

N01 - Highways Technical Note

Site: 2-4 Ennerdale Road, Richmond
Prepared by: WMC
Approved by: DM
Date: 25 October 2024

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1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of The Park Property Group to provide highways and transportation advice in relation to development proposals at 2-4 Ennerdale Road, Richmond, London (herein after referred to as 'the site'). The site falls within the administrative boundary of London Borough of Richmond-Upon-Thames (LBRT).
- 1.2 The site comprises of a former care home set across a number of linked buildings. The development proposals seek the partial conversion and re-development of the existing buildings to provide seven residential dwellings. Access to the dwellings is to be achieved via new crossovers fronting the north of Ennerdale Road, which have been designed in accordance with Richmond-Upon-Thames crossover design guidance. Car and cycle parking is to be provided in accordance with London Plan policy standards.
- 1.3 To accommodate the proposed crossovers, a section of on-street parking bays are proposed to be removed. To demonstrate that the removal of the on-street parking bays on Ennerdale Road will not have a detrimental impact on the car parking capacity of Ennerdale Road and the surrounding highway network, parking beat surveys were undertaken using the established Richmond methodology.
- 1.4 As such, this Highways Technical Note provides an overview of the development proposals, including access and parking arrangements, and details the aforementioned parking surveys, providing a summary of the findings, interpretations and conclusions.

2.0 Baseline Conditions

2.1 The site is situated in a residential area within the northeast of the Richmond district and has direct frontage access onto Ennerdale Road. The site benefits from close proximity to bus stops to east on B353 Sandycombe Road, in addition to a number of on-street parking opportunities within the vicinity of the site. The site location is illustrated below in Figure 2.1.

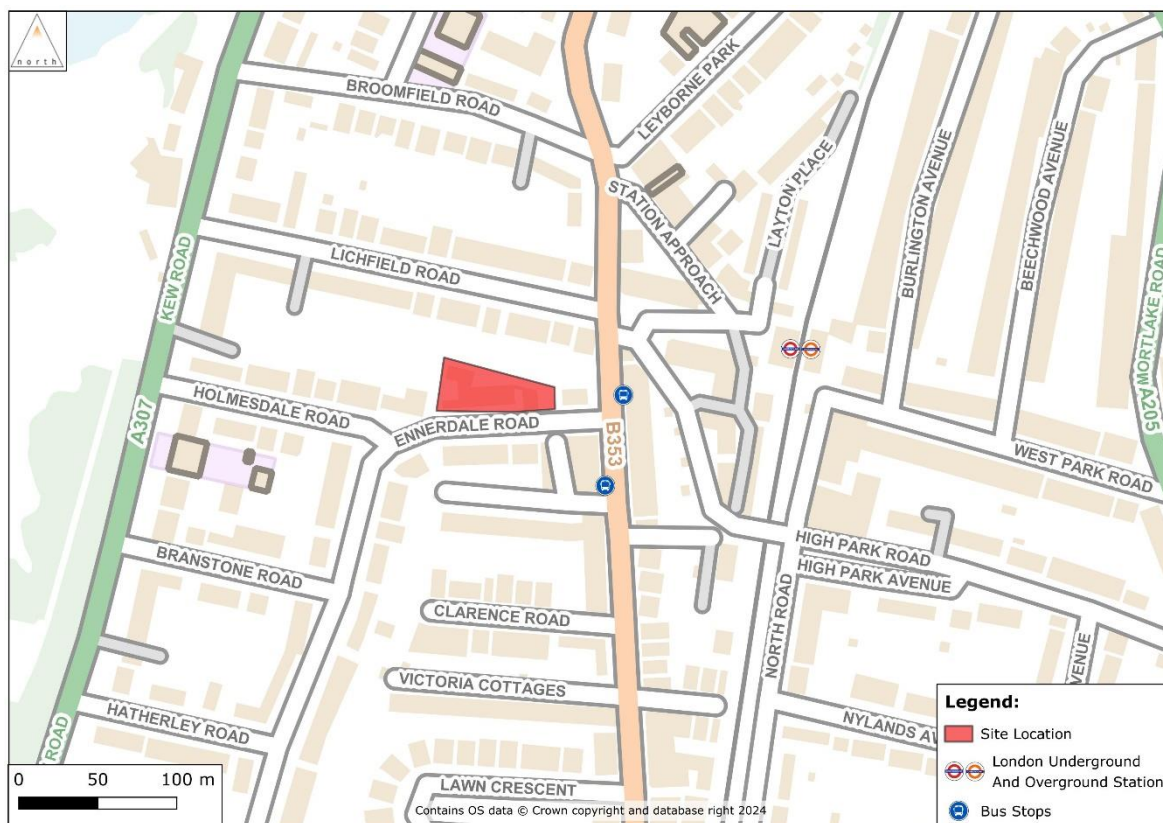


Figure 2.1 - Site Location

Local Highway Network

2.2 Ennerdale Road is a two-way single carriageway residential road subject to a speed limit of 20 miles per hour. To the east, Ennerdale Road forms a priority junction with Sandycombe Road, a two-way single carriageway orientated on a north-south axis subject to a speed limit of 20 miles per hour. Sandycombe Road provides a connection towards the A205 Mortlake Road and the M4 to the north and the A316 Lower Richmond Road to the south.

Existing Parking Infrastructure

- 2.3 The site benefits from a number of existing on-street parking opportunities. These include permit holder bays across the majority of the extent of Ennerdale Road, as well as additional permit holder bays on Holmesdale Road, Branstone Road and Lichfield Road. The existing on-street parking infrastructure is illustrated below in Figure 2.2.



Figure 2.2 - Existing Parking Infrastructure

Public Transport Accessibility

- 2.4 Transport for London has published guidance on Public Transport Accessibility Levels (PTAL), providing criteria for the identification of public transport access points (e.g. stops and station) that are within walking distance of an application site.
- 2.5 It is noted that PTAL provides a score which reflects access to public transport services (as opposed to accessibility by public transport) assuming a threshold of 640 metres to a bus stop and 940 metres to a railway or tube station. It does not consider:
- ▶ The speed or utility of accessible services;
 - ▶ Crowding, including the ability to board services; or
 - ▶ Ease of interchange.
- 2.6 PTAL ratings range from 1-6, with 6 being high and 1 being low. The TfL PTAL calculator indicates that the site achieves a PTAL of 2/3, demonstrating that the site has reasonable access to public transport. The PTAL output is illustrated below in Figure 2.3.



Figure 2.3 - Public Transport Accessibility Level of the Site

Accessibility by Bus

2.7 The nearest bus stops to the site are the Kew Gardens Station bus stops located on Sandycombe Road approximately 85 metres north of the site. The bus stops service the 110 bus route from School Road, Hounslow to Hammersmith Bus Station via Hanworth, Richmond and Chiswick. A summary of the 110 bus route is provided below in Table 2.1 below.

Bus Service	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
110	School Road – Simpson Road – Whitton Corner – Ryecroft Avenue – Whitton Station – Twickenham Stadium – Poplar Court – George Street – Kew Gardens Station – Kew Bridge – Turnham Green Church – Ravenscourt Park – Hammersmith Bus Station	1 Service every 20 minutes	1 Service every 20 minutes	1 Service every 20 minutes

Table 2.1 - Local Bus Services

Accessibility by Rail

2.8 The nearest railway station to the site is Kew Gardens station located to the east of Station Parade approximately 200 metres east of the site, equivalent to a 3-minute walk or a 1-minute cycle. Kew Gardens railway station provides both overground and underground services to a number of destinations within London. Overground services include frequent services to Richmond and Stratford, whereas the underground services operate on the District Line and provide frequent services between Richmond and Upminster. A summary of the rail services available at Kew Gardens station is provided below in Table 2.2.

Bus Service	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
Overground				
Richmond	Kew Gardens – Richmond (Direct Route)	10 services per hour	1 service every 15 minutes	1 service every 15 minutes
Stratford	Kew Gardens – Gunnersby – South Acton – Acton Central – Willesden Junction – Kensal Rise – Brondesbury Park – Brondesbury – West Hampstead – Finchley Road & Frognal – Hampstead Heath – Gospel Oak – Kentish Town West – Camden Road – Caledonian Road – Highbury & Islington – Canonbury – Dalston Kingsland – Hackney Central – Homerton – Hackney Wick – Stratford	1 service every 15 minutes	1 service every 15 minutes	1 service every 15 minutes
Underground				
District Line	Richmond – Kew Gardens – Gunnersbury Park – Turnham Park – Hammersmith – Gloucester Road – South Kensington – Victoria – St. James’ Park – Embankment – Blackfriars – Whitechapel – Mile End – West Ham – Barking – Upminster	5 services per hour	5 services per hour	5 services per hour

Table 2.2 - Local Rail Services

3.0 Development Proposals

Overview

- 3.1 The following text outlines the development proposals and provides details of the associated access and parking arrangements.
- 3.2 The site comprises of a former care home set across a number of linked buildings. The development proposals seek the partial conversion and re-development of the existing buildings to provide seven residential dwellings. The site layout plan is included in **Appendix A**.

Access Arrangements

- 3.3 Access to six of the residential dwellings is to be achieved via new individual crossovers on the northern side of Ennerdale Road. A total of six new crossovers are to be provided on Ennerdale Road. The seventh dwelling will make use of an existing crossover.
- 3.4 The crossovers have been designed in accordance with standards contained in London Borough of Richmond's 'Highways Authority Requirements' Supplementary Planning Guidance Document (November 2023). As such, it has been ensured that:
- ▶ Parking space sizes are no bigger than 2.4 metres in width by 4.8 metres in length;
 - ▶ Parking spaces are designed at a 90 degree angle to the footway;
 - ▶ Parking spaces are not situated in front of the main door to the residential properties; and
 - ▶ The size of the parking space will allow vehicles to be parked without overhanging the footway.
- 3.5 The drawing included in **Appendix B** demonstrates the proposed parking arrangements. Each individual dwelling will be provided with a crossover measuring 2.4 metres in width, with an additional 0.6 metres of kerb upstand either side of the crossover.

Parking Standards

- 3.6 Parking standards for residential developments in London are contained within the Table 10.3 of The London Plan (2021). The applicable parking standards are contained within Table 3.1 below.

Land Use	Parking Standards
Residential (including conversion/extension of building) – Outer London	PTALs 0-1: Up to 1.5 spaces per dwelling
	PTALs 2-3: Up to 1 space per dwelling
	PTAL 4 – Up to 0.5-0.75 spaces per dwelling

Table 3.1 - Local Parking Standards (The London Plan – Table 10.3 'Residential Parking Standards')

- 3.7 The site is located within a Public Transport Accessibility Level (PTAL) area of 2/3. Therefore, The London Plan parking standards as contained within the Local Plan suggest that seven car parking spaces should be provided, an individual space for each dwelling. In order to provide dedicated crossovers and parking spaces for the residential dwellings, a total of three parking spaces on-street will be lost. This is as shown on the aforementioned drawing comparing the existing parking arrangement with the proposals. The following section details the impact of the loss of three parking spaces on local parking availability and stress.
- 3.8 The London Plan cycle parking standards for dwellings of this size require two cycle spaces per dwelling. It is considered that each dwelling will benefit from sufficient space to the rear of the property such that each dwelling could provide a shed with sufficient space for two cycles. It is envisaged that further detail could be secured by way of a planning condition.

