

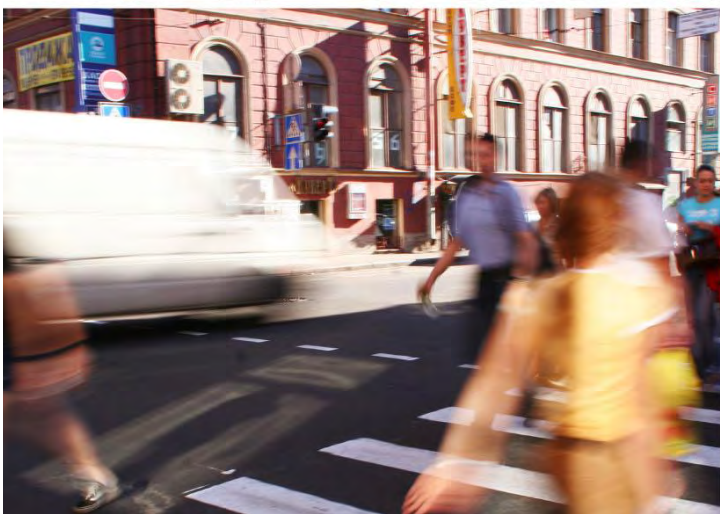
PROJECT CENTRE

Transport and Parking Report

Charles Street Garages, Barnes

County Gate Properties

June 2012



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Report Reference	Issue	Description	Originator	Checked	Authorised
1000000325	01	Transport and Parking Report	P Chapman 12.10.2011	B Meekings 14.10.2011	B Meekings 14.10.2011
1000000325	02	Transport and Parking Report	P Chapman 18.10.2011	B Meekings 21.10.2011	B Meekings 21.10.2011
1000000325 /TR	03 (Draft)	Transport and Parking Report (Revised)	A Dennison 13.06.2012	-	B Meekings 14.06.2012
1000000325 /TR	04 (Draft)	Transport and Parking Report (Revised)	A Dennison 22.06.2012	B Meekings 25.06.2012	B Meekings 25.06.2012
1000000325 /TR	05	Transport and Parking Report (Issue Copy)	A Dennison 28.06.2012	B Meekings 28.06.2012	B Meekings 28.06.2012

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1. INTRODUCTION

1.1 Overview

1.1.1 Project Centre have been commissioned by County Gate Properties to produce a transport report to support a planning application at 29 Charles Street, Barnes SW13 0NZ in the London Borough of Richmond upon Thames (LBRuT).

1.1.2 The site is situated in West Barnes, approximately 475m walking distance from Barnes Bridge Railway Station and approximately 270m walking distance from bus stops on Mortlake High Street (White Hart Lane).

1.1.3 Charles Street runs from East – West and adjoins White Hart Lane (which runs North – South) at its western end.

1.1.4 The scheme proposes to redevelop the existing site, which is currently used as lock-up garages, also including a small vehicle repair workshop with a Gross Floor Area (GFA) of approximately 120m².

1.2 Requirements under 'Guidance for Transport Assessment'

1.2.1 This report has been prepared with due reference to the 'Guidance on Transport Assessments' published by the Department for Transport in March 2007, and also in line with guidance within Transport for London (TfL) – 'Transport Assessment Best Practice' published in April 2010.

1.2.2 'Guidance on Transport Assessment – Appendix B' sets out several development thresholds, which establish the need for a Transport Assessment or Transport Statement.

1.2.3 Following an initial assessment, it can be seen that a full TS / TA is not required in this case, most notably in relation to the following requirement thresholds

- Based on Size or Scale of Land Use:
 - 7a) B1 Business (Offices) > 1,500m²
 - 14) C3 Dwelling Houses > 50 dwellings
 - ✓ *Development comprises only six dwellings and ~ 120sqm office space*
- Based on other Considerations
 - 2) Any development with ≥ 30 two-way vehicle movements in any hour
 - ✓ *Considered very unlikely with only seven properties proposed on site*
 - 3) Any development with ≥ 100 two-way vehicle movements per day
 - ✓ *Considered very unlikely with only seven properties proposed on site*
 - 4) Any development with ≥ 100 parking spaces
 - ✓ *Not applicable*

1.2.4 On this basis Project Centre have prepared this Transport Report (TR) to address only the highways and transportation concerns raised by LBRuT Highways and local residents, and support the planning submission by Verve Properties.

