



APRIL 2021

# Transport Statement

54 George Street, Richmond-upon-Thames

Iceni Projects Limited on behalf of Lombard asset 54  
George Street TW9 Ltd (c/o Dalesford Estates)

April 2021

ICENI PROJECTS LIMITED ON BEHALF  
OF LOMBARD ASSET 54 GEORGE  
STREET TW9 LTD (C/O DALESFORD  
ESTATES)

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**Transport Statement**  
54 GEORGE STREET, RICHMOND-UPON-THAMES

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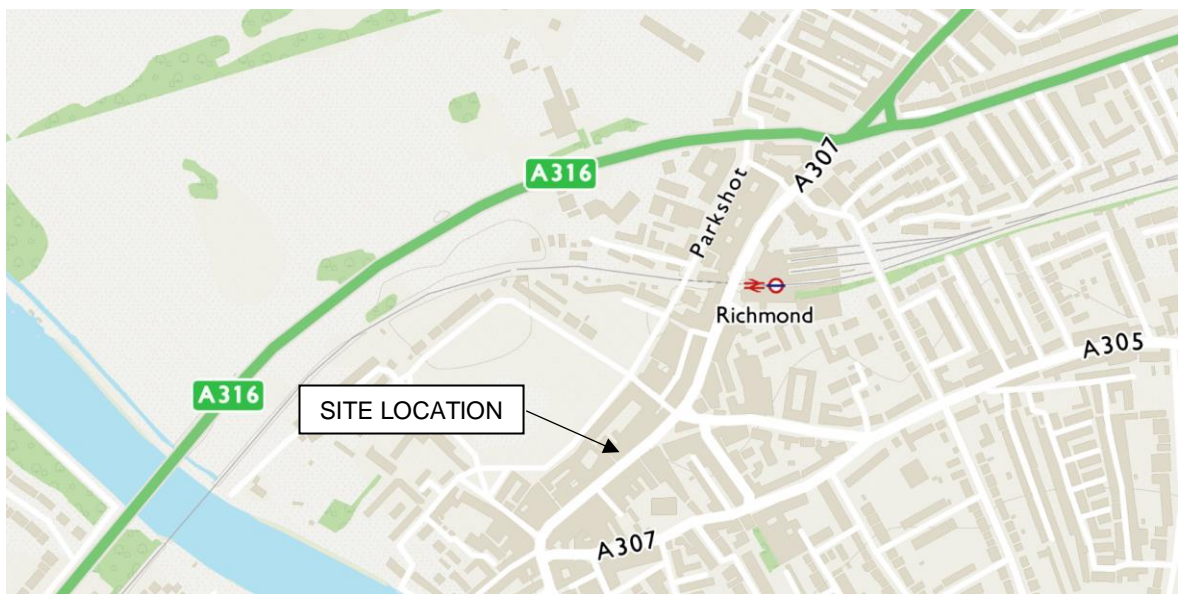
A1. CPZ MAP

A2. PTAL REPORT

# 1. INTRODUCTION

- 1.1 Icen Projects Ltd has been appointed by 'Lombard asset 54 George Street TW9 Limited, % Dalesford Estates Limited' (the 'Applicant') to provide transportation advice regarding their proposals at 54 George Street in Richmond-upon-Thames. The site therefore falls under the jurisdiction of the London Borough of Richmond-upon-Thames (LBRuT) and is indicatively shown in **Figure 1.1**.

**Figure 1.1 – Indicative Site Location**



- 1.2 The applicant is seeking planning permission for the following:

*Alterations to second floor and roof, replacement windows/doors and new doors on ground floor side elevation to facilitate the change of use of part ground floor and first and second floors from retail (Class E) to residential use (Class C3) to create 8 residential flats.*

- 1.3 Pre-application discussions regarding this proposal have previously been held with LBRuT and are referred to throughout this note, however, the key points from a highways perspective are as follows:

- A car-free development is acceptable given the highly sustainable location of the site (subject to some conditions as set out within this note);
- Servicing of the residential units will need to be considered to ensure it can take place without impact; and
- Cycle parking should be provided in accordance with the standards.

