mode
transport planning

AKA Capability LLP

Mount Clare Campus, Roehampton Gate

Transport Statement

December 2024

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Transport Statement

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APPENDICES

1. Introduction

1.1 Overview

1.1.1 This Transport Statement (TS) has been prepared by mode transport planning (mode) on behalf of AKA Capability LLP to support an application for the site known as Mount Clare Campus to be used as temporary accomodation (sui generis). The site is located at Minstead Gardens, which resides within the London Borough of Wandsworth (LBW).

1.1.2 The development proposal seeks to use of the Bungalow (4 bedrooms), Picasso House (45 bedrooms) and the Mount Clare Residences (15 buildings - 225 bedrooms) as temporary accommodation (sui generis). All of the buildings within the site boundary are currently vacant, however, they were previously in use by the University of Roehampton.

1.1.3 The site is accessed from Minstead Gardens via Danebury Avenue, which adjoins the A306 Roehampton Lane. The A306 provides connection between the A205 in the north and the A3 in the south. The location of the site is demonstrated on Figure 1.1. The site layout plan is provided in Appendix A.

Figure 1.1 Site Location

1.2 Planning History

1.2.1 A previous planning application was submitted for the temporary change of use for a five-year period from student accommodation and associated use (sui generis) to temporary housing (sui generis) on the 12th April 2024 (ref 2024/0183).

1.2.2 The application was ultimately refused by Wandsworth Borough Council (WBC). The following reasons for refusal were included in transport and highways terms:

- *"it has not been demonstrated that there would be satisfactory access to shops and services appropriate to the needs of the intended occupiers."*
- *"Insufficient evidence has also been provided to demonstrate the transport impacts of the development and that car-free development is appropriate in this location."*

1.3 Purpose of the Document

1.3.1 This TS has been prepared to set out the transport considerations associated with the proposed use of on-site buildings (196 units with 274 bedrooms) as temporary accomodation (sui generis).

1.3.2 Moreover, the TS seeks to demonstrate that the site benefits from good accessibility to existing sustainable transport infrastructure within the locality and outlines the overall strategy for deliveries and servicing, and that previous reasons for refusal have now been addressed.

1.4 Structure of the Report

1.4.1 The remainder of this TS is structured as follows:

Chapter 2 - Policy Context

This chapter outlines the National, Regional and Local policies related to the development proposals.

Chapter 3 – Existing Situation

This chapter sets out the site's context in relation to the location of nearby amenities and facilities within the local area, as well as an overview of the existing sustainable transport infrastructure available.

Chapter 4 – Development Proposals

This chapter describes the development proposals for use of on-site buildings as temporary accommodation (sui generis). In addition, a review of the refuse and servicing arrangement has been considered within this chapter.

Chapter 5 – Car Parking Beat Analysis

This chapter reviews the available car parking within the local area of the site, including with reference to a parking beat survey undertaken in line with the Lambeth methodology.

Chapter 5 – Trip Generation

This chapter provides an assessment of the forecast trip generation to the proposals.

Chapter 6 – Summary and Conclusion

This chapter provides a summary and conclusion of the TS.

2. Policy Context

2.1 Overview

2.1.1 This chapter details the transport aspects of adopted National, Regional and Local policies relevant to the development proposals that have informed the preparation of this TS.

2.2 National Policy

National Planning Policy Framework (2023)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.

2.2.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions.

2.2.3 Seventeen core land-use planning principles are put forward to underpin both plan-making and decision-making in the NPPF, one of which is in Policy 9, '*Promoting Sustainable Transport'*. This aims to actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.

2.2.4 Paragraph 114 of NPPF states that when assessing specific applications for development, it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance…; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree."*

2.2.5 Paragraph 115 of the NPPF ultimately states the following with respect to transport:

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

2.2.6 Paragraph 116 of the NPPF also suggests that developments should, among other things, give priority to pedestrian and cycle movements, to facilitate access to high-quality public transport facilities, and create safe, secure and attractive layouts which minimise conflicts between traffic, cyclists or pedestrians, consider the needs of people with disabilities by all modes of transport, allow for the delivery of goods and access for servicing and emergency vehicles, and be designed to enable the charging of plug-in and other ultra-low emission vehicles.

National Planning Policy Guidance

2.2.7 The NPPG guidance aims to facilitate the development of a robust evidence base that will enable an assessment of the transport impacts of both existing and proposed development. The guidance can inform sustainable approaches to transport. A robust assessment will establish evidence that may be useful in:

- Improving the sustainability of transport provision;
- Enhancing the levels of accessibility.
- Create a choice amongst different modes of transport.
- Improving health and well-being.
- Supporting economic vitality.
- Improving public understanding of the transport implications of development.
- Enabling other highway and transport authority/service providers to support and deliver the transport infrastructure that conforms to the Local Plan.
- Supporting local shops and the high street.

2.3 Regional Policy

London Plan (2021)

2.3.1 The London Plan was adopted in March 2021 and provides a Spatial Development Strategy for Greater London. The plan sets out the framework for how London will develop over the next 25 years and The Mayor's Vision for 'Good Growth'.

2.3.2 As the Plan is part of the statutory development plan for London, the policies presented within the Plan should inform decisions on planning applications across London.

2.3.3 Policy T1 – Strategic approach to transport, this policy aims to facilitate the Mayors Strategic Target of 80% of all trips in London to be made by foot cycle or public transport by 2041. Additionally, it states, "*All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.*"

2.3.4 Policy T4 - Assessing and mitigating transport impacts states, '*Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*' Further to this, the Plan states, '*New development that will give rise to a significant rise to a significant number of new trips should be located in places well-connected by public transport, with capacity adequate to support the additional demand'*.

2.4 Local Policy

Wandsworth Borough Council Local Plan (2023-2028)

2.4.1 The WBC Local Plan sets out the policies and guidance for the development of the borough over the period of 2023-2028. It sets out the Council's proposed vision, objectives and spatial strategy.

2.4.2 Policy LP49 Sustainable Transport states:

"The Council will support proposals that reduce the need to travel and will work to promote safe, sustainable and accessible transport solutions for all users, which minimise the impacts of development including congestion, air pollution and carbon dioxide emissions, and maximise opportunities for health benefits and providing access for all to services, facilities and employment."

2.4.3 Policy LP51 Parking, Servicing and Car Free Development states that for schemes which propose on-street parking:

"1. New developments must comply with the London Plan's guidance regarding on-street car parking and any subsequent amendments. The Council will encourage applications for development that require less on-street parking in areas well-connected to public transport.

2. Developers will need to show that their proposal does not lead to an unacceptable amount of on-street parking. This will include showing acceptable motorcycle and scooter parking provision in town centre locations which does not detract from the character of the area."

2.5 Summary

2.5.1 National, Regional, and Local transport policy encourages development in areas readily accessible on foot, cycle, or public transport. In addition, the NPPF provides a policy that states that new developments should only be prevented or refused on highway grounds if there *"is an unacceptable impact on the highway safety or the residual cumulative impact on the road network would be severe."*

2.5.2 The subsequent chapters of this TS demonstrate how the proposed development complies with these relevant National, Regional and Local transport policy.

3. Existing Situation

3.1 Overview

3.1.1 This chapter sets out the existing conditions at and surrounding the application site. This includes placing the site location in context with its surroundings and a review of sustainable transport connections from the site to the wider Greater London area and beyond.

3.2 Site Layout

3.2.1 The existing site consists of the following buildings:

- Mount Clare House – previously used by Roehampton University for administration purposes.
- Picasso Hall/ House – previously accommodation with ancillary facilities.
- Accommodation blocks – 15 buildings accommodating approximately 180 bedrooms.
- Bungalow – currently in a state of disrepair.
- The Lodge, Garages and Temple – currently in a state of disrepair and inaccessible.

3.2.2 Of the abovementioned sites, only Picasso Hall/House, the accommodation blocks, and the bungalow are being included as part of the application for the use of on-site buildings as temporary accommodation (sui generis).

