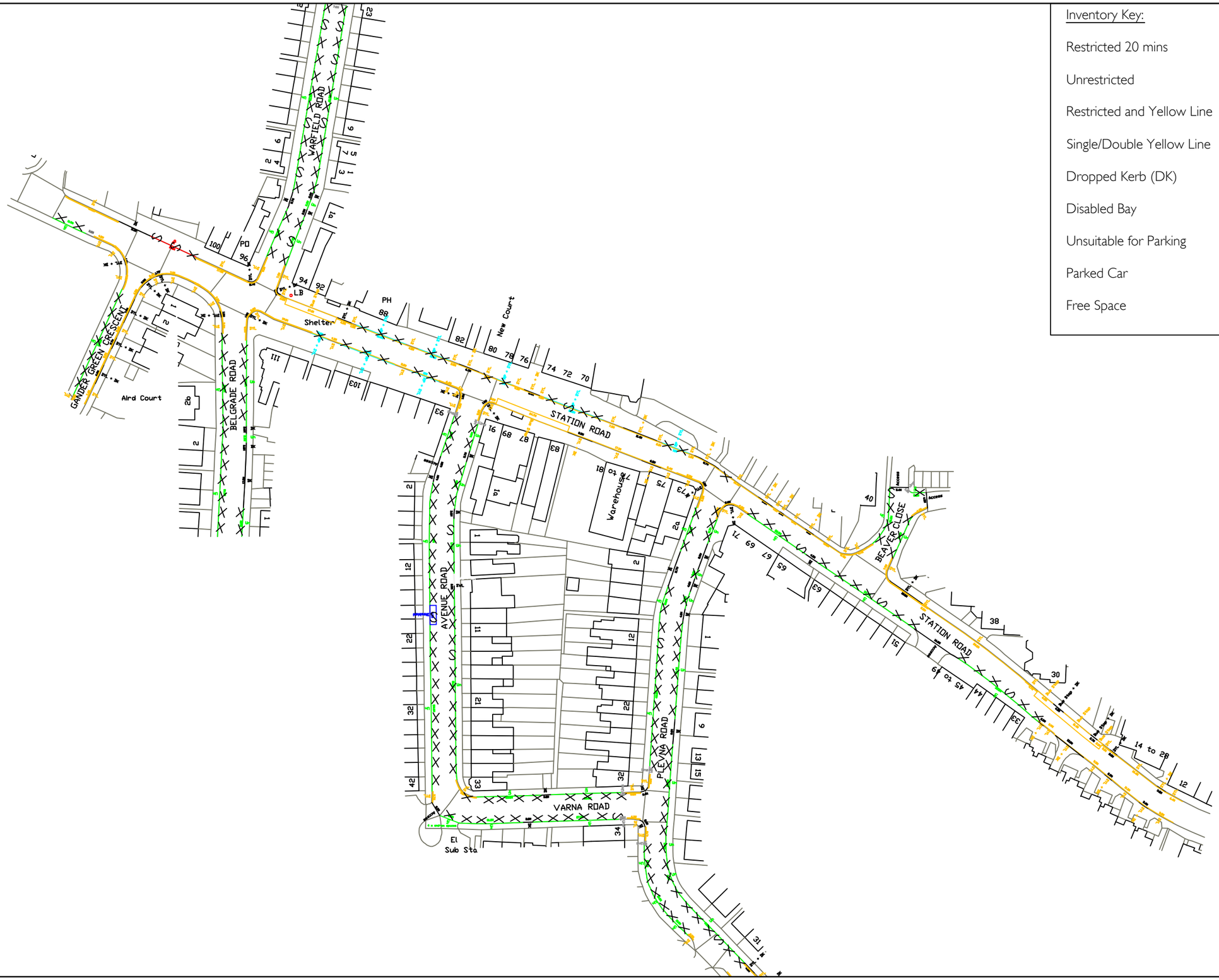
Figure 6a.

Parking Survey - Wednesday 24th April 2024 at 1200-1300

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Inventory Key:

- Restricted 20 mins
- Unrestricted
- Restricted and Yellow Line
- Single/Double Yellow Line
- Dropped Kerb (DK)
- Disabled Bay
- Unsuitable for Parking
- Parked Car
- Free Space



Date: May-2024
Scale: NTS@A3
Source: OS/PMA
Drawing No. P2170/TA/6b

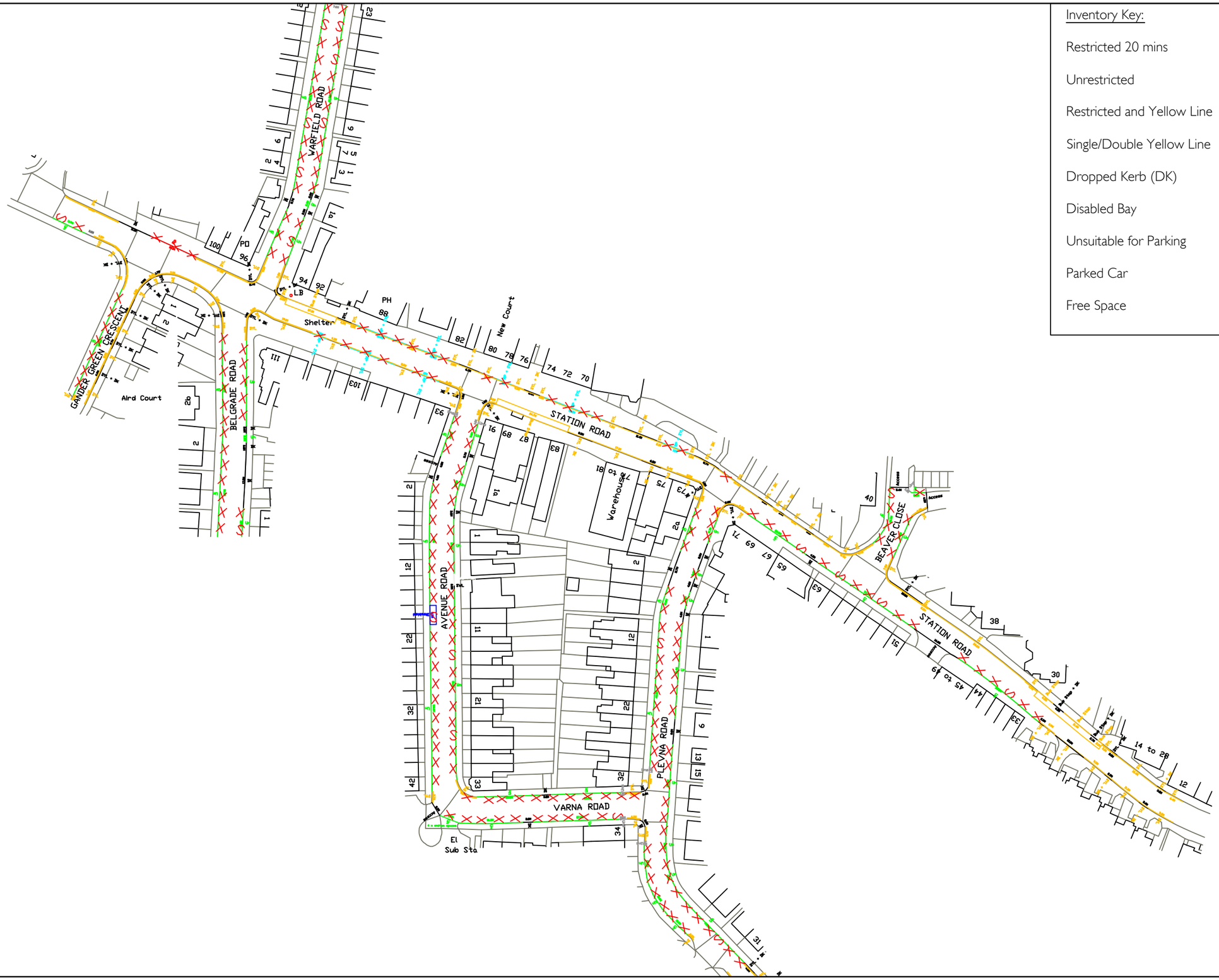
N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Figure 6b.

Parking Survey - Wednesday 24th April 2024 at 1300-1400

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: May-2024
Scale: NTS@A3
Source: OS/PMA
Drawing No. P2170/TA/6c

N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

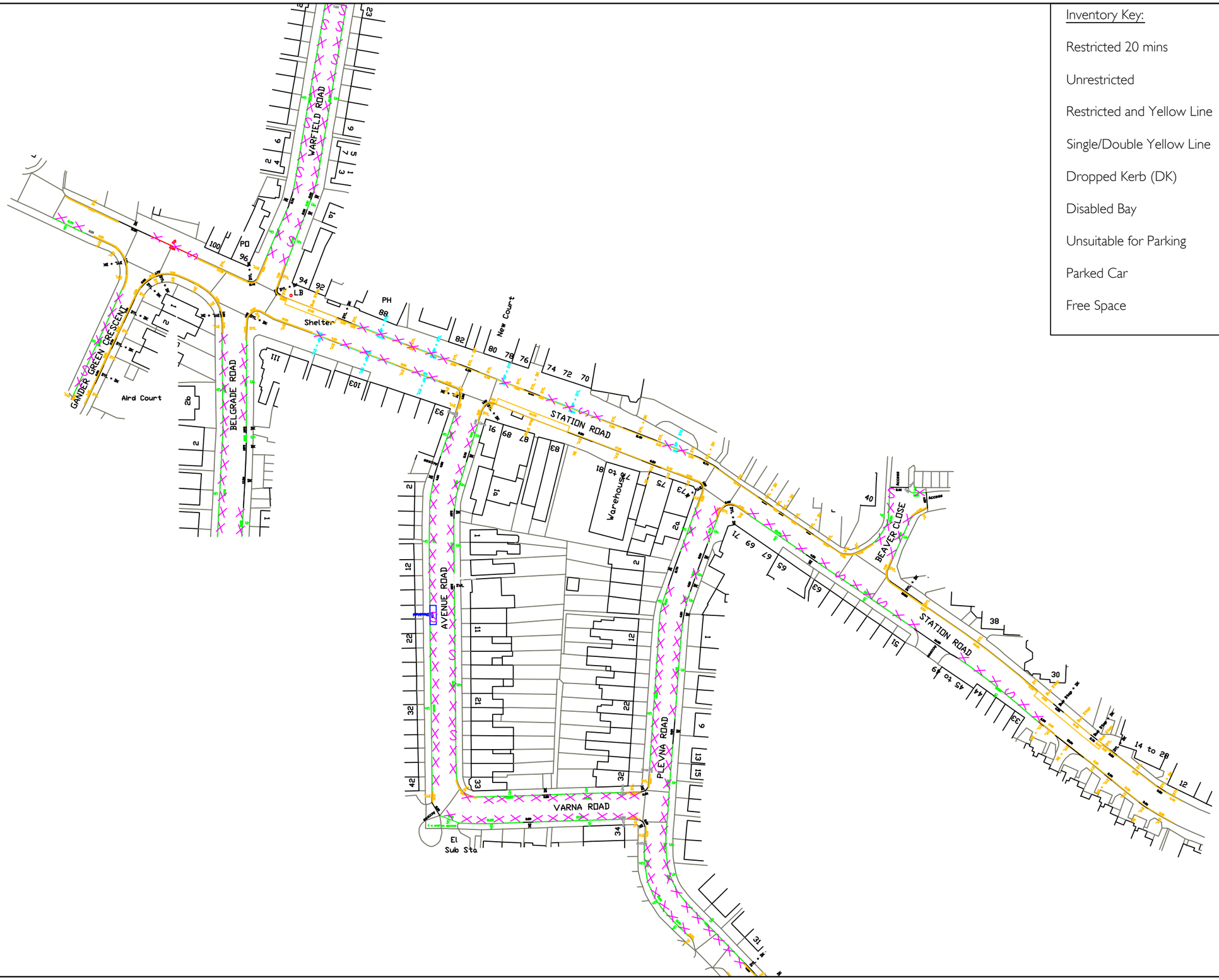
Figure 6c.