- 1.4 This Transport Statement has therefore been prepared to accompany the planning submission and include the information required to determine the transport and highways impact of the proposals.

## 2. THE SITE AND SURROUNDINGS

### Site Description

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- 2.1 The site is a current three-storey plus basement building located on the northern side of George Street, on the corner of its junction with Brewers Lane. The site is currently occupied by A1 Use in the form of a clothing retail store.
- 2.2 The surrounding area is predominantly made up of a commercial shopping area, although several buildings are either occupied by residential or office use on their upper floors.
- 2.3 The A307 George Street runs in a north – south direction and runs through Richmond Town Centre. The A307 connects to the A316 Twickenham Road, South Circular Road and M4 to the north and with East Twickenham and Kingston upon Thames to the south.
- 2.4 In the vicinity of the site George Street is one-way northbound from its junction with King Street / Hill Street up until the signal junction with The Quadrant / The Square and is subject to a 30mph speed limit. The carriageway is approximately 5m wide although features a bus stop with bus cage at the site frontage. George Street also features footways approximately 2m wide on either side, which are well lit.
- 2.5 Whilst no parking spaces are available on George Street itself, it is noted that the site falls within controlled parking zone (CPZ) A1, as shown in **Appendix A1**. Double yellow line road markings feature on both sides of George Street in the vicinity of the site restricting parking at all times.
- 2.6 Brewers Lane forms the western boundary of the site and this is a small pedestrian street linking to The Green.
- 2.7 The site is located in an area of excellent public transport accessibility, benefitting from a PTAL of 6b as shown from the report attached at **Appendix A2**. Richmond train station can be reached within a 5-minute walk from the site, providing access to Overground, National Rail and Underground services, and there are also several bus routes available, with a bus stop located at the site frontage as already mentioned.
- 2.8 The site is also well connected from a walking and cycling perspective. Given the town centre location there is good network of high-quality footways available in the local area which provide access to a wide range of services. The main roads within the vicinity all have footways on either side of the carriageway, which are well lit and there are several crossing opportunities available, including signal controlled crossings.

- 2.9 In terms of cycling, a number of the local roads are identified by TfL as quieter routes which are suitable for cyclists and there is an off-road cycle path available on the A316 to the north of the site.
- 2.10 There are also a number of car club vehicles available within the local area, operated by both Zipcar and Enterprise. This includes two spaces on The Green, within a 2-minute walk of the site, as shown in **Figure 2.1**. These spaces therefore provide a great opportunity for residents to travel by car if needed, without having to own their own private vehicle.

**Figure 2.1 – Location of closest car club spaces**



### 3. DEVELOPMENT PROPOSALS

3.1 The proposals include for the change of use of the upper floors of the building to residential use, with the planning application facilitating 8 flats. The unit mix takes the following breakdown:

- 1 x Studio flat;
- 6 x 1 bedroom flats; and
- 1 x 2 bedroom flat.

3.2 Given the constraints of the site, and the fact that it benefits from excellent sustainable transport accessibility (both in terms of public transport and walking / cycling), the proposals are for a car-free development with no vehicular parking provided.

3.3 This approach was considered acceptable within the LBRuT pre-application response, which states:

*“Given its highly accessible location, it is considered that the provision of a car free residential scheme in this location would be acceptable subject to details of appropriate servicing arrangements and discouragement of future occupiers from owning a vehicle.”*

3.4 Future residents of the proposed development will therefore be restricted from applying for a local parking permit and this can be secured by condition.

3.5 Upon request, residents will also be provided with car club membership for a period of five years. As detailed in **Section 2**, there are a number of car club vehicles available within the vicinity of the site. Again, this can be secured by condition.