4.0 Development Impact

Parking Beat Surveys

- 4.1 As previously mentioned, the proposed crossovers will result in the loss of approximately three parking spaces on Ennerdale Road. To assess the impact of the development proposals on the existing parking arrangements and calculate residential 'parking stress', parking beat surveys were carried out to the established 'Richmond methodology'. The Richmond methodology involves two weekday night surveys and one weekend night survey between 01:00-05:30. The area surveyed must cover a 200 metre walking distance around the site. The surveyed area is illustrated in Figure 4.1 below.

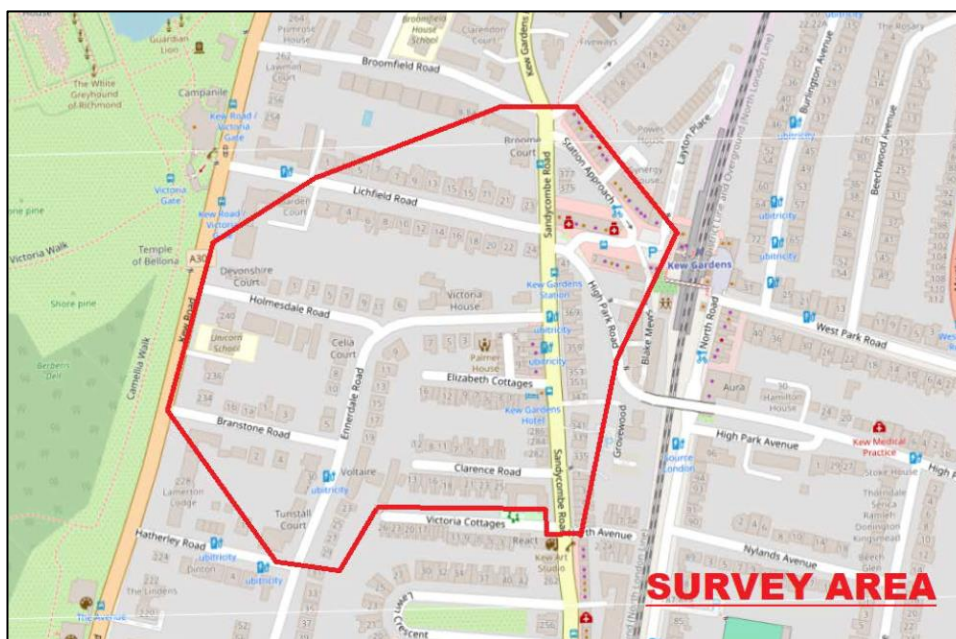


Figure 4.1 – Parking Beat Survey Study Area

- 4.2 Parking beat surveys were conducted on Sunday 29th September at 05:15, Tuesday 1st October at 04:45 and Wednesday 2nd October at 04:55 and a summary of the surveyed roads is as follows:
- ▶ Ennerdale Road;
 - ▶ Holmesdale Road;
 - ▶ Branstone Road;
 - ▶ Lichfield Road;
 - ▶ Clarence Road;
 - ▶ Sandycombe Road;
 - ▶ High Park Road;
 - ▶ Station Approach; and
 - ▶ Station Parade.
- 4.3 A summary of the parking stress calculations is provided below in Table 3.1, whilst the raw survey data is included in **Appendix C**.

Road	Number of Parking Spaces	Sunday 29 th September 2024	Tuesday 1 st October 2024	Wednesday 2 nd October 2024	Average Number Parked
Ennerdale Road	63	26	31	32	30
Holmesdale Road	28	11	14	15	13
Branstone Road	28	16	13	11	13
Lichfield Road	29	13	12	13	13
Clarence Road	29	21	20	20	20
Sandycombe Road	35	30	26	27	28
High Park Road	6	4	4	5	4
Station Approach	27	5	5	5	5
Station Parade	13	3	5	4	4
Total	258	129	130	133	131
% Stress	-	50%	50%	52%	51%
Average Calculated Parking Stress					

Table 4.1 - Summary of Parking Stress Calculations

- 4.4 Table 4.1 above demonstrates that there are a total of 258 parking spaces within a 200 metre radius of the site. Across the three study periods, there is a parking demand averaging 51%. The highest recorded stress was 52% on the 2nd October, where 133 of the observed 258 car parking spaces were occupied. Alternatively, the lowest recorded stress was 50% on the 29th September, where 129 of the observed 258 parking spaces were occupied.
- 4.5 In the assumption of a worst-case scenario, in which three parking spaces are lost as a result of the development proposals, the total on available parking spaces would fall to 255. Table 3.2 below demonstrates the impact the loss of three parking spaces would have on local parking stress.

	Number of Parking Spaces	Sunday 29 th September 2024	Tuesday 1 st October 2024	Wednesday 2 nd October 2024	Average Number Parked
Total Number of Parking Spaces (258)	258	129	130	133	131
Adjusted Number of Parking Spaces (255)	255	129	130	133	131
% Stress (Adjusted for lost of three parking spaces)	-	51%	51%	52%	51%

Table 4.2 - Adjusted Number of Parking Spaces from 258 to 255 and Adjusted Parking Stress

- 4.6 Table 4.2 above demonstrates that, in the event of a worst-case scenario by which a total of three car parking spaces are lost, parking stress within a 200 metre radius of the site remains at 51% which falls below 85%, the threshold for high occupancy within parking stress surveys. Therefore, it can be concluded that the development proposals will not adversely impact local parking availability within the vicinity of the site.

5.0 Summary and Conclusions

- 5.1 This Highways Technical Note has been prepared on behalf of The Park Property Group to provide highways and transportation advice in relation to the development proposals at 2-4 Ennerdale Road, Richmond, London. The site falls within the administrative boundary of London Borough of Richmond-Upon-Thames (LBRT).
- 5.2 The site comprises of a former care home set across a number of linked buildings. The development proposals seek the partial conversion and re-development of the existing buildings to provide seven residential dwellings. Access to the dwellings is to be achieved via new crossovers fronting the north of Ennerdale Road, which have been designed in accordance with Richmond-Upon-Thames design guidance. Car and cycle parking is to be provided in accordance with local policy standards.
- 5.3 This Highways Technical Note has demonstrated that the development proposals will not have an adverse impact on local parking availability and will not exacerbate parking stress. In addition, the proposed crossovers have been designed with reference to the London Borough of Richmond's 'Highways Authority Requirements' Supplementary Planning Guidance Document (November 2023)

Appendix A

Site Layout Plan

PLANNING

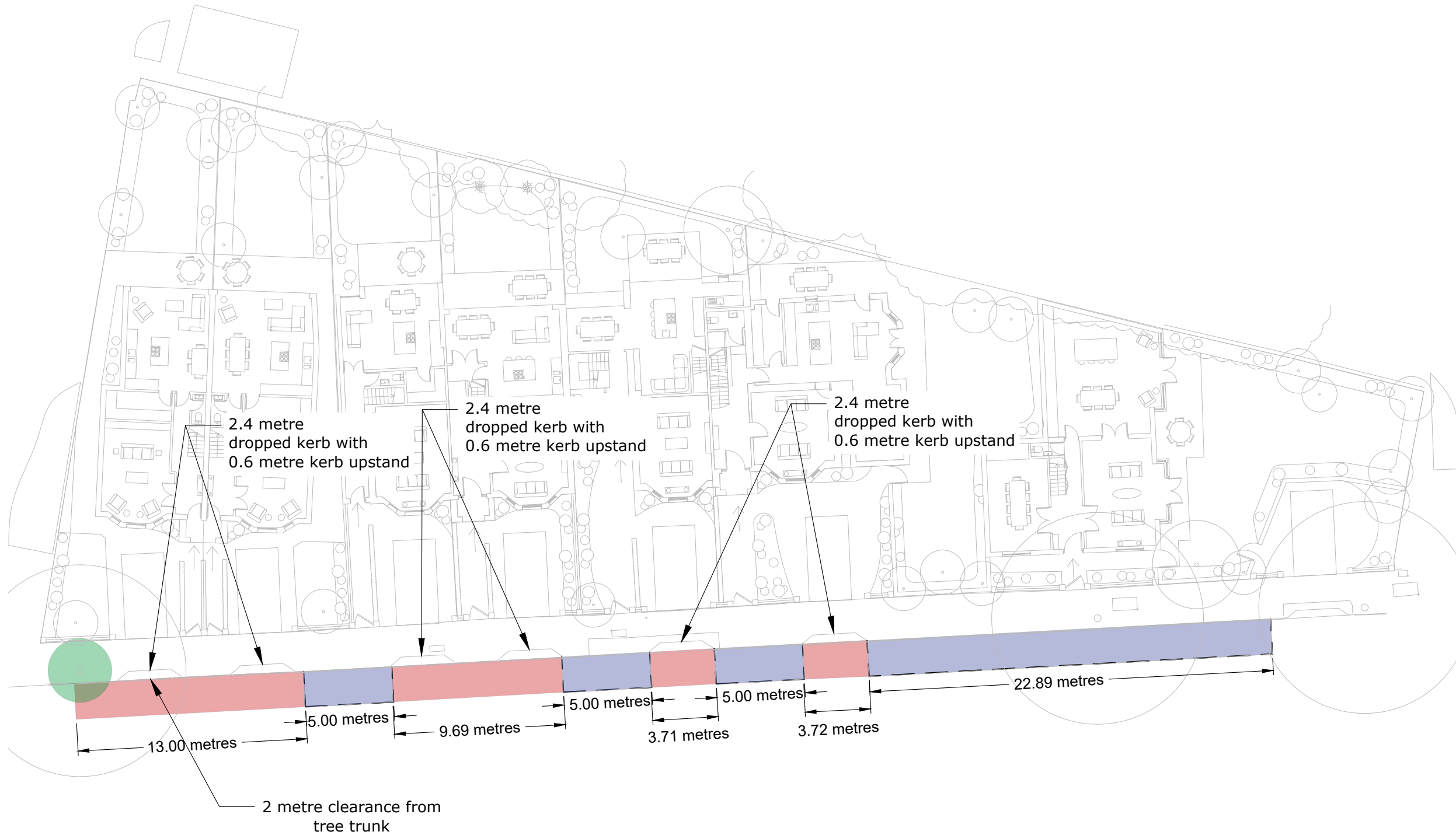


	Properties							
	Phase I							Total
	Plot 1	Plot 2	Plot 3	Plot 4	Plot 5	Plot 6	Plot 7	
Basement	-	-	-	28	20	9	-	57
Ground Floor	68	73	59	72	86	99	103	560
First Floor	52	61	37	59	85	62	77	433
Second Floor	35	43	34	51	42	50	-	255
Total	155	177	130	210	233	220	180	1305
No. of bedrooms	4	5	4	4	5	5	4	31
No. of bathrooms	5	5	3	3	5	4	3	28



Appendix B

Motion Drawing 2409024-05 – Proposed Parking Arrangements



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.