Parking Survey - Wednesday 24th April 2024 at 1400-1500

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Inventory Key:

- Restricted 20 mins
- Unrestricted
- Restricted and Yellow Line
- Single/Double Yellow Line
- Dropped Kerb (DK)
- Disabled Bay
- Unsuitable for Parking
- Parked Car
- Free Space



Date: May-2024
Scale: NTS@A3
Source: OS/PMA
Drawing No. P2170/TA/6d

N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

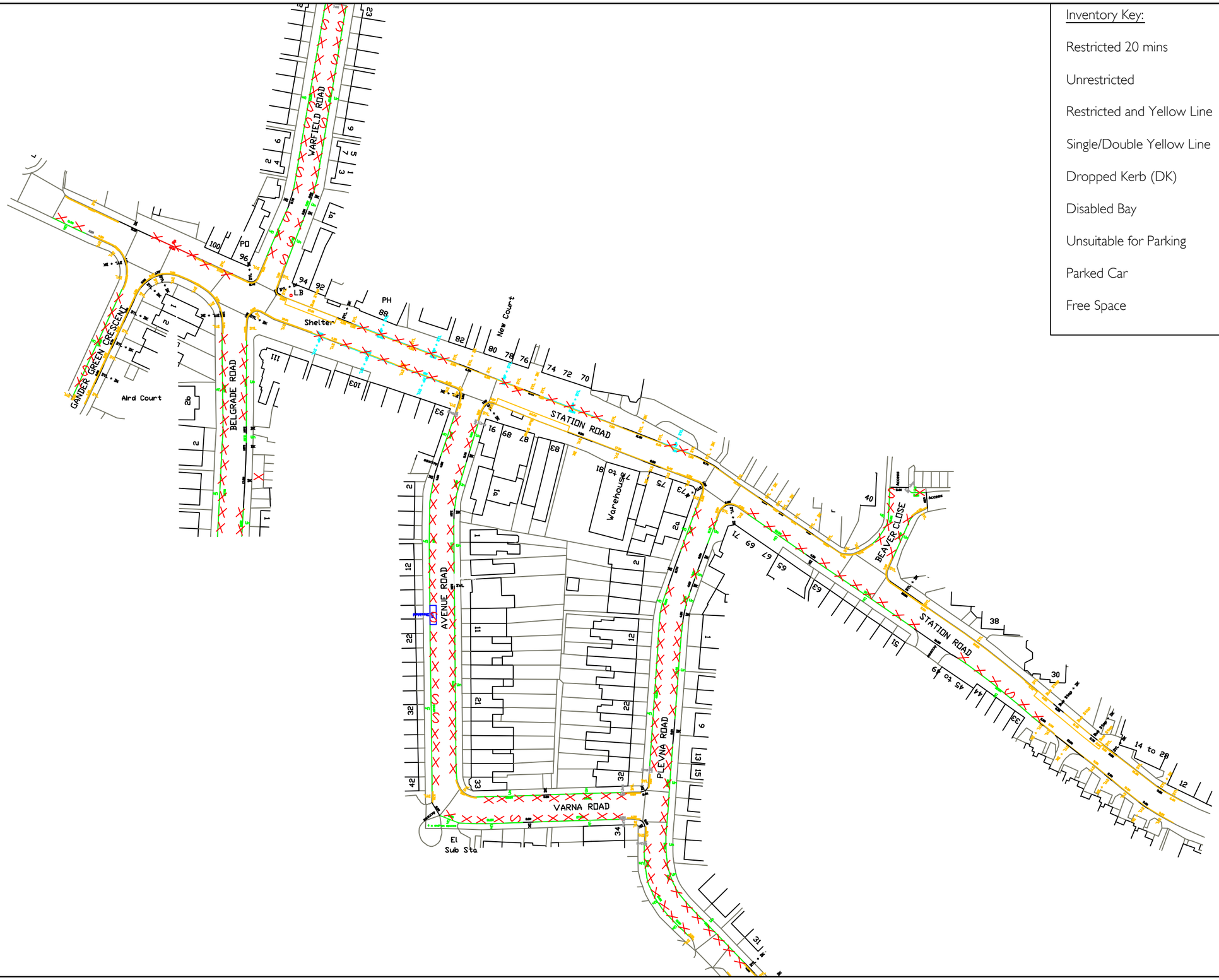
Figure 6d.

Parking Survey - Wednesday 24th April 2024 at 1500-1600

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Inventory Key:

- Restricted 20 mins
- Unrestricted
- Restricted and Yellow Line
- Single/Double Yellow Line
- Dropped Kerb (DK)
- Disabled Bay
- Unsuitable for Parking
- Parked Car
- Free Space



Date: May-2024
Scale: NTS@A3
Source: OS/PMA
Drawing No. P2170/TA/6e

N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

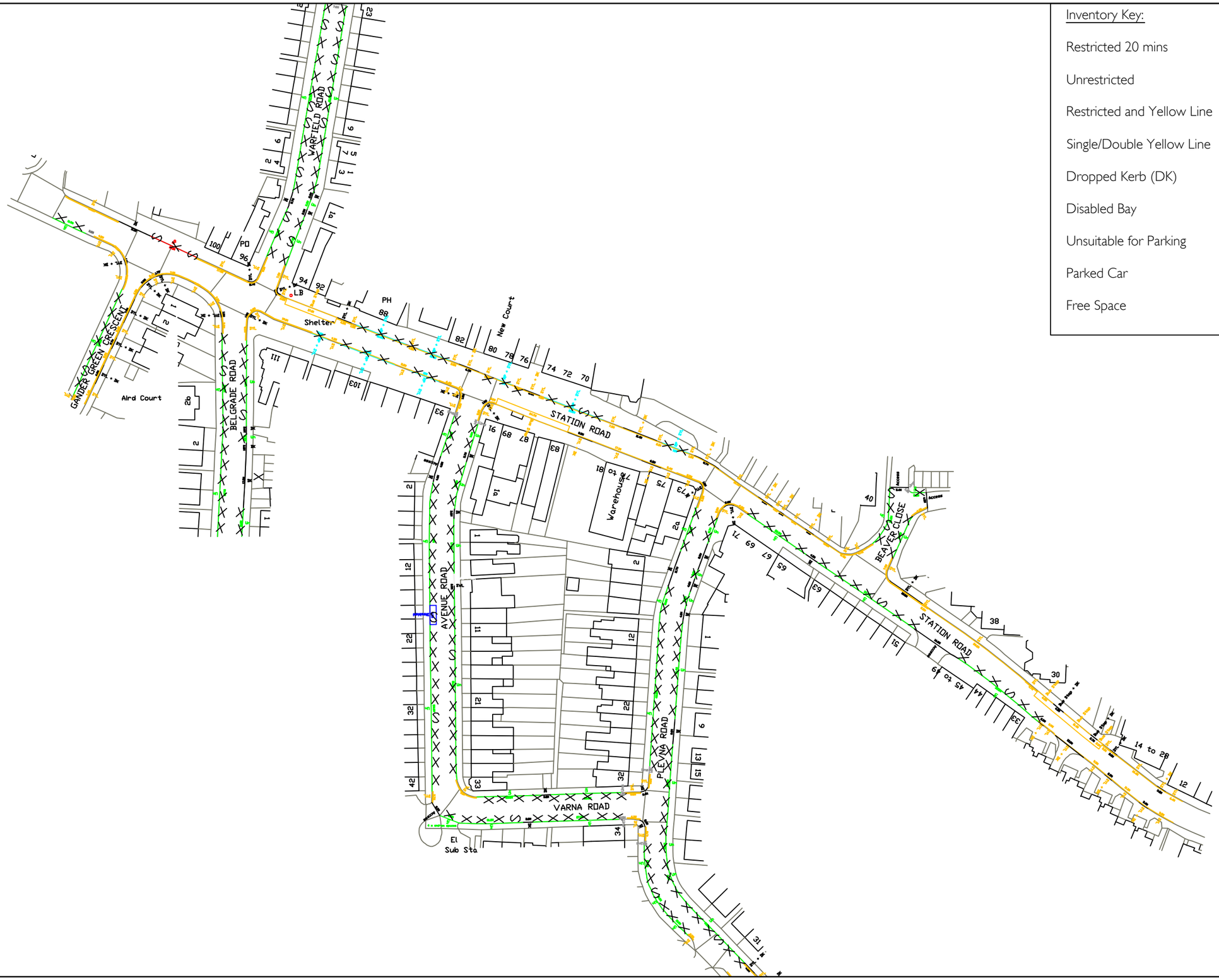
Figure 6e.

Parking Survey - Wednesday 24th April 2024 at 1600-1700

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Inventory Key:

- Restricted 20 mins
- Unrestricted
- Restricted and Yellow Line
- Single/Double Yellow Line
- Dropped Kerb (DK)
- Disabled Bay
- Unsuitable for Parking
- Parked Car
- Free Space



Date: May-2024
Scale: NTS@A3
Source: OS/PMA
Drawing No. P2170/TA/6f

N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Figure 6f.

Parking Survey - Wednesday 24th April 2024 at 1700-1800

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Inventory Key:

- Restricted 20 mins
- Unrestricted
- Restricted and Yellow Line
- Single/Double Yellow Line
- Dropped Kerb (DK)
- Disabled Bay
- Unsuitable for Parking
- Parked Car
- Free Space

Date: May-2024
Scale: NTS@A3
Source: OS/PMA
Drawing No. P2170/TA/6g

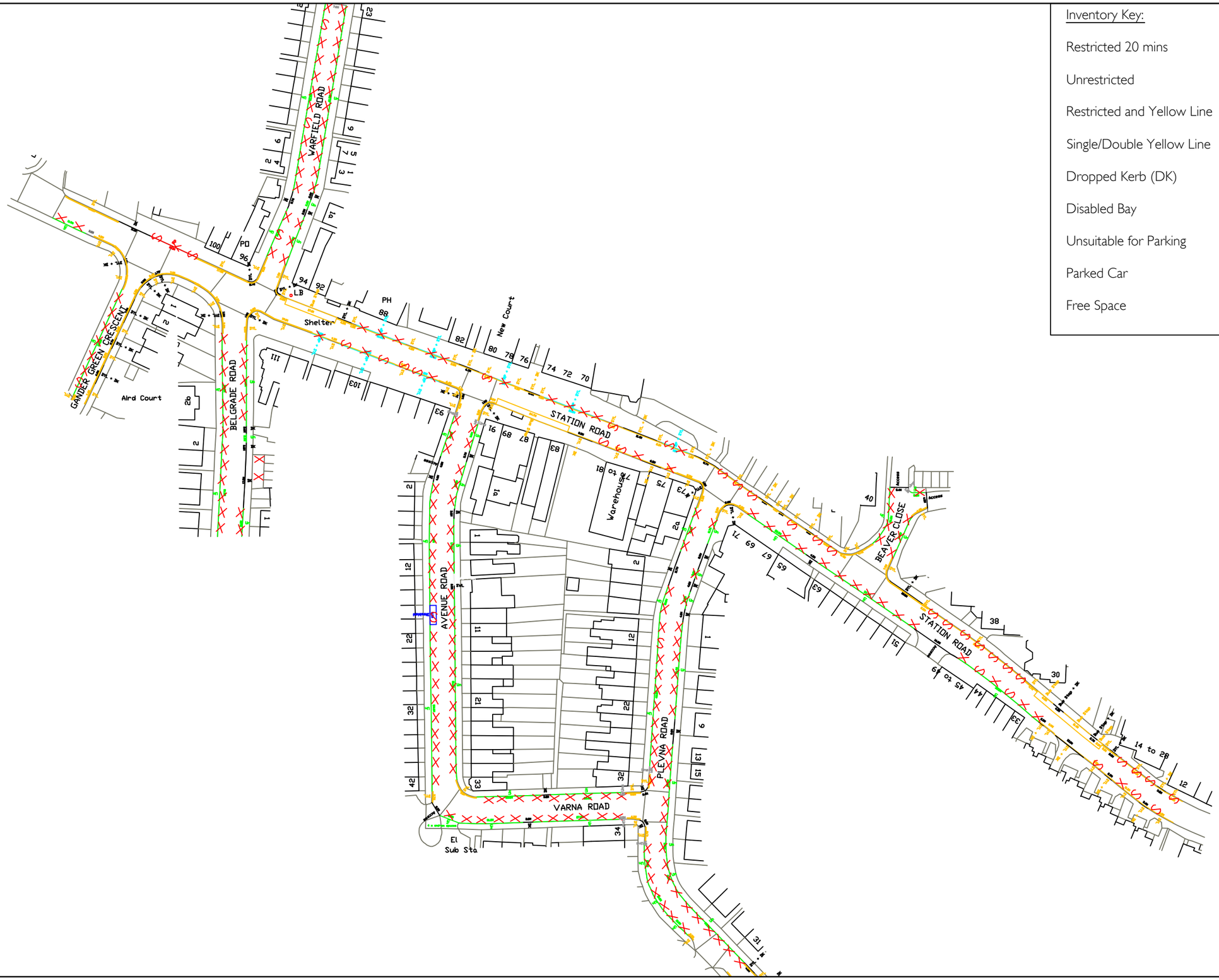
N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Figure 6g.