3.6 LBRuT policy also states that cycle parking should be provided in accordance with the London Plan standards. With reference to the emerging London Plan, 1 space should be provided for studio flats, 1.5 spaces per 1 bed flats and 2 spaces are required for 2 bedroom flats.

3.7 This equates to a total provision of 12 cycle parking spaces. The development proposals include the reworking of the basement to provide cycle parking spaces in a secure and covered location. This facility provides 14 spaces as well as lockers to hold any accessories required for cycling i.e. pumps etc. This cycle store will therefore be accessed via a cycle gutter on 10 steps down from the ground floor level, accessed via Brewers Lane. The cycle parking is therefore in excess of the minimum standards.

- 3.8 With regard to servicing and deliveries to the proposed residential units, it is considered that this will continue in line with existing practices with vehicles servicing on-street at the site frontage, but outside of the bus stop.
- 3.9 It is considered that there will likely to be a reduction in heavy goods vehicle (HGV) delivery trips as a result of the proposed development given a retail use generally attracts more servicing and delivery trips than residential use by this vehicle type. Furthermore, deliveries associated with retail use are normally specific to that unit but for a residential use they are often shared with deliveries to other dwellings within the area, and are therefore likely to have already been on the network.
- 3.10 It is therefore considered that retaining the servicing strategy as per the existing scenario is acceptable and there is likely to be a similar number of trips compared to what currently takes place, albeit by small vehicles or possibly even by cycle.
- 3.11 For refuse collection, it is proposed that this will also be undertaken on-street at the site frontage on George Street in the same arrangements as the adjacent properties and existing ground floor unit.
- 3.12 Initial discussions have also been held with LBRuT with regard to the intended construction strategy at the site. During these discussions the designs, loading and erection times for scaffolding were agreed in principle, with the below list providing further details on the proposed strategy:
- All deliveries to and from site will be dealt with from outside 14 The Green in a designated loading area (7m x 3m) under a street license. Unloading and loading of materials will also take place within this area.
  - The highway will be covered with 18mm ply for protection and Chapter 8 barriers will be utilised to cordon off the loading and unloading area to prevent any safety issues with the public.
  - All areas will be swept and cleaned thoroughly once the delivery has been dealt with.
  - No materials will be stored within the designated area overnight.
  - The strategy intends for the road to remain clear for traffic at all times.
  - Any scaffolding to be unloaded from the scaffolding lorry at the front of the building will be restricted to Sunday mornings only. The erection of the scaffolding within the site boundaries will be carried out within the designated working times.
  - The strategy will ensure that the footpath at Brewers Lane will, at all times, have 1.2m clear width free from scaffolding for pedestrian access. Site visits have demonstrated there is adequate clearance to provide for this requirement without the need for a scaffolding tunnel / bridge.
  - The footpath at the front is wide enough to facilitate a standard scaffolding design.
  - All scaffolding will be double boarded and fanned at first floor level, netted, alarmed and adequately lit and signposted.



