



Greggs Bakery / Twickenham

Outline Construction Logistics Plan

Prepared by Velocity

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FORMER GREGGS FACTORY, TWICKENHAM RESIDENTIAL SCHEME OUTLINE CONSTRUCTION LOGISTICS PLAN

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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 This Outline Construction Logistics Plan (CLP) has been prepared by Velocity Transport Planning on behalf of London Square Developments Ltd to accompany a detailed planning application for the redevelopment of the former Greggs Bakery Site and No.2 Gould Road, Twickenham, TW2 6RT.

1.1.2 This CLP has been prepared in accordance with Transport for London's best practice guidance.

1.2 CLP OBJECTIVES

1.2.1 The overall objectives of this Outline CLP are to reduce:

- ⊙ Environmental impact: Lower vehicle emissions and noise levels;
- ⊙ Road risk: Improve vehicle and road user safety;
- ⊙ Congestion: Reduce trips overall and re-time where possible, especially in peak periods; and
- ⊙ Cost: Efficient working practices and reduce deliveries.

1.2.2 To support the realisation of these objectives, several sub-objectives have been set out and include:

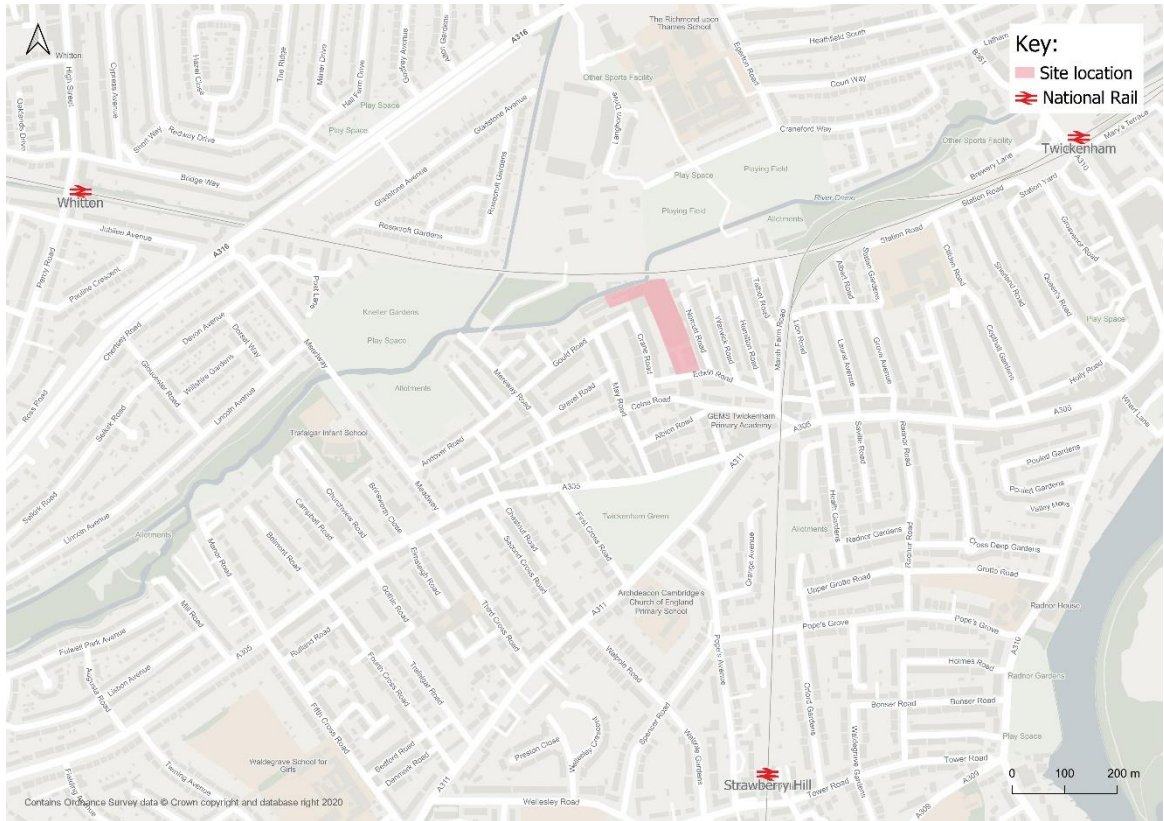
- ⊙ Encouraging construction workers to travel to the site by non-car modes;
- ⊙ Promoting smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- ⊙ Encouraging greater use of sustainable freight modes;
- ⊙ Encouraging the use of greener vehicles;
- ⊙ Managing the ongoing development and delivery of the CLP with construction contractors;
- ⊙ Communicating site delivery and servicing facilities to workers and suppliers; and
- ⊙ Encouraging the most efficient use of construction freight vehicles.

