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TJ SIMMONS & CO. LIMITED

PROPOSED CHANGE OF USE.
THE WAREHOUSE, 1A ST LEONARDS ROAD,
EAST SHEEN, LONDON, SW14 7LY.

TRANSPORT STATEMENT

August 2017

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I.0 INTRODUCTION

- I.1 Paul Mew Associates has been retained by TJ Simmons & Co. Limited to provide highways supporting reports for a new planning application in relation to the proposed change of use of land at The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY. The site location is shown in Figure 1 while the site context and boundary is shown in Figure 2.
- I.2 A previous application for the development was refused planning permission by the London Borough of Richmond upon Thames on 9th December 2016 under Planning Ref: 16/3978/GPD16. The applicant appealed the decision, but this was dismissed by the Planning Inspectorate on 7th July 2017.
- I.3 At present the site features a bathroom showroom / warehouse with mezzanine level office totalling approximately 260sqm. The building is located in a yard off St Leonards Road with shared access rights over the vehicle and pedestrian route to St Leonards Road. No on-site parking provision is provided for the current building although parking is provided within the yard for other neighbouring businesses. The existing ground and mezzanine level layouts are shown in Appendix A.
- I.4 The proposal involves the conversion of the existing building to provide six one-bedroom residential dwellings. The proposed site, ground and first floor level layouts are shown in Appendix B.
- I.5 As background to the site's existing use, TJ Simmons & Co Limited a mass supply and install tiling contractor handling approximately 30,000sqm / 1,050 tonnes / 1,000 pallets of tiles and stone annually. A large proportion of this comes into the warehouse and is re-distributed to sites around London with around 60 tonnes of product in the warehouse ready for distribution at any time. The movement of these goods represents a considerable number of goods vehicle movements in and out of the yard.
- I.6 The proposal involves the conversion of the existing building to provide six one-bedroom residential dwellings. The change of use will remove all existing goods vehicle movements to and from the development site and as such will represent a considerable safety gain in terms of vehicle / pedestrian conflict.
- I.7 Pre-application advice relating to a previous version of the scheme was provided by the London Borough of Richmond Upon Thames in February 2014. This included a number of highways / transport issues as set out below:
- Parking with the pre-application advice setting out that the development must avoid creating an unacceptable impact on on-street parking and local traffic conditions
 - Pedestrian access to the site citing potential conflict between vehicles and pedestrians on the shared access route
 - Refuse store location and transfer distances
 - Servicing strategy and related swept path analysis
 - Cycle storage provision
- A copy of the pre-application advice is shown in Appendix C.

- I.8 In relation to the refusal of consent over the original application, the London Borough of Richmond Upon Thames cited two reasons for refusal, as detailed below.

U15840 Reason for Refusal Parking

Under Class P.2(b)(ii) (transport and highways impact of the development) of the Town and Country Planning (General Permitted Development) (England) Order 2015, prior approval is required and refused. The proposal creates a shortfall of 6 car parking spaces in an area of high parking stress and in the absence of a satisfactory parking survey that demonstrates that any shortfall would not be prejudicial to the free flow of traffic and highway and pedestrian safety in surrounding streets, the applicant has failed to demonstrate that the scheme will not give rise to excessive on-street parking demand outside CPZ hours which would have a detrimental impact on the free flow of traffic and the safety and convenience of other road users. The scheme would thereby be contrary to the aims and objectives of the NPPF and Local Plan, particularly Policies DM TP6 and DM TP8 of the adopted Development Management Plan.

U15841 Reason for Refusal Pedestrian Safety

Under Class P.2(b)(ii) (transport and highways impact of the development) of the Town and Country Planning (General Permitted Development) (England) Order 2015, prior approval is required and refused. By reason of access to the property being through an access road and car park, and the lack of dedicated pedestrian footpath, the applicant has failed to demonstrate that there would not be an adverse impact on the free flow of traffic and pedestrian safety. The scheme would thereby be contrary to the aims and objectives of the NPPF and Local Plan, particularly Policy DM TP6 of the adopted Development Management Plan.

- I.9 At appeal, the Inspector only dismissed the application due to the fact that the submission did not include details of a mechanism (the signed Section 106 Agreement) to control car parking in connection with the proposed development.
- I.10 This Transport Statement addresses the above refusal and appeal decision comments in addition to examining the connectivity of the site, the parking and servicing arrangements that will be made as part of the new development and the impact, if any, of the development on local conditions. The Transport Statement has been provided in line with guidance from the London Borough of Richmond upon Thames and Transport for London.
- I.11 A Construction Logistics Plan which sets out interim measures that will be adopted for transport during the construction phases of the scheme accompanies this Transport Statement.

2.0 CONNECTIVITY ASSESSMENT

2.1 The site is located within a mixed retail / commercial / residential area in close proximity to Sheen Lane, Upper Richmond Road West and Mortlake High Street for access to local bus routes and Mortlake station for access to local rail services. In addition, there are good pedestrian and cycle links.

Public Transport

2.2 Public transport connectivity can be expressed quantitatively as a Public Transport Accessibility Level (PTAL) score. The PTAL system assesses all underground and rail services within 960m of the site, and all bus services accessible within 640m of the site.

2.3 A total of 7 bus routes including 2 which operate on a night bus / 24-hour basis can be accessed from bus stops within the PTAL prescribed distance of 640m as summarised in Table I.

Table I. Local Bus Services

Bus Stop Name & Distance from Site	Route	Destinations Served	Peak Hour * Frequency	Operational Hours
The Green, Mortlake (445m)	419	Richmond, Lower Richmond Road, Mortlake, Barnes, Suffolk Road, Hovsman Road, Hammersmith	4	06:03 to 00:16
	N22	Fulwell, Twickenham, Richmond, Lower Richmond Road, Mortlake, Barnes, Putney Common, Putney Bridge, Parsons Green, Chelsea, Hyde Park Corner, Piccadilly Circus	2	23:59 to 05:58
Sheen Lane, East Sheen (251m)	33	Fulwell, Teddington, Twickenham, Richmond, East Sheen, Barnes Common, Hammersmith	7.5	24 Hour Service
	493	Richmond, East Sheen, Roehampton, Putney Heath, Southfields, Wimbledon, Plough Lane, Blackshaw Road, Tooting St George's Hospital	5	05:21 to 00:46
	337	Richmond, East Sheen, Barnes Common, Putney, Wandsworth, Clapham Junction	5	05:34 to 00:24
Avondale Rd Bus Station (640m)	209	Mortlake, Barnes, Castelnau, Hammersmith	13.3	05:00 to 00:50
Pig & Whistle, Sheen Lane (140m)	969	Whitton Gladstone Avenue, Roehampton Vale / Asda	1 per day Tues & Fri	

Source: Transport for London

* Number of services per direction during period 0815-0915 except for Routes 969 & N22.

2.4 Transport for London's WEBCat assessment does not include Route 209 which can in fact be accessed from the site via footbridges over the railway line between South Worple Way and North Worple Way.

- 2.5 During the morning peak hour around 70 bus services arrive at, and leave from local bus stops. Appendix D presents an extract of the local bus network map.
- 2.6 All London buses are wheelchair accessible. An audit of local bus stops found that they all feature; 'flags' identifying which bus routes call each stop, timetables for those routes and maps, with some also providing shelters and seating.
- 2.7 Rail services are available from Mortlake National Rail station which is located 195m to the south of the site. Mortlake station provides access to services operated by Southwest Trains with typical off-peak weekday frequencies providing 8 trains per hour to London Waterloo, of which 4 run direct via Clapham Junction, 2 run via Richmond, Kingston and Wimbledon and 2 run via Richmond and Hounslow.
- 2.8 Annual passenger counts at Mortlake Station for 2014/2015 amounted to 2,242,922, or an average of 6,145 passengers per day. Appendix D presents an extract of the local rail network map.
- 2.9 There is step-free access to both platforms at Mortlake although there is no step free interchange between platforms, passengers must either use the stepped footbridge or at street / footway level via the level crossing.
- 2.10 There are no London Underground stations within the PTAL prescribed walk distances of 640m from the site.
- 2.11 With the level of public transport services detailed above, the site has been found to have a PTAL rating of 3 which is classed as 'moderate'. It should be noted that the pre-application advice incorrectly assigned the site a PTAL of 2, while the TfL WebCAT assessment fails to include bus route 209 and overestimates the distance from the site to Mortlake Station but still affords the site a PTAL of 3. Full details of the PTAL assessment are shown in Appendix D.
- 2.12 In relation to the public transport accessibility of the site, the Appeal Inspector set out in his decision notes that;

Regardless of whether the PTAL rating is calculated on the basis of the position of the building itself or the location of the access to the site, I saw when I visited the site, that the appeal building is close to Mortlake Station and there are bus stops nearby serving a number of routes on Sheen Lane and within walking distance on Upper Richmond Road and Mortlake High Street. As there are opportunities to conveniently access public transport, the future occupiers of the proposed flats would not, therefore, necessarily be dependent on private cars to meet their transport requirements.

Pedestrian and Cycle Access

- 2.13 The connectivity of a development site, in addition to the factors that contribute to a PTAL rating, also relates to pedestrian and cycle access as well as access by wheelchair users.

- 2.14 In terms of pedestrian facilities in the area, footways are generally of a high standard, are level / trip free. Local roads provide a combination of dropped kerbs, tactile paving and kerb buildouts to aid pedestrian and wheelchair crossing. There are pedestrian crossing facilities provided on Sheen Lane south of its junction with Vernon Road as part of the signalised junction of Sheen Lane and Upper Richmond Road.
- 2.15 There are a large number of cycle routes and public cycle parking facilities in the immediate area around the site. Including signed cycle routes on Sheen Lane and St Leonards Road. Appendix D presents a map extract showing local cycle routes and cycle facilities.

Vehicle Access

- 2.16 Vehicle access to the site is provided the shared access route from St Leonards Road.
- 2.17 The site is located within the London Borough of Richmond upon Thames 'East Sheen' controlled parking zone. A map extract of the local parking zone is shown in Appendix D.
- 2.18 St Leonards Road adjacent to the site provides east and westbound traffic lanes and on-street resident parking bays that operate from Monday to Friday between 10:00 and 12:00 to deter commuter parking. Speed humps are also present on St Leonards Road. The boundary of the 'East Sheen' controlled parking zone is located 130m to the west of the site access. Sheen Lane provides north and southbound traffic lanes and on-street shared use / 'pay at meter' parking bays that operate from Monday to Friday between 10:00 and 16:30 with a 2-hour maximum duration of stay.
- 2.19 There is a 40-space public car park on Sheen Lane approximately 75m from the site. The Sheen Centre car park charges from Monday to Friday between the hours of 09:30 and 18:00 with a maximum stay of 3 hours during operational hours. The car park is accessible and free to park in outside of these hours.
- 2.20 Refuse from the existing site and neighbouring properties is collected from St Leonards Road on collection days.
- 2.21 There are now 22 car club vehicles within 1 mile of the site, as shown in Appendix D, with the nearest being located on Vernon Road just 80m from the site and a further 2 vehicles being available within 300m. This represents an increase from 15 car club vehicles within 1 mile of the site at the time of the previous application in August 2016 and demonstrates the demand and suitability of car clubs in this area.

Local Mode Split

- 2.22 To further investigate how local public and sustainable transport provision affects the way people in the area travel, journey to work data from the 2011

Census has been examined. Table 2 shows modes splits for journeys to work in the East Sheen electoral ward.

Table 2. Journey to Work Mode Splits

	No. People	Mode Split
Work Mainly at or from Home	631	12%
Underground, Metro, Light Rail, Tram	440	8%
Train	1463	27%
Bus, Minibus or Coach	386	7%
Taxi	14	0%
Motorcycle, Scooter or Moped	141	3%
Driving a Car or Van	1304	24%
Passenger in a Car or Van	51	1%
Bicycle	416	8%
On Foot	453	8%
Other Method of Travel to Work	44	1%
Total	5343	100%

Source: ONS

- 2.23 The census data shows that of the 82% of people to travel to work, public transport accounts for 42% of trips, walking and cycling accounts for 16% with car driver or passenger 25%. This suggests that despite being afforded a PTAL of 3 (moderate) the area offers high levels of sustainable travel.
- 2.24 In summary, the site benefits from moderate levels of public transport accessibility with good pedestrian and cycle links. In addition, it has good access to a large number of local car club facilities. Such levels of sustainable accessibility were recognised by Inspector at the recent Appeal such that future occupiers of the proposed flats would not necessarily be dependent on private cars to meet their transport requirements.

3.0 TRIP GENERATION & IMPACT

- 3.1 As detailed, the site currently features a bathroom showroom / warehouse with mezzanine level office totalling approximately 260sqm. The proposal involves the conversion of the existing building to provide six one-bedroom residential dwellings. The three ground-floor units would each have their own independent entrances, while the 3 first-floor units would have a communal entrance hall / staircase.
- 3.2 This chapter sets out an assessment of multimodal trip generations relating to the existing and proposed site uses based on data from the TRICS database.
- 3.3 Table 3 presents a summary of trip generation forecasts for the existing and proposed land uses based on the assumption of the existing development being in use as BI (office). Full details of the trip generation assessment including TRICS database site information and outputs are presented in Appendix E.

Table 3. Existing & Proposed Use Trip Generation

Scenario	Period	No. Trips			
		Vehicles	Cyclists	Pedestrians	Public Transport Users
Existing (office)	08:00-09:00	3	0	1	1
	17:00-18:00	3	0	1	1
	Day	17	1	13	8
Proposed (residential)	08:00-09:00	1	0	1	1
	17:00-18:00	1	0	1	0
	Day	9	1	9	5

Source: TRICS database

- 3.4 The results of the assessment suggest that the existing site could generate 17 vehicle trips per day, whereas the proposed use would generate in the region of 9 vehicle trips per day. The existing site is also forecast to generate more pedestrian and public transport trips per day than the proposed use.
- 3.5 The small number of vehicle trips relating to the proposed use are insignificant in comparison to current traffic flows in the area. Likewise, sustainable trip generations are insignificant in comparison to wider current levels of usage. In summary, the proposed development would have a negligible, if any, impact on local flows and would not create an unacceptable impact on local traffic conditions as required by the pre-application advice.
- 3.6 The office report for the previous application made no reference to trip generation or impact. Given that this current application proposes an identical development, it is assumed that the above trip generation assessment is satisfactory.

4.0 PARKING

- 4.1 This chapter sets out the parking arrangements that will be made as part of the scheme.

Car Parking

- 4.2 It should be noted that the current site has 5 on-street business permits which will be rescinded as part of the scheme. The client has advised that there are five vehicles (two cars and three vans) plus one motorbike registered at this business address. These either park in front of the unit or on-street in the surrounding streets within / outside the CPZ. With the proposed development, the parking permits and demand relating to the site's five current vehicles will be removed.
- 4.3 Parking standards applicable to the development site are set out in Appendix 4 of the London Borough of Richmond upon Thames' 'Local Development Framework – Development Management Plan' (Adopted November 2011) and the Mayor of London's 'London Plan' (2015).
- 4.4 For car parking within controlled parking zones, the parking standard for one-bedroom residential units is one space per unit. The residential standards are accompanied by text setting out that *'In CPZs occupiers of new residential developments may not be eligible for on street parking permits where existing levels of on street parking are very high. (Blue Badge holders exempt) There are exceptions to this rule which are detailed in Policy DM TP 8. Garages will be treated as parking spaces'*.
- 4.5 Due to the size of the site, it is not proposed to provide any on-site car parking as part of the development. Neither is it possible to provide off-street parking for the development within the adjacent yard as this land is not in the client's ownership.
- 4.6 It is however proposed that the 6 one-bedroom residential units would be covered by a car-free agreement such that future occupiers would not be eligible to apply for on-street residents parking permits. The legally binding commitment to the car-free proposal is set out in the Section 106 Agreement attached at Appendix F of this report. As such, the development would avoid creating an unacceptable impact on on-street parking as required by the pre-application advice.
- 4.7 Additionally, it is proposed to provide all units of the proposed scheme with free membership of the local car club. To this end, ZipCar who operate car club vehicles in the area including one on Vernon Road just 80m from the application site and 21 others within 1 mile of the site, have been contacted. They have confirmed they would be willing to operate and market the car-club scheme to residents of the development at 1a St Leonards Road. This would be funded by the developer and would provide each household with 5 years' free membership and £25 of driving credit. ZipCar will additionally provide members

with £25 of driving credit. A copy of the ZipCar car club proposal for the development is attached at Appendix G of this report.

- 4.8 The legally binding commitment to provide residents with car-club membership as detailed above is set out in the Section 106 Agreement that has been prepared for the scheme – a copy of which is attached at Appendix F of this report.
- 4.9 It is acknowledged that the previous application was refused in part on parking grounds. The decision notice for the previous application set out that;

'The proposal creates a shortfall of 6 car parking spaces in an area of high parking stress and in the absence of a satisfactory parking survey that demonstrates that any shortfall would not be prejudicial to the free flow of traffic and highway and pedestrian safety in surrounding streets, the applicant has failed to demonstrate that the scheme will not give rise to excessive on-street parking demand outside CPZ hours which would have a detrimental impact on the free flow of traffic and the safety and convenience of other road users.'

- 4.10 Within the planning report prepared by the Council for the previously refused scheme, it was set out that;

The Council expects schemes to provide an appropriate level of off-street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions. There is a requirement for the provision of 1 space per 1 bedroom residential units in accordance with Policy DM TP8. Given the scheme proposed 6 x 1 bedroom dwelling houses, 6 off-street parking spaces would have been required. No on-site parking has been provided as part of the proposal.

Whilst the building itself is located in a PTAL Zone 3 (moderate), the Council consider the site to be in a PTAL Zone 2 given the entrance to the site is located in this zone. Furthermore, the site is located in a CPZ area which is operational between Mon-Fri 10am-12pm and it is known that the area is at capacity parking stress (when 90% capacity is reached). The applicant has not provided any further information but has referenced a parking surveys for a recently approved application (14/1683/FUL) in the vicinity which was undertaken on 25th and 26th March 2014 and which confirmed that the area is in parking stress. It is also noted that the approved planning application included on-site parking provision albeit an under-supply in accordance with the Council's parking requirements. Other than the fact that the two on-street business permits allocated to the existing businesses will no longer be valid, the Council have not been furnished with any information to suggest that this situation has improved significantly.

The applicant has suggested that an agreement for removing the rights for potential occupiers to access parking permits could be agreed. It is also acknowledged that the site is located in East Sheen Town Centre, provided cycle facilities and proposed one bed flat which are more likely to attract smaller households who may be less reliant on private transport than a larger family

household. However, given the poor public transport provision and limited CPZ operations hours in the area it is considered that the above is unlikely to deter car ownership and thus the proposal for 6 additional units would result in further additional parking pressure on the area which is already under stress.

- 4.11 Research has shown that a number of recent applications in the Borough have been granted planning consent with similar parking proposals to the application site. It is believed that these provide precedence for, or inform the acceptability of proposed parking arrangements at the application site.

14 St Leonards Road East Sheen London SW14 7LY

- 4.12 The London Borough of Richmond upon Thames granted planning consent on 21st October 2015 under Planning Ref: 14/1683/FUL for the demolition of a motor mechanic's workshop and the construction of a new two storey building comprising a two-bedroomed maisonette at first floor and ground floor office at 14 St Leonards Road. This is located directly opposite to the application site at 1a St Leonards Road.

- 4.13 Under the Borough's parking standards the development at 14 St Leonards Road would have required 2 parking spaces. The consented scheme provides only one off-street parking space with car-free agreements applied to both the proposed residential and office elements of the scheme such that occupiers would be ineligible to apply for on-street permits. The 14 St Leonards Road scheme is also located in the same CPZ as the application site and is shown to be located within a PTAL Zone 2 area.

- 4.14 Within the planning consent notice for the scheme at 14 St Leonards Road the case officer set out that;

One parking space is provided. This will be shortfall of a space, however, given the sites proximity to facilities and amenities in the adjoining centre, on street parking restrictions, and the previous use of the site, and the legal agreement, this is not deemed to warrant a refusal

- 4.15 It is considered contradictory that the shortfall of off-street parking provision at the 14 St Leonards Road scheme is deemed acceptable, while the shortfall at the directly opposite application site, which is in the same CPZ, town centre location and a higher PTAL zone, is not deemed acceptable. This sets the precedence that development is permitted with a shortfall of on-site parking provision. It also sets precedence that car-free agreements are appropriate and acceptable in this location.

Bridge House, 69 London Road, Twickenham, TW1 3QR

- 4.16 A second development which is considered to provide precedence / guidance for the application site is Bridge House, 69 London Road, Twickenham, TW1 3QR which under Planning Ref 14/0381/P3JPA, was refused by planning consent by the London Borough of Richmond upon Thames on 18th March 2014 on parking related issues. The scheme was for the change of use under GDPO

from B1 to C3. The proposed development would have led to a shortfall of on-site parking although a car-free agreement was proposed and the site is located in a CPZ – similar to the application site at 1a St Leonards Road.

4.17 The applicant subsequently took the case to appeal under Appeal Ref: APP/L5810/A/14/2217587 where consent was granted on 14th December 2014

4.18 The inspector set out at Para 8 of the appeal decision;

The Council assumes that all new occupiers would own at least one car. However, I do not consider that the evidence supports such an assertion. In the Borough as a whole some 75% of households own cars. However this is an average and in areas of high accessibility I would expect it to be less. Indeed in the Twickenham Riverside ward about 30% of households are car-free. If a similar ratio were to be applied, which is not unreasonable, the occupiers of 12 of the flats would not own a car. If each of the remaining households did have a car then the on-site parking would be 1 space short. Of course it is possible that some households could have more than one vehicle. For 3 bedroom flats, of which 4 are proposed, the car parking standards suggest 1.5 spaces per unit. Applying this maximum requirement would result in a further 2 spaces and the development would therefore have a shortfall of 3 on-site spaces.

4.19 Similarly, within the East Sheen ward in which the scheme at 1a St Leonards Road is located, Census data shows that 21% of households are car-free. If a similar ratio were to be applied to the scheme at 1a St Leonards Road, which is not unreasonable, the occupiers of 4 or 5 of the flats could own a car. For 1 bedroom flats the car parking standards suggest 1 space per units, hence a total of 4 or 5 spaces. As previously reported, the current site has 5 on-street business permits which will be rescinded as part of the scheme with business related vehicles parking in the area (within the CPZ with permits, outside the CPZ or on-site). As such the shortfall in number of vehicles parking on-street could be zero. This issue is however irrelevant as a car-free agreement is proposed that would prevent residents from applying for on-street parking permits.

4.20 Within the Council's planning report for the previous scheme at 1a St Leonards Road the officer stated that;

given the ... limited CPZ operations hours in the area it is considered that the above is unlikely to deter car ownership

4.21 In contrast, within the appeal decision for the scheme at Bridge House, 69 London Road, Twickenham, the Inspector set out that;

I consider that the CPZ restrictions would be a significant disincentive to owning a car. Many occupiers working in central London would not have car parking spaces provided during the day. Furthermore it seems probable that those choosing to live in this location, opposite the station and close to main bus routes, would not choose to drive their car to work. Even assuming they did so and could park it somewhere else during the day they would have to remove it

in the early morning and could not return until early evening. That would not take account of what would be done with the car during periods of sickness, holidays or on Saturdays, for example. I consider that for most new occupiers car ownership would just be too inconvenient.

- 4.22 Similarly, the Inspector's decision notice for the recent appeal of the previous scheme at 1a St Leonards Road, set out that;

...I accept that, due to the existing levels of parking stress and the operating times of the CPZ, the inconvenience of owning and parking a car within the area may deter future residents from doing so...

- 4.23 It is considered that the same rationale would be applicable for the scheme at 1a St Leonards Road, whereby even though limited CPZ controls are in operation, it seems probable that those choosing to live in this location, close to Mortlake station and 7 local bus routes, would not choose to drive their car to work. This would mean that they would have to park it somewhere else during controlled hours and could not return it to the CPZ until after controlled hours cease. That would not take account of what would be done with the car during periods of sickness or holidays, for example. As with the Inspectors' decisions cited above, it is considered that for most new occupiers of the proposed development at 1a St Leonards Road, car ownership would just be too inconvenient.

