

**Job Title:** 63 Kew Road, Richmond, TW9 2NQ  
**Job No:** 2024-5652  
**File Ref:** N01-TB-Transport Statement F1 (240903)  
**Date:** September 2024

---

**Subject: Transport Statement**

---

## Introduction

1. Caneparo Associates has been appointed by 63 Kew Road Limited ('the Applicant') to provide traffic and transport advice in relation to the proposed alterations 63 Kew Road, Richmond, TW9 2NQ ('the site'), located within the London Borough of Richmond upon Thames ('LBRuT').
2. A planning application was validated on the 9<sup>th</sup> of July 2024 (LBRuT planning ref: 24/1329/FUL) for the following proposal:

*"External alterations at ground floor level to the rear of the site to provide new outdoor amenity space (terrace), including fenestration alterations and associated alterations including upgraded rear access, new lighting and seating and landscaping proposals."*

3. A Transport Statement has been prepared following a request from LBRuT during the determination of the application to assess the impact of the loss of 2 vehicle parking bays at the site.
4. The proposals are for the construction of a terrace area to the rear of the building at ground floor level incorporating the loss of 2 existing vehicle parking spaces. The proposed terrace will be complemented by upgraded landscaping, new lighting and other minor alterations to the rear of the site.
5. A terrace is proposed at the site to ensure that the site continues to provide a varied, high-quality offering of amenity space for the office floorspace. This will allow the Applicant to maintain a commercially viable building which is adapted to an ever-changing market and the needs of a modern tenant.

## Existing Site

6. The site is located centrally within Richmond, circa 160m north of Richmond Station. The site is bordered by the A316 Twickenham Road to the north, the A307 Kew Road to the east and mixed-use buildings to the south and west which mostly feature commercial at ground floor and residential above.
7. The existing site benefits from off-street car parking in the form of concrete hardstanding to the south of the building. The existing site features 22 vehicle parking bays assigned to the site, including the provision of 1 accessible parking bay. The off-street car park is accessible from the south via Clarence Street, with there being a gated access that benefits from a vehicular crossover.
8. **Figure 1** below shows the location of the site in the context of the local transport facilities.



**Figure 1: Site Location Plan**

Source: ArcGIS Pro 2024

9. The site is located within LBRuT Controlled Parking Zone (CPZ) 'A1', which restricts parking to permit holders only between 08:30-18:30 from Monday to Saturday. In addition, circa 60m north of the site on the northern side of the A316 Twickenham Road is LBRuT CPZ 'N', which restricts parking to permit holder only from 10:00-16:30 from Monday to Saturday.