1.3 SITE CONTEXT

1.3.1 **Figure 1-1** illustrates the location of the site. The existing site comprises the former Greggs Bakery Site in Twickenham and no.2 Gould Road, within the London Borough of Richmond Upon Thames. The Site is L shaped and is bound by the River Crane to the north and the railway line beyond, residential properties on Norcutt Road to the east, Edwin Road to the south, residential properties on Crane Road to the west and further residential properties on Crane Road/ Gould Road and at Crane Mews to the north-west.



Figure 1-1: Site Location



- 1.3.2 The surrounding area is predominantly residential in character comprising rows of terraced streets. Crane Mews to the west comprises a mixed-use building of small commercial units and residential. To the south of the site, there is a small workshop for light industrial use.
- 1.3.3 Lockcorp House on Norcutt Road to the east of the site comprises an office building which has been the subject of various applications and has resulted in planning permission being granted for residential use. The most recently received approval for 15 affordable flats (mix of one, two and three bedroom units). Norcutt Road comprises mews-type properties with small rear gardens that adjoin the site. Craneford Way Depot to the north of the site beyond the River Crane and railway line comprises a large, underdeveloped waste Site.
- 1.3.4 The north of the site is adjacent to the River Crane. The river and land beyond to the north of the site are designated as Metropolitan Open Land (MOL). The Hamilton Road Conservation Area is located to the east of the site, with the boundary running between the back gardens of the properties on the east side of Norcutt Road.



- 1.3.5 Twickenham Railway Station, operated by Southwestern Railway, provides a number of services to and from London Waterloo and destinations in the southwest. In addition, several bus services are accessible within a 550m walk of the site along Heath Road.
- 1.3.6 The site has a PTAL of 2, indicating a poor level of public transport accessibility. As a result of the site being situated within an Outer London area with lower-than-average accessibility to public transport services, higher maximum car parking standards apply, as set out in the London Plan (March 2021).
- 1.3.7 The site and its surrounding road network are situated within the Controlled Parking Zone (CPZ) WT (West Twickenham), which restricts parking from Monday to Saturday between 08:30 to 18:30.