30 Belmont Road, Twickenham, TW2 5DA

- 4.24 A third development which is considered to provide precedence / guidance for the application site is 30 Belmont Road, Twickenham, TW2 5DA which under Planning Ref 09/2000/COU, was granted by planning consent by the London Borough of Richmond upon Thames on 2nd September 2013.
- 4.25 The 30 Belmont Road scheme was for the proposed change of use of the existing building comprising part HMO and part self-contained units to provide 5 x 1-bedroom flats, a 1-bedroom self-contained unit and 2 x 2-bedrooms flats. The site is in a PTAL 1a/b – the lowest level and is not within a Controlled Parking Zone.
- 4.26 No on-site parking was proposed although under policy requirements 8 parking spaces would have been required. Parking surveys carried out in the area revealed parking stress of between 67% and 74% - well below the then 85% threshold for unacceptable parking stress impact. For this reason, parking was not an issue as there would have been sufficient available on-street space to accommodate overspill parking from the site. However, the Section 106 Agreement signed in respect of the scheme required the developer to accept that if a CPZ was introduced in the area within 5 years, residents would be ineligible to apply for on-street parking permits – i.e. they would be subject to a 'car-free' agreement. The developer was also required to provide lifetime membership of the local car-club scheme to residents.

- 4.27 Within the Council's Planning Report for the 30 Belmont Road scheme, the officer sets out that;

Whilst it is clear that there is an availability of space on nearby roads, it is noted that not all occupants of such small units are not likely to own a vehicle and this is evident in census data.

- 4.28 This echoes comments made by the Inspector in the Bridge House, 69 London Road, Twickenham scheme as reported at Paragraph 2.13 above.

- 4.29 The scheme at 30 Belmont Road, Twickenham is considered useful precedence as the scheme at 1a St Leonards Road is located in a PTAL Zone 3 whereas the scheme at 30 Belmont Road is located in a less accessible location (PTAL Zone 1a/b). Despite the less accessible location, the scheme at 30 Belmont Road would be required to implement a car free agreement if a CPZ were to be introduced, suggesting that such an agreement is valid even in areas of low public transport accessibility.

- 4.30 The Council's Planning Report for the 30 Belmont Road scheme, also set out that;

Where no off-street parking is proposed and there are difficulties in finding on-street parking spaces within the immediate vicinity of a property, this would often discourage future occupants from owning a vehicle, particularly where there are bus routes running on Staines Road (200m to the south east) 490, 110 and the H22.

- 4.31 Again this echoes comments made by the Inspector in the Bridge House, 69 London Road, Twickenham scheme as reported at Paragraph 2.16 above in that in areas of high parking stress, occupants may be discouraged from owning a vehicle.

- 4.32 In summary, the above developments indicate that precedence has been set on a number of issues that are relevant to the proposed scheme at 1a St Leonards Road. At the appeal for the previous application at 1a St Leonards Road, the Inspector commented in relation to these precedents

- 4.33 It is noted that the Inspector's decision notice for the recent appeal of the previous scheme at 1a St Leonards Road, set out that;

The scheme at 14 St Leonards Road provided some off street parking, as did that at Bridge House on London Road in Twickenham, which also incorporated a planning obligation preventing occupiers of that development from holding parking permits. The only scheme where no parking provision was proposed, at 30 Belmont Road, was in an area with a much lower level of parking stress. This scheme was also subject to an obligation restricting the holding of parking permits.

- 4.34 However, the first two precedence schemes detailed still had shortfalls of parking provision – as has been cited for the application at 1a St Leonards Road.

As with these precedence schemes, the proposal at 1a St Leonards now incorporates a legally binding car-free agreement.

Parking Survey Data

- 4.35 The previous application for 1a St Leonards Road relied on historic data from the 14 St Leonards Road scheme. This was questioned in the previous refusal and as such new parking surveys, approved by the London Borough of Richmond upon Thames were carried out in January 2017.
- 4.36 The London Borough of Richmond upon Thames' parking survey methodology (dated 15th November 2016) was used as the basis for the recent parking surveys.
- 4.37 Prior to carrying out the surveys, the Highways Officer at The London Borough of Richmond upon Thames (Mary Toffi) was contacted to discuss the scope of the survey in terms of area of coverage and periods during which surveys were to be carried out. A map extract showing the proposed survey area coverage and details of the proposed methodology were supplied to and subsequently approved by the Highways Officer. The survey requirements were confirmed as being:
- 2 x weekdays (Mon-Thu) between 01:00 and 05:30
 - 1 x Sunday between 01:00 and 05:30
- 4.38 Resulting from the surveys, Appendix H presents mapping showing all kerbside regulations present within the approved survey area, and in line with the London Borough of Richmond upon Thames' required methodology, mapping showing the position of parked cars and vacant parking spaces as observed on the three 'snapshot' surveys.
- 4.39 Appendix H also presents a table for each of the three 'snapshot' surveys detailing the number of parked cars, the number of vacant parking 'spaces' and the parking stress on each road broken down by regulation types.
- 4.40 Table 4 shows a summary of parking stress for each of the three 'snapshot' surveys for roads within the survey area.

Table 4. Parking Stress Summary

Road Name	PMA Night Survey 1 on 18/01/17 at 03:15	PMA Night Survey 2 on 19/01/17 at 04:30	PMA Night Survey 3 on 22/01/17 at 02:45
Howgate Road	90%	90%	95%
Little St Leonards	100%	100%	100%
Milton Road	81%	83%	81%
Moore Close	100%	100%	100%
Palmers Road	100%	100%	100%
Sheen Lane	67%	75%	83%
St Leonards Road	98%	100%	100%
Vernon Road	84%	81%	72%
Total	89%	90%	89%

Source: PMA Surveys

- 4.41 The surveys reveal that the survey area as a whole, experiences parking stress in excess of the Council's 85% 'saturation' threshold across all three survey periods. Parking stress on the section of St Leonards Road that falls outside the CPZ was found to be 100% on all three occasions.
- 4.42 These levels of parking stress would make it difficult for a resident of the scheme with or without a permit to be able to find a parking space within the CPZ or outside the CPZ. In connection with the precedence cases cited above, a non-permit holding residents of the scheme with a car would have to move it out of the controlled parking zone at all times when regulated hours apply which are currently Monday to Friday from 10:00 and 12:00. In practical terms, this would mean having to move your car out of the CPZ before you go to work and move it back in to the zone after work. The survey results show that parking stress within the CPZ was found to be in excess of 89% meaning that it would difficult to find a space to move your car to and from. Even if they choose to park outside the controlled parking zone and walk to the site. parking stress outside the CPZ was found to be 100%, so again it would difficult to find a space outside the CPZ to park in.
- 4.43 It is considered that, as with the Inspector's comments relating to the scheme at Bridge House, 69 London Road, Twickenham, for most new occupiers car ownership would just be too inconvenient with local CPZ regulations and the levels of existing parking stress determined from recent surveys.
- 4.44 Taken in conjunction with the proposed 'car-free' agreement and free local car-club membership that is proposed as part of the scheme and will be secured by means of a Section 106 Agreement, the development would not have any impact on local parking conditions. If anything, the rescinding of the site's existing 5 parking permits will benefit current conditions.

Cycle Parking

- 4.45 In terms of cycle parking, the London Borough of Richmond upon Thames' 'Local Development Framework – Development Management Plan' (Adopted November 2011) and the Mayor of London's 'London Plan' (2015) both require 1 cycle parking space per one-bedroom dwelling.
- 4.46 It is proposed to provide 6 cycle parking spaces within the development. Cycle parking spaces will be provided outside (within the site boundary) for the three ground-floor residential units and in the entrance hall for the three first-floor units as shown in Appendix B. All cycle parking spaces will be secure and covered.

5.0 LAYOUT & SERVICING

- 5.1 Access to the site is provided via a 4.6m wide shared access route from St Leonards Road. Within the yard adjacent to the site, neighbouring properties are provided with a number of parking spaces. The proposed development site currently does not have any on-site parking nor will any be provided as part of the scheme.
- 5.2 As part of pre-application advice from the local planning authority suggested that there could be conflict between pedestrians and vehicles on the access route, setting out that separate pedestrian access should be provided. The advice went on to suggest that the use of the access route by heavy goods vehicles could result in safety issues.
- 5.3 To address these concerns it is proposed to mark out a 1.2m wide pedestrian route along the western edge of the access route by means of yellow hatched road markings. This would leave a 3.2m wide vehicle route. The proposed access layout is shown in Figure 3.
- 5.4 With regards the type of vehicles that would need to access the site and neighbouring properties, it is suggested that heavy goods vehicles would not be required to access the site. It is likely that the largest vehicle type that would need to access the yard would be transit type vans.
- 5.5 With regards refuse collection it is proposed to provide an on-site refuse store as part of the development as shown in Appendix B. Bins would then be wheeled to the northern end of the access route on collection days to be collected from St Leonards Road by existing refuse vehicle services which serve the local area. This would replicate current refuse servicing arrangement for the site and neighboured yard properties. As such, refuse vehicles would not need to enter the access route or yard.
- 5.6 These proposals address another of the pre-application comments that refuse would be located too far from the public highway for collection.
- 5.7 The pre-application advice also requested that swept path analysis is carried out for service vehicles. It is considered that the largest vehicle type that would need to access the yard would be transit type vans. As such, swept path analysis has been carried out for a 4.6t light van of dimensions 5.9m by 2.0m. Figure 3 shows this vehicle entering the yard, turning and leaving and demonstrates that there would be no wheel or body overhang over the proposed 1.2m wide pedestrian route.
- 5.8 As previously set out, 6 cycle parking spaces will be provided as part of the development. Cycle parking spaces will be provided outside (within the site boundary) for the three ground-floor residential units and in the entrance hall for the three first-floor units as shown in Appendix B. All cycle parking spaces will be secure and covered.

- 5.9 It is noted that the second reason for refusal for the previous application of this scheme at 1a St Leonards Road concerned pedestrian safety, as set out below;

Under Class P.2(b)(ii) (transport and highways impact of the development) of the Town and Country Planning (General Permitted Development) (England) Order 2015, prior approval is required and refused. By reason of access to the property being through an access road and car park, and the lack of dedicated pedestrian footpath, the applicant has failed to demonstrate that there would not be an adverse impact on the free flow of traffic and pedestrian safety. The scheme would thereby be contrary to the aims and objectives of the NPPF and Local Plan, particularly Policy DM TP6 of the adopted Development Management Plan.

- 5.10 The TRICS based assessment reported earlier in this report suggests that total trips by all modes to and from the site would fall from 39 per day to 23 per day which would indicate that the potential for conflict between pedestrians and vehicle would be reduced.

- 5.11 The client has provided additional information on levels of trip making activity associated with the current site. He currently employs approximately 40 subcontractors who regularly visit the site and 20 staff at a factory site in Park Royal with daily deliveries between the St Leonards Road and Park Royal sites. These are regularly made by 18 and 22 tonne goods vehicles. With an average of 2 deliveries per day. More specifically, TJ Simmons & Co Limited handles approximately 30,000sqm / 1,050 tonnes / 1,000 pallets of tiles and stone annually. A large proportion of this comes into the warehouse and is re-distributed to sites around London with around 60 tonnes of product in the warehouse ready for distribution at any time. The movement of these goods represents a considerable number of goods vehicle movements in and out of the yard. The proposed change of use will remove all existing goods vehicle movements to and from the development site and as such will represent a considerable safety gain in terms of vehicle / pedestrian conflict.

- 5.12 The client has also pointed out that there is an existing path along the rear of 1-17 St Leonards Road (odd numbers) which is accessed via a gate adjacent to the proposed development site which is used by around 10 people per day to gain access through the yard to and from St Leonards Road. These pedestrians as well as residents of the proposed development will benefit from the reduction of vehicle trips to and from the site and from the proposed safety features of a marked pedestrian route as set out in Figure 3.

- 5.13 This would provide a marked out 1.2m wide pedestrian route along the western edge of the access route by means of yellow hatched road markings and would leave a 3.2m wide vehicle route. Figure 3 also shows that goods vehicles would be able to access, turn and leave the yard without encroaching on this marked pedestrian route.

- 5.14 The Inspector's decision notice for the recent appeal of the previous scheme at 1a St Leonards Road, set out that;

Although the pedestrian access route to the building would not be as well-lit as the surrounding area, there is no evidence that this would be inherently dangerous or that hazards arise from the present use of the access route. Consequently, I can see no fundamental conflict with the requirements of Policy DM TP6.

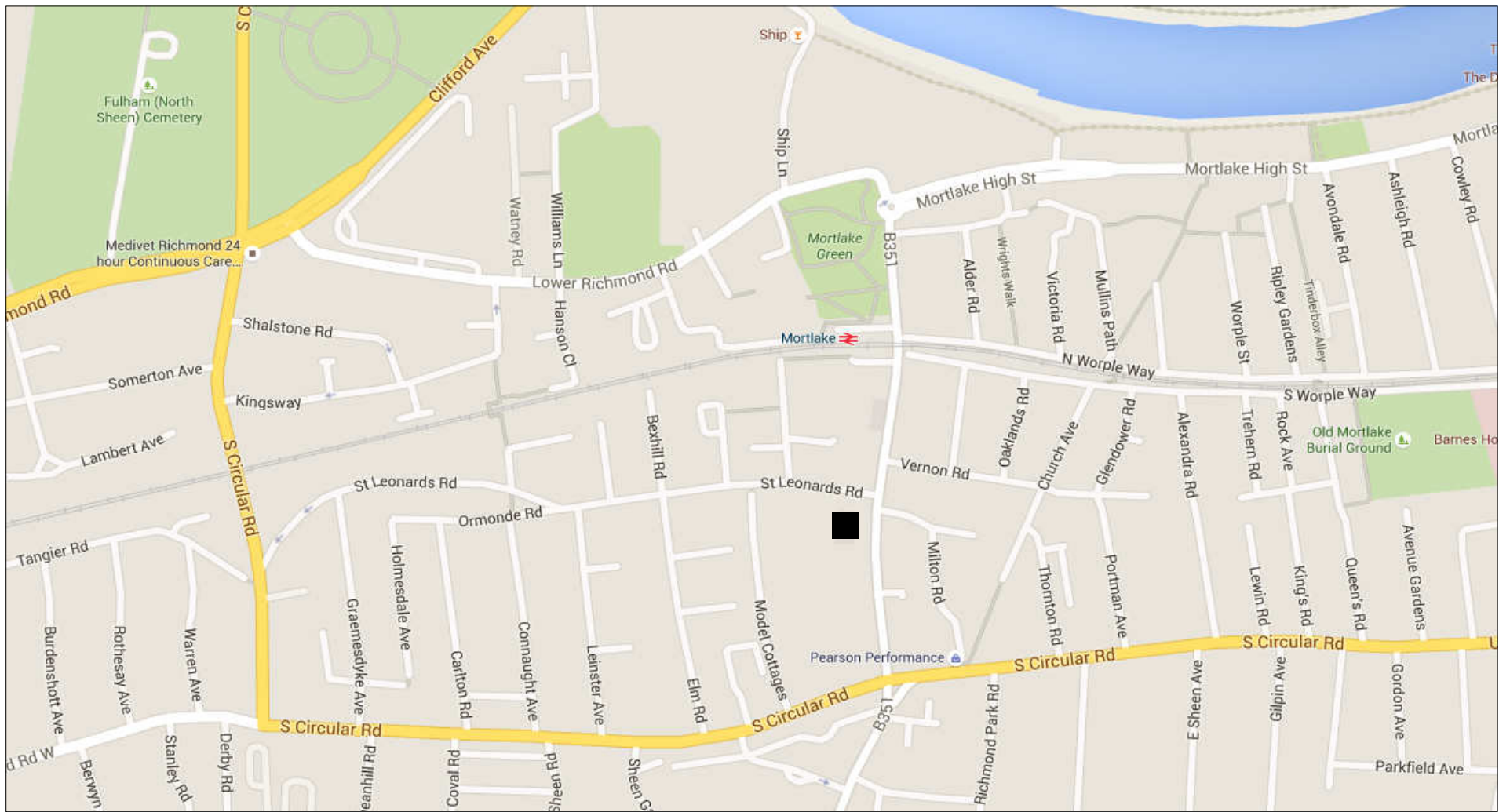
I therefore conclude that the development would provide safe and suitable access to the development for pedestrians. It would comply with the relevant requirements of DMP Policy DM TP6 which seeks to ensure that new development and schemes improve the safety and security of the pedestrian environment where appropriate.

- 5.15 As such the proposed pedestrian access arrangements for the new development are deemed satisfactory.

6.0 SUMMARY & CONCLUSIONS

- 6.1 The development site is located in an area of moderate public transport accessibility with a range of local bus and rail connections. In addition, the local pedestrian and cycle environment is good with level footways and sufficient pedestrian crossing facilities to aid movement between the site and local public transport access points and signed on-road cycleways. In addition, there are multiple local car-club vehicles and controlled parking zone regulations in place. As such the proposed 'car-free' status of the development is considered to be acceptable.
- 6.2 The development would be subject to a legally binding Section 106 car-free agreement preventing residents from applying for on-street parking permits. As such it would have no significant impact on local traffic levels. Sustainable trip generation would be accommodated by existing local provision without detrimental impact.
- 6.3 No on-site parking provision will be made. The development will however provide as part of the legally binding Section 106 agreement, free car-club membership for residents. It will also provide on-site cycle parking, a marked pedestrian route while still providing sufficient space for service vehicle access, manoeuvring and egress.
- 6.4 A Construction Logistics Plan will be implemented to manage construction activity and traffic.

Figures



■ Site Location

Date: 27/07/17
 Scale: NTS
 Source: Google



PI557. The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY.
 Figure 1. Site Location

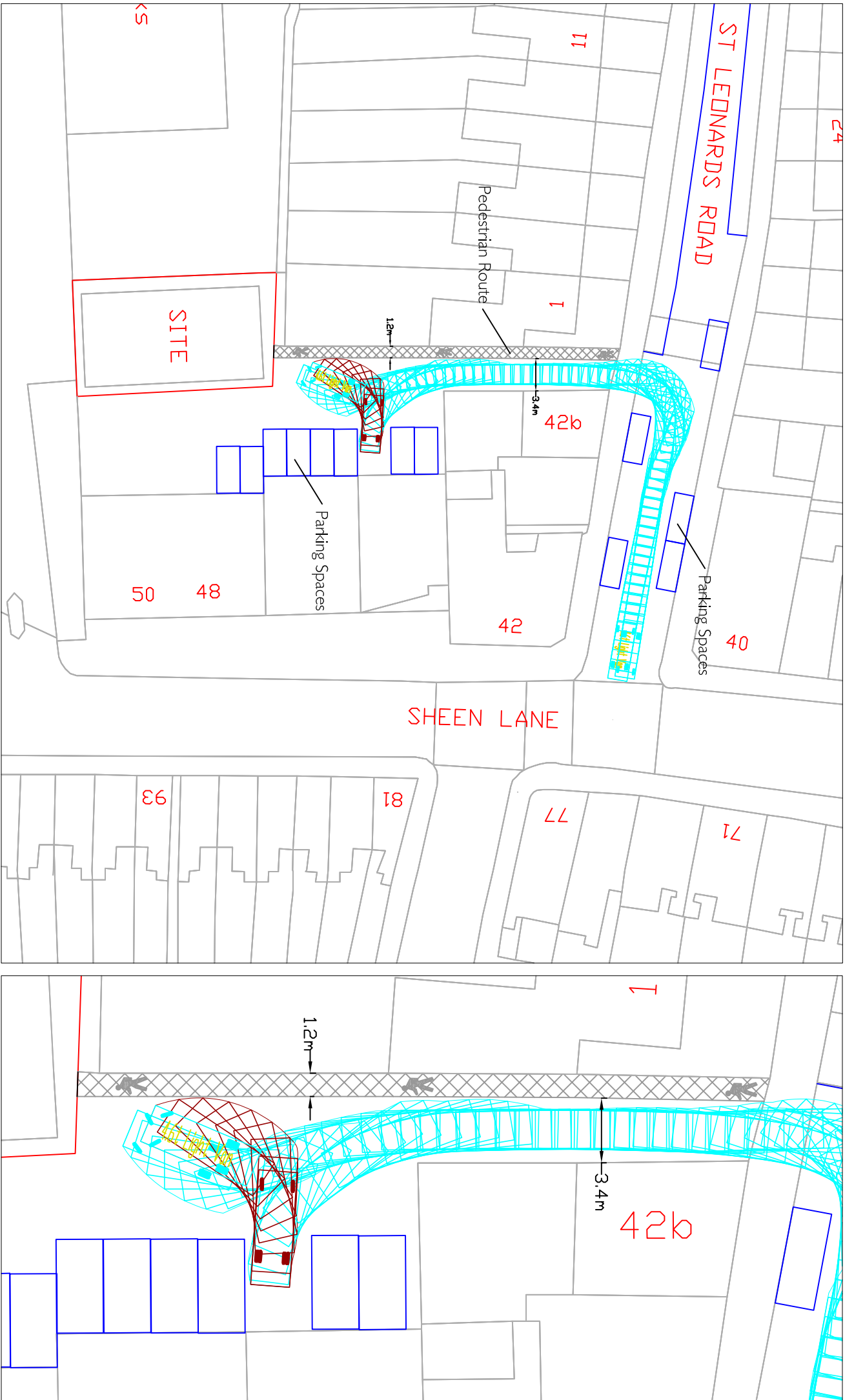

 PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Plym House, Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 27/07/17
 Scale: NTS
 Source: OS / Bing



PI557. The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY.
 Figure 2. Site Boundary & Context

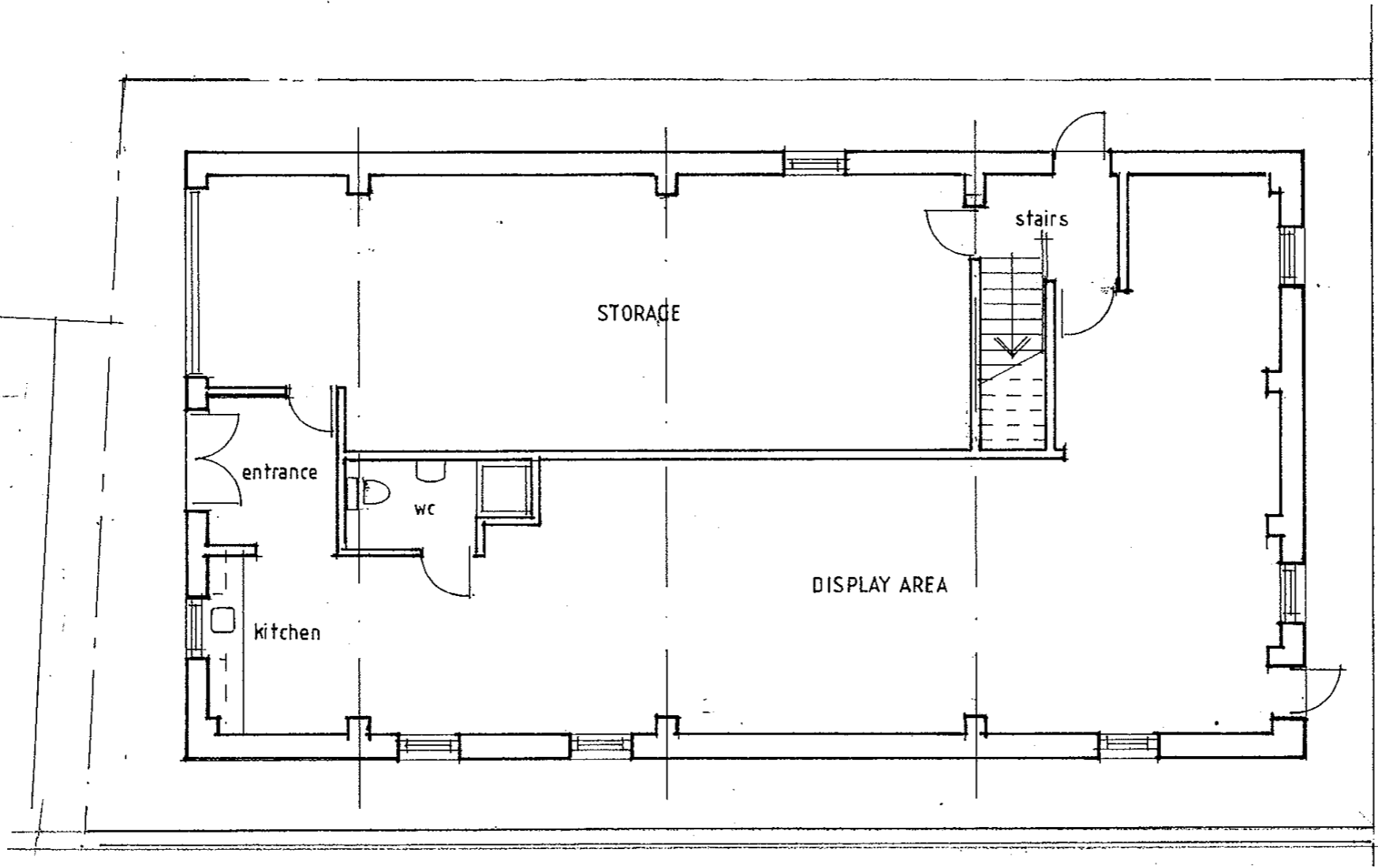


Date: 04/08/16
 Scale: 1:500 & 1:250 @ A4
 Source: OS



P1557, The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY.
 Figure 3. Access Layout & Swept Path Analysis (4.6t light van)