3.2.3 The site currently accommodates 24 car parking bays, which are split between the north of the site adjacent to Mount Clare House and the south-east of the site adjacent to the bungalow. 5 of car parking bays require a permit to park. Therefore, 19 of the 24 car parking bays have no car parking restrictions. The layout of the existing site is shown on Figure 3.1.

3.2.4 The site also benefits from 1 parking bay (located adjacent to Mount Clare House), which is designated for deliveries only.

Figure 3.1 Site Layout

SITE MAP KEY

- SITE BOUNDARY
- FREEBORD LAND
- BOROUGH BOUNDARY
- SITE EXCLUDED FROM APPLICATION
- MOUNT CLARE HOUSE (EXCLUDED FROM APPLICATION)
- PICASSO HOUSE/CITIZENS ADVICE BUREAU
- MOUNT CLARE RESIDENCIES
- BUNGALOW
- THE LODGE, GARAGES AND TEMPLE (EXCLUDED FROM APPLICATION)
- RICHMOND PARK GOLF CLUB

3.3 Pedestrian Accessibility

3.3.1 Guidance from the Chartered Institute of Highways and Transportation's (CIHT) Document "Planning for Walking (2015)" has been used to inform this section, with Section 6.4 of the document stating the following regarding how far pedestrians are willing to walk to reach a destination. The document states that:

- *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800m). However, the propensity to walk or cycle is*

influenced by distance and the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) and landscaping factors (indigenous planting, habitat creation) in their design.

3.3.2 Appropriate walking distances depend on the location of the specific development; more remote locations will see people being prepared to walk further to their destination. Similarly, appropriate walking distances depend on the standard of existing infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings, and pedestrian areas.

3.3.3 The existing site is well connected to the existing pedestrian network with footways on all surrounding roads, which are well-lit, in a reasonable state of repair and with dropped kerbs provided at pedestrian crossing points. Minstead Gardens has footways on both extents of the carriageway, providing direct access to Danebury Avenue and the Minstead Gardens bus stop.

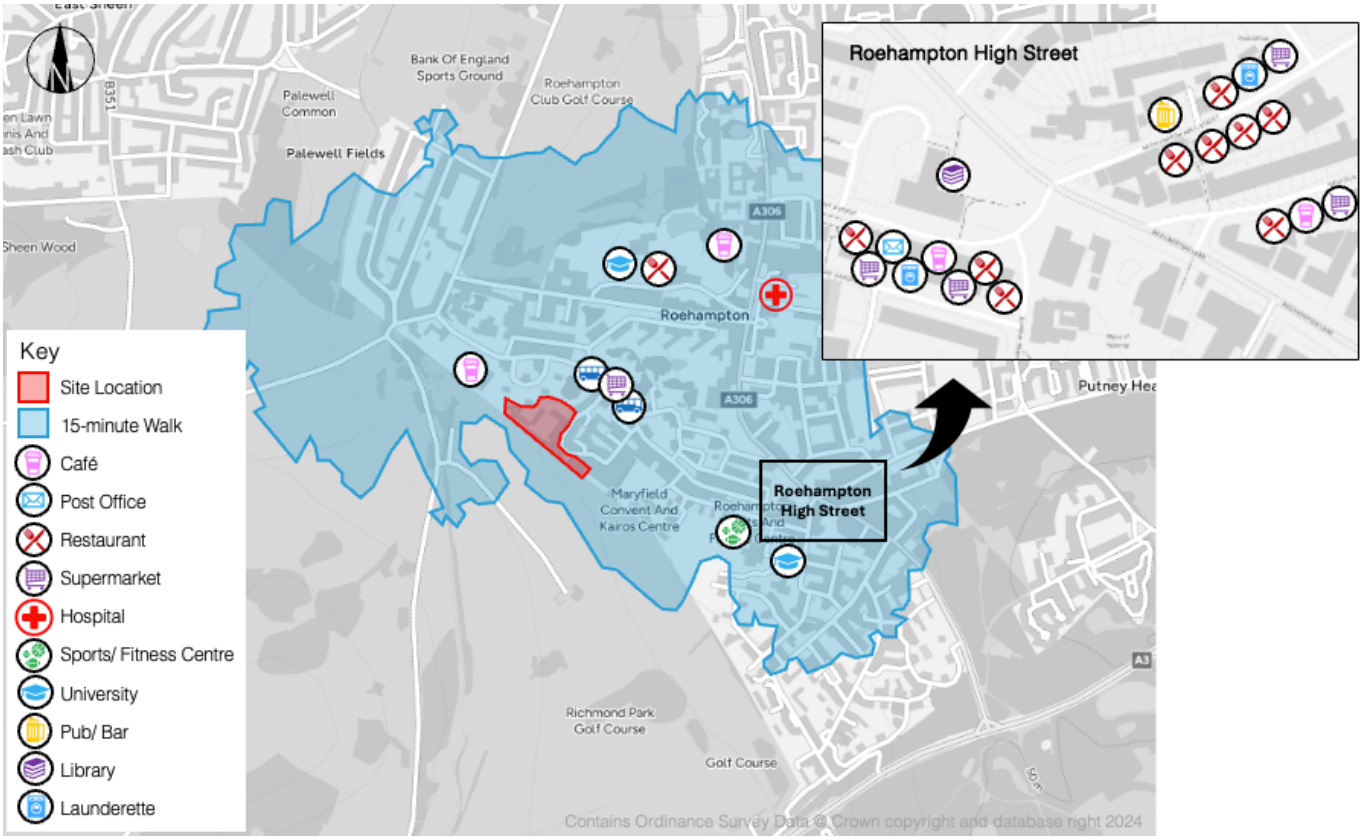
3.3.4 There are several amenities that can be accessed on foot within an 800m walking distance of the site. A selection of the key amenities suitable for visitors of the site within an 800m walk are summarised in Table 3.1.

Table 3.1 Local Amenities and Walking Distances

Amenity	Walking Distance
Minstead Gardens bus stop	140m
Londis convenience store	145m
The Right Plaice (Fish and Chips)	680m
Premier convenience store & Post Office	685m
Launderette	690m
Café Joy	695m
Roehampton Library	700m
Subway	700m
Care Chemist	705m
Co-Operative (Roehampton)	710m
Greggs	720m

3.3.5 All amenities within a 15-minute walking distance (including the amenities summarised in Table 3.1) are demonstrated on Figure 3.2.

Figure 3.2 Amenities within a 15-minute Walk



3.3.6 Figure 3.2 demonstrates that within a 15-minute walking distance, there are a variety of amenities which can be reached. This includes a pub, post office, sports centre, library and multiple restaurants, supermarkets, cafes, launderettes and bus stops. This does not withstand the range of amenities available via the nearby bus services.

