

TRANSPORT TECHNICAL NOTE

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| PROJECT | P2401.12 HUNTERS LODGE, FRIARS LANE, RICHMOND, TW9 1NX |
| DATE | MARCH 2024 |
| REASON | FULL PLANNING |
| AUTHOR | ALEXANDER OSBORN BSc Hons, PG Dip, AMICE, CMILT, FCIHT, FIHE, MTPS |

1. INTRODUCTION

KRONEN has been instructed to prepare this Technical Note to support proposals for Hunters Lodge, Friars Lane, Richmond, TW9 1NX (London Borough of Richmond Upon Thames).

2. SITE INFORMATION

The proposals site comprises Hunters Lodge, 1 to 4 Hunters Court and an access road and landscape areas.

The client is the landlord for entire site.

1 to 4 Hunters Court are owned by the current owners and leased from The Crown Estate.

The proposals are primarily concerned with the Hunters Lodge building. Hunters Lodge comprises 4 × existing garages and 1 × first floor apartment.

Refer to 50 Degrees North Architects' existing plans.

3. HUNTERS LODGE

Hunters Lodge comprises 4 × existing garages, Garages A to D, and 1 × 1-bedroom first floor apartment.

It is understood that the garages are used for domestic storage rather than parking vehicles and that if / when garage users wish to park the hardstanding immediately in front of garages is used for parking as opposed to inside the garages. The garages are smaller than typical 3m × 6m modern garages which may limit use for vehicle parking for larger cars.

It is understood that there is no absolute or dedicated parking allocation for each house within the site. Garages A to D have previously been leased to various occupants of Hunters Court. All leases expired end January 2022.

The site has been visited twice whilst preparing this Note. Low levels of parking have been observed on the hardstanding immediately in front of garages and on the access road. Observed parking was similar to patterns recorded on the 10 images captured between 2008 and 2021 on Google Maps Streetview [Online] < <https://www.google.com/maps/> >.

4. SITE LOCATION AND PUBLIC TRANSPORT ACCESSIBILITY

The site is in the Richmond town centre.

Richmond town centre is described as a "Major" centre in Annex 2 of the "London Plan" (Greater London Authority, 2021).

The site has access to 13 × bus services as follows: 33, 65, 190, 337, 371, 391, 419, 490, 493, H22, H37, R68 and R70.

All bus service are accessible from "George Street" bus stops approximately 250m to 300m walk distance to the east of the site.

The site also has access to rail and light rail services from Richmond Station which is accessible from Kew Road to the north of the site. The station is approximately a 600m to 650m walk distance from the site.

South West Trains' Hounslow / Kingston Loop, Waterloo Windsor and Waterloo Reading Lines are accessible from Richmond Station.

London Overground's Richmond to Stratford service and London Underground District Line services are also accessible from Richmond Station.

Public transport accessibility in London is often quantified and measured using TfL's "Public Transport Accessibility Level" ("PTAL") model.

TfL's online GIS-based PTAL tool was used to research the site's PTAL score. The PTAL tool calculated the site and surroundings to have a 2021 Forecast PTAL score of 6a. This PTAL score indicates an "Excellent" level of public transport service availability. Details of the PTAL calculation are provided in Enclosure 1.

The application site is considered to be in a central, accessible and sustainable location.

5. HIGHWAYS AND PARKING

The proposal site is accessed from Friars Lane.

Friars Lane is an unclassified local access road.

The site and surrounding roads are in LB Richmond's Controlled Parking Zone A1 which restricts parking Mondays to Saturdays 8.30am to 6.30pm and Sundays and Bank Holidays 11am to 5pm.

6. PLANNING HISTORY

The site has been subject of 3 × recent applications:

- Planning application "22/1648/FUL" for the "Demolition of the Hunters Lodge (existing building) and creation of 4 two-bed units" which was refused in August 2022.
- Planning application "22/1649/FUL" for the "Demolition of the Hunters Lodge (existing building) and creation of 4 new units (2 x two-bed and 2 x 1-bed)" which was refused in August 2022.
- Planning application "23/1319/FUL" for the "Demolition of the Hunters Lodge (existing garage and apartment building) and creation of 4 new units with associated terraces and landscaping" which was refused in November 2023.

Applications were similar to the current scheme from a transport perspective with regards to access / layout / parking parameters.

The applications were not refused on access / layout / parking grounds.

The Officer's Reports note that: new car free housing at the site is acceptable, 4 × spaces considered adequate for retained 1 to 4 Hunters Court and a Construction Management Plan would be secured by planning condition.