1.4 EXISTING SITE USE

- 1.4.1 The existing site comprises the former Greggs Bakery Site in Twickenham and no.2 Gould Road, within the London Borough of Richmond Upon Thames. The Site is L shaped and is bound by the River Crane to the north and the railway line beyond, residential properties on Norcutt Road to the east, Edwin Road to the south, residential properties on Crane Road to the west and further residential properties on Crane Road/ Gould Road and at Crane Mews to the north-west.
- 1.4.2 There is a range of buildings covering the majority of the site, which comprises an area of 1.1ha. The majority of the Greggs Bakery Site is covered by a single-storey industrial shed alongside large extract equipment. There are also a number of associated two and three-storey commercial buildings across the remainder of the site, which have developed in a piecemeal way over time. The existing buildings have reached the end of their life cycle. The application site also includes no. 2 Gould Road, a two-storey end of terrace house.
- 1.4.3 Due to the current plot coverage, the total floorspace across the site is 9,051 sqm existing Greggs industrial GIA and 75 sqm existing residential house GIA. The existing structures are built up to the boundaries of the gardens of the properties at Norcutt Road and Crane Road.
- 1.4.4 The site is highly constrained and is accessed via Edwin Road to the south and Gould Road to the north of the site. There is a small yard to the south of the site accessed from Edwin Road, which is where HGVs access the site. A limited amount of car parking associated with the existing bakery is located within the site accessed off Gould Road to the north of the site. Staff from Greggs Bakery were previously able to park on the surrounding streets prior to parking restrictions associated with the introduction of the 'West Twickenham CPZ', which came into force in May 2018.
- 1.4.5 The existing use of the site is for Use Class E(g)(iii) (industrial) purposes and includes ancillary office floor space associated with the bakery operations that previously operated from the site. The bakery operation is now redundant, and Greggs ceased the bakery use on the site in 2018. Greggs has been unable to sell the facility despite a marketing exercise which commenced in February 2018.
- 1.4.6 Greggs has operated on the site since its acquisition in 1994. Agents for Greggs have advised that throughout this period, it has proven problematic from an operational and asset management perspective. The buildings gave rise to unsustainable maintenance costs resulting in the business beginning a search for alternative premises in the late 1990s as the site was considered unfit for purpose. The business operated from the site unsatisfactorily and inefficiently, maintaining a difficult relationship with neighbouring residents. Alternative premises were identified in Enfield, and the Bakery production and distribution has now relocated outside of the Borough to a purpose-built facility which is more operationally efficient than the Bakery premises at Gould Road.



1.5 DEVELOPMENT PROPOSALS

1.5.1 The description of the proposed development is as follows:

'Demolition of existing buildings (with retention of a single dwelling) and redevelopment of the site to provide up to 116 residential units and 175 sqm commercial floorspace (Use Class E) with associated hard and soft landscaping, car parking and highways works and other associated works.'

SUMMARY OF WORKS

1.5.2 Works consist of:

- ⊙ Enabling, demolition and foundation work (pre-superstructure);
- ⊙ Super-structure work, including fit-out; and
- ⊙ External works.

1.6 CLP STRUCTURE

1.6.1 The remainder of this CLP is structured as follows:

- ⊙ **Section 2** – describes the current situation on and around the site;
- ⊙ **Section 3** – provides a description of the vehicle routing and access;
- ⊙ **Section 4** – outlines the construction programme and methodology;
- ⊙ **Section 5** – describes measures that can be implemented to ensure the CLP is effective in achieving the aims of reducing environmental impact, road risk, congestion and cost;
- ⊙ **Section 6** – sets out the estimated vehicle movements; and
- ⊙ **Section 7** – describes the implementation, monitoring and updating of the CLP.



2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 PLANS

2.1.1 The following maps show the area around the development site. The plans are included in full in **APPENDIX A**.

2.1.2 **Figure 2-1** shows a regional plan with the location of the site in the context of the highway network.

2.1.3 **Figure 2-2** shows the location of the site in relation to the surrounding local area.

2.1.4 **Figure 2-3** shows the site boundary in relation to the local highway network.

