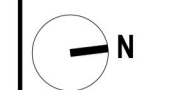


KEY PLAN:



- GENERAL NOTES:
1. This drawing is to be read in conjunction with all engineer's, architect's or other relevant drawings and specifications.
  2. All dimensions and levels are subject to detailed design.
  3. All works to be carried out in compliance with the requirements of the relevant statutory authorities and regulations.

LEGEND

	Proposed Trees		Play Stones
	Flower rich planting		Swing
	Amenity grassland		Stepping Stones
	Pop jet water feature		Proposed gates
	Planter Pots		Existing Trees
	Paving Type 1		Raised planter
	Paving Type 2		Borehole cover
	Paving Band		Bicycle stand
	Benches/Lounges		Extensive green roof
	Picnic Table		
	Play Features		

01	27/10/2023	FOR PLANNING
Rev.	DATE	DESCRIPTION

Client:  
**Telereal Trillium**

Landscape Consultant:  
 PART OF Logika Group

Status  
**FOR PLANNING**

Project:  
**RAVENS COURT PARK**

Drawing Title:  
**LANDSCAPE MASTERPLAN  
PROPOSED LEVEL 0G FLOOR**

Drawn:	JA	Designed:	PN/JA	Approved:	PN
Sheet Size:	A1	Scale:	1:300	Date:	27/09/23

Drawing No:  
**13691A-30-I10-01**

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# APPENDIX B

A forthcoming Planning Application by  
**TELEREAL TRILLIUM**

In respect of  
**Ravenscourt Park Hospital,  
LONDON**

**Scoping Note**

March 2023



## Document Management

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### Document Review

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 Welwyn Garden City

**Transport Planning Associates**  
 1 Giltspur Street  
 London  
 EC1A 9DD

020 7119 1155  
 london@tpa.uk.com  
 www.tpa.uk.com

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# 1 Introduction

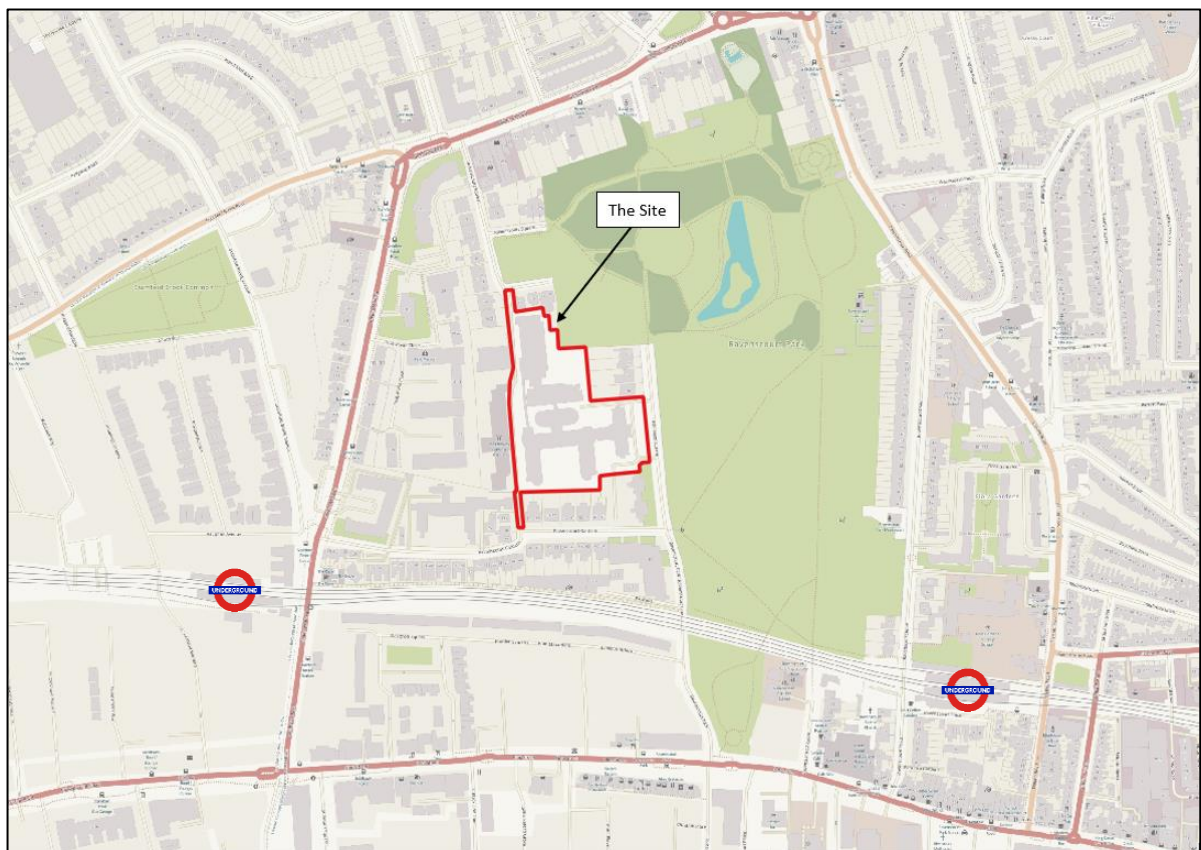
1.1 Transport Planning Associates (TPA/ **we/ our**) has been appointed by Telereal Trillium to provide transport planning consultancy services in relation to its proposed redevelopment of Ravenscourt Park Hospital, London W6 0TW (**the site**).