7. PROPOSAL

The proposal seeks the demolition of the existing garages and first floor apartment and replace it with 2 × 1-bedroom 2-person apartments and 2 × 2-bedroom 3-person apartments with revised hard and soft landscaping to the existing parking and landscaped areas.

The revised hard and soft landscaping will provide 4 × parking spaces, 1 × space per dwelling for 1 to 4 Hunters Court.

The proposed new apartments will have no parking and will be car free with future resident occupants ineligible to apply for resident on-street CPZ parking permits by Section 106 Agreement.

The proposal includes 7 × cycle parking spaces for the new dwellings and refuse store points are provided throughout the site.

Refer to 50 Degrees North Architects' plans for the proposed layout and accommodation.

8. ANALYSIS

Given the earlier applications the main transport items for the proposal are considered to be: vehicle parking, cycle parking and servicing. These matters are assessed in turn below.

9. ANALYSIS - VEHICLE PARKING

The revised hard and soft landscaping will provide 4 × parking spaces, 1 × space per dwelling for 1 to 4 Hunters Court.

With regards pre-application comments, existing garage leases and observed parking are discussed above.

A provision of 1 × space per dwelling for 1 to 4 Hunters Court is considered reasonable at the site.

The proposed new apartments will have no parking and will be car free and it is suggested that future resident occupants ineligible to apply for up resident on-street CPZ parking permits by Section 106 Agreement.

Development Plan parking policy and guidance is set out in: Policy LP 45 Parking Standards and Servicing of "Local Plan" (LB Richmond, 2018) and "London Plan" (Greater London Authority, 2021) Policy T6 Car parking and T6.1 Residential Parking.

Policy LP 45 refers to standards in Appendix 3.

Appendix 3 states residential car parking standards for PTAL 4 to 6 locations is "as per London Plan although local circumstances, CPZ times and onstreet parking conditions will need to be assessed" and cycle parking standards are as per the London Plan.

London Plan (GLA, 2021) car parking policies are 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 which state all dwellings in PTAL 5 and 6 locations should be car free.

Clauses A, B and C of Policy T6 also strongly encourage car free development and state (p.422): "A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy. C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets."

Based on these standards it is considered that parking for the new apartments would not be permissible at the site and the proposals are therefore considered acceptable.

(With regards to footnotes to Table 10.3, none of the proposed new apartments are specifically designed to accommodate wheelchair users and the proposal is for fewer than 10 × dwellings, therefore a disabled space is not considered necessary.)

Based on site context, accessibility and Development Plan policy the proposed re-provision and car free parking proposal is considered acceptable.

As discussed the same parking parameters were deemed acceptable for planning application "22/1648/FUL".

10. ANALYSIS - CYCLE PARKING

As shown on 50 Degrees North Architect's accompanying plans the proposal includes 7 × cycle space per new apartment.

Cycle parking policy and standards are discussed above; Policy LP 45 Parking Standards and Servicing of Local Plan (LB Richmond, 2018) and Policy T5 Cycling of London Plan (GLA, 2021).

London Plan (GLA, 2021) Policy T5 refers to Table 10.2.

Table 10.2 standards for residential uses prescribes the following:

Long-stay cycle parking spaces (e.g. for residents or employees)

- 1 space per studio or 1 person 1 bedroom dwelling
- 1.5 spaces per 2 person 1 bedroom dwelling
- 2 spaces per all other dwellings

Short-stay cycle parking spaces (e.g. for visitors or customers) • 5 to 40 dwellings: 2 spaces

- Thereafter: 1 space per 40 dwellings

The proposal includes of a total of 7 × long-stay cycle parking spaces.

The proposal provides cycle parking in accordance with the London Plan. It is considered cycle parking could be secured by planning condition.

11. ANALYSIS – LAYOUT AND SERVICING

The proposal includes revised hard and soft landscaping as shown on 50 Degrees North Architect's accompanying plans.

The existing kerb radii into the site is proposed to be retained and the scheme requires no off-site highways works.

Within the site a rumble strip is proposed at the access and a "homezone" / shared surface treatment is proposed to reduce vehicle movement dominance.

Surface treatments and studs are proposed to differentiate between shared surfaces, parking spaces and turning areas.

As shown on 50 Degrees North Architect's accompanying plans the proposal includes some refuse stores in excess of 20m push / pull distance from Friars Lane, as such a private refuse agreement is suggested.