1.2.5 It should be noted the concerns raised have lead to this TR comprising almost all the elements that would have been required for a Transport Statement (TS), and that as such this report represents very thorough analysis of a minor scheme.

1.3 Structure of the Report

1.3.1 The report is divided into the following chapters:

- Chapter Two details recent changes to LBRuT planning policy relevant to the Charles Street site proposals;
- Chapter Three sets out the existing conditions at the development site;
- Chapter Three discusses in further detail the parking surveys that were undertaken on roads surrounding the site;
- Chapter Four introduces the development proposals;
- Chapter Five provides an impact analysis (including trip generation) in relation to the proposed development; and,
- Chapter Six concludes the report by bringing all of the previous chapters together and summarising the findings.

2. NATIONAL / LONDON / LBRuT POLICY REVIEW

2.1 National Planning Policy Framework (NPPF – March 2012)

2.1.1 The government issued the NPPF in March 2012. This sets out the governments planning policies, and is a material consideration when making decisions on development proposals. It redefines the parameters against which planning decisions should be taken (compared to the now cancelled PPG13), and paragraph 32 states that:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe"

2.1.2 With regard to car parking, the NPPF does not refer to maximum or minimum car parking standards for new development, and instead promotes a flexible approach to car parking provision having given consideration to the accessibility of a development by non-car modes, local car ownership and the need to reduce the use of high emission vehicles.

2.2 London Plan (July 2011)

2.2.1 Policy 6.13 of the London plan states that the Mayor wishes to see an appropriate balance being struck in parking provision, to prevent excessive provision, in accordance with the parking standards set out in Table 6.2 of the parking addendum. For 1-2-bed dwellings this is less than one space per unit.

2.2.2 There is also a requirement to provide 20% electric charging points, and an additional 20% passive provision for electric vehicles in the future. However, given that the LBRuT Development Management Plan (DMP) was published after the London Plan, it is reasonable to consider the more recent standards in the DMP should apply. This is covered in more detail below.

2.3 LBRuT Core Strategy (April 2009)

2.3.1 Policy CP 5 Sustainable Transport – Sets out high level strategic policies within Principles A to H. These are relevant insofar as the general principles for reducing the need to travel are supported by the proposals. More detailed policies are contained in the LBRuT DMP.

2.4 LBRuT DMP (November 2011)

2.4.1 LBRuT adopted the new DMP during November 2011. This superseded the previous Unitary Development Plan (UDP), notably with regard to on and off-street parking provision in relation to new development.

2.4.2 Under the UDP LBRuT Policy TRN5 stated:

"Developments, including residential extensions which would result in the unacceptable loss of off-street parking or lock-up garages, will generally be opposed."

2.4.3 However, under the Transport & Parking policies of the new DMP no specific statement is made specifying that existing off-street parking provision must be retained , but instead states at Policy DM TP 8 that developments:

"...will have to demonstrate that the new scheme provides an appropriate level of off-street parking to avoid an unacceptable impact on on-street parking conditions..."

2.4.4 It follows that there is no longer a prescribed policy requirement to re-provide existing off-street parking if on-street parking could accommodate demand without unacceptable impacts.

2.4.5 It should also be noted that LBRuT parking standards under Policy DM TP 8 and associated 'Appendix 4 – Parking Standards' are very prescriptive with regard to the provision of parking that can be made for residential uses.

2.4.6 'Appendix 4 – Parking Standards' specifies a maximum standard but the policy also specifies that, within a CPZ, parking for a new development should be provided at this maximum level (except in exceptional circumstances). This essentially gives developers no control over the level of off-street parking provision to be provided.

2.4.7 The supporting text to policy DM TP 8 also states that charging facilities for electric vehicles will be welcomed where there is a demand and this does not affect overall viability. As noted above, it is reasonable to consider that the parking approach in the LBRuT DMP should apply over the approach in the London Plan, and therefore there is no requirement as such to provide electric charging points.

2.4.8 Nevertheless, given that the applicant seeks to make the development appropriate for future longevity, the development proposals included within Chapter 5 of this report included consideration of charging facilities for electric vehicles.

2.5 LBRuT SPD 'Front Garden and other Off-Street Parking Standards' (September 2006)

2.5.1 The other key policy document in relation to the development proposals on Charles Street is the Supplementary Planning Document (SPD) 'Front Garden and other Off-Street Parking Standards'

2.5.2 This document specifies the acceptable sizes for a vehicle garage within LBRuT (a minimum of 2.75m width by 5.5m length).