## The Site

1.2 The site, approximately 1.56ha, comprises Ravenscourt Park Hospital, situated in Hammersmith, in West London, which closed in 2006. To the immediate east is Ravenscourt Park, while Ravenscourt Square, a private road, is the west.

1.3 Ravenscourt Park and Stamford Brook Underground Stations, both situated on the District Line, are approximately five minutes' walk to the south east and to the south west respectively. The site's location, in the context of the two London Underground stations, is shown in **Figure 1.1**.

**Figure 1.1 Site Location Plan**



Source: © OpenStreetMap contributors / GIS

- 1.4 The building, now vacant, is a Grade II\* listed building with typical Art-Deco architecture designed in the 1930's. There is potential for demolition and redevelopment of part of the property, with the remainder being refurbished, converted and extended.

## Planning History

- 1.5 The site previously had planning consent (2007/04211/FUL) granted on 29<sup>th</sup> January 2008 (although never implemented and since lapsed), for the:

*"Refurbishment and extensions to existing hospital comprising: erection of a single storey extension to the north elevation of Block B for supplies; erection of a generator housing and sub station to north east of the site; erection of steps, access platform and hoist to the southern elevation of Block A; excavation of garden area to the south of the site and creation of a subterranean housing for four linear accelerators including alteration to the building elevation at ground level to form glazed lobby; lift and stair access to the below ground housing and single storey plant room at ground level; reinstatement of ornamental garden"<sup>1</sup>.*

- 1.6 For the purpose establishing a transport baseline position, the site has an existing use as a hospital.
- 1.7 More recently, pre-application advice was requested in September 2020, although pre-app discussions did not then focus on transport or highways matters at that time. It is however relevant to note that discussions with officers on the redevelopment of the site have been ongoing for some time, and highlighted that property has the potential for refurbishment and alteration to suit a range of land uses. It was established that planning policy would allow for a change of use from hospital/ community use, if it is possible to show a lack of viable demand for its current use.
- 1.8 Subject to this, local policy would appear to support a variety of alternative uses, possibly as part of a mixed-use scheme, including:
- Residential;
  - Retirement / Extra Care;
  - Co-living / Build To Rent;
  - Hotel;
  - Small scale office use;
  - Small scale replacement community use;
  - Education; and
  - Members club and other leisure uses.