The proposal provides off-street servicing and a private refuse agreement is suggested accordingly it is considered the layout is acceptable.

AutoCAD Vehicle Tracking is provided in enclosed Figures 1 to 6 showing large cars accessing spaces, a 3.5t HGV / Luton Van turning at the rear of the site, a 10m long Rigid HGV reversing in to and exiting the site.

12. CONSTRUCTION

An outline construction plan using LB Richmond's pro-forma is provided under separate cover.

13. ANALYSIS - CONCLUSIONS

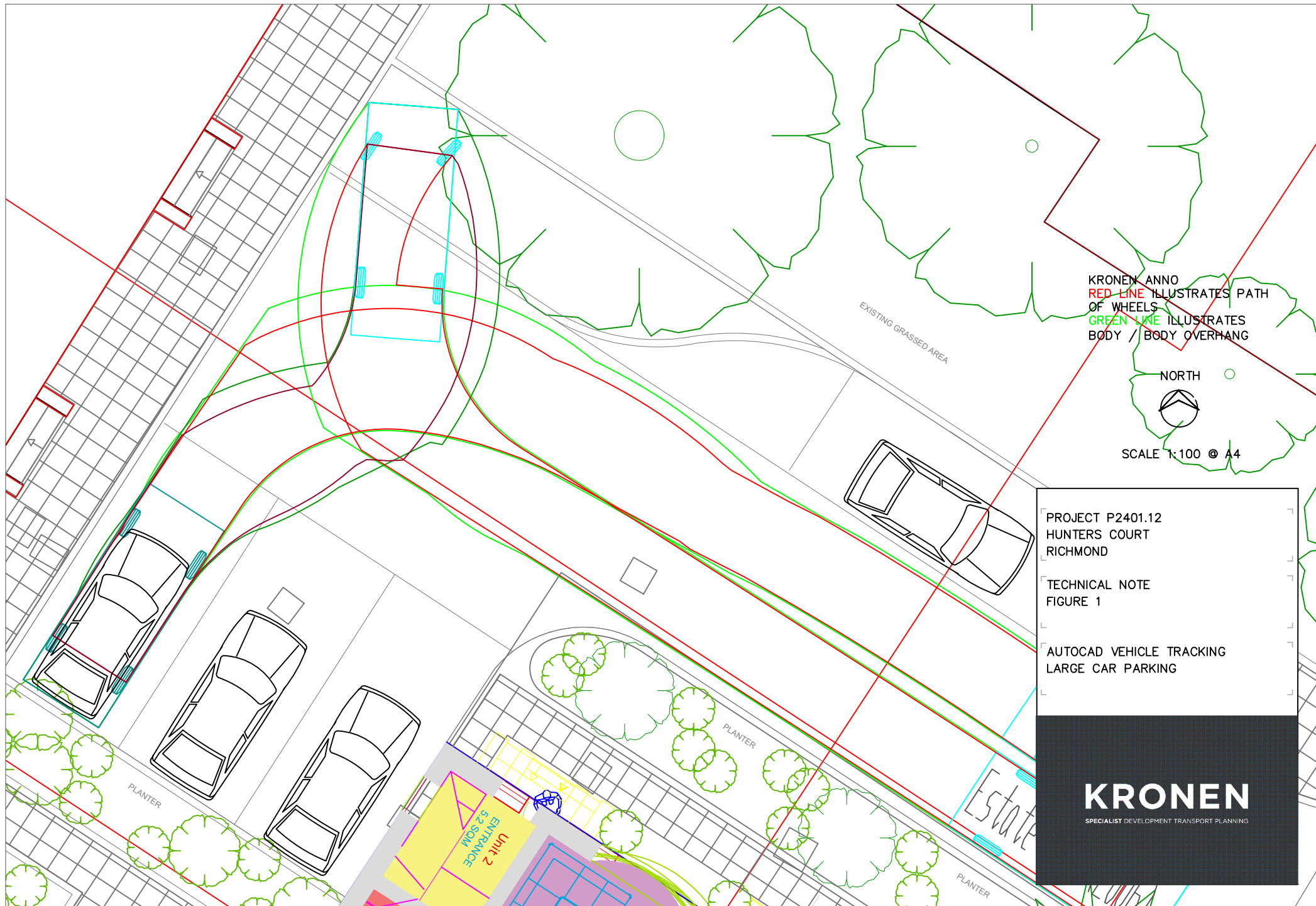
Based on the above the proposal's vehicle parking, cycle parking and layout arrangements are considered acceptable.