Parking Survey - Wednesday 24th April 2024 at 1800-1900

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: May-2024
Scale: NTS@A3
Source: OS/PMA
Drawing No. P2170/TA/6h

N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

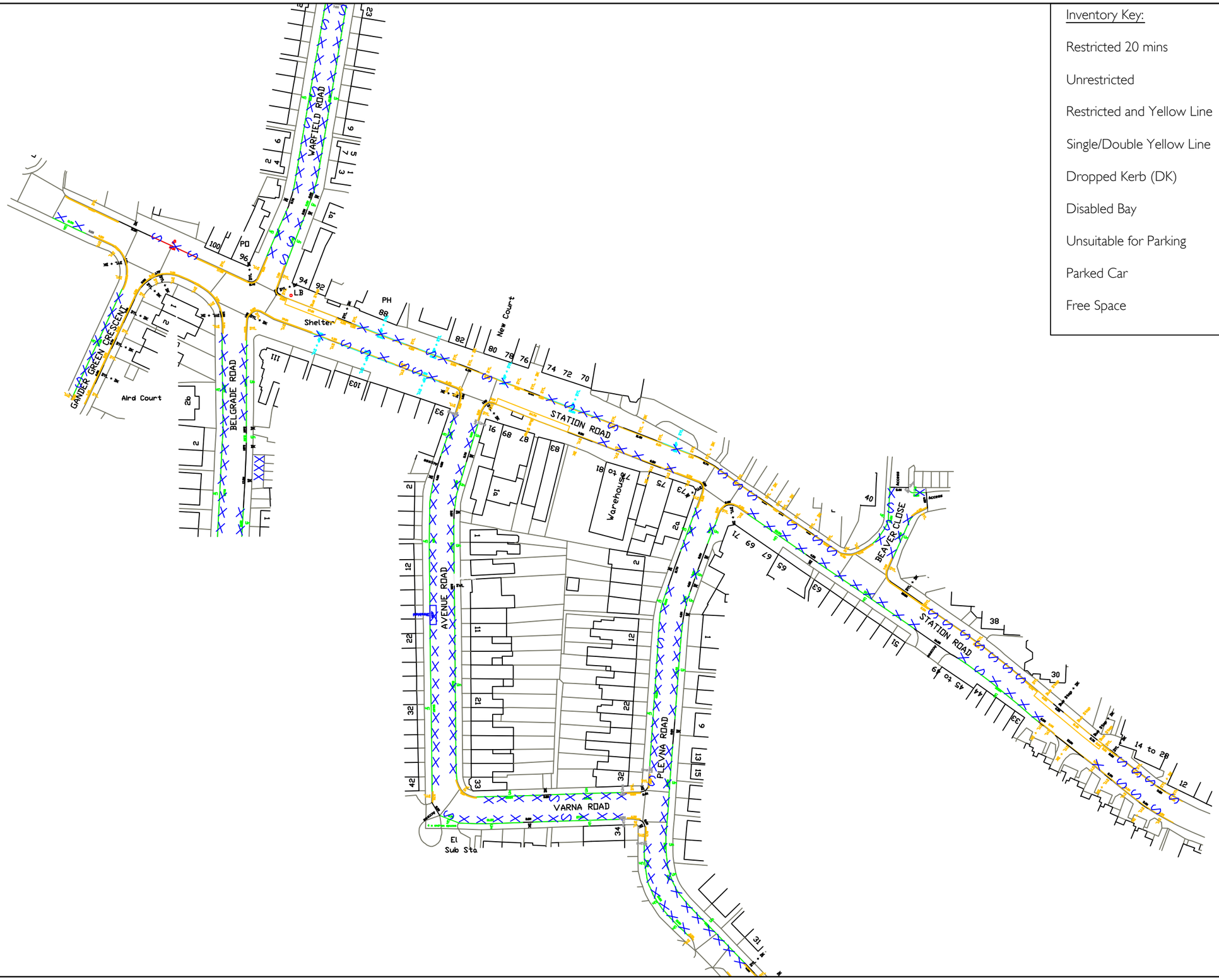
Figure 6h.

Parking Survey - Wednesday 24th April 2024 at 1900-2000

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Inventory Key:

- Restricted 20 mins
- Unrestricted
- Restricted and Yellow Line
- Single/Double Yellow Line
- Dropped Kerb (DK)
- Disabled Bay
- Unsuitable for Parking
- Parked Car
- Free Space



Date: May-2024
Scale: NTS@A3
Source: OS/PMA
Drawing No. P2170/TA/7a

N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

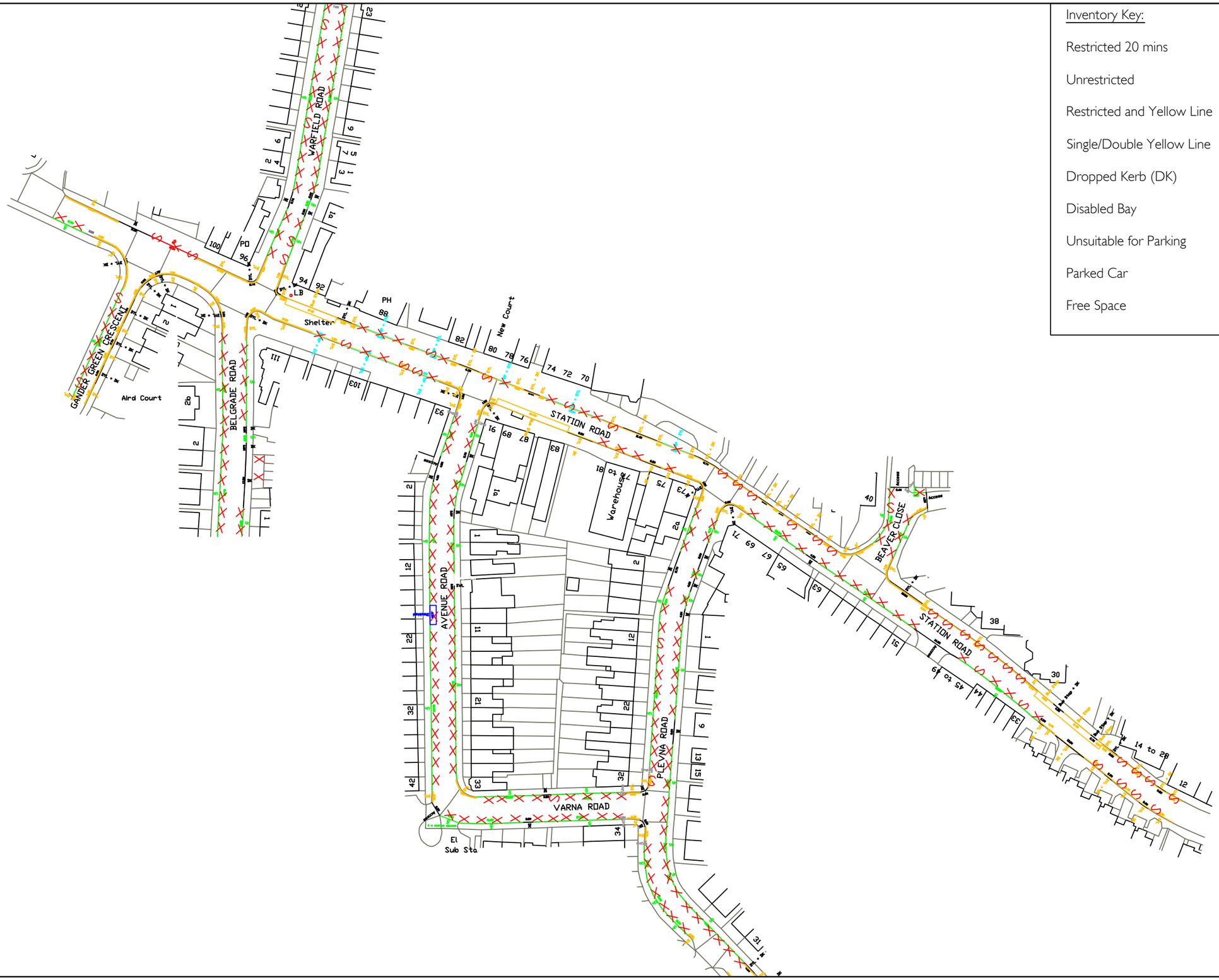
Figure 7a.

Parking Survey - Overnight Survey 1 Sunday 21st April 2024 at 0415

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Inventory Key:

- Restricted 20 mins
- Unrestricted
- Restricted and Yellow Line
- Single/Double Yellow Line
- Dropped Kerb (DK)
- Disabled Bay
- Unsuitable for Parking
- Parked Car
- Free Space



Date: May-2024
Scale: NTS@A3
Source: OS/PMA
Drawing No. P2170/TA/7b

N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

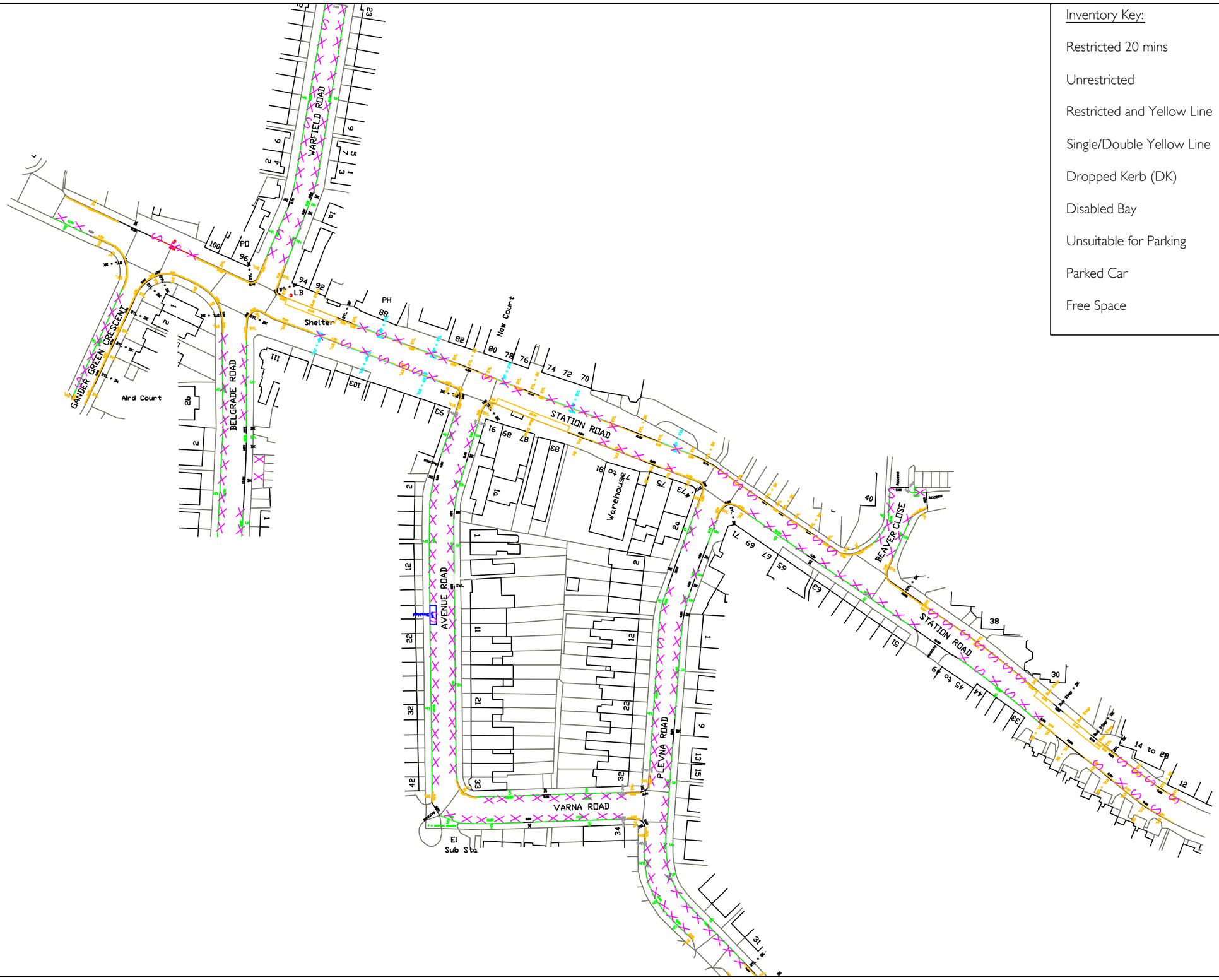
Figure 7b.