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<sup>1</sup> <https://public-access.lbhf.gov.uk/online-applications/applicationDetails.do?keyVal=NS7NRYBIJT000&activeTab=summary>



## The Emerging Masterplan

- 1.9 It is anticipated that the proposed development of the site would comprise of a residential led scheme which is likely to involve around 200 flats, a care home and some community space. The emerging plans for the redevelopment of the site are at an early stage of their development and are as such subject to change.

## Scope of the Report

- 1.10 This Scoping Note (**SN**) has been prepared to inform pre-application discussions with officers at the London Borough of Hammersmith and Fulham (LBHF) for a forthcoming application seeking the redevelopment of the site into a residential-led scheme, anticipated to be submitted in the spring early summer of 2023.
- 1.11 A **Healthy Streets Transport Assessment (TA)** will be prepared in support of the application. It will follow the guidance produced by Transport for London (TfL). This SN will set out a large part of the methodology that will be used to develop its content, for agreement with officers at LBHF.
- 1.12 A **site wide Framework Travel Plan (FTP), Framework Servicing Management Plan (SMP) and an Outline Construction Logistics Plan (CLP)** will also be prepared. An overview of their content will be provided towards the end of this SN, also for agreement.

## 2 Site and Surrounding Area

### Existing Uses

- 2.1 As noted, the site is currently vacant and has been since 2006; its previous use was a hospital with five blocks operating within use class C2. The existing GFA of the hospital is 176,2634sqft (16,375qm).

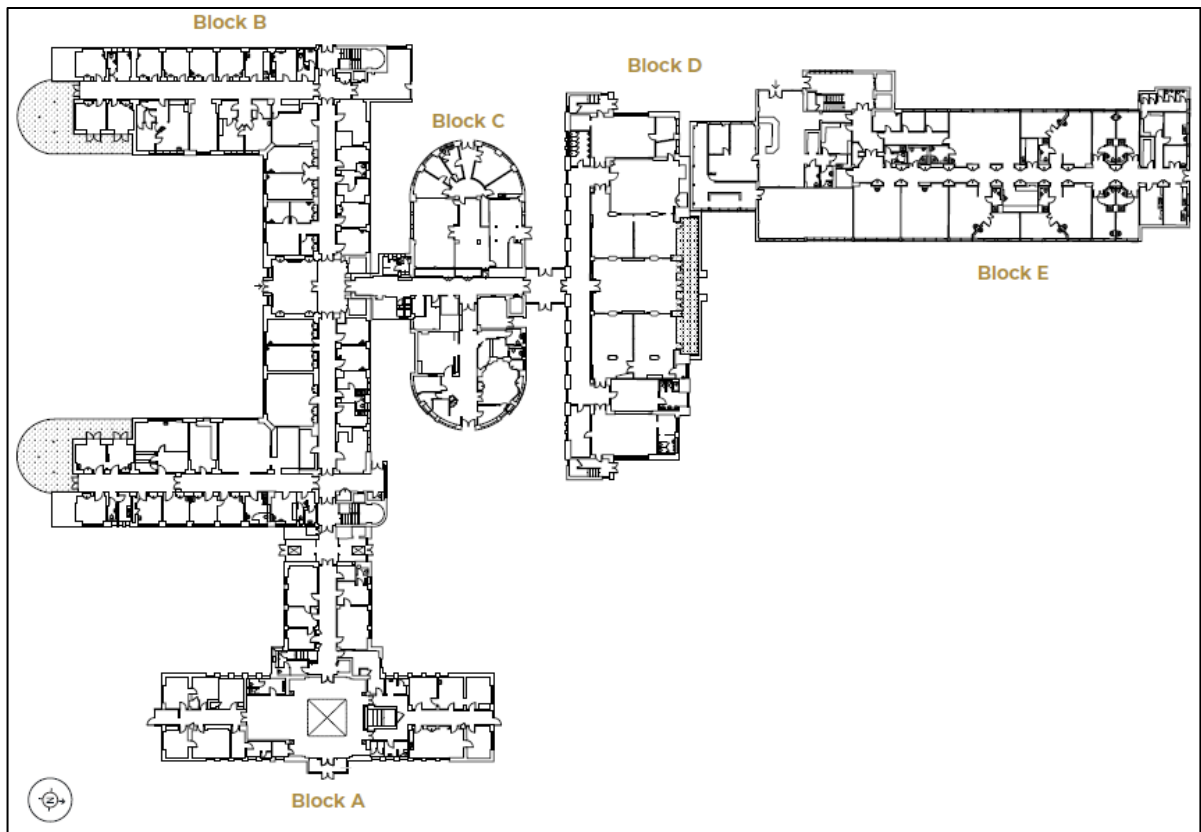
**Figure 2.1 Existing site frontage on Ravenscourt Park**



