

# TRANSPORT TECHNICAL NOTE

PROJECT	P2205.9 26 TO 28 PRIESTS BRIDGE, LONDON, SW14 8TA (LB RICHMOND)
DATE	JULY 2022
REASON	FULL PLANNING
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## 1. INTRODUCTION

KRONEN has been instructed to prepare this Technical Note to support proposals at 26 to 28 Priests Bridge, London, SW14 8TA (in the London Borough of Richmond Upon Thames).

## 2. SITE INFORMATION

Up until recently the site comprised a vehicle repair / service garage space as well as various other local commercial uses / occupants.

The largest and most prominent use from Priests Bridge was the vehicle repair / service garage Richardson Motors.

The extant uses had a net employment floorspace of 698sqm.

The site / building has 2 × approximately 5m wide shared vehicle / pedestrian accesses from Priests Bridge. Priests Bridge is one-way carrying traffic in a South / East bound direction and as such the site has a Left-In / Left-Out LILO vehicle access arrangement.

With regards to vehicles the accesses were used for vehicle garage / showroom operations and not for general off-street parking or servicing.

## 3. PLANNING HISTORY

In 2019 the site was the subject of the following proposal / planning application:

- Application “19/0391/FUL”
- Proposal for the “Demolition all buildings on site and the erection of a three-storey building and a part one, two-storey building comprising (3 x 1 bedroom and 4 x 2 bedroom) flats and approximately 805 sqm of flexible B1/D1 and flexible B1/D2 commercial floorspace, surface-level car-parking for six vehicles, cycle parking and associated works”.
- Approved February 2020

The final and approved proposal was for 7 × apartments comprising 3 × 1-bedroom and 4 × 2-bedroom apartments with 805sqm flexible commercial floorspace.

The proposal included a single rationalised point of access.

The access served 6 × parking spaces: 1 × disabled bay, 1 × active electric vehicle space and 1 × passive electric vehicle space. Annotations on plans showed 4 × vehicle spaces allocated to future residents and 2 × vehicle spaces allocated to future commercial tenants.

#### 4. CURRENT PROPOSAL

The current proposal seeks approval for relatively minor revisions to the approved scheme; a net increase in apartments, net decrease in commercial floorspace and 1 × additional parking space.

The proposal seeks 9 × apartments comprising 3 × 1-bedroom and 6 × 2-bedroom apartments with 649sqm flexible Class E commercial / net employment floorspace.

The proposal retains the approved single rationalised point of access.

Proposed cycle stores positions have been revised to create 1 × additional vehicle parking space. The access will serve 7 × parking spaces: 1 × disabled bay, 1 × active electric vehicle space and 6 × passive electric vehicle spaces. Annotations on plans showed 6 × vehicle spaces allocated to future residents and 1 × vehicle spaces allocated to future commercial tenants.

#### 5. APPROVED AND CURRENT SCHEME COMPARISONS – TRANSPORT PARAMETERS

For ease of reference the following changes are considered relevant from a transport perspective:

- Net increase in apartments - 2 × additional 2-bedroom apartments
- Net decrease in commercial floorspace - 156sqm less commercial floorspace
- Retained approved access
- Net increase in vehicle parking - 1 × additional parking space
- Revised cycle parking - stores moved and net increase in provision per the London Plan
- Retained approved servicing

#### 6. ANALYSIS

It is considered that vehicle and cycle parking will be the primary transport considerations for the new scheme. These are assessed in turn below.

#### 7. ANALYSIS – RESIDENTIAL VEHICLE PARKING

The approved proposal included 7 × apartments comprising 3 × 1-bedroom and 4 × 2-bedroom apartments with 4 × vehicle spaces allocated to future residents. This is a provision of 0.6 spaces per dwelling.

The current proposal includes 9 × apartments comprising 3 × 1-bedroom and 6 × 2-bedroom apartments with 6 × vehicle spaces allocated to future residents. This is a provision of 0.7 spaces per dwelling.

Given the similarities of the approved and current scheme and the planning precedent at the site it is considered proposed residential parking provision is acceptable.

Since the February 2020 approval date a new Regional Development Plan document has been adopted.