2.5.3 The same document also details the required pedestrian visibility splays for footway crossovers associated with off-street parking (2.4m along the edge of the footway x 2.1m into the site). Within this area no vertical obstruction greater than 600mm is allowed, to ensure inter-visibility between pedestrians and a vehicle driver.

3. EXISTING CONDITIONS

3.1 Overview

3.1.1 This chapter provides details of the site location, existing transport infrastructure, a description of the site's previous use and details of the parking on site.

3.2 Site Context

3.2.1 The site is situated at 29 Charles Street Barnes SW13 0NZ, behind and to the north of properties 27 and 27A – 27F Charles Street in Barnes, less than six minutes walk from Barnes Bridge Railway Station and about three minutes walk from bus stops located on Mortlake High Street (the White Hart Lane Stop).

3.2.2 The site is located at the eastern end of Charles Street at the junction between Charles Street and Cross Street. A location plan can be found in Appendix A.

3.2.3 Barnes Bridge Railway Station is the closest railway station to the site and provides regular services to surrounding areas and to central London. Approximately four trains per hour each way, service the connection between London Waterloo and Hounslow, with eastbound services calling at Clapham Junction, from where frequent services are available to other destinations across London. Barnes Station is also within walking distance of the site and provides an additional four services per hour each way between London Waterloo and Richmond.

3.2.4 Bus stops on Mortlake High Street (White Hart Lane and Barnes Bridge Station stops) operate up to 22 services per hour in peak periods towards Richmond and Wandsworth. The site is reasonably well served by public transport and has a PTAL of 3.

3.2.5 The area surrounding the site is predominantly residential in nature, with houses in Charles Street, Thorne Street, Cross Street, Elm Bank Gardens and White Hart Lane. Shops, offices and restaurants are also located on White Hart Lane and Mortlake High Street.

3.3 Existing Use

3.3.1 The site is currently used as lock-up garages (for rent), numbering 27 in total. A vehicle repair workshop of approximately 120m² also occupies the site, and one further garage has been permanently converted to use as the site owner's office and store.

3.3.2 A survey of the lock-up garages conducted by the site's owner during June 2012 found that only 15 of the garage units were known to be used for the storage of functional motor vehicles. Of these garages:

- Two were rented by persons not resident within the local Controlled Parking Zone (CPZ) contained classic / kit / racing cars, used only infrequently;

- Five were rented by persons not resident within the local CPZ, these contained vehicles in regular use;
- Three were rented by persons resident within the CPZ, but on streets located a significant distance from the site, these contained vehicles in regular use; and,
- Five were rented by persons resident within the CPZ on streets near to the site, these contained vehicles in regular use.

3.3.3 Full details of the local CPZ are included in Chapter 4 of this report, along with details of the streets considered near to the site. Details of the garage occupancy survey have not been included in this report as the information is considered sensitive / private in nature, however, full details can be made available to Council Officers on request.

▼ Photograph 2.1: Looking west within the site from a point adjacent to the Site Entrance



3.3.4 At the time of the survey the rest of the units (i.e. those not used for vehicles) were typically used as storage units by a variety of tradesman, businesses and residents.

3.3.5 Site measurements show that none of the existing garages meet the minimum dimensions for a vehicular garage within LBRuT (5.50m x 2.75m as previously stated). Photograph 2.1 (below) shows an internal view of the site

3.4 Site Access

3.4.1 At the boundary of Thorne Passage there are brick-built walls approximately 750mm high (with railings on top) to each side of the existing access. The access can be closed at this point by means of a railed gate, opening inwards. This current arrangement goes against guidance in Manual for Streets (MfS) and LBRuT policy by blocking the pedestrian visibility splays to Thorne Passage.

3.4.2 This existing access onto Charles Street is provided with dropped kerbs, and is protected by double yellow lines to the west, with on-street parking located immediately to the east.

3.4.3 All of the features discussed above can be seen in Photograph 2.2, below.

▼ Photograph 2.2: Site entrance from Charles Street, looking into the site across Thorne Passage



3.5 Car Parking within the Local Area

3.5.1 The provision of car parking in the local area has been examined with reference to LBRuT policy, and having gained a detailed understanding of the existing situation in the area.