With regards to transport impacts Paragraph 115 of the "National Planning Policy Framework" includes guidance 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" (DLUHC, 2023). The proposals' impact is not considered severe in this context and is therefore considered not objectionable in a planning context.

PREPARED FOR RICHMOND GREEN
PREPARED BY KRONEN LIMITED
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ENCLOSURES



KRONEN ANNO
RED LINE ILLUSTRATES PATH
OF WHEELS
GREEN LINE ILLUSTRATES
BODY / BODY OVERHANG

NORTH



SCALE 1:100 @ A4

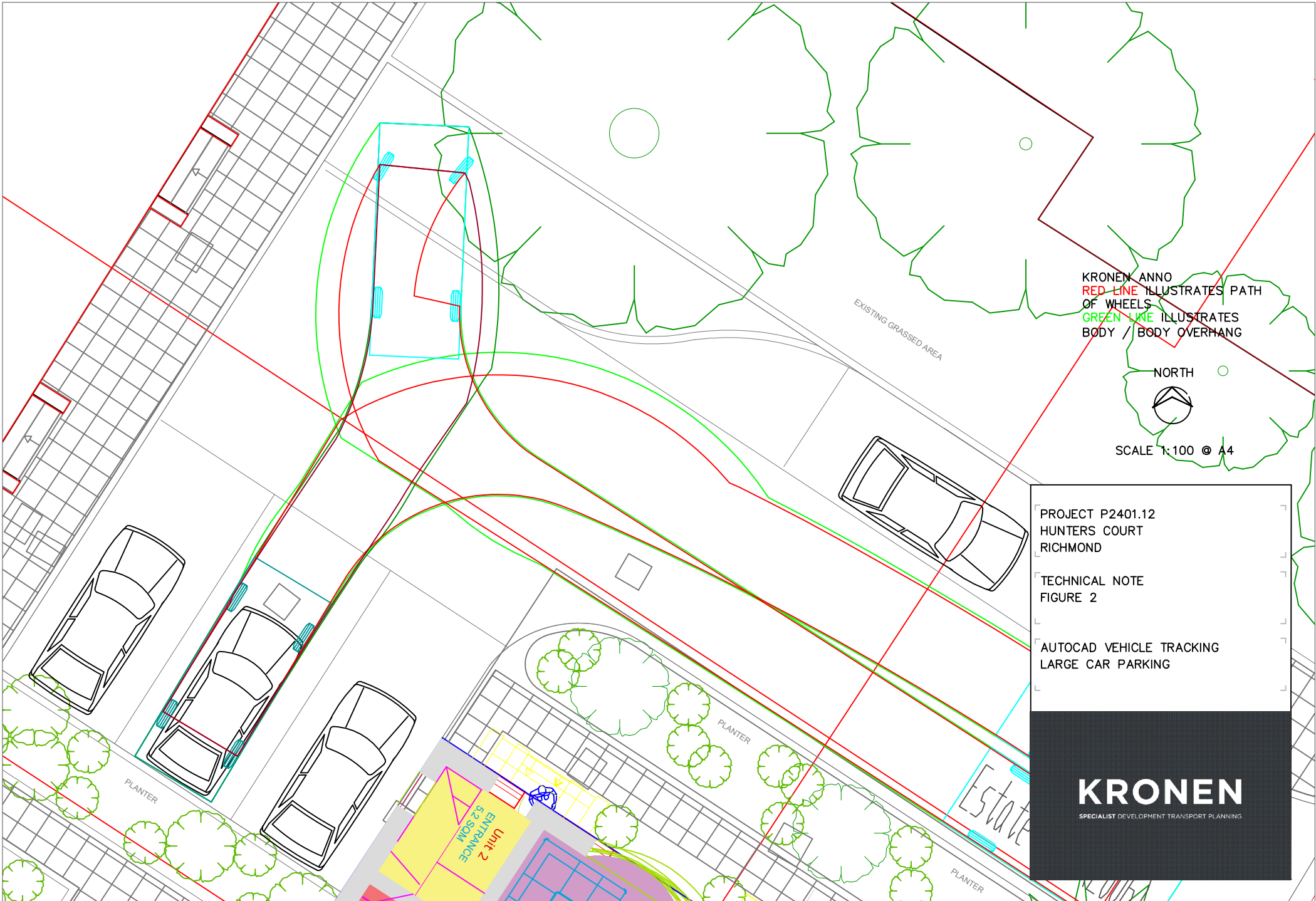
PROJECT P2401.12
HUNTERS COURT
RICHMOND

TECHNICAL NOTE
FIGURE 1

AUTOCAD VEHICLE TRACKING
LARGE CAR PARKING

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING



KRONEN ANNO
 RED LINE ILLUSTRATES PATH
 OF WHEELS
 GREEN LINE ILLUSTRATES
 BODY / BODY OVERHANG

NORTH



SCALE 1:100 @ A4

PROJECT P2401.12
 HUNTERS COURT
 RICHMOND

