

To: Tim Lipscomb (Case Planning Officer)

From: Sarath Attanayake (Transport Planner)

Date: 15/10/2019

Reference: 19/P2387

**Town and Country Planning Act 1990**

**Location: Tesco Site 265 Burlington Road New Malden Surrey KT3 4NE**

**Proposal: DEMOLITION OF THE EXISTING BUILDINGS AND ERECTION OF TWO BLOCKS OF DEVELOPMENT RANGING IN HEIGHT BETWEEN SEVEN AND 15 STOREYS AND COMPRISING 456 NEW HOMES, OF WHICH 114 WILL BE ONE BEDS, 290 WILL BE TWO BEDS AND 52 WILL BE THREE BEDS. 499SQM OF B1(A) OFFICE SPACE WILL BE ACCOMMODATED AT GROUND FLOOR LEVEL ALONG WITH 220 CAR PARKING SPACES, 830 CYCLE PARKING SPACES, A REALIGNED JUNCTION ONTO BURLINGTON ROAD, HARD AND SOFT LANDSCAPING AND ASSOCIATED RESIDENTIAL FACILITIES. THE APPLICATION ALSO INCLUDES MINOR CHANGES TO THE LAYOUT AND CONFIGURATION OF THE RETAINED TESCO CAR PARK**

**Observations:**

The site currently comprises a vacant 1980's office building arranged over two storeys with an interconnecting single storey office building at the rear and an interconnecting warehouse to the side totalling 3,737sqm. These commercial facilities are served by 83 existing on-site car parking spaces.

Tesco is located immediately to the west of the proposed development site and includes car parking to the south, as well as a small element of car parking comprising 80 spaces which will be redeveloped on the proposed site. Tesco has confirmed that it no longer requires the spaces which are located on the proposed site and will retain 575 spaces to serve the store on the adjacent site.

**Location:**

The site is bordered to the east by Burlington Road which runs north south connecting Raynes Park to the north to Shannon Corner/ the A3 to the south.

To the north, the site is bordered by Pyl Brook, and beyond this, Raynes Park High School.

Burlington Road is a single lane carriageway that extends in a south-west direction and terminates at New Malden town centre. The site is located on an existing bus route, served by three services, and is approximately 750m north of Motspur Park rail station, 1.2km south-west of Raynes Park rail station and 1.5km east of New Malden rail station.

## **Access**

Access to the site is taken from Burlington Road and the junction provided at this location also provides for pedestrian access to the neighbouring Tesco, as well as acting as a secondary vehicular egress from the store for light vehicles.

The principal Tesco access junction is formed to the west and comprises a left-in left-out junction with Beverley Way which runs parallel to the A3 on the western boundary of the site.

The Beverley Way access provides a left-in left-out access to Tesco including its servicing facilities to the rear of the store, as well as providing a connection through the proposed development site which then links with Burlington Road.

It is proposed that the vehicular link between the two accesses will be retained as part of the development proposals, such that light vehicles associated with Tesco will still be able to exit the store onto Burlington Road once the development is complete.

### Burlington Road Access:

The proposed development will retain the existing site access junction with Burlington Road. The position and footprint of this junction will not be significantly altered as a result of the development although new surfacing and treatments will be delivered, which will be carried through the development site and along the internal access road.

The internal access road will also continue to facilitate vehicular egress from Tesco through the site, onto Burlington Road. The access road has been designed to accommodate large vehicles associated with the servicing of the development, such as refuse, delivery and emergency vehicles. Large vehicles associated with Tesco will however, continue to access / egress the store via the main junction with Beverley Way only.

### **PTAL:**

The majority of the site lies within PTAL 3 which is considered to be a moderate rating. A moderate PTAL rating suggests that it is possible to plan regular journeys such as daily work trips or trips to and from school using public transport. The remaining western part of the site is shown as being PTAL 2 which is considered to be poor. A poor PTAL rating suggests that only a few journeys could be conveniently made by public transport.

### **Car Parking:**

The development site boundary encompasses a vacant commercial office building totalling 3,880sqm plus 100 car parking spaces and a portion of the car park (totalling 98 spaces) that serves the Tesco store. The Tesco car park will therefore be reduced by 98 spaces to accommodate the redevelopment which Tesco has

confirmed will not have an impact upon the operation of their store (leaving 577 spaces on the adjacent site for Tesco use).

It is proposed to provide 220 car parking spaces for the proposed 456 residential dwellings which equates to a car parking ratio of 0.5 spaces per unit which would accord with the London Plan and draft London Plan standards.

It is proposed to provide 9 disabled persons bays. The draft London Plan states that disabled person parking should be provided for three per cent of dwellings (not parking provision), with up to ten per cent provided if the demand arises. This would equate to a disabled person car parking requirement of 14 spaces at the onset. The disabled person parking provision needs to be increased by 5 spaces and this should be secured by condition along with the Car Parking Management Plan (CPMP) which will need to be updated to detail how this is monitored.