*TPA (November 2022)*

- 2.2 The site is located to the west of Ravenscourt Park. The property is well placed for access to Ravenscourt Park, which itself boasts 21 acres of green space which includes tennis and basketball courts, a bowling green, cafes, a walled garden and a number of play areas.
- 2.3 The current hospital is arranged in five blocks, over basements, ground and four upper floors. Blocks A, B, C and D form the original building, whilst Block E and its elevated walkway are a later addition set over ground and first floor.

**Figure 2.2 Existing Buildings**



SPPARC

- 2.4 Pedestrian access to the site is via a number of entrances, on all sides of the building, although the main access point is from Ravenscourt Park, on the eastern side. Car parking is available both on site and additional parking is available on street. Circa 40 spaces are currently provided within the red line, some of which now barely distinguishable due to overgrown vegetation or debris. A further circa 35 spaces are available on Ravenscourt Square, a private street to the west of the site, which are shared with the existing Chiswick Nursing Centre.

**Figure 2.3 Car parking areas on site**



TPA (November 2022)

**Figure 2.4 On street car parking on Ravenscourt Square**



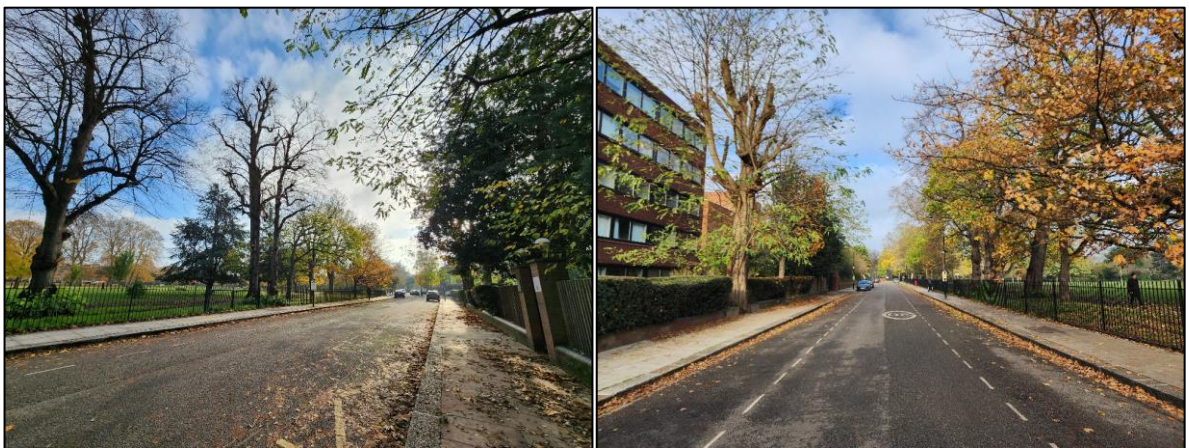
*TPA (November 2022)*

2.5 As a result of its location, the site is accessible by all modes of transport, including walking, cycling and public transport. The site’s accessibility by all modes will be set out in the remainder of this Chapter.

**Walking**

2.6 The site sits in a predominantly residential area and pedestrian infrastructure in its vicinity is generally of good quality. Ravenscourt Park, immediately to the east of the site, is supported by footways on either side of the carriageway, ranging in width between circa 1.8m – 2.2m. These footways are shown in **Figure 2.5**.

