



# Highway Planning Ltd

Highways & Transportation Consultants

**LAND AT SOUTH WORPLE WAY,  
EAST SHEEN,  
LONDON**

**FIRST REGENT SECURITIES LTD**

**TRANSPORT STATEMENT**

**NOVEMBER 2022**

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## **1.0 INTRODUCTION**

- 1.1 Highway Planning Ltd has been appointed by First regent Securities Ltd to provide highway advice in respect of the proposed redevelopment of lock-up garages on the north side of South Worple Way, East Sheen.
- 1.2 Planning permission was granted for the redevelopment of similar garage blocks immediately adjoining the current site on its east side (planning ref: 19/3324).
- 1.3 This report has been prepared in support of the development proposals described herein. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Highway Planning Ltd.

## **2.0 SITE LOCATION AND PROPOSED DEVELOPMENT**

- 2.1 The site is located on the north side of South Worple Way and opposite the junction with Howgate Road. The site comprises a block of 15 lock-up garages which front South Worple Way.
- 2.2 South Worple Way is a local access road that runs parallel to the railway line. At its eastern end it has a junction onto White Hart Lane. At its western end the previous junction with Sheen Lane has been closed to traffic with the installation of bollards. Pedestrians are able to join Sheen Lane.



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- 2.3 In the vicinity of the site, South Worple Way provides the northern boundary to a network of residential roads that run north-south between South Worple Way and Vernon Road. All the local roads are within a 20mph zone. On-street parking is regulated in a number of ways including the East Sheen Controlled Parking Zone.
- 2.4 The retail centre of East Sheen is located along the B351 Sheen Lane and provides a range of local facilities and destinations. Bus stops are located outside the Sheen Lane Centre (330m walk distance from the site) and Mortlake railway station is a 100m walk from the site.
- 2.5 The proposed development comprises the replacement of the existing garages with 4 x 2 bed flats and 1 x 2 bed house with car parking for 5 vehicles.

### **3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS**

- 3.1 The highway considerations for the proposed development relate to the following:
- Required level of parking
  - Site specific issues
- 3.2 These issues will be considered in detail below.

#### ***Required level of car parking***

- 3.3 The proposed development proposes the provision of 5 car parking spaces arranged parallel to the South Worple Way carriageway.
- 3.4 The site has a PTAL rating of 2 with the boundary to PTAL 3 being located adjacent to the eastern boundary of the site. The PTAL system assesses the distance from and frequency of public transport and does



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not consider accessibility of a development to day-to-day facilities by walking or cycling. As such, the site's proximity to the East Sheen centre is not reflected in the PTAL rating. Notwithstanding, the requirement for car parking within the London Plan is linked to the PTAL score for a development.

3.5 Policy T6.1A of the London Plan 2021 states:

*"New residential development should not exceed the maximum parking standards set out in [Table 10.3](#)"*

3.6 The standard in Table 10.3 for a location with a PTAL rating of 2 and for 1 or 2 bed dwellings, is up to 0.75 spaces per dwelling. For the proposed development of 5 x 2 bed dwellings this requirement is therefore 3.75, say 4 spaces.

3.7 The redevelopment of the adjoining site on the east of the current site provided 1 space per dwelling and this reflected concerns regarding the high demand for on-street parking in the vicinity. It is appropriate therefore for the current development to provide a similar level of car parking at one space per unit.

3.8 The officer's report for planning application 19/3324 for the adjoining site included the following comment from the Council's Transport Officer:

*"One space per property is considered acceptable given the close proximity to the train station and that overspill parking can be mitigated against through a restriction on parking permits to future occupiers."*



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**Site Specific Issues**

- 3.9 The layout of the development includes the provision of secure cycle parking. The London Plan standard set out in Table 10.2 is the provision of 2 spaces per dwelling. This level of provision will be provided and the details of which can be secured via a suitable planning condition.
- 3.10 The proposed car parking will be provided in 2 “laybys” that will be parallel to the main carriageway. Each space will measure 6.0m x 2.5m which is suitable to accommodate a typical car. Drawing 22.90 – 001 demonstrates the swept path of cars manoeuvring into the spaces. The swept paths take account of the on-street parking that is permitted on the east side of the junction with Howgate Road. As South Worple Way is closed to vehicles at its western end, residents will utilise Howgate Road as a route to and from the development. The existing 15 garages have resulted in vehicles being reversed into the South Worple Way carriageway and in the vicinity of the Howgate Road junction. The proposed 5 parking spaces will result in fewer movements than the full use of the existing garages.
- 3.11 Provision for the storage of refuse will be made at 2 locations within the site. Both locations are easily accessible and are within 11m of the South Worple Way carriageway. This is in line with the requirements of Part H6 of the Building Regulations.
- 3.12 In considering the traffic impact of the development of the adjoining site, the Officer’s report states,

*“Generally, the provision of five family dwellings in place of 15 lock up garages in this locality is unlikely to result in significant additional traffic activity, whilst concerns about the width of the road are noted, it would be unreasonable to refuse planning permission for an otherwise*



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*acceptable proposal given that there is no clear and overriding case of harm arising from the proposed development.”*

- 3.13 The current proposals are for 5 x 2 bed dwellings and not “family” dwellings. As such, the traffic impact will be less than that accepted for the adjoining development.

#### **4.0 CONCLUSIONS**

- 4.1 The site is in a highly accessible location with convenient pedestrian and cycle access to public transport and local facilities.
- 4.2 The development complies with the level of parking that was considered appropriate for the adjoining site. This level of provision will minimise the risk of any additional demand for on-street parking.
- 4.3 The proposed parking layout will accommodate the movements of cars without resulting in an unacceptable impact on highway safety (paragraph 111 NPPF).
- 4.4 Overall, there are no highway related reasons why the development should not receive planning permission.



*LAND AT SOUTH WORPLE WAY, EAST SHEEN*

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*NOVEMBER 2022*

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**DRAWING No. 22.90 - 001**



REV	AMENDMENTS	DRAWN	CHKD	DATE

Job Title  
SOUTH WORPLE WAY, EAST SHEEN

Client  
FIRST REGENT SECURITIES LTD

Drawing Title  
SWEPT PATH PLOTS

Scale	Date	Designed	Drawn	Drawing No	Rev
1:250 @ A3	30 NOV 22	DFM	DFM	22.90 - 001	



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