TECHNICAL NOTE
 FIGURE 2

AUTOCAD VEHICLE TRACKING
 LARGE CAR PARKING



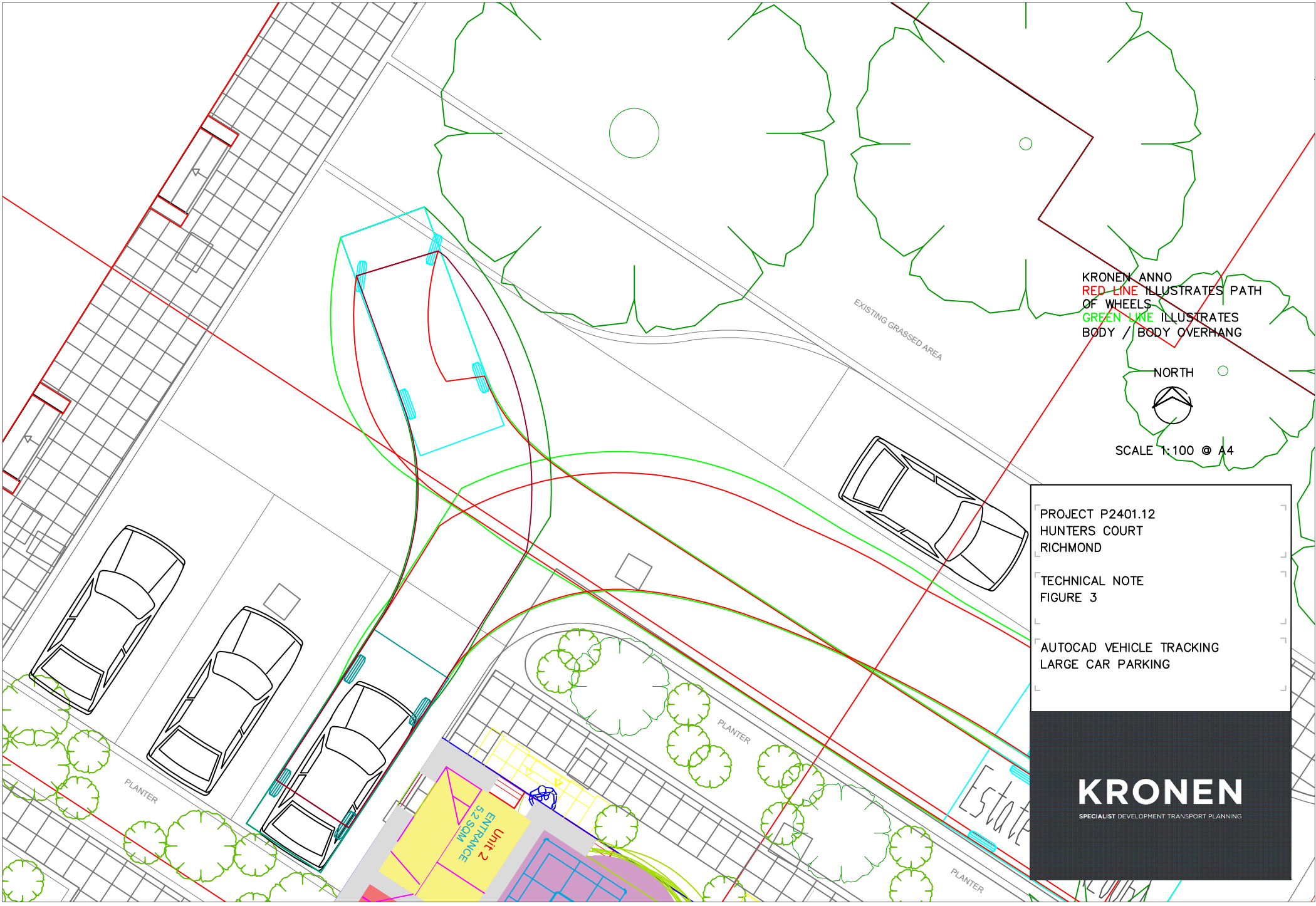
PLANTER

PLANTER

PLANTER

Unit 2
 52 SQM
 ENTRANCE

Estate



KRONEN ANNO
RED LINE ILLUSTRATES PATH
OF WHEELS
GREEN LINE ILLUSTRATES
BODY / BODY OVERHANG

NORTH



SCALE 1:100 @ A4

PROJECT P2401.12
HUNTERS COURT
RICHMOND

TECHNICAL NOTE
FIGURE 3

AUTOCAD VEHICLE TRACKING
LARGE CAR PARKING

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