Legend:

- Lost Parking Space
- Retained Parking Space
- Tree Trunk

Rev.	Description	Dm	Chk	App	Date
A	Updated Site Layout	WMC	DM	DM	22/10/2024
-	First Issue	WMC	DM	DM	03/10/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



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Client:

The Park Property Group

Project:

2-4 Ennerdale Road, Richmond

Title:

Proposed Parking Arrangements

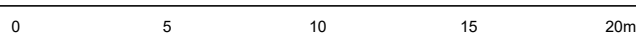
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Drawing:

2409024-05

Revision:

A



SCALE IN METRES
1:250

Appendix C

Parking Beat Survey Results

2 - 4 ENNERDALE ROAD, KEW TW9 3PG.

PARKING STRESS SURVEY

RESULTS

SURVEY LOCATION PLAN

PARKING RESTRICTION PLANS

PARKED VEHICLE LOCATION PLANS

OCTOBER 2024

RICHMOND METHODOLOGY



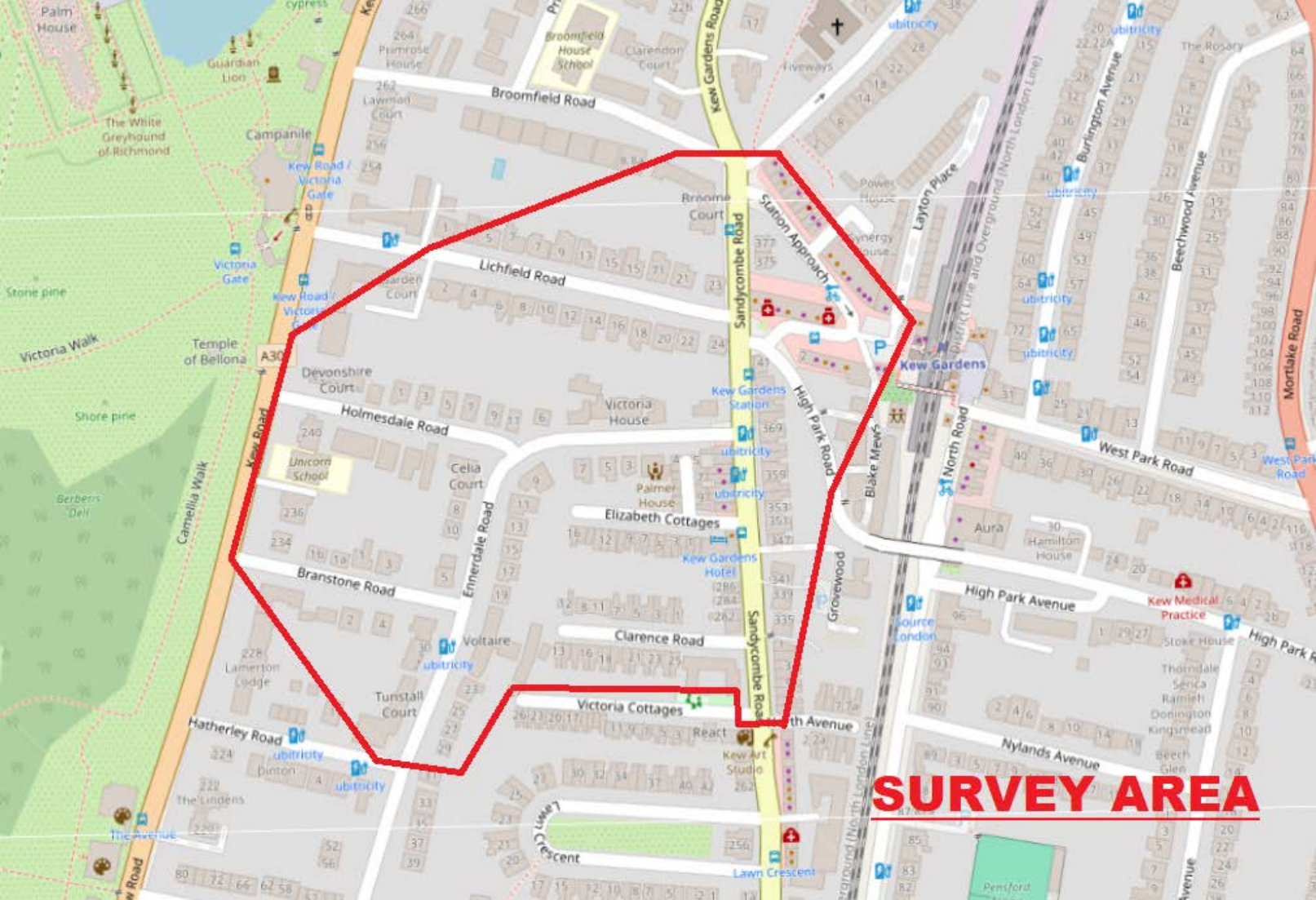
BENCHMARK DATA COLLECTION

2 - 4 ENNERDALE ROAD, KEW, RICHMOND TW9 3PG - PARKING STRESS SURVEY RESULTS

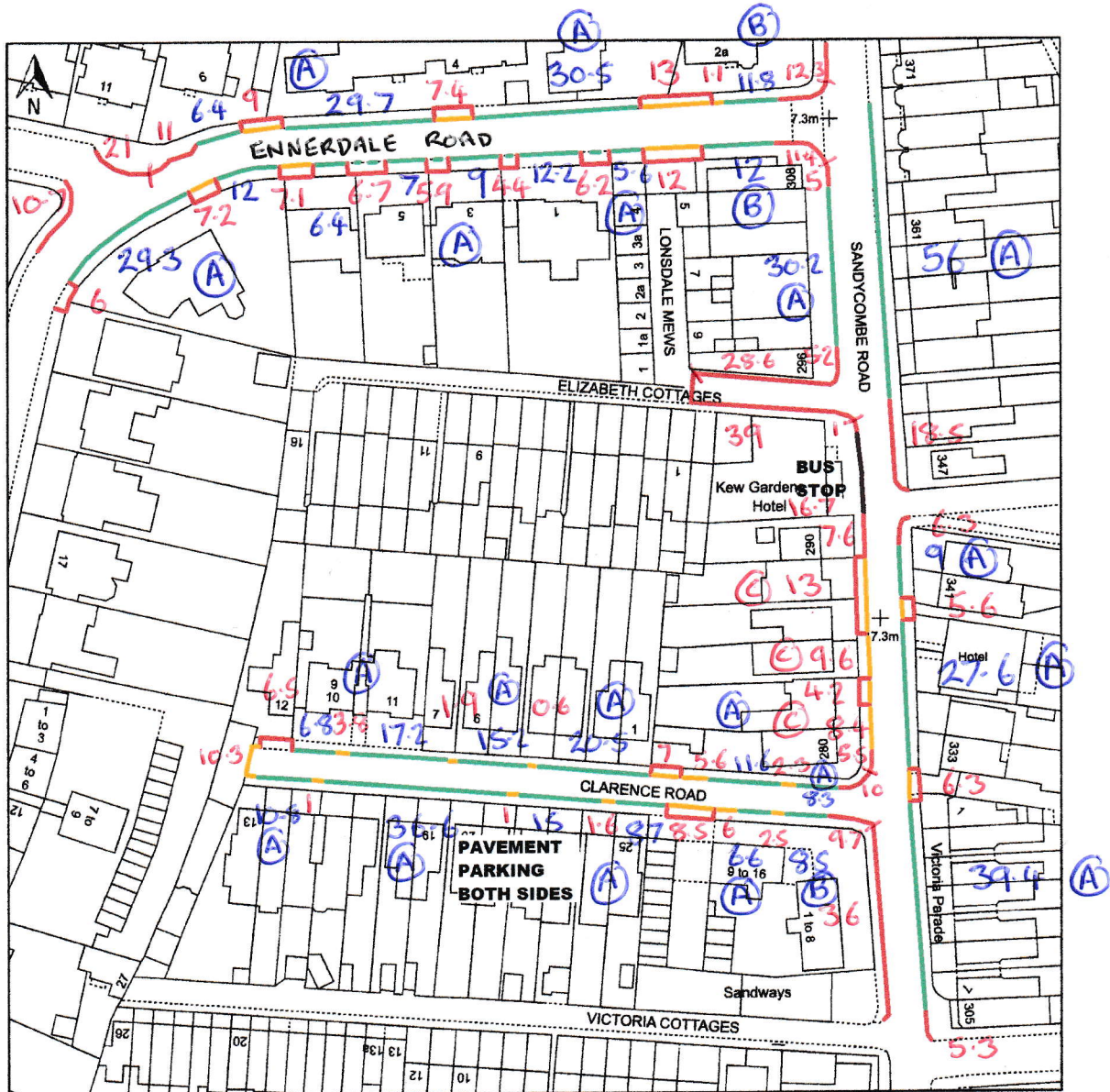
Road Name	Number of Parking Spaces	Number Of Vehicles Parked			Average Number Parked
		Sunday	Tuesday	Wednesday	
		29/09/2024 05:15	01/10/2024 04:45	02/10/2024 04:55	
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Holmesdale Road	28	11	14	15	13
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High Park Road	6	4	4	5	4
Station Approach	27	5	5	5	5
Station Parade	13	3	5	4	4
Total	258	129	130	133	131

Calculated Parking Stress = 51 %

Parking capacity based upon 5 metres per parking space.



