

Figure 3-2: Cycle parking provisions



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

SHORT-STAY

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

3.2 EMPLOYMENT PARKING

CAR PARKING

- 3.2.1 The proposed employment use will have a dedicated car park containing five Blue Badge and 13 standard parking spaces to the south of the site accessed from Edwin Road. This provision of parking will serve employees and visitors.



CYCLE PARKING

LONG-STAY

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

SHORT-STAY

- 3.2.3 The short-stay cycle parking associated with the employment use will be provided in the form of Sheffield

3.3 WAYFINDING AND ACCESS

- 3.3.1 As part of the proposals for the car parking and cycle parking, the following wayfinding measures will be considered:

LEGIBILITY AND SIGNAGE

- 3.3.2 As part of the proposal, signage will be provided internally to direct users to the relevant part of the development and/or parking facilities. The key factors to consider will be:

- Placing the signs in obvious locations;
- Ensuring signs are legible; and
- A consistent approach, e.g. in terms of symbolism, colours and size.

- 3.3.3 Signage will be provided in the cycle stores where the combined two-tier/Sheffield stands are located that will advise residents to be considerate of others and leave the lower stands, Sheffield stands and enlarged Sheffield stands (with clear headroom) for those who cannot use the upper racks.

LIGHTING

- 3.3.4 The proposed development site will provide on-site street lighting, particularly for the undercroft sections of the car park and within cycle storage areas which may lack illumination when daylight is reduced.

3.4 CAR CLUB

- 3.4.1 The applicant will look to promote active and sustainable travel. LBRuT 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."

- 3.4.2 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.



- 3.4.3 Zipcar and Enterprise Car Club are the two car club providers affiliated with LBRuT and have been contacted to ascertain the possibility of providing an additional car club bay 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.
- 3.4.4 The location of the prospective bay is yet to be agreed upon; however, it is anticipated it could be situated along Edwin Road.
- 3.4.5 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.



4 PARKING MANAGEMENT

4.1 BACKGROUND

4.1.1 The PDMP will be operated by the property management company. The role of the management company will be to ensure that parking areas within the development are used appropriately in order to prevent informal or inappropriate parking by residents, employees or visitors.

MANAGEMENT COMPANY

The appointed Management Company will be responsible for the allocation of spaces and will be responsible for overseeing the following measures:

- Allocation of spaces;
- Monitoring of usage;
- Security; and
- Liaison with residents, employers and the Council.

4.1.2 The welcome and information packs for tenants and commercial occupiers will be used to provide notification of the terms of use for parking within the development.

4.2 RESIDENTIAL & EMPLOYMENT PARKING MANAGEMENT

4.2.1 Residential parking spaces will be sold/demised to residents who will be allocated one space per house plus the larger apartments will also be allocated one parking space.

4.2.2 Parking spaces will be numbered and allocated to residents in accordance with their purchase agreement(s).

4.2.3 The houses will all have allocated spaces as they are in the form of garages or integrated driveways. The remaining spaces will be allocated based on dwelling sizes (i.e., 3 bed flats over 2 bed flats over 1-beds).

4.2.4 Parking spaces for the apartments will be allocated to certain units in a varied ratio against the unit type subject to demand at that time (i.e., one-bedroom units would not be excluded from access to car parking should demand be different from any proportions considered by the applicable planning policy).

4.2.5 If an occupier of an apartment in the proposed development does not own a car, they will not need a space, and thus it will be available to occupiers who do.

4.2.6 Typically, the affordable rent dwellings are not provided a parking space to minimise the service charges.



- 4.2.7 As part of their agreements, residents will be required to provide their vehicle registration details and proof of ownership. If a resident is required to use a different vehicle from their own at any time (for example a courtesy car), then they will be required to inform the management team.
- 4.2.8 Residents will be informed of parking management procedures through the documentation issued in relation to their service charge obligations.
- 4.2.9 The requirement to demonstrate proof of ownership is to ensure that residents are unable to sub-let or lend parking to non-residents.
- 4.2.10 The employment parking provision will be allocated to a small number of staff with the remaining spaces allowed for visitor parking.

