

Job Name: Stag Brewery, Mortlake
Job No: 38262/5504
Note No: TN53
Date: April 2023
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Approved By: Greg Callaghan
Subject: Transport Assessment Addendum (Hybrid 80-20 Proposal)

1. Introduction

- 1.1. This Technical Note has been prepared by Stantec on behalf of Reselton Properties Limited (“the Applicant”) to describe changes to the Transport Assessment (March 2022) from a revised affordable housing offer (hereafter referred to as the “Scheme”) for the former Stag Brewery site in Mortlake, Hybrid Planning Application (22/0900/OUT) and Detailed Application School (22/0902/FUL). This Note [TN53] supersedes the previous Transport Assessment Addendum, July 2022 [TN49].
- 1.2. Changes to the TA (March 2022) as a result of the Scheme are limited to trip generation, cycle parking provision and delivery and servicing trips. The Note summarises the impact these changes have to the conclusions of the TA, since the GLA Refused Scheme (July, 2021) which includes the Hybrid Application (March 2022) followed by updates to housing and unit mixes in July 2022 and April 2023.

2. Updated Hybrid Scheme (April 2023)

- 2.1. The Scheme changes the residential mix between private and affordable and within affordable, between social rent and intermediate tenures as set out in the Squire & Partners Schedule of (Residential) NSA - Hybrid Scheme 80/20 Split Affordable Offer dated 14.04.23.
- 2.2. Table 1 compares the land use schedule across previous schemes and updates as described above and shows a reduction of three residential units when compared with the updated Hybrid Application (July 2022). Figure 1 includes the illustrative masterplan for the proposed development which indicates the type and location of land uses proposed.