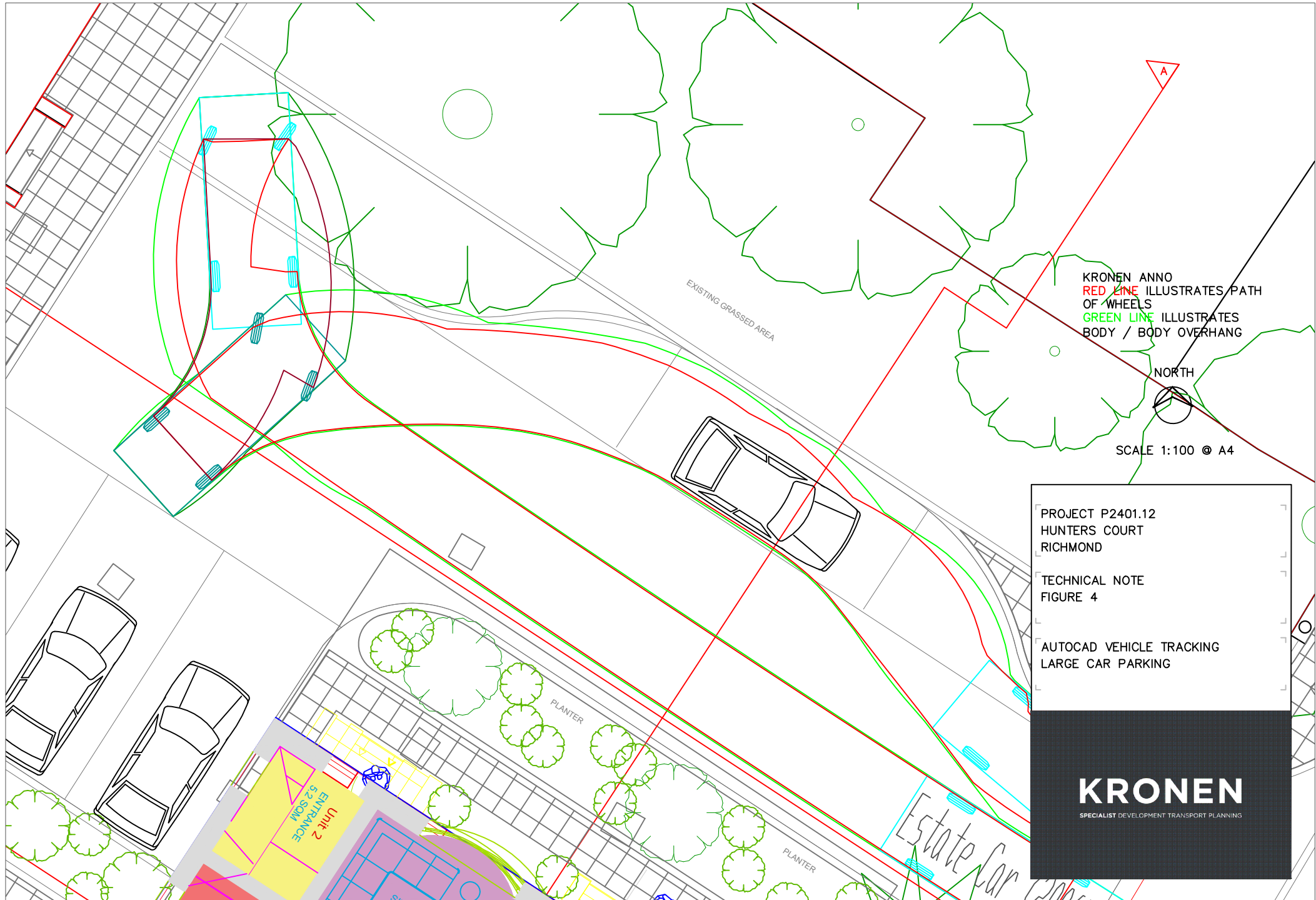
PLANTER

PLANTER

PLANTER

Unit 2
ENTRANCE
52 SQM

Estate

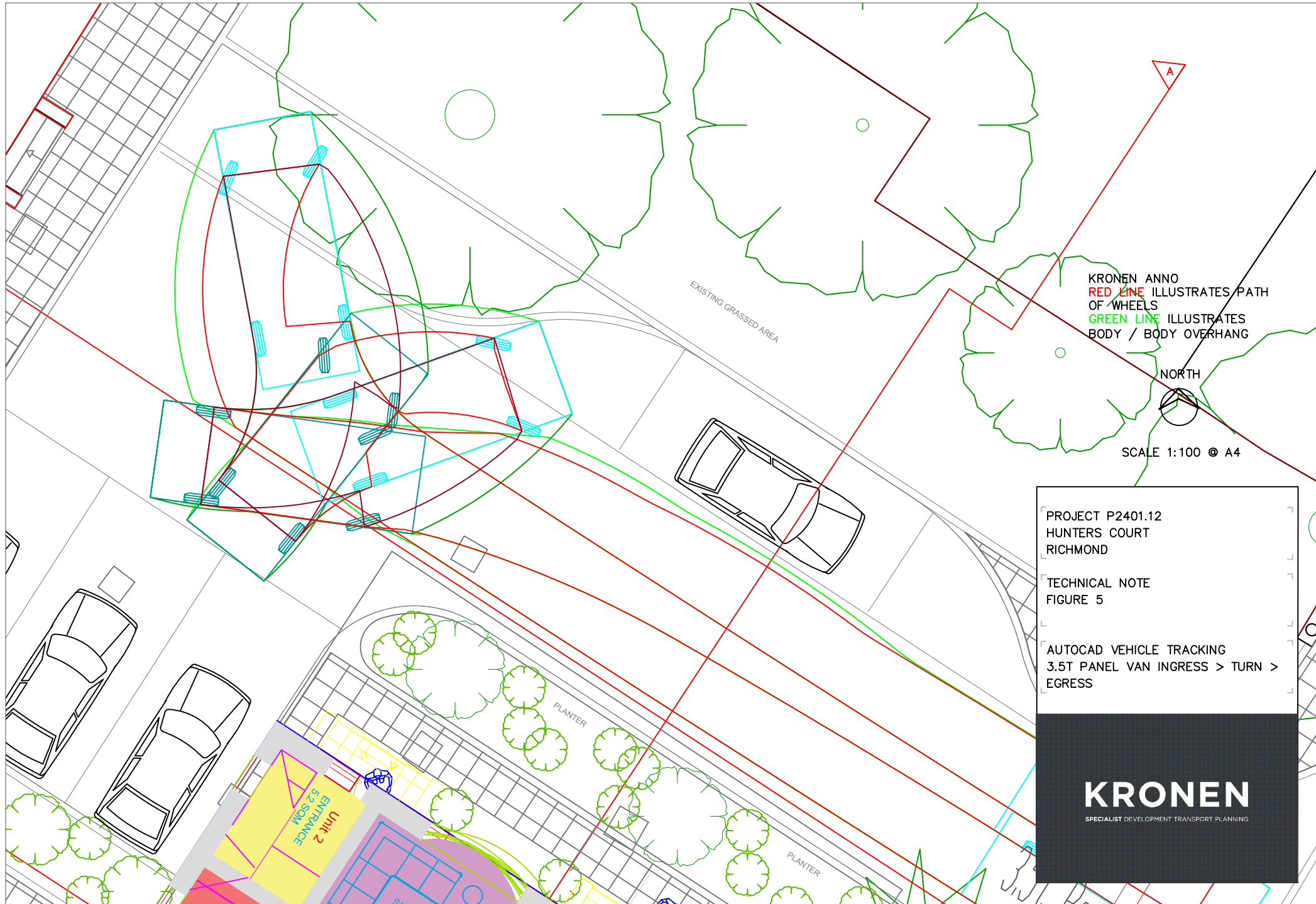


PROJECT P2401.12
HUNTERS COURT
RICHMOND

TECHNICAL NOTE
FIGURE 4

AUTOCAD VEHICLE TRACKING
LARGE CAR PARKING

KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING



KRONEN ANNO
RED LINE ILLUSTRATES PATH
OF WHEELS
GREEN LINE ILLUSTRATES
BODY / BODY OVERHANG

NORTH

SCALE 1:100 @ A4

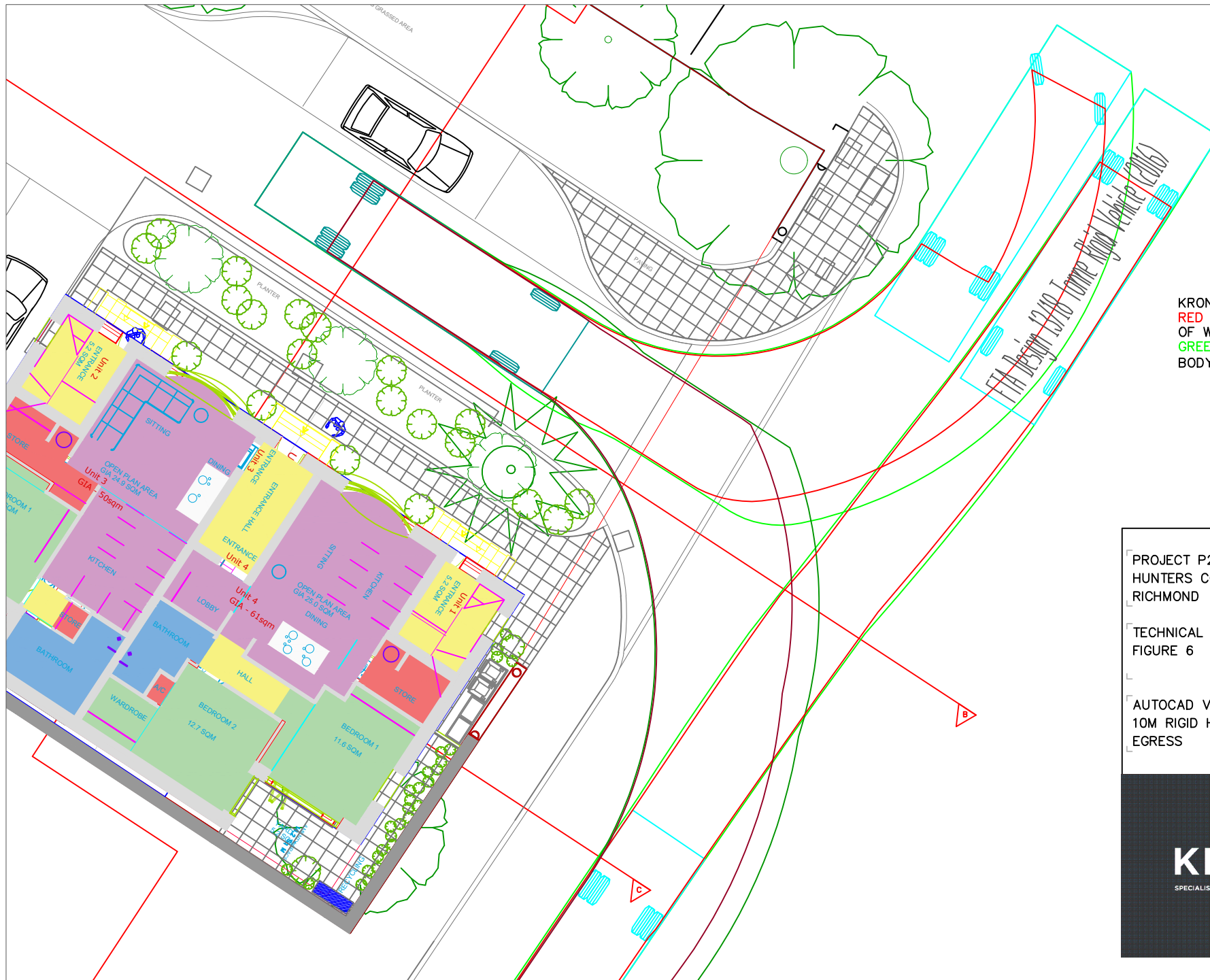
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HUNTERS COURT
RICHMOND

TECHNICAL NOTE
FIGURE 5

AUTOCAD VEHICLE TRACKING
3.5T PANEL VAN INGRESS > TURN >
EGRESS

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING



KRONEN ANNO
 RED LINE ILLUSTRATES PATH
 OF WHEELS
 GREEN LINE ILLUSTRATES
 BODY / BODY OVERHANG



SCALE 1:150 @ A4

PROJECT P2401.12
 HUNTERS COURT
 RICHMOND

TECHNICAL NOTE
 FIGURE 6

AUTOCAD VEHICLE TRACKING
 10M RIGID HGV INGRESS > TURN >
 EGRESS

