



London Square Developments Limited

GREGGS BAKERY SITE, TWICKENHAM

Transport Assessment Addendum Report





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Transport Assessment Addendum Report

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Appendix A	Proposed Ground Floor Layout
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1 INTRODUCTION

1.1 CONTEXT

- 1.1.1. This Transport Assessment Addendum Report has been prepared by WSP on behalf of London Square Developments Limited (the applicant) in support of their proposals for the redevelopment of the Former Greggs Bakery Site on Gould Road, Twickenham, TW2 6RT.
- 1.1.2. A planning application was submitted in February 2019 (ref 19/0646/FUL) which was supported by a Transport Assessment prepared by WSP. Since then, the applicant has made a number of revisions to the proposals. The purpose of this report is to identify and assess where, in respect of transport, these revisions would alter the findings of the Transport Assessment.

1.2 RECENT PLANNING HISTORY

- 1.2.1. The original planning application submitted in February 2019 related to the following development:
“Demolition of existing buildings (with retention of single dwelling) and redevelopment of the site to provide up to 116 residential units and 175sq.m commercial floorspace; landscaped areas; with associated parking and highways works and other associated works with the development”.
- 1.2.2. Since the planning submission, the applicant and design team have met with Planning and Highways Officers at the London Borough of Richmond upon Thames (LBRuT) to discuss the proposed amendments to the original scheme design.

1.3 REVISED DEVELOPMENT PROPOSALS

- 1.3.1. The revised scheme will comprise 116 residential units as per the submitted scheme, with a minor change in the residential mix and loss of 15 parking spaces. The scheme will include 175 GIA sqm of flexible affordable B1 commercial floorspace as per the original submission. The summary of changes is as follows:

Development Schedule:

- ┆ 116 new homes
- ┆ 175 GIA sqm flexible affordable B1 office space
- ┆ 11,684 sqm Residential GIA (125,77 sq ft) - *reduction in 56 sqm*

Mix:

- ┆ 32 x 1-bed (28%)
- ┆ 34 x 2-bed (29%) – *loss of 1*
- ┆ 46 x 3-bed (40%) – *gain of 8*
- ┆ 4 x 4-bed (3%) – *loss of 7*

Parking Provision:

- ┆ 100 residential parking spaces (12 accessible) – *loss of 15 spaces attributed to 1-bed apartments*
- ┆ 1 accessible commercial parking space
- ┆ 1 on-street car club parking space
- ┆ 228 cycle spaces



1.4 REPORT STRUCTURE

1.4.1. This report is structured as follows:

- ┆ Chapter 2 – Development Proposals
- ┆ Chapter 3 – Trip Generation Assessment
- ┆ Chapter 4 – Impact Assessment
- ┆ Chapter 5 – Summary & Conclusions

2 DEVELOPMENT PROPOSALS

2.1 INTRODUCTION

2.1.1. This Chapter provides a review of the revisions to the proposed development. Where other elements of the proposals are unchanged from the February 2019 submission, these are not discussed and reference should be made to the 2019 Transport Assessment chapter 2 for a full description

2.2 SUMMARY OF REVISIONS

2.2.1. The revisions to the proposed development are summarised in Figure 2.1 which is an extract of Assael Architecture’s summary of changes document.

