



Greggs Bakery / Twickenham

Outline Parking Design & Management Plan

Prepared by Velocity

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FORMER GREGGS FACTORY, TWICKENHAM RESIDENTIAL & INDUSTRIAL OUTLINE PARKING DESIGN AND MANAGEMENT PLAN

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Velocity Transport Planning Ltd

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VELOCITY
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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 Velocity Transport Planning has prepared this Parking Design and Management Plan (PDMP) to accompany a detailed planning application for the redevelopment of the Former Greggs Bakery Site and No.2 Gould Road, Twickenham, TW2 6RT. The land referred to herein as 'the site', to which the planning application pertains, is located within the administrative boundary of the London Borough of Richmond upon Thames (LBRuT).

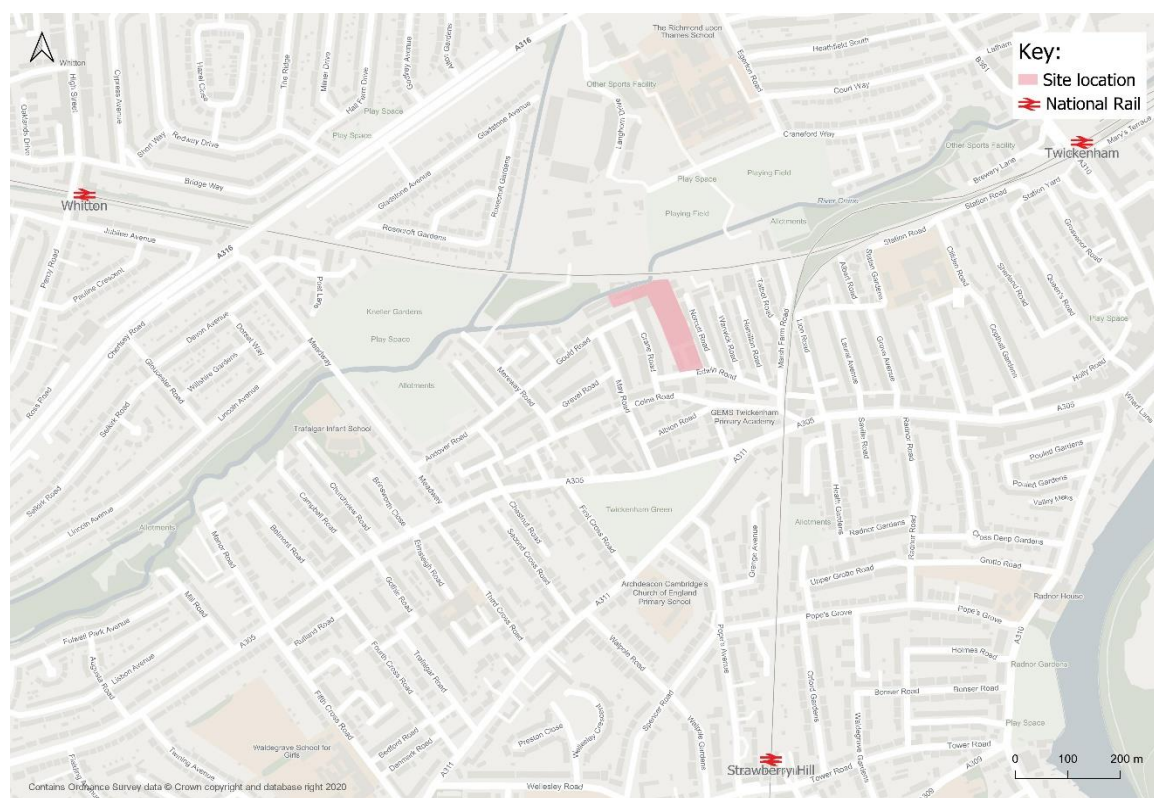
1.1.2 This PDMP should be read in conjunction with the Transport Assessment (TA), also submitted as part of the planning application.

1.2 SITE LOCATION

1.2.1 **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 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 and local context



- 1.2.2 The surrounding area is predominantly residential in character comprising rows of terraced streets. Crane Mews to the west comprises as mixed-use building of small commercial units and residential. To the south of the Site there is a small workshop in light industrial use.
- 1.2.3 Lockcorp House on Norcutt Road to the east of the Site comprises an office building which has been the subject of various applications and have 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 with 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.
- 1.2.4 The north of the Site is adjacent to the River Crane. The river and land beyond to the north of the Site is 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.
- 1.2.5 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 550m walk of the site along Heath Road.
- 1.2.6 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).
- 1.2.7 The site and its surrounding road network are situated within Controlled Parking Zone (CPZ) WT (West Twickenham), which restricts parking from Monday to Saturday between 08:30 to 18:30.