Appendix A Existing Site Layouts



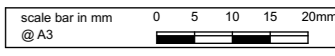
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FOR COMMENT ONLY

date	rev	revision/author/checker



client
TJ SIMMONS & CO LTD.

project
1A ST LEONARDS RD
LONDON SW14 7LY

drawing
EXISTING GROUND FLOOR

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created by	PS	checked	MW
scale @ A3	1:100	date created	06.07.16

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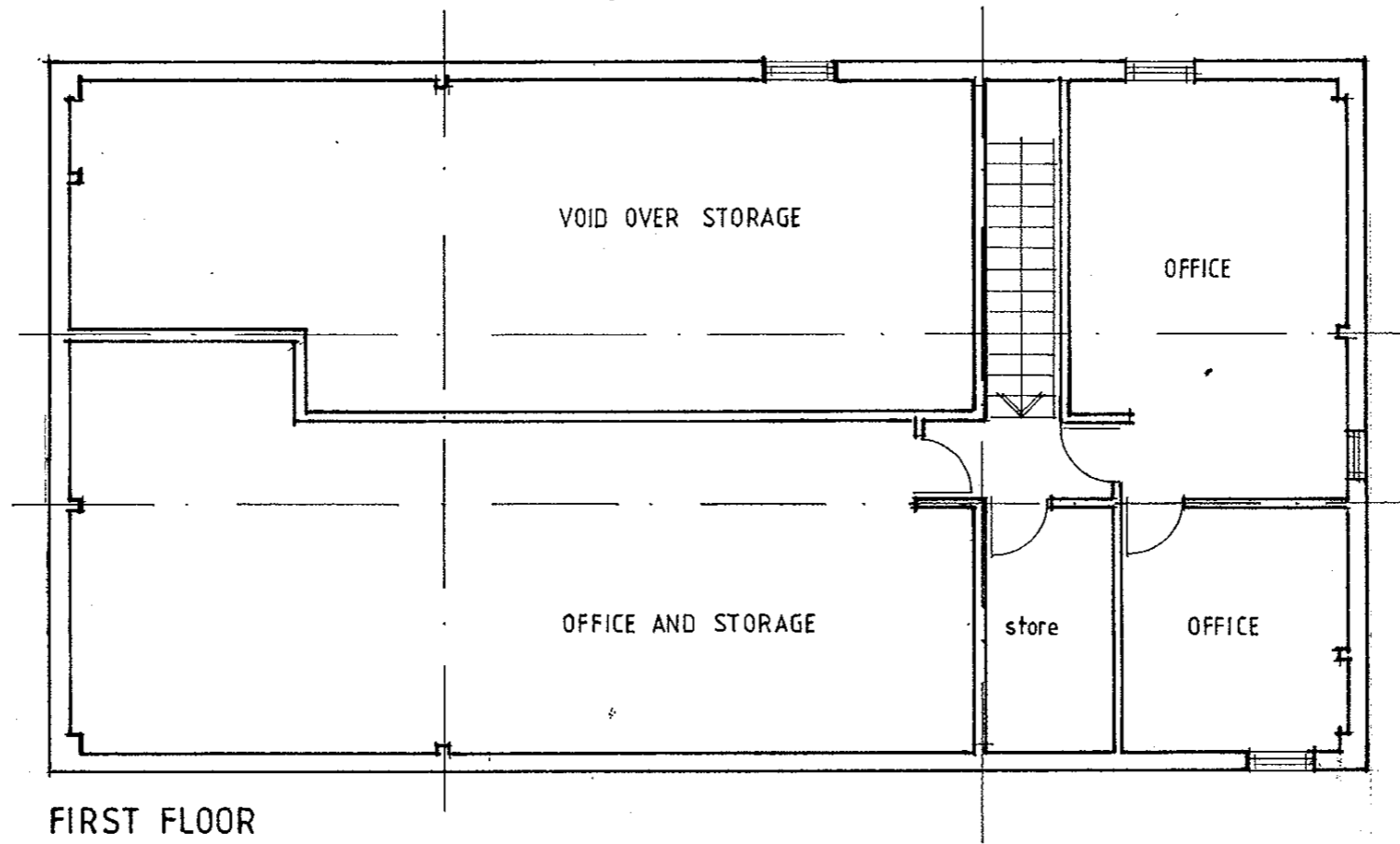
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FIRST FLOOR

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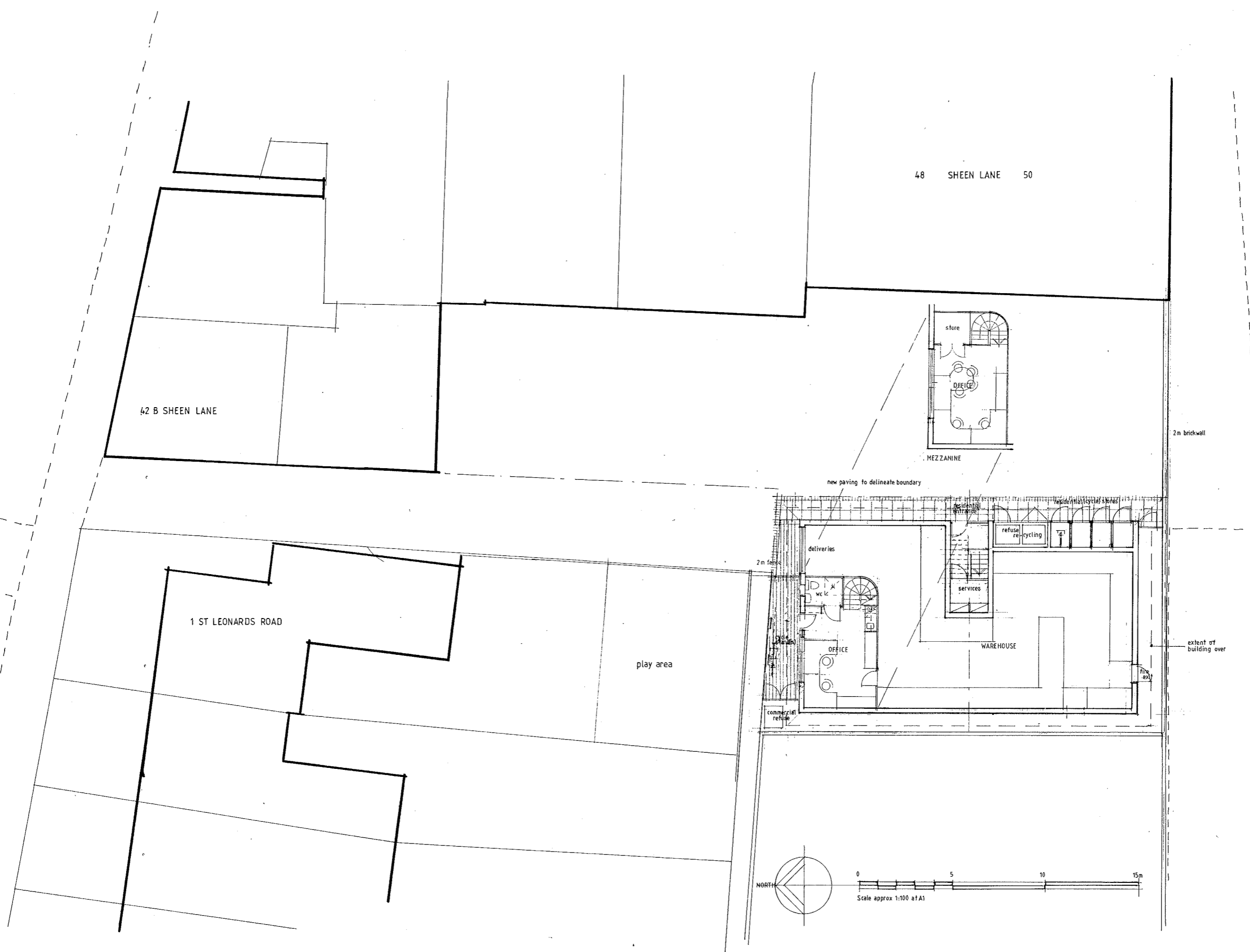
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client
TJ SIMMONS & CO LTD.
project
1A ST LEONARDS RD LONDON SW14 7LY
drawing
EXISTING FIRST FLOOR

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created by	PS	checked	MW
scale @ A3	1:100	date created	06.07.16

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Appendix B Proposed Site Layouts



Note: Levels are Indicative and Approximate. Final levels may Vary according to construction and local conditions.

MEASURES SCARFE
ARCHITECTS

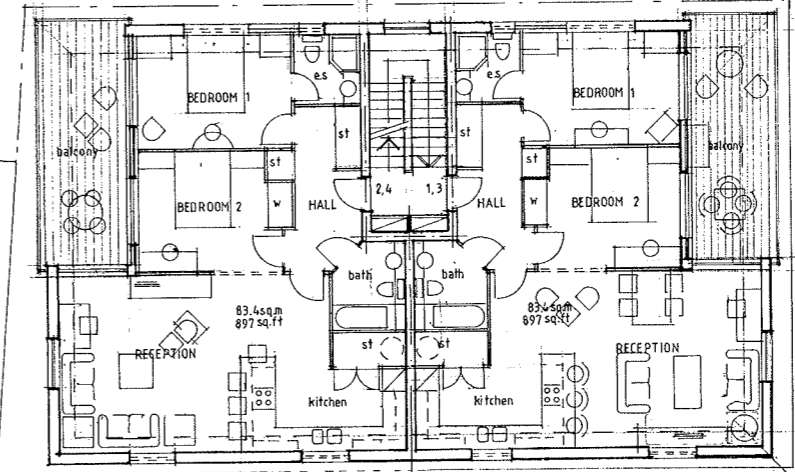
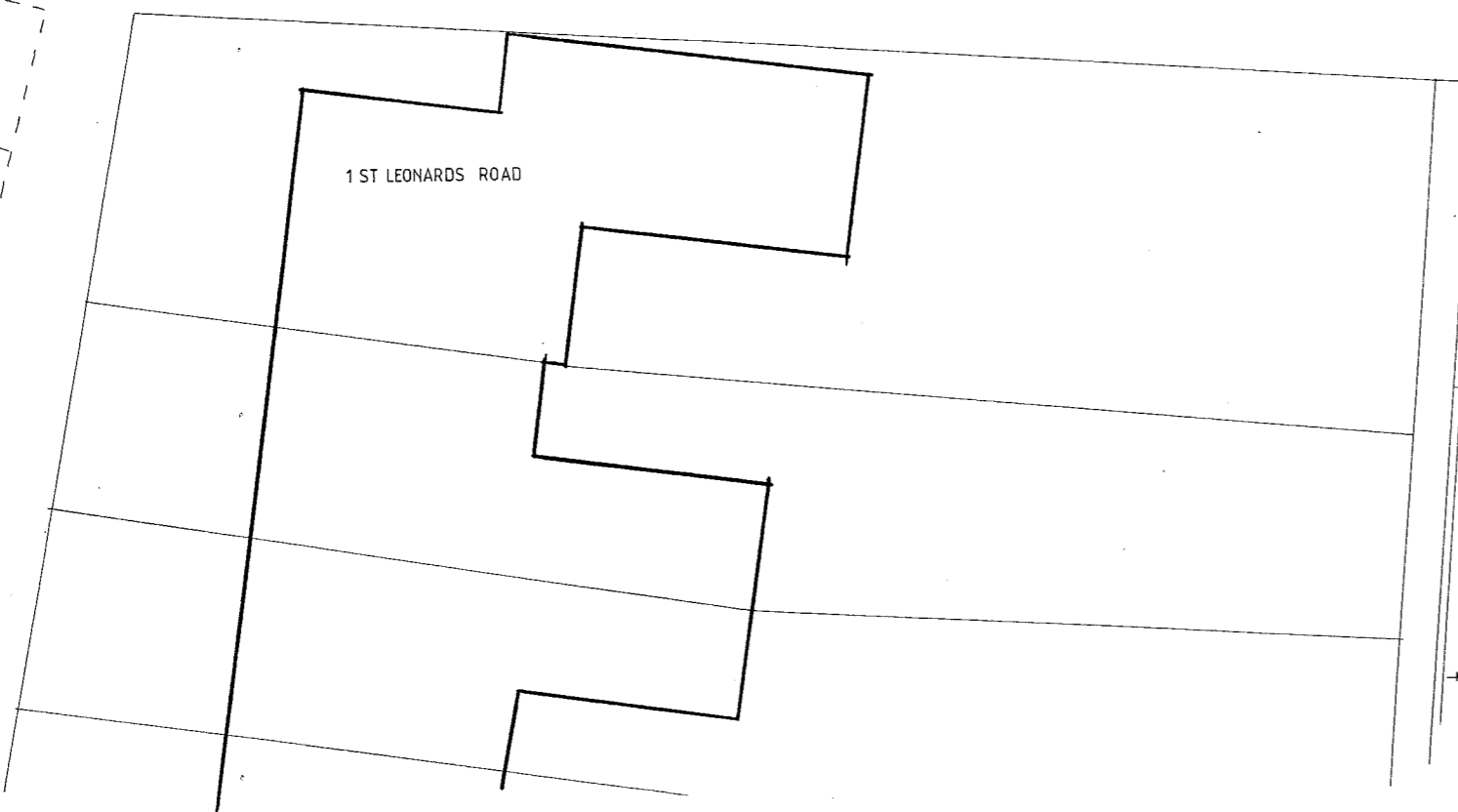
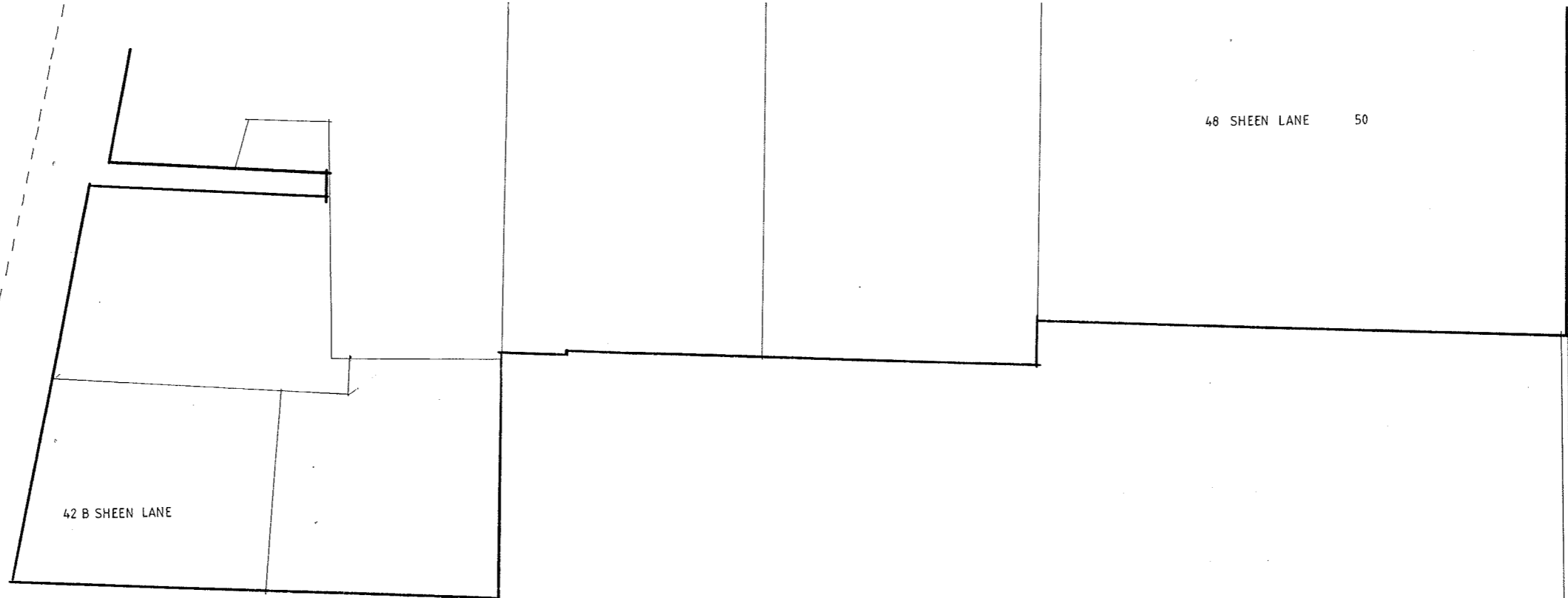
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Mixed development
1A St Leonards Road
Sheen SW14 7LY

Client
TJS & Co Ltd

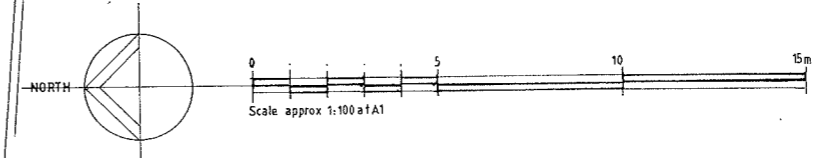
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Scale
1:100 @ A1
Date
October 2013

Drawing No
909:990/pre-app 102

68 Kings Road
Teddington
Middlesex TW11 0QE
Tel 020 8943 4767
Email: richard@measuresscarfe.co.uk
Mobile 07989 465 105



Health centre car park



Note: Levels are Indicative and Approximate. Final levels may Vary according to construction and local conditions.

MEASURES SCARFE
ARCHITECTS

Project
Mixed development
1A St Leonards Road
Sheen SW14 7LY

Client
TJS & Co Ltd

Title
First floor layout
Scale
1:100 @ A1
Date
October 2013

Drawing No
909-990/pre-app 103

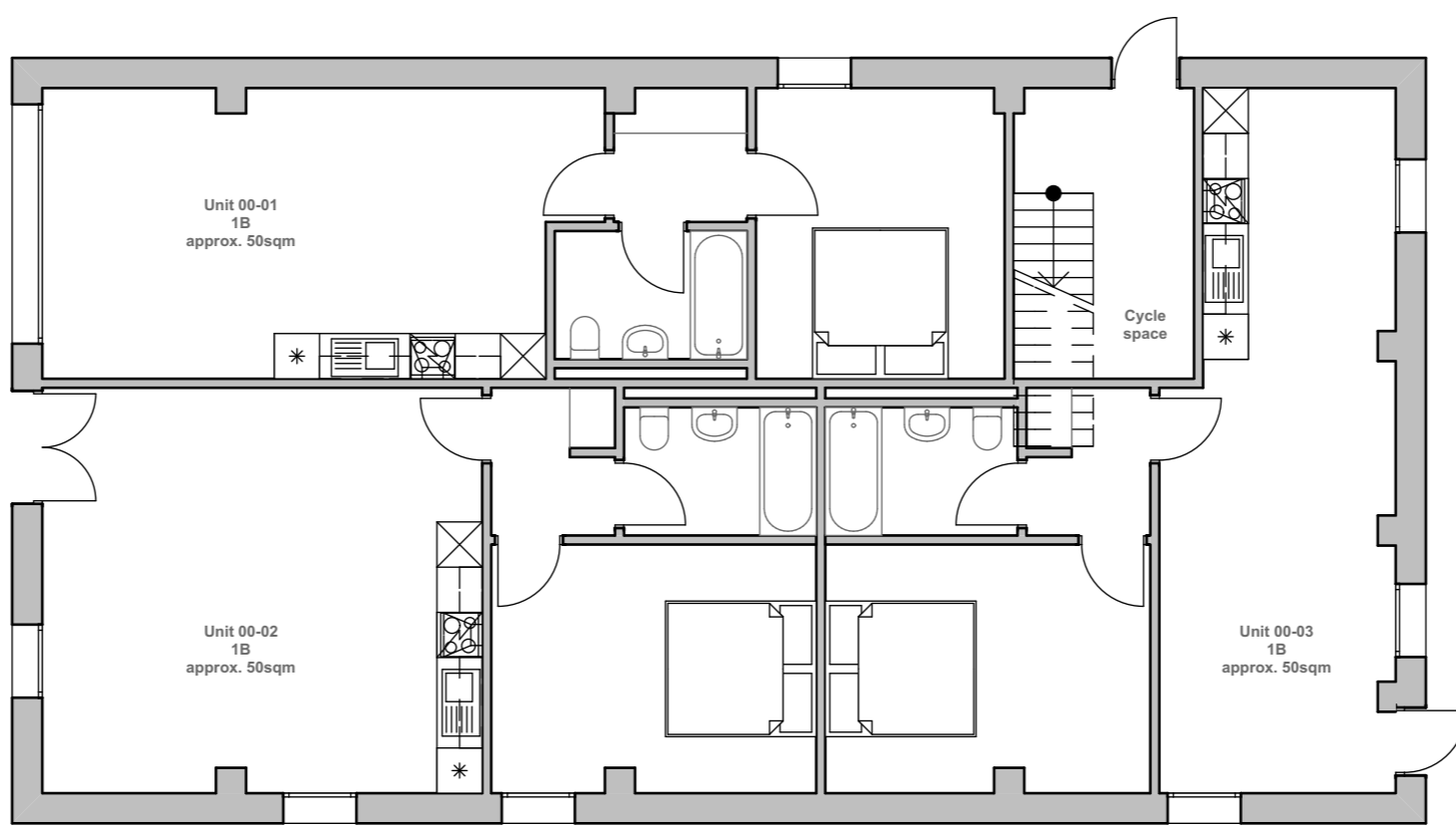
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Teddington
Middlesex TW11 0QE
Tel 020 8943 476
Email: richard@measuresscarfe.co.uk
Mobile 07989 465 101

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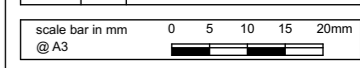
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date	rev	revision/author/checker



client
TJ SIMMONS & CO LTD.

project
**1A ST LEONARDS RD
 LONDON SW14 7LY**

drawing
PROPOSED GROUND FLOOR

drawing no	rev
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created by	checked
PS	MW
scale @ A3	date created
1:100	06.07.16

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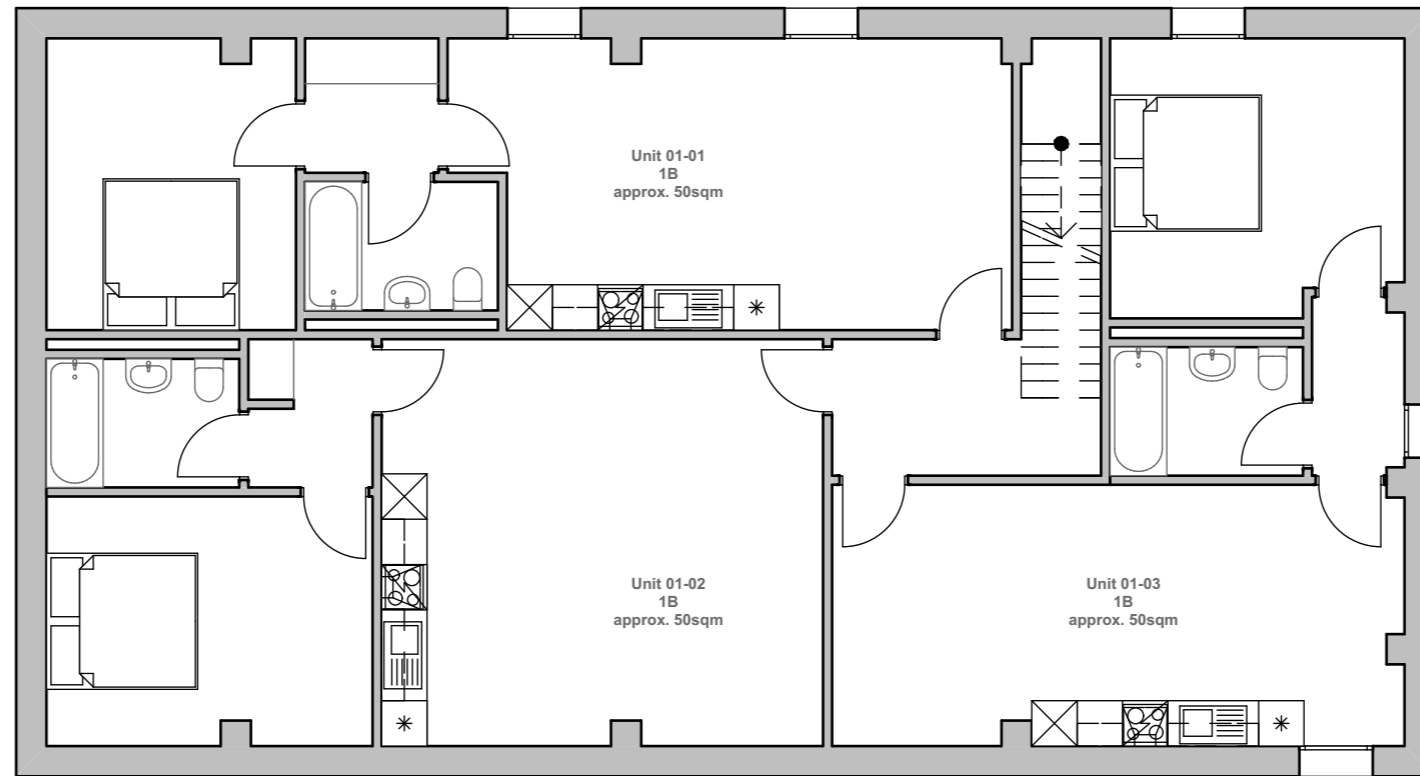
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FOR PLANNING



date	rev	revision/author/checker

scale bar in mm 0 5 10 15 20mm @ A3

client
TJ SIMMONS & CO LTD.

project
**1A ST LEONARDS RD
 LONDON SW14 7LY**

drawing
PROPOSED FIRST FLOOR

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PS	MW
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5.0 ACCESS

Access and transport strategy

Access

Existing pedestrian and cycle access from Saint Leonard Road will be kept and improved. See transport report as part of this application for more details.

