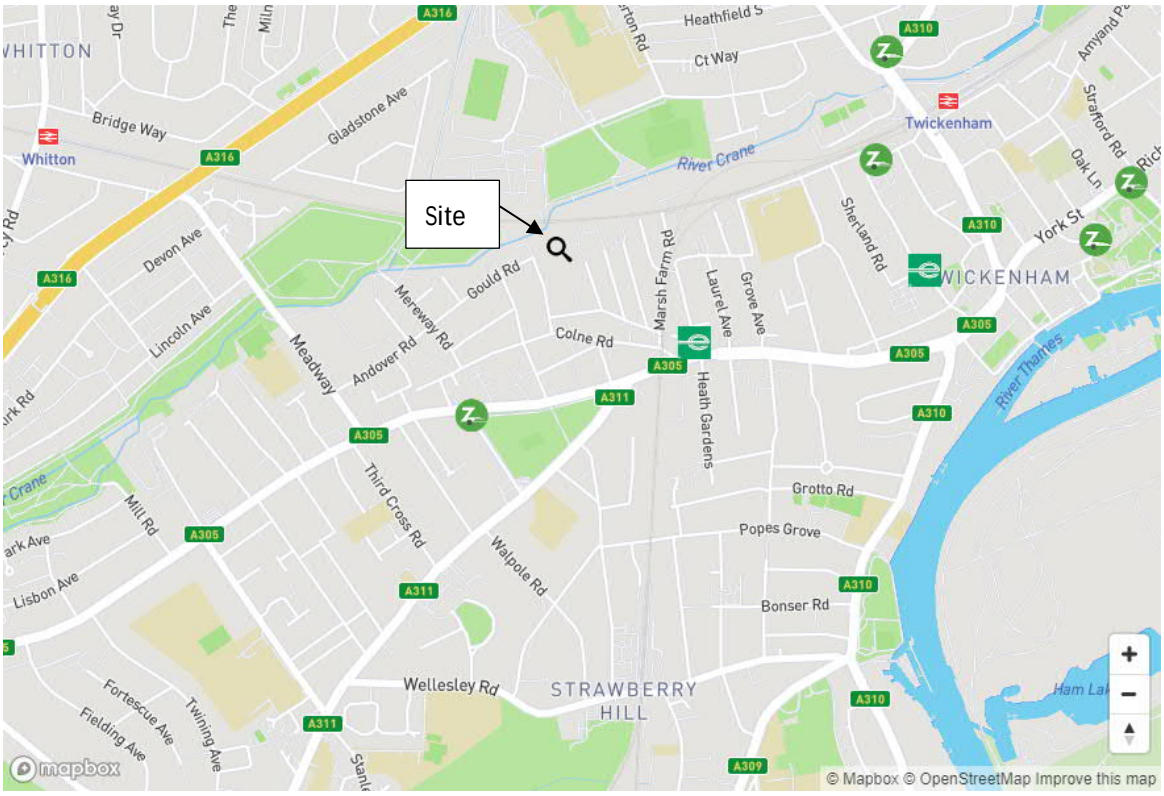
Figure 7-8: Car Club locations



7.10.4 Convenient access to a car club facility will encourage lower levels of car ownership. Evidence supporting this assumption is summarised below:

- Carplus (2014) Annual Survey: London (p. 25):

  The percentage of new joiners reporting owning no car before joining a car club was 58 per cent and after joining the car club was 73 per cent - indicating the potential for a 26% reduction in car ownership relative to conditions that might otherwise prevail.

- TfL (2014) Parking and Car Club Potential Users and Use, Systra (p. 2):

  Research of London license holders identified that household car ownership is not reviewed regularly. When it is, reasons include life events, such as moving to a new house or having a baby and external impacts such as changing parking policy or age/functionality of the car owned. This highlights that the proposed development is well placed to maximise the benefits of a car club as all occupiers will initially be moving home.

- Zip Car, A Transport Solution (2017 Viability Assessment provided for another London Residential development):

  A Zipcar provided car club car takes an average of 10-15 privately owned vehicles off the roads of the UK, because members often sell (or don't replace) a car when they join. There are a number of zip car services located within a 20–30-minute walk of the site.

7.11 SUMMARY

7.11.1 The proposed development delivers local transport planning policy. The proposed development will provide a reduced level of traffic generation, with a significant reduction in HGVs trips throughout the day, and as such, there will be no significant impact on the highway network.

7.11.2 In order to protect local on-street parking amenities, prospective residents and tenants of the proposed development would be prohibited from obtaining on-street permits in the CPZ which is expected to be secured through the s106 or similar.

8 CONSTRUCTION

8.1 INTRODUCTION

8.1.1 This section of the TA summarises the Outline Construction Logistics Plan (CLP) which has been prepared as a separate document to support the planning application. It summarises the key transport related matters during the construction of the proposed development.

8.1.2 An Outline Construction Environmental Management Plan has also been prepared by London Square Developments Ltd for submission as part of the planning application. The Outline CLP is based upon that document and provides an indicative construction programme as well as details of vehicle routing and access. The document has been prepared in line with best practice guidance and can be developed into a detailed CLP prior to construction and secured by planning condition.