3.5.2 The streets surrounding the site are within the Mortlake Controlled Parking Zone (CPZ). The CPZ includes a variety of parking restrictions such as residents permit parking, permit holder only bays and short stay bays, and is enforced by wardens visiting the area to prevent illegal parking. Full details of these are included in Chapter 3 of this report. A map of the CPZ layout is included within Appendix B.

3.5.3 Parking surveys were carried out in the local area by Project Centre in March and September of 2010, and updated in March 2012. The results of the 2012 surveys are included in this report at Appendix C of this report, and discussed further in Chapter 3.

3.6 Local Traffic flows

3.6.1 Existing traffic flows on Charles Street were surveyed by Project Centre on 5th October 2011, full results of this survey are summarised in Table 2.1, overleaf:

▼ Table 2.1 – Existing Traffic flows on Charles Street

Time Interval	Westbound	Eastbound
08:00 to 09:00	36	39
09:00 to 10:00	22	23
16:30 to 17:30	27	22
17:30 to 18:30	29	18

3.6.2 With an average of a vehicle movement every one to two minutes during the peak hours, it has been established that Charles Street does not have any traffic flow or capacity issues.

3.7 Accident Data

3.7.1 Accident data for the surrounding area was obtained from TfL / LAU for the five-year period ending June 2011 and is summarised in Table 2.2, below:

▼ Table 2.2 – Accident Data Summary

Severity / Months to	June 2007	June 2008	June 2009	June 2010	June 2011	Total	Percentage
Fatal	0	0	0	0	0	0	0.0%
Serious	0	1	0	0	0	1	6.7%
Slight	1	4	1	6	2	14	93.3%
Total	1	5	1	6	2	15	-
Percentage	6.7%	33.3%	6.7%	40.0%	13.3%	-	100.0%

3.7.2 A map showing the locations of these accidents is included in Appendix D.

3.7.3 It can be seen that none of the accidents recorded in the last five years occurred on streets in the immediate area of the proposed development. The majority of the accidents occurred on Mortlake High Street and White Hart Lane, which are the main feeder roads for the local area.

3.7.4 As there is no reason to believe that Charles Street itself has any accident concerns, and as no major changes have occurred on-street between June 2011 and the present it is concluded that Charles Street operates safely with the existing site access.

4. CAR PARKING OCCUPANCY SURVEYS

4.1 Overview

4.1.1 This chapter of the report discusses existing parking provisions near to the site. Parking occupancy surveys were originally undertaken in September 2010 for an earlier proposal on Charles Street (Numbers 42-44). These identified ample reserve capacity within the CPZ, both during the daytime and overnight.

4.1.2 During March 2012 parking surveys were undertaken in relation to the current proposals.

4.2 Existing On-Street Parking Provisions

4.2.1 As described earlier all roads surrounding the site are within CPZ Zone M (Mortlake). Parking surveys were carried out on roads within 340m walking distance (a four-minute walk) of the proposed site, as this is considered a realistic distance for residents and employees / visitors to seek parking. Consequently, the following roads were included within the parking occupancy surveys:

- Charles Street (entire street);
- Cross Street (entire street);
- Archway Street (entire street);
- Westfields Avenue (entire street);
- Elm Bank Gardens (entire street);
- Thorne Street (entire street); and,
- White Hart Lane (from Broadway to Thorne Street).

4.2.2 In terms of calculating the total parking capacity within the survey area, a bay length of 5m has been used. LBRuT use this as the standard bay length when designing CPZ's. Within 340m maximum walking distance of the site the following parking provisions and restrictions were observed:

- Residents permit only parking, totalling 542 bays in total (restriction in force Monday-Friday 09:00 – 11:00);
- Residents permit only parking OR 1 hour free parking, totalling 62 bays in total (restriction in force Monday-Friday 09:00 – 11:00);
- Single yellow lines, equivalent to 14 bays in total (No Parking Monday to Saturday, 08:30 to 18:30);
- An unrestricted section of White Hart Lane equivalent to nine parking bays;
- One 13m loading bay on the east side of White Hart Lane with a maximum permitted stay of one hour (Monday-Saturday 07:00 – 20:00 and 09:00 – 18:00 on Sundays and Public Holidays);

- Three short-stay parking bays on Thorne Street (Monday-Friday 08:00 – 18:30, 08:00 – 12:00 on Saturdays, no return within 1 hour)
- Three Disabled parking bays on White Hart Lane;
- Two Disabled parking bays on Elm Bank Gardens;
- One Car Club bay at the northern end of Elm Bank Gardens; and,
- One Car Club bay on the south side of Thorne Street.

