

**74, Church Road, Barnes**

**Transport Statement Addendum**

**115932**



**FAIRHURST**

## Control Sheet




**Client:** Commissioned by Turnberry Planning Limited on behalf of The Basinghall Estate Company Limited

**Project Title:** Land Rear of No. 74 Church Road, Barnes, London

**Report Title:** Transport Statement Addendum

**Project Ref.:** 115932

**Report No.:** R4.1

Issue & Approval Schedule	Issue 01			Name	Signature	Date	
	Prepared by			Cat Grindle		04/07/2017	
	Checked by			Louise Verity		05/07/2017	
	Approved by			Cat Grindle		05/07/2017	
Revision Record	Rev	Date	Status	Description	Signature		
	2				By		
						Checked	
						Approved	
	3					By	
						Checked	
						Approved	

This report has been prepared in accordance with the procedure OP/PO2 of Fairhurst's integrated Quality and Environmental Management System (QEMS)

## Contents

1.0	Introduction .....	3
2.0	Local Context .....	4
3.0	Informatives.....	5
4.0	The Plan.....	6

## Figures

Figure 01	Revised 'Site Location Plan', 'Proposed Elevations' and 'Proposed Site Layout Plan'
-----------	---

## Appendices

Appendix A	Highway Officer Comments to Application LPA Ref. 17/0956/FUL
Appendix B	Draft Unilateral Undertaking relating to Application 17/0956/FUL
Appendix C	Details of Foundry Mews Planning Application (LPA Ref. 12/3768/FUL)