Parking Survey - Overnight Survey 2 Monday 22nd April 2024 at 0230

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Inventory Key:

- Restricted 20 mins
- Unrestricted
- Restricted and Yellow Line
- Single/Double Yellow Line
- Dropped Kerb (DK)
- Disabled Bay
- Unsuitable for Parking
- Parked Car
- Free Space



Date: May-2024
Scale: NTS@A3
Source: OS/PMA
Drawing No. P2170/TA/7c

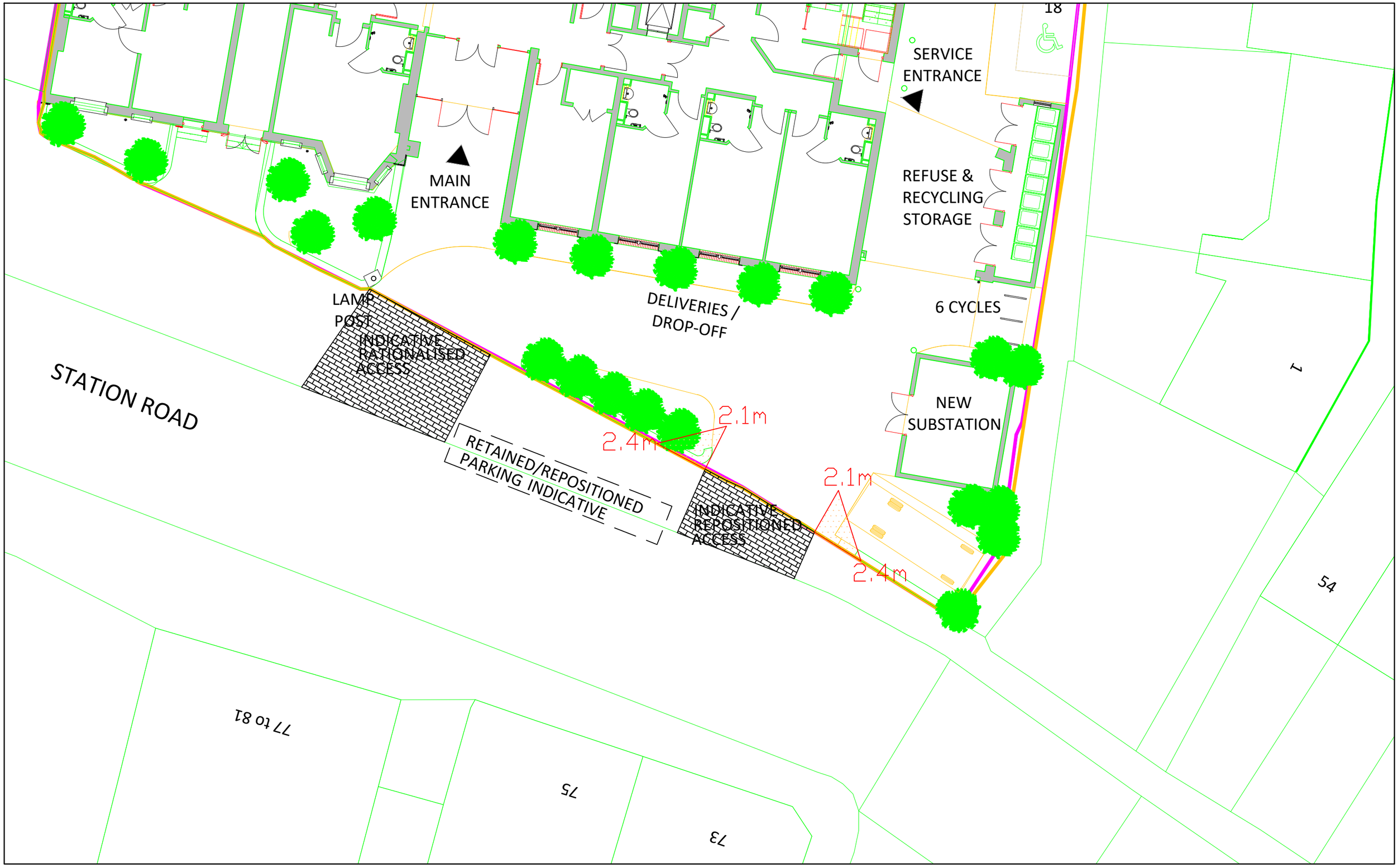
N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Figure 7c.

Parking Survey - Overnight Survey 3 Tuesday 23rd April 2024 at 0430

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



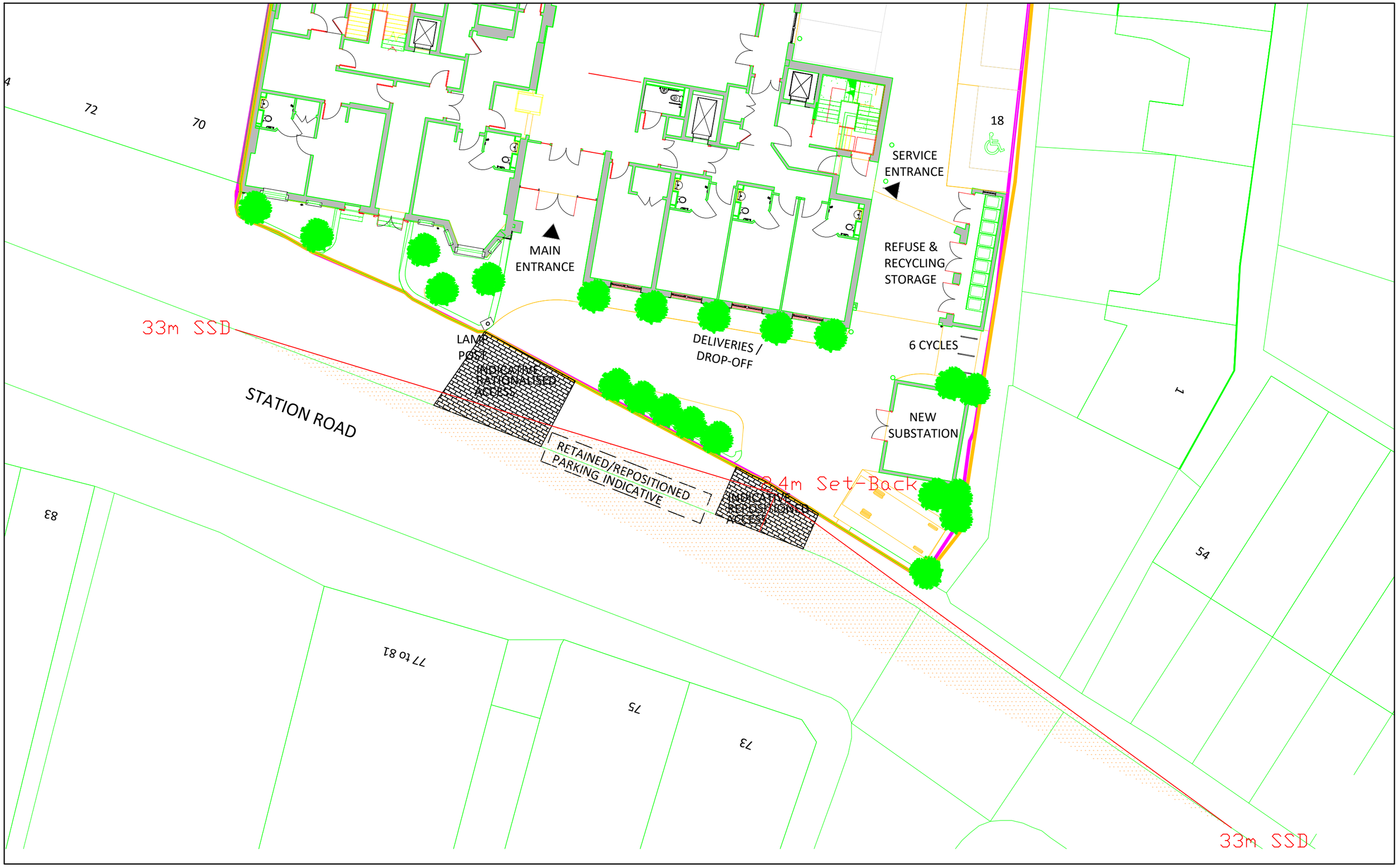
Date: 17-July-2024
Scale: 1:150@A3
Source: OS/CA/PMA
Drawing No. P2170/TA/8

N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Figure 8.
Pedestrian to Vehicle Visibility Sightlines at Eastern Site Access

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 17-July-2024
Scale: 1:200@A3
Source: OS/CA/PMA
Drawing No. P2170/TA/9

N

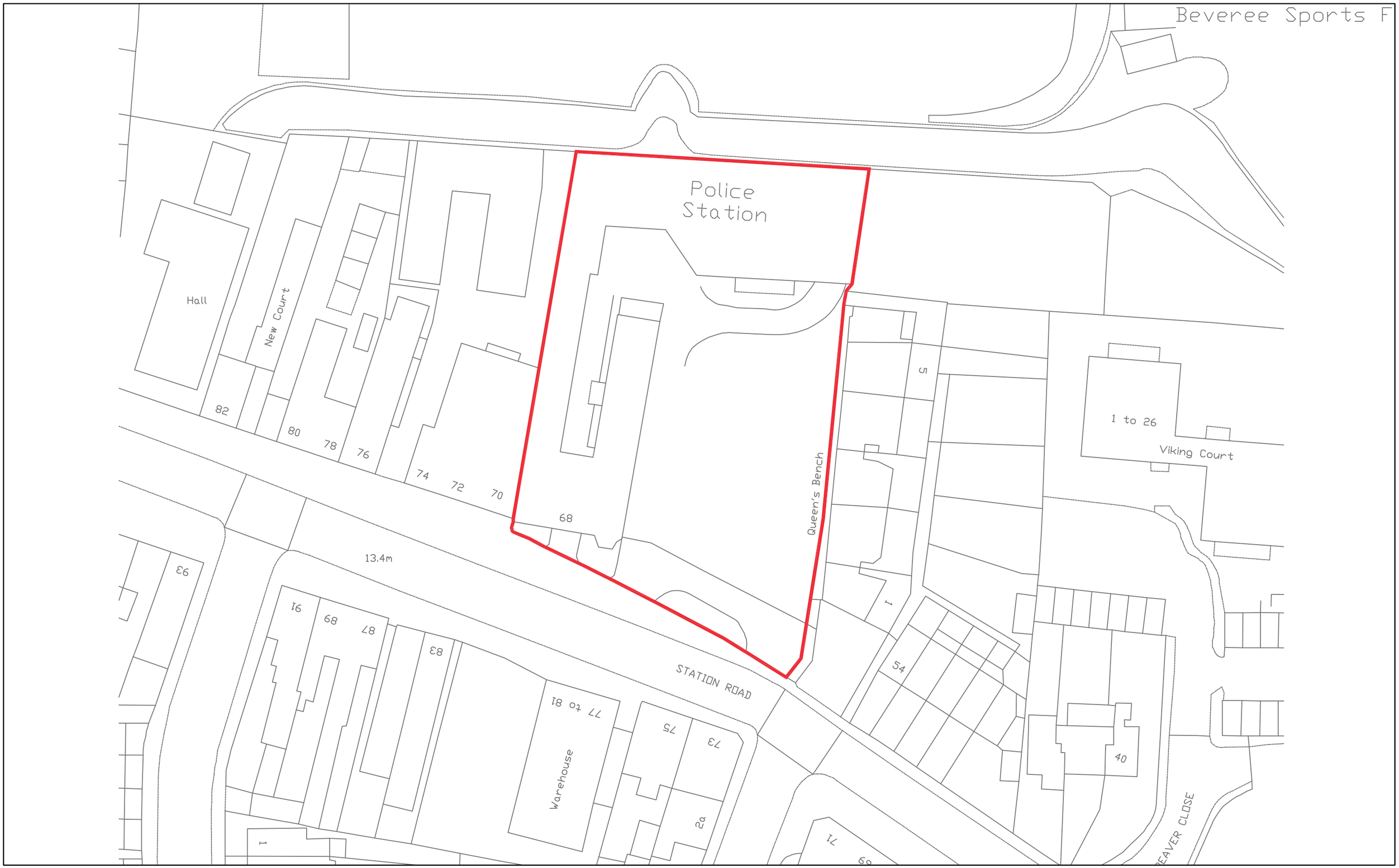
P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Figure 9.

Vehicle to Vehicle Visibility Sightlines at Eastern Site Access

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX A
Site Boundary



Date: August 2019
Scale: 1:500@A3
Source: Ordnance Survey
Drawing No. P2170/TA/01

N

P2170: 60-68 Station Road, Hampton, TW12 2AX

Appendix A.

Site Boundary

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX B
Proposed Site Plan

PLANNING

Rev.	Description	Author	Checked	Date
D	ISSUED FOR SECTION 73 APPLICATION	MD	PK	16/07/2024

CARLESS + ADAMS
01628 665131 enquiries@carless-adams.co.uk
carless-adams.co.uk

Design the best, to live the best

Client: CINNAMON LUXURY CARE

Project: HAMPTON
STATION ROAD

Title: SITE PLAN WITH GF PLAN

CAP no. A

scale	author	chk'd	date	sheet size
1 : 200	MD	PK	24/05/2024	A1

project.	org.	zone.	level.	type.	role.	class.	num.	status.	rev.
1028							029	PL	D

17/07/2024 12:49:20

APPENDIX C
PTAL Output File

PTAL REPORT

Site Details	Station Road, London, TW12 2AX
Description:	**Standard PTAL calculation**
Coordinates	513770
	169669
Date:	16/07/2019

Calculation Parameters	
Day of Week:	M-F
Time Period:	AM Peak
Walk Speed:	4.8
Bus Walk Access Time (mins):	8
BUS Reliability Factor:	2
LU Max. Walk Access Time (mins):	12
LU Reliability Factor:	0.75
Rail Walk Access Time (mins):	12
Rail Reliability Factor:	0.75

Data					**Calculations**					
A	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**
Mode	**Stop**	**Route**	**Distance (meters)**	**Frequency (vph)**	**Walk Time (mins)**	**SWT (mins)**	**TAT (mins)**	**EDF**	**Weight**	**AI**
Bus	HAMPTON CHURCH	R68	450	4	5.63	9.50	15.13	1.98	0.5	0.99
Bus	HAMPTON POLICE STATION	111	6	7	0.08	6.29	6.36	4.72	1	4.72
Bus	HAMPTON POLICE STATION	216	6	3	0.08	12.00	12.08	2.48	0.5	1.24
Rail	Hampton	'WATRLMN-SHEPRTN 2H09'	450	2	5.63	15.75	21.38	1.40	1	1.40
Rail	Hampton	'SHEPRTN-WATRLMN 2H10'	450	2	5.63	15.75	21.38	1.40	0.5	0.70
Rail	Hampton	'SHEPRTN-WATRLMN 2H92'	450	1	5.63	30.75	36.38	0.82	0.5	0.41
								Sum of AI's		**9.47**
								PTAL		