8.2 OBJECTIVES

8.2.1 The overall objectives 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.

8.2.2 To support the realisation of these objectives, several sub-objectives 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 on-going 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.

8.3 CONSTRUCTION PROGRAMME

8.3.1 Planning for demolition and construction is understandably at a preliminary stage and may be subject to review and modification during detailed construction planning. For this reason, the following information is based on reasonable assumptions in the construction programme and the collective experience of the consulting team with similar projects. Nevertheless, the indicative programme at this stage is representative of a programme that is reasonable and achievable. The programme presents the likely sequence of activities, site logistics and the mitigation measures that will be implemented.

8.3.2 It is unlikely that the development will be constructed in phases, but it is possible that early occupation may occur as the development comprises separate buildings/residential blocks.

8.3.3 The construction programme is expected to be in the order of 28 months. Using an estimated start date of January 2024, it is expected that works would complete around May 2026. Table 8-1 and Table 8-2 outline the main activities to be undertaken and the approximate duration of the works. Some activities will occur concurrently.

Table 8-1: Indicative Sequence of Works and Estimated Duration

ACTIVITY	PROGRAMME	
	START DATE	DURATION
Site setup and demolition	January 2024	August 2024
Sub-structure	July 2024	February 2025
Super-structure	August 2024	July 2025
Cladding	August 2024	November 2025
Fit-out, testing and commissioning	October 2024	April 2026

Table 8-2: Indicative Construction Programme

Activity	2024											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Setup and Demolition												
Sub-Structure												
Super-Structure												
Cladding												
Fit-Out, Testing and Commissioning												

Activity	2025											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Site Setup and Demolition												
Sub-Structure												
Super-Structure												
Cladding												
Fit-Out, Testing and Commissioning												

Activity	2026			
	Jan	Feb	Mar	Apr
Site Setup and Demolition				
Sub-Structure				
Super-Structure				
Cladding				
Fit-Out, Testing and Commissioning				

8.3.4 The construction programme in a larger format is contained in APPENDIX I.

8.4 CONSTRUCTION METHODOLOGY

8.4.1 Prior to the commencement of any site works, all occupiers surrounding the site will be notified in writing of the nature and duration of works to be undertaken. The name and contact details of the person responsible for the site works will be included in the introductory letter and this will be used for all enquiries and complaints for the entire duration of the works. All updates of work will be provided regularly, and any complaints will be properly addressed as quickly as possible as part of the Contractor's commitment to the Considerate Contractors Scheme.

8.4.2 The safety of the public and protection of pedestrians will be ensured at all times by having the construction area, materials storage areas and waste storage areas either hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public.

SITE SETUP AND DEMOLITION

8.4.3 The enabling works will comprise of:

- Establishment of secure site hoarding and access/egress gates.
- Establishment of temporary site offices and welfare facilities.
- Disconnection/diversion of services.

8.4.4 The demolition works will comprise of:

- Asbestos removal.
- Demolition of south of site.
- Breaking up hardstanding and reduce level dig.
- Excavate and backfill below ground tanks.
- Ground remediation Block A.
- Diverting existing sewers.
- Demolition of north of site.
- Removing ground floor slabs and reduce level dig.

8.4.5 The early construction of the final roads will allow for surfaced haul roads to facilitate the construction of the development and will comprise of:

- Construction of the road between houses to base course including services, ducts and drainage.
- Construction of the road north of site to basecourse including services, ducts and drainage.

SUB-STRUCTURE

8.4.6 The foundation construction methodology is still to be confirmed but is anticipated to be either mass concrete strip foundations for the terraced housing or shallow reinforced pad foundations for the apartment blocks.

8.4.7 Under slab drainage and service ducts will then be installed prior to the construction of the ground floor slab. It is intended to form the ground floor slab in precast block and beam on ground bearing foundations to provide for the remainder of the structural frame.

8.4.8 The foundation sequence shall reflect an entry and exit strategy for ease of access and egress. The foundations shall commence at the southern side of the site complete on the northern side of side.

SUPER-STRUCTURE

8.4.9 The frames construction methodology is still to be confirmed but is anticipated to be brick & block with timber upper floors and roof for the terraced houses.

8.4.10 The frame construction of the apartment blocks will comprise of an RC precast slab solution up to 4 storeys excluding the uppermost floor. The pitched roofs lend themselves to lightweight prefabricated steel trusses supported off steel posts to frame out the upper floor.

8.4.11 The requirement for any concrete slabs or steels placement will be assisted by a Manitou 360 Telehandler or mobile site cranes.

CLADDING

8.4.12 London Square will become principal contractor for the development upon commencement of the façade works. The detailing of the envelope, faces and roof is still to be confirmed.

