



Our ref: HSLW/20/111

Your ref: P/2020/3100

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26th March 2020

Dear Shane

01106/B/P137; Tesco Osterley, Syon Lane, LB Hounslow – TfL's re-consultation comments

This letter updates TfL's position on the redevelopment of the Tesco Osterley site (P/2020/3100) located on Syon Lane within the London Borough of Hounslow.

TfL set out its initial position within the Mayor's Stage 1 report dated 7th December 2020 and within detailed comments to the borough, dated 10th December 2020. These comments should be read in conjunction with these reports.

Since the Stage 1 report and detailed comments to the borough the applicant has produced additional information which the borough has reconsulted on. These comments related to this revised information and ongoing discussions with the applicant.

Since the original application was submitted the final version of the London Plan 2021 was published on 2 March 2021. TfL expect all current planning proposals to consider the policies set out within this document.

Proposed Development

It is noted that no changes have been made to the description of the proposed development.

As with previous correspondence the following comments relate to the Tesco Osterley site only, although the modelling considers the combined impacts of both schemes. Separate comments will be issued for the Homebase site.

Vehicular Site Access

TfL have no additional comments to make on the site's vehicular access.

Highways Impact

The redevelopment of the Tesco Osterley site is predicted to generate 142 two-way vehicle trips in the AM peak hour and 138 during the PM peak hour (excluding service vehicle trips). This results in a net reduction of vehicle trips of - 244 trips in the AM peak hour and - 570 in the PM peak hour. But there will be a net increase in the weekday peak periods when the sites are combined.

In order to test the impacts of the vehicle trips generated by both the Homebase and the Tesco Osterley sites, detailed junction modelling using VISSIM microsimulation modelling software has been undertaken. A number of different design options were modelled to mitigate the impacts of development traffic and to provide pedestrian and cycle improvements in line with the Healthy Street approach.

All design options have progressed through the TfL VISSIM Modelling Audit Process (VMAP) to determine which of the options is the most suitable mitigation for the combined developments. Based on the model outputs, highway design Option 2a, has initially been identified as the preferred mitigation option.

Design Option 2a includes a new traffic signal control junction for the Homebase site and the addition of a second right turning lane on the A4 for traffic turning into Syon Lane (towards the new Homebase site access) from the west. This option also includes the relocation of the existing bus stop layby on the A4 Great West Road (Westbound) further east to extend the cycle lane. Option 2a also includes a new at grade toucan crossing on the A4, to the east of Syon Lane. It retains a double right turn from the A4 into Syon Lane North. Option 2a also retains the pedestrian underpass beneath the A4

However, prior to the implementation of Option 2a, the applicant will be required to undertake further detailed design and highway modelling work to establish if in addition, a direct pedestrian and cycle crossing can be delivered on Syon Lane, to be incorporated within the Gillette Corner junction. A crossing at this location would be on the desire line to the new Tesco store customer entrance and would create a continuous route alongside the southern side of the A4 for pedestrian and cyclist movement. If feasible, this revised design Option will be delivered via a s278 agreement as part of the Homebase site.

Further to the above, the applicant is also required to undertake further feasibility work on Design Options 5 and 6 prior to the implementation of the Tesco Osterley site to ensure that pedestrian and cycle facilities are delivered on all arms of Gillette Corner. This will be secured via the s106 agreement.

Healthy Streets

The Healthy Streets approach aims to create a high quality, attractive and inclusive environment in which people choose to walk cycle and use public transport. The dominance of vehicles should be reduced by using design to ensure slower speeds and safer driver behaviour, in line with the Mayor's Vision Zero ambition. The proposed development will generate a significant increase in pedestrian and cycle trips to / from the site and the local area.

The redevelopment of the site will require the relocation of the existing bus terminus. The original proposal (Option 1) provided its replacement on Grant Way. This facility would include a new bus stop, bus stand; and a new bus turn around and bus driver facilities. TfL had agreed the principle to Option 1 subject to the detailed design. However, an alternative option (Option 2) was proposed by the applicant as part of the re-consultation, which would route buses through the residential development. TfL are not supportive of this proposal, holding several concerns over its operation. Therefore, it is TfL's view that the requirement for Option1 should be secured in the s106 agreement. However, TfL are happy to explore alternative options to Option1, prior to implementation.