1.3 EXISTING SITE USE

- 1.3.1 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 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.
- 1.3.2 There are 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.
- 1.3.3 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 with the gardens of the properties at Norcutt Road and Crane Road.
- 1.3.4 The Site is highly constrained and is accessed via Edwin Road to the South and via Gould Road at 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 to the introduction of the 'West Twickenham CPZ' which came into force in May 2018.
- 1.3.5 The existing use of the site is for industrial purposes and includes ancillary office floorspace 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 have been unable to sell the facility despite a marketing exercise which commenced in February 2018.
- 1.3.6 Greggs operated on the Site since the 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 an unsustainable maintenance cost 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.

1.4 PROPOSED DEVELOPMENT

- 1.4.1 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 97 residential units, 883 sqm industrial floorspace (Use Class E) and 117 sqm commercial floorspace with associated hard and soft landscaping, car parking and highways works and other associated works'

- 1.4.2 The development quantum is summarised in **Table 1-1** and **Table 1-2**.



Table 1-1: Proposed Development Accommodation Schedule

DWELLING TYPE	NO. OF UNITS
1-bedroom	33
2-bedroom	33
3-bedroom	31
Total	97

Table 1-2: Proposed Employment Floorspace

EMPLOYMENT USE CLASS	FLOOR AREA (GIA)
E (g)(iii)	883sqm
E (c) or (g)	117sqm

1.4.3

In summary, the proposed development is seeking detailed planning permission for:

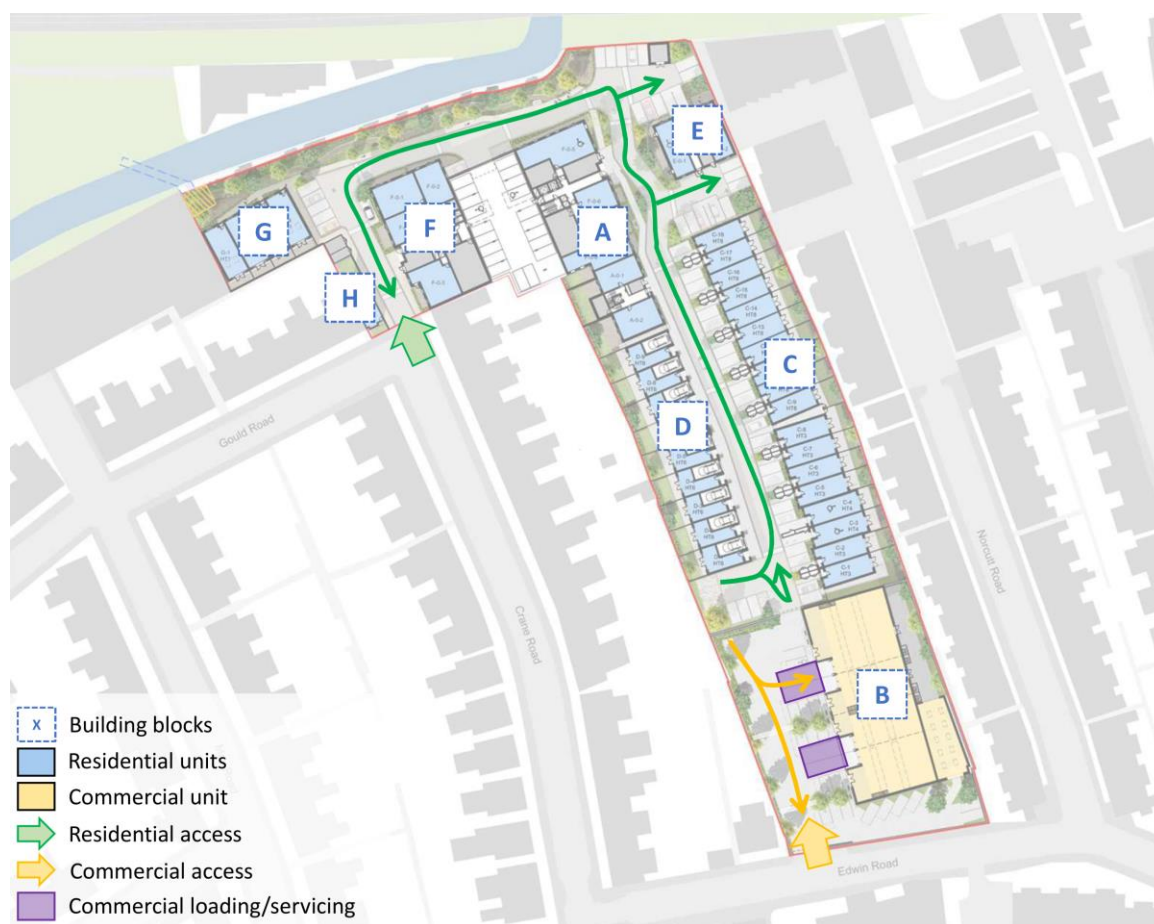
- Demolition of existing industrial buildings across the Site with the retention of an existing two storey end of terrace dwelling house on Gould Road.
- Redevelopment of the Greggs Bakery Site through the provision of a variety of buildings ranging from 2 – 5 storeys, comprising delivery of mews housing, apartment buildings to the north of the Site fronting the River Crane and the delivery of an employment building fronting Edwin Road.
- Delivery of 97 x residential units (Use Class C3) (33 x 1 bed, 33 x 2 bed, 31 x 3 bed) including 20 Affordable Housing units (equating to 20% of residential provision by unit or 19% by habitable room).
- Provision of 883 sqm of commercial floorspace (Use Class E) designed for light industrial usage.
- Provision of 117 sqm of employment floorspace (Use Class E) designed for affordable workspace.
- Creation of new street within the site.
- Car parking provision on site including 83 residential spaces, 18 employment and 1 public on-street car club parking space.
- 202 residential cycle parking spaces and 12 employment spaces.
- 4 loading bays for the industrial.