SURVEY AREA



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0m 20m 40m 60m 80m 100m

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB
- DBH DISABLED BADGE HOLDER
- ALL MEASUREMENTS IN METRES

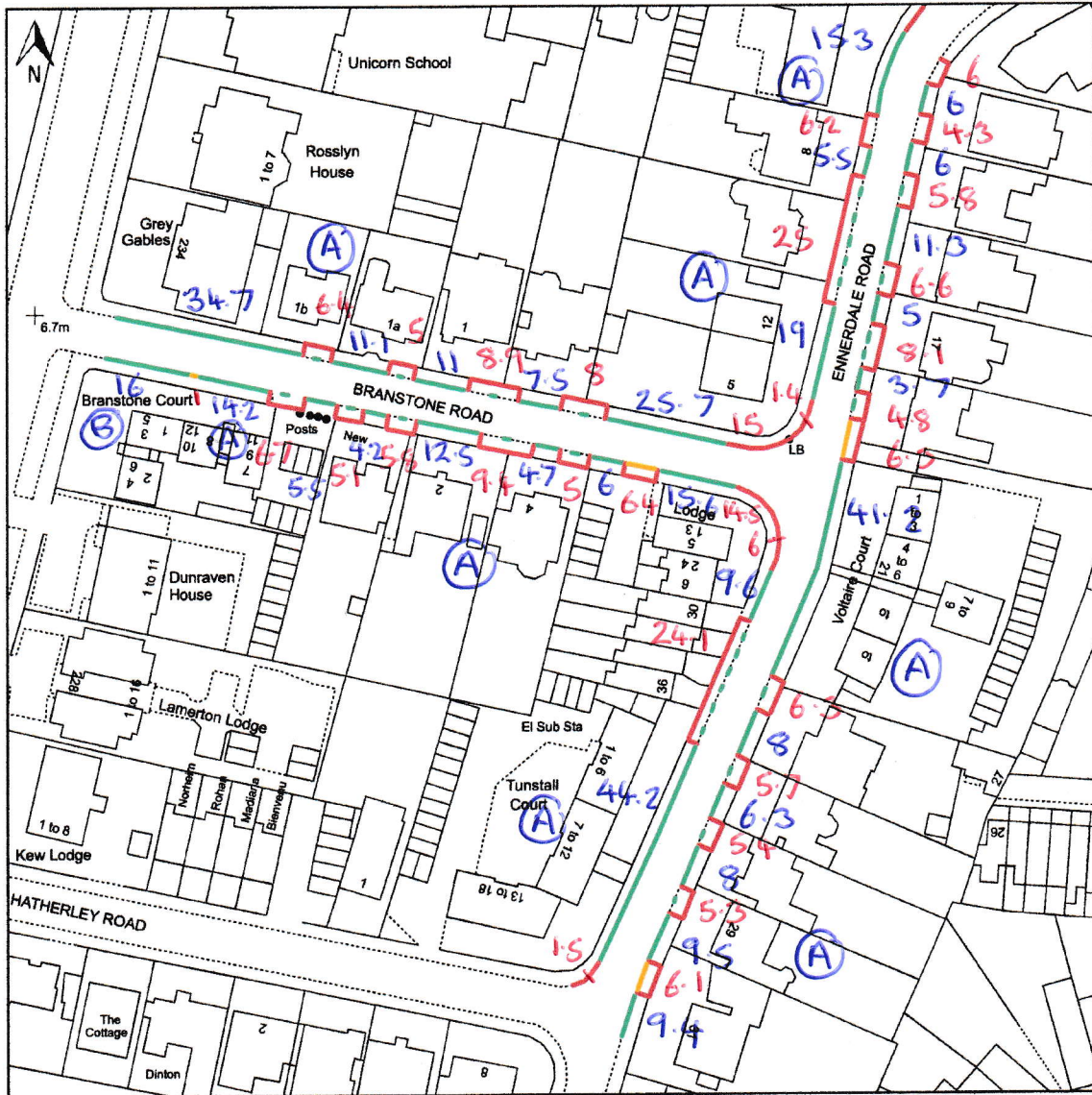
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Paper Size: A4

PARKING RESTRICTIONS

- A = MON - FRI 10AM - NOON**
PERMIT HOLDERS KA ONLY
- B = MON - FRI 10AM - NOON**
1 HOUR, NO RETURN WITHIN 1 HOUR
- C = MON - SAT 9AM - 5PM**
PAY AT MACHINE, MAX STAY 2 HOURS

- SYL A = MON - SAT 08:30 - 18:30**
- SYL B = MON - SAT 09:00 - 17:00**
- SYL C = MON - SUN 07:00 - 19:00**



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0m 20m 40m 60m 80m 100m

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
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- ┌ DROPPED KERB