Car parking spaces

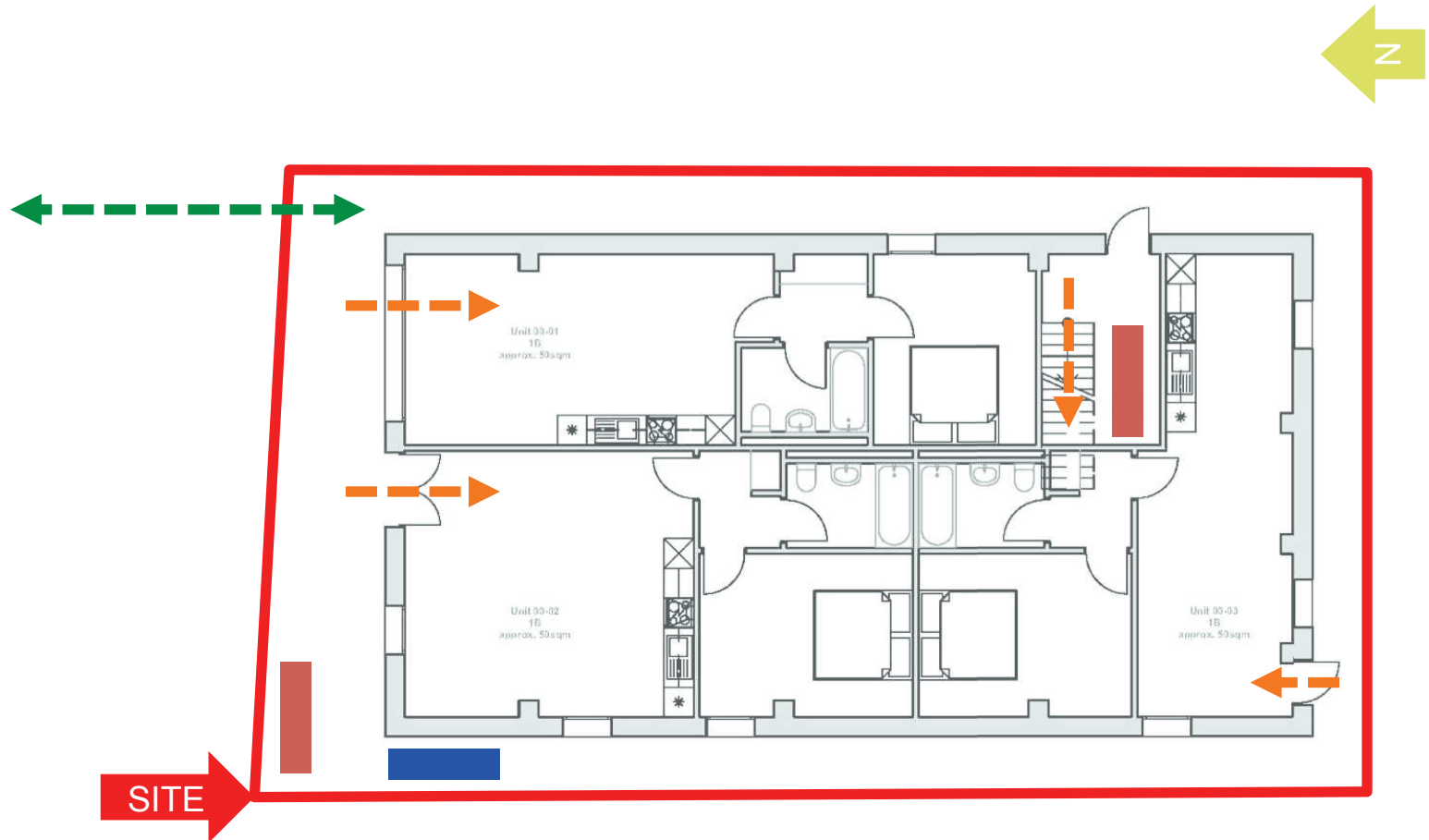
It is proposed a car free development. See transport report as part of this application for more details.

Cycle parking spaces

6 cycle parking spaces are proposed, 1 for each unit. Location is shown on the plan beside. See transport report as part of this application for more details.

Refuse

Refuse spaces are proposed according to the Council's refuse strategy as shown on the plan beside. See transport report as part of this application for more details.



 Proposed location for the cycle parking spaces

 Proposed location for the refuse

 Access to the units

 Pedestrian and Cycle access from St Leonard's Road

Appendix C
Pre-Application Advice

Civic Centre, 44 York Street, Twickenham TW1 3BZ
tel: 020 8891 7300 text phone 020 8891 7120
fax: 020 8891 7789
website: www.richmond.gov.uk

Measures Scarfe Architects
68 Kings Road
Teddington
TW11 0QE

contact: Andrew Jolly
tel: 0845 612 2660
email: andrew.jolly@richmond.gov.uk

Date: 26th February 2014

Dear Mr Measures

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

Site: 1A St Leonards Road, East Sheen, London, SW14 7LY

Proposal: Demolition of existing warehouse and replacement with ground floor warehouse unit with 4 no. 2 bed residential units above (pre-application advice)

I write in reference to your pre-application letter and our meeting on 26 February 2014. On the basis of the information submitted I have the following comments to make.

Site Description

The application site relates to a single storey warehouse property located to the rear of 1 St Leonards Road and 48-50 Sheen Lane. The current warehouse unit is formed of corrugated metal cladding and is accessed via a shared vehicle access road between 1 St Leonards Road and 42B Sheen Lane. The application site is located adjacent a conservation area in an area characterised by a mix of uses.

Proposal

Demolition of existing warehouse and replacement with ground floor warehouse unit with 4 no. 2 bed residential units above.

History:

No relevant planning history found for the site.

Relevant Policies

All Core Strategy, Development Management Plan policies and Supplementary Guidance and Documents are available to view on the Council's website www.richmond.gov.uk. Consideration must also be given to policies in the London Plan and National Planning Policy Framework. Relevant local policies are summarised below.

Development Management Plan:

- DM SD1 – Sustainable Construction
- DM EM2 – Retention of Employment
- DM DC 1 – Design and layout
- DM DC 2 - Layout and Design of Mixed Use Schemes
- DM DC5 – Neighbour amenity
- DM DC6 – Balconies and Terraces
- DM HD1 – Conservation Areas
- DM HO4 – Housing Mix and Standards
- DM HO6 – Affordable Housing
- DM TP7 – Cycling

- DM TP8 – Off Street Parking

Core Strategy:

- CP1 – Sustainable Development
- CP7 – Maintaining and Improving the Local Environment
- CP14 – Housing
- CP15 – Affordable Housing
- CP19 – Local Business

Supplementary Planning guidance and Documents:

- SPD 'Design Quality'
- SPD 'Small and Medium Housing Sites'
- SPD 'Residential Development Standards'
- Sustainable Construction Checklist

Land use

The proposed ground floor warehouse and office space would replace a similar use of broadly the same footprint therefore no issues are raised with respect to loss of employment floor space or the principle of the ground floor use in this location.

Core Strategy policy CP1 refers to the appropriate location of land uses and advises residential uses are encouraged in town centres, near to public transport to reduce the need to travel by car. While CP14 advises the Council will exceed the minimum strategic dwelling requirement, where this can be achieved in accordance with other Local Development Framework policies.

Given the above policies the principle of new residential development is considered acceptable in this location. However, the four 2 bedroom units would not necessarily constitute family living accommodation which is supported by policy DM HO4 in this out of town centre location. Policy DM HO4 advises town centres provide the most appropriate locations for small units and schemes would be expected to provide more small units in the most accessible areas of Richmond and Twickenham town centres.

Affordable Housing

Policy DM HO6 (Affordable Housing) states the Council will seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to the strategic borough-wide target and the individual circumstances of the site, in accordance with Policy CP15.

On sites capable of less than 10 units gross, a financial contribution to the Affordable Housing Fund commensurate with the scale of development will be required. In this instance the contribution that would be sought would be discounted to represent 20% affordable housing given the proposal is to create four new units.

The online affordable housing calculator should be completed to ascertain the appropriate contribution toward affordable housing. The calculator takes into consideration the location, number of bedrooms and anticipated sale value of the property. More information regarding affordable housing including an online calculator is available on the Council website at:

http://www.richmond.gov.uk/supplementary_planning_documents_consultations.htm

Planning Obligation Strategy

Policy CP19 and SPD on 'Planning Obligation Strategy' requires developers to take into account the potential need to contribute towards the infrastructure and services in the Borough.

The Council seeks a contribution for education on three or more units under the Planning Obligation Strategy which was adopted as Supplementary Planning Guidance on the 6th June 2005.

The contribution which would be sought in relation to this proposal would amount to some £11,598.30 due to the size and number of units proposed. The contributions can be broken down into the following:-

- Education - £11,046.00
- 5% Management fee: £552.30

If there are changes to the number and size of units proposed in any application then it would alter this calculation. Further information regarding planning obligation strategies can be found on the Council website.

Design:

The National Planning Policy Framework advises developments should be visually attractive as a result of good architecture. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

The Core Strategy is still relevant and policy CP7 requires all new development to recognise distinctive local character and contribute to creating places of a high architectural and urban design quality that are well used and valued.

Policy DM DC1 states new development must be of a high architectural and urban design quality based on sustainable design principles. Development must be inclusive, respect local character including the nature of a particular road and connect with and contribute positively to its surroundings based on a thorough understanding of the site and its context. In assessing design quality this policy requires proposals to have regard to:

- compatibility with local character including relationship to existing townscape and frontages, scale, height, massing, proportions and form
- sustainable development and adaptability, subject to aesthetic considerations
- layout and access
- space between buildings and relationship to the public realm
- detailing and materials

Also relevant is the text to this policy listed under 6.1.1 which states 'Schemes that are not of a high design quality, and will not result in the improvement of the area where they will be built or implemented, will not be acceptable, nor will schemes which depart from the coherent and predominant character of a road or neighbourhood'. Para. 6.1.7 seeks to maintain an environment where residential streets have a clearer identity, acknowledging that whilst new design does not have to imitate architectural forms or features, it should recognise the rhythm, height, proportion and plot relationships of existing properties.

Policy DM HD3 advises that development proposal should preserve the setting of conservation areas. The area located to the north and east of the site is designated as conservation area therefore any future development would need to preserve the setting of the nearby conservation area.

The application site currently contains a single storey warehouse building formed of metal cladding. Warehouse buildings are located to the west of the site, terrace residential properties to the north, ground floor commercial with residential with offices uses above are located to the east. A health use car park is located to the south of the site.

Given the mix of building designs and sizes in the immediate area and backland nature of the site, the design of any replacement building would not need to respect any specific local character. Rather, the building should be of a high design standard, especially any elevations which would be viewed from a public vantage point.

In this regard no objections are raised with respect to the appearance of the north, east and south elevations. However, as stated during our meeting views of the west elevation would be visible from Sheen Lane and at present the design of this elevation is somewhat harsh due to the large expanse of render and small high level windows. I understand the size and location of the windows has been determined by a desire to preserve the amenity of nearby residential properties, however, design improvements would need to be introduced on this elevation to ensure the building at the very least preserves the setting of the nearby conservation area in accordance with policy DMHD3. We spoke briefly about the introduction of modulation on this elevation which would add a degree of visual

interest onto the west elevation.

Living standards

DM HO4 and SPD 'Residential Development Standards' sets out requirements for internal room sizes and private amenity space. All new residential units must accord to Lifetime Home Standards.

The scheme proposes 4x2 bed flats on the first and second floors. The net internal floor area of each flat would meet the baseline standards set out in the Council's SPG, 60m² for a 2bed flat and would provide adequate outdoor amenity space in the form of a balcony.

Separate access would be provided for the residential units and warehouses in accordance with policy. The proposal should provide suitable wheelchair access and internal arrangements in accordance with Lifetime Home Standards and policy CP14 and which indicates that 10% of all new housing should be to wheelchair standards.

Sustainable Construction Checklist

Core Strategy Policy CP1 (Sustainable Development) seeks to maximise the effective use of resources and assist in reducing any long term adverse environmental impacts of development. Development will be required to conform to the Sustainable Construction Checklist including the requirement to meet the Code for Sustainable Homes Level 3. Core Strategy Policy CP2 (Reducing Carbon Emissions) states the Borough will reduce its carbon dioxide emissions by requiring measures that minimise energy consumption in new development and by requiring all new development to achieve a reduction in carbon dioxide emissions of 20%. Policy DM SD 1 (Sustainable construction) states that all development should include measures capable of mitigating and adapting to climate change to meet future needs. New homes will be required to meet or exceed requirements of the Code for Sustainable Homes Level 3 and conversions will be required to achieve an Excellent BREEAM Domestic Refurbishment Rating.

Policy DM SD 1 requires that all new homes achieve a minimum 40 percent reduction in carbon dioxide emissions over Building Regulations 2010. If this cannot be achieved then evidence will need to be submitted as part of an Energy Statement or Sustainable Construction Checklist supporting statement to provide suitable justification.

I have attached a web-link for guidance on the energy statements sought by the Council.
http://www.richmond.gov.uk/energy_statement_guidelines_developers.pdf

Amenity:

Policy DM DC5 states the Council will seek to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance.

Policy DM DC6 states the addition of balconies and upper floor terraces to existing properties will not generally be permitted unless the above apply and they do not adversely affect neighbourliness (see Policy DM DC 5 'Neighbourliness, Sunlighting and Daylighting')

The adopted SPD 'Small and Medium Housing Sites' sets out the parameters against which schemes are assessed. It states that 'in defining layout it is important that new development does not infringe on the privacy, daylight and sunlight of adjacent properties nor that of the intended occupiers ... to make sure that privacy of occupiers is respected the windows of main facing habitable rooms (reception, dining-kitchen and bedrooms) should preferably be no less than 20m apart.' Furthermore, the SPD states that where principal windows face a wall that contains no windows, or those that are obscured (e.g. bathrooms), separation distances can be reduced to 13.5m. All new homes should be constructed in accordance with Lifetimes Home Standards.

The balcony and reception room windows of the proposed building would be located some 18m from to rear wall of 1 St Leonards Road and a similar distance from the private outdoor amenity space directly to the rear of 1 St Leonards Road which is contrary to the above advice. It is not clear whether the rear windows of 1 St Leonards Road serve habitable rooms however if they do a 20m separation would need to be maintained.

48-50 Sheen Lane is located opposite the site and has prior approval (13/2181/P3JPA) for

residential units on the first floor with bedrooms facing toward the application site. The proposed building would be located some 11m distance from the rear elevation of 48-50 Sheen Lane and it is considered that the proposed west elevation would appear overtly dominant, by virtue of the scale, height, form and design, when viewed from the bedroom windows of no.48-50 Sheen Lane.

Transport/Parking:

Policy DM TP8 states developments will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions.

The site has a PTAL of 2 (poor) and is located within CPZ ES which is operational between Mon-Fri, 10am-12pm on an experimental basis until June 2014 and may then become a permanent two hour zone. The existing commercial unit has 3 business permits issued to it. There is no on site parking proposed for the B8 or the residential units.

The Councils Transport Planner advises that the surrounding roads are currently at parking capacity and would therefore raise an in principle objection to the provision of new residential units without allocated off street car parking in this location given the low PTAL rating.

In addition, conflict between pedestrian and vehicles would occur along the right of access which would jeopardise pedestrian safety when accessing the residential units. Separate pedestrian access needs to be provided to ensure safe access into the site. If there are other properties fronting Sheen Lane that have vehicle access rights over this road the conflict between pedestrian and vehicles will increase.

Should the above issue be addressed the following would also need to be addressed.

- The refuse is too far from the public highway for collection therefore a refuse management strategy would be required.
- Plans showing tracking of the servicing vehicle ingress and egress are required given the narrow right of way.
- Cycle storage is indicated on the proposed plans. Further details will need to be provided with any formal application. Storage should be secure and weather proof.

At present the Councils Transport Planner objects to the proposal as there is no off street parking proposed for the residential use and the access to the flats would be through an access road that will be used by heavy goods vehicles resulting in safety issues for pedestrians accessing the residential units.

Summary

To summarise, an in principle objection would be raised to residential units without any on-site parking and there are a number of other highways safety, design and amenity issues which would need to be addressed and as such any future planning application for this scheme is unlikely to be considered favourably by the Council.

Without prejudice

Any given advice by Council Officers from pre-application enquiries does not constitute a formal response or decision of the Council with regard to future planning consents. Any views or opinions expressed are given in good faith and to the best of ability without prejudice to formal consideration of any planning application, which was subject to public consultation and ultimately decided by the Council. You should therefore be aware that officers cannot give guarantees about the final form or decision that will be made on your planning or related applications.

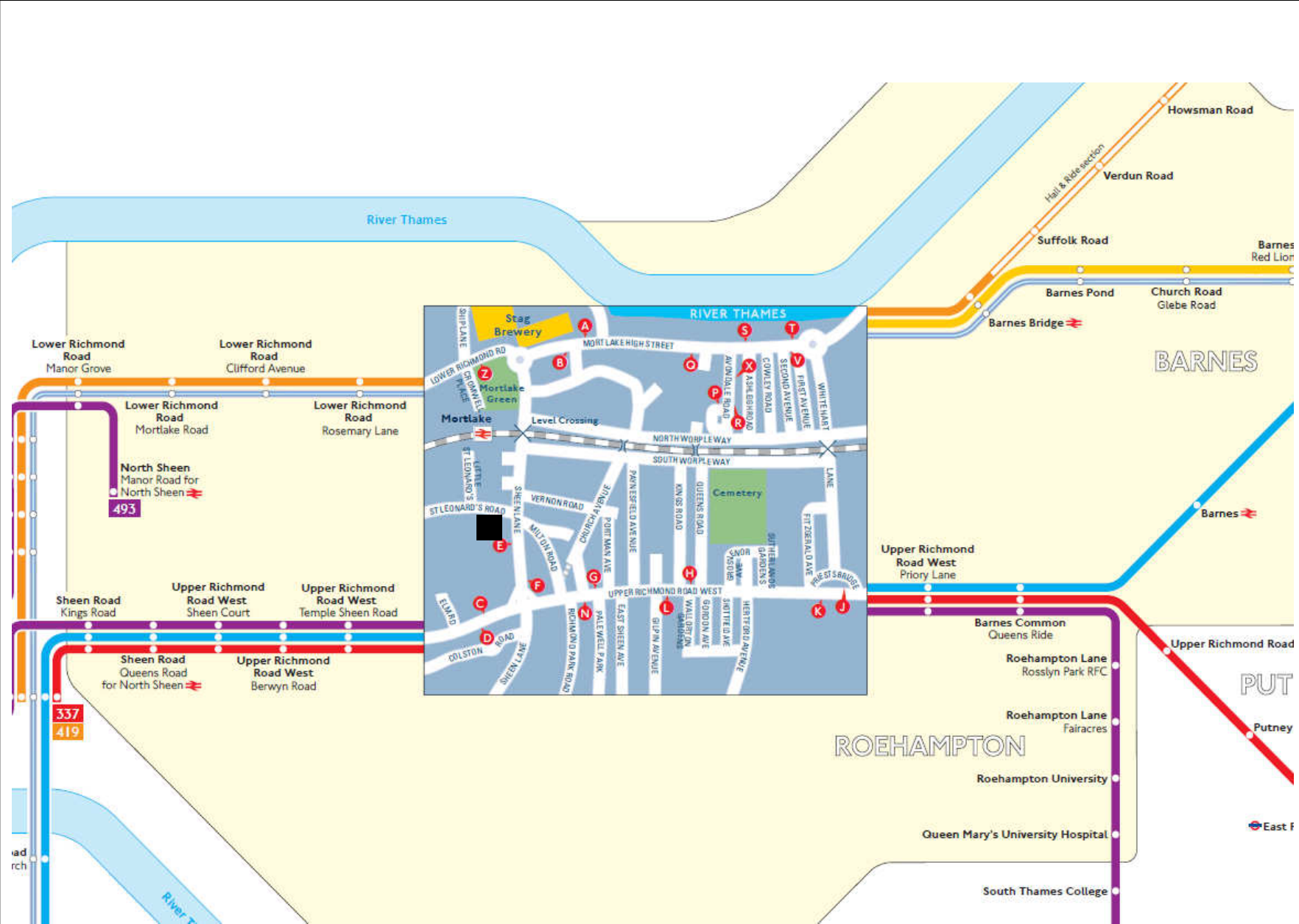
Although the advice note will be brought to the attention of the Planning Committee or an officer acting under delegated powers, it cannot be guaranteed that it will be followed in the determination of future related planning applications and in any event circumstance may change or come to light that could alter the position. It should be noted that if there has been a material change in circumstances or new information has come to light after the date of the advice being issued then less weight may be given to the content of the Council's pre-application advice of schemes. You are also advised to refer to local and national validation checklist on the Council's website.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'R Angus', written over a horizontal line.