1.4.4

The proposed access, parking and servicing arrangements are illustrated in **Figure 1-2**.



Figure 1-2: Proposed development plan and access strategy



1.5 PARKING POLICY

LONDON PLAN 2021

1.5.1 The London Plan (March 2021) is part of the statutory development plan. It aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages walking and cycling.

1.5.2 Policy T6 `Car parking` sets out, inter alia:

- A. "Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.
- B. Car-free development should be the starting point for all development proposals in places that are (or planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking (`car-lite'). Car-free development has no general parking but should still provide disabled person parking in line with Part E of this policy.
- C. An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets."



CAR PARKING

RESIDENTIAL

1.5.3 Policy T6.1 sets out the car parking requirements for residential uses. Table 10.3 states the maximum parking standards, as shown in **Figure 1-3**.

Figure 1-3: Maximum residential car parking provision (London Plan 2021)

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

1.5.4 Policy T6.1 also states that:

"Parking spaces within communal car parking facilities (including basements) should be leased rather than sold."

"All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission Vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces."

"Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities."

"Residential development proposals delivering ten or more units must, as a minimum:



1) ensure that for three per cent of dwellings, at least one designated disabled persons' parking bay per dwelling is available from the outset

2) demonstrate as part of the Parking Design and Management Plan how an additional seven per cent of dwellings could be provided with one designated disabled person's parking space per dwelling in future upon request as soon as the existing provision is insufficient. This should be secured at the planning stage."

BLUE BADGE PARKING

1.5.5 Policy T6.1 G sets out disabled parking requirements for residential developments larger than 10 homes, which will be required to do the following as a minimum:

- "ensure that for three per cent of dwellings, at least one designated disabled person's parking bay per dwelling is available from the outset; and
- demonstrate as part of the Parking Design and Management Plan how an additional seven per cent of dwellings could be provided with one designated disabled person's parking space per dwelling in future upon request as soon as the existing provision is insufficient. This should be secured at the planning stage."

ELECTRIC VEHICLE CHARGING

1.5.6 Policy T6.1 C sets out the electric vehicle charging requirements for residential developments larger than 10 homes, which will be required to do the following as a minimum:

- "All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces."

EMPLOYMENT

1.5.7 In accordance with the London Plan:

For industrial sites, the role of parking – both for workers and operational vehicles – varies considerably depending on location and the type of development proposed. Provision should therefore be determined on a case-by-case basis, with the starting point for commuter parking being the standards in Table 10.4 with differences in employment densities taken into account. Flexibility may then be applied in light of site-specific circumstances as above. Operational parking should be considered and justified separately.

CYCLE PARKING

1.5.8 Policy T5 sets out the requirements for cycle parking for all uses, with more specific standards on cycle parking quantity given in Table 10.2. Policy T5 also states that:

"Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people"



1.5.9 **Table 1-3** is an extract of Table 10.2 in Policy T5 of the 2021 London Plan, which sets out the minimum residential cycle parking requirements for outer London sites.

Table 1-3: Minimum residential cycle parking provision (London Plan 2021)

USE CLASS	LONG STAY	SHORT-STAY
	1 space per studio or 1 person, 1 bedroom dwelling	5 to 40 dwellings: 2 spaces
C3 – Residential Dwellings	1.5 spaces per 2 person, 1 bedroom dwelling	Thereafter: 1 space per 40 dwellings
	2 spaces per all other dwellings	

1.5.10 **Table 1-4** is an extract of Table 10.2 in Policy T5 of the 2021 London Plan, which sets out the minimum light industry cycle parking requirements for outer London sites.