4.2.3 In total the above bays provide a maximum of 640 potential parking spaces subject to the restrictions listed. The CPZ as a whole comprises over 1900 parking spaces, and as such the area surveyed equates to about one-third of the CPZ.

4.3 Parking Occupancy Surveys

4.3.1 The most recent daytime parking surveys were conducted on Thursday 27th March 2012, a neutral day avoiding school holiday periods. The overnight survey was conducted during the early hours of Friday 28th.

4.3.2 Both daytime and overnight surveys were conducted to assess the residual parking capacity of on-street parking, both with and without the CPZ in operation. The surveys were conducted between 09:00 and 14:00 by parking beats undertaken at hourly intervals, with the overnight survey undertaken between 00:00 and 05:00 as a single beat survey.

4.3.3 The car parking survey results exclude crossovers, double yellow lines, disabled parking spaces, and motorcycle bays from capacity calculations.

4.3.4 The results from the 2012 parking surveys are discussed below, and spreadsheets containing the full survey results can also be found in Appendix C of this report.

4.4 2012 Daytime Parking Survey Results

4.4.1 During the 2012 daytime survey when the CPZ was operational (i.e. from 09:00 to 11:00 hours) the parking occupancy surveys found that, on average, the utilisation of the 623 spaces available at this time was approximately 59%. On average there were 256 unoccupied parking spaces within a 340m walking distance of the site.

4.4.2 The 2012 results also showed a similar pattern for the daytime period when the CPZ was non-operational (from 11:00 hours onwards), with an average utilisation of 60% meaning that there were 251 unoccupied parking spaces.

4.5 2012 Night-Time Parking Survey Results

4.5.1 The 2012 night-time parking surveys found there is a total capacity of 640 bays within a 340m walking distance of the site. The night-time survey identified that approximately 67% of these bays were utilised. Overnight there were on average 209 unoccupied bays within the survey area.

4.6 Comparison with Previous Surveys

- 4.6.1 The 2012 surveys compare favourably with the 2010 surveys, which also showed ample spare on-street parking capacity during both the daytime and night-time periods.

5. DEVELOPMENT PROPOSALS

5.1 Overview

5.1.1 This chapter of the report provides general details of what the development proposals entail. Additional details are provided in relation to access, refuse and servicing arrangements, car parking and cycle parking provisions.

5.2 Development Proposals

5.2.1 The development proposals are for a mixed-use site which will include an office of approximately 120m² and housing. Six residential units are proposed for the site, and the floor plans of the development proposals can be found in Appendix E. All the units are two-storey except where shown. A schedule of accommodation for the proposed site is shown at Table 3.1, below:

▼ Table 3.1: Schedule of Accommodation for the Proposed Site

	Total Gross Floor Area (GFA)	External Amenity Space (Gardens etc)
2-Bed House #1	70m ²	47m ²
2-Bed House #2	70m ²	41m ²
2-Bed House #3	104m ²	40m ²
2-Bed House #4	110m ²	42m ²
2-Bed House #5 (one-storey)	78m ²	41m ²
2-Bed House #6	130m ²	58m ²
Office	118m ² (B1 use)	-

5.3 Access

5.3.1 Pedestrian access to the residential properties will be via the existing Thorne Passage footpath, which runs between White Hart Lane and Charles Street.

5.3.2 Vehicular access will be in the same manner as the existing access to the site. However, the existing walls to either side of the access will be cleared, and replaced with walls and planting not greater than 600mm in height.

5.3.3 The new walls will ensure pedestrian visibility splays of 2.4m (along Thorne Passage) by 2.1m (back into the site) in accordance with LBRuT SPD 'Front Garden and other Off-Street Parking Standards'. As such the development will substantially enhance pedestrian safety at the site access in comparison to the existing arrangement.

- 5.3.4 The parking court has been designed using AutoTrack swept path analysis software, ensuring all spaces are accessible to appropriate light vehicles, using appropriate manoeuvres and without the use of 'dry-steering' (the application of steering lock while the vehicle is at rest).
- 5.3.5 Sufficient space is available between Charles Street and Thorne Passage for a vehicle to wait for another to complete a parking manoeuvre without infringing onto the footway or highway. As such access to the parking court meets all relevant design criteria.
- 5.3.6 Where the access joins Charles Street, the proposed scheme requires only minimal changes to the existing kerbline, and would make good on the footway construction in this area as necessary.