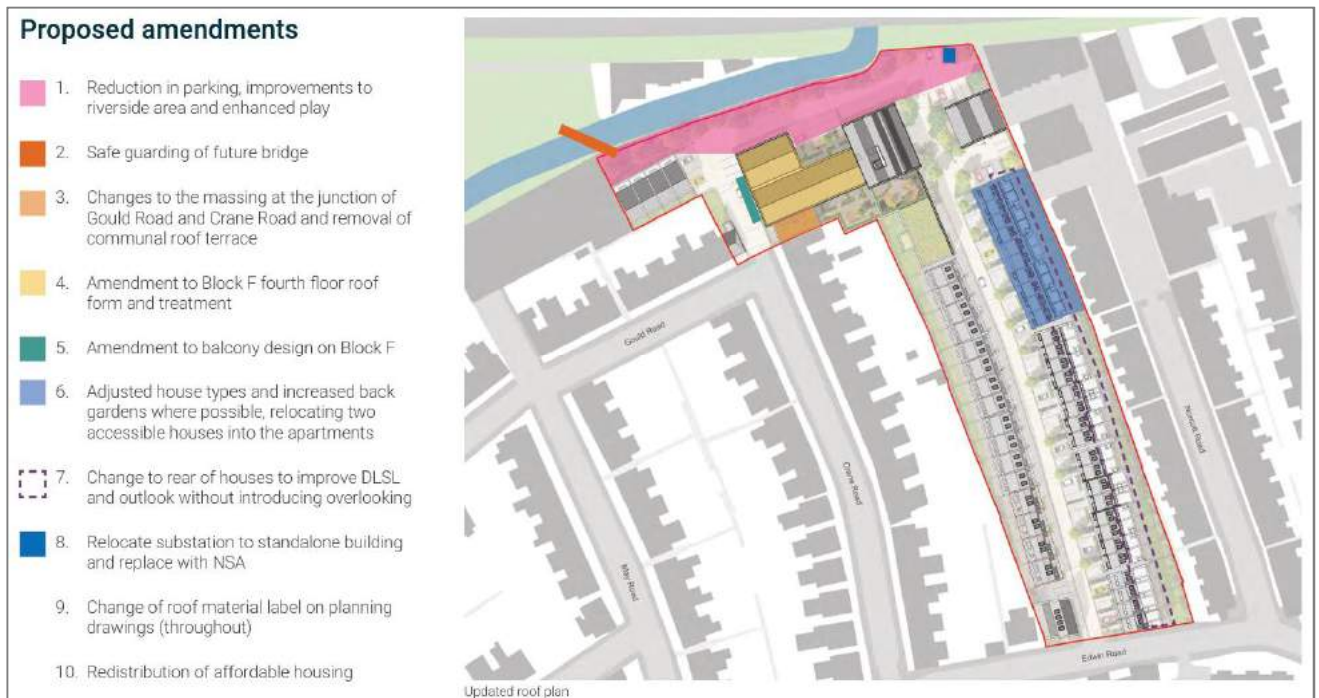


Figure 2.1 - Summary of Changes

2.3 DEVELOPMENT SCHEDULE

2.3.1. There are only minor revisions to the proposed accommodation schedule. The overall number of dwellings remains the same at 116 dwellings. The total residential accommodation proposed is now 11,684sqm GIA which is down 56sqm compared to the submitted proposals. The proposed commercial accommodation is unchanged at 175sqm GIA of flexible affordable B1 space. Table 2.1 summarises the revised residential mix.

Table 2.1 – Revised Residential Accommodation Schedule

Dwelling Size	No. of Units (February 2019 scheme)	Change	No. of Units (Revised Scheme)
One bedroom	32	-	32
Two bedroom	35	-1	34
Three bedroom	38	+8	46
Four bedroom	11	-7	4
Total	116	-	116

PROPOSED LAYOUT

2.3.2. A full copy of the Architect’s proposed layout is contained within Appendix A. The ground floor plan is shown in Figure 2.2.



Figure 2.2 - Proposed Development Ground Floor Layout

- 2.3.3. In respect of transport, there are two changes to the proposed layout:
- i The removal of 15 residential car parking spaces from the north of the site to accommodate improvements to the riverside area and enhanced play; and
 - i Safeguarding of an area for a future bridge link over the River Crane.

2.3.4. The only changes which have a bearing on the swept path analysis of the site are the removal of the 15 parking spaces to the north of the site. To that end, the swept path diagrams which were submitted with the February 2019 application have been updated here. Copies of these are contained within Appendix B.

2.4 PARKING

CAR PARKING

2.4.1. The revisions to the scheme will mean the overall residential parking provision reduces to 100 spaces from 115 spaces. The proposed B1 accommodation will still be provided with one blue badge parking space. Table 2.2 summarises the revised parking provision.

Table 2.2 - Proposed Development Car Parking Provision

Land Use	Units / GIA (sqm)	Standard Parking Spaces	Disabled Parking Spaces
Residential (C3)	116 dwellings	88	12
Office (B1)	1 unit (175sqm)	-	1
Total	-	88	13

- 2.4.2. The proposed residential parking provision is the equivalent of 0.86 spaces per dwelling which remains in accordance with policy T6.1 of the Draft London Plan and LBRuT's Local Plan. In line with the Draft London Plan, at least 20% of all the spaces will be fitted with electric vehicle charging outlets from the outset and the remainder will have passive provision such that they could be fitted at a later date if required.
- 2.4.3. All of the houses within the proposed development will be provided with one parking space. The remainder, comprising flats will be provided with spaces according to their size. This means that of the 32 one-bedroom apartments, 16 will be 'car-free'. The remainder will all have one space.
- 2.4.4. In order to assess the suitability of the proposed parking provision for the number of proposed dwellings, the 2011 Census data for car or van ownership by household within the ward the development is situated in (Richmond Ward 14) has been analysed. The results are indicated in Table 2.3.