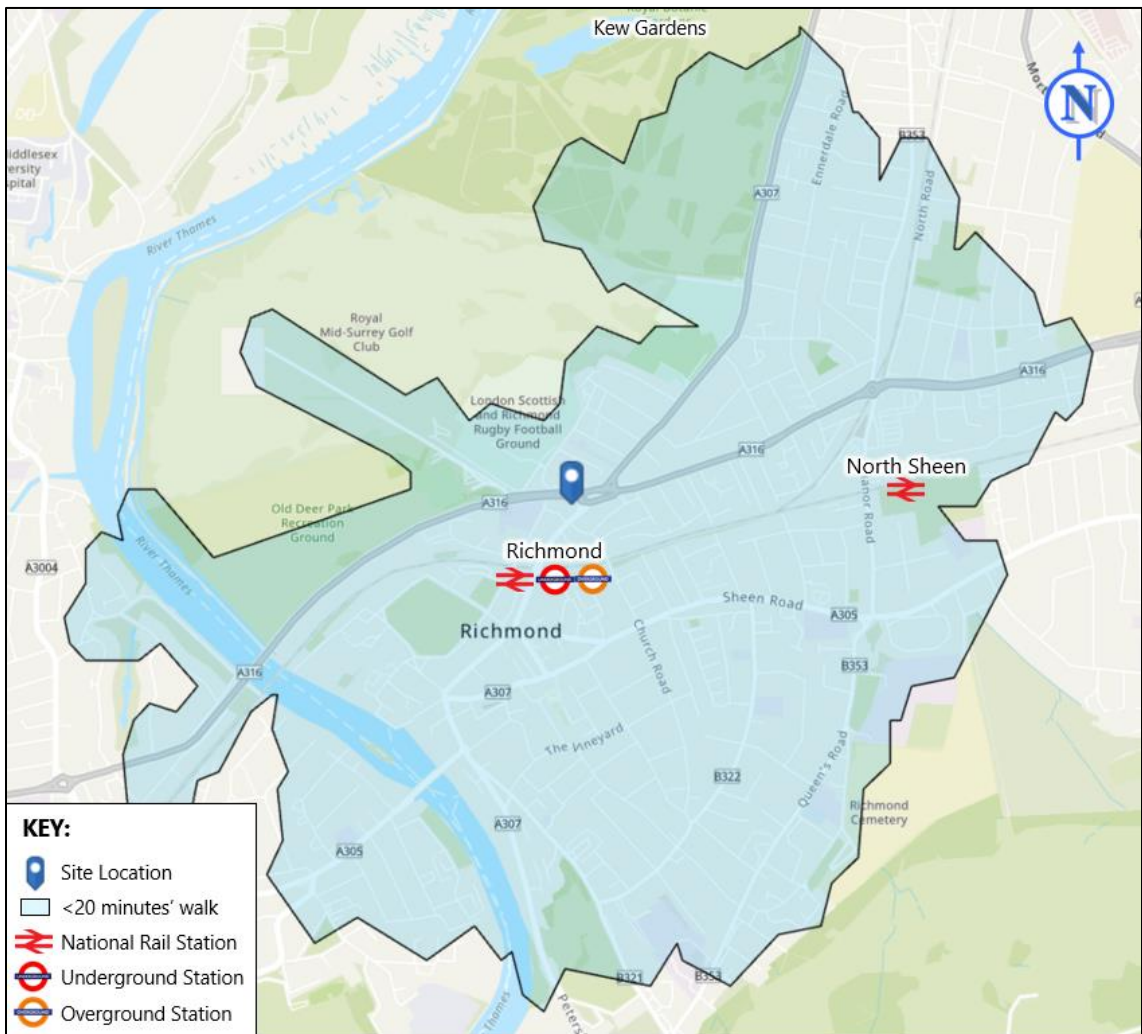
### Site Accessibility

10. Local footways are built to a high standard, with there being modern footways on all sides of the site between circa 1.5-5.5m in width. All crossing points are equipped with dropped kerbs and tactile paving which makes the site accessible to wheelchair users. Major crossing points near Richmond Circus feature traffic signals with green man controls in addition to pedestrian refuge islands which aid people in making a safe crossing.
11. The site is located close to many key amenities such as retail outlets, schools and the Pools on the Park leisure centre. Details of these amenities and local public transport nodes are detailed in **Table 1** below.

<b>Table 1: Approximate Distances to Local Amenities</b>			
<b>Amenity</b>	<b>Location</b>	<b>Distance (m/km)</b>	<b>Approximate Walking Time (minutes)</b>
<b>Public Transport</b>			
Bus Stops	Richmond Station Stop 'Z'	120m	1-2 minutes
	Richmond Station Stop 'D'	140m	2 minutes
	Richmond Station Stop 'E'	160m	2 minutes
	Richmond Station Stop 'C'	250m	3 minutes
Station	Richmond Station	160m	2 minutes
<b>Amenities</b>			
Parkshot Medical Richmond	Parkshot	50m	1 minute
Perfect Smile Richmond Dentist	A307 Kew Road	100m	1 minute
Simply Local	A307 Kew Road	120m	1-2 minutes
Richmond Station ATM	A307 Kew Road	160m	2 minutes
Richmond Cycle Centre	A307 Kew Road	160m	2 minutes
M&S Simply Food	A307 Kew Road	160m	2 minutes
Riverside Nursery School – Richmond Montessori	Church Road	180m	2 minutes

Table 1: Approximate Distances to Local Amenities			
Amenity	Location	Distance (m/km)	Approximate Walking Time (minutes)
Richmond Olympus Gym & Squash	Kew Foot Road	250m	3 minutes
Pools on the Park Leisure Centre	A316 Twickenham Road	370m	5 minutes
Old Deer Park	A316 Twickenham Road	430m	5 minutes
Richmond Post Office	A305 George Street	690m	8 minutes