Figure 1: Development Proposals

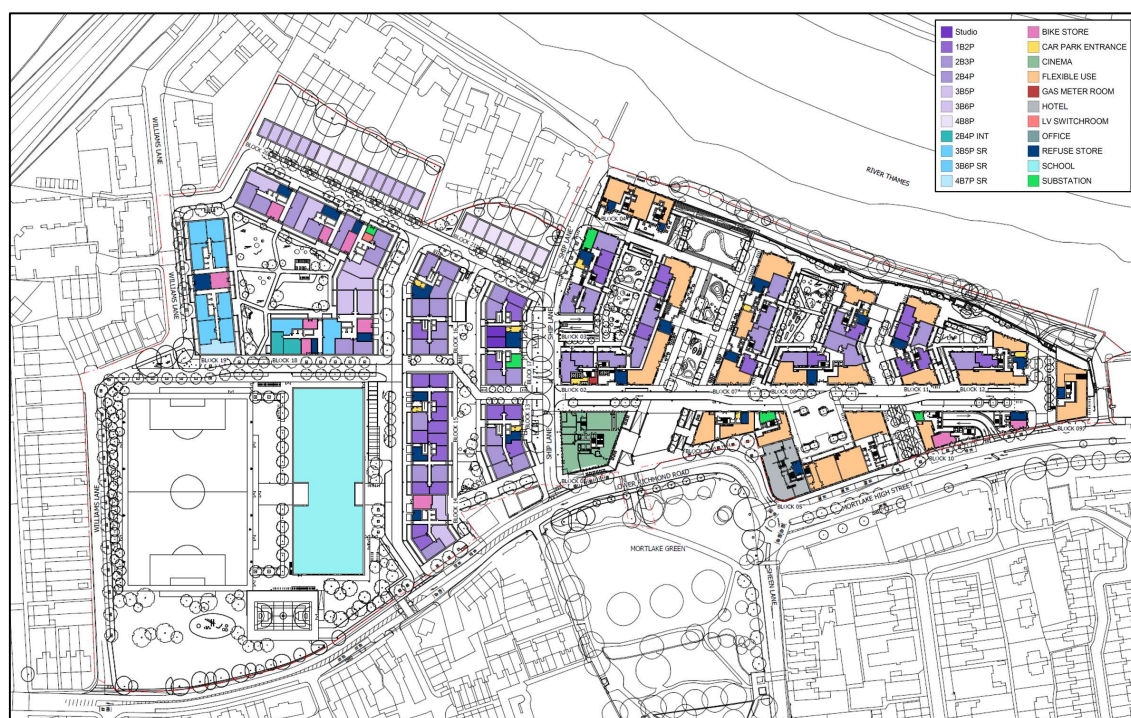


Table 1: Land Use Schedule for Updated Hybrid Application

Land Use	GLA Refused Scheme (July 2021) ¹ Up to 1250 Units	Hybrid Application (March 2022) Up to 1085 Units	Updated Hybrid Application (July 2022) Up to 1071 Units	Updated Hybrid Application (April 2023) Up to 1068 Units (The Scheme)	Difference
Total Residential	1,250 units	1,085 units	1,071 units	1,068 units	3 Unit Reduction
Detailed Application – Application A (Development Area 1)					
Residential	576 units	558 units	549 units	549 units	No Change
Unspecified Flexible Floor Areas including, Retail/Restaurant/Office/Community/Boathouse	5,023 m ²	4,839 m ²	4,784 m ²	4,784 m ²	No Change
Hotel	1,765 m ² (16 rooms)	1,765 m ² (15 rooms)	1,765 m ² (15 rooms)	1,765 m ² (15 rooms)	No Change
Office	5,532 m ²	4,547 m ²	4,468 m ²	4,468 m ²	No Change
Cinema	1,606 m ² (3 screens, 370 seats)	1,606 m ² (3 screens, 370 seats)	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	674 units	527 units	522 units	519 units	3 Unit Reduction
Detailed Application – Application B (Ref: 22/0902/FUL)					
School	9,319 m ² (1,200 pupils)	9,319 m ² (1,200 students)	9,319 m ² (1,200 students)	9,319 m ² (1,200 students)	No Change

3. Trip Generation

- 3.1. Trip rates for the proposed development were approved by the London Borough of Richmond upon Thames (LBRuT) and Transport for London (TfL) as part of the previous Applications [18/0547/FUL and 18/0548/FUL] and remain unchanged [TA, March 2022, Paragraph 7.1.1]. Residential trip rates were also separated into affordable flats, private flats and houses [TA, March 2022, Section 7.3]. Using these trip rates, Table 2 shows the total trip generation across all land uses for the Scheme and then compared with previous schemes to understand the significance of any change. Table 2 updates Table 7-18 in the Transport Assessment [TA, March 2022] and supersedes Table 2 in the Transport Assessment Addendum [TN49, July 2022].
- 3.2. To highlight the impact of the Scheme on the previous updated Hybrid Application (July 2022) the difference in trips across the transport modes is given. This indicates the accommodation schedule of the Scheme produces 49 and 37 fewer person trips in the AM peak and PM peak respectively. The extent of the reduction is mainly due to a change to residential tenures with trip rates for affordable flats being greater than those that are private.
- 3.3. The Scheme will therefore have a lower impact on the performance of the local highway network as a result of the revisions to the accommodation schedule. Furthermore, the vehicle trip generation is lower than that of the GLA Refused Scheme (July 2021) which was used to develop the approved (for planning) VISSIM models and reported in the VISSIM Model Audit Process (VMAP) Submission Technical Note [TN39, November 2020]. This traffic modelling assessment, described in the TA, March 2022 (Sections 8.3 and 9.4 and Appendix K of the TA which includes a copy of TN39) is therefore considered a robust worst-case assessment of the Schemes highway impacts.

¹ Planning Application references: 18/0547/FUL and 18/0548/FUL

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Table 2: Total Peak Hour Generation Comparison²

Mode	GLA Refused Scheme (July 2021) Up to 1250 Units						Hybrid Application (March 2022) Up to 1085 Units						Updated Hybrid Application (July 2022) Up to 1071 Units						Updated Hybrid Application (April 2023) Up to 1068 Units (The Scheme)						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)			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	Arr	Dep	Arr	Dep	Arr	Dep	2-way	Arr	Dep	2-way	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	153	174	326	108	117	225	150	179	328	111	113	224	149	179	328	111	112	223	149	179	328	111	112	223	0	0	0	0	0	0
Walk	585	378	963	477	465	942	572	344	916	448	447	895	572	341	913	445	445	890	568	328	896	437	441	878	-3	-13	-16	-8	-4	-12
Cycle	39	29	69	28	32	59	37	24	61	24	29	53	37	24	61	24	28	52	36	22	58	22	28	50	0	-2	-2	-1	-1	-2
Bus	539	150	689	118	164	282	531	132	663	105	155	260	531	131	661	104	154	258	529	124	653	99	152	251	-2	-7	-8	-4	-2	-6
Train	168	121	289	164	210	374	155	102	257	147	192	339	154	101	255	145	190	335	153	93	246	141	188	329	-2	-7	-9	-4	-2	-7
Underground	27	88	116	58	36	95	21	70	92	45	30	76	21	69	90	44	30	75	19	61	82	40	27	68	-2	-7	-9	-4	-2	-7
Other	54	53	107	48	57	105	49	43	92	40	51	91	48	42	91	40	50	90	47	39	86	37	49	86	-1	-4	-5	-2	-1	-4
Total	1564	994	2559	1001	1079	2081	1516	893	2410	920	1016	1938	1512	885	2398	912	1009	1922	1503	846	2349	888	997	1886	-9	-40	-49	-24	-12	-37

² Figures rounded up to nearest whole number.

4. Cycle Parking

4.1. The London Plan sets out cycle parking provision requirements as a function of land use either by number of residential units or area in the case of non-residential uses. Cycle parking provision was therefore recalculated on the basis of the revised accommodation schedule which only made changes to residential land uses. The difference in cycle parking provision between the Scheme and the position in July 2022 is shown in Table 3 which updates to Table 6-7 in the Transport Assessment [TA, March 2022] and supersedes Table 3 in the Transport Assessment Addendum [TN49, July 2022].