Table 2.3 - 2011 Census Data - Car or Van Availability Richmond Ward 14

Richmond upon Thames Ward 014	% of households
No cars or vans in household	30%
1 car or van in household	52%
2 cars or vans in household	16%
3 cars or vans in household	2%
4 or more cars or vans in household	0%
TOTAL	100%

- 2.4.5. The local car ownership data from the census indicates that 30% of local households do not own or have access to a vehicle. Of the remaining 70% that do, most have access to only one vehicle and only a small proportion have access two or more.
- 2.4.6. No dwelling within the proposed development will have more than one allocated parking space. In addition the local streets are covered by a controlled parking zone (CPZ) for which residents will not be eligible for a permit (the applicant intends to enter into a permit-free agreement through a s106 agreement). In view of this it is reasonable to conclude that residents trying to keep a second car will find it prohibitively difficult and will only keep one car if any. Details of the local CPZ restrictions are provided in section 4.9 of the Transport Assessment.
- 2.4.7. Furthermore, the fact that 16 of the 32 proposed one-bedroom apartments will be car-free is not unusual for a scheme of this nature and in this type of location.
- 2.4.8. The applicant has committed to providing a new local on-street car club bay and providing first residents of the site with a period of complimentary membership. Along with the measures proposed in the Travel Plan it is considered that residents should be able to successfully lead car-free lifestyles within the development.

CYCLE PARKING

- 2.4.9. Cycle parking provision remains unchanged from the submitted application as described in section 2.6 of the 2019 Transport Assessment. There will be 222 long-stay spaces and six short-stay spaces for visitors. These figures are in line with the requirements of policy T5 of the Draft London Plan.

3 TRIP GENERATION ASSESSMENT

3.1 CONTEXT

- 3.1.1. Chapter 5 of the submitted Transport Assessment provided a comprehensive review of comparable trip-generation for both the existing uses on site, the proposed development and an alternative commercial scheme.
- 3.1.2. The TRICS databased was consulted and reviewed in order to provide suitable comparator sites for the existing and proposed development use classes based on comparable location, public transport accessibility, on-site parking provision and development type.
- 3.1.3. The trip generation assessment demonstrated that the proposed development is expected to generate significantly fewer vehicular trips compared to the existing permitted uses on site and alternative employment uses.

3.2 REVISED SCHEME – TRIP-GENERATION REVIEW

- 3.2.1. The submitted TRICS assessment for the proposed residential element of the scheme was based on the total number of dwellings rather than the number of dwellings by size, type and tenure.
- 3.2.2. Given the total number of dwellings proposed remains unchanged, the total forecast person trip generation does not change as a result of the revisions to the scheme.
- 3.2.3. The next question to answer is whether the peak hour modal splits would change as a result of removing 15 parking spaces. In the 2019 Transport Assessment modal splits were derived by using the 2011 Census journey to work data. The car driver mode share from this data is 29.8% (see Table 5.8 of the Transport Assessment). This results in 22 and 15 two-way vehicular trips during the morning and evening peak hours.
- 3.2.4. This level of vehicular trip generation could reasonably be associated with the submitted scheme or the revised scheme – in other words the level of car parking provision is not necessarily directly linked with peak hour vehicular trip generation.
- 3.2.5. On this basis, it is reasonable to conclude the overall trip generation of the site will not change as a result of the proposed revisions. Therefore, the associated level of impact on each mode, as discussed in the Transport Assessment at Chapter 6, remains unchanged.

4 IMPACT ASSESSMENT

4.1 INTRODUCTION

- 4.1.1. This section considers the impacts of the revised scheme against the submitted scheme, outlining any material changes which affect the transport assessment and conclusion of the original proposals.