8.4.13 The installation of private oversailing balconies will complete the final stages of the façade works.

FIT-OUT, TESTING AND COMMISSIONING

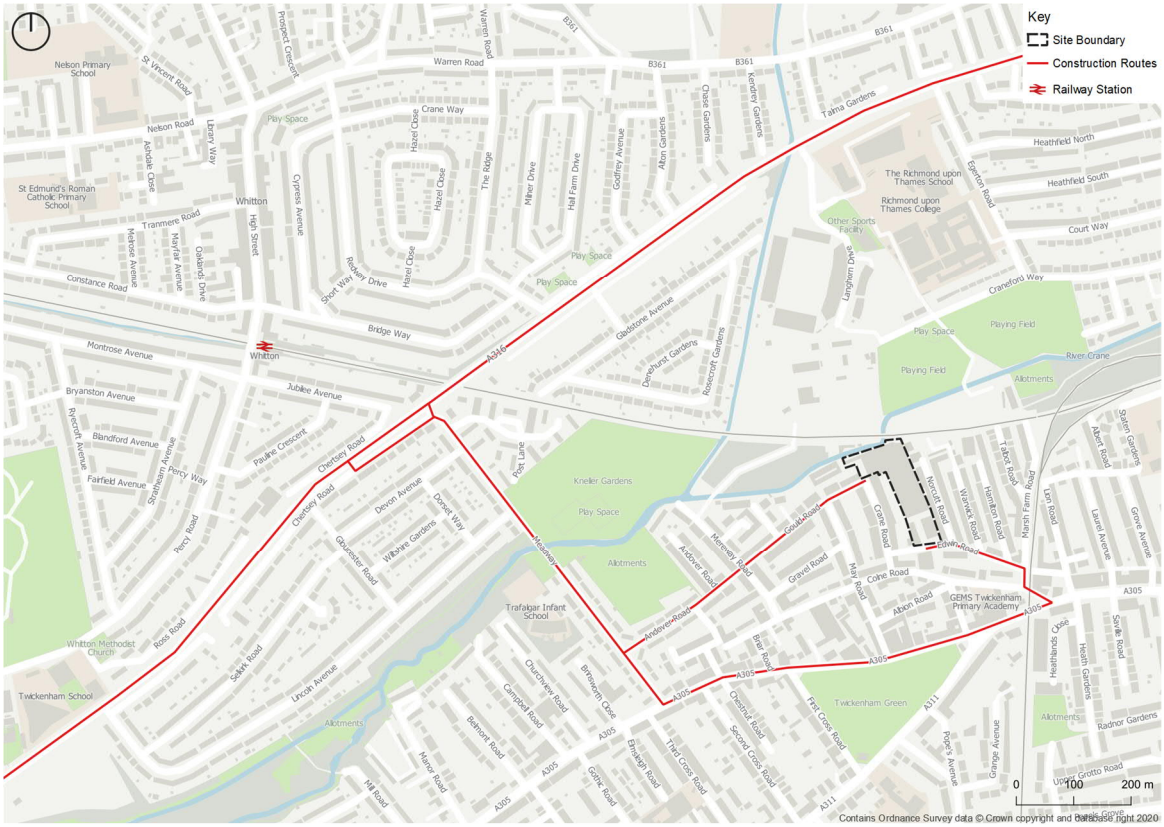
8.4.14 Following the apartment block becoming watertight, works will commence to the formation of the security and acoustic apartment demise walls, with each new apartment then being primarily formed. Fit out works will also commence to the terrace houses once watertight has been achieved.

8.4.15 External works comprising of hard and soft landscaping will be the final activities to commence to each block, completing before the internal fit out of the block.

8.5 VEHICLE ROUTING

8.5.1 The vehicle routing plan is provided at Figure 8-1.

Figure 8-1: Routing Plan



8.5.2 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 use the same route as they did to enter. Sufficient clear signage to ensure construction vehicles only use designated routes will be provided.

8.6 ACCESS

8.6.1 Vehicular movements to and from the site will be controlled and managed. Pedestrian access to the site will be provided from a turnstile/gate on Gould Road. Staff cycle parking facilities will be provided. A plan of the immediate site will be provided to all delivery companies clearly showing the access and exit point for all vehicles.

8.6.2 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.

8.6.3 Secure gates and wheel cleaning facilities will be established at the construction gates.

8.6.4 To minimise the likelihood of congestion during the construction period, strict monitoring and control of vehicles entering and egressing the sites will be implemented. Construction deliveries will be carefully planned with delivery times agreed with each sub-contractor and supplier using a booking system. Delivery schedules will be produced to look at the profiles of up-and-coming deliveries and to regulate deliveries and avoid any potential queueing.

8.6.5 The pedestrian footway along Edwin Road and Crane Road will be maintained throughout the construction period.

8.6.6 Given the accessible location of the site, most operatives are anticipated to arrive by public transport. No operatives parking will be permitted or encouraged.

8.7 STRATEGIES TO REDUCE CONSTRUCTION IMPACT

8.7.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned measures can be categorised as follows:

- Committed – Measures that will be implemented as part of the CLP.
- Proposed – Measures that are feasible and likely to be implemented. Once a contractor is appointed these measures will be studied further and confirmed within the Detailed CLP.
- Considered – Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.

8.7.2 Table 8-3 summarises the planned measures for the construction of the Proposed Development, based on the checklist provided in TfL's CLP guidance.