Mr Robert Angus
Development Control Manager
London Borough of Richmond Upon Thames

Appendix D Connectivity Assessment



Day buses including 24-hour services

Bus route	Towards	Bus stops
33	Fulwell	D K L N
	Hammersmith	C G H J
209	Hammersmith	P S T
	Clapham Junction	C G H J
337	Richmond	D K L N
	Hammersmith	A S T
419	Richmond	B O V Z
	North Sheen	D K L N
493	North Sheen	D K L N
	Tooting	C G H J

Night buses

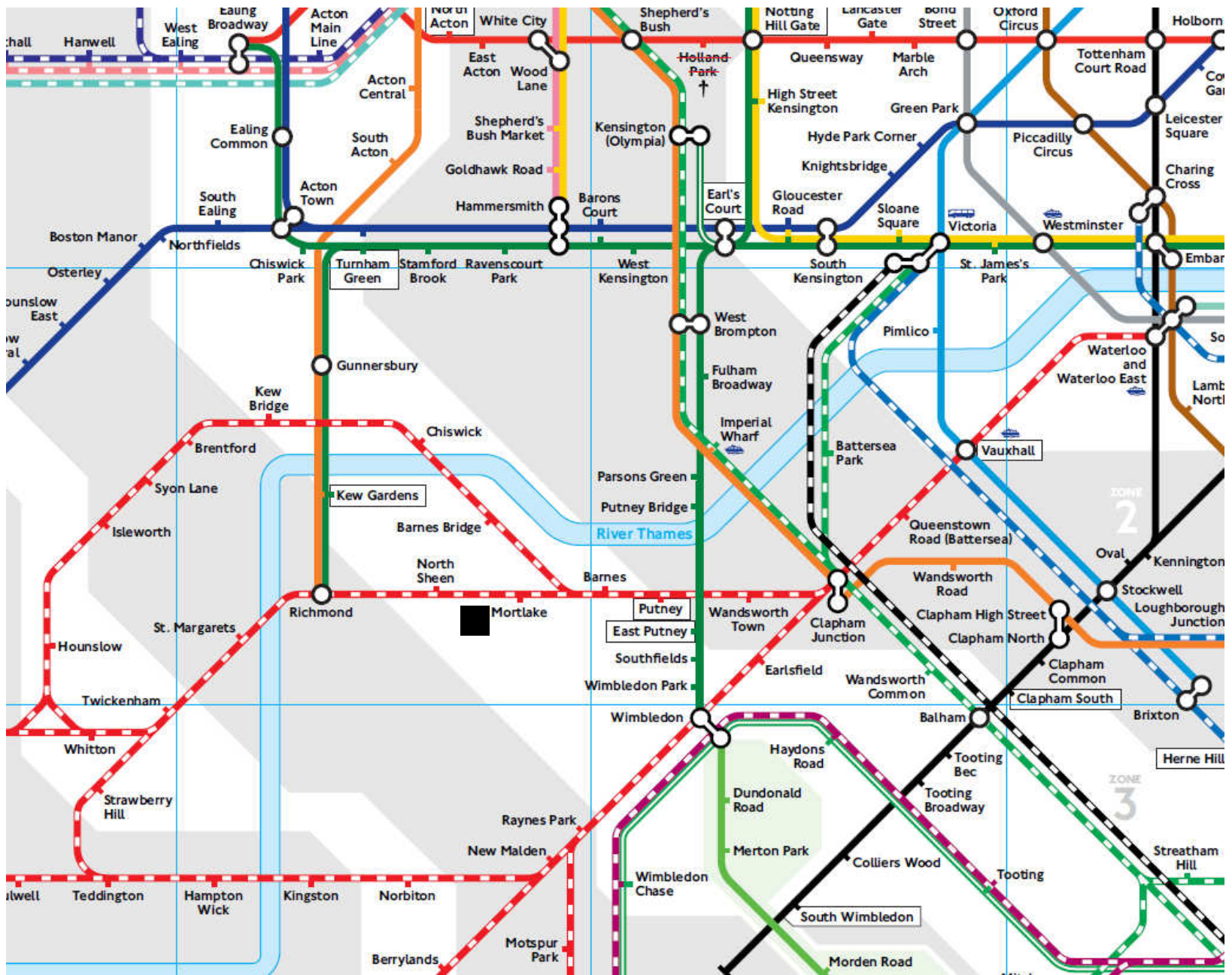
Bus route	Towards	Bus stops
N22	Fulwell	B O V Z
	Piccadilly Circus	A S T

Site Location

Date: 27/07/17
 Scale: NTS
 Source: TfL



PI557. The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY.
 Appendix D. Local Bus Stops & Routes

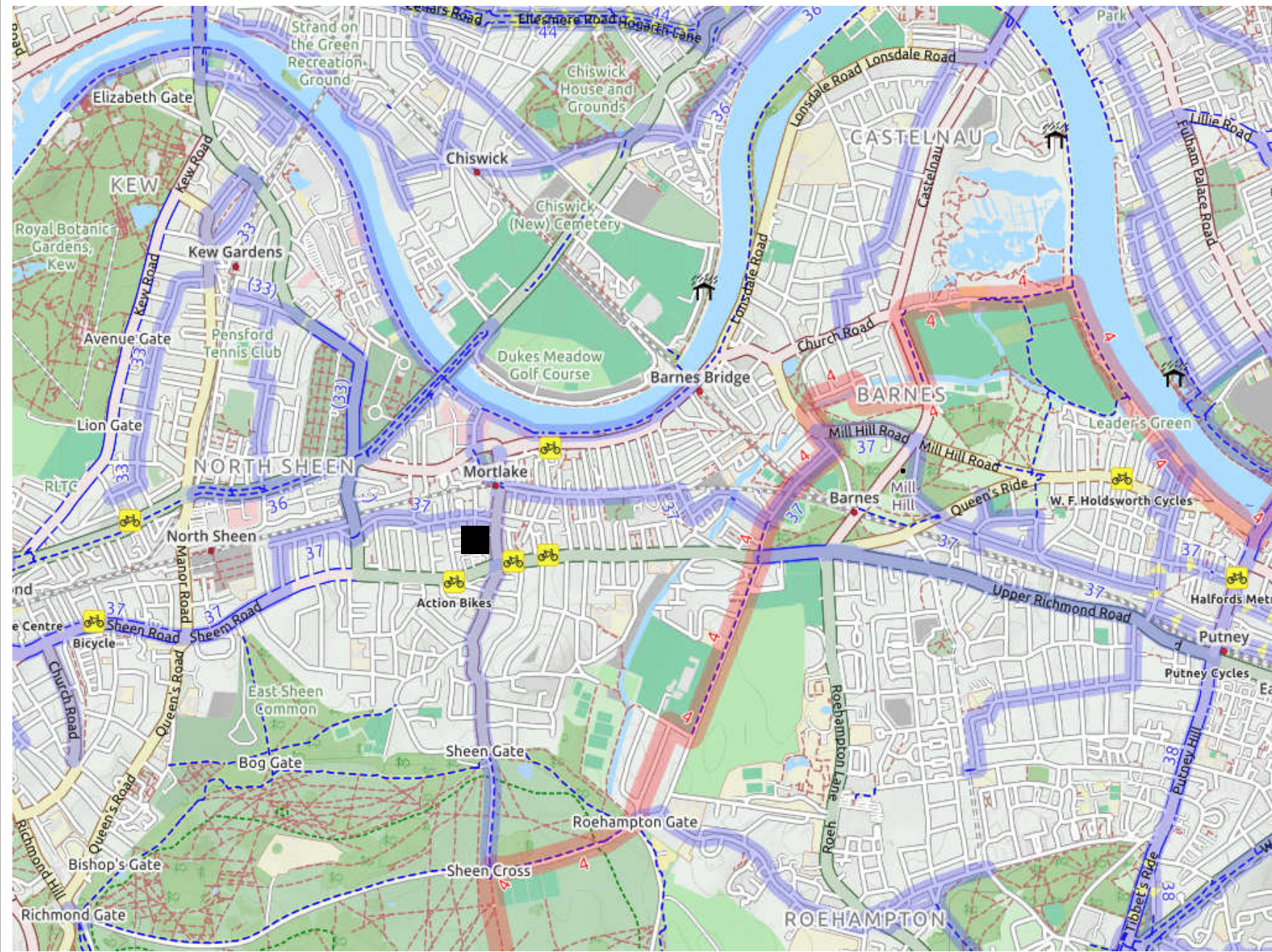














- Bakerloo
- Central
- Circle
- District limited service
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- Docklands Light Railway
- London Overground
- London Trams
- TfL Rail
- Emirates Air Line cable car
- Abellio Greater Anglia
- Chiltern Railways
- c2c
- Gatwick Express
- Great Northern
- Great Western Railway
- Heathrow Connect
- Heathrow Express
- London Midland limited service
- Southeastern limited service
- Southeastern high speed
- South West Trains
- Thameslink limited service
- Interchange stations
- Site Location

Date: 27/07/17
 Scale: NTS
 Source: TfL



PI557. The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY.
 Appendix D. Local Stations & Rail Services

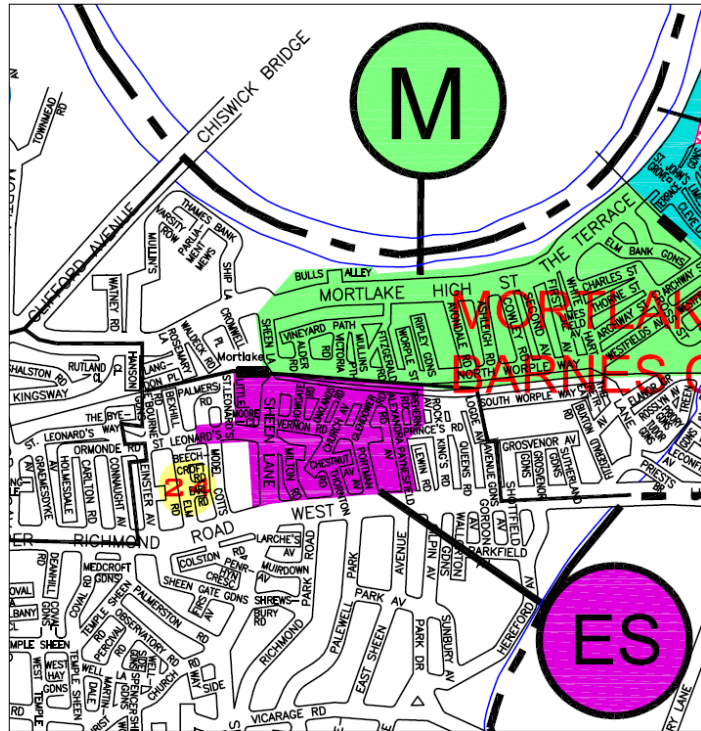


-  National Cycle Route
-  Regional Cycle Route
-  Local Cycle Network
-  National Node Network
-  Regional Node Network
-  Local Node Network
-  Cyclepath
-  Footpath (no cycling)
-  Large Bicycle Parking, with capacity >= 25
-  Small Bicycle Parking
-  Bicycle shop
-  Site Location

Date: 27/07/17
 Scale: NTS
 Source: Open Cycle Map



PI557. The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY.
 Appendix D. Local Cycle Routes & Facilities



KEY	
Spaces for use by Resident Permit Holders	■
Spaces for use by Business Permit Holders	■
Shared use spaces for use by Resident or Business Permit Holders	■ ■
Shared use spaces for use by Resident or Business Permit Holders or Visitors (using parking vouchers)	■ ■ ■
Spaces for use by Visitors only. (Pay & Display or Parking Voucher)	■

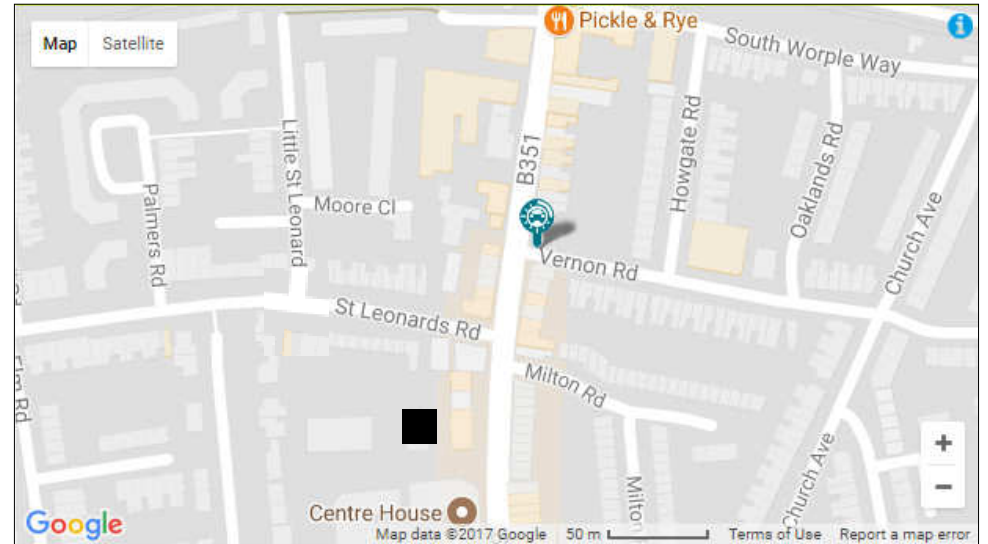
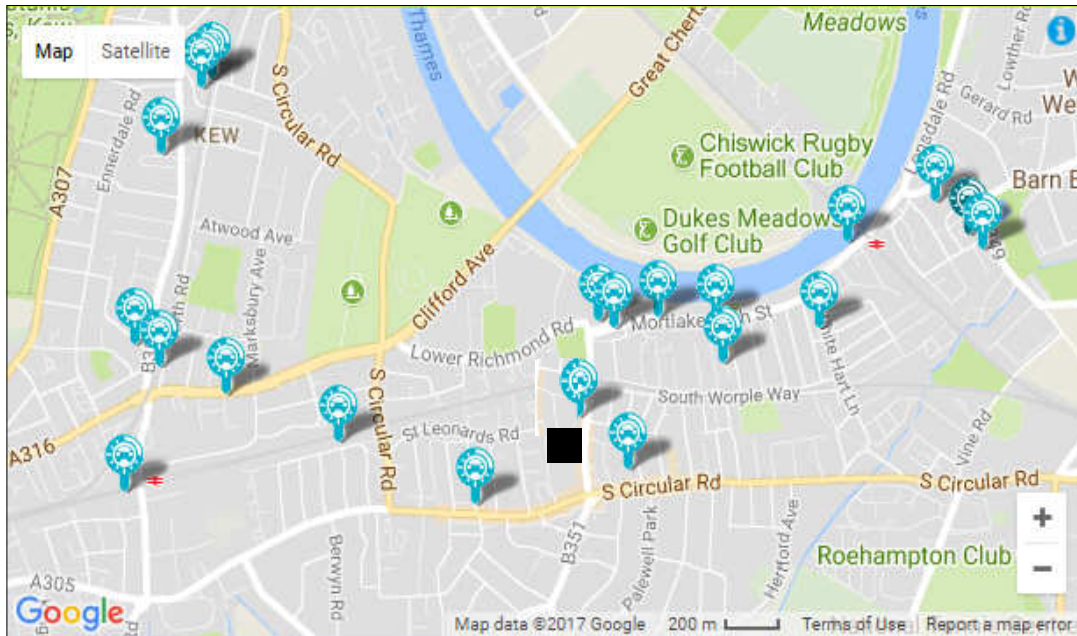
■ Site Location

Date: 27/07/17
Scale: NTS
Source: LB Richmond



PI557. The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY.
Appendix D. Local On-Street Parking Provision


PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Plym House, Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



sw14 7ly Go Enter postcode - or right-click on map - or select a region below

22 car locations found within 1 mile of sw14 7ly.

- [Vernon Road, Mortlake](#) Distance: 0.1 miles
- [Thornton Road, Sheen](#) Distance: 0.2 miles
- [40 Leinster Avenue East Sheen, London](#) Distance: 0.2 miles
- [Mortlake High Street, London](#) Distance: 0.2 miles

sw14 7ly Go Enter postcode - or right-click on map - or select a region below

22 car locations found within 1 mile of sw14 7ly.

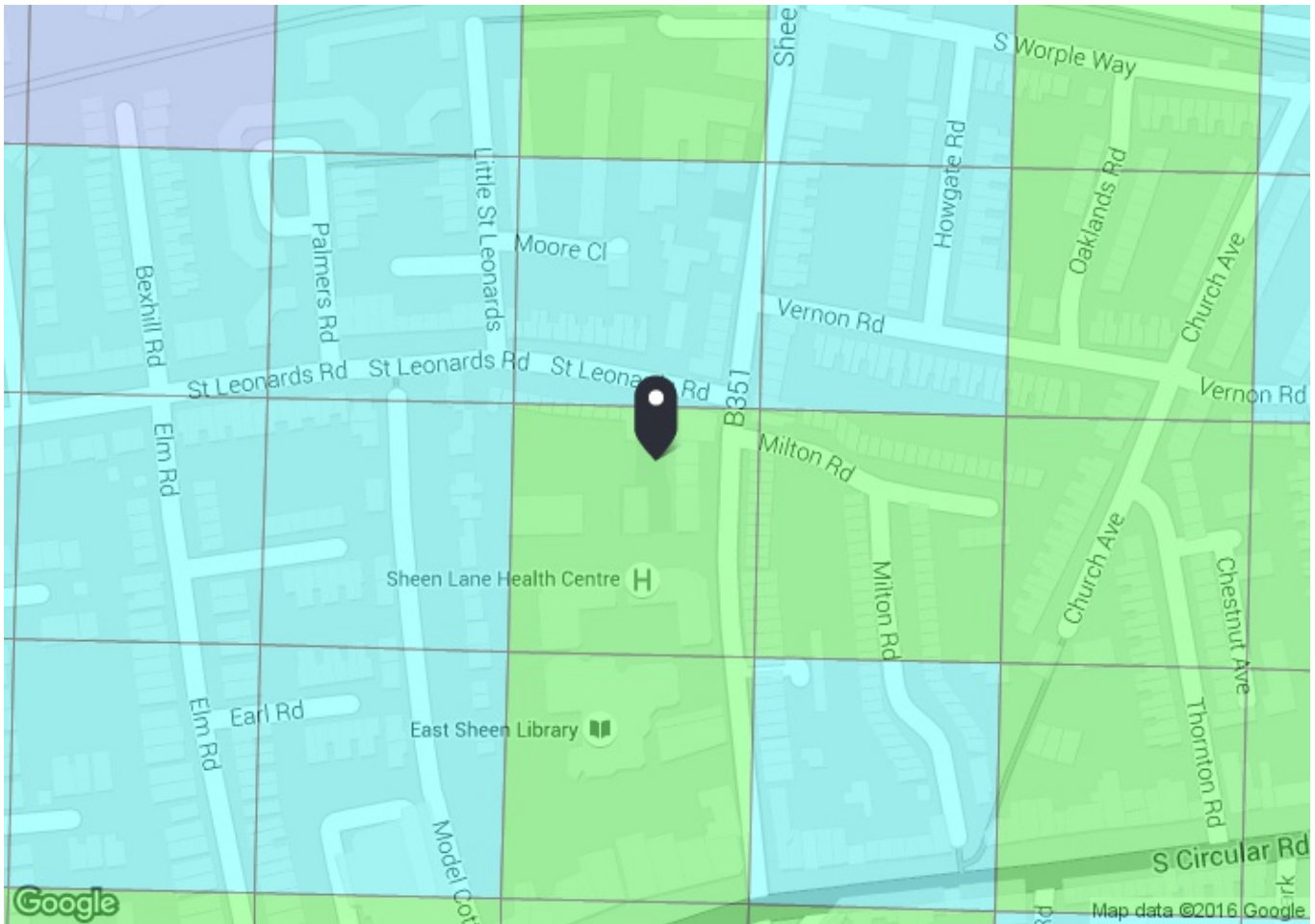
- [Vernon Road, Mortlake](#) Distance: 0.1 miles

■ Site Location

Date: 27/07/17
 Scale: NTS
 Source: Car Plus



PI557. The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY.
 Appendix D. Local Car Club Provision



PTAL output for 2011 (Base year)
3

48 Sheen Ln, London SW14 8LP, UK

Easting: 520455, Northing: 175572

Grid Cell: 56082

Report generated: 21/07/2016

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	MORTLAKE THE GREEN	419	445.35	4	5.57	9.5	15.07	1.99	0.5	1
Bus	EAST SHEEN SHEEN LANE	33	250.87	7.5	3.14	6	9.14	3.28	1	3.28
Bus	EAST SHEEN SHEEN LANE	493	250.87	5	3.14	8	11.14	2.69	0.5	1.35
Bus	EAST SHEEN SHEEN LANE	337	250.87	5	3.14	8	11.14	2.69	0.5	1.35
Rail	Mortlake	'SHEPRTN-WATRLMN 2H92'	319.72	1	4	30.75	34.75	0.86	0.5	0.43
Rail	Mortlake	'WDON-WATRLMN 2K03'	319.72	0.33	4	91.66	95.66	0.31	0.5	0.16
Rail	Mortlake	'WATRLMN-WATRLMN 2K09'	319.72	2	4	15.75	19.75	1.52	1	1.52
Rail	Mortlake	'WATRLMN-WATRLMN 2O09'	319.72	2	4	15.75	19.75	1.52	0.5	0.76
Rail	Mortlake	'WATRLMN-WATRLMN 2R09'	319.72	2	4	15.75	19.75	1.52	0.5	0.76
Rail	Mortlake	'HOUNSLW-WATRLMN 2V05'	319.72	0.33	4	91.66	95.66	0.31	0.5	0.16
Total Grid Cell AI:										10.76

WebCAT PTAL Report

 Site Details

Grid Cell: 56082

Easting: 520445
 Northing: 175552

Report Date: 27/07/2016
 Scenario: 2011 (Base year)

 Calculation Parameters

Day of Week: M-F
 Time Period: AM Peak
 Walk Speed: 4.8 kph
 Bus Node Max Walk Access Time (mins): 8
 Bus Reliability Factor: 2.0
 LU Station Max Walk Access Time (mins): 12
 LU Reliability Factor: 0.75
 National Rail Station Max Walk Access Time (mins): 12
 National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	MORTLAKE THE GREEN	419	445.35	4.00	5.57	9.50	15.07	1.99	0.50	1.00
Bus	EAST SHEEN SHEEN LANE	33	250.87	7.50	3.14	6.00	9.14	3.28	1.00	3.28
Bus	EAST SHEEN SHEEN LANE	493	250.87	5.00	3.14	8.00	11.14	2.69	0.50	1.35
Bus	EAST SHEEN SHEEN LANE	337	250.87	5.00	3.14	8.00	11.14	2.69	0.50	1.35
Bus	Avondale Rd Bus Station	209	640.00	13.33	8.00	2.25	10.25	2.93	0.50	1.46
Rail	Mortlake	'SHEPRN-WATRLMN 2H92'	195.00	1.00	4.00	30.75	34.75	0.86	0.50	0.45
Rail	Mortlake	'WDON-WATRLMN 2K03 '	195.00	0.33	4.00	91.66	95.66	0.31	0.50	0.16
Rail	Mortlake	'WATRLMN-WATRLMN 2K09'	195.00	2.00	4.00	15.75	19.75	1.52	1.00	1.65
Rail	Mortlake	'WATRLMN-WATRLMN 2O09'	195.00	2.00	4.00	15.75	19.75	1.52	0.50	0.82
Rail	Mortlake	'WATRLMN-WATRLMN 2R09'	195.00	2.00	4.00	15.75	19.75	1.52	0.50	0.82
Rail	Mortlake	'HOUNSLW-WATRLMN 2V05'	195.00	0.33	4.00	91.66	95.66	0.31	0.50	0.16
Total AI										12.51
PTAL										3

Red text shows corrections to TfL WebCAT assessment

Appendix E Trip Generation Assessment

TRICS 7.3.2

Trip Rate Parameter: Gross floor area

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 02 - EMPLOYMENT
 Category A - OFFICE
 MULTI-MODAL VEHICLES

Selected regions and areas:

1	GREATER LONDON		
	BT	BRENT	1 days
	CI	CITY OF LONDON	3 days
	CN	CAMDEN	2 days
	HD	HILLINGDON	1 days
	IS	ISLINGTON	1 days
	SK	SOUTHWARK	2 days
	WH	WANDSWORTH	1 days
2	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	2 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	6 days
	SC	SURREY	4 days
	SO	SLOUGH	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 186 to 45000 (units: sqm)
 Range Selected by User: 186 to 500 (units: sqm)

Public Transport Provision:
 Selection by: Include all surveys

Date Range: 01/01/08 to 26/11/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
 Monday 6 days
 Tuesday 9 days
 Wednesday 6 days
 Thursday 6 days
 Friday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
 Manual count 30 days
 Directional ATC Count 0 days

This data displays the number of manual count surveys whilst ATC surveys are undertaken using machines.