**Figure 2.5 Ravenscourt Park**



*TPA (November 2022)*

2.7 Ravenscourt Gardens, situated to the south of the site, has a similar quality of pavements, which are approximately 2m in width. A raised table is provided at the junction with the A402 Goldhawk Road.

**Figure 2.6 Ravenscourt Gardens**



TPA (November 2022)

2.8 Ravenscourt Square is a private access road, currently serving the existing Chiswick Nursing Centre and a few residential properties (all outside the red line). It is a shared space environment, which is considered suitable in the context of the very low volumes of traffic (and pedestrians) along the road, even before the Hospital was closed.

**Figure 2.7 Ravenscourt Square**



TPA (November 2022)

2.9 Local footways help link the site to the wider area including to local services, facilities, bus stops and London Underground stations. Crossing points along the local roads generally benefit from dropped kerbs and tactile paving.

*Local Amenities*

2.10 Reflecting the site’s location in a residential area, and within proximity to Hammersmith District Centre, the site benefits from excellent accessibility by walking and cycling. Many services and facilities are available within a short walking distance (schools, shops, employment, other services and facilities) and good quality walking and cycling infrastructure is provided.

2.11 The (then) Institution of Highways & Transportation publication *‘Providing for Journeys on Foot’* identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in Table 2.1 below are taken from Table 3.2 of that publication and set out the thresholds considered appropriate for local services and amenities.

Table 2.1 IHT suggested Walking Distance Thresholds

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Source: Table 3.2 of *Providing for Journeys on Foot* (IHT)

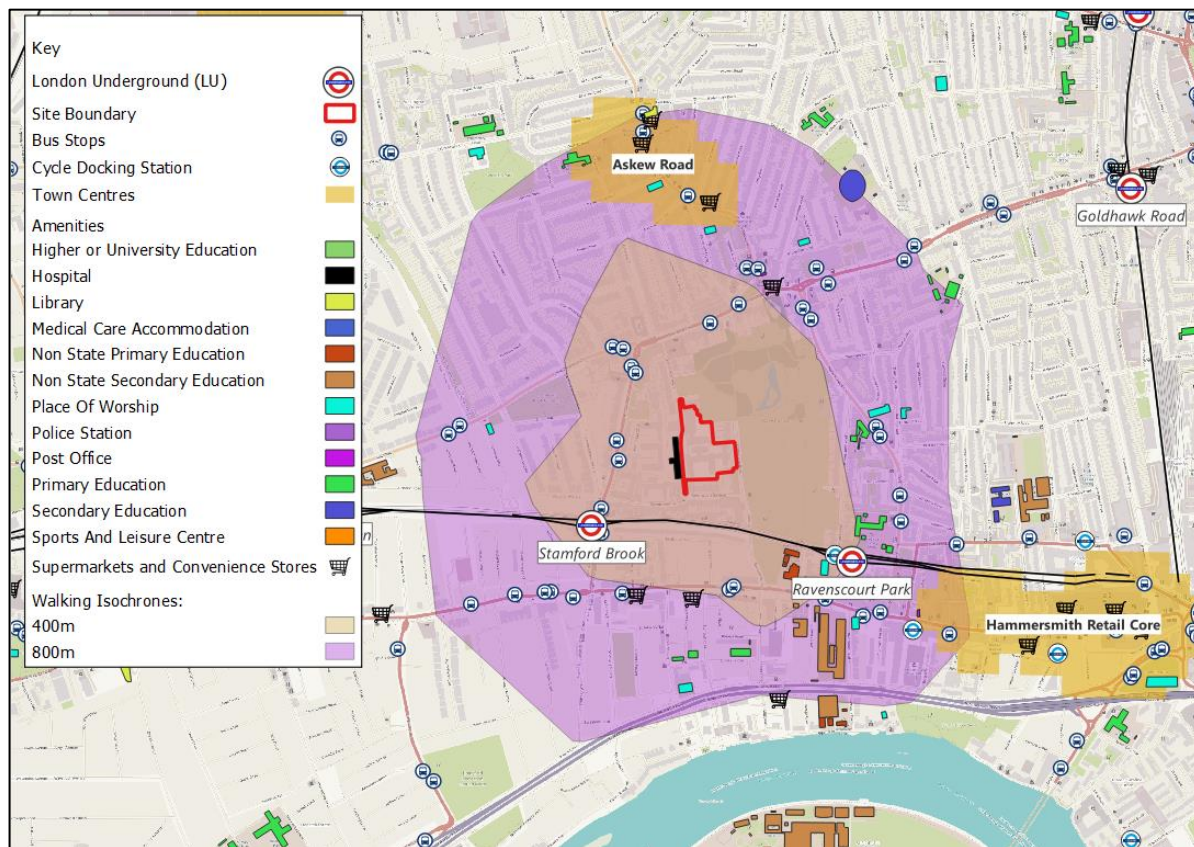
2.12 In addition, *Building Sustainable Transport into New Developments* (DfT, 2008) gives the following advice on pedestrian catchment areas: *“Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres)”*. This is further stressed in CIHT guidance *“Planning for Walking”* (2015) and in *Manual for Streets*<sup>2</sup>.