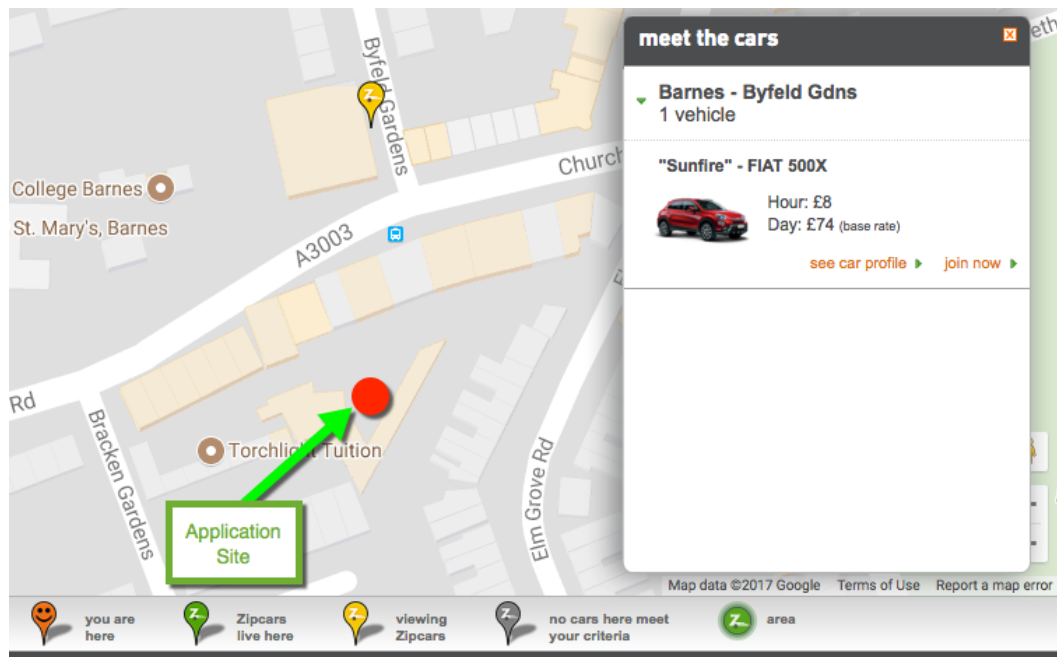
## 1.0 Introduction

- 1.1 This Transport Statement Addendum has been prepared by Fairhurst on behalf of 'Basinghall Estate Company Limited' (the applicant) and supports a full planning application to the London Borough of Richmond upon Thames (the Local Planning Authority [LPA]) for a proposed residential-led mixed-use development (LPA Ref. 17/0956/FUL) on land rear of No. 74 Church Road, Barnes, London, SW13 0DQ.
- 1.2 This Addendum has been prepared in order to address formal consultation comments raised by the LPA's Highways Officer (Ms Mary Toffi) relating to traffic and transport matters associated with the planning application.
- 1.3 It should be read with reference to the Transport Statement, R2.4, and to the Highway Officer's comments contained at **Appendix A**.
- 1.4 The proposed site layout, elevations, and site location plan, which are included as **Figure 01**, have been revised to reflect, *inter alia*, traffic-related amendments and mitigations. It also shows a revised application site boundary which now excludes the access link to Elm Grove Road since this has now been clarified as an adopted 'Accommodation Road' and maintained by the London Borough of Richmond Upon Thames (source: 'Statutory List of Highways Maintained at Public Expense' dated March 2017).
- 1.5 In the following sections, each of the Highway Officer's concerns will be addressed.

## 2.0 Highways Comments Response

### 2.1 Parking Provision

- 2.1.1 Concerns about the level of car parking provision have been raised, specifically that it does not meet the new standards of one space per dwelling for one- and two-bedroom flats.
- 2.1.2 It is noted that a total of five spaces are proposed as part of the planning application – i.e. three standard residential spaces; one residential disabled space; and one visitor space serving the commercial Class B1 use.
- 2.1.3 The Highways Officer is therefore of the view that parking spaces fall short by two for the two one-bed residential element of the proposed development.
- 2.1.4 However, due to the physical constraints of the application site, it is not possible to provide 1:1 car parking for each of the residential units and that there is technically a minor shortfall of car parking by two spaces.
- 2.1.5 However, given the application site is situated within Barnes local centre with a reasonable level of public transport accessibility (i.e. PTAL rating of 3) as it is within an approximate 2-minute walking distance to the nearest bus stop on the A306 that travels onto Hammersmith (a major transport hub) and beyond – it is considered a sustainable location whereby a shortfall of two car parking spaces should be regarded as acceptable.
- 2.1.6 The applicant has also agreed (via a draft Unilateral Undertaking as contained at **Appendix B**) to remove the right of future residents and business tenants of the proposed development from applying for resident/visitor car parking permits in the surrounding area.
- 2.1.7 In addition, the applicant has also agreed to offer free membership of a Car Club to each residential unit of the proposed development. As shown below, Zipcar has a Fiat 500X available to hire on Byfield Gardens, which is only 50m away from the application site.



- 2.1.7 These measures are considered to further minimise any on-street car parking stress in the surrounding area and to encourage residents of the proposed development to utilise more sustainable forms of travel.
- 2.1.8 We consider that the above proposed measures regarding parking permit restrictions and offering of Car Club membership are appropriate in addressing the marginal under-provision of the two car parking spaces on site.
- 2.1.9 It is noted that a very similar nearby backland-type development at the Foundry Mews site (i.e. No. 58 Barnes High Street, Barnes, London, SW13 9LF) was granted planning permission by the LPA on 26 September 2013 (LPA Ref. 12/3768/FUL). The description of development is as follows: *'demolition of all existing buildings associated with the former MOT garage and the redevelopment of the site to form a mixed-use commercial development comprising the construction of a three-storey building to include Class B1 offices at ground and first floor and 7x 1 and 2-bed units. Residential units at first and second floor level with photovoltaics panels on the roof, a partial green roof, communal open space, cycle parking and refuse storage'*. Copies of the decision notice, delegated officer's report and completed Unilateral Undertaking are contained at **Appendix C**.

2.1.10 The Foundry Mews development (located approximately 0.4 mile west of our application site) had the following key features:

- Due to physical site constraints, the proposal is a car-free development (i.e. zero on-site car parking). This is despite the adopted car parking standards requiring 7 spaces for the residential units and 2 spaces for the offices.
- The site is located in a designated centre and has a PTAL rating of 3. This is the same level of public transport accessibility as per our development proposal on Church Road.
- The development proposal removed parking permit rights to surrounding areas.
- Car Club membership to the residents.

2.1.11 It is clear that the Foundry Mews scheme and our development on Church Road have similar key features from a transport perspective. However, the proposed development on Church Road is considered better than the Foundry Mews scheme as the former offers on-site car parking for the majority of the residential units. Given that the LPA previously accepted zero car parking for the Foundry Mews scheme, such precedence should be a material consideration.