Table 8-3: Construction Planned Measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES			
Safety and environmental standards and programmes	✓		
Adherence to designated routes	✓		
Delivery scheduling	✓		
Re-timing for out of peak deliveries		✓	
Re-timing for out of hours deliveries			✓
Use of holding areas and vehicle call off areas			✓
Use of logistics and consolidation centres			✓
MEASURES TO ENCOURAGE SUSTAINABLE FRIEGHT			
Freight by water			✓
Freight by rail			✓
MATERIAL PROCUREMENT MEAURES			
Design for Manufacture and Assembly and off-site manufacture			✓
Re-use of material on site	✓		
Smart procurement		✓	
OTHER MEASURES			
Collaboration with other sites in the area			✓
Implement a Staff Travel Plan	✓		

8.7.3 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and on construction sites.

8.7.4 All construction vehicle operators will be required to be accredited in line with the Fleet Operator Recognition Scheme (FORS). FORS accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and insured. It is a mechanism by which adherence to the CLOCS standard can be assured and monitored.

8.7.5 A delivery scheduling system is planned to allow for the control and management in the timings of deliveries. Booking availability will be determined by unloading space available as well as activities on site so will be managed carefully to minimise impacts on the local transport network. A comprehensive daily logistics schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.

8.7.6 Construction employees on site will be prepared for the arrival of all vehicles to prevent vehicles needing to wait on the public highway. Deliveries will be made 'just in time' to minimise the amount of space required on site for construction materials. Hard copies of daily delivery schedules will be displayed at prominent locations, e.g., provided at the gate/offloading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.

8.7.7 To prevent the contamination of local roads, a wheel wash system will be in place inside the site delivery gates. The system will clean the wheels of vehicles during the demolition, substructure and superstructure phases. The traffic marshal will then check each vehicle for cleanliness before allowing the vehicle to leave the site. Additionally, working practices will be selected to minimise the release of dust, for example, through water suppression during cutting operations.

8.7.8 Any abnormal loads will be planned in advance and agreed with the Highways Authority.

8.7.9 The use of an off-site construction consolidation centre will be investigated; however, the booking system will allow deliveries to be managed efficiently. Where possible, vehicles will be fully loaded thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.

8.7.10 Smart procurement will be encouraged in order to share suppliers and minimise the number of construction vehicle trips. All suppliers will be made of aware of access and routing requirements.

8.7.11 The use of water and rail modes to transport freight is unlikely to be practical given that there will be limited demolished or muck away material remove. Off-site manufacture and re-use of material will be investigated and proposed where practical. Once appointed, the contractor will develop a plan to maximise smart procurement.

8.7.12 A Staff Travel Plan will be prepared by the contractor as part of the Detailed CLP to encourage the use of sustainable modes considering the good level of public transport accessibility. Car parking for construction workers will be restricted. Employee cycle parking facilities will be provided.

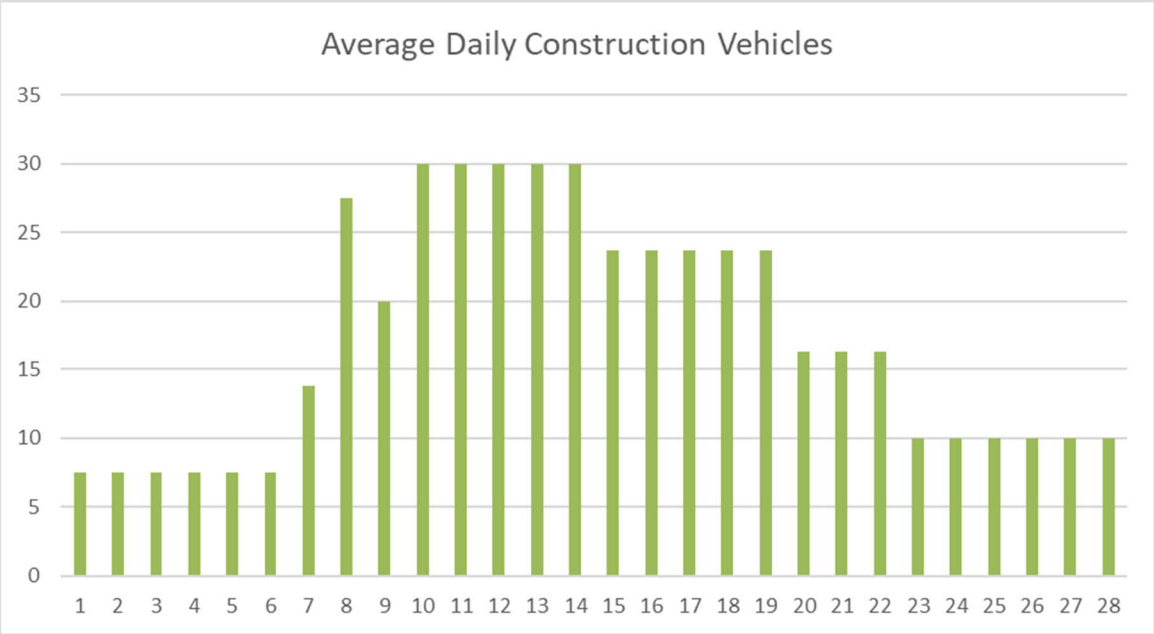
8.7.13 Construction is anticipated to take place during normal construction working hours (08:00 – 18:00 Monday – Friday, 08:00-13:00 Saturday).

8.7.14 Once appointed, the contractor will investigate the opportunity to collaborate with other local construction sites.