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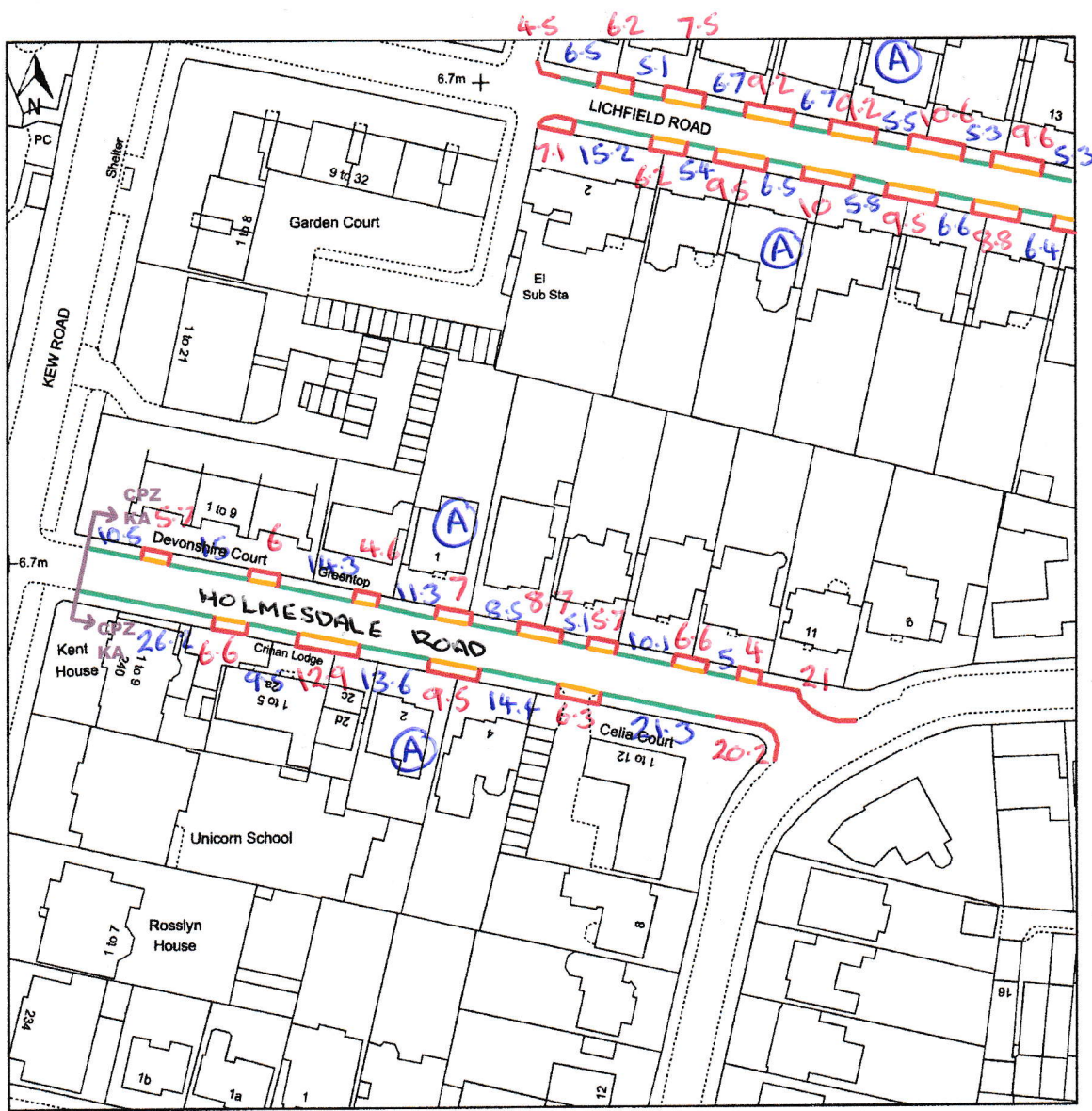
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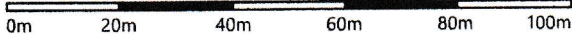
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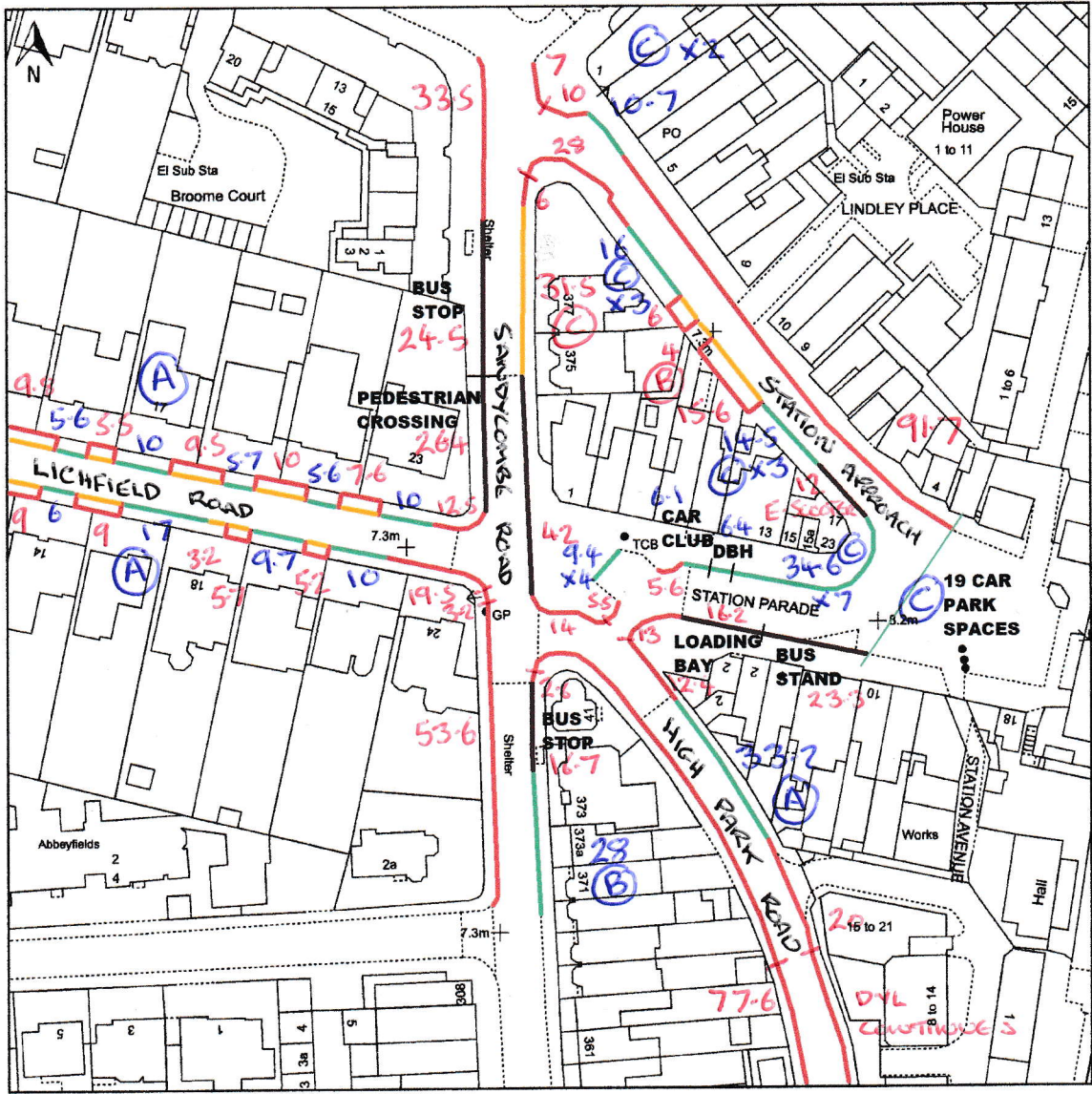
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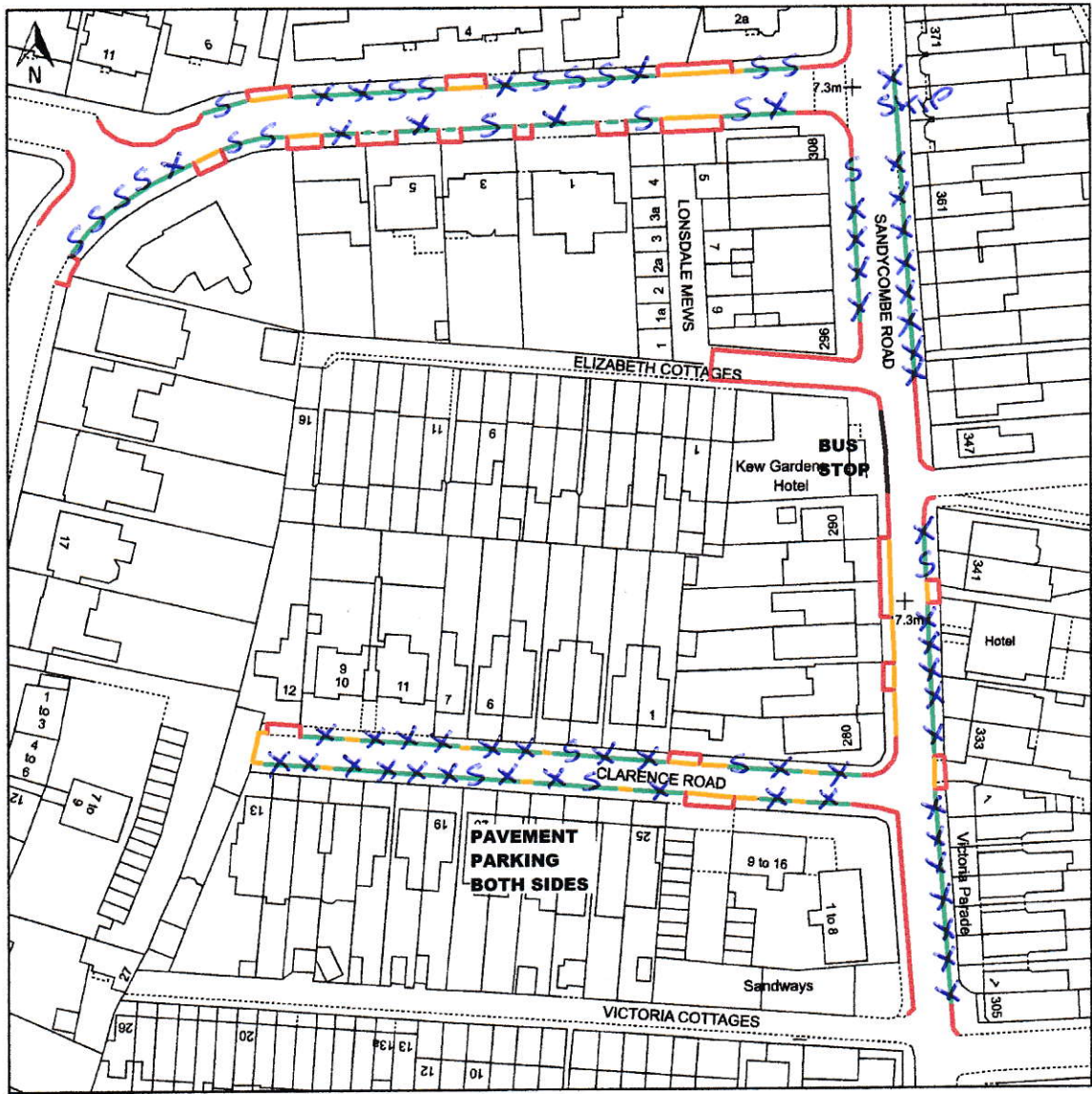
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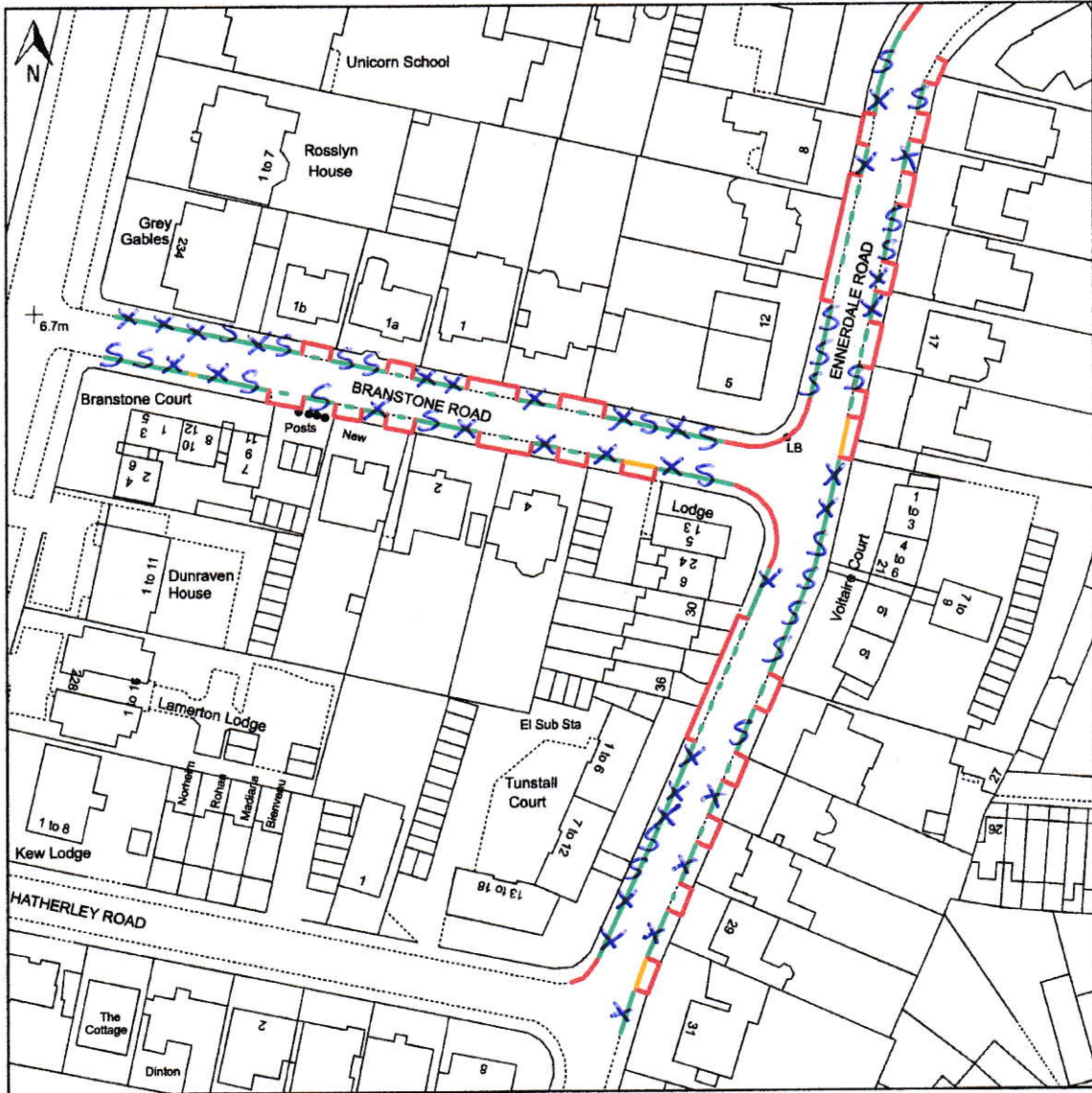
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PARKED VEHICLE LOCATION

SUNDAY 29/09/2024 - 05:15

DBH DISABLED BADGE HOLDER
 ALL MEASUREMENTS IN METRES



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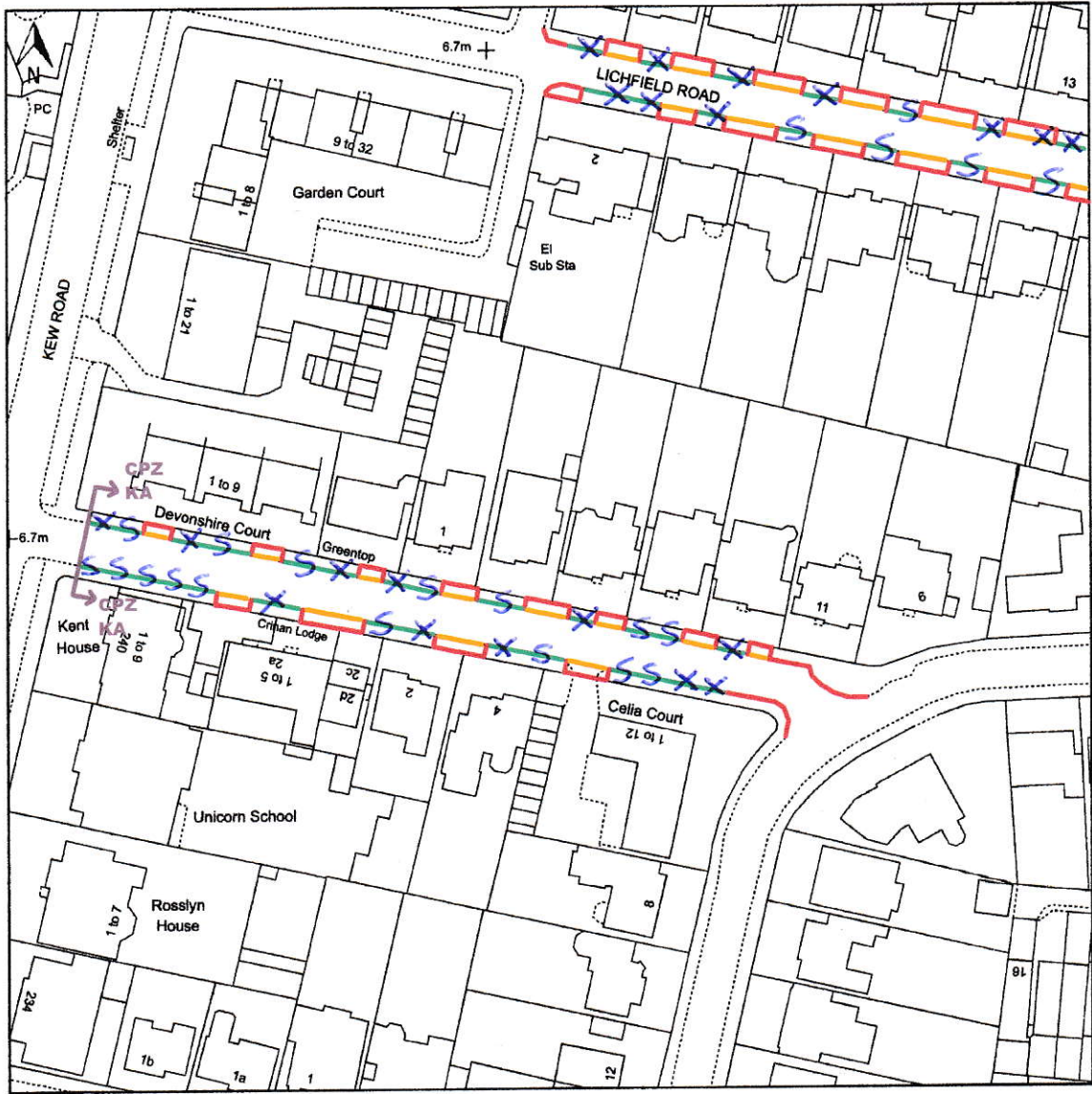
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PARKED VEHICLE LOCATION