Table 1-4: Minimum light industry cycle parking provision (London Plan 2021)

USE CLASS	LONG STAY	SHORT-STAY
B1 – Light industry	1 space per 250sqm	1 space per 1000sqm (GEA)

LONDON BOROUGH OF RICHMOND UPON THAMES LOCAL PLAN (2018)

1.5.11 The Local Plan was adopted by The London Borough of Richmond Upon Thames (LBRuT) Council on 3rd July 2018 and sets out the policies and guidance for the development across the Borough up to 2033. The Local Plan outlines the strategic vision, which is underpinned by three inter-related themes of 'Protecting Local Character', 'A Sustainable Future' and 'Meeting People's Needs'. These, along with the objectives, policies and site allocations, will facilitate the future development of LBRuT.

1.5.12 Chapter 11 - Sustainable Travel Choices highlights the importance of developments encouraging the use of walking, cycling and public transport as an alternative to car use. New developments must consider all the facilities needed to encourage safe walking and cycling environment from the first occupation.

PARKING STANDARDS

1.5.13 The Council's parking standards are in place to minimise the impact of car-based travel, including on the operation of the road network and local environment, whilst ensuring optimal use of the land. Policy LP45 stipulates how this will be achieved:

1. *Requiring new development to provide for car, cycle, 2 wheel and, where applicable, lorry parking and electric vehicle charging points, in accordance with the standards set out in Appendix 3. Opportunities to minimise car parking through its shared use will be encouraged.*
2. *Resisting the provision of front garden car parking unless it can be demonstrated that:*
 - a) *There would be no material impact on-road or pedestrian safety*



- b) *There would be no harmful impact on the character of the area, including the streetscape or setting of the property, in line with the policies on Local Character and Design; and*
 - c) *the existing on-street demand is less than the available capacity.*
3. *Car-free housing developments may be appropriate in locations with high public transport accessibility, such as areas with a PTAL of 5 or 6, subject to:*
- a) *The provision of disabled parking;*
 - b) *Appropriate servicing arrangements; and*
 - c) *Demonstrating that proper controls can be put in place to ensure that the proposal will contribute to on-street parking stress in the locality.*

All proposals for car-free housing will need to be supported by the submission of a Travel Plan

4. *Managing the level of publicly available car parking to support the vitality and viability of town and local centres within the Borough whilst limiting its impacts on the road network.*

1.5.14 The maximum car and minimum cycle parking standards are summarised in **Table 1-5**.

Table 1-5: LBRuT Maximum Car, and Minimum Cycle Parking standards

USE CLASS	PARKING STANDARD	CYCLE PARKING STANDARD
C3 Residential (including conversion/ extension of existing)	PTAL 0-3: 1-2 bedrooms, 1 space PTAL 0-3: 3+ bedrooms, 2 spaces	As per London Plan

1.6 THE OBJECTIVE OF THE OUTLINE PDMP

- 1.6.1 The major objective of the PDMP is to ensure that the parking provided as part of the development is used in accordance with its purpose i.e., is available for residents, visitors, and users of the employment use and ensure that the parking spaces provided are used efficiently. Furthermore, the PDMP aims to ensure that the parking capacity is utilised efficiently to accommodate parking demand.
- 1.6.2 The PDMP also aims to ensure that the relevant controls are in place to inform appropriate parking behaviour within areas allocated for residents and other site users.
- 1.6.3 The objectives of the PDMP are expected to be achieved by implementation of appropriate management and enforcement measures that will be overseen by an appointed management company.
- 1.6.4 The management company will follow the British Parking Association (BPA) Code of Conduct for the control and enforcement of parking on unregulated and private roads / car parks. In this regard it is noted that:

“The main objective of the Code is to make sure that operators act responsibly, effectively and efficiently when they...enforce the terms and conditions of parking in private car parks...or...are deterring illegal or unauthorised parking on private land.”



1.7 DOCUMENT STRUCTURE

1.7.1 This document has been prepared in line with relevant best practice guidance, as discussed in further detail later within this report.

1.7.2 The remainder of the PDMP is structured as follows:

Section 2 – describes the existing and proposed parking provisions on-site.

Section 3 – sets out the proposed strategy for managing and allocating on-site parking provision.

Section 4 – outlines the management and enforcement measures to manage parking on-site.

Section 5 – summarises this PDMP.