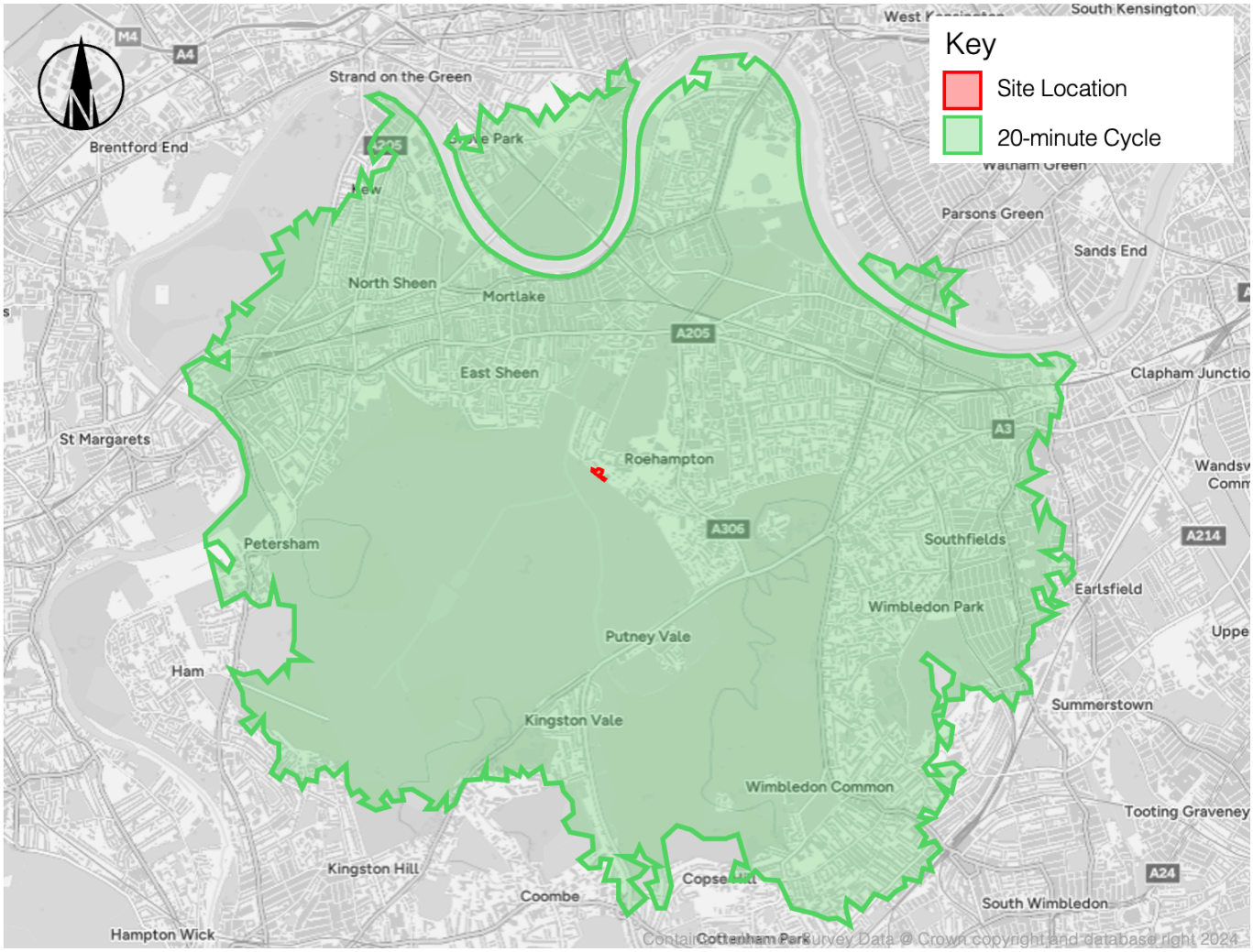
3.4 Cycling Accessibility

3.4.1 As with pedestrian accessibility, a site's cycle accessibility depends upon the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that cycle infrastructure can include facilities shared with vehicles or pedestrians and dedicated cycle infrastructure.

3.4.2 Regarding acceptable cycle distances, 'Local Transport Note 1/20 Cycling Infrastructure Design', published by DfT, states that many utility cycle trips are less than three miles (approximately five kilometres). A distance of over five miles (approximately eight kilometres) is not uncommon for commuter journeys and can be achieved within 20 minutes by the average cyclist.

3.4.3 An isochrone demonstrating the areas which can be reached within a 20-minute cycle distance are demonstrated on Figure 3.3.

Figure 3.3 20-minute Cycle Isochrone

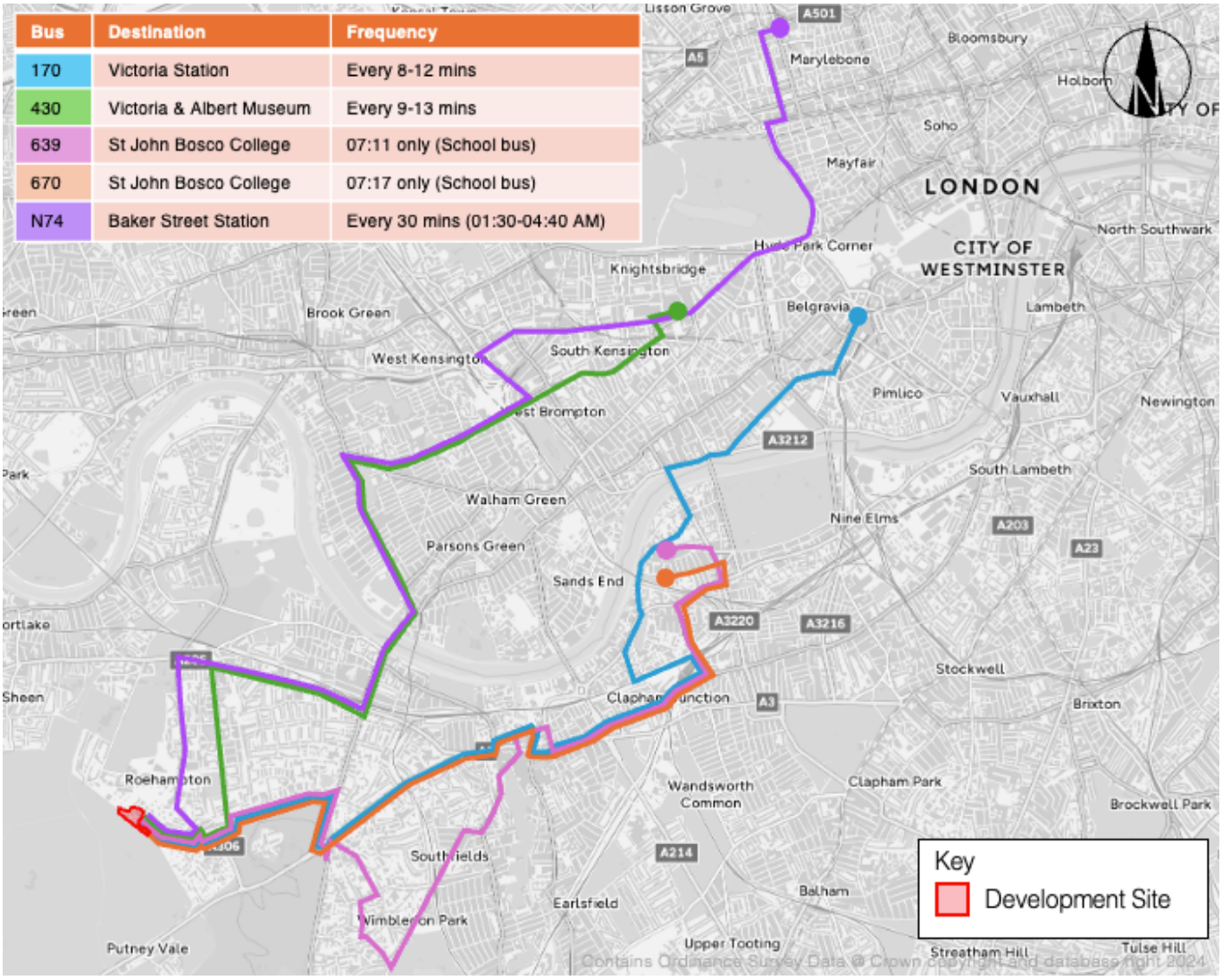


3.5 Bus Accessibility

3.5.1 The closest bus stop to the site is Minstead Gardens bus stop, which is located 140m north of the site at the Minstead Gardens/ Danebury Avenue T-junction. The 170, 430, 639, 670 and N74 bus services serve Minstead Gardens bus stop. Bus routes 639 and 670 are school services and, as such, do not run on non-schooldays.

3.5.2 The bus services operate frequently and travel through key destinations including Wandsworth (in 31 minutes), Clapham Junction (in 38 minutes), Battersea (in 50 minutes), South Kensington (in 55 minutes) and Victoria Station (in 69 minutes). This provides access to key rail stations which can be utilised as interchanges to travel further afield. The bus routes available from Minstead Gardens bus stop are demonstrated on Figure 3.4.