4.3 DISABLED PARKING

- 4.3.1 Disabled parking spaces linked to the apartments and will be managed in a similar manner to other residential car parking spaces, with each parking space numbered.
- 4.3.2 The Management Company will monitor demand for disabled parking, and where demand exceeds 85% of the capacity at any given time, standard car parking spaces that were not used will be converted to provide the necessary capacity.
- 4.3.3 As part of managing the process of expansion of disabled person parking, should standard car parking be fully allocated at the time demand is greater than 85% of the capacity, space will be created by not releasing standard car parking spaces when residents leave the development, choose not to release, or when the terms of existing agreements expire.
- 4.3.4 Prior to purchasing property, potential future residents will be informed of the availability of disabled parking.
- 4.3.5 As part of the allocation of disabled parking spaces, users will be required to provide their vehicle registration details, proof of ownership, and proof that they hold a valid Blue Badge. If a resident is required to use a different vehicle from their own at any time (for example, a courtesy car), then they will be required to inform the on-site management at the reception desk.
- 4.3.6 The management team will conduct periodic checks of the vehicles parked within the car park to ensure that no unauthorised vehicles are within the car park. Should an unauthorised vehicle be found, the management company will contact the resident or employer of the allocated disabled space to determine the ownership of the vehicle and take appropriate action to have it removed where required.



4.4 VISITOR PARKING

4.4.1 No dedicated visitor spaces are proposed for the residential element of the development. There are a small number of pay-by-phone parking bays located close to the site.

4.5 ELECTRIC VEHICLE CHARGING POINTS

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

4.5.2 Registered owners of electric vehicles will be given priority for the use of parking spaces equipped with charging points.

4.5.3 Should demand be required, the additional active provision will be made available within a month of the president's request.

4.6 PARKING ENFORCEMENT MEASURES

4.6.1 The residential management personnel and the staff will be responsible for implementing and overseeing the PDMP, including both implementation and enforcement of the controls. This will relate to the use of car parking facilities, as well as the prevalence of any informal or inappropriate parking which may occur on the site.

4.6.2 Enforcement will be undertaken in accordance with the relevant British Parking Association guidelines. Inappropriate parking will result in an adjustment to the resident's management charge:

- Parked across or obstructing more than one marked parking space;
- Parked outside of a marked parking space;
- Parked in an inappropriate parking area;
- Parked inappropriately / dangerously;
- Parked such that it causes an obstruction; or,
- It has been parked such that it is blocking an emergency access/egress.

4.6.3 Details of management charges' fines and related procedures will be detailed on signage located on the site and will be in according to the BPA Code of Practice.

4.7 CYCLE PARKING

4.7.1 On-site cycle parking is provided for all residents and employees of the proposed development in secure, lit and sheltered facilities. Cycle parking for the houses will be provided within the curtilage of each house or within dedicated, secure cycle parking stores for the apartments.

4.7.2 Short-stay parking will be provided in the form of Sheffield stands within the proposed development's on-site public realm. This cycle parking provision will be for use by residents' visitors and visitors of the employment use.

4.7.1 Access to the dedicated communal cycle stores will be controlled by RFID cards/fobs and will be monitored by CCTV.



- 4.7.2 Periodic inventory checks will be carried out to ensure current occupiers are utilising the bicycle store. Experience suggests that tenants can vacate an apartment and forget to remove their bicycle which results in spaces being taken where the owner is no longer an occupier of the building.