4.2 PARKING IMPACT

- 4.2.1. As discussed earlier, the removal of 15 parking spaces from the proposed development will result in a slight drop in the overall provision from 0.99 to 0.86 spaces per dwelling. The effect of this is that 16 of the 32 one-bedroom apartments will be car-free. All other dwellings will still be provided with one parking space.
- 4.2.2. Occupiers of one-bedroom apartments are more likely and more able to lead car-free lifestyles. They tend to have fewer or no children and, as they're often first-time buyers or renters, tend not to keep cars in favour of saving (or having saved) for a house deposit. This is of course a generalisation but these are reasonable assumptions, and if any households can lead car-free lifestyles, logically it would be one-bedroom households.
- 4.2.3. In addition to this, the following considerations have been made in relation to the revised parking provision at the site:
- i This level of provision is in line with the Council's maximum parking standards and the maximum standards in the draft London Plan.
 - i Given the site's relative accessibility to good bus and rail links, this level of provision is comparable to similar schemes in similar locations. The Census data illustrates that around 70% of local households own or have access to a car and 30% do not.
 - i Though some local households do own more than one car, no dwelling will be marketed or sold with access to more than one parking space so the attractiveness for households with two or more cars is already reduced.
 - i The local CPZ restrictions in place mean it would be extremely difficult and impractical for people to circumvent the provision and keep a second car on or near the site.
- 4.2.4. In addition to the on-site parking provision, the applicant is committed to delivering additional car club capacity in the local area for the benefit of all, including existing residents. The applicant will also enter into a permit-free agreement to prevent residents on the site from obtaining a local CPZ permit.
- 4.2.5. On balance therefore, the lesser parking provision is appropriate and the risk of overspill parking remains very low. Any residual risk could be managed through monitoring of the local CPZ and those streets further afield which are unrestricted. Nonetheless our opinion is that the provision is appropriate and any risk is already adequately mitigated through the existing CPZ restrictions and provision of travel plan and car club measures.

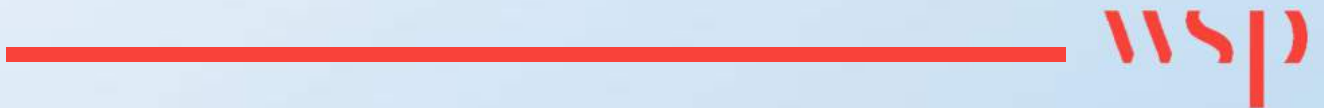
5 SUMMARY & CONCLUSIONS

5.1 SUMMARY

- 5.1.1. A Transport Assessment (TA) was originally prepared for the site, dated February 2019. Since then, the applicant has made a number of revisions to the proposed development.
- 5.1.2. This Transport Assessment Addendum Report has considered if and how those changes affect the transport-related impacts of the proposed development and the conclusions of the Transport Assessment. The only change related to transport is a reduction in the proposed residential parking provision from 115 spaces to 100 spaces, the equivalent of 0.99 and 0.86 spaces per dwelling, respectively.
- 5.1.3. This change does not have an impact on the forecast trip generation of the proposals. Neither does it result in any material change in the possible parking impact for a number of reasons, chief amongst which is that the 16 dwellings which will be car-free will all be one-bedroom apartments. One-bedroom apartments are the least likely to generate parking demand and more able than most households to lead car-free lifestyles.
- 5.1.4. Nonetheless, the applicant has committed to a number of measures which could be used to suppress the need for residents to own and use cars.
- 5.1.5. In conclusion, it is considered that the revised proposals do not alter the conclusions of the Transport Assessment and that the effects of the proposed development on the transport network are acceptable subject to the mitigation the applicant has offered.

Appendix A

PROPOSED GROUND FLOOR
LAYOUT





General notes

All setting out must be checked on site
 All levels must be checked on site and refer to
 Ordinance Datum Newlyn unless alternative Datum given
 All fixings and weatherings must be checked on site
 All dimensions must be checked on site
 This drawing must not be scaled
 This drawing must be read in conjunction with all other
 relevant drawings, specification clauses and current design risk
 register
 This drawing must not be used for land transfer purposes
 Calculated areas in accordance with Assael Architecture's
 Definition of Areas for Schedule of Areas
 This drawing must not be used on site unless issued for
 construction
 Subject to survey, consultation and approval from all statutory
 Authorities

