

TECHNICAL NOTE

Job Name: Stag Brewery, Mortlake
Job No: 38262
Note No: TN049
Date: July 2022
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Reviewed By: P Wadey
Subject: Transport Assessment Addendum

1. Introduction

1.1. This Technical Note has been prepared by Stantec on behalf of Reselton Properties Limited (“the Applicant”) to provide an assessment of the Transport impacts for the changes to the quantum of development for the former Stag Brewery Site in Mortlake, including Application A: for masterplan redevelopment (ref: 22/0900/OUT) and Application B: for a new secondary school (ref: 22/0900/OUT). The assessment considers the changes to the trip generation, cycle parking demand and the delivery and servicing trips associated with this update to the hybrid scheme. In addition, the Technical Note details the associated impacts of any changes.

2. Updated Proposed Hybrid Scheme

2.1. The Updated Hybrid Scheme includes a decrease in the number of residential units provided. The flexible use and offices spaces have also been reduced in size. A summary of the proposed changes is shown in Table 1 below:

Table 1: Development Land Use Schedule

Land Use	Previously Proposed Hybrid Scheme	Now Proposed Hybrid Scheme	Difference
Total Residential	Up to 1,085 units	Up to 1,071 units	14 Unit Reduction
Detailed Application – Application A (Development Area 1)			
Residential	558 units	549 units	9 Unit Reduction
Unspecified Flexible Floor Areas inc, Retail/Restaurant/Office/Community/Boathouse	4,839 m ²	4,784 m ²	55 m ² less
Hotel	1,765 m ² (15 rooms)	1,765 m ² (15 rooms)	No Change
Office	4,547 m ²	4,468 m ²	79 m ² less
Cinema	1,606 m ² (3 screens, 370 seats)	1,606 m ² (3 screens, 370 seats)	No Change
Outline Application – Application A (Development Area 2)			
Residential	Up to 527 units	Up to 522 units	5 Unit Reduction
Detailed Application – Application B			
School	9,319 m ² (1,200 students)	9,319 m ² (1,200 students)	No Change

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3. Trip Generation

- 3.1. A trip generation assessment has been undertaken to estimate the number of trips to be generated from the updated hybrid scheme.
- 3.2. The Table below shows the total trip generation for the site which has been calculated by adding all the development land uses together. This table includes a comparison of the hybrid scheme submitted in March 2022 to the revised hybrid scheme for which substitutions are now submitted.

Table 2: Total Peak Hour Generation Comparison

Mode	Hybrid Application (March 2022)- up to 1085 Units						Revised Hybrid Application (July 2022) – up to 1071 Units						Difference					
	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00			AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arr	Dep	2- way	Arr	Dep	2- way	Arr	Dep	2- way	Arr	Dep	2- way	Arr	Dep	2- way	Arr	Dep	2- way
Vehicle	150	179	328	111	113	224	149	179	328	111	112	223	-1	0	0	0	-1	-1
Walk	572	344	916	448	447	895	572	341	913	445	445	890	0	-3	-3	-3	-2	-5
Cycle	37	24	61	24	29	53	37	24	61	24	28	52	0	0	0	0	-1	-1
Bus	531	132	663	105	155	260	531	131	661	104	154	258	0	-1	-2	-1	-1	-2
Train	155	102	257	147	192	339	154	101	255	145	190	335	-1	-1	-2	-2	-2	-4
Underground	21	70	92	45	30	76	21	69	90	44	30	75	0	-1	-2	-1	0	-1
Other	49	43	92	40	51	91	48	42	91	40	50	90	-1	-1	-1	0	-1	-1
Total	1516	893	2410	920	1016	1938	1512	885	2398	912	1009	1922	-4	-8	-12	-8	-7	-16

NB, Figures rounded up to nearest whole number.

- 3.3. A comparison of the trips generated shows a reduction of 12 person trips in the AM Peak and 16 in the PM peak with the new development quantum.
- 3.4. This change is considered negligible, and it can be assumed that any assessment undertaken as part of the Transport Assessment (TA) would remain valid and provide a robust worst-case assessment of the development impacts.

4. Cycle Parking

- 4.1. Due to the changes to the development figures, the cycle demand based on the London Plan 2021 has changed. Table 3 shows the difference in demand between both schemes.

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Table 3: Change in Cycle Parking Demand

	Hybrid Application - 1085 Units		Now Proposed Hybrid Application - 1071 Units		Difference	
	Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay
Detailed Application – Application A (Development Area 1)						
Residential	1058	15	1042	14	-16	-1
Non-Residential	123	193	119	184	-4	-9
Sub-Total	1181	208	1161	198	-20	-10
Outline Application – Application A (Development Area 2)						
Residential	923	14	918	14	-6	0
Detailed Application – Application B						
School	165	13	165	13	0	0
Total	2269	235	2244	225	-26	-10

- 4.2. Overall, there is a decrease in the cycle parking demand of 26 long stay spaces and 10 short stay spaces. The proposed provision of cycle parking for the development will remain the same, indicating an increase in the overall provision compared with the demand. This provides a minor betterment when compared with the march 2022 submission.

5. Delivery and Servicing Trips

- 5.1. A delivery and servicing trip generation assessment has also been undertaken for the revised hybrid scheme and covers both the residential and non-residential elements. A comparison of the daily delivery and servicing trips is shown in Table 4.

Table 4: Change in Delivery & Servicing Trips

Land Use	Hybrid Application - 1085 Units			Now Proposed Hybrid Application - 1071 Units			Difference		
	Daily			Daily			Daily		
	LGV	HGV	TOTAL	LGV	HGV	TOTAL	LGV	HGV	TOTAL
Flexible Use (Worst Case)	28	18	46	27	18	45	0	0	-1
B1 Office	3	10	13	3	10	13	0	0	0
C1 Hotel	0	1	1	0	1	1	0	0	0
C3 Residential	274	53	326	270	52	322	-3	-1	-4
D1 School	2	2	4	2	2	4	0	0	0
D2 Cinema	2	1	3	2	1	3	0	0	0
Total Trips	308	83	394	304	84	389	-4	-1	-5

NB, Figures rounded up to nearest whole number.

- 5.2. The results show an overall decrease in the number of daily delivery and servicing trips for the whole site, with 4 less LGV and 1 less HGV per day.

6. Summary

- 6.1. This Technical Note has been prepared by Stantec on behalf of Reselton Properties Limited (“the Applicant”) to provide an assessment of the Transport impacts for the changes to the quantum of development for the former Stag Brewery Site in Mortlake. The assessment considered the changes to the trip generation, cycle parking demand and the delivery and servicing trips associated with the updates to the hybrid scheme.

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- 6.2. Overall, the reduction in development quanta has indicated that there will be a decrease in the number of trips generated by all modes, including a reduction in the number delivery and servicing trips. This suggests the impact analysis undertaken as part of the Hybrid Application Transport Assessment (TA), (38262/5501 – Rev C), submitted in March 2022, remains valid and provides a robust worst-case assessment of the development impacts.
- 6.3. In addition, the assessment shows that the cycle parking demand will reduce. As the development still proposes to retain the same number of cycle spaces there will be additional spaces provided over and above the minimum required for the development.