Whatever option is taken forward, the continuation of bus services as well as provision of bus facilities throughout the redevelopment of the site, is imperative and should also be secured in the s106, along with the Heads of Terms for the lease of the proposed bus driver facilities. As detailed previously, any costs associated with relocating the bus terminus and new bus infrastructure will need to be fully funded by the applicant.

The applicant has confirmed that the proposed 'Mobility Hub' will include a range of facilities designed to enhance access to local transport options including a cycle hub, delivery lockers, information board/maps, information regarding the site's Car Club; and a bus driver welfare area. The Mobility Hub should be secured via the s106 agreement.

The applicant has confirmed that a 4m wide shared footway/cycleway will be provided on the site frontage, which will link to the 4m wide segregated route to be provided by the Bolder Academy between Grant Way and the A4.

A Pedestrian Comfort Level (PCL) assessment has now been provided.

The implementation of highway design Option 2a, which will be delivered as part of the Homebase redevelopment, will provide a new at-grade crossing across the A4 improving connections for pedestrians and cyclists. The applicant has also agreed to improve and repair the underpass, including repairing/cleaning lights and mirrors and installing corduroy tactile paving on subway steps.

The redevelopment of the Tesco Osterley site will significantly increase pedestrian and cycle demand along the A4 towards Osterley LU Station. The ATZ assessment and accident data identifies a need for pedestrian and cycle improvements at all junctions along this link. In order to enhance the active travel, reduce car dependency and to ensure the development is aligned to the healthy streets aspirations, it is recommended that a review of the junction design at the A4 junctions with Syon Park Gardens, Wood Lane, Leigham Drive, St Mary's Crescent and Thornbury Road is undertaken to improve the safety and priority for pedestrians and cyclists. The review should be undertaken, and the designs submitted with the first reserved matters application and improvements delivered prior to first occupation.

It is noted that the Healthy Streets Designers Check included within the revised TA has not been audited by TfL to ensure that the scoring is robust. A healthy Streets Designers Check will be required on the detailed design prior to implementation.

Any changes to the public highway associated with the proposed development will require the developer to enter into a section 278 Agreement under the Highways Act 1980, with TfL and/or Hounslow council.

Car parking

TfL have no additional comments to make concerning car parking.

Cycle Parking

TfL have no additional comments to make concerning cycle parking.

Trip generation and modal split

TfL have no further comments on the trip generation assessment.

Buses

The applicant has agreed to a bus capacity contribution of £1,700,000 for both development sites. There is a possibility that the local network could change in the next few years primarily due to the enhancements needed to support the GWC OA improved connectivity. Therefore, the contribution will be for general service enhancements, rather than to specific routes and adapted to local conditions upon site occupation.

The applicant has agreed that a £340,000 bus contribution is paid annually for 5 years from the implementation of the Homebase site, which is part of the total £1.7m secured. This is to be secured in the s106 agreement.

London Underground

The applicant has now undertaken an assessment of station capacity and line loading capacity at Osterley Station taking into consideration the anticipated demand of consented schemes. However, the assessment still requires further

work before TfL can determine if a contribution is required. However, given the Tesco Osterley site generates the greatest demand for underground trips, it is recommended that an updated assessment of station capacity and line loading capacity at Osterley Station is accompanied with the first reserved matters application.

Delivery and Servicing

A revised Framework Delivery and Servicing Plan (DSP) has been provided and whilst the service vehicle trip generation has been revised, it still only predicts 386 two-way daily trips which TfL maintains is still an underestimation given the size of the development. The full DSP will need to ensure that the service vehicle trip generation is robust, and should be secured by condition

Travel Plan

Framework Workplace and Residential Travel Plans have been provided. The Travel Plans should be secured, enforced, monitored and reviewed by as part of the s106.

Construction

A full Construction Logistics Plan (CLP) will be required to be secured by condition and discharged in consultation with TfL. This is required to be produced in accordance with TfL guidance.

Mayoral CIL2

Mayoral CIL2 within the London Borough of Hounslow is payable at a rate of £60 per sqm.

Summary

Subject to securing the recommended conditions and obligations the application is now considered to be in general accordance with the transport policies of the London Plan 2021.

I trust this provides you with an understanding of TfL's current position on this application and we would welcome acknowledgement from you that these comments have been received and are being considered. Please do not hesitate to contact me if you have any queries. I look forward to discussing these with you and the applicant.

Yours sincerely,


Principal Technical Planner – TfL Spatial Planning

Email: 

Direct

