



Our ref: TFL/2025/2481
Your ref: 2025/4170

Cathy Molloy
-This letter was sent via e-mail-

12th February 2026

Dear Cathy,

Transport for London
City Planning

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2025/4170; Lennox Estate, Arabella Drive, SW15 LB Wandsworth – Tfl's detailed comments

I write to provide detailed strategic transport comments on this application reference 2025/4170. These provide more detail on the matters raised in the GLA Stage 1 Planning Report GLA/2025/1037/S1 dated 26th January 2026. Please note that these are additional also to any response you may have received from my colleagues in infrastructure or asset protection and from Tfl as a party with a property interest.

Tfl expects all current planning proposals to consider the policies set out within the London Plan.

Development Overview

The proposed development is a residential scheme comprising the following:

- 81 affordable units
- 100% affordable tenure
- 150 total cycle parking spaces
- 32 car parking spaces re-provided, 8 Blue Badge spaces

Site Location and Context

The site is bound by Upper Richmond Road to the north and Ludovick Walk to the south. Upper Richmond Road forms part of the Transport for London Road Network (TLRN). A total of 4 bus routes can be accessed from Upper Richmond Road, and in addition bus route 969 passes through the estate along Arabella Drive in a loop from Priory Lane and provides a 'hail and ride' service through the Lennox Estate. The route operates one service per day in each direction on

Tuesdays and Fridays. Barnes train station provides access to national rail services approximately 850 metres to the northeast of the site. The site has a Public Transport Access Level (PTAL) of 3, on a scale of 0 to 6b where 6b is the highest

Healthy Streets and Vision Zero

As identified in Policy T2 of the London Plan, all developments should seek to deliver improvements that support the Mayor's Healthy Streets approach. The TA includes an Active Travel Zone (ATZ) Assessment of 5 routes at both daytime and night-time. The applicant has provided commentary on the worst sections of each route and has identified potential improvements.

Possible improvements include resurfacing uneven footways and addressing graffiti on the A205 Upper Richmond Road West, providing dedicated lighting on the Thames Path, which currently feels isolated after dark, repainting faded road and cycle markings near the Lennox Estate, managing overhanging vegetation on Roehampton Lane and removing footway obstructions and improving lighting and vegetation clearance along Priory Lane.

TfL will support LB Wandsworth in securing contributions/works in kind to deliver improvements to support the 10 Healthy Street indicators and will further encourage active travel in line with London Plan policy T2.

Public Transport Impact

Due to the proposed stopping up of a section of Arabella Drive, the applicant has proposed for the rerouting of bus route 969 through the site along Ludovick Walk, this is accepted by TfL Bus Operations.

The applicant should confirm that Ludovick Walk is a public highway or private road. If it is the latter TfL would require a lease agreement to allow buses to operate on this road.

Given the expected uplift in trip generation there would be no requirement for a contribution towards bus services.

Car Parking

The applicant has proposed the provision of 8 new Blue Badge car parking bays, whilst this is in line with London Plan Policy T6.1, it is recommended that only provision for 3% is provided at the onset, which is equivalent to three spaces.

To align with strategic planning objectives and ensure efficient land use, the initial provision should be restricted to these three spaces. Any additional capacity should only be activated when a demonstrated demand arises. This requirement should be managed through a formal Parking Design and Management Plan, which should stipulate that further Blue Badge bays be delivered through the conversion of existing standard parking spaces as and when they are required by residents.

While the applicant has stated that the development will be car-free, as part of this planning application 32 car parking bays are to be re-provided in addition to the blue badge car parking. The redevelopment of the site should not include the reprovision of car parking for elsewhere in the estate.

The site currently accommodates 538 parking spaces, comprising 368 spaces in the northern area and 170 in the southern area. The applicant proposes 354 spaces in the north and 176 in the south, representing an overall reduction of eight spaces. Despite this, the applicant is seeking to re-provide 32 spaces, a position that is inconsistent with both the stated reduction and the evidence of existing parking demand.

Parking occupancy surveys for the current site demonstrate that utilisation is significantly below capacity, with recorded occupancy levels of 69% overnight, 64% in the morning, and 57% in the afternoon. These figures clearly indicate that the existing provision already exceeds demand by a substantial margin.

Furthermore, the proposed development is proposed as car-free, and the residents will not be eligible for parking permits. As such, the development will not generate additional parking demand. In this context, the proposal to re-provide additional spaces is unjustified and contrary to the principles of sustainable development and efficient land use.

Given the clear evidence of surplus capacity and the car-free nature of the scheme, there is no planning rationale for increasing the number of spaces beyond the existing provision.

Cycle Parking

A total of 150 cycle parking spaces are proposed. While the cycle parking quantum meets London Plan standards, the allocation does not. However, given the site benefits from 100% social rent and the ongoing London-wide viability challenges (particularly for C3 residential) in this instance TfL do not object to the slight under-provision of long stay cycle parking.

The proposed cycle parking is in line with the required minimum spacing outline in Figure 8.1 of the London Cycling Design Standards (LCDS) Chapter 8.

Travel Planning

A site wide travel plan has been submitted and provides an acceptable travel planning strategy for the site and its proposed use. This should be secured, enforced, monitored and reviewed by an obligation in the s106 agreement.

Delivery and Servicing Plans (DSP)

The proposed servicing strategy is considered acceptable. In accordance with London Plan Policy T7, TfL requests that a full Delivery and Servicing Plan (DSP) is submitted to and approved by LB Wandsworth in consultation with TfL prior to occupation.

Construction Logistics Plan (CLP)

An outline Construction Logistics Plan (CLP) has been provided. The full CLP will be required to be secured by condition and produced in accordance with TfL guidance. It should be noted that swept path analysis for the largest vehicle entering and exiting the site should be provided, along with location of traffic marshals, protection for vulnerable road users, CLOCs and FORS accredited vehicles and how and where bus operations will be maintained during construction.

Mayoral CIL

Mayoral CIL2 within the London Borough of Wandsworth is payable at a rate of £80 per sqm.

Summary

In summary, TfL require that further information is provided regarding the car parking provision before we can fully assess and be supportive of the proposed development.

I trust this provides you with an understanding of TfL's current position on this application and we would welcome acknowledgement from you that these comments have been received and are being considered. Please do not hesitate to contact me if you have any queries. I look forward to discussing these with you and the applicant.

Yours sincerely,

Lucas Bond

Area Planner – TfL Spatial Planning