### **Electric Vehicle Charging Points (EVCP)**

20% of new parking bays should have access to electric vehicle charging points while a further 20% will have passive provision for future charging points. For the development of 220 car parking bays, 22 bays should have access to electric charging points while further 22 spaces have passive provision for future charging points.

### **Car Club**

A further 5 car parking spaces are proposed off the access road. One of these spaces will be for a car club; the remaining spaces will be for the commercial uses. It is recommended that three years free car club membership is secured for all new residents.

### **Cycle Parking**

Cycle parking should be installed on site in accordance with London Plan standards on cycle parking for new residential developments

The London Plan and London Housing SPG Standard 20 (Policy 6.9) states all developments should provide dedicated storage space for cycles at the following level:

- 1 per studio and one bed dwellings;
- 2 per all other dwellings and  
1 short term visitor space per 40 residential units.

The development comprises:

114 x 1 bed --- 114

290 x 2 bed --- 580

52 x 3 bed -----104

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Total -798 cycle spaces.

The development proposes 789 long stay cycle parking spaces and 12 short stay cycle spaces which satisfies the London Plan Standards.

A proportion of short –stay visitor cycle parking is shown in the long stay cycle stores. This raises issues of security and would not be convenient for users. Further consideration is required concerning the layout of the long-stay cycle parking.

Six long stay cycle parking facilities will be provided within the commercial units, for employees, plus 14 further short stay spaces for customers/visitors. It is recommended that shower and locker facilities are also provided for the office uses for those members of staff wishing to cycle to work.

### **Parking Survey:**

Parking surveys undertaken in the vicinity of the site identified that the observed parking demand is between 78.4% and 81.1% which is below the 90% 'parking stress' threshold and therefore indicates that there is spare on-street parking capacity available in the vicinity of the site. The proposed level of parking for the development is intended to be able to cater for the demand associated with the residents of the new homes and the parking survey data has therefore been presented only for information.

### **Trip Generation**

The trip generation analysis presented indicates that the proposed residential dwellings will be expected to generate 79 (AM) and 65 (PM) vehicle trips, with the proposed commercial uses generating a further four vehicle trips, per peak hour. The existing office use would be expected to generate in the order of 27 and 30 vehicular trips in the AM and PM peak hours respectively, should the permitted use of the site be brought back into operation.

The net trip generation of the proposals would therefore be 56 (AM) and 39 (PM) vehicles respectively, which equates to less than one additional vehicular trip being generated per minute in either peak hour.

The trip generation assessment for the existing and proposed uses has been undertaken using the industry standard TRICS database. Census data has been used to determine the mode share.

The Transport Planning is satisfied that the trip generation is robust.

### **Burlington Road/Claremont Avenue Junction improvement**

The anticipated distribution of traffic associated with the site is expected to give rise to a change in performance of the Claremont Avenue junction with Burlington Road.

The developer to provide financial contribution towards pedestrian crossing facility and junction improvement at this junction secured through Sec.106 Agreement.

**Travel Plan:**

A Framework Travel has been provided. A full Travel Plan should be secured, enforced, monitored and reviewed as part of the Sec. 106 agreement.

**Refuse:**

Waste collection points should be located within 30 metres of residential units and within 20 metres of collection vehicles.

The internal highway network serving the site will be retained in private ownership. Therefore, the Council's contractor will not service the development.

**Recommendation:**

Although the proposal is unlikely to generate a significant negative impact on the performance and safety of the surrounding highway network or its users, it is considered essential that key improvements are considered to minimize any impact. Therefore the Council is seeking the following:

- 1) The Council to secure a financial contribution for the sum of £150K to improve pedestrian and cycle infrastructure in the surrounding area secured via Sec.106 agreement.
- 2) The Council to secure a financial contribution for the sum of £100K towards pedestrian crossing facility and junction improvement at Burlington Road/Claremont Avenue junction secured via Sec. 106 agreement.
- 3) Full Travel Plan should be developed and details of the Travel Plan should be subject to detailed agreement and monitoring over a five year period. A sum of £2,000 is sought to meet the costs of monitoring the travel plan over five years, secured via Section 106 process.
- 4) The disabled person parking provision needs to be increased by 5 spaces and this should be secured on developers site.
- 5) EVCP should be provided in accordance with draft London Plan standards and secured by condition.
- 6) Car Parking Management Plan to be secured by condition.
- 7) 3 years car club membership should be secured for all residents.
- 8) Cycle parking as shown maintained.
- 9) Further consideration is required concerning the layout of the long-stay cycle parking.
- 10) Shower and locker facilities should be provided for those members of the staff of the commercial units wishing to cycle to work.
- 11) A Delivery and Servicing Plan to be secured by condition.
- 12) Demolition/Construction Logistic Plan (including a Construction Management plan in accordance with TfL guidance) should be submitted to LPA for approval before commencement of work.