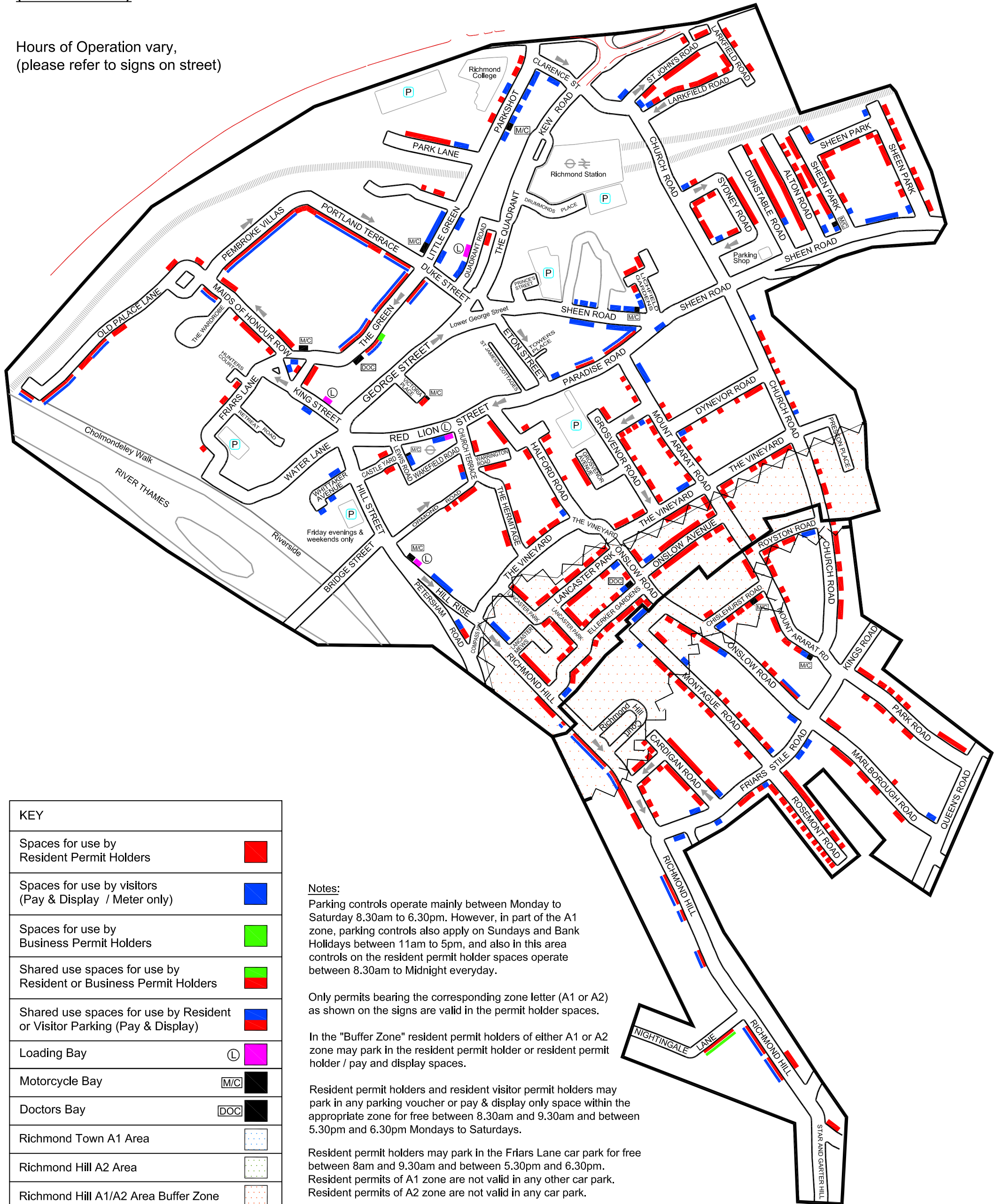
## 4. SUMMARY AND CONCLUSIONS

- 4.1 Icen Projects Ltd has been appointed to provide transportation advice regarding their proposed development at 54 George Street in Richmond-upon-Thames.
- 4.2 The proposals relate to a change of use of the first and second floors from the existing A1 Retail use to C3 Residential use, delivering a total of 8 flats.
- 4.3 Pre-application discussions have been held with the London Borough of Richmond-upon-Thames in the lead up to this application in which the provision of a car free development is acceptable at this site given its highly accessible location.
- 4.4 The site benefits from excellent accessibility to public transport services, with a public transport accessibility level of 6b (the highest rating). Both rail and bus services are available within the immediate vicinity of the site providing a wide range of travel opportunities at high frequencies. It is therefore considered that all users of the site have the opportunity to travel by non-car modes.
- 4.5 Pedestrian and cycle access to and from the site is also good with links to local facilities / amenities.
- 4.6 The site is to be car free with no vehicular parking spaces provided, which will encourage the use of sustainable modes to travel.
- 4.7 Cycle parking is to be provided in excess of the standards and in a secure and convenient location.
- 4.8 The existing use would attract regular HGV deliveries, which will not be the case for the residential use. Servicing trips associated with the development will likely be linked trips with deliveries being made to other properties along George Street and, as such, there will be no discernible change in delivery vehicles trips associated with the development.
- 4.9 In conclusion, the proposed development at the site is compatible with, and supports, local and regional transport policies. It has been shown throughout this report that the proposals will not give rise to any adverse transport impacts. It is therefore considered that there is no highway related reason why the development proposal should not be granted planning permission