Selected Locations:
 Town Centre 8
 Edge of Town Centre 11
 Suburban Area (PPS6 Out of Centre) 5
 Edge of Town 6
 Neighbourhood Centre (PPS6 Local Centre) 0
 Free Standing (PPS6 Out of Town) 0
 Not Known 0

This data displays the number of surveys by location: Town Centre, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 1
 Commercial Zone 9
 Development Zone 0
 Residential Zone 5
 Retail Zone 0
 Built-Up Zone 13
 Village 0
 Out of Town 0
 High Street 1
 No Sub Category 1

This data displays the number of surveys by location sub-category: Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
 A1 1 days
 B1 29 days

This data displays the number of surveys which can be found within the Library module of TRICS®.

Population within 1 mile:

Not Known 1 days
 1,001 to 5,000 1 days
 5,001 to 10,000 3 days
 10,001 to 15,000 4 days
 15,001 to 20,000 1 days
 25,001 to 50,000 12 days
 50,001 to 100,000 7 days
 100,001 or More 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

Not Known 1 days
 75,001 to 100,000 5 days
 125,001 to 250,000 11 days
 250,001 to 500,000 3 days
 500,001 or More 10 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less 6 days
 0.6 to 1.0 10 days
 1.1 to 1.5 12 days
 1.6 to 2.0 2 days

This data displays the number of select within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 16 days
 No 14 days

This data displays the number of survey and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	BD-02-A-03 OFFICES BROMHAM ROAD BEDFORD Edge of Town Centre No Sub Category Total Gross floor area: 1469 sqm Survey date: MONDAY 14/10/2013 Survey Type: MANUAL	BEDFORDSHIRE
2	BT-02-A-02 OFFICE WEMBLEY HILL ROAD WEMBLEY Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 4750 sqm Survey date: TUESDAY 22/06/2010 Survey Type: MANUAL	BRENT
3	CI-02-A-01 OFFICES 50 CANNON STREET CITY OF LONDON BANK Town Centre Built-Up Zone Total Gross floor area: 1386 sqm Survey date: WEDNESDAY 21/10/2009 Survey Type: MANUAL	CITY OF LONDON
4	CI-02-A-02 OFFICES GRACECHURCH STREET MONUMENT CITY OF LONDON Town Centre Commercial Zone Total Gross floor area: 9803 sqm Survey date: FRIDAY 29/11/2013 Survey Type: MANUAL	CITY OF LONDON
5	CI-02-A-03 OFFICES MONUMENT STREET MONUMENT CITY OF LONDON Town Centre Commercial Zone Total Gross floor area: 1951 sqm Survey date: FRIDAY 29/11/2013 Survey Type: MANUAL	CITY OF LONDON
6	CN-02-A-01 OFFICES ELY PLACE HOLBORN CIRCUS HOLBORN Edge of Town Centre Built-Up Zone Total Gross floor area: 4062 sqm Survey date: THURSDAY 23/10/2008 Survey Type: MANUAL	CAMDEN
7	CN-02-A-02 OFFICES GRAYS INN ROAD CLERKENWELL Town Centre Built-Up Zone Total Gross floor area: 6056 sqm Survey date: WEDNESDAY 22/10/2008 Survey Type: MANUAL	CAMDEN
8	ES-02-A-11 HOUSING CC EAST SUSSEX THE SIDINGS ORE VALLEY HASTINGS Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 186 sqm Survey date: TUESDAY 17/11/2015 Survey Type: MANUAL	EAST SUSSEX
9	ES-02-A-12 COUNCIL OFI EAST SUSSEX VICARAGE LANE HAILSHAM Edge of Town Centre Built-Up Zone Total Gross floor area: 3640 sqm Survey date: THURSDAY 26/11/2015 Survey Type: MANUAL	ESSEX
10	EX-02-A-03 HMRC VICTORIA AVENUE SOUTHEND-ON-SEA Town Centre Built-Up Zone Total Gross floor area: 45000 sqm Survey date: WEDNESDAY 23/10/2013 Survey Type: MANUAL	HAMPSHIRE
11	HC-02-A-11 DIY CO. HQ CHESTNUT AVENUE CHANDLER'S FORD Edge of Town Commercial Zone Total Gross floor area: 26100 sqm Survey date: MONDAY 17/10/2011 Survey Type: MANUAL	HAMPSHIRE

12	<p>HD-02-A-07 DATA CENTR HILLINGDON MILLINGTON ROAD HYDE PARK HAYES Edge of Town Centre Commercial Zone Total Gross floor area: 12100 sqm Survey date: TUESDAY 19/05/2015 Survey Type: MANUAL</p>
13	<p>HF-02-A-03 OFFICE HERTFORDSHIRE 60 VICTORIA STREET</p> <p>ST ALBANS Edge of Town Centre Built-Up Zone Total Gross floor area: 610 sqm Survey date: WEDNESDAY 16/10/2013 Survey Type: MANUAL</p>
14	<p>HF-02-A-04 OFFICES HERTFORDSHIRE STATION WAY</p> <p>ST ALBANS Edge of Town Centre Residential Zone Total Gross floor area: 5000 sqm Survey date: THURSDAY 02/10/2014 Survey Type: MANUAL</p>
15	<p>IS-02-A-01 OFFICES ISLINGTON ESSEX ROAD</p> <p>ISLINGTON Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 5500 sqm Survey date: FRIDAY 24/10/2008 Survey Type: MANUAL</p>
16	<p>KC-02-A-06 LAND REGIST KENT FOREST ROAD CAMDEN PARK TUNBRIDGE WELLS Edge of Town Residential Zone Total Gross floor area: 5677 sqm Survey date: TUESDAY 01/12/2009 Survey Type: MANUAL</p>
17	<p>KC-02-A-07 KCC HIGHW# KENT KAVELIN WAY HENWOOD IND. ESTATE ASHFORD Edge of Town Commercial Zone Total Gross floor area: 2525 sqm Survey date: MONDAY 05/12/2011 Survey Type: MANUAL</p>
18	<p>KC-02-A-08 KCC HIGHW# KENT ST MICHAEL'S CLOSE CLAY WOOD AYLESFORD Edge of Town Industrial Zone Total Gross floor area: 3168 sqm Survey date: MONDAY 28/11/2011 Survey Type: MANUAL</p>
19	<p>KC-02-A-09 COUNCIL OFI KENT SANDLING ROAD</p> <p>MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: 1500 sqm Survey date: WEDNESDAY 19/10/2011 Survey Type: MANUAL</p>
20	<p>KC-02-A-10 COUNCIL OFI KENT SANDLING ROAD</p> <p>MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: 2900 sqm Survey date: WEDNESDAY 19/10/2011 Survey Type: MANUAL</p>
21	<p>KC-02-A-11 COUNTY HAL KENT SANDLING ROAD</p> <p>MAIDSTONE Edge of Town Centre Built-Up Zone Total Gross floor area: 32793 sqm Survey date: MONDAY 17/10/2011 Survey Type: MANUAL</p>
22	<p>SC-02-A-14 UNILEVER SURREY SPRINGFIELD DRIVE</p> <p>LEATHERHEAD Edge of Town Commercial Zone Total Gross floor area: 19974 sqm Survey date: TUESDAY 10/03/2009 Survey Type: MANUAL</p>
23	<p>SC-02-A-15 ACCOUNTAN SURREY BOXGROVE ROAD</p> <p>GUILDFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1896 sqm Survey date: TUESDAY 05/10/2010 Survey Type: MANUAL</p>
24	<p>SC-02-A-16 BANK OF AMSURREY STANHOPE ROAD</p> <p>CAMBERLEY Edge of Town Commercial Zone Total Gross floor area: 39230 sqm</p>

- 25 Survey date: TUESDAY 10/05/2011 Survey Type: MANUAL
SC-02-A-17 PHARMACEL SURREY
ST GEORGE'S AVENUE
THE HEATH
WEYBRIDGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10293 sqm
- 26 Survey date: TUESDAY 18/10/2011 Survey Type: MANUAL
SK-02-A-01 GLA HQ SOUTHWARK
THE QUEENS WALK

SOUTHWARK
Town Centre
Commercial Zone
Total Gross floor area: 17187 sqm
- 27 Survey date: TUESDAY 21/10/2008 Survey Type: MANUAL
SK-02-A-02 OFFICES SOUTHWARK
ST OLAV'S COURT

ROTHERHITHE
Edge of Town Centre
Commercial Zone
Total Gross floor area: 2371 sqm
- 28 Survey date: MONDAY 20/10/2008 Survey Type: MANUAL
SO-02-A-01 COUNCIL OFI SLOUGH
HIGH STREET

SLOUGH
Town Centre
High Street
Total Gross floor area: 1800 sqm
- 29 Survey date: THURSDAY 27/02/2014 Survey Type: MANUAL
SO-02-A-02 COUNCIL OFI SLOUGH
BATH ROAD

SLOUGH
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 5050 sqm
- 30 Survey date: THURSDAY 27/02/2014 Survey Type: MANUAL
WH-02-A-02 OFFICES WANDSWORTH
BATTERSEA PARK ROAD

BATTERSEA
Town Centre
Built-Up Zone
Total Gross floor area: 1215 sqm
Survey date: THURSDAY 10/05/2012 Survey Type: MANUAL

This section provides a list of all survey it displays a the selected the day of th and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS			Existing Development		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	260 Arr	sqm Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00	1	19974	0.02	1	19974	0.01	1	19974	0.03	0	0	0
06:00-07:00	1	19974	0.175	1	19974	0.03	1	19974	0.205	0	0	1
07:00-08:00	30	9173	0.473	30	9173	0.038	30	9173	0.511	1	0	1
08:00-09:00	30	9173	1.053	30	9173	0.079	30	9173	1.132	3	0	3
09:00-10:00	30	9173	0.581	30	9173	0.111	30	9173	0.692	2	0	2
10:00-11:00	30	9173	0.223	30	9173	0.13	30	9173	0.353	1	0	1
11:00-12:00	30	9173	0.154	30	9173	0.126	30	9173	0.28	0	0	1
12:00-13:00	30	9173	0.144	30	9173	0.188	30	9173	0.332	0	0	1
13:00-14:00	30	9173	0.178	30	9173	0.134	30	9173	0.312	0	0	1
14:00-15:00	30	9173	0.132	30	9173	0.158	30	9173	0.29	0	0	1
15:00-16:00	30	9173	0.115	30	9173	0.29	30	9173	0.405	0	1	1
16:00-17:00	30	9173	0.094	30	9173	0.626	30	9173	0.72	0	2	2
17:00-18:00	30	9173	0.061	30	9173	0.93	30	9173	0.991	0	2	3
18:00-19:00	30	9173	0.042	30	9173	0.348	30	9173	0.39	0	1	1
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			3.445			3.198			6.643	9	8	17

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: TAXIS

Time Range	ARRIVALS			DEPARTURES			TOTALS			Existing Development		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	260 Arr	sqm Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00	1	19974	0	1	19974	0	1	19974	0	0	0	0
06:00-07:00	1	19974	0.005	1	19974	0.005	1	19974	0.01	0	0	0
07:00-08:00	30	9173	0.006	30	9173	0.005	30	9173	0.011	0	0	0
08:00-09:00	30	9173	0.01	30	9173	0.01	30	9173	0.02	0	0	0
09:00-10:00	30	9173	0.013	30	9173	0.013	30	9173	0.026	0	0	0

10:00-11:00	30	9173	0.011	30	9173	0.01	30	9173	0.021	0	0	0
11:00-12:00	30	9173	0.006	30	9173	0.007	30	9173	0.013	0	0	0
12:00-13:00	30	9173	0.008	30	9173	0.007	30	9173	0.015	0	0	0
13:00-14:00	30	9173	0.004	30	9173	0.004	30	9173	0.008	0	0	0
14:00-15:00	30	9173	0.01	30	9173	0.01	30	9173	0.02	0	0	0
15:00-16:00	30	9173	0.009	30	9173	0.007	30	9173	0.016	0	0	0
16:00-17:00	30	9173	0.006	30	9173	0.005	30	9173	0.011	0	0	0
17:00-18:00	30	9173	0.008	30	9173	0.007	30	9173	0.015	0	0	0
18:00-19:00	30	9173	0.011	30	9173	0.012	30	9173	0.023	0	0	0
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.107			0.102			0.209	0	0	1

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: OGVS

Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Existing Development		
										260 Arr	sqm Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00	1	19974	0	1	19974	0	1	19974	0	0	0	0
06:00-07:00	1	19974	0.005	1	19974	0.005	1	19974	0.01	0	0	0
07:00-08:00	30	9173	0.002	30	9173	0.001	30	9173	0.003	0	0	0
08:00-09:00	30	9173	0.004	30	9173	0.004	30	9173	0.008	0	0	0
09:00-10:00	30	9173	0.004	30	9173	0.003	30	9173	0.007	0	0	0
10:00-11:00	30	9173	0.003	30	9173	0.003	30	9173	0.006	0	0	0
11:00-12:00	30	9173	0.003	30	9173	0.003	30	9173	0.006	0	0	0
12:00-13:00	30	9173	0.003	30	9173	0.002	30	9173	0.005	0	0	0
13:00-14:00	30	9173	0.001	30	9173	0.001	30	9173	0.002	0	0	0
14:00-15:00	30	9173	0.001	30	9173	0.001	30	9173	0.002	0	0	0
15:00-16:00	30	9173	0.003	30	9173	0.003	30	9173	0.006	0	0	0
16:00-17:00	30	9173	0.003	30	9173	0.002	30	9173	0.005	0	0	0
17:00-18:00	30	9173	0.001	30	9173	0.002	30	9173	0.003	0	0	0
18:00-19:00	30	9173	0	30	9173	0	30	9173	0	0	0	0
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.033			0.03			0.063	0	0	0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: PSVS

Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Existing Development		
										260 Arr	sqm Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00	1	19974	0	1	19974	0	1	19974	0	0	0	0
06:00-07:00	1	19974	0.01	1	19974	0.01	1	19974	0.02	0	0	0
07:00-08:00	30	9173	0.001	30	9173	0.001	30	9173	0.002	0	0	0
08:00-09:00	30	9173	0.003	30	9173	0.002	30	9173	0.005	0	0	0
09:00-10:00	30	9173	0.003	30	9173	0.003	30	9173	0.006	0	0	0
10:00-11:00	30	9173	0.002	30	9173	0.002	30	9173	0.004	0	0	0
11:00-12:00	30	9173	0.002	30	9173	0.002	30	9173	0.004	0	0	0
12:00-13:00	30	9173	0.003	30	9173	0.003	30	9173	0.006	0	0	0
13:00-14:00	30	9173	0.004	30	9173	0.003	30	9173	0.007	0	0	0
14:00-15:00	30	9173	0.003	30	9173	0.003	30	9173	0.006	0	0	0
15:00-16:00	30	9173	0.003	30	9173	0.003	30	9173	0.006	0	0	0
16:00-17:00	30	9173	0.002	30	9173	0.003	30	9173	0.005	0	0	0
17:00-18:00	30	9173	0.003	30	9173	0.002	30	9173	0.005	0	0	0
18:00-19:00	30	9173	0.001	30	9173	0.002	30	9173	0.003	0	0	0
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.04			0.039			0.079	0	0	0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: CYCLISTS

Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Existing Development		
										260 Arr	sqm Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00	1	19974	0	1	19974	0	1	19974	0	0	0	0
06:00-07:00	1	19974	0.005	1	19974	0	1	19974	0.005	0	0	0
07:00-08:00	30	9173	0.013	30	9173	0.001	30	9173	0.014	0	0	0
08:00-09:00	30	9173	0.049	30	9173	0.001	30	9173	0.05	0	0	0
09:00-10:00	30	9173	0.027	30	9173	0	30	9173	0.027	0	0	0
10:00-11:00	30	9173	0.008	30	9173	0.006	30	9173	0.014	0	0	0
11:00-12:00	30	9173	0.003	30	9173	0.003	30	9173	0.006	0	0	0
12:00-13:00	30	9173	0.005	30	9173	0.005	30	9173	0.01	0	0	0
13:00-14:00	30	9173	0.005	30	9173	0.003	30	9173	0.008	0	0	0

14:00-15:00	30	9173	0.002	30	9173	0.004	30	9173	0.006	0	0	0
15:00-16:00	30	9173	0.005	30	9173	0.015	30	9173	0.02	0	0	0
16:00-17:00	30	9173	0.004	30	9173	0.019	30	9173	0.023	0	0	0
17:00-18:00	30	9173	0.001	30	9173	0.047	30	9173	0.048	0	0	0
18:00-19:00	30	9173	0.002	30	9173	0.019	30	9173	0.021	0	0	0
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.129			0.123			0.252	0	0	1

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Calculation Factor: 100 sqm
Count Type: VEHICLE OCCUPANTS

Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Existing Development		
										260 Arr	sqm Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00	1	19974	0.035	1	19974	0.015	1	19974	0.05	0	0	0
06:00-07:00	1	19974	0.2	1	19974	0.03	1	19974	0.23	1	0	1
07:00-08:00	30	9173	0.505	30	9173	0.028	30	9173	0.533	1	0	1
08:00-09:00	30	9173	1.144	30	9173	0.058	30	9173	1.202	3	0	3
09:00-10:00	30	9173	0.619	30	9173	0.11	30	9173	0.729	2	0	2
10:00-11:00	30	9173	0.249	30	9173	0.131	30	9173	0.38	1	0	1
11:00-12:00	30	9173	0.184	30	9173	0.144	30	9173	0.328	0	0	1
12:00-13:00	30	9173	0.172	30	9173	0.225	30	9173	0.397	0	1	1
13:00-14:00	30	9173	0.21	30	9173	0.145	30	9173	0.355	1	0	1
14:00-15:00	30	9173	0.161	30	9173	0.183	30	9173	0.344	0	0	1
15:00-16:00	30	9173	0.137	30	9173	0.317	30	9173	0.454	0	1	1
16:00-17:00	30	9173	0.086	30	9173	0.688	30	9173	0.774	0	2	2
17:00-18:00	30	9173	0.057	30	9173	1.029	30	9173	1.086	0	3	3
18:00-19:00	30	9173	0.04	30	9173	0.386	30	9173	0.426	0	1	1
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			3.799			3.489			7.288	10	9	19

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Calculation Factor: 100 sqm
Count Type: PEDESTRIANS

Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Existing Development		
										260 Arr	sqm Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00	1	19974	0	1	19974	0	1	19974	0	0	0	0
06:00-07:00	1	19974	0.02	1	19974	0	1	19974	0.02	0	0	0
07:00-08:00	30	9173	0.075	30	9173	0.006	30	9173	0.081	0	0	0
08:00-09:00	30	9173	0.179	30	9173	0.019	30	9173	0.198	0	0	1
09:00-10:00	30	9173	0.172	30	9173	0.053	30	9173	0.225	0	0	1
10:00-11:00	30	9173	0.119	30	9173	0.094	30	9173	0.213	0	0	1
11:00-12:00	30	9173	0.101	30	9173	0.183	30	9173	0.284	0	0	1
12:00-13:00	30	9173	0.597	30	9173	0.885	30	9173	1.482	2	2	4
13:00-14:00	30	9173	0.746	30	9173	0.549	30	9173	1.295	2	1	3
14:00-15:00	30	9173	0.314	30	9173	0.181	30	9173	0.495	1	0	1
15:00-16:00	30	9173	0.125	30	9173	0.129	30	9173	0.254	0	0	1
16:00-17:00	30	9173	0.063	30	9173	0.158	30	9173	0.221	0	0	1
17:00-18:00	30	9173	0.031	30	9173	0.197	30	9173	0.228	0	1	1
18:00-19:00	30	9173	0.019	30	9173	0.06	30	9173	0.079	0	0	0
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			2.561			2.514			5.075	7	7	13

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Calculation Factor: 100 sqm
Count Type: BUS/TRAM PASSENGERS

Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Existing Development		
										260 Arr	sqm Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00	1	19974	0	1	19974	0	1	19974	0	0	0	0
06:00-07:00	1	19974	0	1	19974	0	1	19974	0	0	0	0
07:00-08:00	30	9173	0.053	30	9173	0.001	30	9173	0.054	0	0	0
08:00-09:00	30	9173	0.125	30	9173	0.003	30	9173	0.128	0	0	0
09:00-10:00	30	9173	0.091	30	9173	0.007	30	9173	0.098	0	0	0
10:00-11:00	30	9173	0.043	30	9173	0.015	30	9173	0.058	0	0	0
11:00-12:00	30	9173	0.031	30	9173	0.035	30	9173	0.066	0	0	0
12:00-13:00	30	9173	0.029	30	9173	0.031	30	9173	0.06	0	0	0
13:00-14:00	30	9173	0.028	30	9173	0.025	30	9173	0.053	0	0	0
14:00-15:00	30	9173	0.03	30	9173	0.034	30	9173	0.064	0	0	0
15:00-16:00	30	9173	0.02	30	9173	0.058	30	9173	0.078	0	0	0
16:00-17:00	30	9173	0.008	30	9173	0.084	30	9173	0.092	0	0	0
17:00-18:00	30	9173	0.004	30	9173	0.121	30	9173	0.125	0	0	0

22:00-23:00												
23:00-24:00												
Daily Trip Rates:		1.55		1.424		2.974	4	4	8			

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 Calculation Factor: 100 sqm
 Count Type: TOTAL PEOPLE

Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Existing Development		
										260 Arr	sqm Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00	1	19974	0.035	1	19974	0.015	1	19974	0.05	0	0	0
06:00-07:00	1	19974	0.25	1	19974	0.035	1	19974	0.285	1	0	1
07:00-08:00	30	9173	0.741	30	9173	0.039	30	9173	0.78	2	0	2
08:00-09:00	30	9173	1.824	30	9173	0.085	30	9173	1.909	5	0	5
09:00-10:00	30	9173	1.222	30	9173	0.178	30	9173	1.4	3	0	4
10:00-11:00	30	9173	0.49	30	9173	0.277	30	9173	0.767	1	1	2
11:00-12:00	30	9173	0.367	30	9173	0.401	30	9173	0.768	1	1	2
12:00-13:00	30	9173	0.832	30	9173	1.199	30	9173	2.031	2	3	5
13:00-14:00	30	9173	1.029	30	9173	0.751	30	9173	1.78	3	2	5
14:00-15:00	30	9173	0.552	30	9173	0.454	30	9173	1.006	1	1	3
15:00-16:00	30	9173	0.333	30	9173	0.591	30	9173	0.924	1	2	2
16:00-17:00	30	9173	0.181	30	9173	1.148	30	9173	1.329	0	3	3
17:00-18:00	30	9173	0.108	30	9173	1.727	30	9173	1.835	0	4	5
18:00-19:00	30	9173	0.074	30	9173	0.647	30	9173	0.721	0	2	2
19:00-20:00												
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			8.038			7.547			15.585	21	20	41

Parameter summary

Trip rate parameter range selected: 186 - 45000 (units: sqm)
 Survey date range: 01/01/08 - 26/11/15
 Number of weekdays (Monday-Friday): 30
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from set: 9
 Surveys manually removed from selected: 0

This section displays a quick summary of the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRICS 7.3.2

Trip Rate Parameter: Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL
 Category C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

1	GREATER LONDON		
	CN	CAMDEN	1 days
	HG	HARINGEY	1 days
	HK	HACKNEY	3 days
	HM	HAMMERSMITH AND FULHAM	1 days
	HO	HOUNSLOW	2 days
	HV	HAVERING	1 days
	IS	ISLINGTON	3 days
	KI	KINGSTON	1 days
	KN	KENSINGTON AND CHELSEA	3 days
	NH	NEWHAM	1 days
	SK	SOUTHWARK	2 days
	TH	TOWER HAMLETS	3 days
	WH	WANDSWORTH	1 days
2	SOUTH EAST		
	EX	ESSEX	2 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	OX	OXFORDSHIRE	1 days
	SC	SURREY	4 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 6 to 530 (units:)
 Range Selected by User: 6 to 20 (units:)

Public Transport Provision:
 Selection by: Include all surveys

Date Range: 01/01/08 to 23/04/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
 Monday 3 days
 Tuesday 5 days
 Wednesday 10 days
 Thursday 5 days
 Friday 3 days
 Saturday 4 days
 Sunday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
 Manual count 32 days
 Directional ATC Count 0 days

This data displays the number of manual count surveys whilst ATC surveys are undertaken using machines.