2.13 The site is within desirable or acceptable walking distances from a multitude of services and facilities. **Figure 2.8** outlines those facilities and amenities that are available within approximately 800m of the site.

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<sup>2</sup> Paragraph 4.4

**Figure 2.8 Local Services and Amenities within Walking Distance**

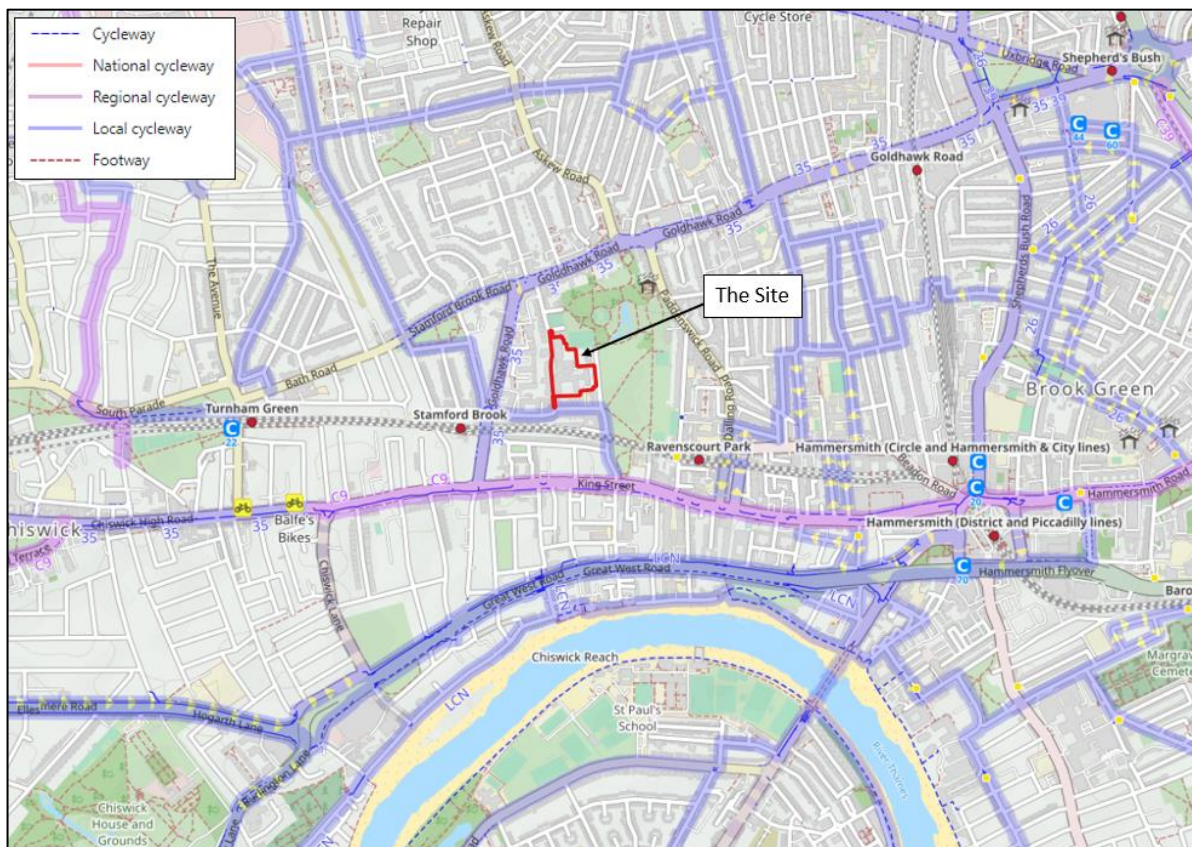


Source: Mapping from OpenStreetMap contributors, Data provided from OS Open data

## Cycling

- 2.14 The site is served by a good network of cycling infrastructure with designated cycles located along Kings Street, part of Cycleway 9. There are also further local routes which can be seen in **Figure 2.14**.
