



Highway Planning Ltd

Highways & Transportation Consultants

**LAND BEHIND 1 HIGH STREET,
HAMPTON HILL,
TW12 1NA**

TRANSPORT STATEMENT

AUGUST 2024

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1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed to provide highway advice in respect of the redevelopment of land behind 1 High Street, Hampton Hill.
- 1.2 The site benefits from a Prior Approval consent (22/3400/GPD26) for the change of use of the existing buildings from Class E to residential (5 flats).
- 1.3 This report has been prepared in support of the development proposals described herein. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Highway Planning Ltd.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the west side of High Street and takes access from Myrtle Road. The site has previously been used for commercial purposes.
- 2.2 Myrtle Road is a residential cul de sac. With Park Place it forms a small residential enclave on the west side of High Street. Myrtle Road has a relatively wide single carriageway with footways on both sides. On-street parking takes place on both sides of the carriageway. The site has a gated access at the southern (closed) end of the cul de sac.



- 2.3 The proposed development comprises the replacement of the existing buildings with 6 x 5 bedroomed houses.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

- 3.1 The residential use of the site is now established and lawful through the granting of the Prior Notification under reference 22/3400/GPD26. The proposed development of 6 houses will result in a minor increase in traffic activity when compared to the consented use as 5 flats. The increase in traffic movements will not result in a “severe” impact on Myrtle Road as required by the test within paragraph 111 of the NPPF. The former use of the site as light industrial would have generated a materially greater volume of service and delivery vehicles when compared to the residential use and therefore, highway conditions on Myrtle Road will be improved.
- 3.2 The site layout shows the creation of a shared surface access road that will extend into the site from the end of Myrtle Road. The access road will have a minimum width of 4.8m which is suitable to allow cars to pass and for a car to pass a service vehicle (Figure 7.1 Manual for Streets). The use of a shared surface is appropriate given the nature and scale of the proposals and the short length of the access road which will ensure that vehicle speeds are minimal. The existing buildings can be occupied as 5 flats in a layout that does not have any specific pedestrian facilities.
- 3.3 The parking requirements for the proposed houses are set out within Table 10.3 of the London Plan 2021. The site has a PTAL rating of 2 and therefore the parking requirements are “*up to 1 space for a 3+ bed dwelling*”. The proposed site layout shows the provision of 1 allocated space for each house and all the spaces will have adequate manoeuvring space to ensure that reversing distances are minimised and vehicles will exit the site in forward gear. Drawing No. 22.65 – 002 attached hereto



shows the swept path of cars manoeuvring into and out of plots 1, 5 & 6 which have slightly more restricted manoeuvring than plots 2 – 4.

- 3.4 The proposed site layout plan shows the swept path for a fire appliance. The proposed turning head is also suitable for a typical delivery vehicle (7.5 tonne box van, for example) which requires less space to turn. Refuse collection will take place from the end of Myrtle Road and this was indicated for the 2022 Prior Approval submission. Bins will be taken to an area opposite Unit 2 on collection day. This collection area is within 15m of the end of Myrtle Road and this does not exceed the recommended maximum carry distance of 25m (Part H6 Building Regulations). As such, it is not necessary for the refuse vehicle to enter the development site. The development of the site for 6 houses will not increase the number of visits that the refuse vehicle will make along Myrtle Road.

4.0 CONCLUSIONS

- 4.1 The site is located within a residential area and benefits from consent for conversion of the existing buildings to create 5 flats.
- 4.2 The proposed site layout complies with the required standards in respect of vehicle parking provision and manoeuvring space.
- 4.3 Overall, there are no highway related reasons why the development should not receive planning permission.



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DRAWING No. 22.65 - 002



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REV	AMENDMENTS	DRAWN	CHKD	DATE

Job Title
LAND BEHIND 1 HIGH STREET, HAMPTON HILL

Client

Drawing Title
SWEPT PATH PLOTS - CAR

Scale	Date	Designed	Drawn	Drawing No	Rev
1:200 @ A3	3 MAY 23	DFW	DFW	22.65 - 002	