SUNDAY 29/09/2024 - 05:15

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



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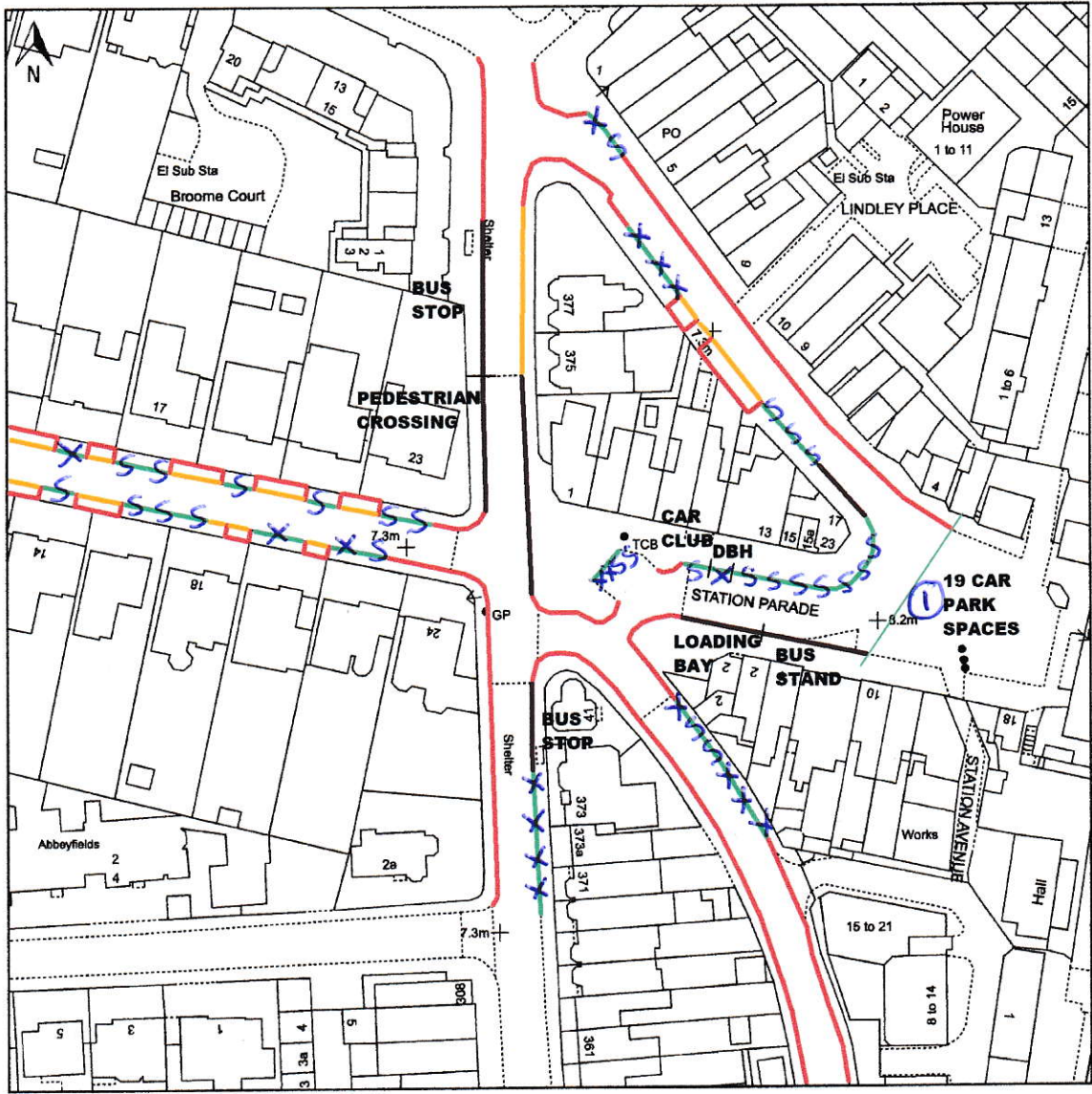
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PARKED VEHICLE LOCATION

SUNDAY 29/09/2024 - 05:15

DBH DISABLED BADGE HOLDER
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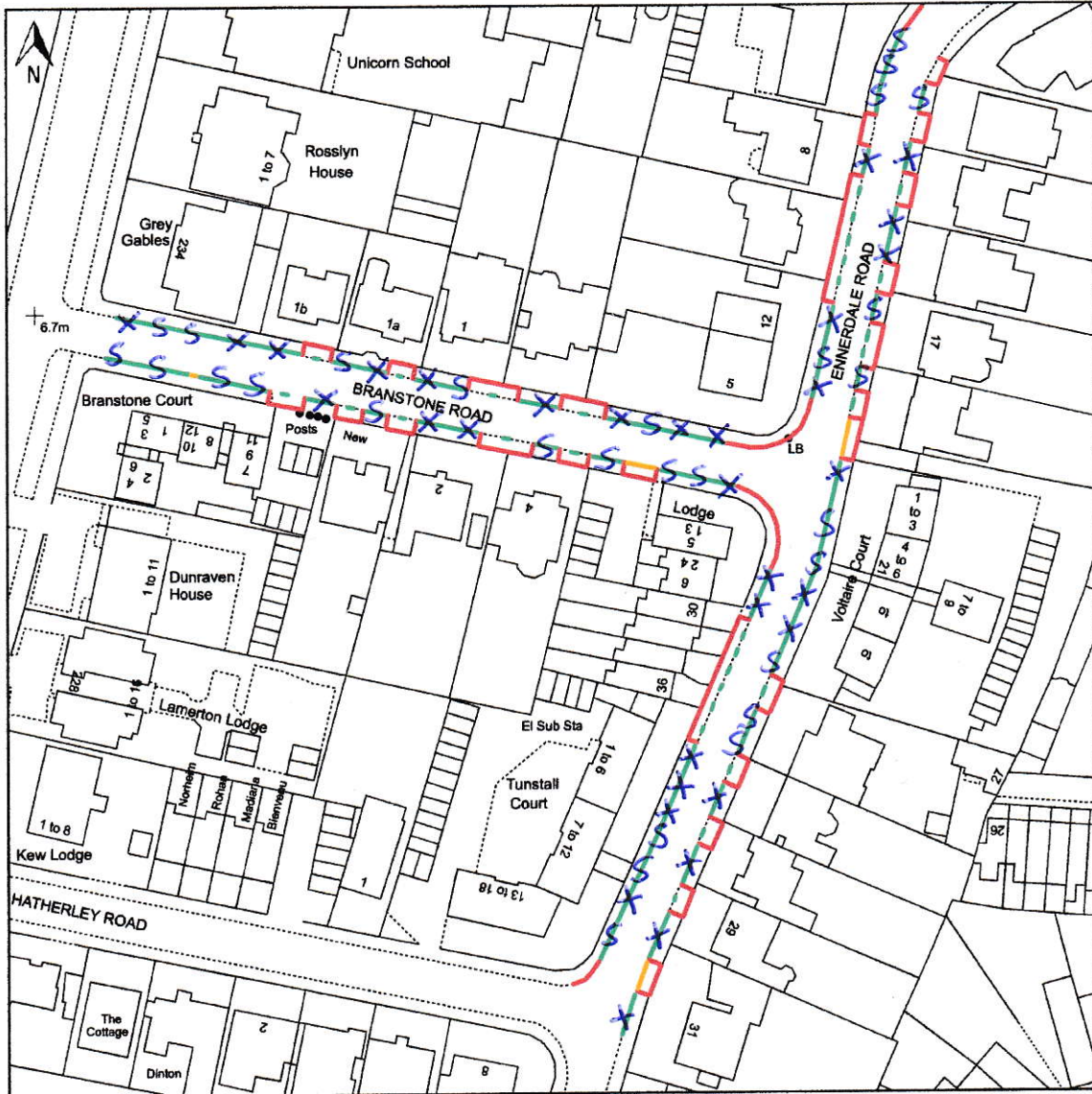
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Scale: 1:1250 Paper Size: A4
PARKED VEHICLE LOCATION

