

# TRANSPORT STATEMENT TECHNICAL NOTE

PROJECT	P2409.2 2 VERDUN ROAD, BARNES, LONDON, SW13 9AY
DATE	SEPTEMBER 2024
REASON	FULL PLANNING
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## 1. INTRODUCTION

KRONEN has been instructed to prepare this Technical Note to support proposals at 2 Verdun Road, Barnes, London, SW13 9AY (in the London Borough of Richmond Upon Thames).

## 2. SITE INFORMATION

The site is 2 Verdun Road, Barnes, London, SW13 9AY.

The application site comprises 2 × dwellings:

- 2 Verdun Road, Barnes, London, SW13 9AY
- 70 Ullswater Road, Barnes, London, SW13 9PN

2 Verdun Road is a 4-bedroom house with pedestrian access from Verdun Road and vehicle / garage access from Ullswater Road.

70 Ullswater Road is a 2-bedroom house with pedestrian access and vehicle / garage access from Ullswater Road.

deUNIT are project architects. Refer to deUNIT's accompanying plans and statements for the site location, boundary, layout and photographs.

## 3. SITE LOCATION AND PUBLIC TRANSPORT ACCESSIBILITY

The site is within an approximate 600m walk distance from the Church Road / Castelnau local centre and an approximate 1km walk distance of Barnes High Street local centre both offering services and amenities ([Online] < [https://mapping.richmond.gov.uk/map/Aurora.svc/run?script=%5CAurora%5Cpublic\\_LBRuT\\_PlanningPolicy.AuroraScript%24&nocache=3ca63c72-b04d-b61d-fa7d-2132681ed2b7&resize=always](https://mapping.richmond.gov.uk/map/Aurora.svc/run?script=%5CAurora%5Cpublic_LBRuT_PlanningPolicy.AuroraScript%24&nocache=3ca63c72-b04d-b61d-fa7d-2132681ed2b7&resize=always) > [Accessed September 2024])

"Manual for Streets" (Department for Transport and Department for Communities and Local Government, 2007) includes the concept of the "walkable neighbourhood" which includes the (p.45) "range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

The Church Road / Castelnau local centre and its amenities and services are within the site's walkable neighbourhood.

The site has access to 5 × bus services within a short walk; the 33, 209, 419, 485 and 533 services. All bus services are accessible from “Washington Road” stops on Castelnau. The stops are within an approximate 450m to 550m walk distance

The site also has access to rail services from Barnes Bridge Station, an approximate 1.5km walk to the south west of the site.

South West Trains' services are accessible from the station.

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

"Assessing transport connectivity in London" explains PTAL scores as follows (p.6, TfL, 2015):

"PTAL is a measure of connectivity by public transport, which has been used in various planning processes in London for many years. For any selected place, PTAL suggests how well the place is connected to public transport services."

"PTAL values are simple. They range from zero to six, where the highest value represents the best connectivity. For historical reasons, the PTAL value of one is split into two categories (1a and 1b) and the PTAL value of six is split into two categories (6a and 6b). All together there are nine possible values of PTAL: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b."

"A location will have a higher PTAL if:

- It is at a short walking distance to the nearest stations or stops
- Waiting times at the nearest stations or stops are short
- More services pass at the nearest stations or stops
- There are major rail stations nearby
- Any combination of all the above."

TfL provides an online GIS-based PTAL tool. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's PTAL score.

TfL's online GIS-based PTAL tool was used to research the site's PTAL score. The PTAL tool calculated the site to have a PTAL score of 2. The PTAL score inherently only considers access to public transport and does not take in to account the local centre services and amenities which are within the site's walkable neighbourhood as discussed. The PTAL tool score does not include rail services from Barnes Bridge Station due to the model walk distance thresholds.

Based on all the above, the site is considered to be reasonably sustainably located for an Outer London Borough setting, conveniently located for services / facilities on foot and for public transport, and that existing and future occupants need not be dependent on private vehicles.

#### 4. HIGHWAYS AND PARKING

The site is adjacent the Verdun Road / Ullswater Road simple priority junction.

2 Verdun Road has pedestrian access from Verdun Road and vehicle / garage access from Ullswater Road. 70 Ullswater Road has pedestrian access and vehicle / garage access from Ullswater Road.

Both Verdun Road and Ullswater Road are unclassified residential streets.

The site and surrounding roads are in LB Richmond Permit Controlled Parking Zone B1 which restricts parking Mondays to Fridays 10 am to 12 Noon.

## 5. PROPOSAL

The proposal is for the amalgamation of 2 Verdun Road (4-bedroom house) and 70 Ullswater Road (2-bedroom house) to create a single 4-bedroom house.

The new house will retain the existing vehicle / garage access from Ullswater Road and have 1 × off-street parking space.