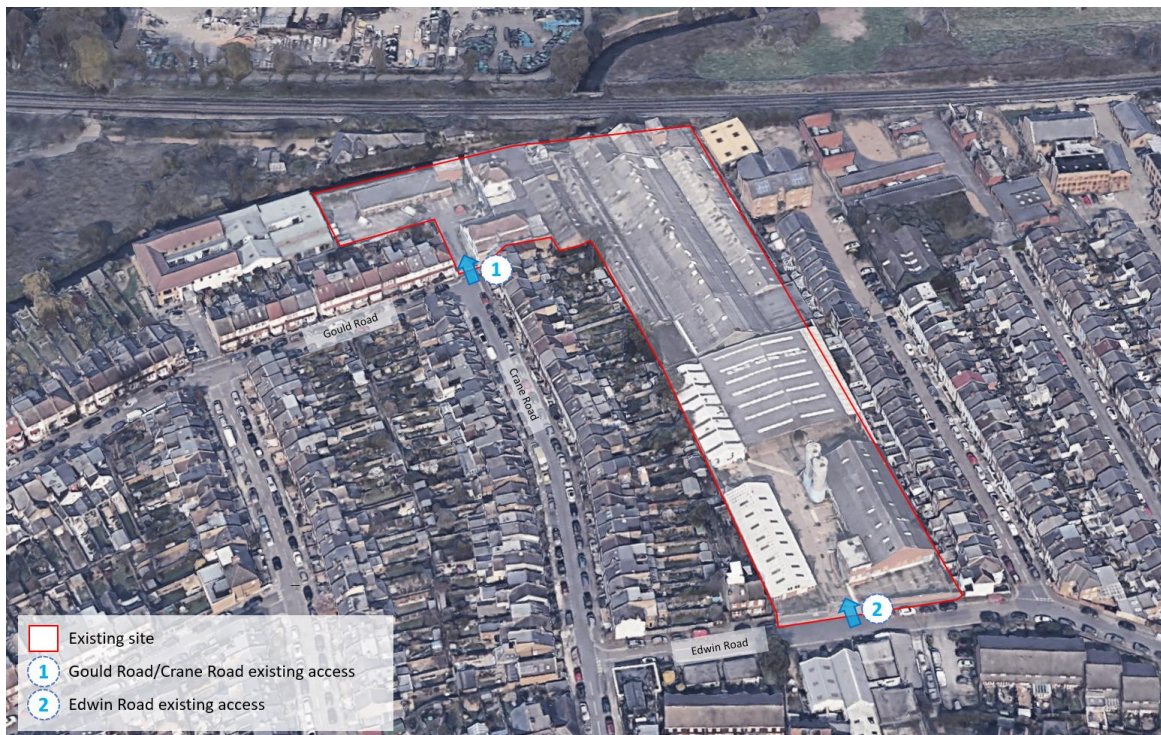


2 PARKING CONDITIONS

2.1 EXISTING ACCESS

2.1.1 The site's immediate local highway network and existing vehicular accesses are shown in **Figure 2-1**.

Figure 2-1: Existing site access



2.1.2 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, and the latter was generally used for employee and visitor parking.

2.2 EXISTING CYCLE PARKING

2.2.1 The existing site (when previously operational) did not have any on-site cycle parking provision.

2.3 EXISTING CAR PARKING

2.3.1 The existing site (when previously operational) had a small on-site car park providing provision for approximately 30 spaces. The on-site car park was used by employees and visitors and was accessed from the site's Crane Road/Gould Road access. **Figure 2-2** shows the location of the existing on-site car park.