Revision Status:
 P=Preliminary
 C=Contract

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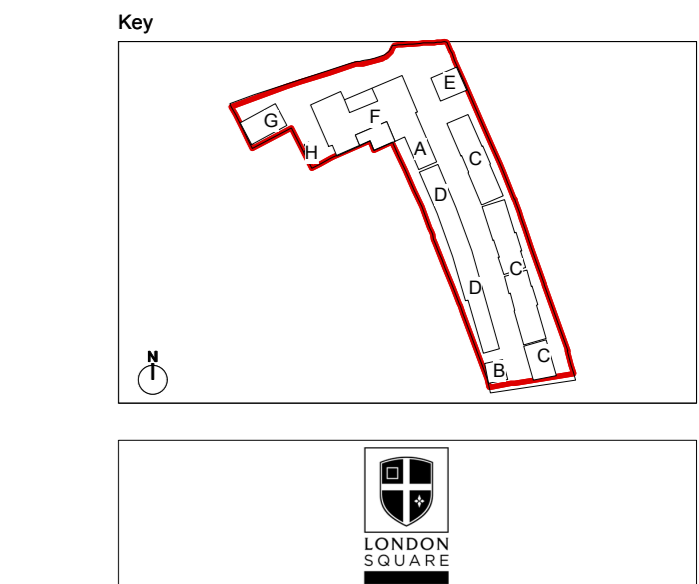
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Electronic file reference

Status R:	Revision	Date	DRN	CHK	CDM
21	Planning Addendum	23/10/2019	RM	ES	

- Key
- Area safeguarded for future pedestrian bridge
 - Future bridge provision
- Purpose of information
- The purpose of the information on this Planning drawing is for:
- Information
 - Comment
 - Client approval
 - Construction
- All information on this drawing is not for construction unless it is marked for construction.



Client

London Square

Project title

**Greggs Bakery Site
Twickenham**

Drawing title

**Proposed
Ground Floor Plan**

Scale @ A1 size Date

1:500 Jul '19

Drawing N°

A2871 200

Status & Revision

R21

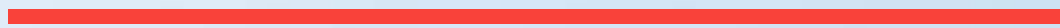
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Appendix B

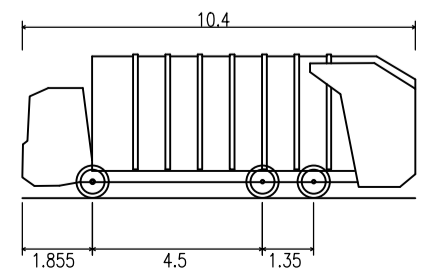
SWEPT PATH ANALYSIS





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Richmond Refuse Vehicle
Overall Length 10.400m
Overall Width 2.500m
Overall Body Height 3.800m
Min Body Ground Clearance 0.295m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.350m

KEY
 OVERRUNNABLE SURFACING (GRASSCRETE)

REV	DATE	BY	DESCRIPTION	CHK	APP
B	16/10/2019	CRJB	UPDATED LANDSCAPE AND ARCHITECT LAYOUT	YRE	SAF
A	15/02/2019	CRJB	FIRST ISSUE	YRE	SAF