12. An isochrone map of a 20-minute walking distance from the site is detailed below in **Figure 1**.

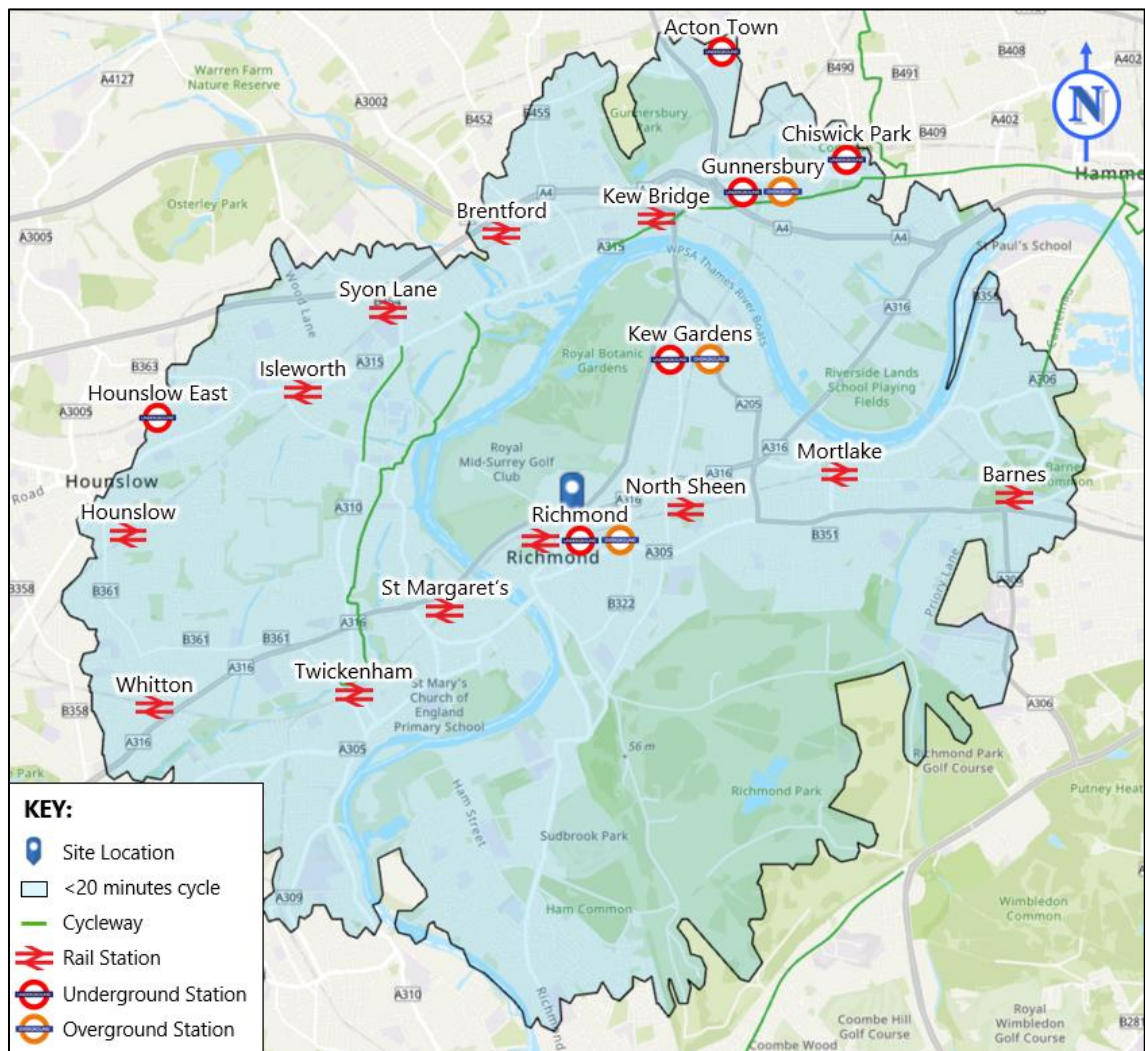


**Figure 1: 20-minute Walking Isochrone**

Source: ArcGIS Pro 2024



13. The local area is popular for cycling with there being a number of marked cycle routes in the vicinity of the site. To the north and west of the site there are cycle lanes on the pavement which form part of Local Cycle Route (LCR) 33, connecting Kew Bridge and TfL Cycleway 9 to the north with Kingston upon Thames and TfL Cycleways 28, 29 and 30 to the south.
14. An isochrone map of a 20-minute cycling distance from the site is detailed below in **Figure 2**. This shows that the site is within a reasonable distance by bicycle of Acton, Chiswick, Barnes, Twickenham, Hounslow, Brentford and Gunnersbury.



**Figure 2: 20-minute Cycling Isochrone**

Source: ArcGIS Pro 2024

15. The site also benefits from excellent accessibility to public transport, with the site having a PTAL level of 6a. There are many bus services located within a short walk of the site, with the No. 33, 65, 190, 337, 371, 391, 419, 490, 493, H22, H37, R68 & R70 services located within a short walk of the site providing access to many locations including Hounslow, Kingston, Hammersmith and Ealing.
16. In addition, the site is located within a short walking distance (circa 160m / 2 minutes' walk) from Potter Bar Rail Station, which offers step-free access to District Line, London Overground and South Western Railway services. The following services are accessible from Richmond Station during the AM peak hour:
- 13 South Western Railway services per hour to London Waterloo;
  - 5 London Overground services per hour to Stratford;
  - 4 District Line services per hour to Barking;
  - 3 District Line services per hour to Upminster;
  - 2 South Western Railway services per hour to Reading;
  - 2 South Western Railway services per hour to London Waterloo via Hounslow;
  - 2 South Western Railway services per hour to London Waterloo via Kingston;
  - 2 South Western Railway services per hour to Windsor & Eton Riverside; and,
  - 1 South Western Railway service per hour to Strawberry Hill.
17. The site can be seen to have an excellent level of accessibility to public transport and local amenities and therefore a large number of day-to-day trips are able to be made without relying on a private car – with employees instead having the ability to undertake these trips on foot, by cycle or throughout the use of public transport.