8.8 ESTIMATED VEHICLE MOVEMENTS

8.8.1 Based on the indicative programme and construction information, the estimated number of construction vehicle trips are summarised in Figure 8-2. This indicates a peak of around 30 deliveries per day during superstructure/fit-out and cladding construction.

Figure 8-2: Estimated Construction Vehicles



8.9 IMPLEMENTATION

IMPLEMENTING

8.9.1 The Contract Manager shall be responsible for implementing the delivery schedules and ensuring all deliveries are fully in compliance with the detailed procedures above.

8.9.2 The Contract Manager shall appoint qualified Traffic Marshals who will be responsible for all deliveries – from booking them in, to marshalling them to the offloading bay and record keeping. The traffic marshals will undertake specific training including operating the temporary traffic signals to minimise disruption to through traffic.

8.9.3 Procedures will be implemented to ensure effective liaison with the neighbouring properties, adjacent residents and local community through:

- Any circulated newsletters will be displayed outside the site entrance, along with letter drops to nearby residents when construction activities are likely to affect the local residents
- Information boards mounted at the site entrance which will provide details of the following information:
  - Developer/Contractor details;
  - Local Authority details;
  - Nature and duration of the project;
  - Principal milestones of the project;
  - Site operating times; and
  - Site management names and contact details.

8.9.4 This will also enable the local community to raise any concerns about construction activity and traffic. If a concern or complaint is received, the matter will immediately be referred to the site manager who will record the matter and raise it to the management team who will investigate. The site management team will record the date, time and reason for the complaint and what action has been taken to investigate and respond to the complaint.

MONITORING

8.9.5 Data sharing remains a key principle for the success and continuous improvement of construction. A list of items will be agreed, and specific data will be disseminated. This will include:

- Compliance
  - CLOCS compliance – suppliers to provide pre-qualification evidence
  - FORS compliance – suppliers to provide pre-qualification evidence
  - Routing compliance – to be monitored through resident feedback
  - No staff car parking
- Data from the delivery scheduling system and the recorded log of vehicle movements to the site:
  - Vehicle type and size
  - Duration on site
- Safety issues including any injuries or near misses recorded in the site logbook
- Breaches and complaints
  - No construction vehicles will be allowed to travel off the identified access and egress routes and no waiting will be permitted on the access or egress routes. We recognise that our neighbours and residents along the routes are often best placed to advise us if drivers are not complying with these requirements. Residents will be able to contact our Site Manager to report any non-compliance. For a first offence, suppliers will be reminded of the site access route requirements. For a second offence, suppliers will have a 5% proportion of their load fee withheld. For a third offence, suppliers will be replaced.
- Staff Travel Plan

8.9.6 The traffic marshal shall keep a record of every delivery such as:

1. Number of vehicle movements to site
   - Total
   - By vehicle type/size/age
   - Time spent on site
   - Consolidation centre utilisation
   - Delivery/collection accuracy compared to schedule
2. Breaches and complaints

- Vehicle routing
- Timing of delivery
- Unacceptable queuing or parking
- Adherence to safety and environmental standards & programmes
- Low Emissions Zone (LEZ) compliance

3. Safety

- Logistics-related incidents
- Record of associated fatalities and serious injuries
- Ways staff are travelling to site
- Vehicles and operators not meeting safety requirement

UPDATING

8.9.7 The procedures shall be reviewed through the different phases of the programme. If anything is not working well, or there are improvements that can be made, these shall be documented, agreed with highways (if necessary) and put into action and monitored accordingly.

8.9.8 The CLP will be kept on site and updated by the Principal Contractor in consultation with the Highway Authority.

9 CONCLUSIONS

9.1.1 This Healthy Streets Transport Assessment (TA) has been prepared to support an application for full planning permission at the Greggs Bakery site, located in the London Borough of Richmond upon Thames (LBRuT).

9.1.2 The existing site has been vacant since 2018 but was occupied by Greggs Bakery when previously operational. The infrastructure associated with the former use includes a number of offices, sheds, production buildings and areas of hardstanding, with two tall silos located towards the Edwin Road entrance. There is an existing vehicle access from Crane Road that enters into a parking area, with a heavy goods vehicle (HGV) service access point located towards the south of the site along Edwin Road, providing access to a service yard. When fully operational as a factory, this service yard was utilised by large rigid HGVs from early in the morning and throughout the rest of a typical day.

9.1.3 As highlighted within this TA, the regular presence of HGVs on a narrow residential road network poses a heightened risk of conflict with pedestrian and other road users, and the reprovision of a full industrial site would lead to severe highway safety issues previously experienced on Edwin Road. A technical note was produced to analyse the maximum industrial floorspace that the site could accommodate. The result of this piece of work, lead to a maximum of 885sqm of industrial space being provided within the development site before highway safety was compromised.

9.1.4 The view that the routes between the A305 and the site are unsuitable for any meaningful number of industrial servicing vehicles is supported by an independent Road Safety Auditor who carried out a Road Safety Assessment of these existing routes. The assessment concludes that it would not be preferable, in highway safety terms, to introduce a significant volume of industrial use of the site, and that there are no significant interventions which could be made to alleviate this.