- 2.15 Cycleway 9 supports the Mayor's Transport Strategy (**MTS**) and Healthy Streets Approach by encouraging walking, cycling and using public transport. It provides a continuous, largely segregated route between Kensington Olympia and Brentford town centre, via Hammersmith and Chiswick.

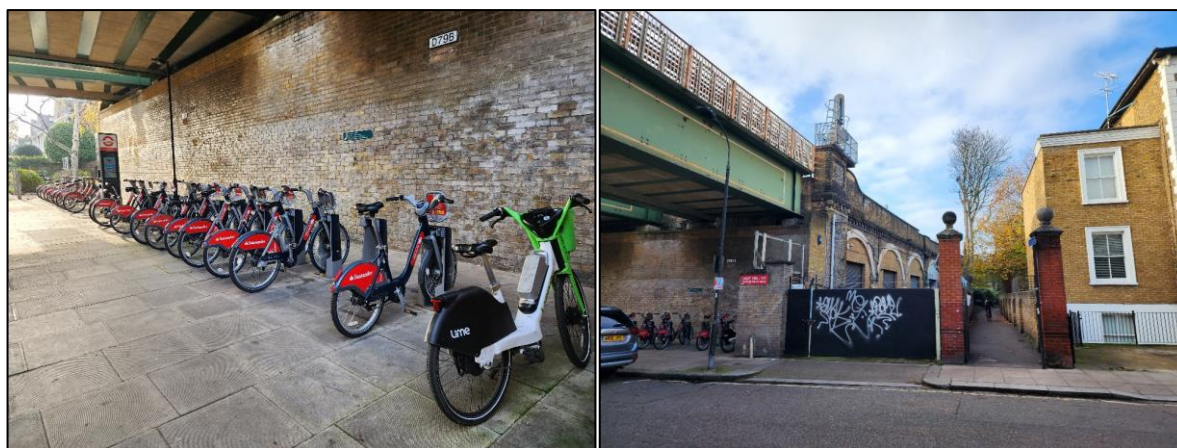
**Figure 2.9 Local Cycle Network**



Source: OpenStreetMap contributors

2.16 In addition, there is a Santander Cycle docking station located within a short walk of the site, approximately 350 metres to the south east, outside Ravenscourt Park Station. This docking station is situated on the western boundary of the allocated hiring area in London. Electric bicycles and scooters can also be hired, which allow cyclists more freedom in this area. These include Lime, Dott, HumanForest and Tier.

**Figure 2.10 Cycle Docking Station outside Ravenscourt Park Station and the eastern entrance to the Park**



TPA (November 2022)