2.1.12 In light of the above and the nearby availability of alternative modes of transport, it is considered that the provision of four parking spaces is entirely sufficient for the residential element of the development proposal, thereby supporting sustainable lifestyles and a countrywide agenda to reduce pressure on the environment.

## 2.2 Refuse Collection

2.2.1 The Highways Officer has expressed concerns about the need for refuse vehicles to enter the site. Waste is currently collected from the kerbside on Church Road, and waste operatives do not walk further than 20m to collect refuse.

2.2.2 The solution proposed is that the applicant (via the management company of the property) will employ a private waste collection company to service both the residential and commercial elements of the development. Waste will therefore be

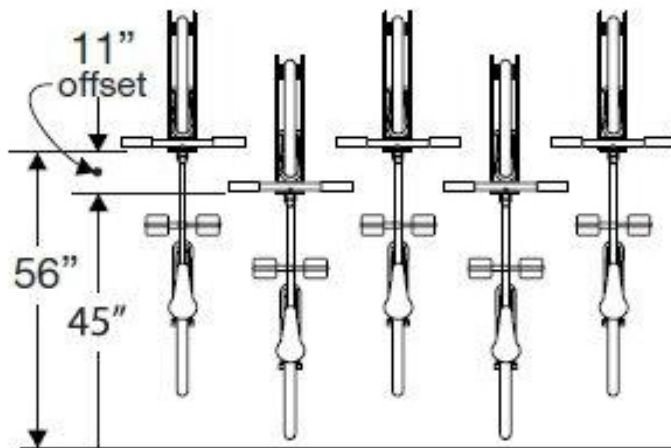
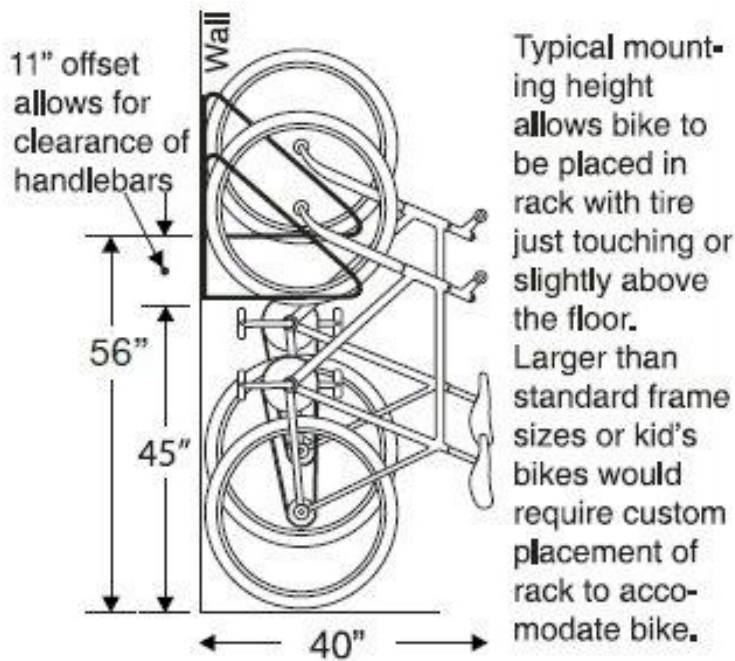
collected by smaller vehicles that could more easily be able to manoeuvre into and through the site.

- 2.2.3 The Highways Officer commented that ‘we do not accept a mixed refuse store for commercial and residential, they must have separate stores for the two uses’. As contained in the revised proposed site layout plan (see **Figure 01**), the refuse store between the two uses have been separated and with separate accesses.

## 2.3 Cycle Parking

- 2.3.1 It has been noted by the Highways Officer that cycle storage should be provided separately for the commercial and residential uses, and must be enclosed, weatherproof and secure. Cycle parking should be ‘over-provided’ for the commercial use and it was suggested that showers be provided. It was also suggested that visitor cycle parking provision should be made in the form of Sheffield stands.
- 2.3.2 This concern has been noted, and the proposed layout has been updated to reflect suitable changes to the cycle parking provision. Cycle parking has been amended to provide a total of eight vertical wall-mounted racks for the Commercial B1 use, and a total of seven for the residential offer. Typical dimensions of the vertical cycle stands are shown below.