TUESDAY 01/10/24 - 04:45

DBH DISABLED BADGE HOLDER
 ALL MEASUREMENTS IN METRES



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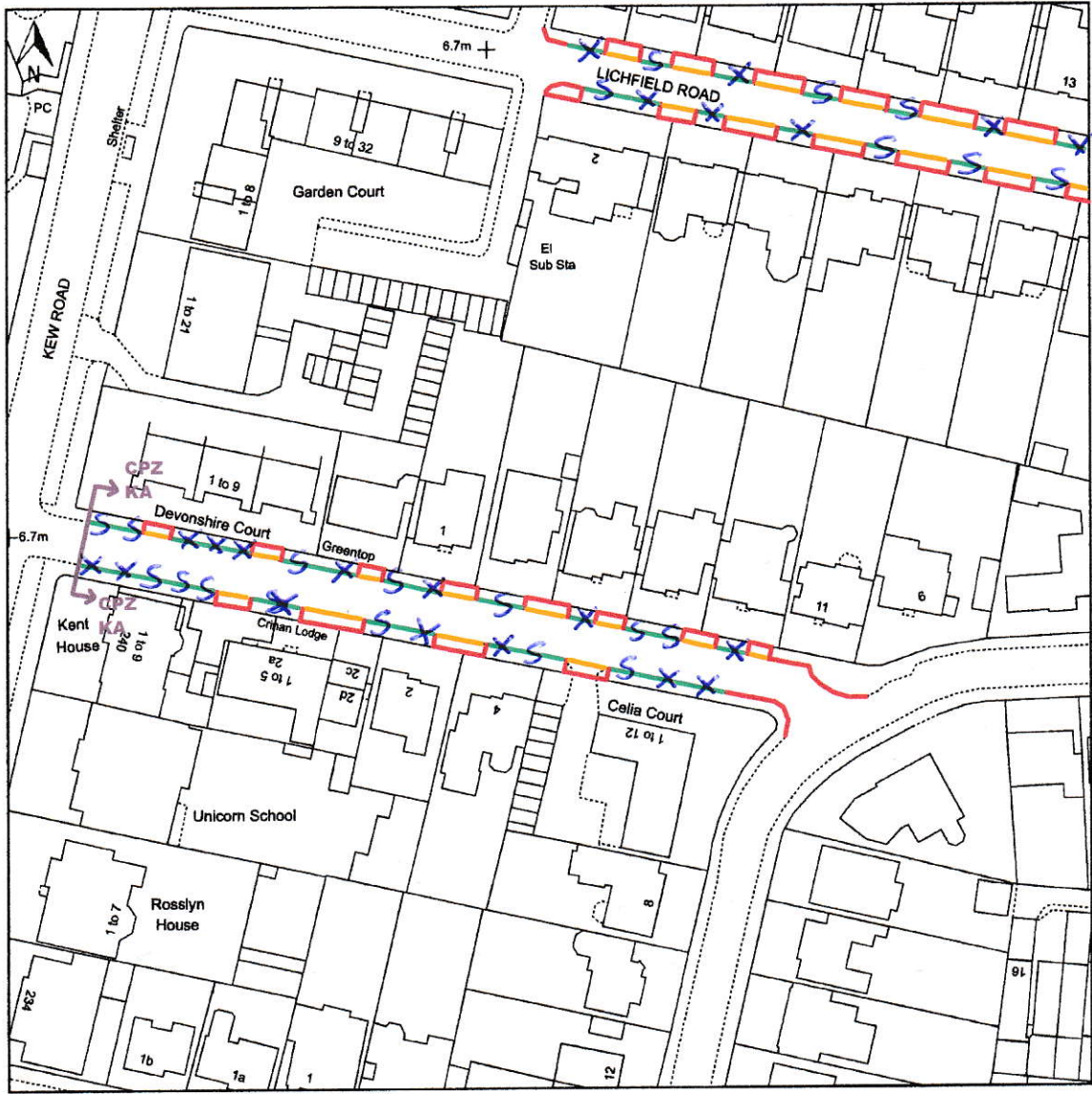
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PARKED VEHICLE LOCATION

TUESDAY 01/10/24 - 04:45

DBH DISABLED BADGE HOLDER
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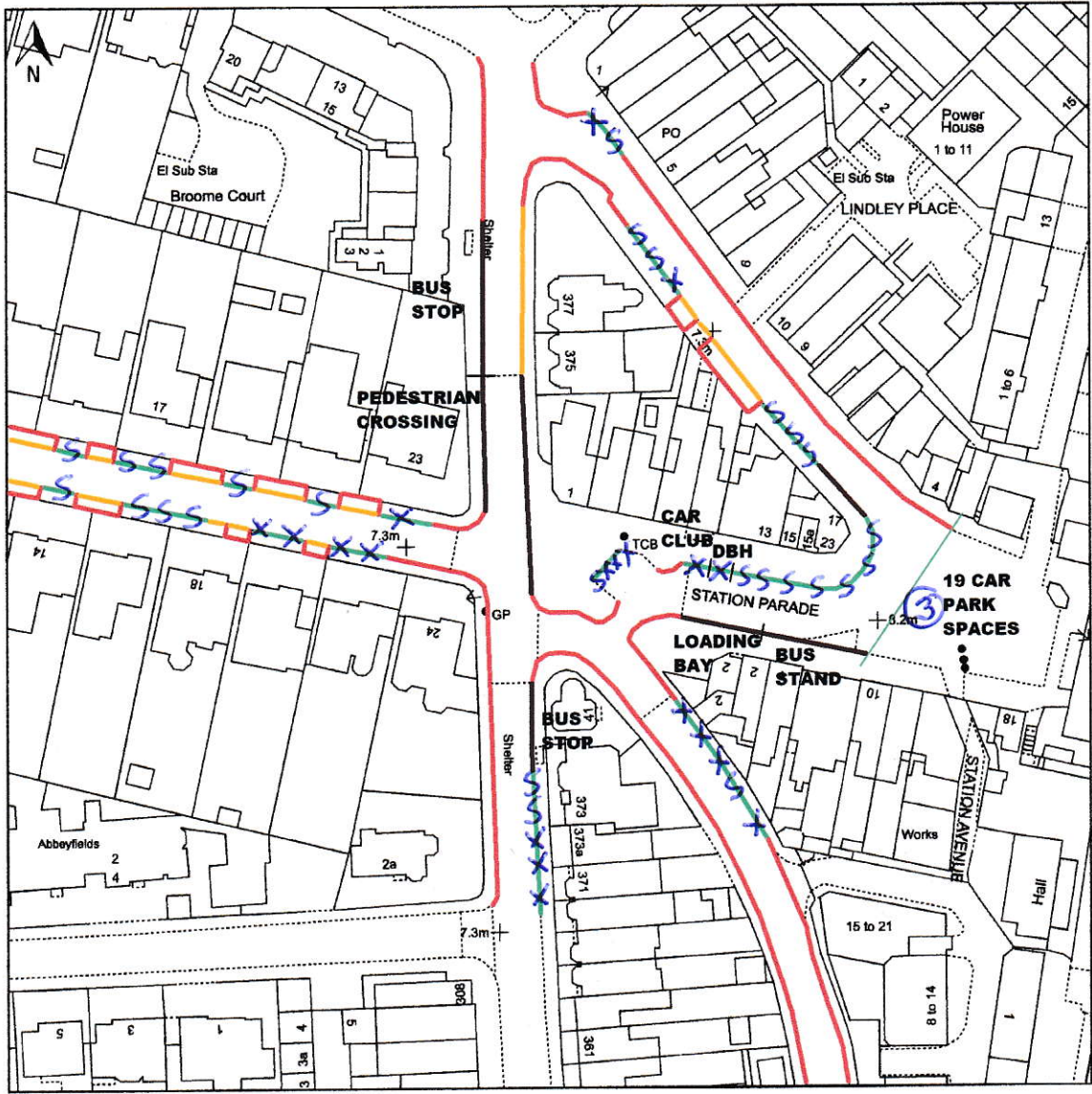
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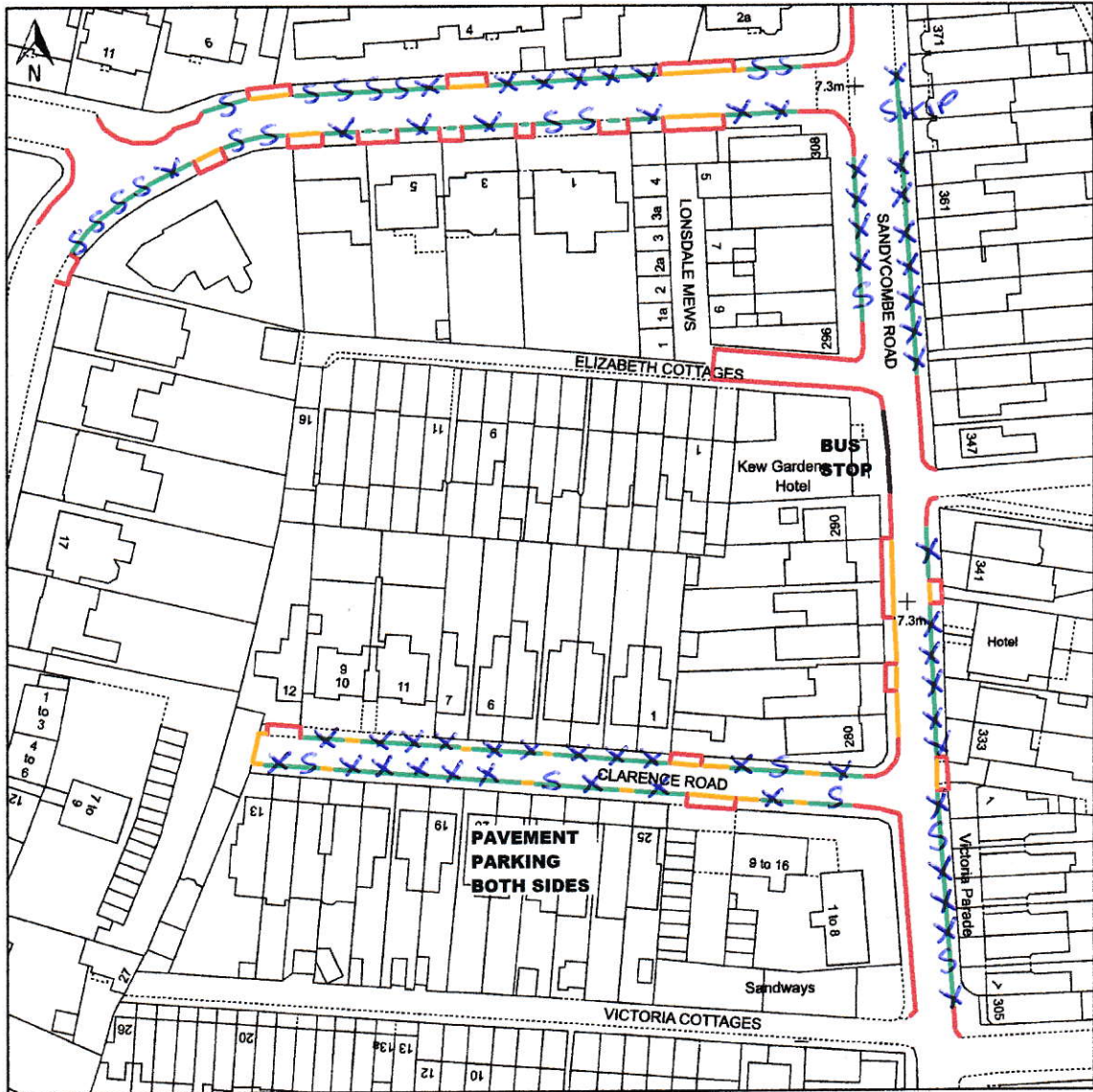
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- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