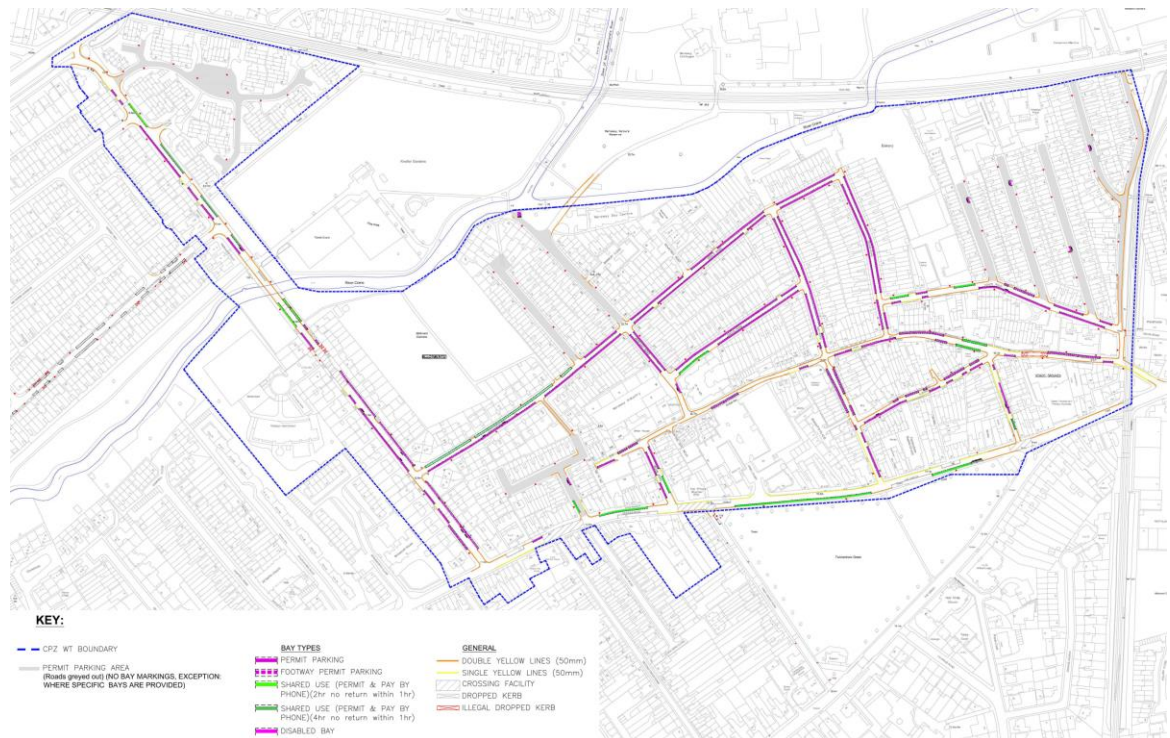
Figure 2-2: Existing on-site car park



2.4 OFF SITE PARKING AND LOADING

- 2.4.1 The parking on surrounding roads is predominantly residential, with Edwin Road, Crane Road and Gould Road now within Controlled Parking Zone (CPZ) "WT", which operates Monday to Friday 08:30-18:30, excluding public and bank holidays. CPZ "WT" took effect in June 2018. A map of the Zone is indicated in **Figure 2-3**, illustrating that the site is predominantly surrounded by restricted parking bays.

Figure 2-3: Controlled Parking Zone WT



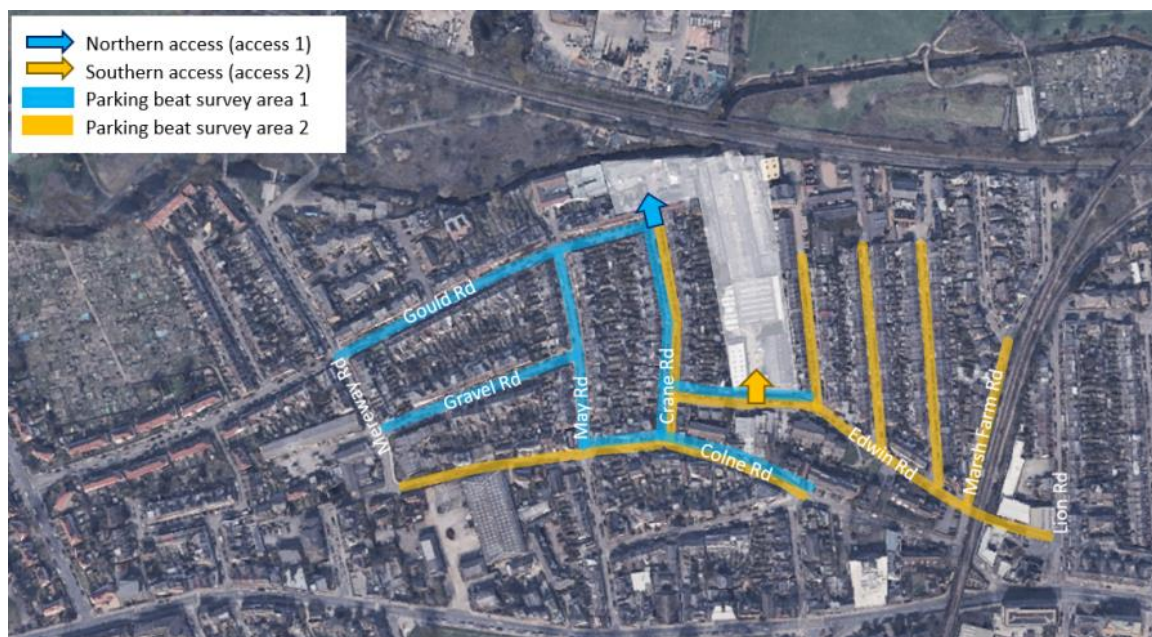
2.4.2 CPZ "D" is also within proximity of the site, which starts and continues east from Lion Road.

2.5 PARKING BEAT SURVEYS

2.5.1 Parking beat surveys were undertaken in accordance with LBRuT Parking Beat Survey Criteria (2018). A survey specification was issued to Transport Officers to agree the scope of the proposed parking beat surveys. **Figure 2-4** sets out the extent of the parking beat surveys undertaken.