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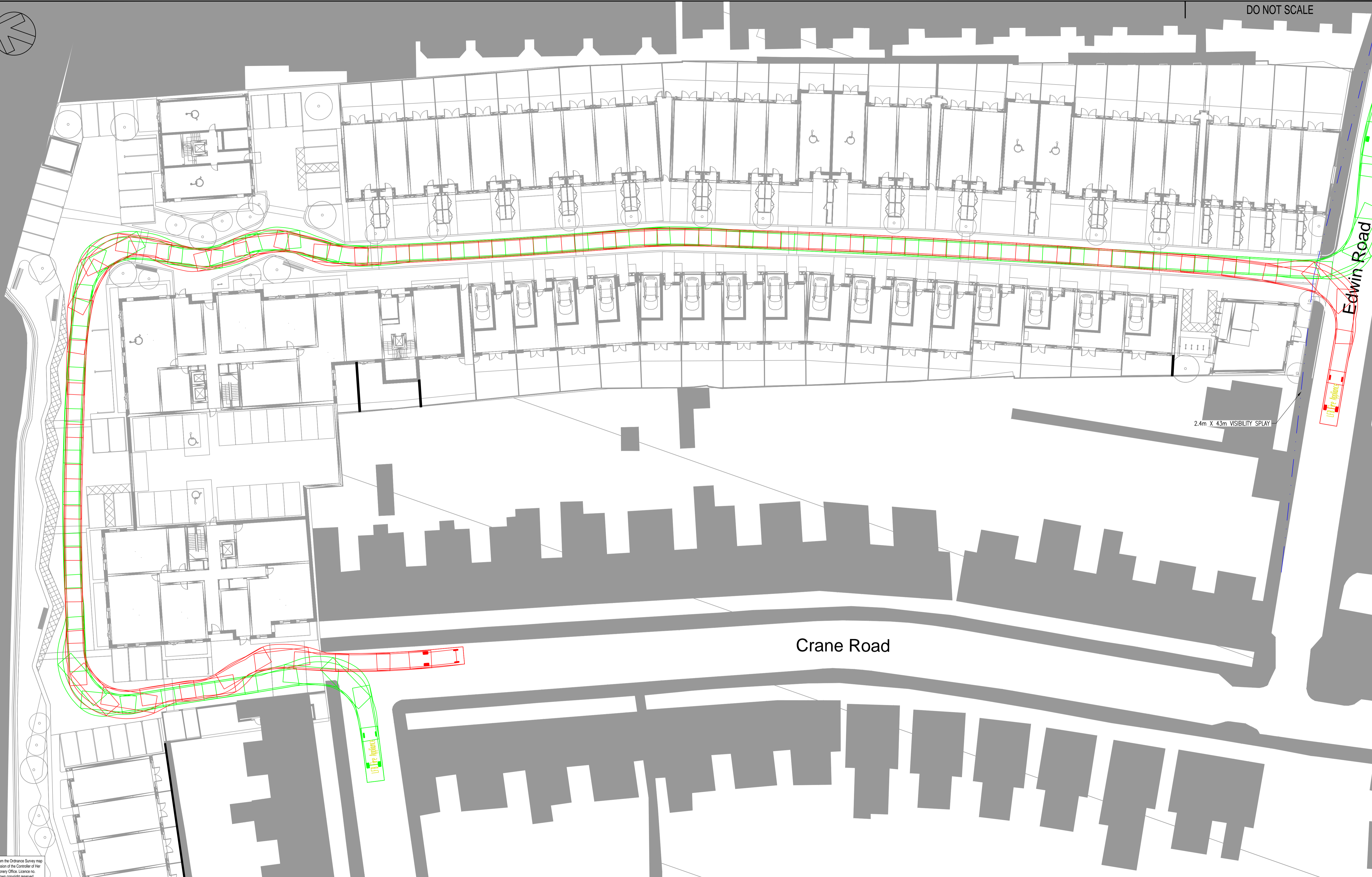
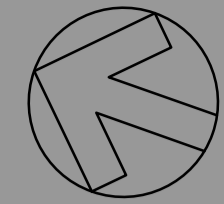


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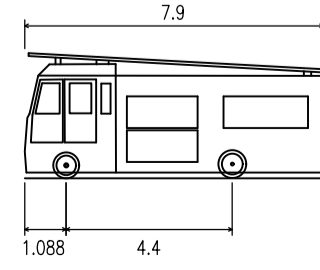
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TITLE: GROUND FLOOR RICHMOND REFUSE VEHICLE SWEEP PATH ANALYSIS

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LFB Fire Appliance
Overall Length 7.900m
Overall Width 3.314m
Overall Body Height 3.114m
Min Body Ground Clearance 0.154m
Max Track Width 2.121m
Lock to Lock Time 6.00s
Kerb to Kerb Turning Radius 8.400m

KEY
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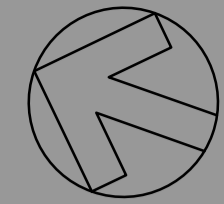


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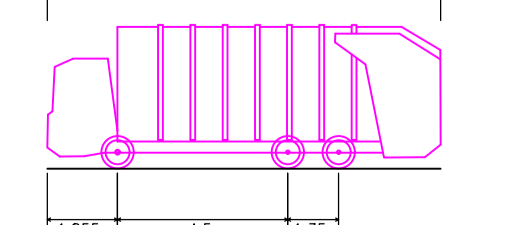
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TITLE: GROUND FLOOR FIRE APPLIANCE SWEPT PATH ANALYSIS

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	Medium Sized Car Overall Length 4.319m Overall Width 1.686m Overall Body Height 1.456m Min Body Ground Clearance 0.223m Max Track Width 1.591m Lock to Lock Time 4.00s Kerb to Kerb Turning Radius 5.042m
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	Richmond Refuse Vehicle Overall Length 10.400m Overall Width 2.500m Overall Body Height 3.800m Min Body Ground Clearance 0.295m Track Width 2.450m Lock to lock time 4.00s Kerb to Kerb Turning Radius 9.350m
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B	18/10/2019	CRJB	UPDATED LANDSCAPE AND ARCHITECT LAYOUT	YK	SK
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ARCHITECT:	ASSAEL

PROJECT:	GREGGS FACTORY, TWICKENHAM
TITLE:	GROUND FLOOR MEDIUM CAR SWEEP PATH ANALYSIS

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