## **A1. CPZ MAP**

**Richmond CPZ  
(A1 & A2 Zones)**

Hours of Operation vary,  
(please refer to signs on street)



**Notes:**

Parking controls operate mainly between Monday to Saturday 8.30am to 6.30pm. However, in part of the A1 zone, parking controls also apply on Sundays and Bank Holidays between 11am to 5pm, and also in this area controls on the resident permit holder spaces operate between 8.30am to Midnight everyday.

Only permits bearing the corresponding zone letter (A1 or A2) as shown on the signs are valid in the permit holder spaces.

In the "Buffer Zone" resident permit holders of either A1 or A2 zone may park in the resident permit holder or resident permit holder / pay and display spaces.

Resident permit holders and resident visitor permit holders may park in any parking voucher or pay & display only space within the appropriate zone for free between 8.30am and 9.30am and between 5.30pm and 6.30pm Mondays to Saturdays.

Resident permit holders may park in the Friars Lane car park for free between 8am and 9.30am and between 5.30pm and 6.30pm. Resident permits of A1 zone are not valid in any other car park. Resident permits of A2 zone are not valid in any car park.

KEY	
Spaces for use by Resident Permit Holders	
Spaces for use by visitors (Pay & Display / Meter only)	
Spaces for use by Business Permit Holders	
Shared use spaces for use by Resident or Business Permit Holders	
Shared use spaces for use by Resident or Visitor Parking (Pay & Display)	
Loading Bay	
Motorcycle Bay	
Doctors Bay	
Richmond Town A1 Area	
Richmond Hill A2 Area	
Richmond Hill A1/A2 Area Buffer Zone	



Job title

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HEAD OF TRANSPORT PLANNING SERVICE  
ENVIRONMENT DIRECTORATE

Drawing no.

Revision

"Reproduced from the 1998 Ordnance Survey 1:1250 scale map with the permission of The Controller of Her Majesty's Stationary Office Crown Cop@ght" London Borough of Richmond upon Thames Licence No. LA086533