Figure 2-1: Regional Plan

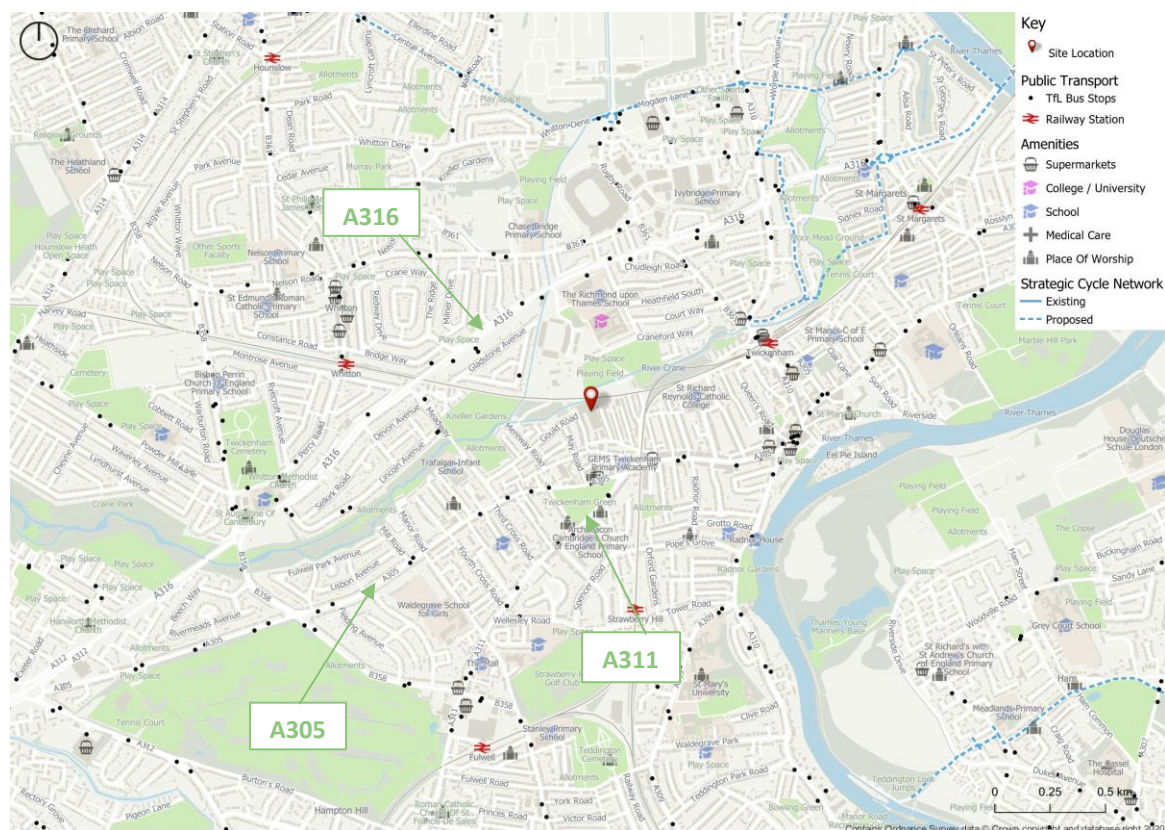


Figure 2-2: Local Context Plan