2.3.3 The Richmond-upon-Thames adopted Development Management Plan specifies one space per 200m<sup>2</sup> gross floorspace for the B1 use; and one space per dwelling for residential use. The B1 development totals 143m<sup>2</sup> potentially comprising five units each of around 28m<sup>2</sup>, although inbuilt flexibility may result in a single unit. Considered as such, only one cycle space would be required. However, in order to ensure an 'over provision', where one space per unit might be required, the eight spaces exceed requirements whether or not the B1 is supplied as five separate units.

2.3.4 The residential provision of seven spaces also exceeds the requirement for a minimum of six – one for each dwelling, thereby allowing additional cycle parking for this use.

2.3.5 Flats 1 and 2 are 'accessible/adaptable' under Part M of the Building Regulations, and bespoke cycle storage could be provided for each of these units depending upon the particular requirements of their occupants.

## 2.4 Construction Management Plan

2.4.1 The Highways Officer expressed the need for a Construction Management Plan. However, it was explained that a Construction Traffic Management Plan had already been originally submitted with the planning application.

## 2.5 On-site Manoeuvring

2.5.1 An objection was raised by the Highways Officer with regard to cars manoeuvring in and out of car parking spaces on the site. Under certain circumstances it will occasionally be necessary for cars to perform turns entailing more than three manoeuvres as demonstrated in the swept path analysis as contained in the submitted Transport Statement.

2.5.2 It is noted that no formal planning policy dictates that such manoeuvres are unacceptable, but to remove them altogether would further reduce on-site car parking provision on the site.

2.5.3 In recognition of the fact that the parking area is effectively shared with pedestrians, two mitigation solutions are proposed (please refer to the revised proposed layout plan contained at **Figure 01**).

2.5.4 The first is to highlight to drivers the need to drive carefully within the area by the installation of two informal '5mph' signs, one at each access as it enters the courtyard. This measure will alert drivers to potential conflicts.

- 2.5.5 It is to be noted that the accesses are narrow and therefore do not encourage high speeds, whilst manoeuvring vehicles will have become aware of the shared surface nature of the area and exercise suitable caution.
- 2.5.6 The second measure will be to encircle the tree in the courtyard and to provide the proposed textured shared surfacing throughout (i.e. beta silver haze concrete paviours – see Figure 01 regarding proposed site layout plan), emphasising the ‘home zone’ nature of the area. This approach accords with principles set out in Manual for Streets which encourages development to create a sense of place, reduce dominance of car-based infrastructure, and for drivers within the site to be more cautious of its surrounding – particularly with regard to pedestrians.
- 2.5.7 There are many precedents to this design approach throughout the country in both rural and urban settings, where pedestrians and cyclists mingle freely with manoeuvring vehicles.
- 2.5.8 It is concluded, therefore, that manoeuvring vehicles will not present a significant hazard to people using the courtyard space.