Scale

Date

Section

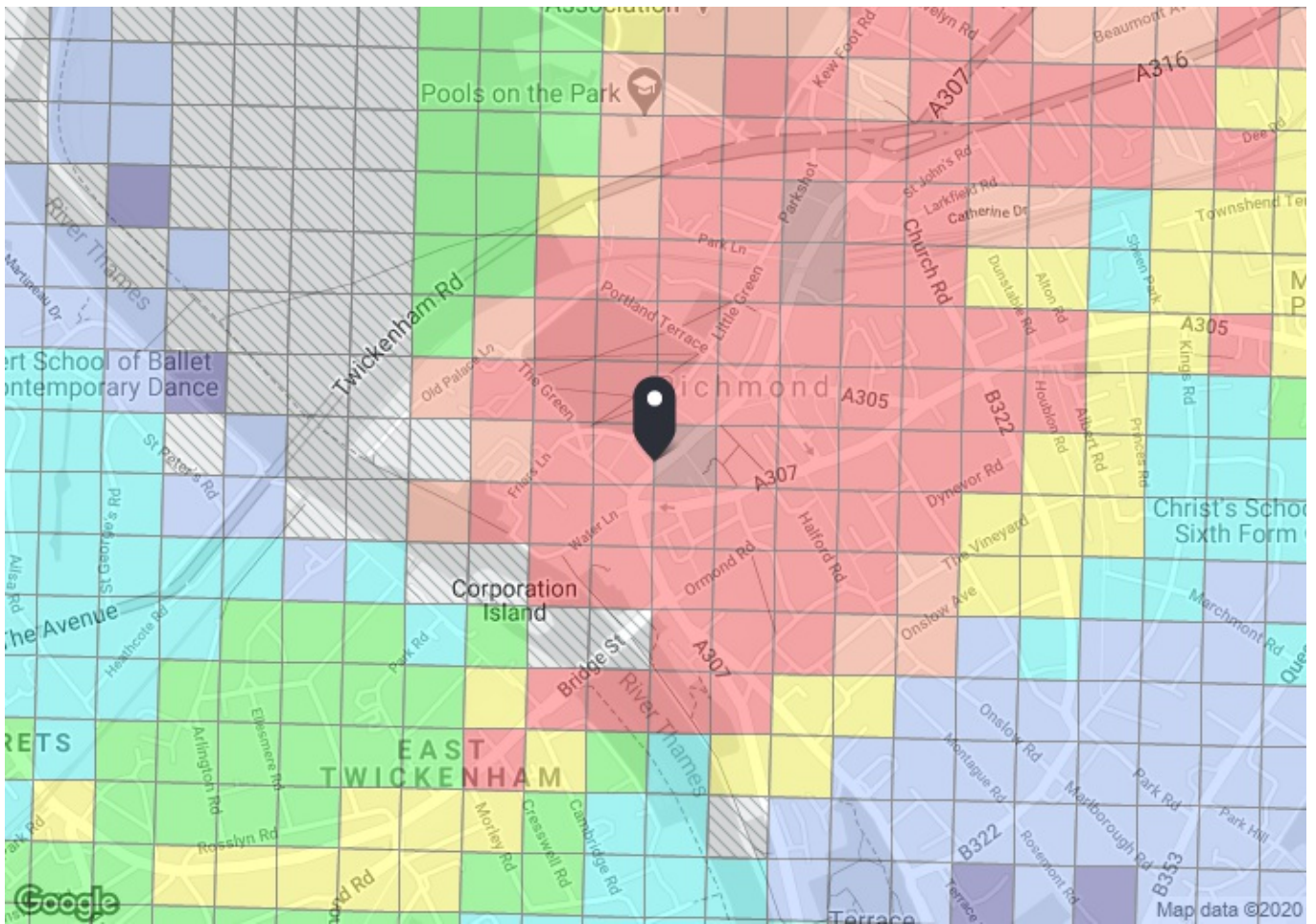
Drawn

Checked

OCT-04

PARKING

## **A2. PTAL REPORT**



**PTAL output for Base Year 6b**

TW9 1HE  
George St, Richmond TW9 1HE, UK  
Easting: 517797, Northing: 174827

Grid Cell: 52635

Report generated: 20/08/2020

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**Calculation Parameters**

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

**Map key - PTAL**

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

**Map layers**

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	RICHMOND GEORGE STREET	371	17.08	7	0.21	6.29	6.5	4.62	0.5	2.31
Bus	RICHMOND GEORGE STREET	33	17.08	7.5	0.21	6	6.21	4.83	0.5	2.41
Bus	RICHMOND GEORGE STREET	493	17.08	5	0.21	8	8.21	3.65	0.5	1.83
Bus	RICHMOND GEORGE STREET	190	17.08	4	0.21	9.5	9.71	3.09	0.5	1.54
Bus	RICHMOND GEORGE STREET	419	17.08	4	0.21	9.5	9.71	3.09	0.5	1.54
Bus	RICHMOND GEORGE STREET	490	17.08	5	0.21	8	8.21	3.65	0.5	1.83
Bus	RICHMOND GEORGE STREET	H37	17.08	10	0.21	5	5.21	5.75	1	5.75
Bus	RICHMOND GEORGE STREET	R68	17.08	4	0.21	9.5	9.71	3.09	0.5	1.54
Bus	RICHMOND GEORGE STREET	R70	17.08	6	0.21	7	7.21	4.16	0.5	2.08
Bus	RICHMOND GEORGE STREET	391	17.08	6	0.21	7	7.21	4.16	0.5	2.08
Bus	RICHMOND GEORGE STREET	H22	17.08	5	0.21	8	8.21	3.65	0.5	1.83
Bus	RICHMOND GEORGE STREET	65	17.08	9	0.21	5.33	5.55	5.41	0.5	2.7
Bus	RICHMOND GEORGE STREET	337	17.08	5	0.21	8	8.21	3.65	0.5	1.83
Rail	Richmond	'RICHMND-GUILDFD 2N13'	416.41	0.33	5.21	91.66	96.86	0.31	0.5	0.15
Rail	Richmond	'ALDRSHT-WATRLMN 1N90'	416.41	1	5.21	30.75	35.96	0.83	0.5	0.42