APPENDIX D
Daytime & Overnight Survey Results; Tabulated

P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Street Name	KERB SIDE INVENTORY					
	Unrestricted Parking		Disabled Parking		Restricted / SYL Parking	
	Metres	Spaces	Metres	Spaces	Metres	Spaces
Avenue Road *	195	43	5	1	0	0
Beaver Close	35	7	0	0	0	0
Belgrade Road	100	20	0	0	0	0
Gander Green Crescent	35	7	0	0	0	0
Plevna Road	215	43	0	0	0	0
Station Road	95	19	0	0	105	21
Varna Road	85	17	0	0	0	0
Warfield Road	150	30	0	0	0	0
Total	910	186	5	1	105	21

Notes:

* includes 4 x end-on spaces on Avenue Road

Restricted / SYL Parking in force Mon to Fri 11:00am-noon, except one section of max. stay 20 mins no return in 40 mins Mon to Fri 8:30am to 6:30pm

Source: Paul Mew Associates

P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Daytime on-street parking surveys: Wednesday 24th April 2024

Hourly Beat Surveys

Time 12:00

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	39	91%	-	-	-
Beaver Close	7	6	86%	-	-	-
Belgrade Road	20	21	105%	-	-	-
Gander Green Cres.	7	7	100%	-	-	-
Plevna Road	43	45	105%	-	-	-
Station Road	19	15	79%	21	14	67%
Varna Road	17	19	112%	-	-	-
Warfield Road	30	22	73%	-	-	-
Total	186	174	94%	21	14	67%

Time 13:00

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	39	91%	-	-	-
Beaver Close	7	6	86%	-	-	-
Belgrade Road	20	20	100%	-	-	-
Gander Green Cres.	7	7	100%	-	-	-
Plevna Road	43	47	109%	-	-	-
Station Road	19	16	84%	21	18	86%
Varna Road	17	19	112%	-	-	-
Warfield Road	30	23	77%	-	-	-
Total	186	177	95%	21	18	86%

Time 14:00

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	39	91%	-	-	-
Beaver Close	7	7	100%	-	-	-
Belgrade Road	20	19	95%	-	-	-
Gander Green Cres.	7	7	100%	-	-	-
Plevna Road	43	47	109%	-	-	-
Station Road	19	14	74%	21	21	100%
Varna Road	17	21	124%	-	-	-
Warfield Road	30	23	77%	-	-	-
Total	186	177	95%	21	21	100%

Time 15:00

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	39	91%	-	-	-
Beaver Close	7	7	100%	-	-	-
Belgrade Road	20	20	100%	-	-	-
Gander Green Cres.	7	6	86%	-	-	-
Plevna Road	43	49	114%	-	-	-
Station Road	19	16	84%	21	19	90%
Varna Road	17	23	135%	-	-	-
Warfield Road	30	23	77%	-	-	-
Total	186	183	98%	21	19	90%

Time 16:00

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	39	91%	-	-	-
Beaver Close	7	6	86%	-	-	-
Belgrade Road	20	20	100%	-	-	-
Gander Green Cres.	7	6	86%	-	-	-
Plevna Road	43	47	109%	-	-	-
Station Road	19	18	95%	21	21	100%
Varna Road	17	19	112%	-	-	-
Warfield Road	30	19	63%	-	-	-
Total	186	174	94%	21	21	100%

Time 17:00

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	39	91%	-	-	-
Beaver Close	7	6	86%	-	-	-
Belgrade Road	20	19	95%	-	-	-
Gander Green Cres.	7	6	86%	-	-	-
Plevna Road	43	46	107%	-	-	-
Station Road	19	17	89%	21	18	86%
Varna Road	17	19	112%	-	-	-
Warfield Road	30	20	67%	-	-	-
Total	186	172	92%	21	18	86%

Time 18:00

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	39	91%	-	-	-
Beaver Close	7	6	86%	-	-	-
Belgrade Road	20	19	95%	-	-	-
Gander Green Cres.	7	6	86%	-	-	-
Plevna Road	43	43	100%	-	-	-
Station Road	19	15	79%	21	20	95%
Varna Road	17	19	112%	-	-	-
Warfield Road	30	21	70%	-	-	-
Total	186	168	90%	21	20	95%

Time 19:00

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	41	95%	-	-	-
Beaver Close	7	8	114%	-	-	-
Belgrade Road	20	20	100%	-	-	-
Gander Green Cres.	7	6	86%	-	-	-
Plevna Road	43	47	109%	-	-	-
Station Road	19	17	89%	21	15	71%
Varna Road	17	20	118%	-	-	-
Warfield Road	30	27	90%	-	-	-
Total	186	186	100%	21	15	71%

Average 1200-19:00

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	39	91%	-	-	-
Beaver Close	7	7	93%	-	-	-
Belgrade Road	20	20	99%	-	-	-
Gander Green Cres.	7	6	91%	-	-	-
Plevna Road	43	46	108%	-	-	-
Station Road	19	16	84%	21	18	87%
Varna Road	17	20	117%	-	-	-
Warfield Road	30	22	74%	-	-	-
Total	186	176	95%	21	18	87%

Source: Paul Mew Associates

P2170: 60-68 STATION ROAD, HAMPTON, TW12 2AX

Overnight Parking Surveys

Sunday 21st April 2024 at 04:15

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	41	95%	-	-	-
Beaver Close	7	6	86%	-	-	-
Belgrade Road	20	20	100%	-	-	-
Gander Green Cres.	7	6	86%	-	-	-
Plevna Road	43	46	107%	-	-	-
Station Road	19	18	95%	21	13	62%
Varna Road	17	17	100%	-	-	-
Warfield Road	30	24	80%	-	-	-
Total	186	178	96%	21	13	62%

Monday 22nd April 2024 at 02:30

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	41	95%	-	-	-
Beaver Close	7	7	100%	-	-	-
Belgrade Road	20	20	100%	-	-	-
Gander Green Cres.	7	5	71%	-	-	-
Plevna Road	43	47	109%	-	-	-
Station Road	19	17	89%	21	14	67%
Varna Road	17	19	112%	-	-	-
Warfield Road	30	26	87%	-	-	-
Total	186	182	98%	21	14	67%

Tuesday 23rd April 2024 at 04:30

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	41	95%	-	-	-
Beaver Close	7	7	100%	-	-	-
Belgrade Road	20	20	100%	-	-	-
Gander Green Cres.	7	6	86%	-	-	-
Plevna Road	43	47	109%	-	-	-
Station Road	19	17	89%	21	14	67%
Varna Road	17	20	118%	-	-	-
Warfield Road	30	27	90%	-	-	-
Total	186	185	99%	21	14	67%

Overnight Average Results Table

Street	Total Unrestricted Spaces	Total Vehicles Parked	Unrestricted Parking Stress %	Total Restricted / SYL Spaces	Total Vehicles Parked	Restricted / SYL Parking Stress %
Avenue Road	43	41	95%	-	-	-
Beaver Close	7	7	95%	-	-	-
Belgrade Road	20	20	100%	-	-	-
Gander Green Cres.	7	6	81%	-	-	-
Plevna Road	43	47	109%	-	-	-
Station Road	19	17	91%	21	14	65%
Varna Road	17	19	110%	-	-	-
Warfield Road	30	26	86%	-	-	-
Total	186	182	98%	21	14	65%

Source: Paul Mew Associates

APPENDIX E
ATC Data Summary May 2024; Station Road

P2170: 60-68 STATION ROAD, HAMPTON

Station Road Total Vehicle Flows - Tuesday 14th to Monday 20th May 2024

Time	Tuesday 14-05-2024		Wednesday 15-05-2024		Thursday 16-05-2024		Friday 17-05-2024		Saturday 18-05-2024		Sunday 19-05-2024		Monday 20-05-2024	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
0000-0100	7	11	18	13	26	23	24	23	35	31	22	26	0	0
0100-0200	3	7	3	5	15	9	11	6	19	23	13	24	0	0
0200-0300	6	8	5	6	8	8	10	8	16	14	7	12	0	0
0300-0400	3	2	9	3	18	10	9	6	16	5	10	8	0	0
0400-0500	6	5	8	9	17	9	15	12	15	12	6	10	0	0
0500-0600	25	10	26	15	66	22	40	32	29	23	7	7	0	0
0600-0700	100	51	99	48	230	80	174	80	81	27	19	13	0	0
0700-0800	194	103	206	116	199	161	254	163	157	83	54	35	107	69
0800-0900	140	173	199	183	113	197	231	208	271	105	84	44	170	172
0900-1000	195	121	186	120	197	163	261	164	62	41	112	66	144	83
1000-1100	201	129	317	146	244	162	231	129	330	156	148	73	103	107
1100-1200	156	118	306	173	264	189	258	173	332	175	131	99	99	108
1200-1300	116	151	315	219	261	232	270	209	247	168	121	133	127	142
1300-1400	114	127	283	226	245	178	312	202	180	180	136	113	146	136
1400-1500	104	167	272	204	272	195	319	212	271	169	125	114	136	136
1500-1600	155	186	354	225	276	228	253	227	153	132	72	130	142	157
1600-1700	202	183	271	254	264	262	155	267	123	135	87	115	192	195
1700-1800	210	191	163	228	244	239	293	242	104	138	11	21	192	187
1800-1900	210	155	154	192	261	226	296	219	148	160	0	0	209	123
1900-2000	105	125	261	172	166	162	213	151	132	130	0	0	91	95
2000-2100	68	81	155	129	148	124	162	109	60	97	0	0	67	84
2100-2200	43	53	91	118	99	95	113	100	63	80	0	0	52	70
2200-2300	27	56	82	80	89	70	74	77	35	58	0	0	22	39
2300-2400	15	33	50	49	42	42	74	65	32	41	0	0	12	23
Total	2405	2246	3833	2933	3764	3086	4052	3084	2911	2183	1165	1043	2011	1926
Total 2-Way	4651		6766		6850		7136		5094		2208		3937	

Notes:

Values illustrate total vehicle flows by all vehicle classification

illustrates when a car was parked on the tubes affecting the survey data, this period has been excluded from the average

Source: DCA Monisyst

Station Road Average Weekday Vehicle Flows - Tuesday 14th to Monday 20th May 2024

Time	Station Road Weekday Average Flow		
	Eastbound	Westbound	Total
0000-0100	19	18	36
0100-0200	8	7	15
0200-0300	7	8	15
0300-0400	10	5	15
0400-0500	12	9	20
0500-0600	39	20	59
0600-0700	151	65	216
0700-0800	213	136	349
0800-0900	171	187	357
0900-1000	197	130	327
1000-1100	219	135	354
1100-1200	217	152	369
1200-1300	218	191	408
1300-1400	220	174	394
1400-1500	221	183	403
1500-1600	236	205	441
1600-1700	217	232	449
1700-1800	220	217	438
1800-1900	226	183	409
1900-2000	167	141	308
2000-2100	120	105	225
2100-2200	80	87	167
2200-2300	59	64	123
2300-2400	39	42	81
Total	3283	2694	5978

Source: DCA Monisyst

P2170: 60-68 STATION ROAD, HAMPTON

Station Road 85th Percentile Vehicle Speeds - Tuesday 14th to Monday 20th May 2024