# **Figure 01**

**Revised 'Site Location Plan',  
'Proposed Elevations' and  
'Proposed Site Layout Plan'**



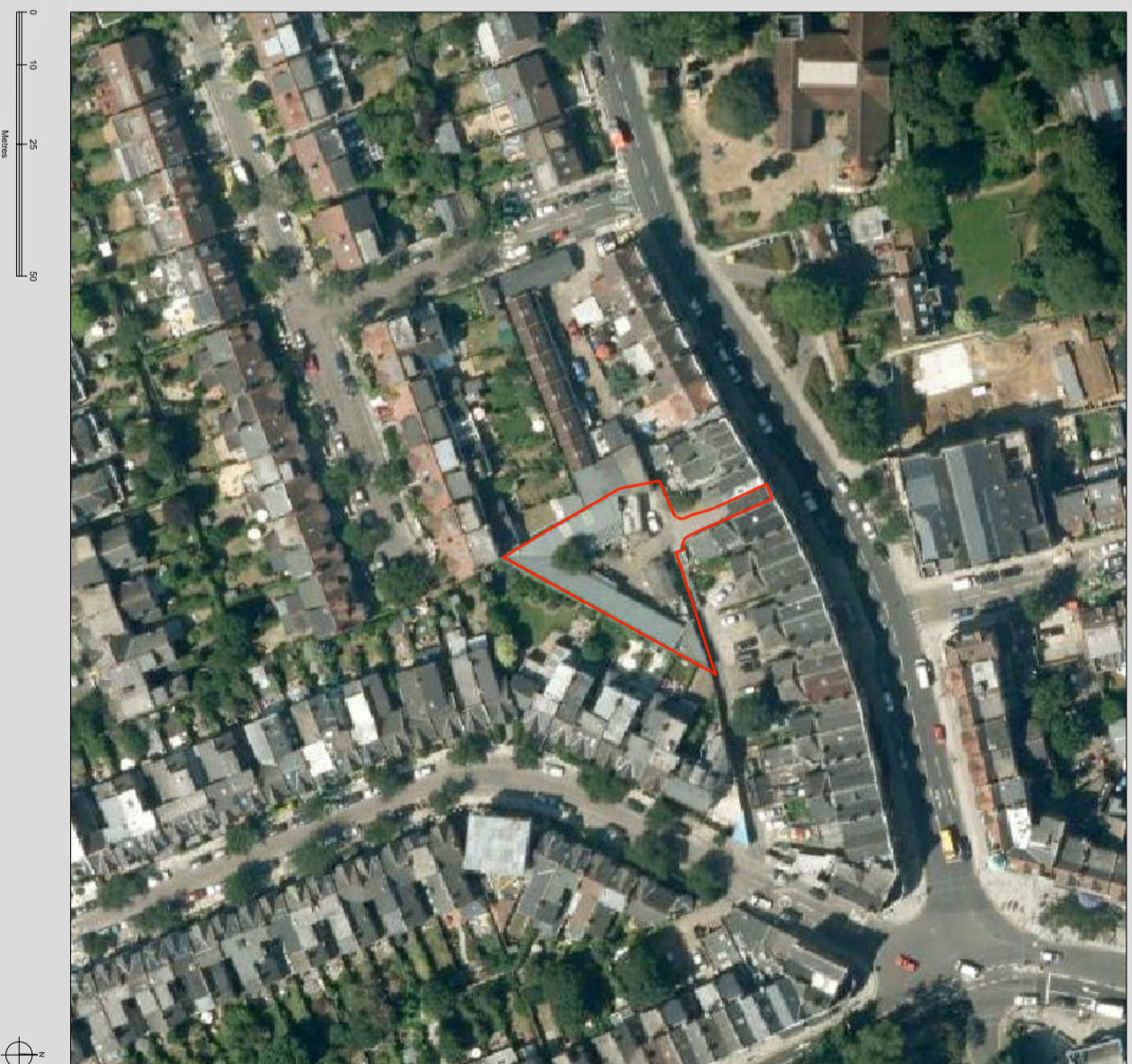
LOCATION PLAN

-  74 CHURCH ROAD APPLICATION SITE
-  ADJACENT LAND OWNED BY APPLICANT



AERIAL VIEW PLAN

-  74 CHURCH ROAD APPLICATION SITE



NOTES


This drawing is the property of AMA Architects Ltd. Copyright reserved.

- REV C 31.05.2016 APPLICATION SITE
- REV B 30.05.2016 APPLICATION SITE BOUNDARY ADJUSTED
- REV A 20.01.2016 APPLICATION SITE BOUNDARY ADJUSTED



24a PETERSHAM MEWS LONDON SW7 5NR  
 Telephone 0207 5813562 Facsimile 0207 5813682  
 Project  
 74 CHURCH ROAD, BARNES, LONDON, SW13 0DQ,  
 UNITED KINGDOM  
 Client  
 THE BASINGHALL ESTATE Co Ltd