The proposed dwelling will have space for 2 × cycle parking spaces in a gym / yoga room and bin storage space next to the Ullswater Road access.

Refer to deUNIT's accompanying plans and statements for the proposed layout etc.

## 6. PRE-APPLICATION ENGAGEMENT

The project team have engaged LB Richmond in formal pre-application engagement; LB Richmond reference "24/P0148/PREAPP" dated July 2024.

The transport section of the response letter stated the following:

"Issue vii - Transport

Policy LP45 sets out 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.

The application site is located within an area rated PTAL 2 and is located in a controlled parking zone.

The scheme would provide adequate off-street parking space. Provision of 2 cycle parking spaces and provision for waste/recycling as per the requirement within T5 of the London Plan and Recycling SPD should be demonstrated within the application.

Verdun Road is on a London Bus Route. It is advisable for construction vehicles and access to be provided via Ullswater Road to avoid impacting upon this bus route.

Therefore, no objection is raised to the proposal on transport grounds."

A Transport Statement was included as a validation request.

## 7. ANALYSIS

Given the scale and nature of the current proposal and pre-application engagement the main transport items for the proposal are considered to be: vehicle parking, cycle parking and refuse servicing. These matters are assessed in turn below.

## 8. ANALYSIS - VEHICLE PARKING

As discussed, the proposal is for a 4-bedroom house with 1 × off-street parking space.

Development Plan parking policy guidance is set out in: Policy LP 45 Parking Standards and Servicing of "Local Plan" (LB Richmond, 2018) and "London Plan" (GLA, 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 0 to 3 locations is "3+ bedrooms, 2 spaces" and cycle parking standards are as per the London Plan.

Supporting text of Policy LP 45 states:

"11.2.3 Developers may only provide fewer parking spaces, including car free schemes, if they can demonstrate as part of a Transport Statement or Transport Assessment with supporting survey information and technical assessment that there would be no unacceptable adverse impact on on-street parking availability, amenity, street scene, road safety or emergency access in the surrounding area, as a result of the generation of unacceptable overspill of on-street parking in the vicinity. In general it is expected that in PTAL areas of 0-3 the standards should be met. In PTAL areas of 4-6, parking provision at a level lower than the standard may be appropriate where this can be demonstrated as acceptable, taking account of local characteristics, availability of sustainable modes of travel and public transport provision, and availability of on-street parking spaces."

A replacement Local Plan is currently under examination with formal adoption targeted for Winter 2024 to 2025.

The document is "Local Plan Publication (Regulation 19) - June 2023" (LB Richmond, 2023).

Emerging parking policy in the replacement document is Policy 48 and clause B states:

"Policy 48

Vehicular Parking Standards, Cycle Parking, Servicing and Construction Logistics Management

Vehicular and Cycle Parking Standards

B. Planning applicants will therefore be expected to provide off-street vehicular and cycle parking, including electric vehicle charging points, in accordance with standards set out in Policies T5 and T6.1 – T6.5 and Tables 10.2 – 10.6 of the London Plan. Electric vehicle charging points must be provided in a way that ensures the development is safe for other road users.

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

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

The implementation of London Plan policy has been queried by the Note author. TfL Spatial Planning have advised / directed that Boroughs' policies should only take precedence where policy / standards are more restrictive than the London Plan. (Correspondence with TfL Spatial Planning can be made available on request.)

Based on adopted and emerging policy and direction and pre-application advice the proposed 4-bedroom house with 1 x parking space is considered policy compliant and acceptable.

#### 9. ANALYSIS - CYCLE PARKING

As shown on deUNIT's accompanying plans the proposal will have space for 2 x cycle parking spaces in a gym / yoga room.

Cycle parking policy and standards are Policy LP 45 Parking Standards and Servicing of Local Plan and 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 2 x spaces per 2-bedroom dwellings and larger.

The proposal provides cycle parking in accordance with the minimum standards and is therefore considered acceptable; cycle arrangements could be secured by planning condition.

#### 10. ANALYSIS - REFUSE / SERVICING

As shown on deUNIT's accompanying plans the proposal includes bin storage space next to the Ullswater Road access.

The provision is in accordance with "Refuse and Recycling: Storage and Access Requirements for New Developments" SPD (LB Richmond, 2022).

Bins will be wheeled to the highway / a collection day presentation point on refuse collection days, as with neighbouring residential properties.

Refuse proposals are considered acceptable; refuse arrangements could be secured by planning condition.

#### 11. ANALYSIS - CONCLUSIONS

Based on the above the proposal's vehicle parking, cycle parking and refuse servicing arrangements are considered acceptable / not objectionable.

With regards to transport impacts Paragraph 115 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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