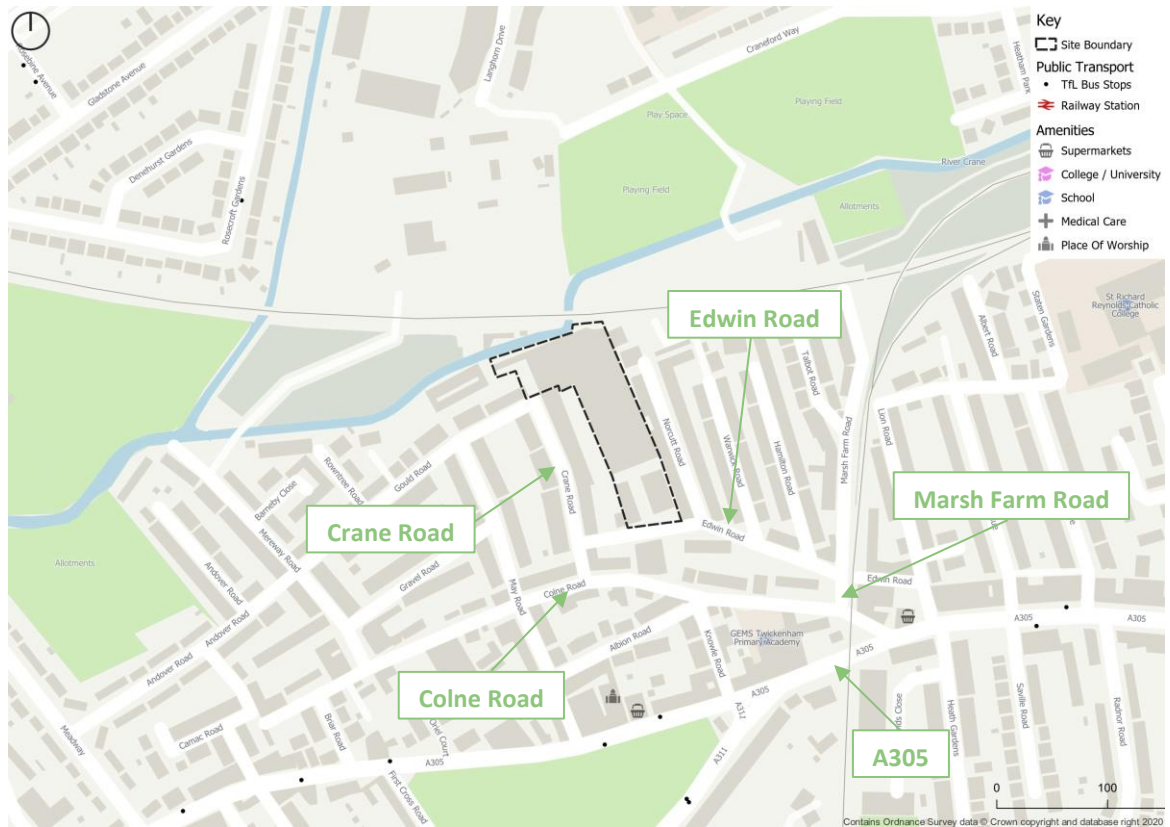
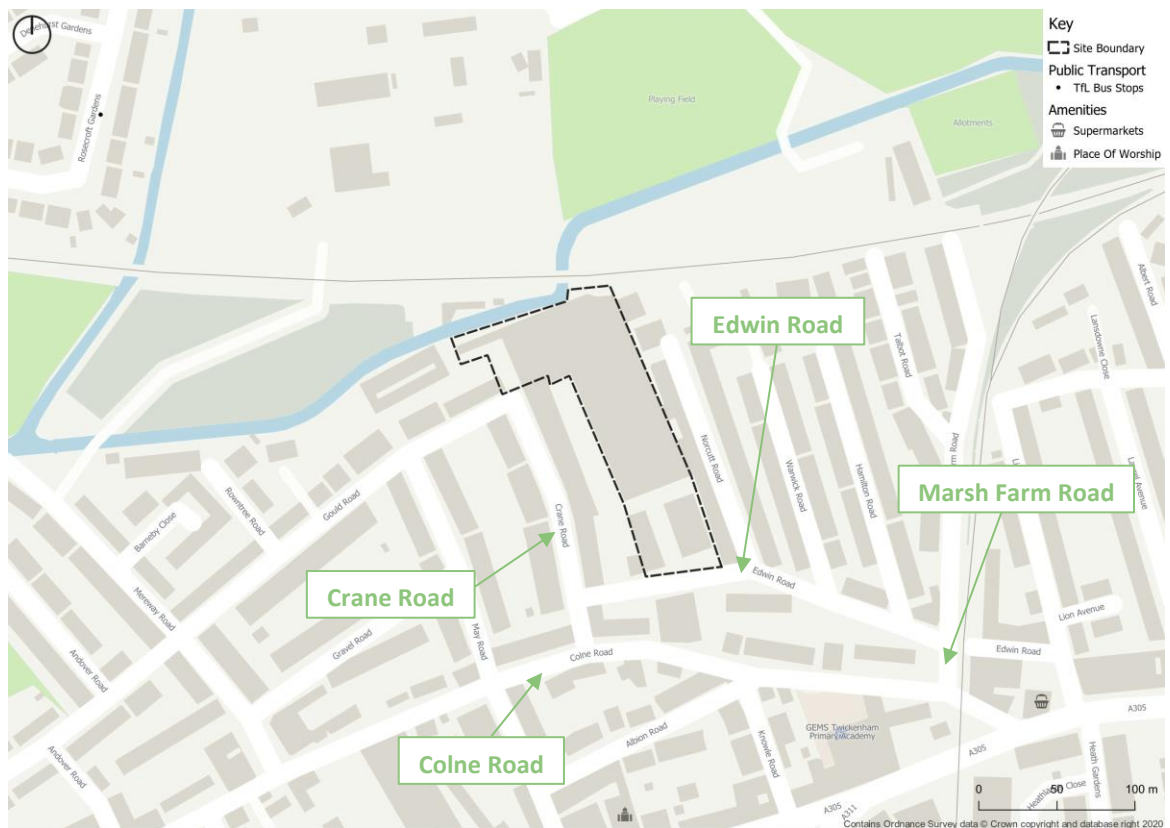