Drawing Title  
 LOCATION PLAN AND AERIAL VIEW PLAN

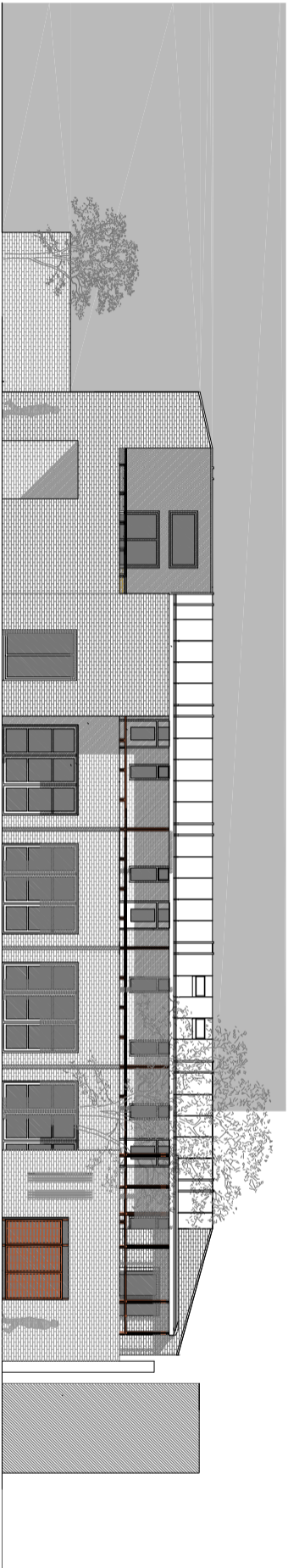
North N 	Scale 1:1250 @ A3	Drawn by AT
	Date APRIL 2016	Checked by -
Project No. 1051	Drawing No. 1051-APP-01	Revision C



**NOTES**

This drawing is the property of AMA Architects Ltd. Copyright reserved.

REVISION A.01/06/2017  
REFUSE STORE GATES



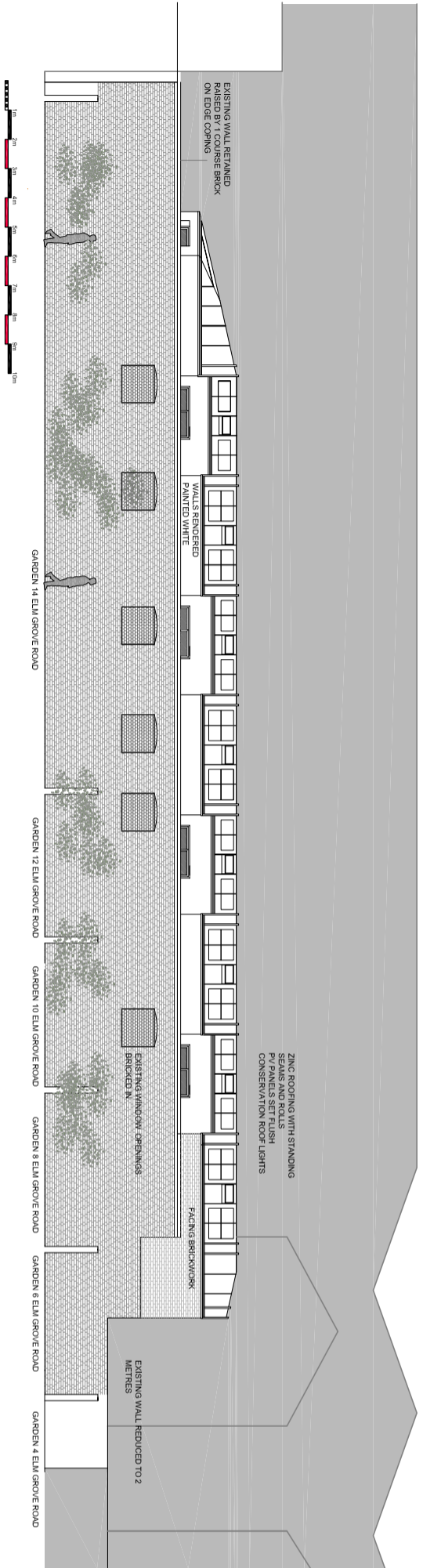
ROOF PROFILE OF ELM GROVE ROAD PROPERTIES/PROPERTIES



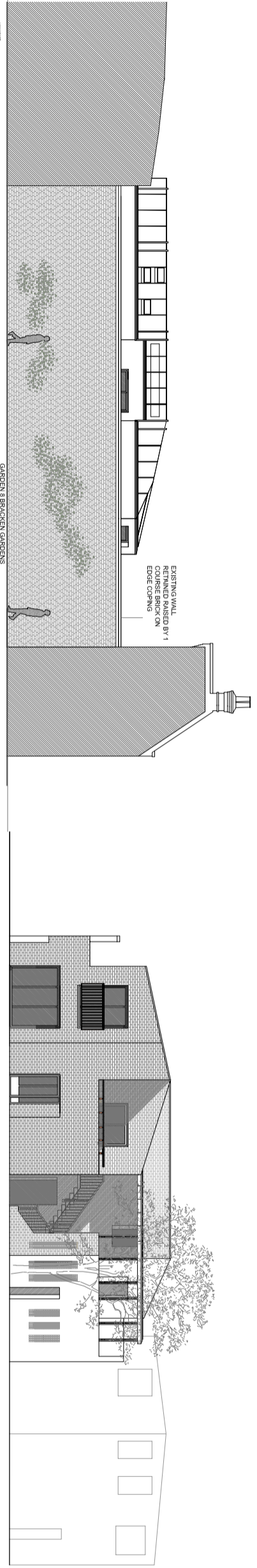
**FACING BRICKS**  
80% DANESHILL YELLOW  
15% LINDFIELD YELLOW  
5% SELECTED DARK  
SUPPLIED BY EH SMITH LTD