Selected Locations:
 Town Centre 4
 Edge of Town Centre 12
 Suburban Area (PPS6 Out of Centre) 13
 Edge of Town 2
 Neighbourhood Centre (PPS6 Local Centre) 1
 Free Standing (PPS6 Out of Town) 0
 Not Known 0

This data displays the number of surveys by location: Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 0
 Commercial Zone 1
 Development Zone 0
 Residential Zone 18
 Retail Zone 0
 Built-Up Zone 9
 Village 0
 Out of Town 0
 High Street 1
 No Sub Category 3

This data displays the number of surveys by sub-category: Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:
 C1 1 days
 C3 31 days

This data displays the number of surveys which can be found within the Library module of TRICS®.

Population within 1 mile:
 1,001 to 5,000 3 days
 5,001 to 10,000 2 days
 10,001 to 15,000 3 days
 15,001 to 20,000 1 days
 25,001 to 50,000 7 days
 50,001 to 100,000 12 days
 100,001 or More 4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
 100,001 to 125,000 2 days
 125,001 to 250,000 8 days

250,001 to 500,000 2 days
 500,001 or More 20 days
 This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
 0.5 or Less 9 days
 0.6 to 1.0 12 days
 1.1 to 1.5 11 days
 This data displays the number of select within a radius of 5-miles of selected survey sites.

Travel Plan:
 Yes 3 days
 No 29 days
 This data displays the number of survey and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

- | | |
|----|--|
| 1 | CN-03-C-01 BLOCK OF FL CAMDEN
OVAL ROAD

REGENTS PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings 12
Survey date: FRIDAY 07/11/2008 Survey Type: MANUAL |
| 2 | EX-03-C-01 FLATS ESSEX
WESTCLIFF PARADE
WESTCLIFF
SOUTHEND-ON-SEA
Edge of Town Centre
Residential Zone
Total Number of dwellings 6
Survey date: TUESDAY 22/10/2013 Survey Type: MANUAL |
| 3 | EX-03-C-02 BLOCK OF FL ESSEX
WESTCLIFF PARADE
WESTCLIFF
SOUTHEND-ON-SEA
Edge of Town Centre
Residential Zone
Total Number of dwellings 94
Survey date: TUESDAY 22/10/2013 Survey Type: MANUAL |
| 4 | HC-03-C-02 FLATS HAMPSHIRE
WORTING ROAD

BASINGSTOKE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings 16
Survey date: THURSDAY 21/10/2010 Survey Type: MANUAL |
| 5 | HF-03-C-02 FLATS HERTFORDSHIRE
BRIDGE ROAD EAST

WELWYN GARDEN CITY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings 86
Survey date: WEDNESDAY 16/07/2008 Survey Type: MANUAL |
| 6 | HG-03-C-02 BLOCK OF FL HARINGEY
HIGH ROAD
WOODSIDE PARK
WOOD GREEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings 30
Survey date: WEDNESDAY 01/10/2014 Survey Type: MANUAL |
| 7 | HK-03-C-01 BLOCK OF FL HACKNEY
UNION WALK

SHOREDITCH
Edge of Town
Commercial Zone
Total Number of dwellings 17
Survey date: SATURDAY 15/11/2008 Survey Type: MANUAL |
| 8 | HK-03-C-02 BLOCK OF FL HACKNEY
HOXTON

SHOREDITCH
Town Centre
Built-Up Zone
Total Number of dwellings 9
Survey date: TUESDAY 11/11/2008 Survey Type: MANUAL |
| 9 | HK-03-C-03 BLOCK OF FL HACKNEY
GREEN LANES
MANOR HOUSE
FINSBURY PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings 10
Survey date: WEDNESDAY 24/09/2014 Survey Type: MANUAL |
| 10 | HM-03-C-01 BLOCK OF FL HAMMERSMITH AND FULHAM
VANSTON PLACE

FULHAM
Town Centre
High Street
Total Number of dwellings 42
Survey date: WEDNESDAY 16/07/2014 Survey Type: MANUAL |
| 11 | HO-03-C-01 BLOCK OF FL HOUNSLOW
VINE PLACE

HOUNSLOW
Edge of Town Centre
No Sub Category |

12	<p>Total Number of dwellings 15 Survey date: SATURDAY 19/06/2010 Survey Type: MANUAL HO-03-C-02 BLOCK OF FL HOUNSLOW HIGH STREET</p>
13	<p>BRENTFORD Town Centre Built-Up Zone Total Number of dwellings 86 Survey date: WEDNESDAY 03/09/2014 Survey Type: MANUAL HV-03-C-01 BLOCKS OF F HAVERING WATERLOO ROAD</p>
14	<p>ROMFORD Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of dwellings 530 Survey date: WEDNESDAY 25/06/2014 Survey Type: MANUAL IS-03-C-01 FLATS ISLINGTON RAMSEY WALK</p>
15	<p>ISLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings 31 Survey date: TUESDAY 04/11/2008 Survey Type: MANUAL IS-03-C-02 FLATS ISLINGTON COLLINS YARD ANGEL ISLINGTON Town Centre Built-Up Zone Total Number of dwellings 21 Survey date: SUNDAY 16/11/2008 Survey Type: MANUAL IS-03-C-03 BLOCK OF FL ISLINGTON FLORENCE STREET</p>
17	<p>ISLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings 9 Survey date: THURSDAY 21/11/2013 Survey Type: MANUAL KI-03-C-02 BLOCK OF FL KINGSTON SOPWITH WAY</p>
18	<p>KINGSTON UPON THAMES Edge of Town Centre No Sub Category Total Number of dwellings 132 Survey date: MONDAY 14/06/2010 Survey Type: MANUAL KN-03-C-01 BLOCKS OF F KENSINGTON AND CHELSEA UXBRIDGE STREET</p>
19	<p>NOTTING HILL Edge of Town Centre Residential Zone Total Number of dwellings 16 Survey date: THURSDAY 15/10/2009 Survey Type: MANUAL KN-03-C-02 BLOCK OF FL KENSINGTON AND CHELSEA BECKFORD CLOSE</p>
20	<p>SOUTH KENSINGTON Edge of Town Centre Residential Zone Total Number of dwellings 294 Survey date: TUESDAY 15/06/2010 Survey Type: MANUAL KN-03-C-03 BLOCK OF FL KENSINGTON AND CHELSEA ALLEN STREET</p>
21	<p>KENSINGTON Edge of Town Centre Residential Zone Total Number of dwellings 72 Survey date: FRIDAY 11/05/2012 Survey Type: MANUAL NH-03-C-01 BLOCK OF FL NEWHAM ARTHINGWORTH STREET</p>
22	<p>STRATFORD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings 12 Survey date: THURSDAY 14/11/2013 Survey Type: MANUAL OX-03-C-01 BLOCK OF FL OXFORDSHIRE OXFORD ROAD COWLEY OXFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings 14 Survey date: WEDNESDAY 20/10/2010 Survey Type: MANUAL SC-03-C-01 FLATS SURREY HEATHCOTE ROAD</p>
23	<p>CAMBERLEY Edge of Town Centre Residential Zone Total Number of dwellings 140 Survey date: MONDAY 21/07/2008 Survey Type: MANUAL SC-03-C-02 FLATS SURREY CONSTITUTION HILL</p>
24	<p>WOKING Suburban Area (PPS6 Out of Centre)</p>

- 25 Built-Up Zone
Total Number of dwellings 36
Survey date: WEDNESDAY 23/07/2008 Survey Type: MANUAL
SC-03-C-03 FLATS SURREY
KINGS ROAD
- 26 WOKING
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings 52
Survey date: SATURDAY 19/07/2008 Survey Type: MANUAL
SC-03-C-04 BLOCK OF FL SURREY
LONDON ROAD
BURPHAM
GUILDFORD
Edge of Town
Residential Zone
Total Number of dwellings 72
Survey date: SATURDAY 23/10/2010 Survey Type: MANUAL
27 SK-03-C-01 BLOCK OF FL SOUTHWARK
PARK STREET
- 28 SOUTHWARK
Edge of Town Centre
Built-Up Zone
Total Number of dwellings 53
Survey date: FRIDAY 19/09/2014 Survey Type: MANUAL
SK-03-C-02 BLOCK OF FL SOUTHWARK
LAMB WALK
- 29 BERMONDSEY
Edge of Town Centre
Built-Up Zone
Total Number of dwellings 29
Survey date: THURSDAY 23/04/2015 Survey Type: MANUAL
TH-03-C-01 BLOCK OF FL TOWER HAMLETS
BACK CHURCH LANE
- 30 ALDGATE
Edge of Town Centre
Built-Up Zone
Total Number of dwellings 32
Survey date: SUNDAY 09/11/2008 Survey Type: MANUAL
TH-03-C-02 FLATS TOWER HAMLETS
BURNHAM STREET
- 31 BETHNAL GREEN
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings 24
Survey date: MONDAY 10/11/2008 Survey Type: MANUAL
TH-03-C-03 FLATS TOWER HAMLETS
PALMERS ROAD
- 32 BETHNAL GREEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings 69
Survey date: WEDNESDAY 12/11/2008 Survey Type: MANUAL
WH-03-C-01 BLOCKS OF F WANDSWORTH
AMIES STREET
- CLAPHAM JUNCTION
Edge of Town Centre
Residential Zone
Total Number of dwellings 30
Survey date: WEDNESDAY 09/05/2012 Survey Type: MANUAL

This section provides a list of all survey it displays a the selected the day of th and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: VEHICLES

Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Proposed Development units		
										6 Arr	Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00	32	65	0.02	32	65	0.072	32	65	0.092	0	0	1
08:00-09:00	32	65	0.043	32	65	0.112	32	65	0.155	0	1	1
09:00-10:00	32	65	0.045	32	65	0.069	32	65	0.114	0	0	1
10:00-11:00	32	65	0.053	32	65	0.057	32	65	0.11	0	0	1
11:00-12:00	32	65	0.053	32	65	0.051	32	65	0.104	0	0	1
12:00-13:00	32	65	0.058	32	65	0.06	32	65	0.118	0	0	1
13:00-14:00	32	65	0.059	32	65	0.061	32	65	0.12	0	0	1
14:00-15:00	32	65	0.049	32	65	0.06	32	65	0.109	0	0	1
15:00-16:00	32	65	0.073	32	65	0.051	32	65	0.124	0	0	1
16:00-17:00	32	65	0.078	32	65	0.062	32	65	0.14	0	0	1
17:00-18:00	32	65	0.094	32	65	0.058	32	65	0.152	1	0	1
18:00-19:00	32	65	0.085	32	65	0.053	32	65	0.138	1	0	1
19:00-20:00	5	85	0.092	5	85	0.071	5	85	0.163			
20:00-21:00	5	85	0.059	5	85	0.038	5	85	0.097			
21:00-22:00	3	34	0.098	3	34	0.059	3	34	0.157			
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.959			0.934			1.893	4	5	9

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TAXIS

Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Proposed Development		
										6 Arr	units Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00	1	72	0	1	72	0	1	72	0			
07:00-08:00	32	65	0.001	32	65	0.001	32	65	0.002	0	0	0
08:00-09:00	32	65	0.005	32	65	0.005	32	65	0.01	0	0	0
09:00-10:00	32	65	0.005	32	65	0.005	32	65	0.01	0	0	0
10:00-11:00	32	65	0.003	32	65	0.002	32	65	0.005	0	0	0
11:00-12:00	32	65	0.003	32	65	0.003	32	65	0.006	0	0	0
12:00-13:00	32	65	0.004	32	65	0.005	32	65	0.009	0	0	0
13:00-14:00	32	65	0.001	32	65	0.001	32	65	0.002	0	0	0
14:00-15:00	32	65	0.001	32	65	0.001	32	65	0.002	0	0	0
15:00-16:00	32	65	0.003	32	65	0.004	32	65	0.007	0	0	0
16:00-17:00	32	65	0.004	32	65	0.003	32	65	0.007	0	0	0
17:00-18:00	32	65	0.003	32	65	0.004	32	65	0.007	0	0	0
18:00-19:00	32	65	0.002	32	65	0.002	32	65	0.004	0	0	0
19:00-20:00	5	85	0.007	5	85	0.007	5	85	0.014			
20:00-21:00	5	85	0.007	5	85	0.007	5	85	0.014			
21:00-22:00	3	34	0	3	34	0	3	34	0			
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.049			0.05			0.099	0	0	0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: OGVS

Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Proposed Development		
										6 Arr	units Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00	32	65	0.001	32	65	0.001	32	65	0.002	0	0	0
08:00-09:00	32	65	0	32	65	0.001	32	65	0.001	0	0	0
09:00-10:00	32	65	0	32	65	0	32	65	0	0	0	0
10:00-11:00	32	65	0.002	32	65	0.002	32	65	0.004	0	0	0
11:00-12:00	32	65	0.001	32	65	0.001	32	65	0.002	0	0	0
12:00-13:00	32	65	0.002	32	65	0.002	32	65	0.004	0	0	0
13:00-14:00	32	65	0.001	32	65	0.001	32	65	0.002	0	0	0
14:00-15:00	32	65	0.001	32	65	0	32	65	0.001	0	0	0
15:00-16:00	32	65	0	32	65	0	32	65	0	0	0	0
16:00-17:00	32	65	0.001	32	65	0.001	32	65	0.002	0	0	0
17:00-18:00	32	65	0	32	65	0	32	65	0	0	0	0
18:00-19:00	32	65	0	32	65	0	32	65	0	0	0	0
19:00-20:00	5	85	0	5	85	0	5	85	0			
20:00-21:00	5	85	0	5	85	0	5	85	0			
21:00-22:00	3	34	0	3	34	0	3	34	0			
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.009			0.009			0.018	0	0	0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: PSVS

Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Proposed Development		
										6 Arr	units Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00	32	65	0	32	65	0	32	65	0	0	0	0
08:00-09:00	32	65	0	32	65	0	32	65	0	0	0	0
09:00-10:00	32	65	0	32	65	0	32	65	0	0	0	0
10:00-11:00	32	65	0	32	65	0	32	65	0	0	0	0
11:00-12:00	32	65	0	32	65	0	32	65	0	0	0	0
12:00-13:00	32	65	0	32	65	0	32	65	0	0	0	0
13:00-14:00	32	65	0	32	65	0	32	65	0	0	0	0
14:00-15:00	32	65	0	32	65	0	32	65	0	0	0	0
15:00-16:00	32	65	0	32	65	0	32	65	0	0	0	0
16:00-17:00	32	65	0	32	65	0	32	65	0	0	0	0
17:00-18:00	32	65	0	32	65	0	32	65	0	0	0	0
18:00-19:00	32	65	0	32	65	0	32	65	0	0	0	0
19:00-20:00	5	85	0	5	85	0	5	85	0			
20:00-21:00	5	85	0	5	85	0	5	85	0			
21:00-22:00	3	34	0	3	34	0	3	34	0			
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0			0			0	0	0	0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: CYCLISTS

04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00	32	65	0.007	32	65	0.092	32	65	0.099	0	1	1
08:00-09:00	32	65	0.015	32	65	0.124	32	65	0.139	0	1	1
09:00-10:00	32	65	0.008	32	65	0.052	32	65	0.06	0	0	0
10:00-11:00	32	65	0.008	32	65	0.026	32	65	0.034	0	0	0
11:00-12:00	32	65	0.011	32	65	0.027	32	65	0.038	0	0	0
12:00-13:00	32	65	0.016	32	65	0.025	32	65	0.041	0	0	0
13:00-14:00	32	65	0.021	32	65	0.026	32	65	0.047	0	0	0
14:00-15:00	32	65	0.019	32	65	0.02	32	65	0.039	0	0	0
15:00-16:00	32	65	0.03	32	65	0.013	32	65	0.043	0	0	0
16:00-17:00	32	65	0.05	32	65	0.022	32	65	0.072	0	0	0
17:00-18:00	32	65	0.069	32	65	0.012	32	65	0.081	0	0	0
18:00-19:00	32	65	0.079	32	65	0.013	32	65	0.092	0	0	1
19:00-20:00	5	85	0.08	5	85	0.012	5	85	0.092			
20:00-21:00	5	85	0.028	5	85	0.002	5	85	0.03			
21:00-22:00	3	34	0	3	34	0	3	34	0			
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			0.441			0.466			0.907	2	3	5

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Proposed Development		
										6 Arr	units Dep	Total
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00	32	65	0.064	32	65	0.261	32	65	0.325	0	2	2
08:00-09:00	32	65	0.106	32	65	0.421	32	65	0.527	1	3	3
09:00-10:00	32	65	0.101	32	65	0.209	32	65	0.31	1	1	2
10:00-11:00	32	65	0.112	32	65	0.176	32	65	0.288	1	1	2
11:00-12:00	32	65	0.128	32	65	0.145	32	65	0.273	1	1	2
12:00-13:00	32	65	0.154	32	65	0.163	32	65	0.317	1	1	2
13:00-14:00	32	65	0.153	32	65	0.166	32	65	0.319	1	1	2
14:00-15:00	32	65	0.138	32	65	0.155	32	65	0.293	1	1	2
15:00-16:00	32	65	0.23	32	65	0.123	32	65	0.353	1	1	2
16:00-17:00	32	65	0.24	32	65	0.155	32	65	0.395	1	1	2
17:00-18:00	32	65	0.313	32	65	0.173	32	65	0.486	2	1	3
18:00-19:00	32	65	0.303	32	65	0.139	32	65	0.442	2	1	3
19:00-20:00	5	85	0.282	5	85	0.153	5	85	0.435			
20:00-21:00	5	85	0.181	5	85	0.12	5	85	0.301			
21:00-22:00	3	34	0.255	3	34	0.108	3	34	0.363			
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			2.76			2.667			5.427	12	14	26

Parameter summary

Trip rate parameter range selected: 6 - 530 (units:)

Survey date date range: 01/01/08 - 23/04/15

Number of weekdays (Monday-Friday): 26

Number of Saturdays: 4

Number of Sundays: 2

Surveys automatically removed from set: 0

Surveys manually removed from select: 0

This section displays a quick summary of the total number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix F
Section 106 Agreement

THIS UNILATERAL UNDERTAKING is made as a Deed the day of two thousand and seventeen

B Y

(1) CEDAR RIVER DEVELOPMENTS LIMITED (Company Registration Number 07140919) whose registered office is situate at 67 High Street Chobham, Woking, Surrey, GU24 8AF (“the Developer”)

IN FAVOUR OF

(2) THE MAYOR AND BURGESSES OF THE LONDON BOROUGH OF RICHMOND UPON THAMES of Civic Centre 44 York Street Twickenham Middlesex TW1 3BZ (“the Council”)

WITH THE CONSENT OF

(3) NATIONAL WESTMINSTER BANK PLC (Company Registration Number 929027) whose registered office is situate at 135 Bishopsgate, London, EC2M 3UR and whose address for service is Credit Documentation, PO Box 339, Manchester M60 2AH (“the Mortgagee”)

INTERPRETATION

IN this Deed the following words and expressions shall have the following meanings: -

“1990 Act”	the Town & Country Planning Act 1990
“1974 Act”	the Greater London Council (General Powers) Act 1974
“1972 Act”	the Local Government Act 1972
“2011 Act”	the Localism Act 2011
“Accredited Car Club Provider”	an organisation accredited in the United Kingdom by Car Plus which provides cars for use by members of a Car Club in consideration of payment therefor
“Appeal”	the appeal lodged under reference APP/L5810/W/17/3169320
“Car Club”	a local club operated and managed by an Accredited Car Club Provider in which members can book cars owned by the Accredited Car

	Club Provider and parked in specifically reserved car club spaces and use them for the period of the booking
“Car Plus”	the national charity promoting responsible car use and which operates an accreditation scheme for Car Clubs
“CPZ”	the controlled parking zone xxx or any controlled parking zone amending or replacing the same
“GPDO”	Town and Country Planning (General Permitted Development) (England) Order 2015 - Schedule 2, Part 3, Class P
“the HDM”	the Council’s Head of Development Management for the time being or such other person as may be appointed from time to time to carry out that function
“LDF”	the adopted policies of the Richmond upon Thames Local Development Framework Core Strategy 2009 and Development Management Plan 2011
"Implementation”	<p>the carrying out of a material operation as defined by Section 56(4) of the Act in relation to the Development but shall not include the following:</p> <ul style="list-style-type: none"> (i) ground investigatory Site survey work (ii) construction of boundary fencing (iii) archaeological investigation (iv) works of decontamination or remediation
"Implementation Date"	the date on which Implementation occurs
“Inspector”	the inspector appointed by the Secretary of State to determine the Appeal and to report to the Secretary of State following determination of the Appeal in relation to the refusal of the Planning Application by the Council

“Motor Vehicle”	any mechanically propelled vehicles intended or adapted for use on a road and / or highway
“Mortgage”	the legal charge dated 9 th December 2016 and made between (1) the Developer and (2) the Mortgagee and which affects the Property
“Permitted Development”	the permitted development as described in the Prior Approval
"Prior Approval"	a prior approval application submitted by the Owner on 11 th October 2016 to the Council pursuant GPDO bearing reference number 16/3978/GPD16 for the Change of use from B8 (Warehouse and Distribution) to C3 (residential - 6 no. 1 bed flats)
“Prior Approval Permission”	the prior approval permission that may be granted pursuant to the Prior Approval by the Inspector
"the Property"	land and property at 1a St Leonards Road, London, SW14 7LY delineated in red on the plan attached hereto
“Residential Occupier”	any tenant or individual occupier or leasehold Developer of a Residential Unit and for the avoidance of doubt the term “Residential Occupiers”: (i) shall be construed accordingly; and (ii) excludes any business or corporate body or bodies
“Residents Parking Permit”	a parking permit issued by the Council under section 45(2) of the Road Traffic Regulation Act 1984 allowing for a Motor Vehicle to park in a Residents Parking Bay
“Residents Parking Bay”	a marked highway parking space designated by the Council by order under the Road Traffic Regulation Act 1984 the Road Traffic Regulations (Parking) Act 1986 the Parking Act 1989 or the Road Traffic Act 1991 (or other relevant legislation) for use by residents of the locality on which the Development is situated

“Residential Units”	the residential units designated for C3 use as defined within the Use Classes Order to be constructed pursuant to the Development together with any amenity space or any right to use the same (whether common or not with others therewith) and the term “Residential Unit” shall be construed accordingly
“Secretary of State”	the Secretary of State for Communities and Local government or other person for the time being empowered to determine the Appeal under the 1990 Act
“Use Classes Order”	the Town and Country Planning (Use Classes) Order 1987 (as amended)

WHEREAS:

- (1) The Council is the local planning authority for its administrative area within which the Property is situate for the purposes of the 1990 Act and for the purpose of Section 106(a) of the 1990 Act is the local planning authority by whom the planning obligations contained within this Deed are enforceable
- (2) The Developer is registered at the Land Registry with absolute title under title number SY54401 as the proprietor of the leasehold interest in the Property and the Mortgagee is similarly registered as the proprietor of a charge over the Property
- (3) The Council as local planning authority refused to grant prior approval for the Planning Application an Appeal was subsequently lodged by the Developer
- (4) Policies DM TP2 and DM TP8 of the LDF Development Management Plan 2011 provide that the Council will only approve new development where the transport infrastructure can accommodate it or be adapted to it and new development should be acceptable in terms of traffic generation and traffic impact in the road
- (5) In December 2006 the Council adopted as Supplementary Planning Guidance a Car Club Strategy which provides inter alia that the Council will encourage new car club provision in the locality of a development through the Council’s preferred Accredited Car Club Provider or, where appropriate and where capacity exists, affiliation to the preferred Accredited Car Club Providers Car Club
- (6) The Developer has submitted the Appeal and entered into this Deed in order to secure the planning obligations contained in it in accordance with the LDF so that it may be taken into account as a material consideration in the determination of the Appeal by the Inspector

NOW THIS DEED WITNESSETH as follows:-

1. This Deed is made pursuant to Section 106 of the 1990 Act, Section 111 of 1972 Act, Section 16 of the 1974 Act and section 1 of the 2011 Act and any other enabling statutory provisions
2. THE Developer hereby COVENANTS to the Council as set out in the Schedule
3. The Mortgagee hereby consents to the Developer completing this Deed with the intention that notwithstanding Section 104 of the Law of Property Act 1925 its interest in the Property shall be bound by the terms of this Deed as if it had been executed and registered as a local land charge prior to the execution of the Mortgage

4. GENERAL:-

Miscellaneous declarations

- (a) Reference to the masculine feminine and neuter genders shall include the other genders and reference to the singular shall include the plural and vice versa
- (b) A reference to a clause is a reference to a clause contained in this Deed
- (c) The expressions "the Council" "the Developer" and "the Mortgagee" shall include their respective successors in title and assigns
- (d) This Deed takes effect on the date hereof but the planning obligations herein and save for those contained at Clause 2 (a)(ii) above are conditional on:
 - (i) the grant of Prior Approval Permission and the Implementation of the Permitted Development: and
 - (ii) the Secretary of State or his Inspector deciding to allow the Appeal and making an express finding in the letter granting Prior Approval Permission that the planning obligations created by this Deed constitute a material consideration for the purposes of determining the Appeal PROVIDED THAT in the event that the Inspector or Secretary of State expressly declares when determining the Appeal that whilst this Deed is a material consideration in the determination of the Appeal but the permit free obligations within this Deed are not reasonable or necessary to make the Permitted Development acceptable in planning terms (and is therefore not a material consideration for the purposes of determining the Appeal) then (without prejudice to the legal effect of the remainder of this Deed) the requirement to pay the relevant contribution or perform said obligation shall not take effect.