Rail	Richmond	'RDNG4AB-WATRLMN 2C10'	416.41	0.67	5.21	45.53	50.73	0.59	0.5	0.3
Rail	Richmond	'WATRLMN-RDNG4AB 2C13'	416.41	0.67	5.21	45.53	50.73	0.59	0.5	0.3
Rail	Richmond	'RDNG4AB-WATRLMN 2C14'	416.41	0.33	5.21	91.66	96.86	0.31	0.5	0.15
Rail	Richmond	'RDNG4AB-WATRLMN 2C16'	416.41	0.33	5.21	91.66	96.86	0.31	0.5	0.15
Rail	Richmond	'WATRLMN-RDNG4AB 2C17'	416.41	1.33	5.21	23.31	28.51	1.05	0.5	0.53
Rail	Richmond	'RDNG4AB-WATRLMN 2C18'	416.41	0.67	5.21	45.53	50.73	0.59	0.5	0.3
Rail	Richmond	'WATRLMN-RDNG4AB 2C85'	416.41	0.33	5.21	91.66	96.86	0.31	0.5	0.15
Rail	Richmond	'WATRLMN-RDNG4AB 2C87'	416.41	0.33	5.21	91.66	96.86	0.31	0.5	0.15
Rail	Richmond	'RDNG4AB-WATRLMN 2C90'	416.41	0.33	5.21	91.66	96.86	0.31	0.5	0.15
Rail	Richmond	'SHEPRTN-WATRLMN 2H92'	416.41	1	5.21	30.75	35.96	0.83	0.5	0.42
Rail	Richmond	'WDON-WATRLMN 2K03'	416.41	0.33	5.21	91.66	96.86	0.31	0.5	0.15
Rail	Richmond	'WATRLMN-WATRLMN 2K09'	416.41	2	5.21	15.75	20.96	1.43	1	1.43
Rail	Richmond	'WATRLMN-WATRLMN 2O09'	416.41	2	5.21	15.75	20.96	1.43	0.5	0.72
Rail	Richmond	'WATRLMN-WATRLMN 2R09'	416.41	2	5.21	15.75	20.96	1.43	0.5	0.72
Rail	Richmond	'WSORAER-WATRLMN 2U10'	416.41	2	5.21	15.75	20.96	1.43	0.5	0.72
Rail	Richmond	'WATRLMN-WSORAER 2U13'	416.41	2	5.21	15.75	20.96	1.43	0.5	0.72
Rail	Richmond	'HOUNSLW-WATRLMN 2V05'	416.41	0.33	5.21	91.66	96.86	0.31	0.5	0.15
LUL	Richmond	'Upminster-Richmond'	416.41	6	5.21	5.75	10.96	2.74	1	2.74
LUL	Richmond	'Richmond-DagEast'	416.41	0.67	5.21	45.53	50.73	0.59	0.5	0.3

Total Grid Cell AI: 40.1