Figure 3.4 Bus Routes from Minstead Gardens



3.5.3 In addition to the above, the bus routes available from Minstead Gardens are summarised in terms of service, route and peak frequency (for weekdays, Saturdays and Sundays) in Table 3.2.

Table 3.2 Bus Services and Frequency

Service	Route	Weekdays	Saturday	Sunday
170	Towards Victoria Station	Every 8-12 mins	Every 8-11 mins	Every 10-13 mins
430	Towards Victoria & Albert Museum	Every 9-13 mins	Every 11-12 mins	Every 10-13 mins
639	To St John Bosco College (via Wimbledon Park)	07:11 only	-	-
670	To St John Bosco College	07:17 only	-	-
N74	To Baker Street Station	Every 30 minutes (01:10-04:40 AM)	Every 30 minutes (01:10-04:40 AM)	

3.5.4 It should be mentioned that as bus routes 639 and 670 are school buses, there is only one outgoing service for each bus routes in the AM (as stated in Table 3.2), and one incoming service for each bus routes in the PM (at 16:36 and 16:30 respectively).

3.6 Rail Accessibility

3.6.1 The closest rail station is Barnes railway station, which is located 1.85km north-east of the site and can be reached in a 9-minute cycle. Alternatively, Putney railway station and East Putney Underground station (located 2.65km and 2.95km north-east from the site) can be reached via the 170 or 430 bus within 23 and 29 minutes respectively.

3.6.2 The services which operate from Barnes railway station, Putney railway station and East Putney Underground station are summarised in Table 3.3.

Table 3.3 Train Services and Frequency

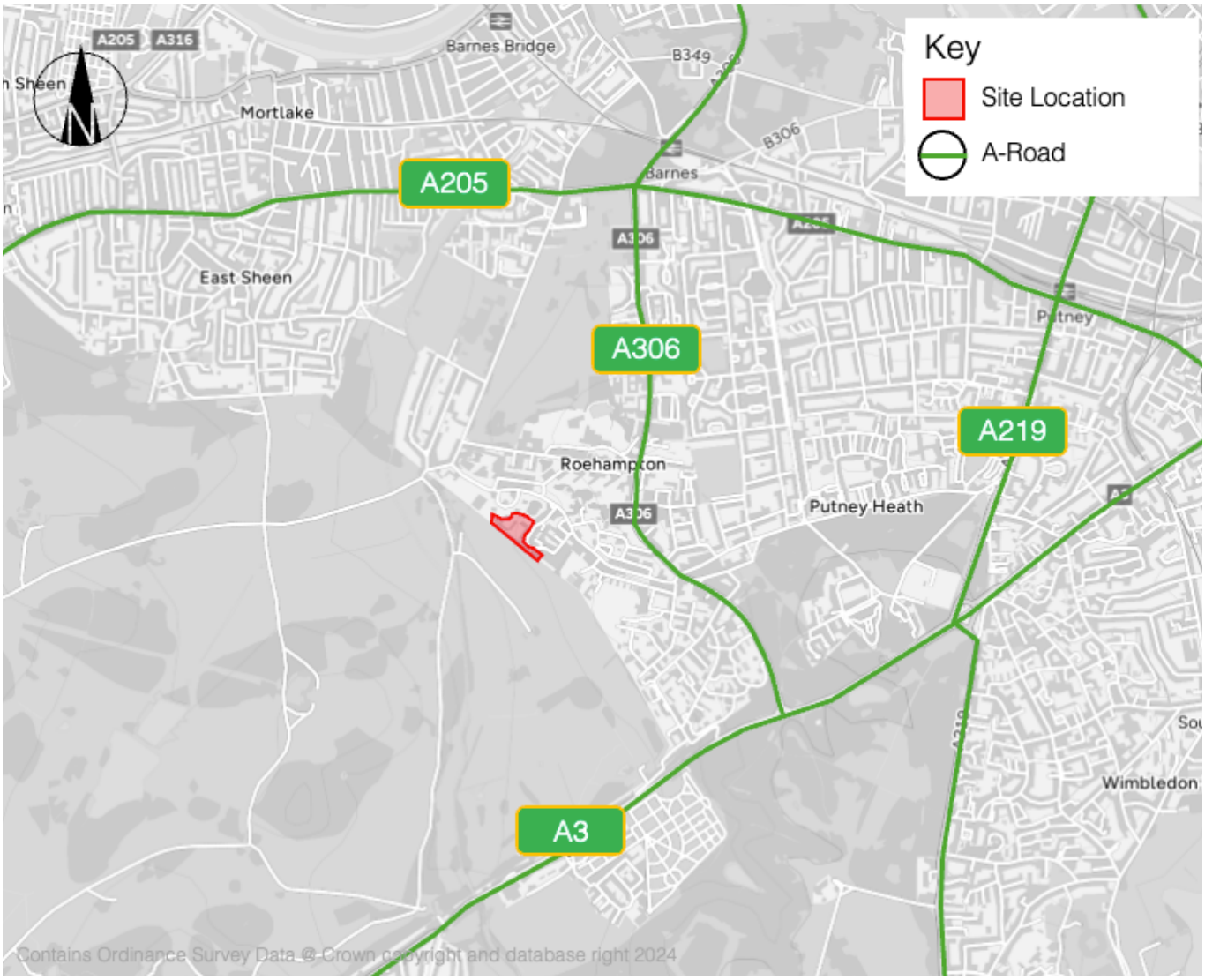
Operator	Route	Frequency (Weekday, Saturday & Sunday)
South Western Railway	Wimbledon	Every 10-15 mins
South Western Railway	London Waterloo	Every 10-15 mins
South Western Railway	Weybridge	Every 10-15 mins
South Western Railway	Kingston	Every 10-15 mins
South Western Railway	Windsor & Eton Riverside	Every 30 mins
District Line	Wimbledon	Every 5 mins
District Line	Edgware Road	Every 10 mins

3.7 Local Road Network

3.7.1 The site is accessed in the north-eastern extent from Minstead Gardens via Danebury Avenue. The site is located circa 425m east of the A306, which adjoins the A205 to the north and the A3 in the south. This provides access to areas such as Kew and Putney which are located 3.8km north-west and 2.8km north-east from the site respectively.

3.7.2 The local road network in relation to the site is demonstrated on Figure 3.5.

Figure 3.5 Local Context Plan



3.8 Public Transport Accessibility Level (PTAL)

3.8.1 The Public Transport Accessibility Level (PTAL) is TfL's theoretical measure of the accessibility of a given area to the public transport network within London. This represents a method of measuring the density of the public transport network at a given point and can be used to inform parking standard requirements or, in this instance, justify car-free development proposals.

3.8.2 Walk times are calculated from the specified point of interest to all public transport access points, including bus stops and stations within pre-defined catchments.

3.8.3 The PTAL incorporates a measure of service frequency to calculate an average wait time based on the frequency of service at each public transport access point. A reliability factor is added, and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment, and the PTALs for the different modes are then added together to give a single value, the Accessibility Index. The PTAL is categorised into six levels, 1 to 6, where six represents a high level of accessibility and one a low level of accessibility.

3.8.4 The application site is located in a zone with a PTAL rating of 1b.

3.8.5 Despite the above, Section 3.5 and Section 3.6 of this TS demonstrate that there are several bus and rail/tube services which operate frequently adjacent to the site, providing access to multiple rail stations within 30 minutes.

3.9 Travel Time Mapping (TIM)

3.9.1 Travel Time Mapping (TIM) offers an opportunity to review the connectivity of a site by specific travel modes (or across all public transport modes). It is available via the WebCAT TIM online calculator.