Local land charge provisions

- (e) This Deed is a Local Land Charge and shall be registered in the Council's Register of Local Land Charges immediately on completion thereof

Reference to statutes and statutory instruments

- (f) References in this Deed to any statutes or statutory instruments shall include and refer to any statute or statutory instrument amending consolidating or replacing them respectively from time to time and for the time being in force

English law applicable

- (g) The construction validity and performance of this Deed shall be governed by English law

Effect of revocation of Prior Approval Permission

- (h) In the event of the Prior Approval Permission being revoked by the Council or any other authority having powers in relation to planning matters or otherwise withdrawn or modified by any statutory procedure without the consent of the Developer or their successors in title the obligations of the Developer under this Deed shall thereupon cease absolutely

Liability of subsequent Developers and release of former Developers

- (i) The provisions hereof shall be enforceable by the Council against the Developer and all persons who shall have derived title through or under it in respect of the Property (but so that no person shall be liable to the Council for any breach of the provisions committed after such a person has parted with all of its freehold interest in such land)

Effect of covenant

- (j) Any covenant contained herein whereby the relevant party is not to do an act or thing shall be construed as if it were a covenant not to do or permit or suffer such act or thing to be done and any covenant whereby the relevant party is not to omit to do an act or thing shall be construed as if it were a covenant not to omit or permit or suffer such act or thing to be omitted to be done

Contracts (Rights of Third Parties) Act 1999

- (k) The provisions of the Contracts (Rights of Third Parties) Act 1999 shall not apply to this Deed and no person who is not a party to this Deed is to have the benefit of or be capable of enforcing any term in this Deed and no party is to have any rights to enforce this Deed other than those falling within the definition of the Council the Developer and the Mortgagee

Indemnity for Mortgagee

- (l) notwithstanding the terms contained herein the Mortgagee shall only be liable for any breach of the provisions of this Deed during such period (if any) as it is mortgagee in possession of the Property and then only if it shall have caused such breach or breaches to have been occasioned and PROVIDED THAT for the avoidance of doubt it shall not in any event be liable for any breach of this Deed arising prior to its becoming mortgagee in possession of the Property regardless of whether or not such pre-existing breach shall continue for any period during which it is mortgagee in possession of the Property

Variations

- (m) The covenants undertakings and restrictions contained in this Deed shall only be capable of being varied by a memorandum to be endorsed upon or annexed to this Deed by or on behalf of the relevant parties hereto or by a subsequent deed of variation
- (n) This Deed shall continue to be valid and enforceable following an amendment or variation to the Prior Approval Permission achieved through the submission of the Planning Application pursuant to Section 73 of the 1990 Act as if this Deed had been completed pursuant to such an application

Termination or Release

- (o) This Deed shall determine and cease to have any further effect (without any further act or Deed on the part of either Council or the Owner) if:
 - (i) the Appeal is dismissed; or
 - (ii) in determining the Appeal, the secretary of State or the Inspector expressly states in his decision letter that this Deed is an immaterial planning consideration or that no weight can be attached to this Deed in determining the Appeal: or
 - (iii) having been granted the Prior Approval Permission is varied or revoked other than at the request of the Owner or the Prior Approval Permission having been granted is quashed following a successful legal challenge and in any such case any sums paid by the Owner under this Deed shall be repaid to the Owner by the Council forthwith together with interest at the Base Rate of Barclays Bank PLC from the date such sums were received by the Council until the date of repayment.

SCHEDULE

Part I – Parking Permits

1. Not to dispose of to any person or occupy or allow any person to be a Residential Occupier of any Residential Unit to be formed on the Property as a result of the implementation of the Development unless a notice has been served on such person that pursuant to the Council's policies to which reference is made in recital (5) hereof or any other policy replacing the same such person shall not be entitled (unless such person is or becomes entitled to be a holder of a Disabled Persons' Badge) to be granted a Residents Parking Permit to park a Motor Vehicle in any marked highway bay or other place within a CPZ within the Council's area nor will the Council enter into a contract (other than individual contracts for one occasion) with such person to park in any car park controlled by the Council nor will they be entitled to apply for a season ticket to park a Motor Vehicle in any car park controlled by the Council

Part II - Car Club

2. Prior to first Occupation of any Residential Unit:
 - (i) to submit to the HDM details of the name of and correspondence with the Accredited Car Club Provider indicating the intention of the Owner to establish that one Occupier within the Residential Unit that does not have a dedicated car parking space within the Property shall have membership of a Car Club including a proposed establishment date for his approval and not to occupy the Development unless and until the Accredited Car Club Provider for the Development has been approved by the HDM (such approval not to be unreasonably withheld or delayed) and;
 - (ii) within one month of the occupation of each Residential Unit to procure at its own expense that the first occupier of each Residential Unit (limited to membership of one individual) has membership of the approved Car Club for five years and to provide a copy of the final signed and dated contract with the Accredited Car Club Provider to the HDM

- (iii) In the event that the Accredited Car Club Provider is no longer able to provide the Car Club for the Development the Owner shall notify the HDM in writing and shall then use all reasonable endeavours to secure another Accredited Car Club Provider for the Development in accordance with the provisions of this Deed

Part III – Notifications

- 4. To provide written notification to the HDM seven days prior to the Implementation Date and a further written notice of the actual Implementation Date within seven days of the occurrence of the same
- 5. For the avoidance of doubt it is hereby agreed that if Implementation occurs and the notice required in paragraph 4 Part III of the Schedule has not been given then the failure to give notice shall not affect the liability of the Owner to comply with the planning obligations in this Deed

Part IV – Fees

- 6. On the date hereof to pay to the Council:
 - (i) the sum of six hundred pounds (£600) being its proper and reasonable costs for the preparation and completion of the is Deed; and
 - (ii) the monitoring fee in the sum of two hundred and fifty pounds (£250)

EXECUTED AS A DEED BY)
CEDAR RIVER DEVELOPMENTS LIMITED)

Acting by)

Director)

Director/Secretary)

Signed and Delivered as a Deed)
for and on behalf of **National Westminster Bank PLC**)
by a duly authorised Attorney in the presence of:-)

Witness' Signature - Bank Employee

Director

Director/ Secretary

Dated _____ **2017**

CEDAR RIVER DEVELOPMENTS LIMITED

TO

**THE MAYOR AND BURGESSES OF
THE LONDON BOROUGH
OF RICHMOND UPON THAMES**

-with the consent of-

NATIONAL WESTMINSTER BANK PLC

**DEED OF AGREEMENT
made under Section 106 of the
Town & Country Planning Act 1990
relating to 1a St Leonards Road,
London, SW14 7LY**

Paul Evans
Head of South London Legal Partnership
Gifford House
67c St Helier Avenue
Morden
SM4 6HY

Appendix G Car Club Proposal



The Warehouse
London Borough of Richmond Upon
Thames
Paul Mew Associates

Proposal: August 2017

David Lang
UK Property Developments

DD: 0203 004 7860
dlang@zipcar.co.uk

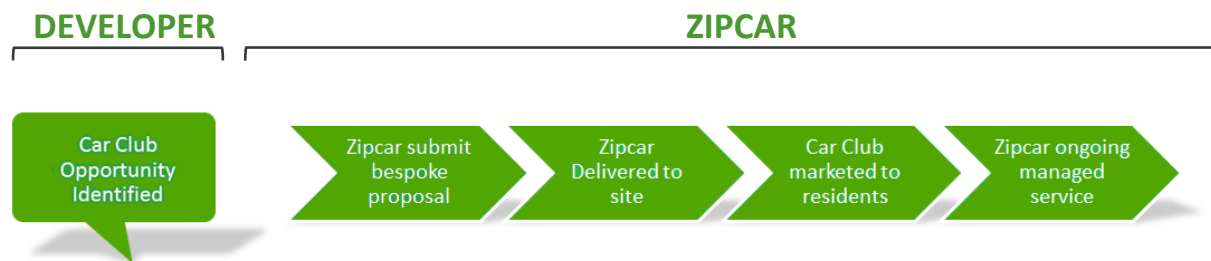


Zipcar & Property Developments

Zipcar works with an ever increasing number of Property Developers, Transport Consultants and Housing Associations across the UK to:

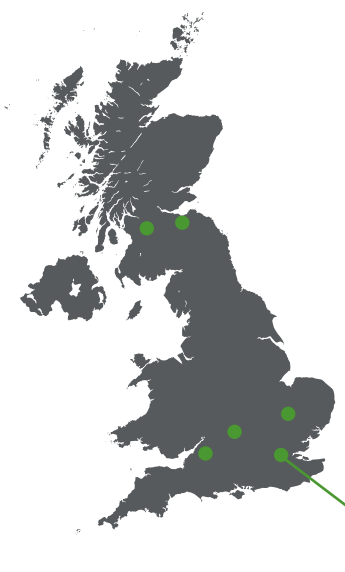
- ✓ Increase the likelihood of gaining planning permission on a site.
- ✓ Addressing specific Section 106 or Travel Plan requirements.
- ✓ Reducing the need to provide costly private parking.
- ✓ Act as a useful marketing tool to help sell properties with a limited parking provision.

Working with Zipcar – 5 Simple Steps



What is Zipcar?

Zipcar is a pay-as-you-go car club designed to provide members with access to cars and vans as quickly and conveniently as possible with the least amount of hassle. Our team is passionate about bringing this innovative concept to every urban street as a simpler, more efficient, more sustainable way to use a car.



2010

Zipcar merged with Streetcar and is the World's largest car-sharing club

Over 1,000,000 members
worldwide

6 UK cities

London, Bristol, Cambridge, Oxford, Glasgow & Edinburgh

London is the largest UK network with 1,500 bays; 5 times more locations than Starbucks!

Zipcar users are ABC1 adults aged between 25-44 yrs old.

71% use Zipcar for leisure/spontaneous & activities.

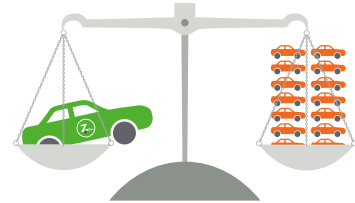
Zipcar users are urban-dwellers that like to explore the city & jump at the chance to engage with nature and the outdoors.

Members use Zipcar as an alternative to the costs and hassles of owning or hiring a car.

A Sustainable Transport Solution

A large proportion of your future residents may have a private vehicle, but may not really need one. They may commute to work using public transport and just have a car for occasional use. A relationship with the world’s largest car sharing club would definitely assist in reducing the carbon footprint of your residents, provide a convenient and easily-used service, and save them a substantial amount of money.

Every Zipcar takes an average of 10-15 privately owned cars off the roads of the UK, because members often sell (or don't replace) a car when they join.



Zipcar is a service that benefits the whole community. We have found that car club members choose to drive a car less after joining Zipcar; the average car club member only actually clocks up between 403 and 414 miles a year which is significantly less than private vehicle owners. This is because they both make better use of public transport and think much harder about their transport options according to what they need to achieve and the cost associated with that decision.

Not only this but car club vehicles are typically between 10% and 33% more efficient in terms of carbon dioxide emissions per KM travelled, in comparison to the average car, because operators chose new and fuel efficient models.



Using Zipcar

The Zipcar process has been designed to provide simplicity and little administration – there are no depots or deposits involved (headaches typically found with regular car hire). Once the person has become a member there is no further form filling required to hire a vehicle anywhere in the world.



join



reserve



unlock



drive

Development Viability

Zipcar has been operating in the borough of Richmond Upon Thames since 2006 and is now working in partnership with the council to provide car clubs on-street to residents. We currently have 52 vehicles in the borough and over 4,538 members. The cars are performing well, being used approximately 8-10 hours a day.

In our opinion a car club could work well at this location given support from the developer in the early phases of the development. The current proximity to local transport links is very good (approximately PTAL 3) which is encouraging for the car club's chances of success, as synergy with public transport links is a key contributor to good car club performance. This makes it likely that the residents of this development will not need a car for work – essential to the success of the scheme.

The low parking on site should ultimately ensure good uptake of the car club. We normally rely on a parking ratio of less than 0.7 to guarantee car club success.

A developer funded marketing package will help ensure demand for the car club on site; the more we are able to incentivise people to try the service, the more people will use it and consequently the time taken to reach commercial viability will be minimised.

As the map below indicates, there is a very strong network of Zipcar vehicles in the vicinity of the development and as a result, Zipcar would not seek to immediately add further vehicles on site, the existing network is more than sufficient to meet the car club needs of residents. However, as demand grows, we would evaluate the necessity to install a vehicle at the development when required.

Existing Network



The Warehouse Proposal

A Zipcar welcome pack for each unit that entitles the occupier to 5 years' free membership (usually £49.59+VAT per year) and £25+VAT driving credit would be suitable for this site. This comes to a total contribution of **£1,042.62+VAT** for the 6 units detailed. This sum is to be paid prior to the date of first occupation.

In exchange Zipcar would commit to a contractual obligation to run the car club operation at the development for a minimum of 5 years and offer £25 +VAT driving credit per unit at no further cost to the developer. **A contribution of £150+VAT from Zipcar.**

Zipcar will provide 1 year's free business account (usually £119) for any commercial entity operating from or in conjunction with the site at no further cost to the developer.

Marketing Proposal

A free membership to Zipcar is an excellent marketing tool to utilise with prospective buyers who, due to low parking ratios and parking restrictions, are unable to have their own vehicle on site. We would market the free memberships as a benefit paid for by the developer that provides residents with a cheaper, greener more convenient alternative to private car ownership. In this way Zipcar adds real value to the development and is an excellent solution to the recurring problem of prospective residents not being able to have their own vehicle on site due to a lack of space.

Developer communication

It is vital that the development's communications team promotes and supports the growth of the car club on site. Having a presence online either on the development website or through the residents' portal will ensure that all residents are aware of the transport modes and offers available to them and speed up uptake. Historically we have found most residents will use the service either to move into the property or for the subsequent furniture run within the first three months of occupation. Our marketing team will be able to provide copy or banners for the site, all of which will direct residents to a bespoke landing page educating them about the service.

Zipcar would promote its service to the residents of the development through a number of ways.

Bespoke marketing material: This would outline the offers your residents are entitled to. We find that this is crucial in generating early interest in the scheme; these would be part of each residents welcome pack. Additionally we would recommend that a mail shot is sent at a later date reminding residents of the service.

Advertising within the development: Zipcar would advertise within the development itself through posters and leaflets in communal areas.

The Zipcar Fleet

Zipcar has a vehicle type for every occasion. This will ensure that your residents get the best possible service, and can find a vehicle to suit their needs. Zipcar membership also includes Zipvan membership – providing our members with convenient access to larger vehicles when required.

Our vehicles are best in class from an emissions perspective. A Zipcar lives in the fleet for a maximum of eight months, ensuring our members are driving the most modern and efficient fleet in any car club across the world.

Model	Weekday	Weekend
	Hourly / Daily	Hourly / Daily
Toyota Yaris / Ford Fiesta	£6 / £54	£7.50 / £65
VW Golf / Ford Focus	£7 / £64	£8.50 / £75
Toyota Prius (PHEV)	£7 / £64	£8.50 / £75
Audi A3	£8 / £74	£9.50 / £85
Ford CMAX (7 Seater)	£10 / £94	£11.50 / £105
VW Transporter	£10 / £89	£11.50 / £105

Fuel, insurance and 60 free miles per 24 hours are included. Additional miles are 25p per mile (29p for premium vehicles and vans).

Appendix H
January 2017 Parking Survey Results



P1557. The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY.
Appendix PMA9. Parking Survey Area & Regulation Inventory





P1557. The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY.
Appendix PMA9. Parking Survey Results - Night Survey 1 on 18/01/17 at 03:15





P1557. The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY.
Appendix PMA9. Parking Survey Results - Night Survey 2 on 19/01/17 at 04:30





P1557. The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY.
Appendix PMA9. Parking Survey Results - Night Survey 3 on 22/01/17 at 02:45



Road Name	No. of Parked Cars					No. Vacant Spaces					Total No. Parked Cars & No. Vacant Spaces					Parking Stress					
	ES Permit Holders Only	ES Permit Holders or Parking Voucher Holders Only	ES Permit Holders or Parking Voucher Holders or Pay at Machine	Unrestricted	Total	ES Permit Holders Only	ES Permit Holders or Parking Voucher Holders Only	ES Permit Holders or Parking Voucher Holders or Pay at Machine	Unrestricted	Total	ES Permit Holders Only	ES Permit Holders or Parking Voucher Holders Only	ES Permit Holders or Parking Voucher Holders or Pay at Machine	Unrestricted	Total	ES Permit Holders Only	ES Permit Holders or Parking Voucher Holders Only	ES Permit Holders or Parking Voucher Holders or Pay at Machine	Unrestricted	Total	
Howgate Road	18				18	2				2	20	0	0	0	0	20	90%				90%
Little St Leonards	15	4			19	0	0			0	15	4	0	0	19	100%	100%			100%	
Milton Road	43		4		47	9		2		11	52	0	6	0	58	83%		67%		81%	
Moore Close	9				9	0				0	9	0	0	0	9	100%				100%	
Palmer's Road				9	9				0	0	0	0	0	9	9				100%	100%	
Sheen Lane	8				8	4				4	12	0	0	0	12	67%				67%	
St Leonards Road	22			21	43	1			0	1	23	0	0	21	44	96%			100%	98%	
Vernon Road	12	1	14		27	2	0	3		5	14	1	17	0	32	86%	100%	82%		84%	
Total	127	5	18	30	180	18	0	5	0	23	145	5	23	30	203	88%	100%	78%	100%	89%	

Road Name	No. of Parked Cars				
	ES Permit Holders Only	ES Permit Holders or Parking Voucher Holders Only	ES Permit Holders or Parking Voucher Holders or Pay at Machine	Unrestricted	Total
Howgate Road	18				18
Little St Leonards	15	4			19
Milton Road	44		4		48
Moore Close	9				9
Palmer's Road				9	9
Sheen Lane	9				9
St Leonards Road	23			21	44
Vernon Road	11	1	14		26
Total	129	5	18	30	182

Road Name	No. Vacant Spaces				
	ES Permit Holders Only	ES Permit Holders or Parking Voucher Holders Only	ES Permit Holders or Parking Voucher Holders or Pay at Machine	Unrestricted	Total
Howgate Road	2				2
Little St Leonards	0	0			0
Milton Road	8		2		10
Moore Close	0				0
Palmer's Road				0	0
Sheen Lane	3				3
St Leonards Road	0			0	0
Vernon Road	2	0	4		6
Total	15	0	6	0	21

Road Name	Total No. Parked Cars & No. Vacant Spaces				
	ES Permit Holders Only	ES Permit Holders or Parking Voucher Holders Only	ES Permit Holders or Parking Voucher Holders or Pay at Machine	Unrestricted	Total
Howgate Road	20				20
Little St Leonards	15	4			19
Milton Road	52		6		58
Moore Close	9				9
Palmer's Road				9	9
Sheen Lane	12				12
St Leonards Road	23			21	44
Vernon Road	13	1	18		32
Total	144	5	24	30	203

Road Name	Parking Stress				
	ES Permit Holders Only	ES Permit Holders or Parking Voucher Holders Only	ES Permit Holders or Parking Voucher Holders or Pay at Machine	Unrestricted	Total
Howgate Road	90%				90%
Little St Leonards	100%	100%			100%
Milton Road	85%		67%		83%
Moore Close	100%				100%
Palmer's Road				100%	100%
Sheen Lane	75%				75%
St Leonards Road	100%			100%	100%
Vernon Road	85%	100%	78%		81%
Total	90%	100%	75%	100%	90%

Road Name	No. of Parked Cars					No. Vacant Spaces					Total No. Parked Cars & No. Vacant Spaces					Parking Stress				
	ES Permit Holders Only	ES Permit Holders or Parking Voucher Holders Only	ES Permit Holders or Parking Voucher Holders or Pay at Machine	Unrestricted	Total	ES Permit Holders Only	ES Permit Holders or Parking Voucher Holders Only	ES Permit Holders or Parking Voucher Holders or Pay at Machine	Unrestricted	Total	ES Permit Holders Only	ES Permit Holders or Parking Voucher Holders Only	ES Permit Holders or Parking Voucher Holders or Pay at Machine	Unrestricted	Total	ES Permit Holders Only	ES Permit Holders or Parking Voucher Holders Only	ES Permit Holders or Parking Voucher Holders or Pay at Machine	Unrestricted	Total
Howgate Road	19				19	1				1	20				20	95%				95%
Little St Leonards	15	4			19	0	0			0	15	4		19	100%	100%			100%	
Milton Road	45		3		48	8		3		11	53		6	59	85%		50%		81%	
Moore Close	9				9	0				0	9			9	100%				100%	
Palmer's Road				9	9				0	0			9	9				100%	100%	
Sheen Lane	10				10	2				2	12			12	83%				83%	
St Leonards Road	23			21	44	0		0		0	23		21	44	100%			100%	100%	
Vernon Road	9	1	13		23	4	0	5		9	13	1	18	32	69%	100%	72%		72%	
Total	130	5	16	30	181	15	0	8	0	23	145	5	24	30	204	90%	100%	67%	100%	89%