Figure 2-4: Parking Beat Survey Extent



- 2.5.2 It is highlighted that no unrestricted parking is available around the site and therefore all bays are either permit holder or pay and display bays. In addition, sections of single and double yellow lines have been excluded from the calculations.

OVERNIGHT PARKING OCCUPANCY

- 2.5.3 Snapshot parking surveys were undertaken overnight at 01:00 on Tuesday 22nd, Wednesday 23rd and Sunday 27th February 2022.
- 2.5.4 LBRuT guidance considers a percentage occupancy of 85% to represent parking stress. Although a number of roads surrounding the site, including Crane Road and Gould Road, experience an average parking stress across the three days above 85%, some roads have an average parking stress below this level. For example, Edwin Road experiences an average parking stress of 80%, below the 85% threshold, with an average of 10 spaces available during the overnight period.
- 2.5.5 Although the total parking saturation levels on all roads within 200m of the site are above 85% across the three survey days, the proposed development provides 0.89 car parking spaces per dwelling which is within the 0.75 – 1 space per dwelling requirements of the London Plan (2021). In addition, residents will be exempt from applying for any parking permits in the CPZ. As such, it is deemed that the proposed development will not add to the parking stress of the surrounding streets during the overnight period.

DAYTIME PARKING OCCUPANCY

- 2.5.6 Snapshot parking surveys were undertaken during the day at 10:00 and 16:00 on Tuesday 22nd and Wednesday 23rd February 2022.
- 2.5.7 The parking occupancy during the day is below that experienced overnight with an average parking stress of 72% and a peak of 77% on the roads within 200m of the site. Therefore, it is not deemed that there are issues with parking saturation, highway safety or neighbour amenity on nearby roads.

- 2.5.8 As the employment unit will be provided with 18 car parking spaces, including five Blue Badge parking spaces, it is deemed the level of parking provision is suitable in line with London Plan (2021) requirements and will not add to on-street parking stress. In addition, as residents and staff will be exempt from applying for any parking permits in the CPZ, the proposed development will not increase on-street parking stress during the daytime.

2.6 PROPOSED ACCESS ARRANGEMENTS

- 2.6.1 The proposed development seeks to retain two access points on Gould Road/Crane Road and Edwin Road, albeit with changes to entry treatment. The accesses will be shared by pedestrians, cyclists and vehicle drivers. Footway access into the site will be provided connecting to on-site pedestrian footways and routes.

2.7 PROPOSED CYCLE PARKING PROVISION

RESIDENTIAL

LONG-STAY

- 2.7.1 The proposed long-stay residential cycle parking provision for the residential development is set out in **Table 2-1** and shows the proposed long-stay provision exceeds the London Plan requirements.

Table 2-1: Proposed residential cycle parking provision

LAND USE	LONG-STAY	SHORT-STAY
London Plan minimum cycle parking requirement	178	4
Residential (C3) - Provision	196	6

- 2.7.2 Long-stay residential cycle parking will be provided within the boundary of each house or within dedicated, secure cycle parking stores for the apartments.
- 2.7.3 Access to the dedicated communal cycle stores will be controlled by RFID cards/fobs and will be monitored by CCTV.

SHORT-STAY

- 2.7.4 The short-stay residential cycle spaces will be provided by means of Sheffield stands within the public realm.

EMPLOYMENT

LONG-STAY

- 2.7.5 For the employment uses, long-stay cycle parking for prospective employees will be provided within a secure and sheltered store either within or adjoining the employment building, immediately accessible from the unit.

SHORT-STAY

- 2.7.6 The short-stay cycle parking associated with the employment uses will be provided in the form of Sheffield stands within the public realm within proximity of the employment unit.
- 2.7.7 The proposed long-stay and short-stay cycle parking provisions for the employment unit are set out in **Table 2-2**.



Table 2-2: Proposed Employment cycle parking provision

LAND USE	LONG-STAY	SHORT-STAY
London Plan minimum cycle parking requirement	6	2
Proposed Industrial (Class E)	10	2
Proposed Commercial (Class E)		

2.7.8 **Table 2-2** shows the proposed provision exceeds the minimum cycle parking provision for the employment use required to be compliant with the London Plan.

2.8 PROPOSED CAR PARKING PROVISION

RESIDENTIAL

2.8.1 The proposed development will deliver 83 car parking spaces, equating to 0.86 spaces per dwelling. The proposed provision is compliant with the London Plan's maximum car parking requirements for an Outer London site with a PTAL of 2, which requires between 0.75 – 1 space per dwelling (depending on the number of bedrooms proposed).

2.8.2 **Figure 2-5** shows the location of the proposed parking for the residential and employment uses throughout the site.