3.9.2 TIM plans have been reviewed for travel to the site via all modes of transport in the weekday morning peak hour. A review of the TIM plan demonstrates that it is possible to reach areas such as Paddington, Westminster and Morden within 60 minutes of the site. Within 30-45 minutes, places such as Wimbledon, Kingston upon Thames and Hammersmith are accessible, and within 15-30 minutes, Putney can be accessed.

3.10 Summary

3.10.1 The application site is located within the LBW and is accessible via walking, cycling and public transport. There is also a comprehensive local network of pedestrian and cycle infrastructure that will benefit the proposals by connecting the site to multiple amenities in the local area.

3.10.2 Although the site has a PTAL level of 1b, it has been demonstrated (through the study of local public transport options and TIM) that there are bus stops adjacent to the site (within 140m) with frequent services, meaning that key areas such as Central London can be reached within 60 minutes via public transport.

4. Development Proposals

4.1 Overview

4.1.1 This chapter details the development proposals including the development schedule, access arrangements, cycle parking provision, and refuse and servicing arrangements.

4.2 Development Schedule

4.2.1 The development proposals comprise the use of on-site buildings (196 units with 274 bedrooms) as temporary accomodation (sui generis class use). These include:

- Picasso House – 45 bedrooms.
- Existing accommodation blocks – 15 buildings providing 225 bedrooms.
- Bungalow – 4 bedrooms.

4.2.2 There are no proposed structural changes to the existing buildings as part of the application. No changes are proposed to the current accesses, car parking or servicing arrangements based on the current site.

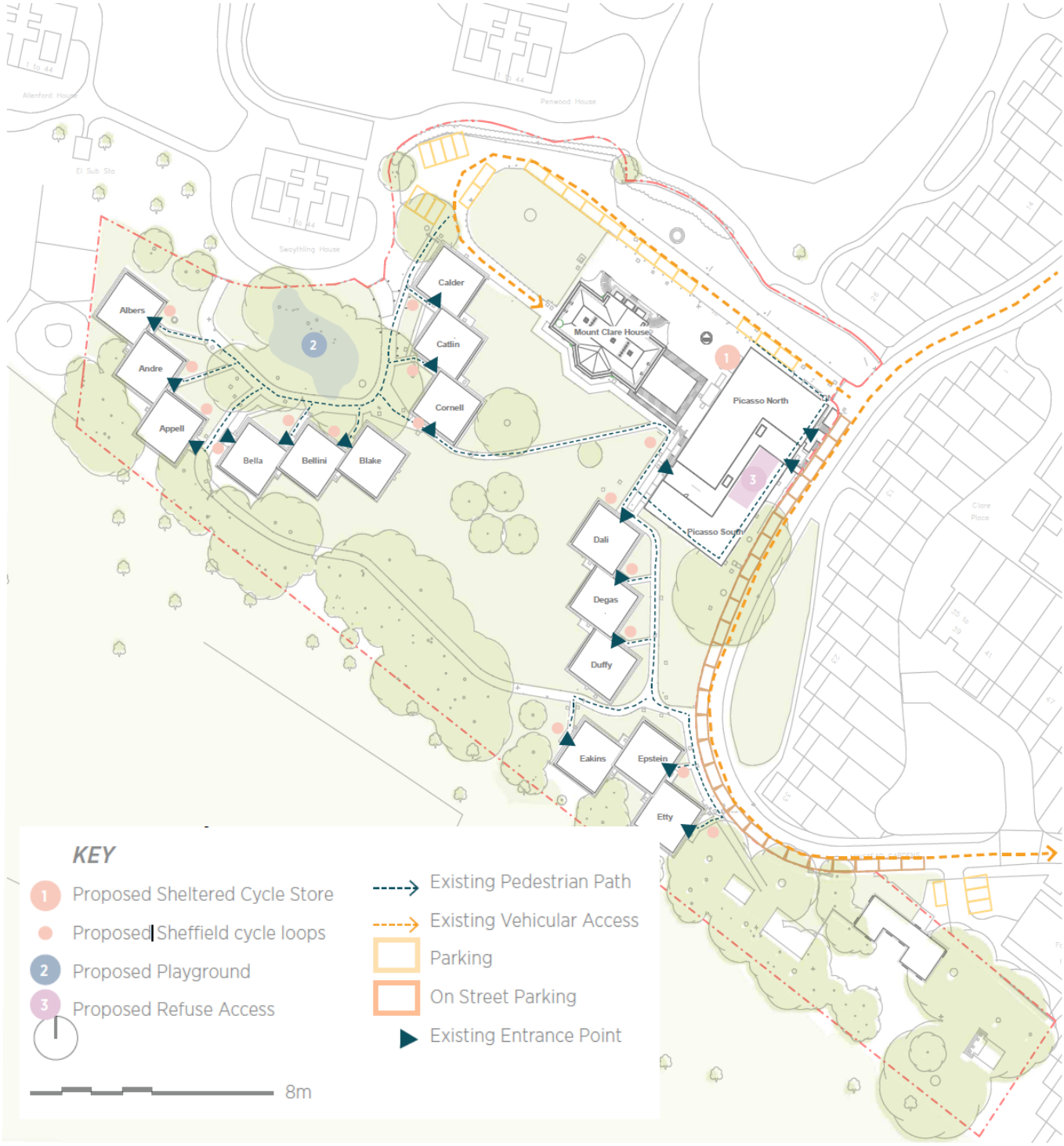
4.3 Access Arrangements

4.3.1 These existing access arrangements will be retained for the development site. The site can currently be accessed from four connections to the site. This includes:

- North-eastern access from Minstead Gardens – for vehicles, cyclists and pedestrians.
- South-eastern access from Minstead Gardens – for pedestrians only.
- Western access from Tunworth Crescent – for pedestrians only.
- Bungalow access from Minstead Gardens – for vehicles, cyclists and pedestrians.

4.3.2 The proposed development layout (which includes existing and proposed access arrangements) is shown on Figure 4.1, as well as within Appendix A.

Figure 4.1 Proposed Development Layout



4.4 Parking Provision

Car

4.4.1 The site currently accommodates 24 car parking bays, which are split between the north of the site adjacent to Mount Clare House and the south-east of the site adjacent to the bungalow. 5 of the car parking bays require a permit to park. Therefore, 19 of the 24 car parking bays have no car parking restrictions.

4.4.2 The proposals will retain existing car parking provisions as detailed above. To support this, a parking beat survey has been undertaken as part of Chapter 5 of this TS to ensure that overnight car parking is available to residents within the local area if needed.

Cycle

4.4.3 Additional cycle loops will be added outside of each of the residency entrances, improving access to the site for cyclist. The existing sheltered cycle store outside of Picasso House will be retained and extended. In total, the development will accommodate 106 cycle parking spaces, the proposed locations for cycle parking are demonstrated on Figure 4.1.

4.5 Delivery and Servicing

4.5.1 As part of the proposals, the refuse will be stored in a new bin and recycling store in Picasso House, which has direct access to Minstead Gardens. The servicing will be undertaken from the Minstead Gardens entrance.

4.5.2 Additionally, the site has an existing bay allocated for deliveries, which is located along the north-eastern access road. This will be retained for the development proposals.

5. Parking Review

5.1 Overview

5.1.1 A parking beat survey has been undertaken to quantify the availability of parking for future residents and visitors.

5.2 Methodology

5.2.1 The parking beat survey has been undertaken on the following dates and time periods in line with the Lambeth Methodology:

- Thursday 17th October 2024, one beat survey at 01:00.
- Saturday 22nd October 2024, one beat survey at 01:00.

5.2.2 In line with the Lambeth Methodology, the surrounding streets within the 200m cordon have been assessed to quantify the parking stress during the surveyed periods.

5.2.3 To calculate the number of parking bays present along each road within the cordon, the length of the parking bays has been measured and then divided by the length of a typical parking bay, which is set as 5m. Based on the survey, there are a total of 203 parking bays (including 12 disabled and 3 electric vehicle bays) available within 200m, all of which are accessible by the existing footway network within the local highway.