5.4 Servicing

- 5.4.1 A bin store has been proposed within the site, to the right of the main access (as seen from Charles Street). This is located within a 20m drag / carry distance of the highway, allowing for on-street servicing in a similar manner to other local properties. Bins will normally be stored within the curtilage of individual dwellings when not due for collection.
- 5.4.2 Experience on similar B1 Developments shows that deliveries will be undertaken by light transit van type vehicles and access for larger vehicles will not be required. In addition to the light vehicle manoeuvres (by residents cars), tracking software has also shown that the parking court within the development could accommodate a turning manoeuvre by a light goods vehicle, allowing for off-street servicing of the office as and when necessary.
- 5.4.3 Given the scale of the proposed development, the frequency of delivery trips is not expected to be significant. As such, it is unlikely that more than one delivery will arrive at any one time. In the unlikely event that this were to arise, it is not considered that this will present a problem as a waiting vehicle would not impede the low flows of traffic in Charles Street.

5.5 On-Site Parking Provision

- 5.5.1 It is proposed to provide an at-grade parking court at the eastern end of the site. This facility would provide seven parking spaces, one per two-bedroom dwelling (totalling six spaces) and one for the office. The parking provision for the residential and office developments is therefore in accordance with the LBRuT Development Management Plan (DMP) adopted in November 2011, specifically Policy DM TP 8.
- 5.5.2 Standard 2.4m x 4.8m bays have been provided with minimal impingement by required structural elements, and where these occur bay dimensions have been increased slightly to compensate accordingly.

- 5.5.3 There is concern from local residents that there are parking pressures in the area. However, as already detailed in Chapter 3 it can be shown that ample spare parking capacity exists in the local CPZ. The LBRuT standards with regard to parking provision are very prescriptive, and the development complies with these exactly, providing the maximum possible level of on-site parking.
- 5.5.4 The car park will include active charging provision for one electric vehicle, equivalent to 20% provision (allowing for rounding). The exact location of the charging point will be subject to detailed design, but it is anticipated that it may be accessible from more than one space. Provision of appropriate wiring and junction boxes for this would also ensure passive provision for at least an additional 20% of the available car parking.
- 5.5.5 Cycle parking is proposed within the site for each of the units, with provision for at least one cycle per household. For the houses this will be accommodated within the amenity / garden areas of each property. The development also includes an enclosed cycle store to accommodate at least one cycle associated with the office use. This level of provision again complies with LBRuT Policy DM TP 8.

6. PUBLIC HIGHWAY IMPACT ANALYSIS

6.1 Overview

6.1.1 This chapter of the report assesses the possibility of highway impacts arising from the development, including changes to parking, comparisons of vehicle trip generation for the existing and proposed development (referencing the national TRICS trip rate database) and road safety.

6.2 Parking

6.2.1 The parking provision has been examined with reference to LBRuT policy (notably Policy DMTP 8 of the recently adopted Development Management Plan), and with a detailed understanding of the existing situation in the area. This has been obtained from parking surveys carried out by Project Centre in March and September 2010, and March 2012.

6.2.2 All of these surveys demonstrated that there is ample spare on-street parking capacity within the vicinity of the site. The March 2012 survey showed that, within the local CPZ, 251 unoccupied spaces were available on streets with 340m of the site during the daytime, and 209 spaces available overnight. The remaining two-thirds of the CPZ was not surveyed, but also believed to have reserve capacity.

6.2.3 It therefore follows there is sufficient capacity in the local CPZ to accommodate any minor increase in on-street parking demand arising from the redevelopment without detriment. As detailed at Chapter 5 of this report the on-site provision to be made is already the maximum possible in accordance with LBRuT Policy DM TP 8.

6.2.4 As described in Chapter 3, there are currently eight vehicles parked in the existing garages belonging to residents of the local CPZ. Of these only five garages are rented by residents within 340m of the site, with the remaining three belonging to residents located elsewhere the CPZ.

6.2.5 It is highly unlikely that all of the vehicles belonging to residents of the CPZ would choose to park within the surveyed portion of the CPZ, as the three belonging to residents more than 340m from the site would likely favour on-street bays nearer to their homes.