9.1.5 The development proposal seeks permission for the demolition of the existing structures on-site (aside from no.2 Gould Road) and to redevelop the site to construct 97 residential dwellings, with associated landscaping, parking and amenity space, an industrial unit (Class E, formerly B1c) with a GIA of approximately 883sqm with associated parking and a separate unit of 117sqm to be used as affordable workspace.

9.1.6 The existing vehicular access from Crane Road/Gould Road is proposed to be retained with a relocated access to the employment unit from Edwin Road. The proposal provides separate access points to the employment building and car parking via Edwin Road and to the residential area via Crane Road. It is proposed to provide a two-way internal route through the residential area with a turning head at the southern end of the route. All vehicles would enter and exit the residential scheme from the Crane Road access, except refuse vehicles who would continue through the employment area and egress onto Edwin Road. The proposed internal road will enable all refuse collection, residential deliveries and maintenance vehicles to access and collect from within the site.

9.1.7 The development will provide 83 parking spaces for the residential development, with circa 18 provided for the employment use. The proposed residential parking provision equates to 0.86 parking spaces per dwelling, compliant with the London Plan's requirements for an Outer London site with a PTAL of 2. A new

car club bay is proposed on Edwin Road and is expected to further support a car-lite or car-free lifestyle for some prospective residents.

9.1.8 Pedestrian-priority, landscaped footways and public realm on-site will be provided as part of the proposal. The walking experience through the site will be significantly improved with the new provision of the on-site internal road connecting to the existing surrounding road network (Edwin Road and Crane Road/Gould Road). The development has been designed to provide the best experience for cyclists travelling to/from the development to school, work and other destinations,

9.1.9 The proposed development trip generation has been forecast and related to the capacity of the transport network. As a residential-led mix-use development, the impact on the highway network is expected to be minimal and accommodated without perceptible impact to other road users.

9.1.10 The proposed development will contribute to a reduction in site traffic generated by Heavy Goods Vehicles (HGVs) due to its change of land use from Class B2 to Class C3 and Class E. The generous provision of cycle facilities for the site in conjunction with a Travel Plan will seek to encourage a mode shift from private vehicles to walking and cycling where possible. Furthermore, a set of public realm improvements, including the shared space internal site-road, is proposed, which will help to reduce motor traffic dominance on-site and within the surrounding streets, encourage walking and cycling and in turn improve road safety for vulnerable road users.

9.1.11 The impact of the proposed development on the public transport services is negligible. Local public transport services provide significant capacity that can easily accommodate the proposed development public trips, with negligible impacts.

9.1.12 A Framework Travel Plan, Outline Delivery and Servicing Plan, Parking Design Management Plan and an Outline Construction Logistics Plan have been prepared to encourage sustainable travel and ensure that the proposed development operates efficiently.

9.1.13 The proposed development is suitably located and designed to maximise the potential for sustainable travel and minimise impacts on the local transport networks through appropriate access, public realm, parking and servicing strategies. The proposed development is, therefore, sustainable and appropriate in principle.

9.1.14 In accordance with TfL's Healthy Streets Transport Assessment Guidance, Table 9-1 summarises the conclusions of this Healthy Streets TA.

Table 9-1: Key Transport Assessment Conclusions

	KEY TRANSPORT IMPACTS / ISSUES	SOLUTIONS / MECHANISMS
Transport Planning for People	Existing local residents are primarily from the 'Detached Retirement' TCoL segment indicating very high levels of car use and a very low propensity to change travel behaviours, particularly in terms of increasing walking and cycling.	Future residents are likely to comprise other segments that have a greater opportunity to reduce car use and increase active travel. As the development will be reduced parking provision, residents will be encouraged to travel by active and sustainable modes.