Scale: 1:1250

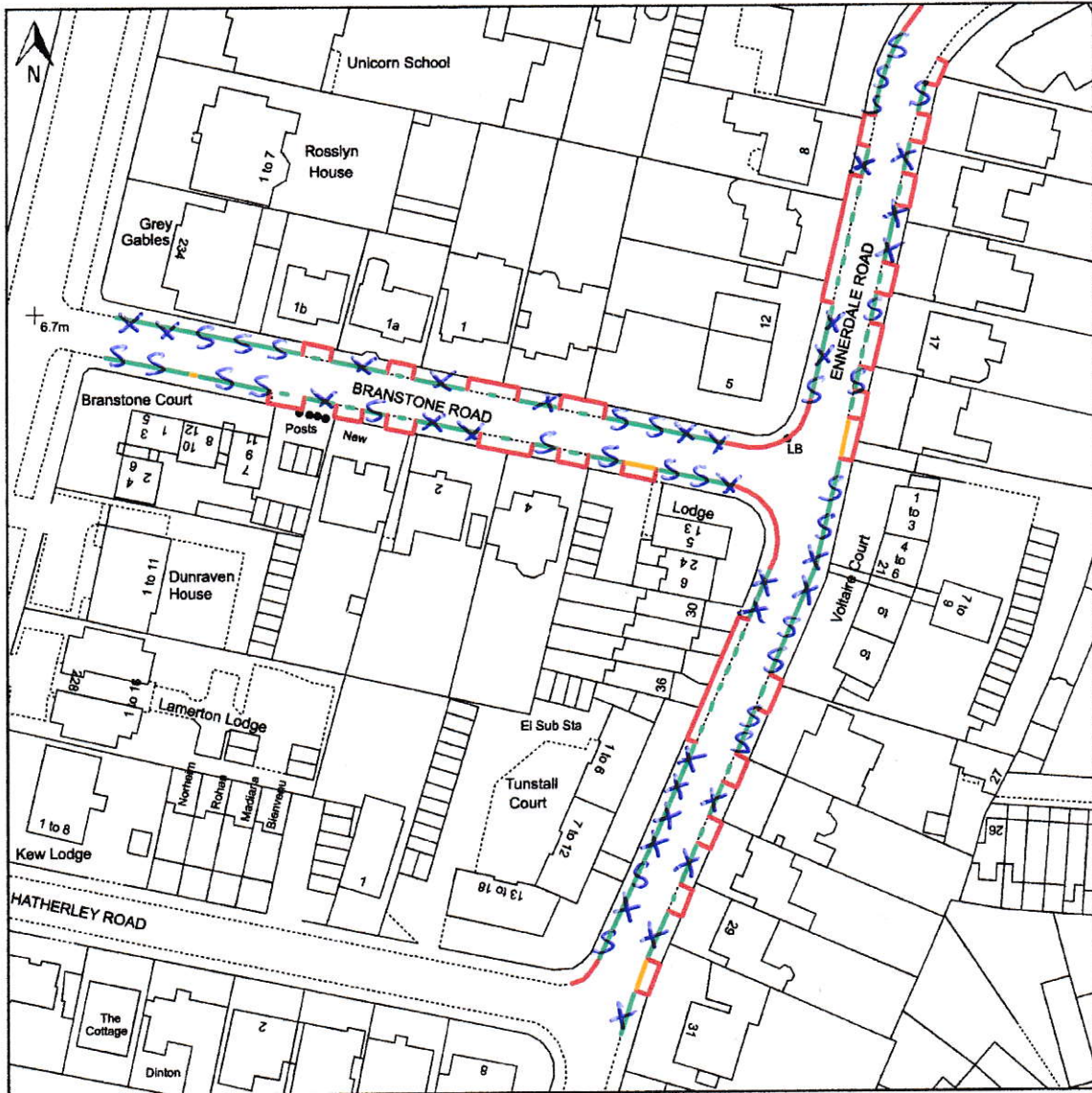
Paper Size: A4

PARKED VEHICLE LOCATION

WEDNESDAY 02/10/2024 - 04:55

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



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0100031673 Created using Plans by Emapsite

0m 20m 40m 60m 80m 100m

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- DOUBLE YELLOW LINE (DYL)
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- ┌ DROPPED KERB

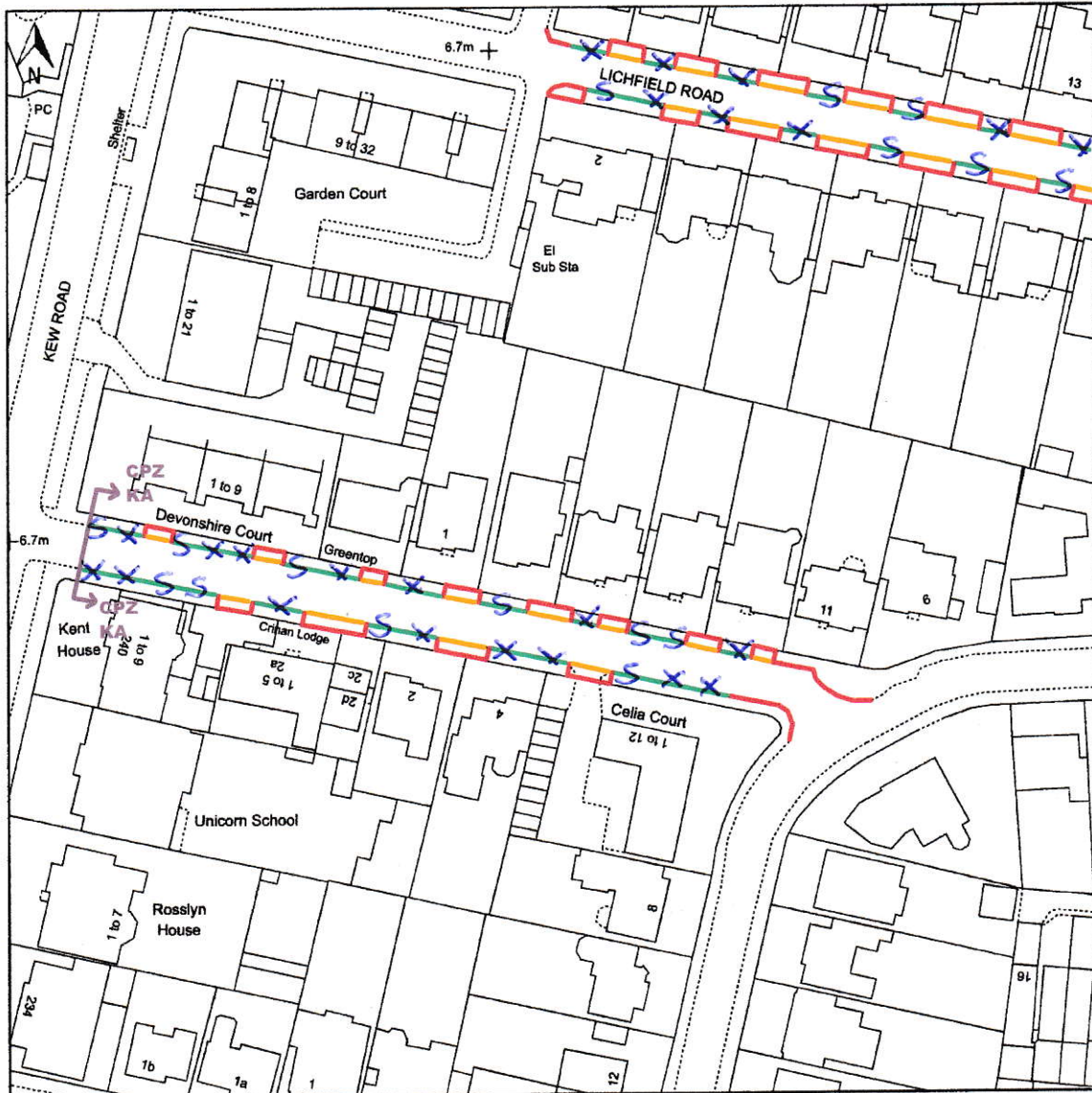
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Paper Size: A4

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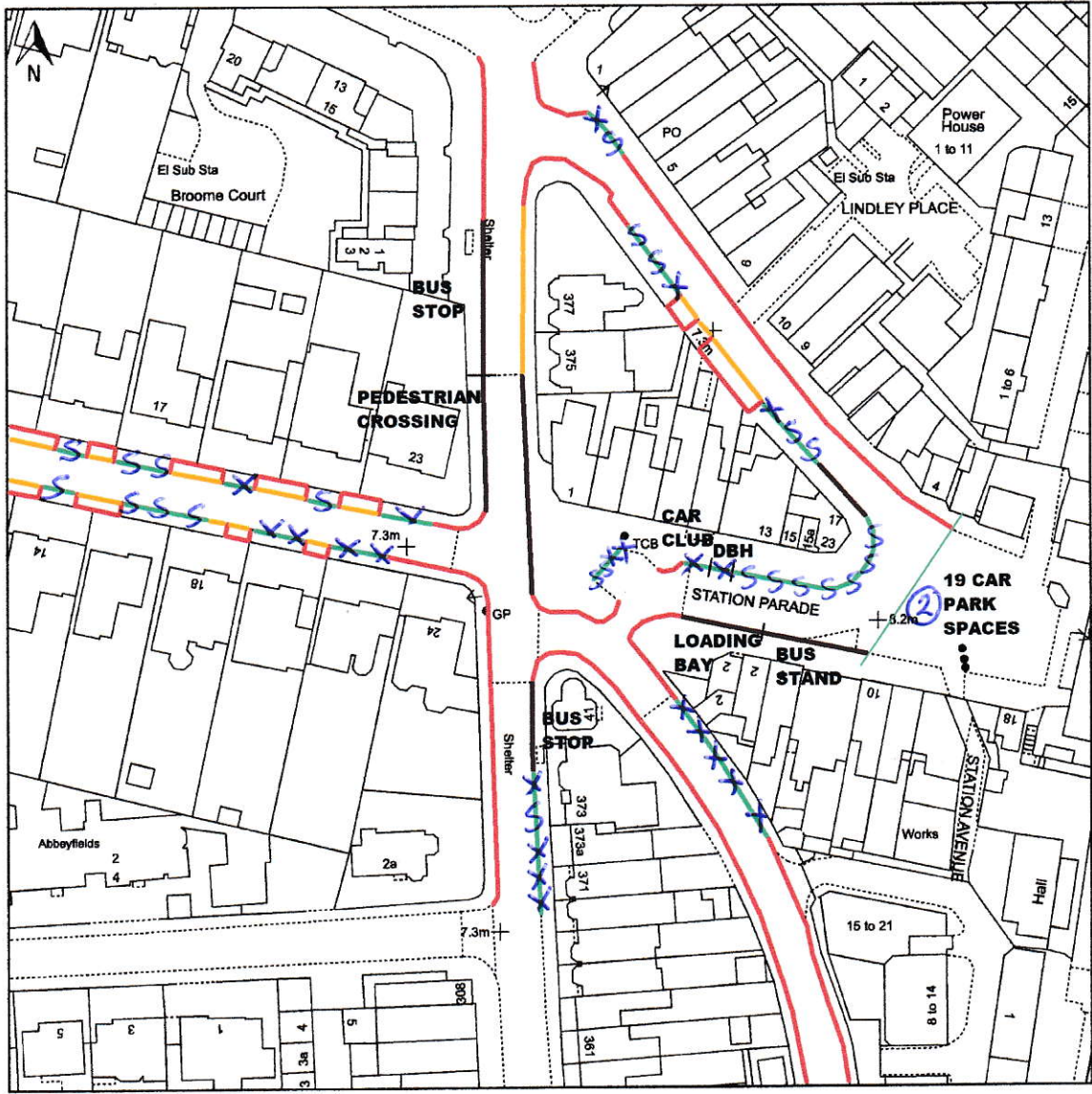
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