4.8 MONITORING

- 4.8.1 The monitoring of the parking spaces will be the responsibility of the Management Company. CCTV will be used to monitor the use of parking spaces and prevent any unauthorised parking and activity.
- 4.8.2 The drivers of any vehicles observed to be parking without authorisation will be verbally warned by the on-site management personnel and advised to park elsewhere if they are considered to be in breach of parking management measures.
- 4.8.3 Where applicable, failure to park as advised by the Management Company and/or to display a valid Blue Badge will result in a Penalty Charge Notice being issued.
- 4.8.4 A Penalty Charge Notice will be affixed to the windscreen of vehicles that are in breach of the terms of use for parking. Details of fines and related procedures will be detailed on signage located on the application site in accordance with the BPA Code of Practice.

4.9 MANAGEMENT

- 4.9.1 Enforcement will be undertaken in accordance with the relevant British Parking Association guidelines.
- 4.9.2 The following examples of inappropriate parking will result in an adjustment to resident's management charge:
- parking across or obstructing more than one marked parking space;
 - parking outside of a marked parking space;
 - parking in an inappropriate parking area;
 - parking inappropriately / dangerously;
 - parking such that it causes an obstruction; and
 - parking in a location that blocks an emergency access / egress.
- 4.9.3 Details of management charges 'fines' and related procedures will be detailed on signage located on the site and will be in according to the BPA Code of Practice.



5 SUMMARY

- 5.1.1 This PDMP has been prepared to accompany a detailed planning application for development proposals for the Greggs site, within the London Borough of Richmond Upon Thames (LBRuT).
- 5.1.2 The PDMP sets out the on-site car and cycle parking provision that is proposed as part of the development, and the strategy for its operation. The PDMP will be implemented and overseen by a management company.
- 5.1.3 Residential parking for the dwellings without garages or integrated driveways will be numbered and allocated upon occupation of residential units.
- 5.1.4 Visitor and employee parking for the proposed employment use is provided at the south-of the site fronting onto and accessed from Edwin Road.
- 5.1.5 The management company will be responsible for enforcement measures which will operate in accordance with the Code of Conduct, as set out by the British Parking Association.



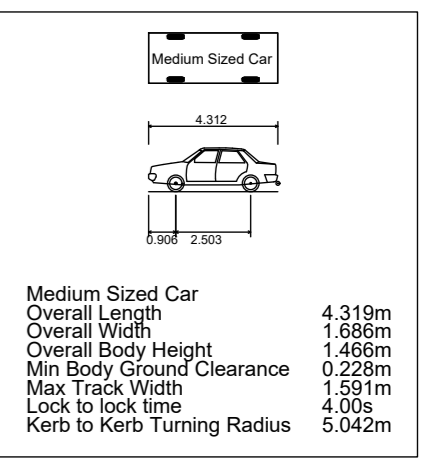
APPENDIX A

PARKING LAYOUT SWEPT PATHS





- Notes:
1. DO NOT SCALE FROM THIS DRAWING.
 2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 3. THIS DRAWING IS TO BE PRINTED IN COLOUR.
 4. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.



Rev	Date	Description	Drm	Chk	App
D	20/07/22	UPDATED GA LAYOUT	GSF	MP	SF
C	06/04/22	UPDATED GA LAYOUT	GSF	MP	SF
B	28/03/22	SWEPT PATHS REVISED	GSF	MP	SF
A	10/03/22	FIRST ISSUE	GSF	MP	SF



Drawing Status: **S2 - FOR INFORMATION**



Architect: **ASSAEL**

Project Title: **GREGGS FACTORY, TWICKENHAM**

Drawing Title: **RESIDENTIAL & INDUSTRIAL SCHEME
GROUND FLOOR PLAN
SWEPT PATH ANALYSIS - MEDIUM CAR**

Scale @ A2	Date	Designed/Drawn	Checked	Approved
1:500	10/03/22	GSF	MP	SF
Project Ref	Drawing Number			Rev
3760-1180	3760-1180-T-048			D



Drawing file: 3760-1180-T-048-D - Res+Ind - Swept Path Analysis.dwg Date: Jul 20, 2022 - 3:26pm