	KEY TRANSPORT IMPACTS / ISSUES	SOLUTIONS / MECHANISMS
Site & Surroundings	Due to the site's residential setting, the adjoining network of roads does not lend themselves to medium-volume HGV movements. Carriageways are in parts narrow and often flanked by parked cars. There have been regular instances of vehicles mounting the kerb, as illustrated by the condition of the pavement and kerb along Marsh Farm Road (which is the route HGVs used to take between the site and the A305 and is indeed reinforced by signage identifying other routes as being unsuitable for HGVs).	One of the key benefits in transport terms of delivering a residential scheme on this site compared to its previous use as a Greggs bakery/factory is a substantial reduction in the number of HGV movements and subsequent impacts/issues associated with these vehicle movements. A shared-space design approach is proposed on-site to encourage lower vehicular speeds, better driver attention and offer priority for non-motorised users (i.e., pedestrians and cyclists). The proposed access and shared-space design approach are intended to reflect the principles of a typical London mews street which is further reinforced by the housing typologies proposed. A Stage 1 Road Safety Audit has been undertaken for the amended accesses on Edwin Road and Crane Road/Gould Road.
	The limited existing public realm or attractive space on site.	A pedestrian-prioritised, landscaped public realm will be provided as part of the proposal.
	The existing cycle had no cycle parking provision	The proposed development will deliver significant cycle parking for the residential and employment units to encourage active travel.
Active Travel and Vision Zero	Two KSI collisions occurred on the A503 Heath Road (journey 1). Two KSI collisions occurred on the A310 London Road to the north of the junction with Brewery Lane (journey 3).	A range of measures could be put in place to improve the local road and cycle network, such as the installation of average speed cameras to enforce the 20mph speed limit, signage and road markings, additional crossing points and general highways maintenance, which could be undertaken by LBRuT. The introduction of cycle infrastructure (dedicated/segregated/mandatory lanes) where carriageway width permits would improve many of the key journeys for cyclists travelling to/from the proposed development.
London Wide Network	The development will generate a low number of new trips on the transport network.	A detailed review of how and where people will travel has been undertaken, and the impacts of the development on the London-wide network is expected to be negligible. The proposed development is located in an area with public transport routes and medium frequency services, which can accommodate the relatively low number of development trips forecast without perceptible impact.
	The site, when previously operational, generated a number of regular daily HGV movements, with instances of conflict where large vehicles were passing each other. Damage to footways and kerbs, concerns about the safety of vulnerable road users, local complaints regarding noise and poor air quality and damage to cars parked on-street bypassing HGVs were issues and impacted the Greggs Bakery site when previously operational created.	One of the key benefits in transport terms of delivering a residential scheme on this site compared to its previous use as a Greggs bakery/factory is a substantial reduction in the number of HGV movements. By comparison to an industrial/food production use, a residential-led scheme on the site will almost entirely eliminate daily HGV trips, which have been identified as a source of great conflict in the site's largely residential area. Furthermore, a set of public realm improvements, including the shared space internal site-road, is proposed, which will help to reduce motor traffic dominance on-site and within the surrounding streets, encourage walking and cycling and in turn improve road safety for vulnerable road users.
Local Borough Analysis	The site is in Richmond CPZ 'WT'	Residents will be exempt from applying for any parking permits in the CPZ. This will protect the existing parking amenity surrounding the site.

	KEY TRANSPORT IMPACTS / ISSUES	SOLUTIONS / MECHANISMS
Construction	Full details of the construction timing and methodology will not be known until a contractor is appointed.	Detailed Construction Logistics Plan is expected to be secured by condition and will be prepared by a contractor once appointed.

9.1.15 The TA has thoroughly reviewed the existing conditions and associated transport impacts of the proposed development. It has demonstrated that the proposed development will have a negligible transport impact and will contribute significantly to the site's improved permeability, resulting in wider transport benefits.

9.1.16 The TA has also thoroughly considered the proposals in the context of current planning policy and demonstrates compliance.

APPENDIX A

PROPOSED DEVELOPMENT PLANS

General notes

This drawing must not be scaled or used for land transfer purposes. This drawing must be read in conjunction with all other relevant drawings. All measurements must be checked on site.

Areas are measured and calculated generally in accordance with RICS 'Property Measurement', 2nd Edition (January 2018). All areas have been calculated in metric units.

Construction tolerances, workmanship and design by others may affect the stated areas. Existing buildings and structures may present anomalies in relation to surveyed/drawn plans that may also affect the stated areas. All these factors should be considered before making any decisions on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or otherwise, and should include due allowance for the increases and decreases inherent in the design and construction processes.

Drawing notes

Electronic file reference

Status R:	Revision	Date	DRN	CHK	CDM
2	For information	14/06/22	CS	ES	

Key

Area safeguarded for future pedestrian bridge

Future bridge provision

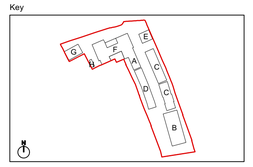
Purpose of information

The purpose of the information on this drawing is for:

- Planning ☐
- Information ☒
- Comment ☐
- Client approval ☐
- Construction ☐

All information on this drawing is not for construction unless it is marked for construction.