5.2.4 Following a review of the streets within the cordon, the parking survey highlighted the areas where parking was prohibited (i.e., private parking, double yellow line restrictions, within 7.5m of a junction, etc) and the areas where parking restrictions apply. All bays with a restriction (including single yellow bays) have been excluded for the purposes of this assessment, leaving 203 available spaces.

5.2.5 The parking survey results have been tabulated to include the stress calculations and shown on maps to demonstrate the available parking within a 200m cordon, provided in Appendix B.

5.3 Results and Analysis

5.3.1 The parking occupation recorded within 200m has been assessed for both of the overnight surveys on 17th October 2024 and 22nd October 2024, with the parking demand across the surveyed days for the study area summarised in Table 5.1.

Table 5.1 Parking Beat Study for 17th October 2024 and 22nd October 2024

Street	Capacity	17/10/24			22/10/24		
		No. of Parked Vehicles	No. of Available Spaces	Parking Stress	No. of Parked Vehicles	No. of Available Spaces	Parking Stress
Danebury Avenue (3 electric vehicle bays)	67	40	27	60%	31	36	46%
Tunworth Crescent	16	13	3	81%	16	0	100%
Tatchbury House (disabled bays)	2	0	2	0%	2	0	100%
Swaythling House (disabled bays)	1	0	1	0%	1	0	100%
Shalden House (disabled bays)	2	2	0	100%	2	0	100%
Minstead Gardens (3 disabled bays)	72	21	51	29%	21	51	29%
Swanwick Close (4 disabled bays)	23	19	4	83%	21	2	91%
Chadwick Close	14	12	2	86%	13	1	93%
Cleeve Way	6	4	2	67%	4	2	67%
Total	**203**	**111**	**92**	**55%**	**111**	**92**	**55%**

5.3.2 Table 5.1 demonstrates a 203 space capacity within the surrounding 200m cordon of the site on both days of the survey. Furthermore, many of these parking spaces are available on Minstead Gardens, with 51 spaces available overnight on both the 17th and 22nd of October.

5.3.3 Therefore, based on the development proposals for the use of on-site buildings as temporary accommodation, this parking beat survey demonstrates that there is spare capacity in the area for 92 car parking spaces.

5.4 Summary

5.4.1 There is spare parking capacity for 92 cars on surrounding roads (with a maximum occupancy of 55%).

6. Trip Generation

6.1 Overview

6.1.1 This chapter outlines the methodology for calculating the forecast trips the proposed development could generate in comparison with the existing lawful use. This includes information on the daily vehicle trips and has been agreed as part of pre-application dialogue with the LBW highways officer.

6.2 Methodology

6.2.1 Car ownership data has been utilised for the Wandsworth ward as the basis of this assessment. The 2021 Census Data statistics have been interrogated to determine the car ownership levels within the Wandsworth ward for an '*Unshared dwelling: Other: Flat, maisonette or apartment in a commercial building, or a caravan or other mobile or temporary accommodation'*.

6.2.2 It should be mentioned that temporary accommodation operates most similar to '*mobile or temporary accommodation'* in terms of type of dwelling. However, the 2021 census car ownership data groups this data with a '*Flat, maisonette or apartment in a commercial building'*, which would generally generate a higher car ownership than temporary accommodation. Therefore, this assessment presents a robust trip generation scenario which accounts for a higher trip generating accommodation type.

6.2.3 The proposed development seeks to provide 274 bedrooms, and similarly the parameters that have been selected within the census data are '1 bedroom'. Table 6.1 provides for a percentage breakdown of the car ownership data for the 592 responses within the Wandsworth ward for these parameters.

Table 6.1 Car Ownership for Flats in the Wandsworth Ward

	Car Ownership (%)			
Type of Dwelling	No Cars or Vans	1 Car or Van	Two Cars or Vans	3 or more Cars or Vans
1 bedroom	77.4%	20.6%	2.0%	0.0%

6.2.4 Table 6.1 demonstrates that in 2021, 77.4% of occupiers of 1-bedroom flats in Wandsworth did not own a vehicle, 20.6% owned a single vehicle; 2.0% owned two vehicles, and 0.0% flats owned 3 cars or more.

6.2.5 Where the development proposals will retain 274 bedrooms, based on the car ownership levels for Wandsworth detailed within Table 6.1, the car ownership levels would require parking spaces as set out in Table 6.2.

Table 6.2 Car Ownership for Flats in the Hampton Wick Ward

	Car Ownership (274-bedroom Development)			
Type of Dwelling	No Cars or Vans	1 Car or Van	Two Cars or Vans	3 or more Cars or Vans
1 bedroom	212	56	6	0

6.2.6 Based on Table 6.2, 56 of the 1-bedroom occupiers would require 1 parking space, and 6 of the 1-bedroom occupiers would require 2 parking spaces, totalling 68 parking spaces for the whole development.

6.3 Summary

6.3.1 The car ownership data demonstrates that in the worst-case scenario, 68 car parking spaces will be required should the temporary accommodation be fully occupied. The existing site can accommodate space for 24 car parking bays. Therefore, on the basis of the worst-case trip generation assessment, the remaining 44 vehicles would need to be accommodated off-site, should demand exceed supply on-site.

6.3.2 As demonstrated in Chapter 5, there is off-site parking capacity for 92 cars on surrounding roads (with a maximum occupancy of 55%). Therefore, potential overspill parking demands can be accommodated on the local highway and will not result in a detrimental impact on the local highway network.

6.3.3 Additionally, the nature of the proposed use is not expected to result in an increase in car parking demand beyond the current supply available on-site in association with the existing lawful use. This is on the basis that the number of bedrooms will remain the same and the occupation of these is likely to be like that of its existing use in terms of car ownership and trip generation across all travel modes.

6.3.4 Overall, changes in parking demand and trip generation are expected to be negligible in comparison with the existing lawful use, on the basis that the proposed change of use will not materially change the function of the 274 bedrooms.

6.3.5 Therefore, the proposal to retain the existing car parking provisions is deemed suitable for this development and will not pose an impact on the local highway network, including in relation to trip generation, as agreed to be the case with the LBW highways officer.

7. Summary and Conclusion

7.1 Summary

7.1.1 In summary, this TS has identified the following:

- The site is well-positioned to benefit from sustainable travel accessibility, including walking, cycling, and public transport infrastructure. Bus stops are located outside the site (within 140m), providing frequent services to the surrounding area.
- PTAL and TIM analysis has been undertaken to demonstrate that the site has good sustainable transport links, and a number of key areas can be reached within 60 minutes of travel.
- Access to the site will remain unchanged for the temporary accommodation units, which can all be accessed from Minstead Gardens and Tunworth Crescent.
- Servicing will be undertaken from the Minstead Gardens access. Deliveries will remain as existing with loading and unloading being undertaken in the designated parking bay.
- The site will provide cycle parking above the London Plan and LBW parking standards, with 106 cycle parking spaces provided.
- A car ownership assessment has been undertaken using 2021 census data to demonstrate that the proposals may generate a worst-case demand for 68 cars requiring access to the site, which can be accommodated on-site and off-site as demonstrated by parking beat survey results.
- The proposal to retain the existing car parking provisions is deemed suitable for this development and will not pose an impact on the local highway network, including in relation to trip generation, as agreed to be the case with the LBW highways officer.