ELEVATION A NORTH WEST VIEW FROM COURTYARD AND CHURCH ROW APPROACH

ROOF PROFILE OF CHURCH ROAD PROPERTIES

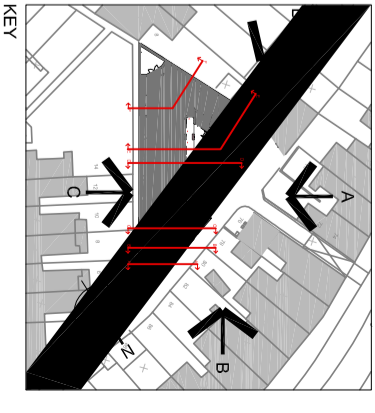


ELEVATION C SOUTH EAST VIEW FROM ELM GROVE ROAD PROPERTIES



ELEVATION D SOUTH WEST VIEW FROM GARDENS TO BRACKEN GARDEN PROPERTIES

ELEVATION B SOUTH EAST VIEW FROM ACCESS ROAD OFF ELM GROVE ROAD



24a PETERSHAM MEWS LONDON SW7 5NR  
Telephone 0207 5913652 Facsimile 0207 5913652

Project  
74 CHURCH ROAD, BARNES, LONDON, SW13 0DQ.  
MIXED USE SCHEME

Client  
THE BASINGHALL ESTATE CO LTD

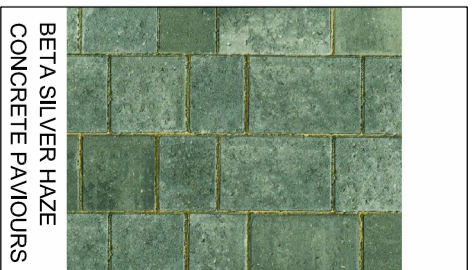
Drawing Title  
PROPOSED ELEVATIONS  
NORTH AND EAST

North	Scale	Drawn by
	1:100@A1	RL
Date	Checked by	Revision
APRIL 2016	-	A

Project No	Drawing No	Revision
1051	1051-APP-08	A



**NOTES**  
 This drawing is the property of AMA Architects Ltd. Copyright reserved.



- REV J 04/07/2017
- REV I 04/07/2017
- SINGLE SURFACE BENCH SEATING
- REV H 03/07/2017
- SPEED RESTRICTION SIGNS
- REV G 27/06/2017
- SPEED RESTRICTION SIGNS
- REV F 27/06/2017
- PEDESTRIAN ROUTE CONTRASTED
- REV E 5/06/2017
- PAVING SPEC AND IMAGE
- REV D 31.05.2017
- REFUSE STORAGE : PAVING EXTENT AND SPEC
- REV C 01.02.2017
- PRIVATE AMENITY SPACES HATCHED
- REV B 24.01.2017
- REFUSE STORAGE AND PARKING ALLOCATION



249 PETERSHAM NEWS LONDON SW7 5NR  
 Telephone 0207 5913652 Facsimile 0207 5913652

Project  
 74 CHURCH ROAD, BARNES, LONDON, SW13 0DQ,  
 MIXED USE SCHEME  
 Chief  
 THE BASINGHALL ESTATE CO LTD

Drawing Title  
**PROPOSED GROUND FLOOR PLAN**

North	Scale	Drawn by
	1:100@A1	RL
Project No	Date	Checked by
1051	MAY 2016	-
Drawing No	Revision	
1051-APP-05	J	



2.1 M POLE -MOUNTED  
 5 MPH SIGNAGE  
 SCALE 1:20 @ A1