Time	Tuesday 14-05-2024		Wednesday 15-05-2024		Thursday 16-05-2024		Friday 17-05-2024		Saturday 18-05-2024		Sunday 19-05-2024		Monday 20-05-2024	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
0000-0100	-	32	29.7	31.3	28.9	25.4	28.4	28	27.4	29.3	25.1	24.6	-	-
0100-0200	-	-	-	-	28.4	-	28.3	-	26.3	25.5	26.9	25.3	-	-
0200-0300	-	-	-	-	-	-	-	-	29.7	31.6	-	26.9	-	-
0300-0400	-	-	-	-	36.8	-	-	-	29.4	-	-	-	-	-
0400-0500	-	-	-	-	29.3	-	27	28.9	25.3	26.2	-	-	-	-
0500-0600	27.1	-	26.5	26.4	31.4	30	30.6	32.6	29.3	29.6	-	-	-	-
0600-0700	26	22.8	29.4	26.2	26.1	23.7	27.7	27.3	27.8	25.2	26.4	22.3	-	-
0700-0800	25.3	22.9	25.6	23.4	20.8	20.9	24.6	22.9	25.6	24.6	26.8	24.2	24.4	27.2
0800-0900	21.5	23.7	23.5	23.5	12.6	21.2	23.7	23.8	24.7	22.9	26	26.1	24.5	24.1
0900-1000	24.6	23.6	21.5	22.4	21.1	21.8	24	22.7	21.2	21.9	23.3	23	23.8	22.1
1000-1100	23.6	23.5	22.7	22.7	23.4	23.7	23.7	25.6	20	20	24.8	24	23	23
1100-1200	22.4	24.5	24.5	24.4	22.8	21.5	23.8	24	19.6	20.2	24.4	25.2	23.5	24.3
1200-1300	24.5	23.9	22.7	22.8	23.6	22.6	23.9	23.8	20.4	20.1	24.8	24.3	24.5	24.3
1300-1400	24	24.3	23.2	22.7	23.9	23.4	23.7	23.4	18.5	18.2	23.9	24.5	23.3	21.9
1400-1500	26.1	25.6	23.3	23	24.2	23.8	24.3	23.8	22.4	21.6	24.1	23.7	23.5	24.6
1500-1600	24.2	24.3	22.6	22.4	24.5	23.7	23.3	21.5	21.5	22.7	24	24.5	24.9	24.8
1600-1700	24.2	24.7	22.1	22.9	22.3	22.6	21.3	22.5	21.7	22.3	25	24.2	24.1	24.4
1700-1800	23.8	23.8	19.3	19.9	23.4	23.3	22.6	21.7	22.8	23.3	27.5	23.5	23.8	25.3
1800-1900	24.8	24.9	11.8	20.4	23.3	21.4	22.6	22.6	22.7	23.2	-	-	23.2	22.7
1900-2000	22.8	23.3	23.3	22.8	23.6	24	23.3	23.5	24.4	24.6	-	-	24.5	24
2000-2100	23	22.5	24.1	22.5	24	23.3	24.7	23.4	24.1	25.1	-	-	28	25.4
2100-2200	21.7	23.9	23.7	23.3	23.7	23.8	23.5	23.2	26.8	25.3	-	-	27.6	24.7
2200-2300	26.2	25.1	24.8	24	23.8	24.1	24.6	22	26.5	24.3	-	-	24.4	22.5
2300-2400	23.3	22.9	23	24.5	25.7	22.5	24.7	24.4	23.7	24.2	-	-	26.2	23.4
Average 85th %ile	24	24	23	24	25	23	25	24	24	24	25	24	25	24

Notes:

All speeds are expressed in mph

- indicates where less than 10 vehicle hits were recorded in the hour

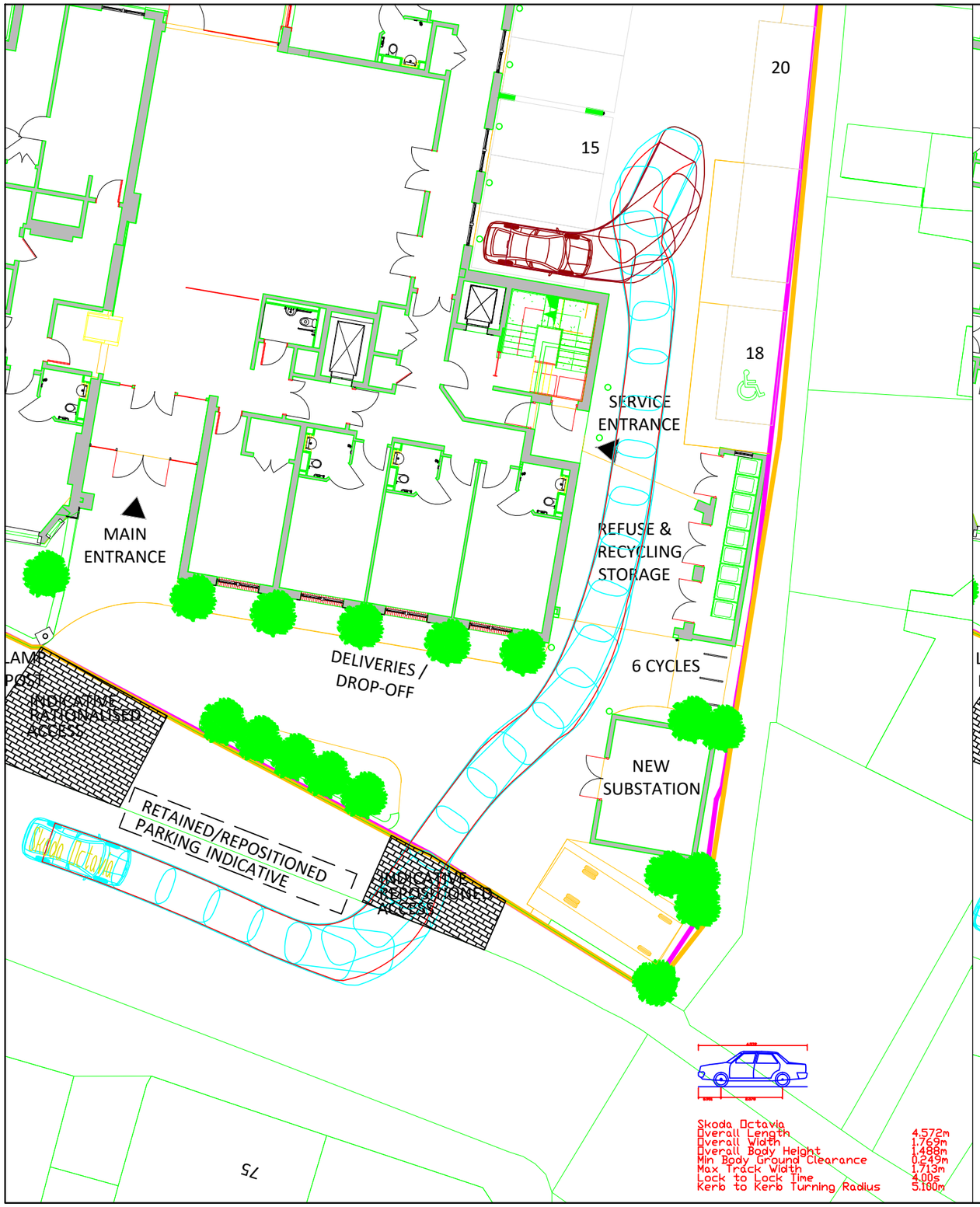
illustrates when a car was parked on the tubes affecting the survey data, this period has been excluded from the average