Figure 2-3: Site Boundary Plan



2.2 LOCAL ACCESS

HIGHWAY LAYOUT

- 2.2.1 There are currently two vehicular access points to the site: one from Edwin Road to the south and one to the north from the corner of Gould Road and Crane Road. The former was primarily used to accommodate larger operational HGVs associated with the site's former industrial use, with the latter generally used for employee and visitor parking.
- 2.2.2 Both Edwin Road and Gould Road are well connected to the wider road network. To the south of the site, Edwin Road connects through Marsh Farm Road or Colne Road to The Green/Heath Road (A305), carrying traffic between the centres of Richmond and Twickenham from Chertsey Road (A316) to the west, which in turn connects to the M3 to the west or Hampton Hill Road towards Heathrow. To the west of the site, traffic can access and egress Chertsey Road (A316) from Meadway, which in turn provides access towards Gould Road and the adjoining residential areas.

PUBLIC TRANSPORT

- 2.2.3 Public Transport Accessibility Level (PTAL) is a theoretical measure of the accessibility of a location based on the distance from frequent public transport services. The site has a PTAL of 2, which is deemed to be 'poor'; however, this only accounts for two local bus stops (providing access to seven routes) and not the nearby railway stations, i.e., Strawberry Hill Station and Twickenham Station. The stations are situated just outside the 12-minute PTAL walking catchment but are still within reasonable walking distance.
- 2.2.4 The site benefits from a number of bus routes in the area, with the closest bus routes situated along with Twickenham Green (stops GC, GL, GT and GM), all of which are situated within a six-minute walk to the south of the site. There are additional stops on Heath Road Grove Avenue (Stop GS) (an eight-minute walk) to the southeast of the site providing services towards Hounslow, Fulwell, Tolworth and Heathrow Airport.
- 2.2.5 The closest railway station to the site is Strawberry Hill, situated a 13-minute walk (1.1km) to the south of the site. Twickenham Railway Station, located approximately 1.6km to the east of the site along Station Road, provides more train services to destinations including London Waterloo, Reading, Clapham Junction, Chiswick and Wimbledon.

CYCLE NETWORK

- 2.2.6 There is no dedicated cycling infrastructure (i.e., cycleways and cycle lanes) in the vicinity of the site, and cyclists share the site's surrounding road network with vehicles. Cycle parking stands are provided along Heath Road (A305), and a further 30 cycle racks are provided at Twickenham Railway Station.

2.3 COMMUNITY CONSIDERATIONS

SCHOOLS

- 2.3.1 Twickenham Primary Academy is located to the southeast, with pedestrian access provided from both Colne Road and Heath Road. The access on Colne Road is located approximately 300m (3-minutes' walk) southeast of the site.