Figure 2-5: Proposed car parking location



- 2.8.3 **Figure 2-5** shows parking spaces for the residential properties that will be provided adjacent to the units in the form of driveways and within garages.
- 2.8.4 All parking associated with the proposed development will be provided on-site and be available to residents only. There will be no visitor parking provision as part of the development. Visitor cycle parking will be provided within the public realm, encouraging active sustainable travel to/from the site for visitors of the residential use.
- 2.8.5 A swept path analysis exercise has been undertaken demonstrating cars can safely access and egress the on-site parking bays. An extract is shown in **Figure 3-7**

Figure 2-6: Swept path analysis - car parking spaces



- 2.8.6 The full set of swept path drawings are included in **APPENDIX A**.

BLUE BADGE PARKING

- 2.8.7 Eight Blue Badge parking bays are proposed from the outset for residential use, equating to a provision of 8% of all dwellings, which is compliant with the London Plan, March 2021.
- 2.8.8 **Figure 2-5** the location of the Blue Badge parking associated with the proposed residential and employment uses.

ELECTRIC CHARGING PROVISION

- 2.8.9 Electric vehicle charging points (EVCPs) will be provided in line with the London Plan (March 2021). It is proposed that 20 per cent of the parking bays will have active provision; this would equate to one electric



vehicle charging point per space. The remaining bays (i.e., 80 per cent) will have passive charging provision installed.

CAR CLUB PROVISION

2.8.10 The applicant will look to promote active and sustainable travel. LB Richmond upon Thames advocates car clubs as an alternative to private cars, as outlined on the Council website:

“Car Clubs encourage people to forego private car ownership, and they are also attractive to people that make very limited use of a car. While not having the expense of buying, insuring and maintaining their own vehicle, members have access to a car. Research has shown that car club cars replace between 6 to 20 privately-owned vehicles.”

2.8.11 CoMo UK have just released development guidance ‘New developments and shared transport: cutting car dependency’ February 2022. CoMo UK research indicated that each car club vehicle can replace an average 24 private cars within Outer London.

2.8.12 Zipcar and Enterprise Car Club are the two car club providers affiliated with LB Richmond upon Thames and have been contacted to ascertain the possibility of providing additional car club bays in the area surrounding the site. Both providers expressed an interest in working alongside the developer to provide a car club bay and membership for the proposed development.

2.8.13 The location of the prospective bay is yet to be agreed upon; however, it is anticipated it could be situated along Edwin Road close to the access.

2.8.14 The new car club bay facilitated by the development would not be exclusively for the use of residents at the site and would thus provide a communal benefit for surrounding residential properties. The implementation of the car club bay would be agreed upon with the developer, car club provider and Local Authority and secured by the s106 agreement.

EMPLOYMENT

2.8.15 The employment onsite will provide 18 car parking spaces within its forecourt area which will include five Blue Badge parking spaces. Parking will be allocated to employees, and a small number of spaces will be allocated for visitors to park on-site.

2.8.16 The location of the on-site employment parking, including the Blue Badge parking space for the employment unit, is shown in **Figure 2-5**.



3 PARKING ALLOCATION & DESIGN

3.1 RESIDENTIAL PARKING

CAR PARKING

- 3.1.1 The proposed residential element of the development will deliver 83 parking spaces which equates to 0.86 spaces per unit. The proposed provision is compliant with the London Plan's maximum car parking requirements for an Outer London site with a PTAL of 2, which requires between 0.75 – 1 space per dwelling (depending on the number of bedrooms proposed).
- 3.1.2 28 houses within the site will have a dedicated space for one vehicle per house (i.e., 28 spaces) contained within the garage or integrated driveway including two blue badge spaces. The five houses in the northwest corner of the development will have dedicated surface parking at one space per house.
- 3.1.3 The remaining residential parking (i.e., 50 spaces) including disabled bays (i.e., six spaces) for the apartments will be contained within the undercroft or at-grade externally on-site and accessed from the site's internal access road.
- 3.1.4 A total of eight Blue Badge spaces will be provided for the residential units across the site.
- 3.1.1 The location of the prospective car club bay is yet to be agreed upon; however, it is anticipated it could be situated along Edwin Road close to the access.
- 3.1.2 The new car club bay facilitated by the development would not be exclusively for the use of residents at the site and would thus provide a communal benefit for surrounding residential properties. The implementation of the car club bay would be agreed upon with the developer, car club provider and Local Authority and secured by a s106 agreement.
- 3.1.3 **Figure 3-1** shows the location of on-site parking throughout the site.



Figure 3-1: Proposed car parking locations



CYCLE PARKING

3.1.4 The proposed cycle parking will be provided to minimum London Plan standards

3.1.5 **Figure 3-2** shows the proposed long-stay cycle parking provision for the residential use.