## Removal of Parking Spaces

18. The Proposed Development will lead to a reduction of 2 vehicle parking spaces, which represents a 10% reduction in the amount of vehicle parking provided at the site (20 spaces to 18 spaces). The existing provision of 9 electric vehicle charging bays and 1 accessible space will be retained and is unaffected by the development proposals.
19. Policy LP45 of the LBRuT Local Plan (2018) states that *"The Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land"*. The policy prescribes that car parking will be provided in accordance with the standards set out in Appendix 3 which stipulates that car parking must be provided in accordance with the London Plan. The proposed development will reduce the overall quantum of car parking that serves the site to better align with prevailing policy requirements.
20. The removal of parking spaces is in accordance with the London Plan (2021), which states that *"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity."* Policy T6.2 of the document goes onto state that *"In well-connected parts of outer London, including town centres, in close proximity to stations and in Opportunity Areas, office developments are encouraged to be car-free."*
21. The site is in close proximity to both the centre of Richmond and Richmond Station (160m / 2-minute walk) which would suggest that car-free and car-light development should be encouraged in this area.
22. The site's location is highly accessible for all users, with the Richmond Station having step-free access to all platforms whilst all bus services in London are also fully step-free. Nonetheless, in accordance with Policy T6.2 Point H, an accessible bay will be retained at the site to ensure that disabled persons are not impacted by the removal of 2 standard parking bays.

23. Paragraph 11.1 of the LBRuT Transport SPD (June 2020) states that *“LBRuT has adopted London Plan standards for car parking. However, an appropriate balance needs to be struck between minimising car use and ensuring development is able to operate efficiently, avoiding adding to street parking pressure.”* It is considered that due to the strict operating hours of LBRuT CPZ ‘A1’ where the site is located and the neighbouring CPZ ‘N’ which both restrict parking for a minimum of between 10:00-16:30 from Monday to Saturday, it would not be possible for any overspill parking to occur on local streets throughout the standard office operating hours. The excellent accessibility of the site provides the opportunity for employees to access the site without a complete reliance upon the use of a car.
24. Policy 48 of the emerging (Regulation 19) Local Plan (June 2023) states that planning applicants will be expected to provide off-street car parking in accordance with the relevant policies of the London Plan. Whilst this policy has yet to be adopted, it illustrates the direction of travel in emerging local policy which has been considered in detail above with a consideration of London Plan policies.
25. On the basis of the above, the loss of vehicle parking spaces is considered to be acceptable and aligns with policy at all levels as the site is located in a highly accessible location (PTAL 6a), close to Richmond Station and many bus services. The site is located in an area which is controlled by strict CPZ restrictions which is considered to be an effective deterrent to employees at the site attempting to park on-street, therefore ensuring the removal of the spaces will not effect local parking amenity. The reduction of car parking on site is considered acceptable given the site’s excellent accessibility whilst taking the opportunity to significantly improve the building’s amenity offering.

### **Impact of Proposed Development**

26. The Proposed Development will not generate any additional person trips nor increase the number of servicing vehicles accessing the site owing to the new terrace being amenity space to serve the existing office floorspace and improving the existing facilities for employees. Therefore, the proposed development will not generate any transport impacts and align with Paragraph 115 of the NPPF which states:



*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

## **Conclusion**

27. The site is well located close to the centre of Richmond which benefits from access to key day-to-day amenities such as shops, leisure facilities and schools. Furthermore, the site is close to many bus stops located near Richmond Station which offer access to many bus routes along with access to Richmond Station itself, which offers step-free access to frequent District Line, London Overground and South Western Railway services to key destinations such as Waterloo, Stratford, Reading and Uxminster.
28. The proposed terrace will lead to the removal of 2 vehicle parking spaces at the site which is considered acceptable given the excellent accessibility of the site. The site is located within a strict CPZ which will ensure that displaced vehicles will not park on-street, therefore preventing overspill parking from impacting the parking amenity of local residents.
29. In conclusion, the proposed development is compliant with planning policy at all levels and as such, it has been determined that there are no transport or highway grounds on which to refuse the application.