7.2 Conclusion

7.2.1 In view of the findings of this TS, it is considered that the development proposals are acceptable in transport terms and are in accordance with National, Regional, and Local policy. Therefore, there are no transportation reasons why development should not be granted planning consent.

mode
transport planning

APPENDICES

APPENDIX A

Site Layout Plan

1 Proposed Site Plan

1 : 500

0 5 10 20 40 m

Scale 1:500 @A1

Rev	Description	Date	By

Status:

Information

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Project:

Mount Clare House Student Accommodation

Drawing Title:

Proposed Site Plan

Date of first issue: 14/11/24

Scale: 1:500

Drawn By: EA

Checked By: AB

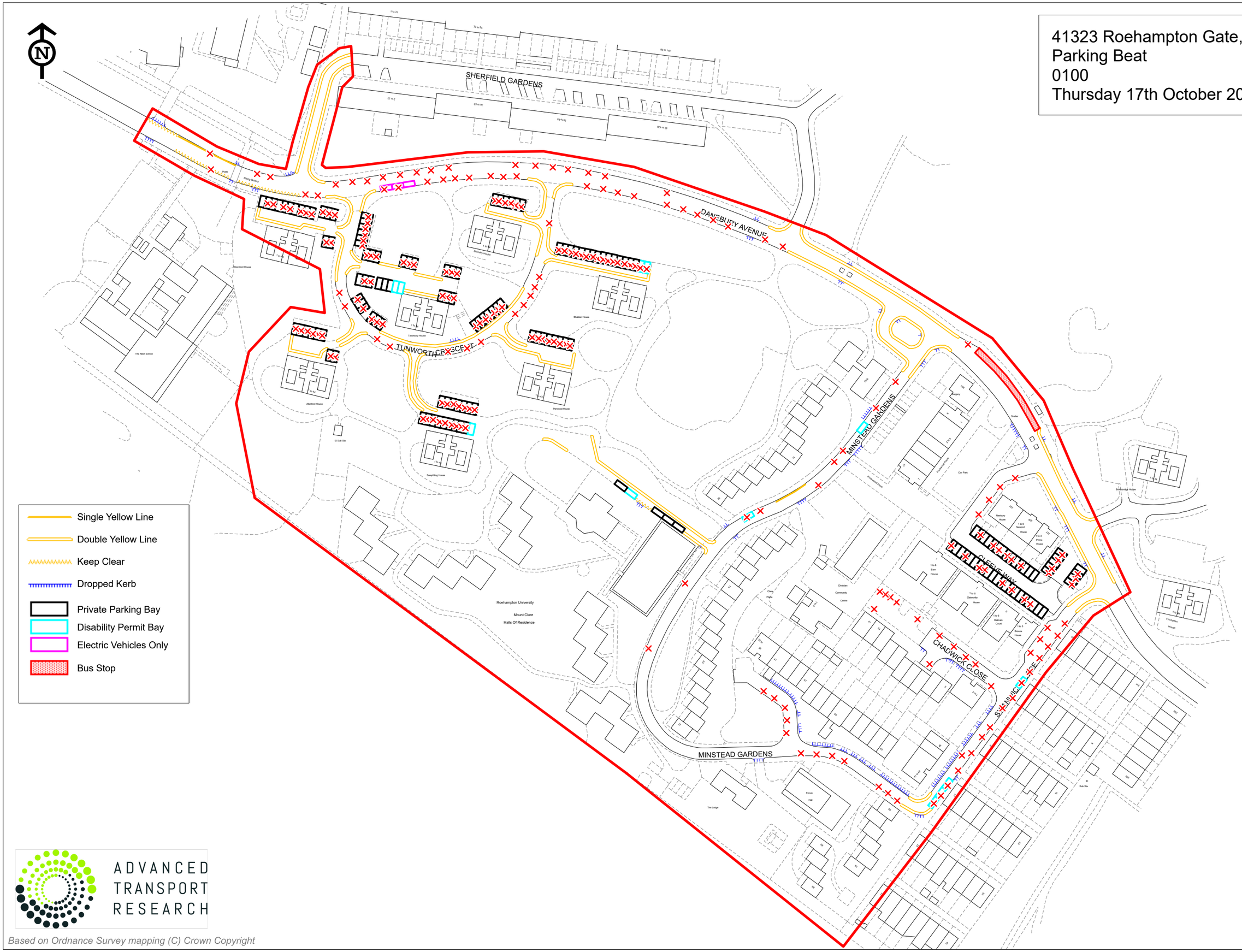
Drawing No: **23047-P1-100**

Rev:

APPENDIX B

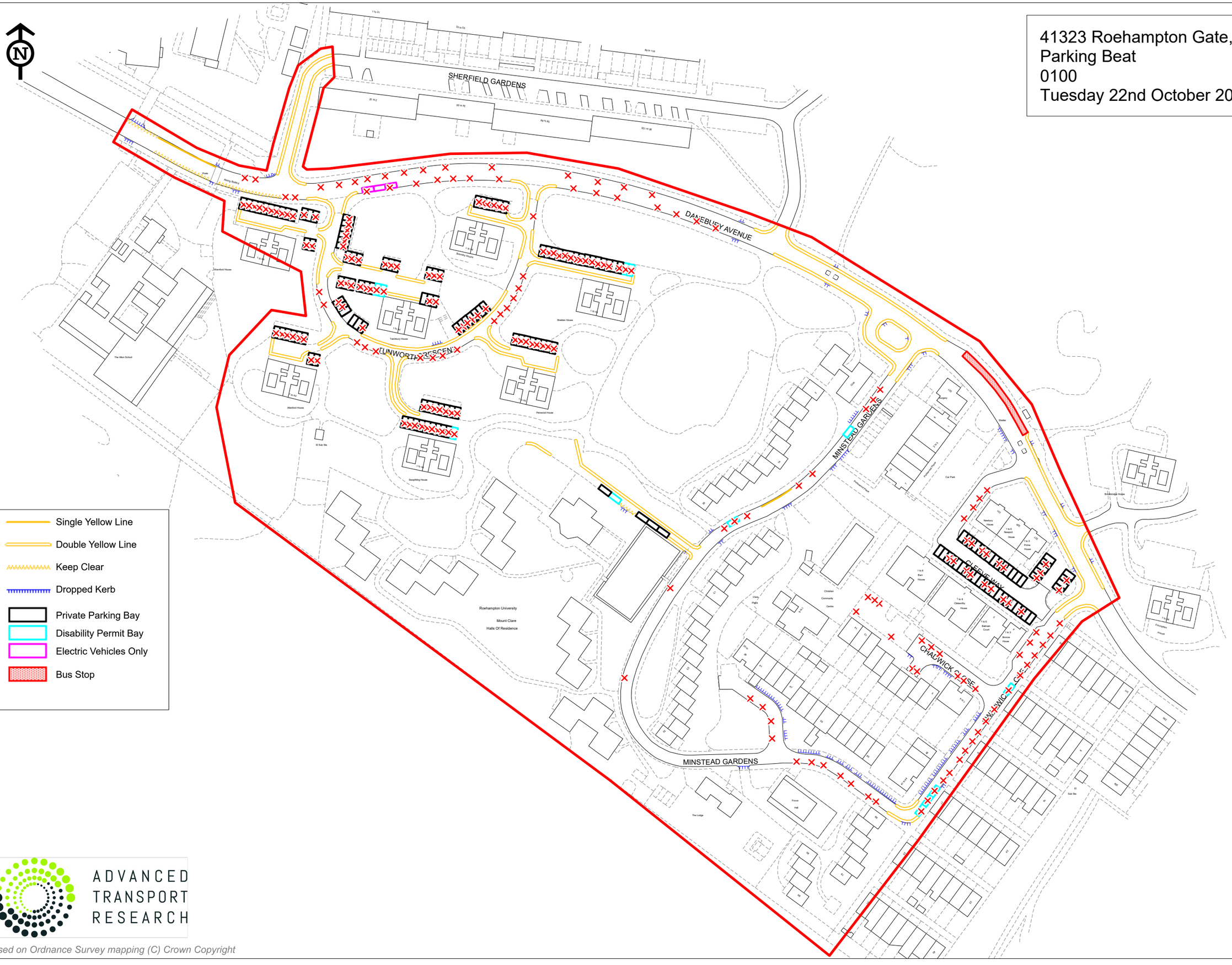
Parking Beat Survey Data

41323 Roehampton Gate, SW15 4PQ
Parking Beat
0100
Thursday 17th October 2024



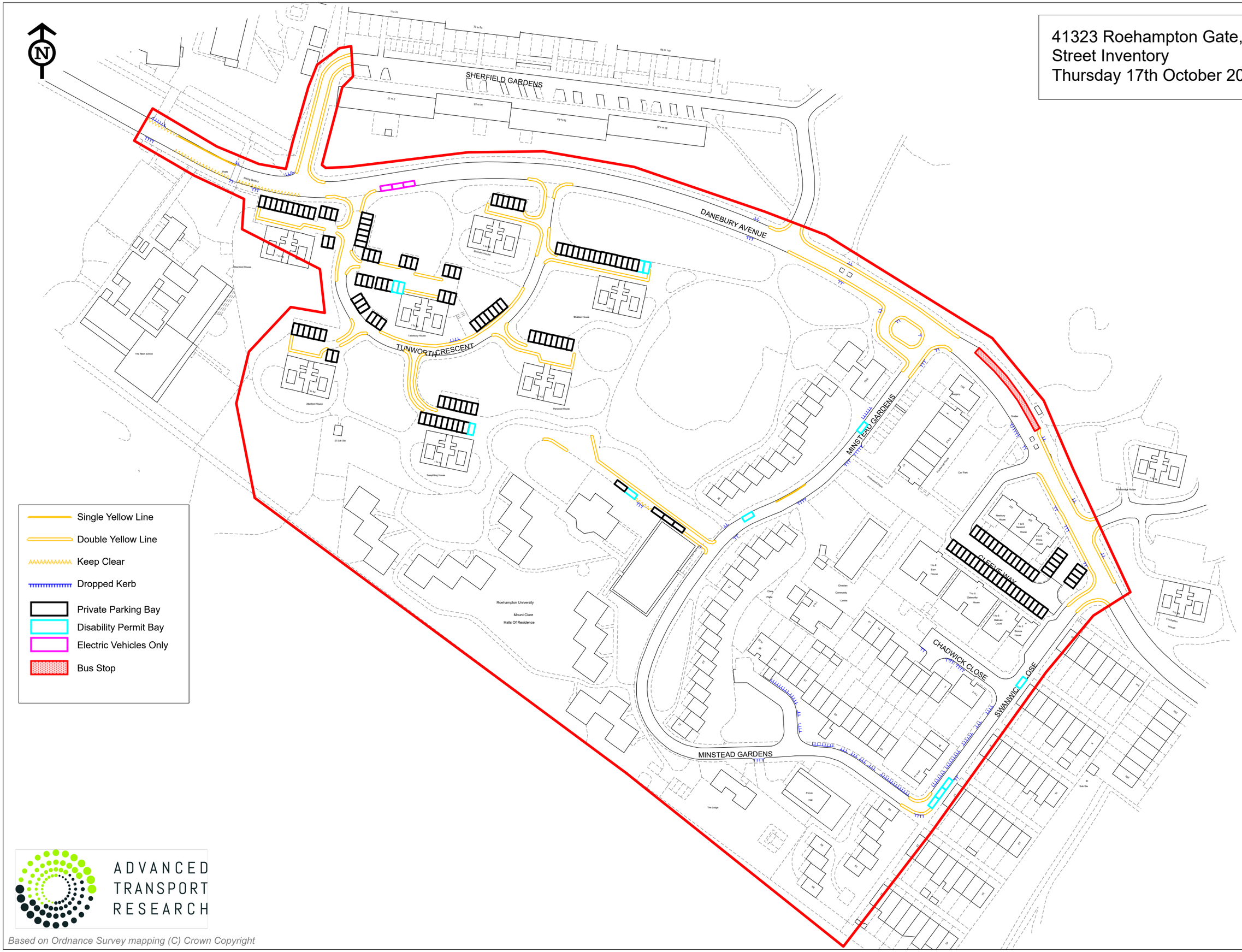
ADVANCED TRANSPORT RESEARCH

41323 Roehampton Gate, SW15 4PQ
Parking Beat
0100
Tuesday 22nd October 2024



ADVANCED TRANSPORT RESEARCH

41323 Roehampton Gate, SW15 4PQ
Street Inventory
Thursday 17th October 2024



ADVANCED TRANSPORT RESEARCH

Advanced Transport Research — *Job Number & Name:* **41323 Roehampton Gate**

Roehampton Gate — *Client:* **Mode**

Parking Demand — *Date:* **17th & 22nd October 2024**

					Unrestricted Kerb Space				Disabled Permit Bay				Electric Vehicles Only				Private Parking Bay				Single Yellow Line				Double Yellow Line			
	Street	**Total Length of Available Kerb Space**	**Length of Junctions**	**Length of Bus stops/other**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**
0100 Thursday 17th October 2024	Danebury Avenue	898	85	206	324	64	38	**59%**					15	3	2	**67%**					27	5	2	**40%**	241	48	0	**0%**
	Sherfield Gardens	55	5	0																					50	10	0	**0%**
	Tunworth Crescent	169	55	5	84	16	13	**81%**										19	18	**95%**					25	5	0	**0%**
	Warnford House																	15	12	**80%**								
	Tatchbury House									2	0	**0%**						18	14	**78%**								
	Allenford House																	8	8	**100%**								
	Swaythling House									1	0	**0%**						16	16	**100%**								
	Penwood House																	8	8	**100%**								
	Shalden House									2	2	**100%**						15	15	**100%**								
	Bramley House																	6	6	**100%**								
	Minstead Gardens	493	30	27	349	69	20	**29%**	15	3	1	**33%**					20	4	0	**0%**	14	2	0	**0%**	38	7	0	**0%**
	Swanwick Close	145	10	6	99	19	15	**79%**	20	4	4	**100%**													10	2	0	**0%**
	Chadwick Close	80	5	5	70	14	12	**86%**																				
	Cleeve Way	36	5	0	31	6	4	**67%**										44	21	**48%**								
	Total per Beat by restriction					188	102	**54%**		12	7	**58%**		3	2	**67%**		153	118	**77%**		7	2	**29%**		72	0	**0%**
	Total per Beat					356	231	**65%**																				

Advanced Transport Research | *Job Number & Name:* **41323 Roehampton Gate**

Roehampton Gate | *Client:* **Mode**

Parking Demand | *Date:* **17th & 22nd October 2024**

0100 Tuesday 22nd October 2024					Unrestricted Kerb Space				Disabled Permit Bay				Electric Vehicles Only				Private Parking Bay				Single Yellow Line				Double Yellow Line			
	Street	**Total Length of Available Kerb Space**	**Length of Junctions**	**Length of Bus stops/other**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**	Length (m)	Calculated Spaces	Cars Parked	**Stress**
	Danebury Avenue	898	85	206	324	64	29	**45%**					15	3	2	**67%**					27	5	0	**0%**	241	48	0	**0%**
	Sherfield Gardens	55	5	0																					50	10	0	**0%**
	Tunworth Crescent	169	55	5	84	16	16	**100%**										19	15	**79%**					25	5	0	**0%**
	Warnford House																	15	14	**93%**								
	Tatchbury House									2	2	**100%**						18	17	**94%**								
	Allenford House																	8	8	**100%**								
	Swaythling House									1	1	**100%**						16	16	**100%**								
	Penwood House																	8	8	**100%**								
	Shalden House									2	2	**100%**						15	14	**93%**								
	Bramley House																	6	6	**100%**								
	Minstead Gardens	493	30	27	349	69	20	**29%**	15	3	1	**33%**					20	4	0	**0%**	14	2	0	**0%**	38	7	0	**0%**
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	Cleeve Way	36	5	0	31	6	4	**67%**										44	20	**45%**								
	Total per Beat by restriction					188	99	**53%**		12	10	**83%**		3	2	**67%**		153	118	**77%**		7	0	**0%**		72	0	**0%**
	Total per Beat					356	229	**64%**																				

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