"London Plan" (GLA, 2021) includes Policy T6 Car parking and T6.1 Residential Parking.

Policy T6.1 of London Plan refers to Table 10.3.

Table 10.3 provides a maximum parking standard of up to 0.75 spaces per 1 or 2 bedroom dwelling for Outer London PTAL 2-3 locations.

The proposal would provide parking within / under the maximum level permissible and is therefore considered policy compliant and acceptable.

## 8. ANALYSIS – COMMERCIAL VEHICLE PARKING

The approved proposal included 805sqm commercial space with 2 × vehicle spaces allocated to future residents. This is a provision of 1 space per 403sqm.

The current proposal includes 649sqm commercial space with 1 × vehicle spaces allocated to future commercial tenants. This is a provision of 1 space per 649sqm.

Given the similarities of the approved and current scheme and the planning precedent at the site it is considered proposed commercial parking provision is acceptable.

KRONEN supported the approved scheme and was involved in post-submission exchanges in 2019 to 2020. In May 2019, when considering 805sqm commercial space with 2 × vehicle spaces, officers stated that either 1 or 2 × vehicle spaces for the 805sqm commercial space would be acceptable. It is considered this further supports the current commercial parking provision proposal.

Due to the wide range of potential uses / end users under the proposed class E use the Development Plan is not prescriptive with a maximum parking standard and is not considered useful in this assessment.

## 9. ANALYSIS – GENERAL VEHICLE PARKING COMMENTS

The proposal includes 1 × disabled bay, this is approximately 15% of the total provision.

London Plan Policy T6.1 Residential parking clause G does not require disabled parking for residential development providing less than 10 dwellings, as such the proposal does not require residential disabled provision.

The commercial provision of 1 × disabled bay / approximately 15% of the total provision exceeds the provisions in London Plan Table 10.6 - Non-residential disabled persons parking standards.

All parking spaces will be either active or passive electric vehicle parking spaces.

## 10. ANALYSIS - RESIDENTIAL CYCLE PARKING

The current proposal includes 9 × apartments comprising 3 × 1-bedroom and 6 × 2-bedroom apartments.

The proposed plans include a long-stay residential cycle store that provides 17 × long-stay cycle spaces, as with the approved scheme the store is a two-tier store.

The proposed plans also show 2 × short-stay cycle spaces.

Cycle parking policy and standards is Policy T5 Cycling of London Plan.

Policy T5 Cycling of London Plan refers to “Table 10.2 - Minimum cycle parking standards”.

Table 10.2 - Minimum cycle parking standards prescribes a minimum requirement for 1.5 × spaces per 1-bedroom 2-person dwellings and 2 × spaces per 2-bedroom dwellings and larger. For development seeking 5 to 40 dwellings Table 10.2 also requires 2 × short-stay cycle spaces.

The proposal provides cycle parking in accordance with the minimum standards and is therefore considered acceptable.

#### 11. ANALYSIS - COMMERCIAL CYCLE PARKING

The current proposal includes 649sqm commercial space.

The proposed plans include a long-stay commercial cycle store that provides 12 × long-stay cycle spaces, as with the approved scheme the store is a two-tier store.

This is a provision of approximately 1 space per 50sqm.

London Plan Table 10.2 includes various standards for different use classes; a provision of 1 space per 50sqm would exceed minimum standards and is considered acceptable.

#### 12. ANALYSIS - GENERAL CYCLE PARKING COMMENTS

Proposed stores provide headroom clearance of at least 2.7m and manoeuvring space in excess of 3.5m for the two-tier racks. It is suggested that the racks have gas lift assistance or similar.

As above it is considered that provisions are policy compliant and it is also considered that the store design complies with LTN 1/20 ("Cycle Infrastructure Design Local Transport Note 1/20", DfT, 2020) and LCDS ("London Cycling Design Standards", TfL, 2014).

Cycle parking arrangements could be secured by planning condition.

#### 13. ANALYSIS - CONCLUSIONS

Based on the above the proposal is considered acceptable / not objectionable.

With regards to transport impacts Paragraph 111 of the "National Planning Policy Framework" includes direction of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". The proposals are not considered unacceptable / severe in this context and is therefore considered not objectionable in a planning context.

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