- 2.3.2 Trafalgar Infant School and Bright Horizons Nursery are located on Meadway, approximately 500m (6-minute walk) to the west of the site.
- 2.3.3 St Richard Reynolds Catholic College is located on Clifden Road, approximately 550m (7-minutes' walk) east of the site.
- 2.3.4 Archdeacon Cambridge's Church of England Primary School is located on The Green (A311), approximately 550m, or a 7-minute, walk south of the site.
- 2.3.5 Twickenham Primary Academy and Trafalgar Infant School/Bright Horizons Nursery are located on the proposed construction vehicle route, so local children may be walking alongside and across the construction access routes in order to travel from their homes to the school.

COLNE ROAD – SCHOOL STREET

- 2.3.6 In September 2021, The School Street scheme was approved and made permanent for Twickenham Primary Academy for part of Colne Road between the junction of March Farm Road and Albion Road.
- 2.3.7 School Streets do not operate during school holidays or at weekends, and the signs will be closed when not operational for holidays and half-term breaks.
- 2.3.8 The operating hours for Colne Road are Monday to Friday, 08:20 to 09:00 and 15:30 to 16:15.
- 2.3.9 People walking, scooting, using wheelchairs, mobility scooters, and cycles (including adapted cycles) are not restricted. All other motor vehicles are restricted during the operating times displayed on the signs, subject to exemptions.
- 2.3.10 The following motorised vehicles are automatically exempt:
- ⦿ Emergency vehicles
 - ⦿ Council waste trucks serving properties within the School Street zone
 - ⦿ Postal service vehicles serving post boxes within the School Street zone
 - ⦿ Statutory undertakers (such as water and gas companies) attending emergency works within the School Street zone
 - ⦿ School buses serving the school or properties within the School Street zone
 - ⦿ Public transport and taxis (Hackney Carriage) serving properties within the School Street zone
- 2.3.11 The following vehicles are also exempt, but they must apply for exemption using the LBRuTs online exemption form or contact LBRuT:
- ⦿ Residents and businesses within the School Street zone
 - ⦿ Blue badge holders (when their destination is within the School Street zone)
 - ⦿ Carers and healthcare workers serving properties within the School Street zone
 - ⦿ Private hire taxis serving properties within the School Street zone
 - ⦿ Tradespeople/service providers serving properties within the School Street
 - ⦿ Delivery vehicles serving properties within the School Street