6.2.6 It is also possible that such residents may have rented garages as they were unable to obtain additional CPZ permits, and that they would not therefore be able to get additional permits in future. However, for the purposes of robust assessment the five vehicles belonging to residents with 340m of the site have been considered able to obtain new permits, and thus lead to a minor increase in local on-street parking demand.

6.2.7 It should be noted that although the proposals include the maximum permissible parking under DM TP 8, the methodology proposed by the DCLG 'Residential Car Parking

Research' (RCPR) paper suggests there may be some residual parking demand associated with the development proposals.

- 6.2.8 For an average, four-habitable room urban house with one allocated parking space the RCPR methodology suggests a total parking demand of 1.3 vehicles, including allowance for visitors (i.e. an additional 0.3 vehicles per dwelling).
- 6.2.9 Applying this to the six houses proposed shows there may be residual demand for two additional parking spaces (rounding up). As a worst-case assessment allowing for the additional possibility of a vehicle visiting the office, the maximum residual parking demand arising from the development may total three vehicles.
- 6.2.10 The maximum on-street parking impacts that may arise from the redevelopment of the site are therefore as shown in Table 6.1, below:

▼ Table 6.1 – Existing Traffic flows on Charles Street

Cause	On-street parking increase
Loss of garages used by local vehicles	+5
Visitor parking for dwellings and office	+3
TOTAL	+8

- 6.2.11 A total increase in on-street parking of eight vehicles following the development would occupy less than 5% of the unutilised available capacity on streets in the CPZ, and located within 340m of the site. The development would thus have negligible effect on parking availability in the local area, and no 'unacceptable impacts', thus complying with LBRuT policy.
- 6.2.12 As the local CPZ has been demonstrated to have ample available capacity within 340m of the site it is considered that the residents / occupiers of the proposed development should be able to apply for on-street permits if required.
- 6.2.13 Any on-street permits may potentially be for the residents / occupiers own use, or the use of their visitors. Any applications would be subject to the usual LBRuT process and local restrictions, and thus given all due consideration before being granted. There was a recent appeal decision to this effect on a site on the opposite side of the road, 42-44 Charles Street, Barnes SW13 0NZ.
- 6.2.14 It should be noted many current residents of the CPZ may already have use of both on-street permits and off-street parking, and as such that the development would not result in unfair advantage or disadvantage to any current or future residents of the CPZ area.

6.3 Trip Generation

- 6.3.1 In order to consider the vehicle trip generation impacts of the proposed development, national trip rates databases were examined. Although TRAVL is usually favoured within Greater London, it generally deals only with larger sites, and is very sparsely populated in regard to small developments. As such, in this instance the TRICS database has been favoured.
- 6.3.2 A brief TRICS assessment was performed of the likely vehicle trip rates associated with the existing garage and proposed office uses at the site.
- 6.3.3 The garage was assessed under 'Vehicle Services – Vehicle Repair garage (Slow-fit)', using surveys of sites within Greater London and with a GFA of <500m².
- 6.3.4 The office was assessed under 'Employment – Office', using surveys of sites within Greater London and with a GFA of <1,500m² (the larger unit size being required to obtain any results). The full TRICS data is contained in Appendix F and has been used to calculate the proposed trip generation for these elements.
- 6.3.5 In order to ascertain the likely trip generation of the houses, TRICS was again interrogated to find sites of a similar nature to the proposed site within the 'Housing – Houses (Privately Owned)' category. Sites in Greater London with <30 dwellings were considered, with Inner London sites being manually deselected due to the chance of their having significantly higher PTAL ratings than the proposed site.
- 6.3.6 It should be noted the some of the sites used include semi-detached and detached houses larger than those proposed at the site, and that as such use of their trip rates represents a very robust assessment. As before, the full TRICS data is contained in Appendix F and has been used to calculate the proposed trip generation for these elements.
- 6.3.7 Assuming six new houses and a 120m² GFA for both the workshop and office uses (to allow a simple, robust assessment), Table 6.1 shows the comparison of vehicle trip generation arising from the trip rates obtained, and provides an indication of the net vehicle trip generation:

▼ Table 6.2 – Net Trip Generation

Land Use	AM 08:00 to 09:00			PM 17:00 to 18:00			Daily 07:00 to 19:00		
	In	Out	TOTAL	In	Out	TOTAL	In	Out	TOTAL
Removal of Existing Workshop	-3	-1	-4	-2	-3	-5	-28	-28	-56
Proposed Office	+1	0	+1	0	+1	+1	+2	+2	+4
Proposed Residential	+1	+2	+3	+1	+1	+2	+15	+15	+30
NET	-1	+2	0	-1	-1	-2	-11	-11	-22

- 6.3.8 Although Table 6.2 already clearly shows that the development proposals would result in a net reduction in vehicle trips at the site, a further discount should also be applied to this net generation to account for the presence of the existing garages on site.
- 6.3.9 Lock-up garages are not represented within TRICS, and as such a first principles assessment is required. It is assumed that the garages used for vehicles belonging to CPZ residents result in one departure trip and one arrival trip per day, totalling 16 vehicles trips. The remaining 19 units might generate trips less frequently, although equally units rented by local tradesman may generate multiple daily trips. For the purposes of robust assessment it is assumed each unit generates an average of only one trip a day (i.e. a total of 19 trips). It is therefore estimated that the existing garage units may generate a total of 35 trips per day.
- 6.3.10 It can thus be seen that the proposed development would result in net decrease in vehicular traffic, of around 57 vehicle trips between the hours of 0700 to 1900 hours. Without the workshop and garage units there would also be a much lower proportion of trade and commercial traffic on Charles Street, to the benefit of local residents.

6.4 Summary

- 6.4.1 Given the net decrease in vehicle trips expected following the proposed development, and the existing low traffic levels recorded on the roads around the site it is not necessary to undertake a capacity assessment of the adjacent highway. It can be stated with confidence that the proposed development will not adversely affect capacity on the surrounding highway network.
- 6.4.2 It is considered extremely unlikely that the development will lead to an increase in accidents on the local roads adjacent to the site, as there is no increase in traffic and the development proposals will actually enhance pedestrian safety on Thorne Passage by providing appropriate pedestrian visibility splays to MfS and LBRuT standards.
- 6.4.3 As has already been demonstrated in this report, ample parking capacity is available on the streets surrounding the site.

7. SUMMARY AND CONCLUSIONS

- 7.1.1 This report was commissioned by County Gate Properties in support of a planning application for the proposed residential and office development at 29 Charles Street, Barnes SW13 0NZ.
- 7.1.2 The proposals include six two-bedroom, predominately two-storey houses, and an office unit of approximately 120m². Seven car parking spaces will be provided on site in accordance with London Borough of Richmond upon Thames (LBRuT) policy, along with sufficient cycle parking to also meet policy.
- 7.1.3 The development proposals within this report have given full consideration to relevant transport policy, and are in full accord with the new National Planning Policy Framework (NPPF) and relevant sections of the LBRuT Development Management Plan (DMP).
- 7.1.4 The site currently accommodates 27 sub-standard lock-up garages, with a further vehicle repair workshop of approximately 120m². Many of these garages are used for storage rather than vehicle parking, and only eight vehicles parked within the site would be entitled to use parking permits within the local Controlled Parking Zone (CPZ).
- 7.1.5 The site is reasonably well served by public transport and has a Public Transport Accessibility Level) of 3. There is a car club parking bay in Charles Street, adjacent to the site, on the east side of the entrance.
- 7.1.6 Surveys undertaken as part of this assessment show that the current CPZ operates well below capacity and has sufficient space to accommodate visitor parking both during the day and at night.
- 7.1.7 The proposed development has been designed in full accordance with Policy DM TP 8, and makes the maximum possible on-site parking provision.
- 7.1.8 Given that there is sufficient capacity within the CPZ, it is considered that the development should not be subject to a 'car-free' planning condition. Any applications for on-street permits would be subject to the usual LBRuT process. There was also a recent appeal decision to this effect on a similar site on the opposite side of the road, 42-44 Charles Street, Barnes SW13 0NZ.
- 7.1.9 This report concludes that the development will be of no detriment to the local highway network in the vicinity of the site with net decreases in overall vehicle traffic, including trade and commercial traffic. Pedestrian safety on Thorne Passage would in fact be enhanced by the provision of pedestrian visibility in accordance with the appropriate standards.
- 7.1.10 Overall there is appears no reason why the London Borough of Richmond-upon-Thames should object to the development on Highways and Transportation grounds.

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.