Table 3: Change in Cycle Parking Provision³

	GLA Refused Scheme (July 2021) Up to 1250 Units		Hybrid Application (March 2022) Up to 1085 Units		Updated Hybrid Application (July 2022) Up to 1071 Units		Updated Hybrid Application (April 2023) Up to 1068 Units (The Scheme)		Difference	
	Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay
Detailed Application – Application A (Development Area 1)										
Residential	1107	17	1058	15	1042	14	1042	14	0	0
Non-Residential	138	205	123	193	119	184	119	184	0	0
Sub-Total	1245	222	1181	208	1161	198	1161	198	0	0
Outline Application – Application A (Development Area 2)										
Residential	1178	16	923	14	918	14	914	14	-4	0
Detailed Application – Application B (Ref: 22/0902/FUL)										
School	165	13	165	13	165	13	165	13	0	0
Total	2582	251	2269	235	2244	225	2240	225	-4	0

4.2. Overall, the required cycle parking provision based on London Plan standards reduces by 4 long stay spaces under the Scheme. The proposed cycle parking provision for the development will not be changed so the additional spare capacity will provide residents a minor betterment when compared with the previous position in July 2022.

5. Delivery and Servicing Trips

5.1. The delivery and servicing trip generation assessment was also updated to understand how the revised accommodation schedule would change Light and Heavy Goods vehicle trips to and from the development. A comparison of the daily delivery and servicing trips is shown in Table 4 which indicates the revisions to the scheme will generate one less LGV movement than the previous position in July 2022. Table 4 updates Tables 3.2, 3.3 and 3.4 in the Delivery and Servicing Plan [DSP, March 2022] and supersedes Table 4 in the Transport Assessment Addendum [TN49, July 2022].

³ GLA refused Scheme (July 2021) is based on the Draft London Plan - Intend to publish December 2019 cycle parking standards, while the Hybrid Application and subsequent updates are based on the London Plan March 2021.

Table 4: Change in Delivery & Servicing Trips⁴

	GLA Refused Scheme (July 2021) Up to 1250 Units			Hybrid Application (March 2022) Up to 1085 Units			Updated Hybrid Application (July 2022) Up to 1071 Units			Updated Hybrid Application (April 2023) Up to 1068 Units (The Scheme)			Difference		
	Daily			Daily			Daily			Daily			Daily		
Land Use	LGV	HGV	Total	LGV	HGV	Total	LGV	HGV	Total	LGV	HGV	Total	LGV	HGV	Total
Flexible Use (Worst Case)	18	16	34	28	18	46	27	18	45	27	18	45	0	0	0
B1 Office	3	13	16	3	10	13	3	10	13	3	10	13	0	0	0
C1 Hotel	0	1	1	0	1	1	0	1	1	0	1	1	0	0	0
C3 Residential	500	50	550	274	53	326	270	52	322	270	52	321	0	0	0
D1 School	2	1	3	2	2	4	2	2	4	2	2	4	0	0	0
D2 Cinema	2	1	3	2	1	3	2	1	3	2	1	3	0	0	0
Total Trips	525	81	606	308	83	394	304	84	389	304	84	388	-1	0	-1

6. Summary and Conclusions

- 6.1. This Technical Note describes the changes to the Transport Assessment, March 2022 (TA) from a revised affordable housing offer (the Scheme) for the former Stag Brewery site, Hybrid Planning Application (22/0900/OUT) and Detailed Application School (22/0902/FUL).
- 6.2. Impacts of the Scheme on the TA are limited to the trip generation assessment, cycle parking provision and the number of delivery and servicing trips. The following comparisons are made against the position in July 2022 unless otherwise stated.
- **Trip Generation:** The Scheme produces 49 fewer person trips in the AM peak and 37 fewer person trips in the PM peak and this will reduce the Schemes impact on the performance of the highway. This includes the GLA Refused Scheme July 2021 which was used to develop the VISSIM models and so the approved traffic modelling assessment (for planning) as described in the TA, March 2022 (Sections 8.3 and 9.4 and Appendix K - TN39) remains a robust worst-case assessment of the highway impacts.
 - **Cycle Parking:** Required cycle parking provision based on London Plan standards reduces by 4 long stay spaces but it is proposed to retain the proposed cycle parking provision to provide additional spare capacity for residents.
 - **Delivery & Servicing:** Daily light and heavy goods vehicle trips are forecast to reduce by one LGV trip.
- 6.3. Overall, the Scheme will generate fewer person trips, provide slightly more spare cycle parking capacity and have a negligible impact on daily delivery and serving trips. The forecast vehicle trips are lower than those used to develop the traffic models used to support the Planning Applications, so this highway modelling assessment remains valid.

DOCUMENT ISSUE RECORD

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⁴ Figures rounded up to nearest whole number.