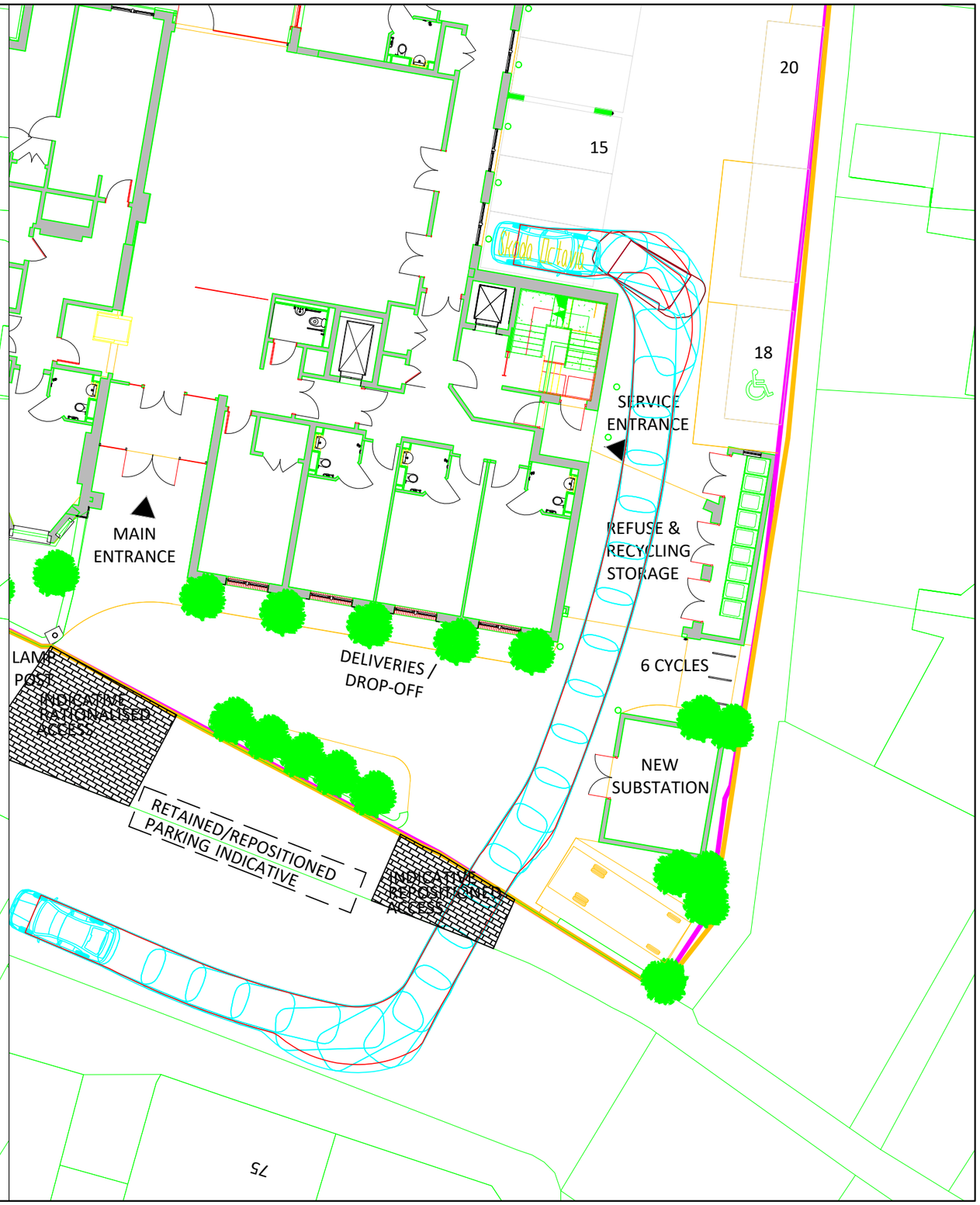
Source: DCA Monisyst

Time	Average 85%ile Speed	
	Eastbound	Westbound
Daily average	24	24

Source: DCA Monisyst

APPENDIX F
Swept Path Assessment; Car Parking Bays





Date: 17-July-2024
Scale: 1:200@A3
Source: AutoTrack
Drawing No. P2170/TA/F1

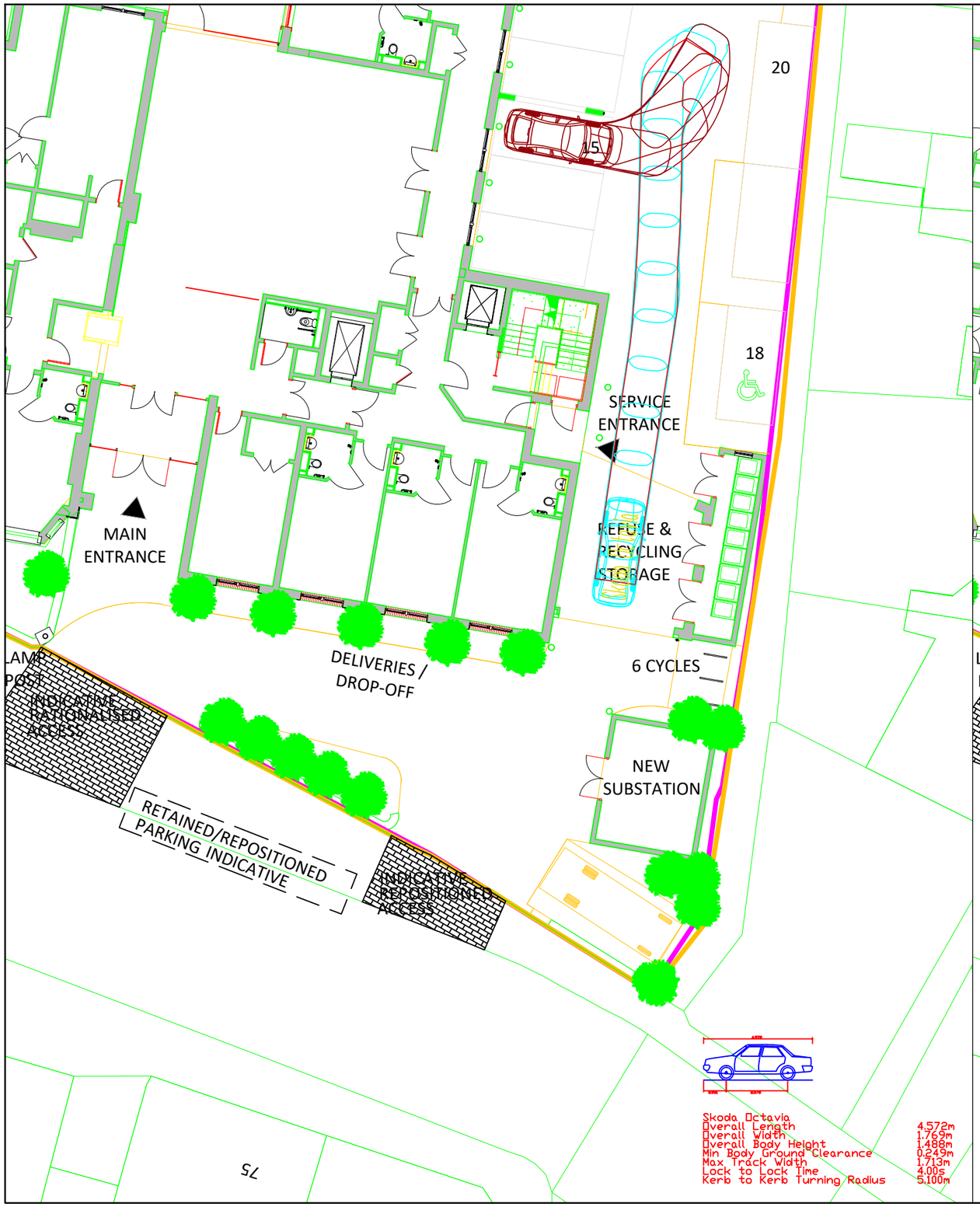
N

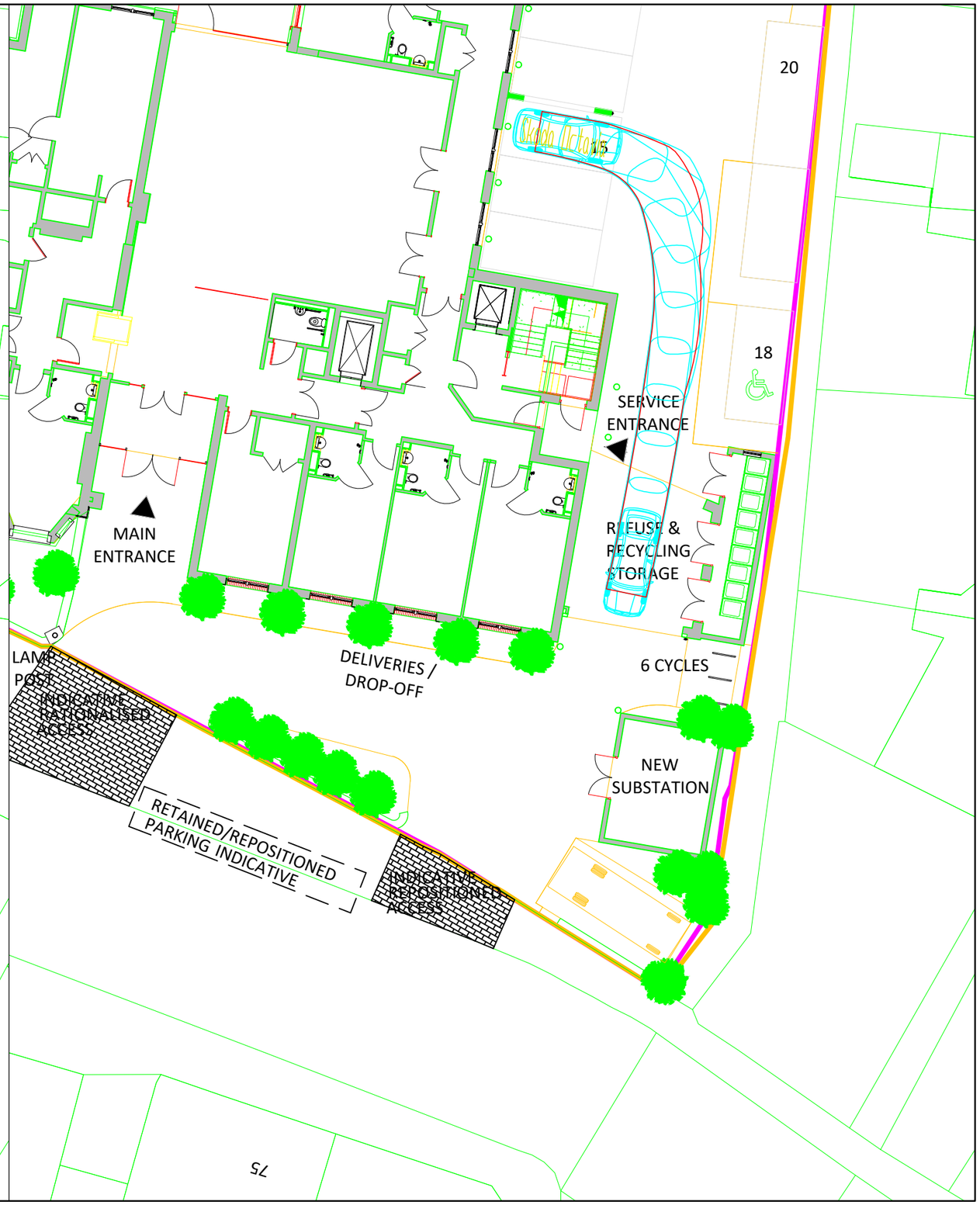
P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Appendix F1.

AutoTrack; Typical Saloon Car Enter Site and Access Bay 17 (L), and Exit Site (R)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk





Date: 17-July-2024
Scale: 1:200@A3
Source: AutoTrack
Drawing No. P2170/TA/F2

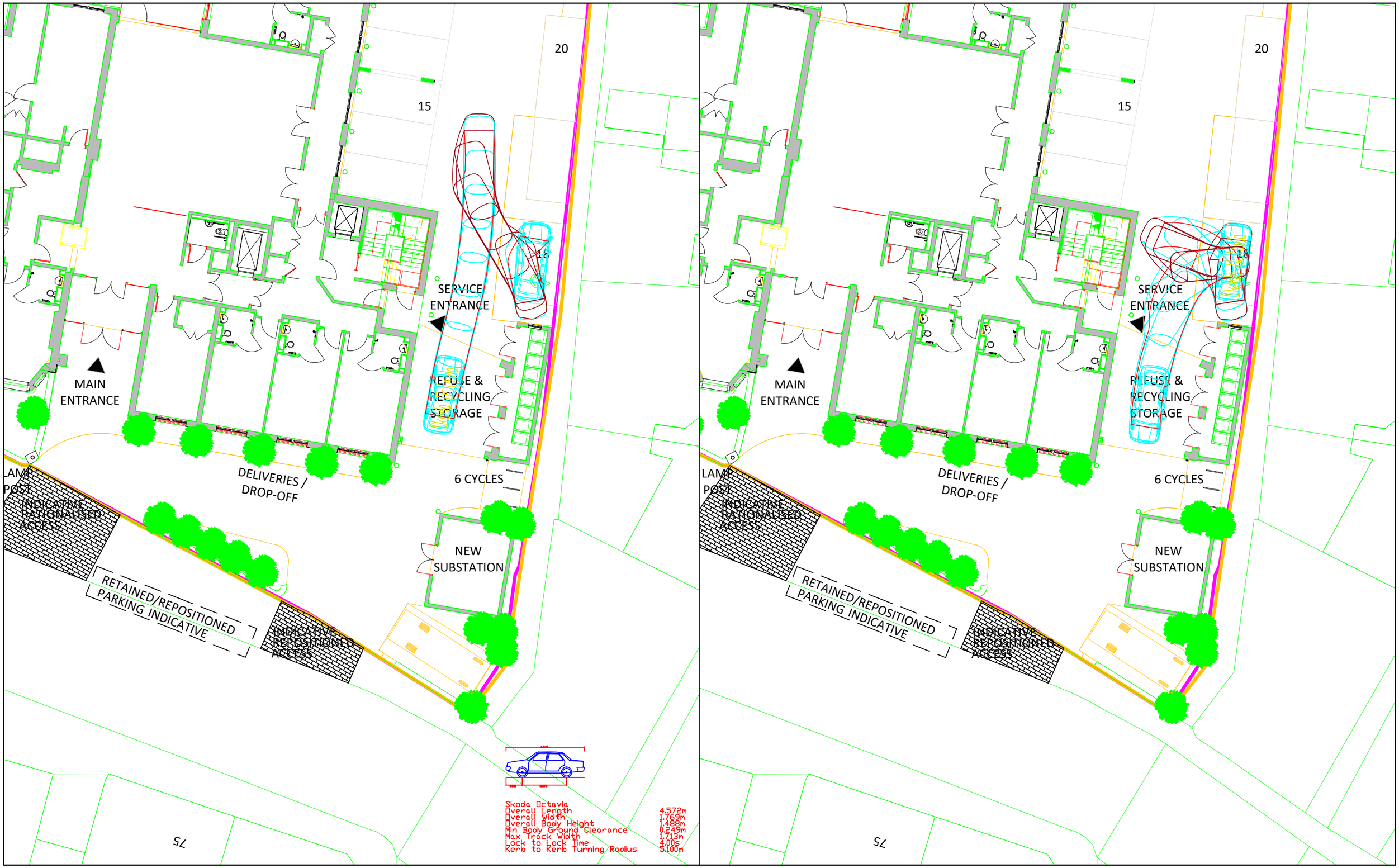
N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Appendix F2.

AutoTrack; Typical Saloon Access Bay 15 (L), and Exit Site (R)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 17-July-2024
Scale: 1:200@A3
Source: AutoTrack
Drawing No. P2170/TA/F3

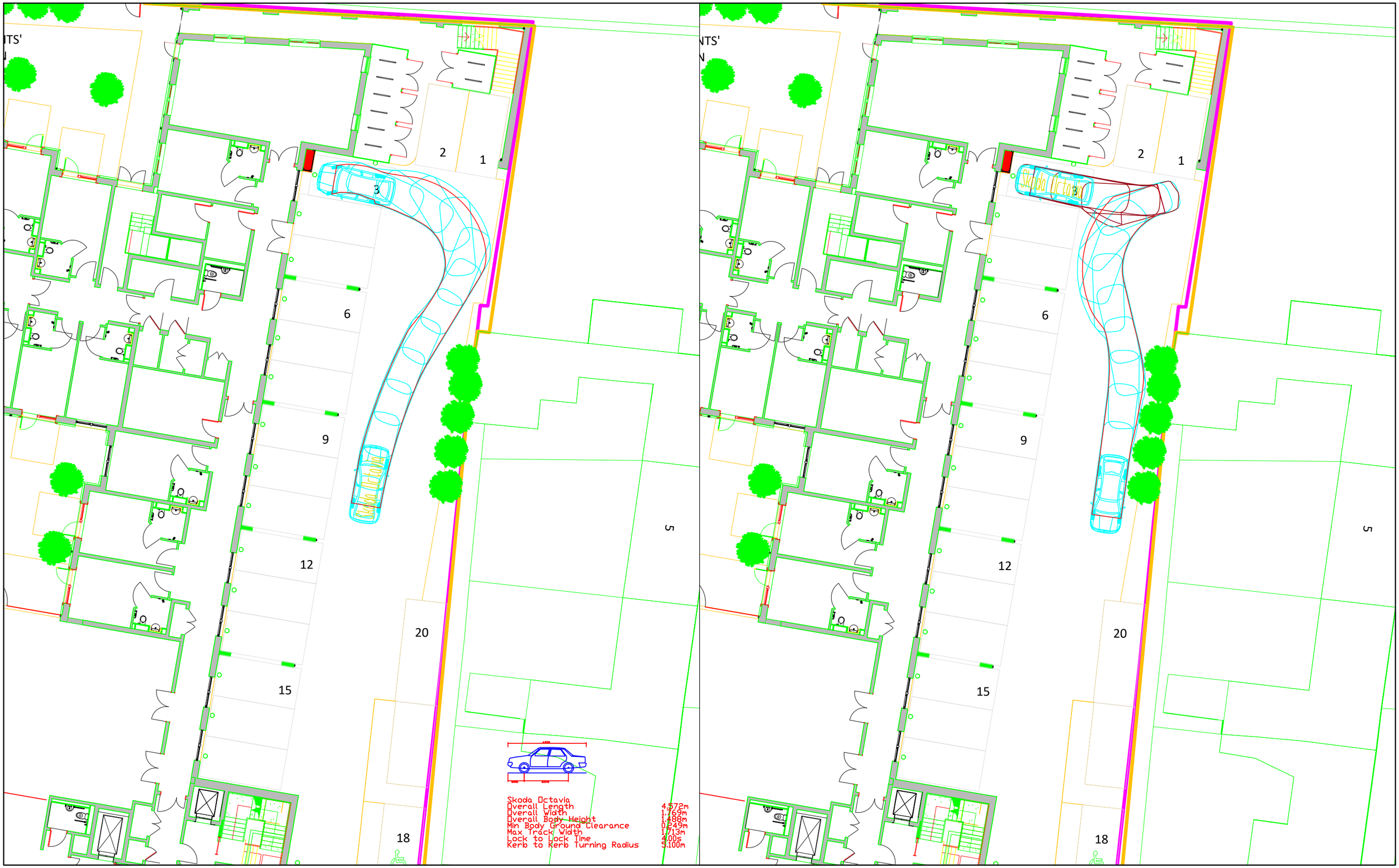
N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Appendix F3.