SHOPS AND SERVICES

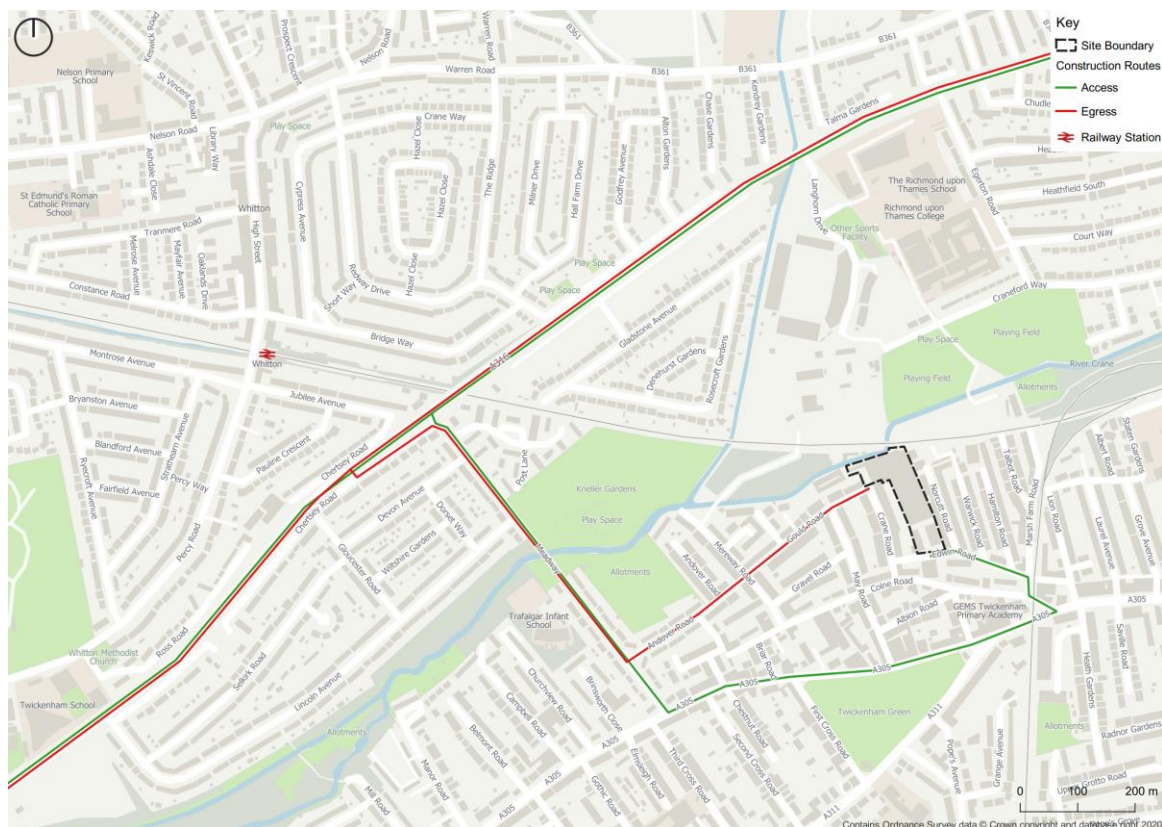
- 2.3.12 The Green Surgery is located on The Green (A311), approximately 350m (4-minutes' walk) south of the site. By its nature, the surgery will be visited by ill, infirm and vulnerable road users with reduced mobility. Many of these patients will need to cross Heath Road and The Green (A311) to access the surgery.
- 2.3.13 A number of local shops and other commercial premises are available on The Green (A305) to the south of the site, including Sainsbury's Local, Tesco Express and a pharmacy. As such, local residents may be walking alongside and across the construction access routes in order to reach their destination.



3 VEHICLE ROUTING AND SITE ACCESS

3.1.1 The vehicle routing plan is reproduced in **Figure 3-1** and provided in full in **APPENDIX B**.

Figure 3-1: Routing Plan



3.1.2 Deliveries will route to/from the site via the A316, whether they are coming from Central London to the east or the M25 to the west. To access the site, vehicles will route south on Meadway before continuing east on The Green (A305). Vehicles will then route north on Colne Road and Marsh Farm Road before travelling west on Edwin Road. To egress the site, vehicles will route west on Gould Road and Andover Road before turning north on Meadway and accessing the A316. Sufficient clear signage to ensure construction vehicles only use designated routes will be provided.

3.1.3 This provides the most appropriate routing for access to the site, given the location of the site in a largely residential area and avoids TfL-identified cycle routes. It is noted that Andover Road is signed as unsuitable for HGVs; however, access is not restricted, so it is deemed to be the most appropriate egress route for the site. It is also pertinent to note that a 13'6" height limit is in place on Colne Road, as shown in **Figure 3-2**. As such, abnormal loads will instead be required to access the site from the west using Colne Road before routing north on Marsh Farm Road and continuing on the access route set out above.

Figure 3-2: Colne Road Height Limit



- 3.1.4 OpenStreetMap identifies local cycle routes on Meadway, Gould Road and Edwin Road, which form part of the vehicle access routes. Therefore, all drivers and subcontractors will be briefed that increased numbers of cyclists may be found in this location and traffic marshals will ensure the safe discharge of vehicles from the site.
- 3.1.5 There are no turnback routes, but a lorry holding area is proposed on Edwin Road through the temporary suspension of parking bays. There will also be a vehicle holding area within the construction site.
- 3.1.6 Routes that are not identified in the routing plans are off-limits to site traffic over 3.5 tonnes.
- 3.1.7 **Figure 3-3** sets out the site routing plan, which is included in full at **APPENDIX B**. Due to the site layout, a one-way system through the site is proposed, with vehicle access from Edwin Road and egress onto Gould Road/Crane Road.