Key



LONDON SQUARE

Client

London Square

Project title

Greggs Bakery Site Twickenham

Drawing title

Proposed Ground Floor Plan with 10% Affordable Industrial

Scale @ A1 size	Date
1:500	**14/06/22**

Drawing N°

GBT-ASA-ZZ-00-SK-A-0900

Status & Revision

R2

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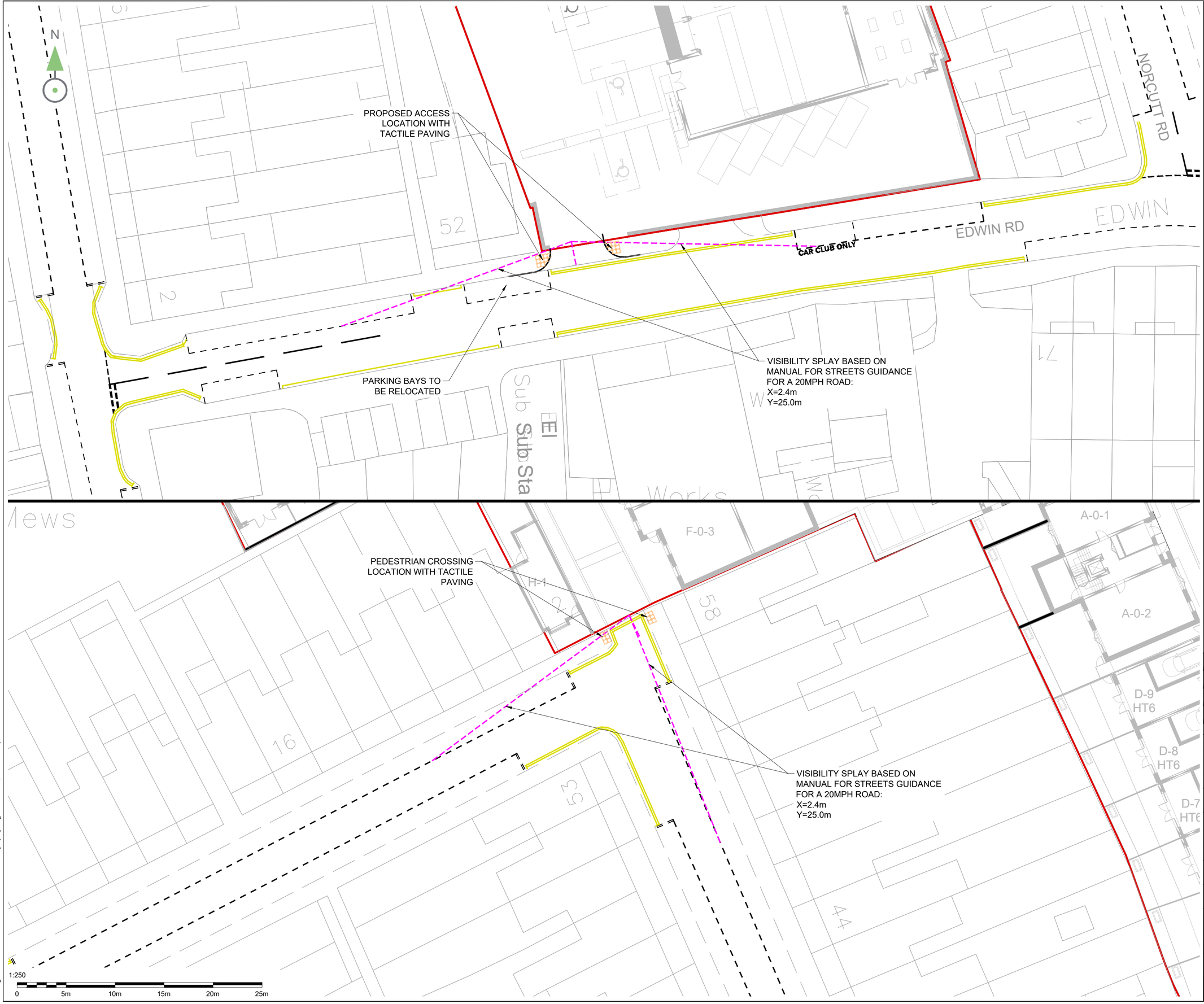
APPENDIX B

PROPOSED ACCESS DRAWINGS



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	Drn	Chk	App
D	20/07/22	UPDATED GA LAYOUT	GSF	MP	SF
C	06/04/22	UPDATED GA LAYOUT	GSF	MP	SF
B	18/03/22	ADDITIONAL INFORMATION ADDED	GSF	MP	SF
A	11/03/22	FIRST ISSUE	GSF	MP	SF

VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: LONDON SQUARE

Architect: ASSAEL

Project Title: GREGGS FACTORY, TWICKENHAM

Drawing Title: RESIDENTIAL & INDUSTRIAL SCHEME
GROUND FLOOR PLAN
VISIBILITY SPLAY

Scale @ A2	Date	Designed/Drawn	Checked	Approved
1:250	11/03/22	GSF	MP	SF

Project Ref	Drawing Number	Rev
3760-1180	3760-1180-T-053	D

APPENDIX C

SWEPT PATH ANALYSIS DRAWINGS

Notes:

1. DO NOT SCALE FROM THIS DRAWING.
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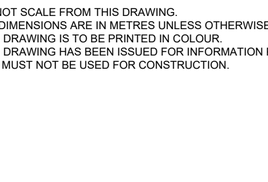

Richmond RCV

Overall Length	10.400m
Overall Width	2.500m
Overall Body Height	3.742m
Min Body Ground Clearance	0.295m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.350m

Rev	Date	Description	Drn	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

VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: LONDON SQUARE

Architect: ASSAEL

Project Title: GREGGS FACTORY, TWICKENHAM

Drawing Title: RESIDENTIAL & INDUSTRIAL SCHEME
GROUND FLOOR PLAN
SWEPT PATH ANALYSIS - RICHMOND RCV

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-044	D

1:500
0 10m 20m 30m 40m 50m

Notes:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
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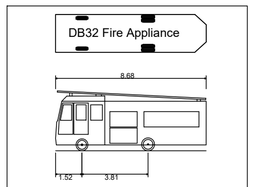

DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Rev	Date	Description	Drn	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

VELOCITY Transport Planning

Drawing Status
S2 - FOR INFORMATION

Client
LONDON SQUARE

Architect
ASSAEL

Project Title
GREGGS FACTORY, TWICKENHAM

Drawing Title
RESIDENTIAL & INDUSTRIAL SCHEME
GROUND FLOOR PLAN
SWEPT PATH ANALYSIS - FIRE APPLIANCE

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-045	D

Drawing file: 3760-1180-T-044-048-D - Resi+Ind - Swept Path Analysis.dwg Date: Jul 20, 2022 - 3:24pm