AutoTrack; Typical Saloon Access Bay 18 (L), and Exit Site (R)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 17-July-2024
Scale: 1:200@A3
Source: AutoTrack
Drawing No. P2170/TA/F4

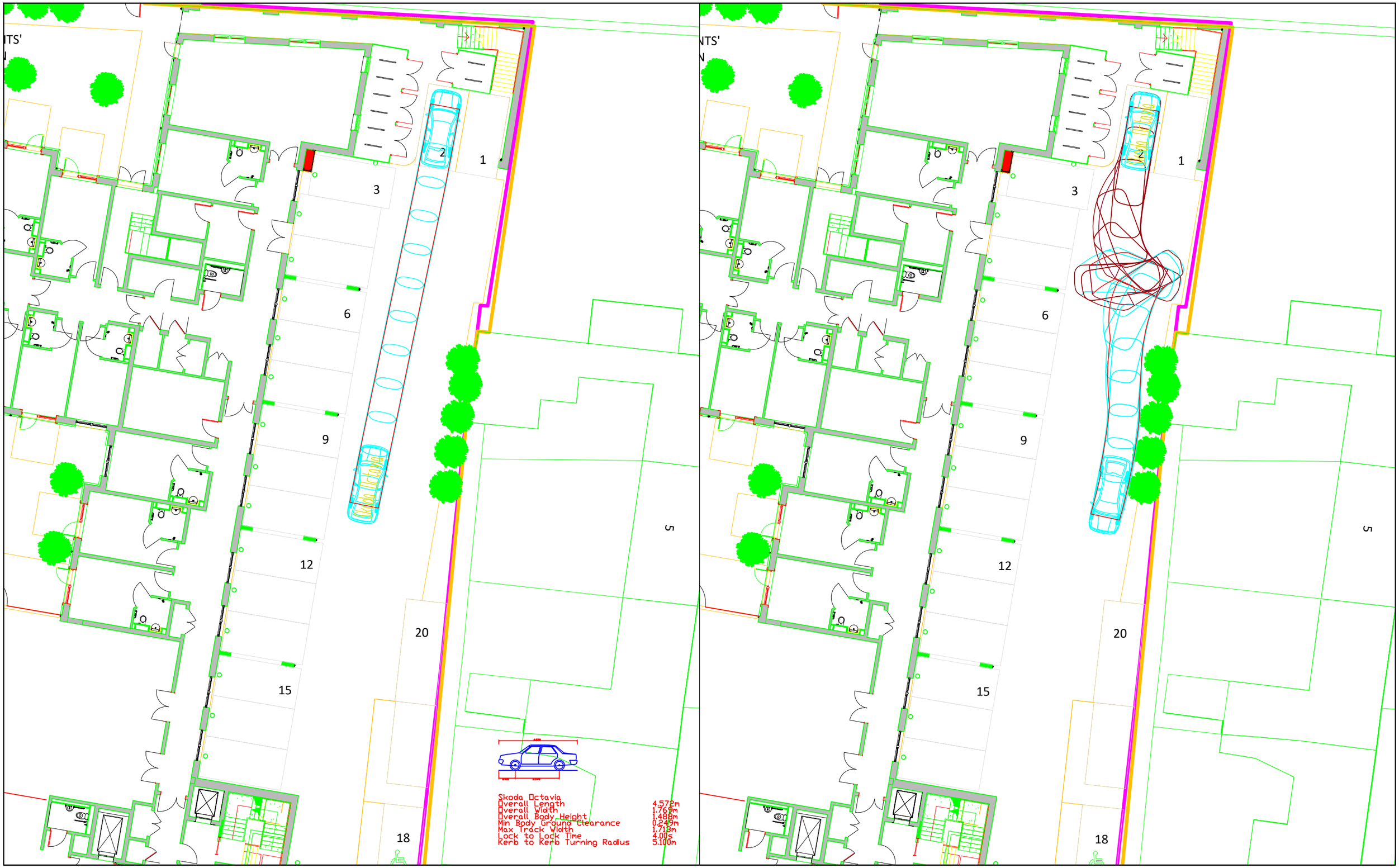
N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Appendix F4.

AutoTrack; Typical Saloon Access Bay 3 (L), and Exit Site (R)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 17-July-2024
Scale: 1:200@A3
Source: AutoTrack
Drawing No. P2170/TA/F5

N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Appendix F5.

AutoTrack; Typical Saloon Access Bay 2 (L), and Exit Site (R)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX G
Swept Path Assessment; Servicing/Drop-Off Loop

15

SERVICE ENTRANCE

MAIN ENTRANCE

REFUSE & RECYCLING STORAGE

6 CYCLES

NEW SUBSTATION

LAMP POST

INDICATIVE RATIONALISED ACCESS

DELIVERIES / DROP-OFF

RETAINED/REPOSITIONED PARKING INDICATIVE

INDICATIVE REPOSITIONED ACCESS

ION ROAD

77 to 81

75

73

7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

15

SERVICE ENTRANCE

MAIN ENTRANCE

REFUSE & RECYCLING STORAGE

6 CYCLES

NEW SUBSTATION

LAMP POST

INDICATIVE RATIONALISED ACCESS

DELIVERIES / DROP-OFF

RETAINED/REPOSITIONED PARKING INDICATIVE

INDICATIVE REPOSITIONED ACCESS

ION ROAD

77 to 81

75

73

Date: 17-July-2024
Scale: 1:200@A3
Source: AutoTrack
Drawing No. P2170/TA/G1

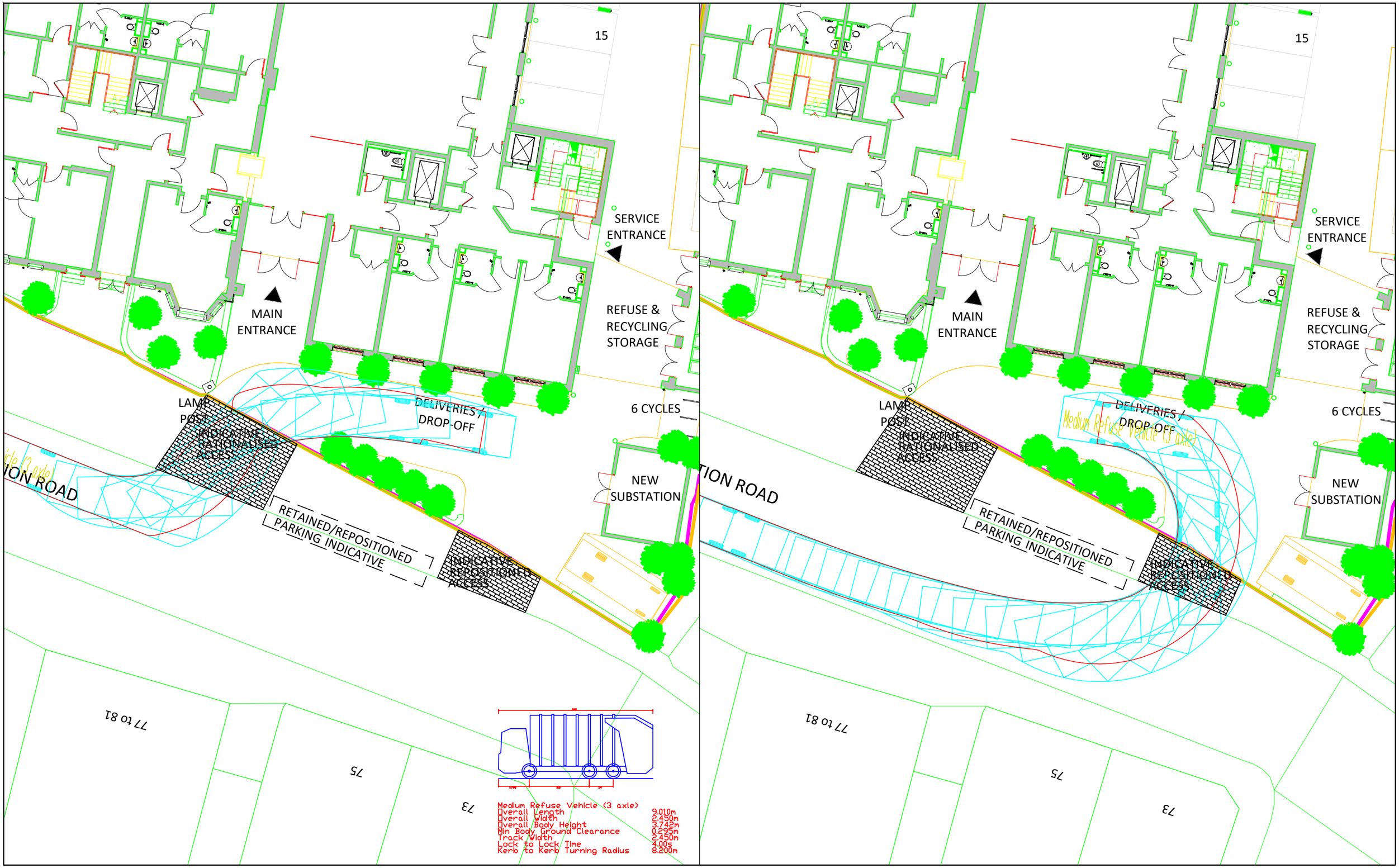
N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Appendix G1.

AutoTrack; 7.5t Box Van Enter Site and Access Service Area (L), and Exit Site (R)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 17-July-2024
Scale: 1:200@A3
Source: AutoTrack
Drawing No. P2170/TA/G2

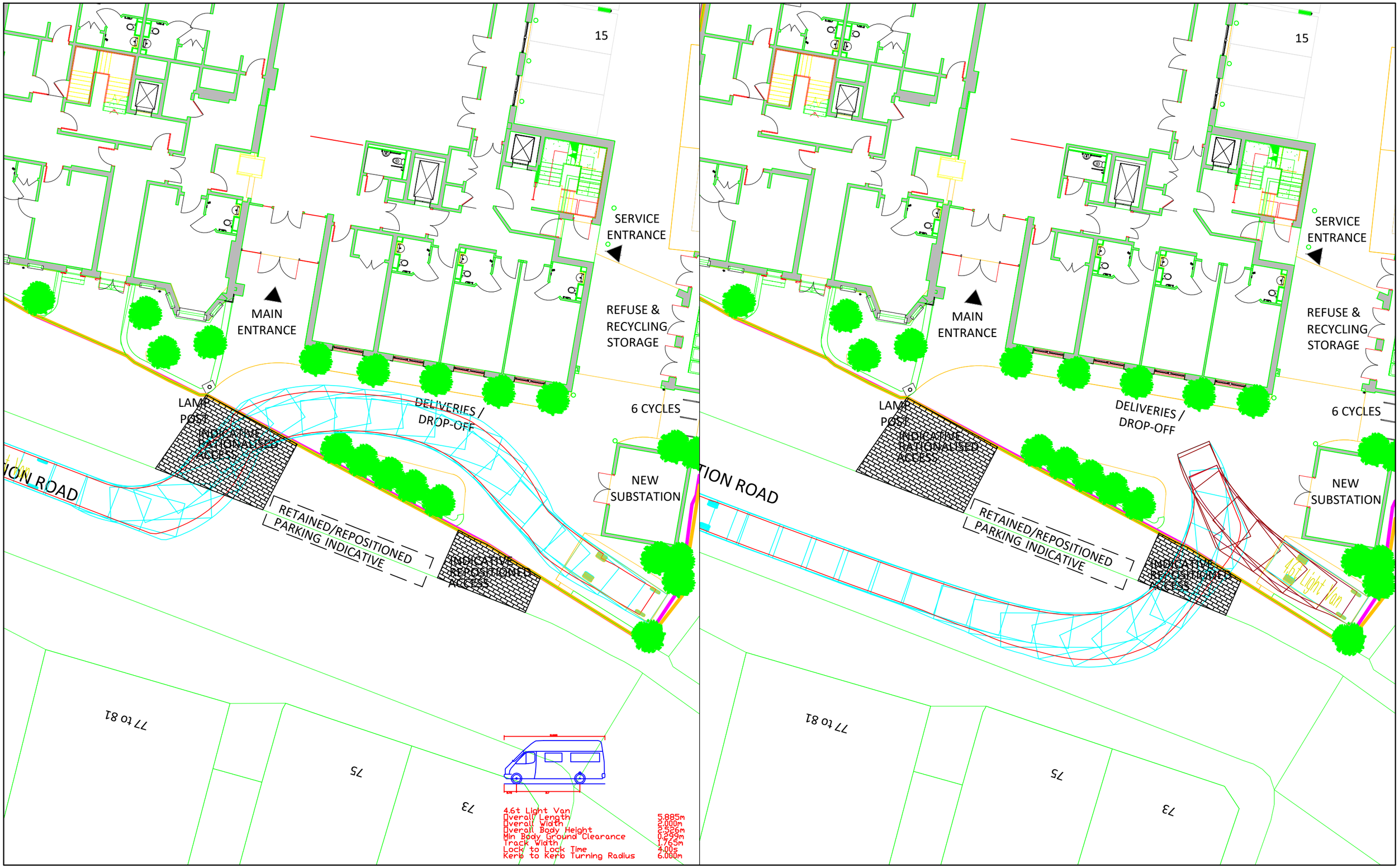
N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Appendix G2.

AutoTrack; Refuse Truck Enter Site and Access Service Area (L), and Exit Site (R)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 17-July-2024
Scale: 1:200@A3
Source: AutoTrack
Drawing No. P2170/TA/G3

N

P2170: 60-68 STATION ROAD, HAMPTON, LONDON, TW12 2AX

Appendix G3.

AutoTrack; Minibus Enter Site and Access Service Area then Minibus Bay (L), and Exit Site (R)

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426
E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk