

Cundy Street Quarter

Transport Assessment Addendum

Prepared by Momentum

October 2020



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CUNDY STREET QUARTER

Transport Assessment Addendum

23/10/2020



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- Appendix C: Updated Basement and Ground Floor Plans**

1. INTRODUCTION

1.1 Purpose

- 1.1.1 This Transport Assessment Addendum (TA Addendum) has been prepared by Momentum Transport Consultancy on behalf of Grosvenor Estate Belgravia (the 'Applicant') to support a planning application and listed building consent for the redevelopment of Cundy Street Quarter (the 'Proposed Development' or the 'Site').
- 1.1.2 The purpose of this TA Addendum is to set out key changes to a number of transport items detailed within the Transport Assessment, which was submitted to Westminster City Council (WCC) as part of the planning application material for the Proposed Development on the 27th of May 2020.
- 1.1.3 This TA Addendum also provides further information in relation to queries on a number of transport items raised by WCC as the planning authority and Transport for London (TfL), who acts on behalf of the Greater London Authority (GLA) on highways and transport matters for referable schemes.
- 1.1.4 This TA Addendum should be read in conjunction with the Transport Assessment and associated appendices submitted as part of the planning application for the Site, the details of which are provided below.

1.2 Proposed Development

- 1.2.1 This planning application reference for the Proposed Development is 20/03307/FULL and 20/03308/LBC, with the proposals for the Site comprised of:

"Comprehensive residential-led mixed-use redevelopment, including demolition of Kylestrome House, Lochmore House, Laxford House, Stack House, Walden House and structures attached to Coleshill Flats; tree removal and pollarding; erection of a partial sub-basement, basement and buildings varying in height from 5 to 11 storeys, to provide affordable homes (Class C3), market homes (Class C3), senior living accommodation (comprising Class C3 and / or Class C2), alongside a range of uses at partial sub-basement, basement and ground floor level including retail (Class A1), restaurants / cafes (Class A3), drinking establishments (Class A4), offices (Class B1), community space (Class D1), cinema (Class D2); use of the lower ground floor of the Coleshill Flats as retail and / or workspace (Class A1 and / or B1); provision of new pedestrian routes; basement car parking; basement and ground floor circulation, servicing, refuse, ancillary plant and storage; provision of hard and soft landscaping; landscaping works and creation of new play facilities at Ebury Square; rooftop PV panels; rooftop plant equipment; relocation of Arnrid Johnston obelisk to Five Fields Row; relocation of water fountain on Avery Farm Row; repair and relocation of the telephone boxes on Orange Square; and other associated works."
- 1.2.2 A total of 300 residential units are proposed as follows: 100 class C2 Assisted Living units, 37 class, C3 Independent Living units, 70 C3 Private residential units, 49 C3 Intermediate residential units and 44 C3 Social Rent residential units.
- 1.2.3 The trip generation for the Proposed Development has been revised to reflect the alterations to the proposed mode shares for the Site, as discussed in Chapter 7.

1.3 Summary of Changes

- 1.3.1 As detailed above, this TA Addendum seeks to outline key changes and/or provide further information on transport proposals for the Proposed Development.
- 1.3.2 The Applicant and Momentum Transport Consultancy have liaised with WCC and TfL following submission of the planning application to discuss and clarify key points of concern raised by the separate parties. These items are summarised below, and form the following chapters of this TA Addendum:
- Parking relocation proposals on Cundy Street (Chapter 2);
 - Raised table surface treatment on Ebury Square (Chapter 3);
 - Parking demand generated by future users of the Site (Chapter 4);
 - Long- and short-stay cycle parking provision for the Site and relocated cycle parking for Coleshill Buildings (Chapter 5);
 - Further details on waste arrangements including details on temporary waste storage areas (Chapter 6);
 - Updated trip generation with increased allocation of trips to walking and cycling (Chapter 7); and
 - Revised Travel Plan mode share targets that aim for 95% of future trips to the Site to be carried out on foot, by cycle or via public transport, reflecting Mayor of London's Transport Strategy vision and the sites Central London location (Chapter 8).
- 1.3.3 Table 1.1 outlines the drawings and plans that have been revised from the original TA submission.

Table 1.1: Revised Drawing Summary

Previous Drawing / Plan	Revised Drawing / Plan	Summary of Changes
Transport Assessment, Section 3.18, Figure 3.10 – Parking Relocation Study	Figure 2.1 – Revised Parking Relocation Study	Existing police vehicle only bays removed. Inclusion of 3 bays to be relocated from Cundy Street
Transport Assessment, Section 3.21 Figure 3.21 – Short Stay Cycle Parking	Figure 5.2 – Revised Short-Stay Cycle Parking Locations	12 short stay cycle parking spaces from Semley Place relocated to two locations on Avery Farm Row.
Transport Assessment, Section 5.4, Figure 5.2 – Future Footway Width	Figure 7.1 – Revised Future Footway Width	Proposed footway width at location 1A amended.
Not included in original submission.	Drawing M000483-2-2-DR-024-B	Proposed arrangement for Cundy Street and impact on existing parking.
Not included in original submission.	Drawing M000483-2-2-DR-025-B	Swept path analysis for proposed arrangement on Cundy Street.
Transport Assessment, Section 3.23, Figure 3.25 / Drawing M000483-2-2-010-C	Drawing M000483-2-2-010-E	Raised table crossing across Ebury Square east removed.

2. CUNDY STREET PARKING RELOCATION

2.1 Submitted Proposals

- 2.1.1 The May 2020 Transport Assessment for the Proposed Development includes proposals for extensive public realm improvements both within and surrounding the Site. In order to accommodate these improvements, the relocation of a number of on-street car parking spaces would be required and this has been proposed in the Transport Assessment.
- 2.1.2 A summary of the proposals included in the submitted Transport Assessment (TA) is provided below:
- Relocate seven residential permit holder bays from the southern Section of Ebury Square to single yellow line locations within 450m of their original locations. These spaces would be removed to facilitate increased footway width on the southern footway on the southern section of Ebury Square;
 - Relocate ten residential permit holder bays from Cundy Street to paid for bays within the vicinity of the Proposed Development;
 - Remove a redundant single white badge bay from the southern section of Ebury Square as the permit associated with this bay is no longer active; and
 - Remove two shared use bays (residential permit and paid for bays) from the eastern section Ebury Square to accommodate 22 short stay cycle parking spaces.
- 2.1.3 Full details of the former on-street parking relocation proposals are provided in Chapter 3 of the Transport Assessment.

2.2 Revised Proposals

- 2.2.1 In response to comments received from WCC Highways, an alternative strategy for the future operation of Cundy Street is now proposed which will result in the need for a lower quantum of on-street parking space relocation.
- 2.2.2 Drawing M000483-2-2-DR-024 (provided as Appendix A) illustrates the proposed alternative configuration for Cundy Street. The alternative carriageway arrangement would result in the relocation of three (3) residential parking bays from Cundy Street instead of ten spaces as proposed in the Transport Assessment.
- 2.2.3 The relocation of three (3) residential permit bays from Cundy Street would provide improved vehicle passing opportunities for the two-way flow permitted on Cundy Street. A vehicle passing point would be provided adjacent to the junction of Cundy Street and Ebury Street (overcoming the current need to stop and block southbound traffic on Ebury Street, on occasions). A secondary passing location would be provided in a central location on Cundy Street opposite the proposed Building A Drop-off as shown in Drawing M000483-2-2-DR-025 (provided as Appendix A).
- 2.2.4 The Transport Assessment had previously proposed that the existing residential parking bays on Cundy Street would be relocated to existing paid for parking bays within the vicinity of the Site. However, based on comments received from WCC and local residents following submission of the planning application relating to this proposal, it is now proposed to relocate

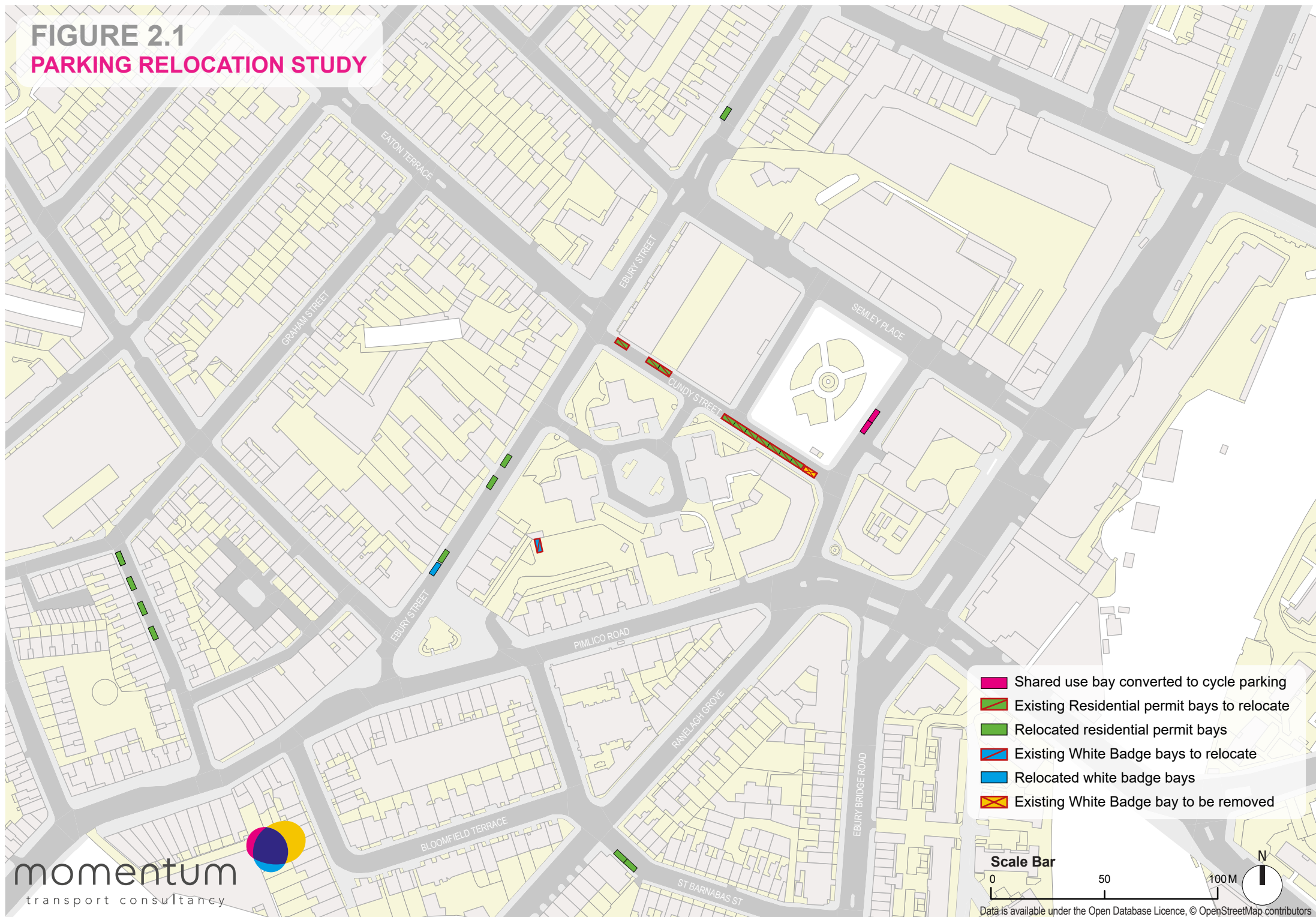
the three (3) residential permit parking bays to appropriately underutilised single yellow line locations to avoid the loss of any paid for parking spaces.

2.2.5 Figure 2.1 shows the indicative single yellow line locations identified for the relocation of the three (3) residential parking bays from Cundy Street and seven (7) residential parking bays from the southern section of Ebury Square. It is acknowledged that these amendments would need to be approved at a later stage. However, the analysis shows that there are suitable alternative locations also available to address the relocation strategy.

2.2.6 The revised on-street parking relocation strategy can therefore be summarised as follows:

- Relocate seven residential permit holder bays from the southern Section of Ebury Square to single yellow line locations within 450m of their original locations. These spaces would be removed to facilitate increased footway width on the southern footway on the southern section of Ebury Square;
- Relocate three residential permit holder bays from Cundy Street to single yellow line locations within 450m of their original locations. These spaces would be removed to provide a safer environment for cyclists and motor vehicles and improved access to the Building A drop-off and servicing yard;
- Remove a redundant single white badge bay from the southern section of Ebury Square as the permit associated with this bay is no longer active; and
- Remove two shared use bays (residential permit and paid for bays) from the eastern section Ebury Square to accommodate 22 short stay cycle parking spaces.

FIGURE 2.1
PARKING RELOCATION STUDY



3. EBURY SQUARE RAISED AREAS

3.1 Former Proposals

- 3.1.1 The Proposed Development also included proposals to implement one new raised table and two raised table crossing points along the southern extent of Ebury Square. These raised areas were proposed to serve key desire lines and improve pedestrian connectivity to Ebury Square, whilst also enabling the four white badge bays on Avery Farm Row to be maintained.

3.2 Revised Proposals

- 3.2.1 Following feedback given by the Metropolitan Police, post submission relating to the proposed raised crossing across the eastern section of Ebury Square impacting police vehicles existing Belgravia Police Station in emergencies, it is now proposed that the raised surface treatments be limited to two locations, these being:
- South-west corner of Ebury Square; and
 - South-east corner of Ebury Square in the east-west direction of travel
- 3.2.2 The revised proposals no longer seek to provide a raised surface treatment in the south-east corner of Ebury Square in the north-south direction of travel.
- 3.2.3 The revised proposals do however seek to maintain dropped kerbs and tactile paving in this location. This represents a balanced design approach that will maintain existing emergency access whilst improving pedestrian amenity and accommodating future east to west pedestrian desire lines.
- 3.2.4 Drawing M0000483-2-2-DR-010-D (provided as Appendix B) shows the revised streetscape proposals for Ebury Square.

4. ON-STREET PARKING DEMAND

4.1 Existing Off-Street Parking

- 4.1.1 As detailed in the Transport Assessment, a total of 83 car parking spaces are provided within the Cundy Street Flats and Coleshill Flats site boundaries. Of this, 59 are allocated to Cundy Street Flats and 24 spaces to Coleshill Flats.
- 4.1.2 In relation to the Coleshill car park, WCC had requested confirmation of the car park capacity. It is understood that some confusion may have been caused by a historical and currently unused marked space on site which has been numbered Space '30'. A further review of this location has indicated that it is not a useable/compliant space and any vehicle parked in this location would impede the circulation (entering and exiting) route to the car park. An additional site visit confirmed there are 26 bays available on-site; however, two of these are utilised for cycle parking storage units. As a result, the stated figure of 24 spaces within the submitted TA for Coleshill Flats is correct.

4.2 Proposed Off-Street Parking

- 4.2.1 As detailed in the Transport Assessment, the Proposed Development seeks to provide 38 off-street parking spaces at Basement Level 1 which would be associated with the C2/C3 land uses of Building A and Building B. This includes:
- **Building A:** 18 spaces
 - **Building B:** 20 spaces
- 4.2.2 Full details of the proposed off-street parking provision including taking into account the differing WCC and TfL parking standards and requirements is provided in the Transport Assessment.
- 4.2.3 As detailed in the Transport Assessment, the Proposed Development off-street parking proposals would result in a net loss of 44 spaces. This includes the loss of spaces from the Cundy Street Flats and Coleshill Flats car parks but incorporates the proposed relocation of one existing disabled parking bay in the Coleshill Flats car park to on-street.
- 4.2.4 The car parking provision is supported, maintained and represents a balanced outcome between the 2007 UDP Policy, which would require a total of 152 car parking spaces and the Draft City Plan/the Draft London Plan which would require car-free developments in areas of Public Transport Accessibility Level (PTAL) 6b. Furthermore, the provision of additional car parking would necessitate a second car park level which is not feasible due to the proximity of the safeguarding zone for Crossrail 2 tunnels. The following section outlines supporting analysis that has been undertaken in response to feedback received from WCC, TfL and the GLA.

4.3 Future On-Street Parking Demand

- 4.3.1 WCC has queried whether the proposed provision of 38 spaces, plus relocation of a single disabled parking bay on-street, may result in additional demand for on-street parking that would breach the 80% threshold which delineates parking stress. This concern relates both

to the existing demand from users of the Coleshill Flats car park and future users of the Proposed Development.

Coleshill Flats On-Street Demand

4.3.2 It was documented in the submitted Transport Assessment that the car park is largely underutilised and this statement was based on the advice received. Further information has been provided from Grosvenor Estate Belgravia and Peabody Facility Management that the 24 bays are utilised as follows:

- 4 x residential parking bays (active spaces) – including 1 x disabled parking bay
- 2 x spaces currently used by Grosvenor Estate Belgravia (active but will be redundant before construction commences)
- 16 x empty/unused parking bays
- 2 x visitor parking bays

4.3.3 With consideration of the above, WCC Highways has requested any potential on-street impact that may occur due to the removal of the car park be assessed. In this regard, the four (4) active residential parking bays currently used by Coleshill residents could be relocated on street. Of the four (4) active residential parking bays, one (1) is the disabled parking bay and as shown in Figure 2.1 would be relocated to a single yellow line location on Ebury Street. As identified in WCC Highways' response letter, the occupancy of Residents' and Shared Use Bays within 200m of the Site is 77.6%.

4.3.4 Therefore, the demand for the three (3) bays in the Coleshill Flats Car Park used by Coleshill residents could be accommodated by the available on-street Residents and Shared Use Bays within 200m of the Site without causing parking stress, as this would result in a 78.6% occupancy of the identified on-street parking bays.

Proposed Development On-Street Demand

4.3.5 The scheme presented in the Transport Assessment would result in the following provision of residential units which would have access to the proposed on-site car parking within Building A and Building B respectively:

Building A (18 spaces):

- 100 x C2 Assisting Living residential units
- 37 x C3 Independent Living residential units

Building B (20 spaces):

- 70 x C3 Private residential units

4.3.6 As discussed in the Transport Assessment, it is not proposed to provide car parking for the 49 C3 Intermediate units in Building B or the 44 C3 Social Rent units in Building C.

4.3.7 Due to the nature of the proposed C2 Assisted Living residential units in Building A, it is anticipated that the 15 residents' car parking spaces proposed in the Building A car park would solely be used by residents of the proposed C3 Independent Living units, and the balance of three (3) spaces would be used by disabled visitors and/or employees associated with the Assisted Living component. Coupled with the Building B car park (20 spaces), a total of 35 car parking spaces are proposed for use by residents.

Parking Demand Assessment

- 4.3.8 WCC's comments provide analytical information on on-street parking stress and how this might be impacted by the proposed number of off-street parking spaces. However, the proposed parking quantum seeks to provide minimum levels of car parking whilst delivering a sustainable development, as demonstrated by the commitments within the Framework Travel Plan. Nonetheless, Momentum has undertaken a quantitative exercise based on historical car ownership levels to address and respond to the parking concern raised by WCC Highways.
- 4.3.9 Using car ownership and travel to work mode share data from the 2011 Census for the Output Area E02000982, application of the data to the 107 C3 Private Residential units would result in a theoretical demand of 55 car parking spaces associated with the Proposed Development. It should be noted that the use of 2011 Census data is likely to represent a worst-case scenario and would be unlikely to reflect 2026 car ownership levels (the year of opening).
- 4.3.10 The difference between the car parking provision of 35 spaces and the estimated demand for car parking spaces of 55 spaces (based on car ownership and car driver mode share data from the 2011 Census), is 20 spaces. This estimate does not however take account of a new development with new residents, aware of the car parking proposals for the development. Further supporting reasoning on this matter is provided below:
- Changing attitudes to car ownership are influenced by the public transport accessibility of residential developments. The Travel in London Annual Report 12 (TfL, 2019) outlines the impact a sites' PTAL had on car ownership in 2016/2017 in areas of PTAL 6. The Proposed Development has a PTAL of 6b and the TfL, 2019 report noted that 67% of households did not own a car.
 - Availability of and access to off-street car parking also influences car ownership. In 2016/2017, just under 60% of households that did not have access to off-street parking did not own a car compared to only 27% of households with access to off-street car parking. The TfL 2019 report demonstrates that households without access to off-street parking are more than twice as likely to not own a car compared to households with off-street parking.
 - The Travel in London Annual Report states that there is also likely to be an element of 'self-selection' here, as those who require a car will disproportionately choose locations where parking is available.
- 4.3.11 A key recent finding has provided further confidence that the Proposed Development and transport strategy would not result in adverse impact to on street parking conditions. To date, the proposed justification been based on all known operational on-street parking data based on existing utilisation and capacities. WCC Highways has recently provided additional data (at the request of Momentum) regarding permits associated with the existing Cundy Street Flat residents. This is pertinent information when considering the concerns raised relating to on-street parking stress.
- 4.3.12 The demand for residential parking bays within the vicinity of the proposed development is anticipated to decrease as there are *40 active residential parking permits associated with the Cundy Street Flats*. This results in a total of 40 vehicles currently being permitted to park in residential parking bays within CPZ A2.

4.4 Additional Mitigation

Car Club Membership

- 4.4.1 Additional mitigation is now proposed to address the potential impact of any further increase in demand for on-street car parking and to address the concerns raised by WCC Highways, it is proposed to provide all residents of the Proposed Development with membership of a car club scheme for 25 years. This is considered to represent a robust proposal for the following reasons:
- Car club membership has been shown to contribute to a decrease in car ownership. In 2017/2018, 49% of car club members who joined within the last 12-months owned at least one car before joining, falling to 34% afterwards (CoMo & Steer, 2019).
 - There are 22 car club parking bays within a 12-minute walk of the Proposed Development (as shown in Figure 3.4 of the Transport Assessment).
 - The WCC 2015 Parking Occupancy report (September 2015) demonstrates that in Controlled Parking Zone (CPZ) A2 there is typically low occupancy of car club parking bays, average car club occupancy for Zone A2 is 54.6%, which the report refers to as a positive as this indicates high usage of car club vehicles and also available spaces within the zone.

Car Club Bays

- 4.4.2 Whilst the provision of car club membership would in our view, represent appropriate mitigation, it is proposed to provide two additional car club bays on-street. Research by the London Borough of Hackney has shown for every car club introduced, 20 private vehicles are taken off the road. Two further car club parking bays within the 12-minute walking catchment of the Site would provide additional benefit for future residents and also the local community. The location of the two proposed car club bays would be subject to further discussion with WCC Highways.

Summary

- 4.4.3 The car club mitigation further enhances the sustainable travel objectives of the proposed development. The travel plan strategy is directed towards the Intend to Publish London Plan (2019) and WCC Draft City Plan 2019-2040 (2019) policies but also acknowledges the current UDP 2007 policy and the concerns raised by WCC Highways in relation to the objectives set out in that document. It is therefore strongly maintained and supported that the proposed development presents a balanced outcome that improves and targets sustainable modes whilst reducing the historical private car reliance of the Site.

5. CYCLE PARKING

5.1 Former Proposals: Long-Stay Cycle Parking

- 5.1.1 Tables 3.17 to 3.20 of the Transport Assessment set out the long-stay cycle parking requirements that were calculated for the Proposed Development in line with the Intend to Publish (ITP) London Plan (2019) minimum cycle parking requirements.
- 5.1.2 The total provision proposed in line with ITP London Plan (2019) requirements amounted to 367 long-stay spaces, with these spaces available to residents and staff associated with the Proposed Development.

5.2 Revised Proposals: Long-Stay Cycle Parking

Proposed Development

- 5.2.1 In line with comments received from the GLA and TfL, there was some discrepancy between the submitted TA long-stay cycle parking requirements and TfL's calculations. Momentum has liaised with TfL to discuss the discrepancy, and it is understood that this was due to assumptions regarding flexible ground floor land uses and staffing on site.
- 5.2.2 The proposed provision of long stay cycle parking has been amended. Momentum and TfL have agreed on the updated proposed long stay cycle parking provision which is outlined in Tables 5.1 to 5.4.

Table 5.1: Revised Building A Long-Stay Cycle Parking Provision

Land Use	Long-Stay
C2 Assisted Living	10
C3 Residential	58
A1 Non-Food Retail	1
A1/A3/A4	3
TOTAL	72

Table 5.2: Revised Building B Long-Stay Cycle Parking Provision

Land Use	Long-Stay
C3 Residential – Intermediate	214
C3 Residential – Private	
A1 Food Retail	3
A1 Non-Food Retail	1
A1/A3/A4	5
A1/A3/B1	7
TOTAL	230

Table 5.3: Revised Building C Long-Stay Cycle Parking Provision

Land Use	Long-Stay
C3 Residential	83
A1 Non-Food Retail	2
D1 Community	1
D2 Leisure	1
TOTAL	87

Table 5.4: Revised Coleshill Basement Long-Stay Cycle Parking Provision

Land Use	Long-Stay
A1/B1	4
TOTAL	4

- 5.2.3 The revised long-stay cycle parking provision for the Proposed Development would amount to 393 spaces; an increase of 26 spaces compared to that stated in the Transport Assessment. This agreed total complies with the requirements of the ITP London Plan.
- 5.2.4 Furthermore, the revised long-stay cycle parking proposals of 393 spaces now includes a 5% provision of larger spaces, ensuring adequate capacity to accommodate a range of cycle types and cycle users, as requested by TfL at the pre-planning application stage.
- 5.2.5 The locker and shower provision associated with the long-stay cycle parking allocated to staff will meet the minimum ITP London Plan (2019) requirements.

Coleshill Flats

- 5.2.6 Further clarification on the parking provision for residents of the Coleshill Flats has also been requested by WCC.
- 5.2.7 The current provision of cycle parking provided in the Coleshill Buildings Car Park is 32 long stay spaces. These are allocated across two cycle storage units (sheds), capable of storing 12 cycles and 20 cycles respectively.

- 5.2.8 It is therefore proposed to reprovide these existing spaces within a new facility 32 cycle parking spaces would be provided in the dedicated Coleshill cycle store located on the ground floor of Building C, which is a significant improvement on the current arrangement. To ensure the reprovision of the Coleshill cycle parking complies with LCDS requirements, two spaces would be provided as Sheffield stands with the remaining 30 spaces provided as two-tier racks.

Long-Stay Cycle Parking Locations

- 5.2.9 Updated ground floor and basement plans have been produced to demonstrate that the revised quantum of long-stay cycle parking spaces for the Proposed Development and the Coleshill Flats can be accommodated within the Proposed Development. These plans indicate the land use each cycle store is allocated to along with the detailed provision of different cycle parking types within each store.
- 5.2.10 Appendix C shows the updated ground floor (Drawing 288_P20.100) and basement plan (Drawing 288_P20.99) for the whole Site along with a more detailed breakdown of the long stay cycle stores located in each building as follows:
- Building A: Drawing 288_SK099A
 - Building B: Drawing 288_SK099B
 - Building C: Drawing 288_SK099C

5.3 Short Stay Cycle Parking

- 5.3.1 WCC identified that the majority of the 92 short-stay spaces proposed in the Transport Assessment (which continue to be proposed as part of this TA Addendum) are located on the City of Westminster's highways. WCC was concerned that this level of cycle parking could not be accommodated on the City of Westminster's land, and therefore requested that further consideration be given to the provision of short-stay cycle parking within the red line boundary of the Proposed Development.
- 5.3.2 To increase the provision of short-stay cycle parking provided within the public realm of the development, alternative locations have been considered including increasing the provision of short-stay cycle parking in the Fulcrum, in the centre of the development, between the gates to the Coleshill Buildings and the entrance to Clifford's Row from Elizabeth Place, from six (6) short stay cycle parking spaces to twelve (12) short stay cycle parking spaces.
- 5.3.3 However, increasing the provision of short-stay cycle parking at this location in the Fulcrum, in the centre of the development, would have an impact on the proposed fire escape route and therefore this has not been considered further.
- 5.3.4 It is acknowledged that the proposed provision of cycle parking would be largely be provided on WCC's highway, however to address comments raised by both local residents and WCC it is proposed to relocate the short stay cycle parking from the north of Ebury Square Gardens on Semley Place as this location has been considered too far away from the Proposed Development.
- 5.3.5 As shown in Figure 3.21 of the Transport Assessment it was proposed to provide twelve short-stay cycle parking spaces to the north of Ebury Square Gardens on Semley Place. Of these twelve short-stay cycle parking spaces, six spaces would be relocated to the south east of Ebury Square Gardens on the western footway of Avery Farm Row. The remaining six short-stay cycle parking spaces would be located on the eastern footway of Avery Farm Row outside Fountain Court.

- 5.3.6 Figure 5.1 outlines the submitted location of the proposed short-stay cycle parking locations, whilst Figure 5.2 outlines the revised location of the proposed short-stay cycle parking.
- 5.3.7 As discussed during a meeting with WCC Highways on Thursday 1st October, it has not been possible to further increase the provision of short-stay cycle parking within the Site due to the fire escape and without impacting on pedestrian comfort levels. However, 12 short-stay cycle parking spaces have been relocated closer to the Site.

FIGURE 5.1
SUBMITTED SHORT STAY CYCLE PARKING

Cycle parking locations

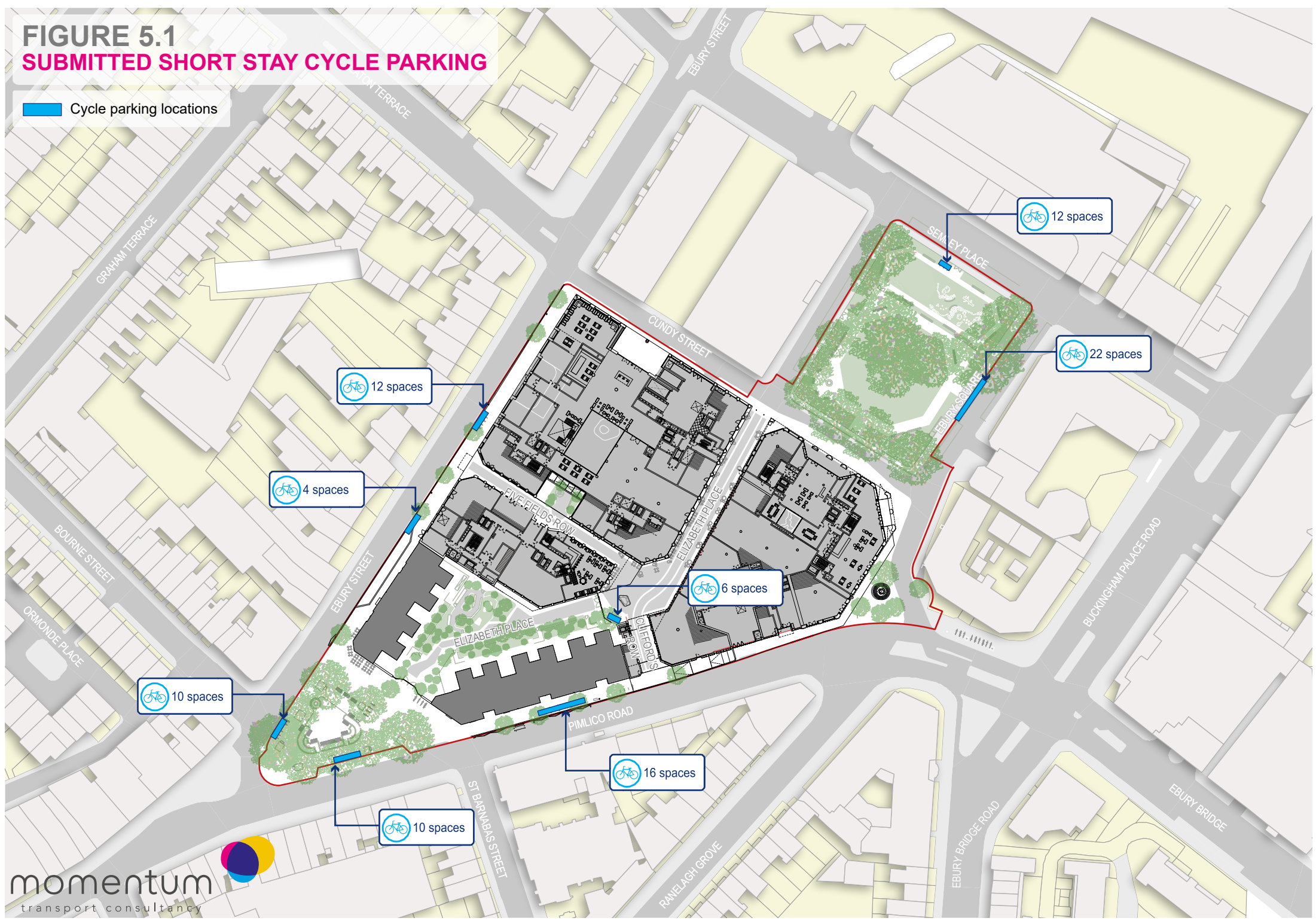
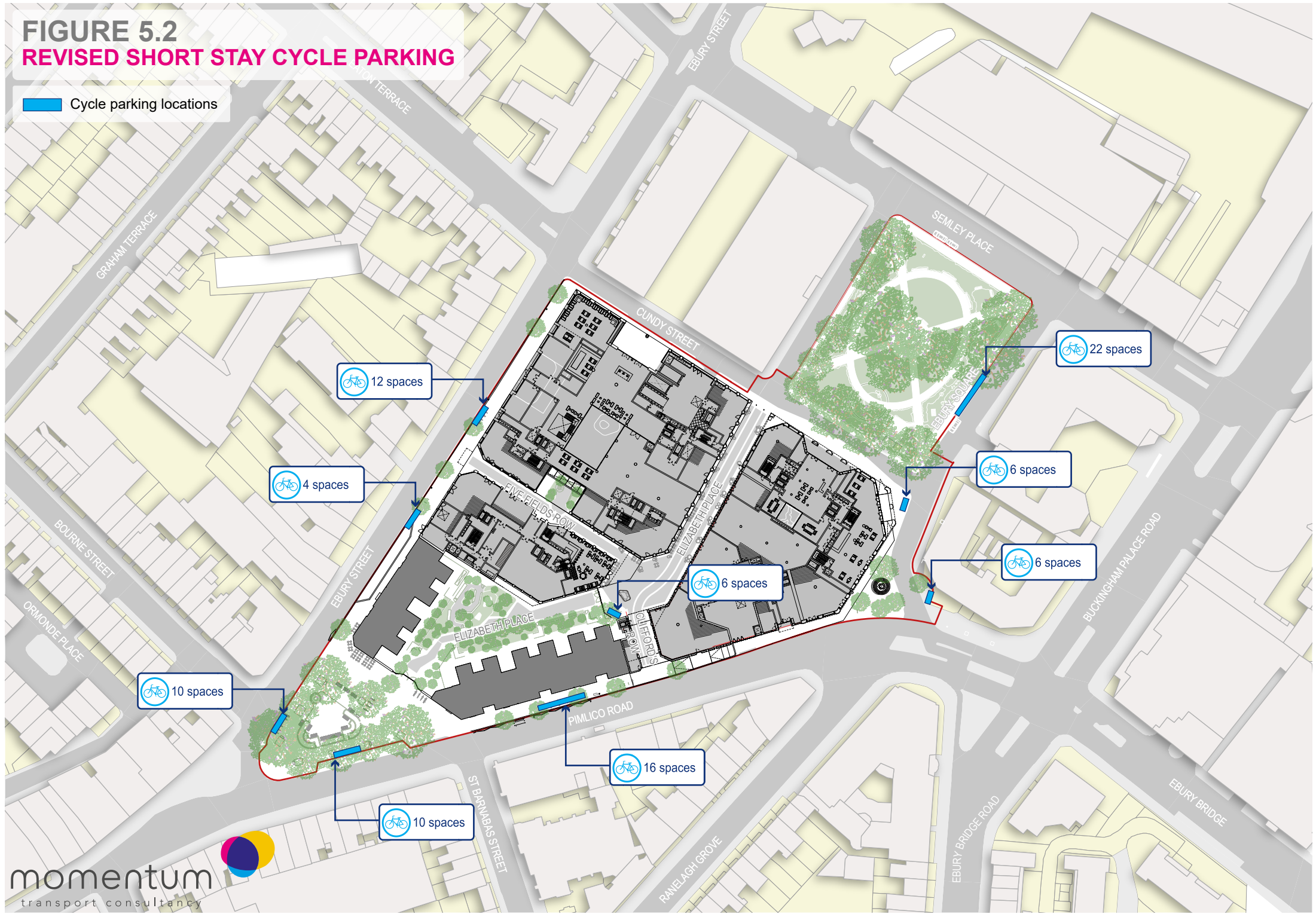


FIGURE 5.2
REVISED SHORT STAY CYCLE PARKING

Cycle parking locations



6. WASTE STORAGE

6.1 Introduction

- 6.1.1 The WCC Waste Department has provided post-submission feedback on the waste storage and management strategy detailed in the Transport Assessment and associated Delivery & Servicing Plan.
- 6.1.2 On the 19th August 2020, Momentum also met with the WCC Waste Department to discuss the strategy and concerns raised in the department's response to the planning application.
- 6.1.3 These concerns can broadly be categorised into the following:
- Waste storage provision, locations and allocation
 - Principle of on-street waste collection
 - Storage of bulky waste
 - Detail of waste transfer routes
 - Provision of a micro-recycling centre on-site
- 6.1.4 This chapter of the TA Addendum sets out a revised waste storage and management strategy that takes account of and provides further information in relation to the above items.

6.2 Waste Storage Provision, Location and Allocation

- 6.2.1 Appendix C provides updated ground floor and basement floor plans for the proposed development.
- 6.2.2 These floor plans have been updated to more clearly show the location of each waste store by land use, along with the location of bins separated into the following five waste streams:
- Food waste (labelled O)
 - Waste cooking oil (labelled WCO)
 - General waste (labelled W)
 - Clinical waste (labelled CW)
 - Recyclable materials (labelled R)
- 6.2.3 The updated plans demonstrate that sufficient space has been provided to accommodate the waste storage requirements for the Proposed Development.
- 6.2.4 Further clarifications on the management and disposal of clinical waste and food waste oil have been provided separately to the WCC Waste Department, along with initial discussions of under-counter storage units for recyclables in the residential units. During a meeting held on the 19th of August 2020 with WCC Waste these proposals were agreed in principal.

6.3 On-Street Waste Collection

- 6.3.1 The principle of on-street waste collection was raised as a concern by the WCC Waste Department, primarily due to lack of clarity on temporary ground-floor holding areas for waste. WCC requested that options to provide waste stores or temporarily waste holding areas at ground floor level close to the facades of the three buildings be explored, as mitigation.

- 6.3.2 As refuse collection vehicles would be unable to egress from the internal servicing areas associated with Building A and Building B in forward gear, on-street waste collection would be required. Waste generated by Building C would be collected from the proposed on-street loading pad on Ebury Street.
- 6.3.3 To mitigate the potential impact of on-street waste collections on Cundy Street and Pimlico Road, it has been proposed in the May 2020 Transport Assessment to provide temporary waste holding areas within the Site boundary. This proposal was discussed during the meeting on the 19th August 2020 and the principle of on-street waste collection was agreed, subject to these temporary waste holding areas being provided. This was confirmed in writing in an email received from WCC Waste Planning and Resource Management on the 20th of August 2020.
- 6.3.4 The temporary waste holding area for Building A and Building B would be provided in the respective servicing areas of each Building as shown in Appendix C.
- 6.3.5 For Building C, a new temporary waste storage area is proposed adjacent to the Coleshill Residential waste storage area as shown in Appendix C.
- 6.3.6 The temporary waste storage areas provided for each Building would be able to accommodate the maximum number of bins collected during one collection as follows:
- Building A: 6 x 1,100L Eurobins
 - Building B: 8 x 1,100L Eurobins
 - Building C: 4 x 1,100L Eurobins
- 6.3.7 Facilities management would be responsible for transferring waste from the internal storage areas to the temporary holding areas for each Building prior to collection. Facilities management would also return the waste containers to the appropriate waste storage area after collection.

6.4 Bulky Waste Storage

- 6.4.1 Demonstration that the Proposed Development would be able to accommodate space for bulky waste storage has also been requested by the WCC Waste Department.
- 6.4.2 In Building A, bulky waste storage would be provided in the servicing yard. It is proposed that the bulky waste storage area and moving bay would be dual purpose, with 11m² provided to accommodate bulky waste storage and the moving bay.
- 6.4.3 In Building B, 25m² would be provided for bulky waste storage in the C3 Intermediate Residential waste storage area. Residents of both tenure types in Building B would be able to access the bulky waste storage area.
- 6.4.4 Due to space constraints on the ground floor of Building C, it is proposed to provide 4m² adjacent to the Coleshill residential waste storage area. This was discussed and agreed in principle with WCC Waste Department.
- 6.4.5 Each of the above temporary holding spaces are shown on the updated ground floor and basement floor plans provided as Appendix C.

6.5 Waste Transfer Routes

- 6.5.1 Comments on direct commercial access and distances to waste stores have been raised by the WCC Waste Department and have now been addressed.

- 6.5.2 In a change to the waste transfer strategy for commercial uses from the May 2020 Transport Assessment, it is now proposed to reduce the transfer distance required by storing commercial waste in the nearest waste storage area and not by building as set out in the Transport Assessment.
- 6.5.3 Storing commercial waste in the closest available waste storage area would ensure that of the 16 units proposed, 11 units would be within 30m of a waste storage area and 13 units would be within 35m of a waste storage area. This approach was discussed during the meeting on the 19th August 2020 and agreed by the WCC waste officer in principle.
- 6.5.4 Figure 6.1 demonstrates the proposed transfer routes that would be required from each commercial unit to the nearest waste storage area.

Figure 6.1: Revised Commercial Waste Storage Transfer Routes



- 6.5.5 It should be noted that the waste strategy would need to be modified to respond to the proposed phased construction however we expect that this could readily be resolved in response to a planning condition.
- 6.5.6 Storing commercial waste in the closest available waste storage area would ensure that of the 16 units proposed, 11 units would be within 30m of a waste storage area and 13 units would be within 35m of a waste storage area.
- 6.5.7 Table 6.1 outlines the revised waste storage split and space that would be required to accommodate the forecast commercial waste generation across the Site based on storing waste in the nearest available waste store and not by Building.

Table 6.1: Revised Commercial Waste Storage Requirements

Building	General	Paper & Cardboard	Dry Recyclables	Glass	Food Waste	Area Required
Building A	1 x 660L	1 x 660L	1 x 660L	1 x 360L	3 x 140L	9.66m ²
Building B	1 x 1,100L	1 x 1,100L	1 x 660L	1 x 360L	7 x 140L	13.14m ²
Building C	1 x 660L	1 x 660L	1 x 660L	1 x 360L	4 x 140L	10.2m ²

6.5.8 At the request of WCC Waste Department, a 5 litre oil drum is provided in each block to address potential oil waste.

6.5.9 Storing commercial waste in the closest available waste storage area would not require the commercial waste storage areas to be increased in size.

6.6 Micro Recycling Centre

6.6.1 WCC Highways Department have indicated that a Micro Recycling centre would be required for the Proposed Development on account of its scale, funded by the Applicant and located in close proximity to the Site.

6.6.2 During the meeting on the 19th August 2020, the potential of increasing the provision of waste storage containers at the existing micro recycling centre located on the footway adjacent to the south east corner of Ebury Square Gardens was discussed. Based on further feedback received from WCC, this proposal has been discounted.

6.6.3 Due to the limited availability of appropriate public realm both within and surrounding the Proposed Development it has not been possible to identify a suitable location for the Micro Recycling centre. As such it is proposed a contribution would be made to provide future recycling facilities and would be secured through a Section 106 Agreement.

7. TRIP GENERATION

7.1 Revised Mode Share

- 7.1.1 Different mode shares have been used to forecast the number of trips associated with each land use and residential tenure. The revised mode shares for all land uses and residential tenures at the Proposed Development reflect the proposed provision of cycle parking, the high PTAL of the Site and the proposed public realm improvements and highway alterations that would prioritise pedestrians and cyclists.
- 7.1.2 The proposed revised mode shares would ensure the Proposed Development would contribute to the Mayor's Transport Strategy (March, 2018) aim for 80% of travel to be by sustainable modes by 2041. The MTS defines sustainable travel as travel on foot, by cycle or using public transport.
- 7.1.3 The revised mode shares for each land use are outlined in Table 7.1 – Table 7.4 as well as the percentage of trips by sustainable modes.
- 7.1.4 The Westminster Census 'Travel to Work' mode share has been used as a baseline to establish the C2 / C3 residential revised mode shares. The revised mode share for all staff and visitors to the ground floor land uses has been forecast based on comparative developments in Westminster that offer a similar non-residential land use offering. Where appropriate the 'Driving a Car or Van' and 'Passenger in a Car or Van' mode share has been distributed to other modes. The revised baseline mode shares have been amended to increase the mode share allocated to sustainable travel modes as defined by the MTS.

Table 7.1: Assisted Living Residential (C2) Mode Share for Staff and Residents

Modes	Revised Mode Share
Underground	32.5%
Train	6.2%
Bus, minibus or coach	23.0%
Taxi	1.8%
Motorcycle, scooter or moped	1.8%
Driving a car or van	0.0%
Passenger in a car or van	0.0%
Bicycle	7.5%
On foot	27.3%
Total	100.0%
MTS Sustainable Mode Share	96.5%

Table 7.2: Independent Living Residential (C3) and Private Residential (C3) Mode Share

Modes	Revised Mode Share
Underground	30.3%
Train	5.5%
Bus, minibus or coach	21.5%
Taxi	1.6%
Motorcycle, scooter or moped	1.6%
Driving a car or van	9.0%
Passenger in a car or van	1.0%
Bicycle	6.0%
On foot	23.5%
Total	100.0%
MTS Sustainable Mode Share	86.8%

Table 7.3: Intermediate / Affordable Residential (C3) Mode Share

Modes	Revised Mode Share
Underground	32.5%
Train	6.2%
Bus, minibus or coach	23.0%
Taxi	1.8%
Motorcycle, scooter or moped	1.8%
Driving a car or van	0.0%
Passenger in a car or van	0.0%
Bicycle	7.5%
On foot	27.3%
Total	100.0%
MTS Sustainable Mode Share	96.5%

Table 7.4: Retail (A1/A3/A4), Office (B1), Community (D1), Cinema (D2) Mode Share

Modes	Revised Mode Share
Underground	16.0%
Train	6.5%
Bus, minibus or coach	17.5%
Taxi	1.0%
Motorcycle, scooter or moped	0.0%
Driving a car or van	0.0%
Passenger in a car or van	0.0%
Bicycle	6.0%
On foot	53.0%
Total	100.0%
MTS Sustainable Mode Share	99.0%

7.1.5 The trip rates and primary trip assumptions as outlined in the TA have been used to determine the trip generation for the Site.

7.1.6 Table 7.5 shows the total arrival and departure trips to the Proposed Development.

Table 7.5: Total Daily Trips

Time	Arrival Trips	Departure Trips	Total Trips
06:00-07:00	25	0	25
07:00-08:00	29	76	105
08:00-09:00	69	113	182
09:00-10:00	77	74	151
10:00-11:00	78	78	155
11:00-12:00	81	92	174
12:00-13:00	123	115	238
13:00-14:00	169	134	303
14:00-15:00	106	127	233
15:00-16:00	119	111	230
16:00-17:00	149	103	252
17:00-18:00	176	165	341

18:00-19:00	305	224	529
19:00-20:00	159	131	290
20:00-21:00	154	170	323
21:00-22:00	120	117	238
22:00-23:00	0	13	13
23:00-00:00	4	124	128
TOTAL	1943	1968	3911

PEAK HOUR TRIPS BY MODE

7.1.7 Table 7.6 outlines the peak hour trips by mode for the Proposed Development.

Table 7.6: Peak Hour Trips by Mode

Mode	Daily		AM Peak Hour 08:00 – 09:00		PM Peak Hour 17:00 – 18:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Underground	411	421	17	35	38	34
Train	123	124	4	7	11	10
Bus, minibus or Coach	372	378	14	25	34	31
Taxi	24	25	1	2	2	2
Motorcycle, Scooter or Moped	11	11	1	2	1	1
Driving in a Car or Van	19	20	1	3	2	1
Passenger in a Car or Van	2	2	0	0	0	0
Bicycle	123	125	5	8	11	10
On foot	859	861	27	31	76	75
TOTAL	1,943	1,968	69	113	176	165

Comparison of Peak Hour Trips by Mode

7.1.8 When compared to Table 5.18 in the TA, the updated revised mode shares, which increase the percentage of trips allocated to sustainable modes based on comments from TfL, as outlined in Table 7.1 to Table 7.4 have resulted in increased trips allocated to walking and cycling mode shares. Table 7.7 below sets out the difference between the peak hour trips by mode in the TA compared to the peak hour trips by mode in Table 7.6.

Table 7.7: Change in Peak Hour Trips by Mode

Mode	Daily		AM Peak Hour 08:00 – 09:00		PM Peak Hour 17:00 – 18:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Underground	-20	-20	0	-1	-2	-2
Train	-28	-28	-1	0	-3	-3
Bus, minibus or Coach	-11	-11	0	0	-1	-1
Taxi	0	0	0	0	0	0
Motorcycle, Scooter or Moped	0	0	0	0	0	0
Driving in a Car or Van	-2	-2	0	-1	0	0
Passenger in a Car or Van	0	0	0	0	0	0
Bicycle	54	54	2	2	5	4
On foot	7	7	0	1	1	0

NET TRIPS BY MODE

7.1.9 By subtracting the existing trip generation from the forecast trip generation, the following net trips per mode have been identified as shown in Table 7.8.

Table 7.8: Net Trips by Mode

Mode	Daily		AM Peak Hour 08:00 – 09:00		PM Peak Hour 17:00 – 18:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Underground	299	301	12	9	25	26
Train	103	103	3	2	9	9
Bus, minibus or Coach	292	293	10	7	25	26
Taxi	18	18	1	1	2	2
Motorcycle, Scooter or Moped	5	5	0	0	0	0
Driving in a Car or Van	-14	-16	-1	-4	-2	-1
Passenger in a Car or Van	-2	-2	0	0	0	0
Bicycle	101	101	4	3	9	9
On foot	772	769	24	11	66	69
TOTAL	1,573	1,573	53	28	133	140

Comparison of Net Trips by Mode

Table 7.9: Change in Net Trips by Mode

Mode	Daily		AM Peak Hour 08:00 – 09:00		PM Peak Hour 17:00 – 18:00	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Underground	-20	-20	0	-1	-2	-2
Train	-26	-26	-1	0	-2	-3
Bus, minibus or Coach	-11	-11	-1	0	-1	-1
Taxi	0	0	0	0	0	0
Motorcycle, Scooter or Moped	0	0	0	0	0	0
Driving in a Car or Van	2	2	0	1	0	0
Passenger in a Car or Van	0	0	0	0	0	0
Bicycle	51	51	2	1	5	5
On foot	5	5	1	0	0	0

7.2 Transport Impact

- 7.2.1 This section of the report considers the impact of the additional trips generated and attracted by the Proposed Development on the public highway and public transport networks.
- 7.2.2 Based on the change to the forecast net trips to the Proposed Development shown in Table 7.9, only modes that have seen an increase in net trips when compared to the TA have been assessed in this TA Addendum.

IMPACT ON PEDESTRIAN NETWORK

- 7.2.3 The recognised indicator used to assess the pedestrian conditions on the key routes is the Pedestrian Comfort Level (PCL), developed by TfL. PCLs classify the level of comfort based on the level of crowding and pedestrian experiences on differing characteristics of street environment, largely based on pedestrian flows and footway context.
- 7.2.4 The minimum clear footway widths for the points where pedestrian flows were measured are shown in Figure 7.1. This reflects the pedestrian environment that would exist following highway changes proposed as part of this application and takes into account elements such as street furniture that may reduce the effective width of each route.
- 7.2.5 A PCL classification of B+ is the TfL minimum recommended level of comfort for all area types.

Pedestrian Assumptions and Routings

- 7.2.6 The revised 2019 peak flows as set out in Table 7.6 have been growthed to 2028 using Tempro to represent the estimated opening year.

- 7.2.7 Based on the number of residential and non-residential units in each Building, it has been assumed that 45% of trips arriving at the Proposed Development would be to Building A, 40% to Building B and 15% to Building C.

PCL Routes

- 7.2.8 The results of the revised PCL assessment for the future year with development are presented in Table 7.10 below. The PCL results for each location have not changed when compared to the PCL results from the TA.

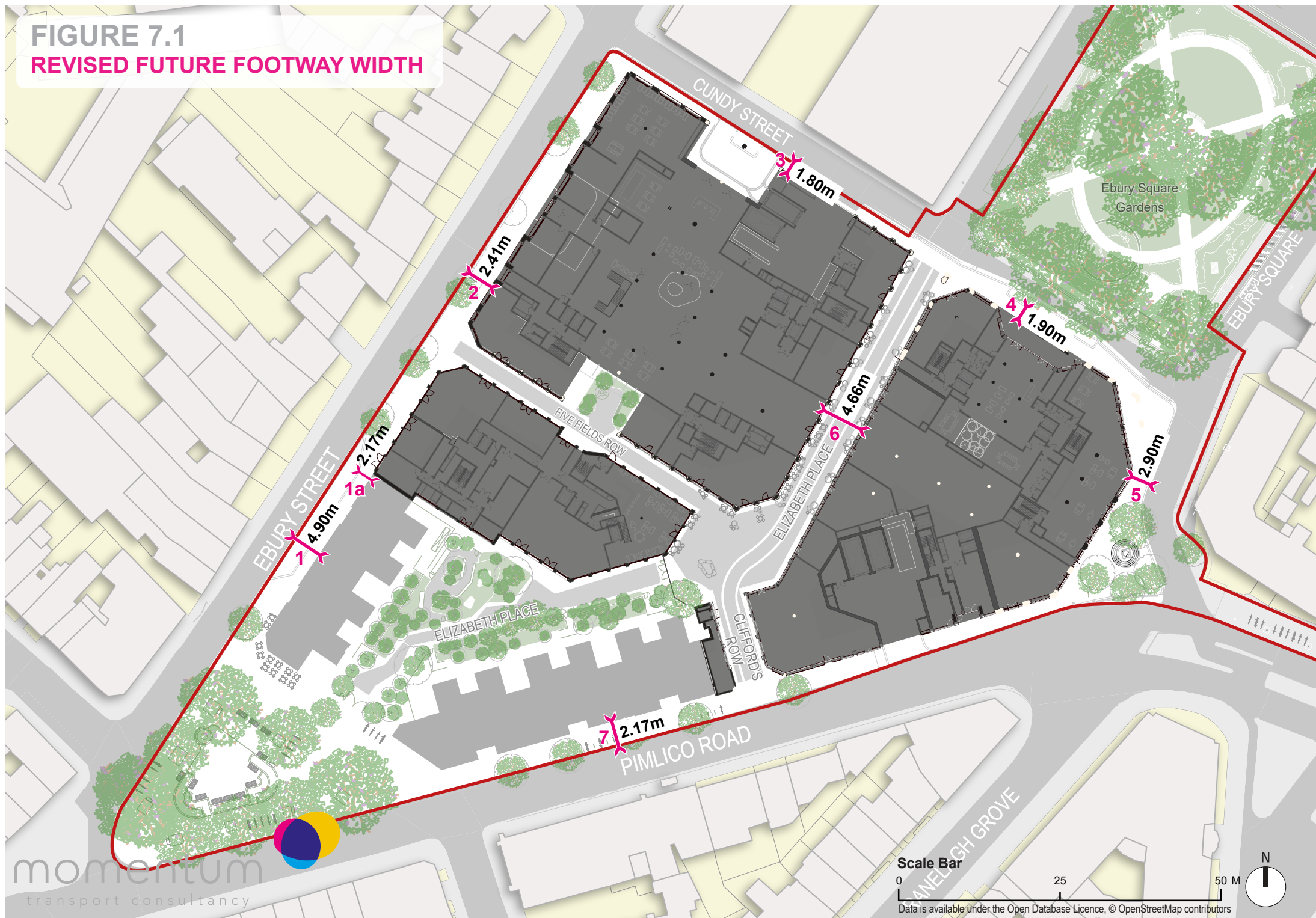
Table 7.10: Future Year With Development PCL Results

Reference	Location	Clear width (m)	2028 peak flows + development	PCL result
1a	Ebury Street South	2.17	151	A+
2	Ebury Street North	2.41	202	A+
3	Cundy Street West	1.80	79	A+
4	Ebury Square South	1.90	222	A+
5	Avery Farm Row	2.90	107	A+
6	Elizabeth Place	4.66	163	A+
7	Pimlico Road	2.17	272	A+

IMPACT ON CYCLE INFRASTRUCTURE

- 7.2.9 A revised total of 201 net cycle trips is forecast to be generated daily by the Proposed Development, of which 19 would occur in the PM peak hour, as set out in Table 7.8 above.
- 7.2.10 As set out in section 5. above, the Proposed Development would provide a total of 92 short-stay cycle parking spaces in and around the Site. A total of 393 long-stay cycle parking spaces would also be provided and located on Basement Level 1 of the Proposed Development.
- 7.2.11 In addition, within an approximate ten-minute walk, there are a total of 224 on-street cycle parking spaces and 170 bikes available from the nearby seven cycle hire facilities. The forecast number of cycle trips could be accommodated by the proposed cycle parking provision.

FIGURE 7.1
REVISED FUTURE FOOTWAY WIDTH



8. REVISED TRAVEL PLAN TARGETS

8.1 Context

- 8.1.1 A Framework Travel Plan was provided as an appendix to the Transport Assessment submitted for the Proposed Development. This Travel Plan contains a series of measures and targets specific to the Site that aim to promote more sustainable travel choices, such as walking, cycling, bus usage or car sharing, and reducing reliance on the car, particularly for single occupancy trips.
- 8.1.2 The Proposed Development mode share determined for the opening year resulted in a combined mode share of over 80% of trips to be carried on foot, by cycle or by public transport.
- 8.1.3 The mode share for the Proposed Development as given in the Transport Assessment is therefore above the Mayor of London's target for 80% of all trips in London to be carried out on foot, by cycle or using public transport by 2041, as detailed in the ITP London Plan (2019) and Mayor of London's Transport Strategy (2018).
- 8.1.4 Furthermore, the considerable extent of public realm improvements and active travel provisions proposed for the Site is considered to provide an environment that would encourage the uptake of active travel to and from the site by all users.
- 8.1.5 However, TfL has noted the opportunity for the Proposed Development to aim for 95% of trips to and from the Site to be undertaken on foot, by cycle or via public transport.

8.2 Revised Mode Share Targets

- 8.2.1 As a result of this, Momentum has revisited the mode share travel targets for the Site in the 1st, 3rd and 5th year following completion of the Proposed Development.
- 8.2.2 Tables 7.1 to 7.4 sets out the revised mode share targets for the Proposed Development, which replace those stated in Tables 6.1 to 6.4 of the Travel Plan submitted as part of the planning application.
- 8.2.3 Table 8.1 to Table 8.4 set out the revised mode share targets in the 1st, 3rd and 5th year following completion of the Proposed Development.

Table 8.1: Assisted Living Residential (C2) Mode Share Targets for Staff and Residents

Modes	Proposed	Year 1 Target	Year 3 Target	Year 5 Target
Underground	32.5%	31.9%	31.3%	30.0%
Train	6.2%	5.9%	5.4%	5.1%
Bus, minibus or coach	23.0%	23.0%	22.0%	22.0%
Taxi	1.8%	1.3%	0.8%	0.4%
Motorcycle, scooter or moped	1.8%	1.3%	0.9%	0.3%
Driving a car or van	0.0%	0.0%	0.0%	0.0%
Passenger in a car or van	0.0%	0.0%	0.0%	0.0%
Bicycle	7.5%	8.4%	10.6%	11.8%
On foot	27.3%	28.2%	29.0%	30.4%
Total	100.0%	100.0%	100.0%	100.0%
MTS Sustainable Mode Share	96.5%	97.4%	98.3%	99.3%

Table 8.2: Independent Living Residential (C3) and Private Residential (C3) Mode Share Targets

Modes	Proposed	Year 1 Target	Year 3 Target	Year 5 Target
Underground	30.3%	29.5%	29.0%	28.6%
Train	5.5%	5.5%	4.8%	4.8%
Bus, minibus or coach	21.5%	22.0%	22.0%	22.0%
Taxi	1.6%	1.3%	0.8%	0.3%
Motorcycle, scooter or moped	1.6%	1.3%	0.8%	0.2%
Driving a car or van	9.0%	7.5%	6.0%	4.5%
Passenger in a car or van	1.0%	1.0%	0.0%	0.0%
Bicycle	6.0%	8.0%	10.2%	11.9%
On foot	23.5%	25.2%	26.4%	27.8%
Total	100.0%	100.0%	100.0%	100.0%
MTS Sustainable Mode Share	86.8%	90.2%	92.4%	95.1%

Table 8.3: Intermediate Residential (C3) and Affordable Residential (C3) Mode Share Targets

Modes	Proposed	Year 1 Target	Year 3 Target	Year 5 Target
Underground	32.5%	31.9%	31.4%	29.8%
Train	6.2%	5.9%	5.3%	5.0%
Bus, minibus or coach	23.0%	23.0%	22.0%	22.0%
Taxi	1.8%	1.4%	0.9%	0.5%
Motorcycle, scooter or moped	1.8%	1.4%	0.9%	0.5%
Driving a car or van	0.0%	0.0%	0.0%	0.0%
Passenger in a car or van	0.0%	0.0%	0.0%	0.0%
Bicycle	7.5%	8.5%	10.6%	11.8%
On foot	27.3%	27.9%	28.7%	30.4%
Total	100.0%	100.0%	99.8%	100.0%
MTS Sustainable Mode Share	96.5%	97.2%	98.0%	99.0%

Table 8.4: Retail (A1/A3/A4), Office (B1), Community (D1), Cinema (D2) Mode Share Targets

Modes	Proposed	Year 1 Target	Year 3 Target	Year 5 Target
Underground	16.0%	15.5%	14.5%	14.0%
Train	6.5%	6.0%	5.5%	5.0%
Bus, minibus or coach	17.5%	16.5%	15.5%	14.5%
Taxi	1.0%	1.0%	0.5%	0.5%
Motorcycle, scooter or moped	0.0%	0.0%	0.0%	0.0%
Driving a car or van	0.0%	0.0%	0.0%	0.0%
Passenger in a car or van	0.0%	0.0%	0.0%	0.0%
Bicycle	6.0%	7.5%	9.5%	11.0%
On foot	53.0%	53.5%	54.5%	55.0%
Total	100.0%	100.0%	100.0%	100.0%
MTS Sustainable Mode Share	99.0%	99.0%	99.5%	99.5%

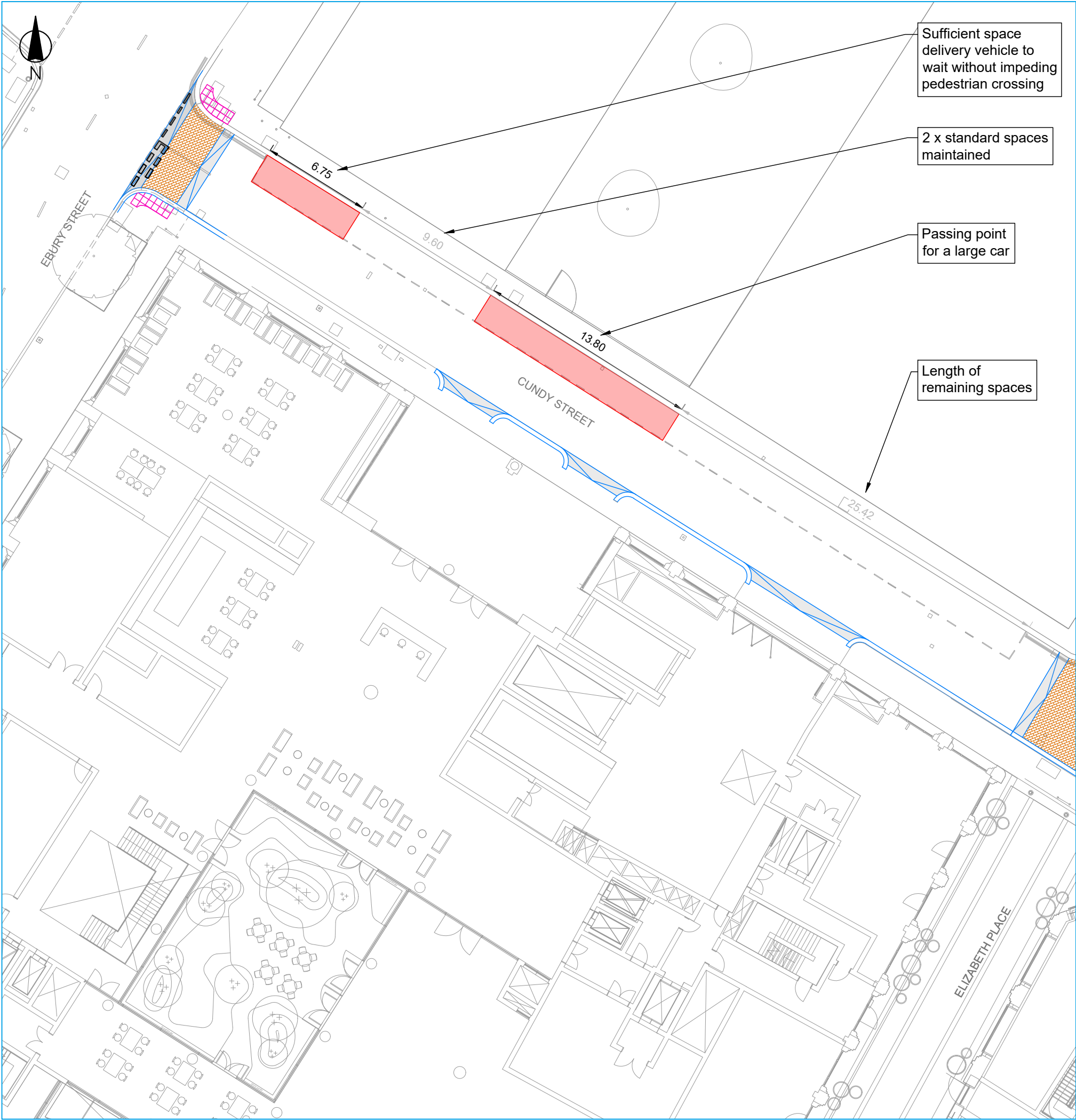
8.3 Travel Plan Principles

- 8.3.1 It should be noted that the principles of the Travel Plan, including the aims and objectives, management, and monitoring and review of the targets and measures, will continue to apply.
- 8.3.2 It is also expected that a detailed Travel Plan that would be submitted once the users of the Proposed Development are better understood and would be secured through a Section 106 agreement.

9. SUMMARY

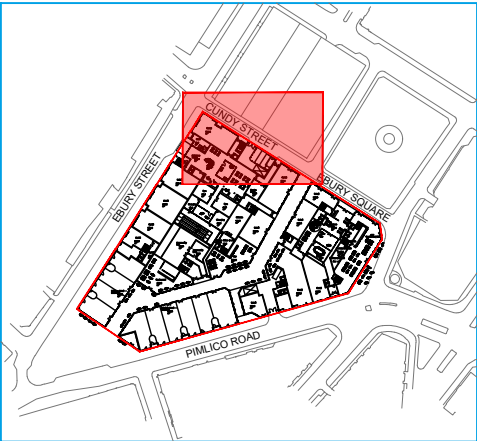
- 9.1.1 This Transport Assessment Addendum (TA Addendum) has been prepared by Momentum Transport Consultancy on behalf of Grosvenor Estate Belgravia (the 'Applicant') to support a planning application and listed building consent for the redevelopment of Cundy Street Quarter (the 'Proposed Development' or the 'Site').
- 9.1.2 The purpose of this TA Addendum is to set out changes to and further information on a number of transport items detailed within the Transport Assessment, which was submitted to Westminster City Council (WCC) as part of the planning application material for the Proposed Development on the 27th May 2020.
- 9.1.3 Further information on and any key changes to the following items, which have been raised by WCC, TfL/GLA and other interested parties have been covered in this TA Addendum:
- Cundy Street Parking Relocation: relocation of three spaces to appropriate single yellow line locations compared to ten spaces proposed in the TA;
 - Ebury Square Raised Areas: removal of the proposed east-west raised crossing on the south eastern section of Ebury Square;
 - On-Street Parking Demand: demonstration that the Proposed Development is unlikely to cause parking stress due to the mitigation measures proposed.
 - Cycle Parking: long-stay cycle parking is now compliant with the ITP London Plan and relocation of short-stay cycle parking to nearer the Proposed Development;
 - Waste Storage: alternative waste strategy for storing commercial waste has been outlined and adequate temporary waste storage areas provided to facilitate off-street collection;
 - Updated Trip Generation: mode shares have been revised to increase the mode share for sustainable modes which has resulted in a revised trip generation.
 - Revised Travel Plan Targets: ambitious mode share targets have been set to ensure the Proposed Development would achieve 95% of trips by sustainable modes five years after opening.
- 9.1.4 This TA Addendum should be read in conjunction with the Transport Assessment.
- 9.1.5 The information provided is considered to address the concerns and points of clarification raised by the above parties, demonstrating that the transport elements of the Proposed Development have been considered in full and are adequate to accommodate the forecast impact and requirements of the Site.

APPENDIX A: CUNDY STREET PARKING RELOCATION & SWEPT-PATH ASSESSMENTS

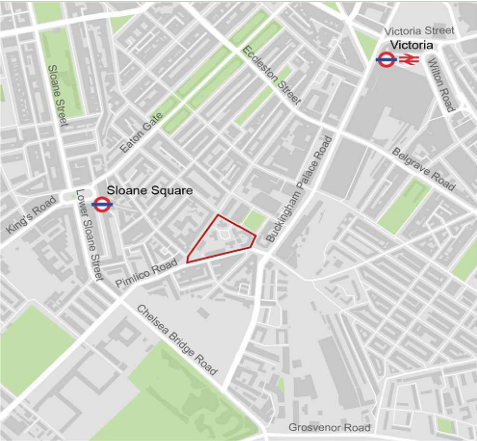


- NOTES**
1. Do not scale from this drawing, work to figured dimensions only.
 2. Dimensions are in metres unless stated otherwise.
 4. This drawing is based on topographical mapping and DSDHA plan reference 288_20.100 - Rev G - Proposed Ground Floor Plan, dated 14/02/20.
 5. This drawing is a preliminary option only and has not been subject to a Road Safety Audit.
 6. For swept path analysis see drawing M000483-2-2-DR-025.

- KEY**
- Extent of parking to be removed
 - Pedestrian footway / Waiting area adjacent to lobby
 - Proposed kerb
 - Proposed raised table/ Pedestrian crossing
 - Proposed vehicle crossover
 - Proposed ramp
 - Proposed tactile paving



LOCATION PLAN



OVERVIEW PLAN

A	24/07/20	TE	First Issue	JM	DHG
Rev	Date	By	Remarks	Chkd	Appd



Client

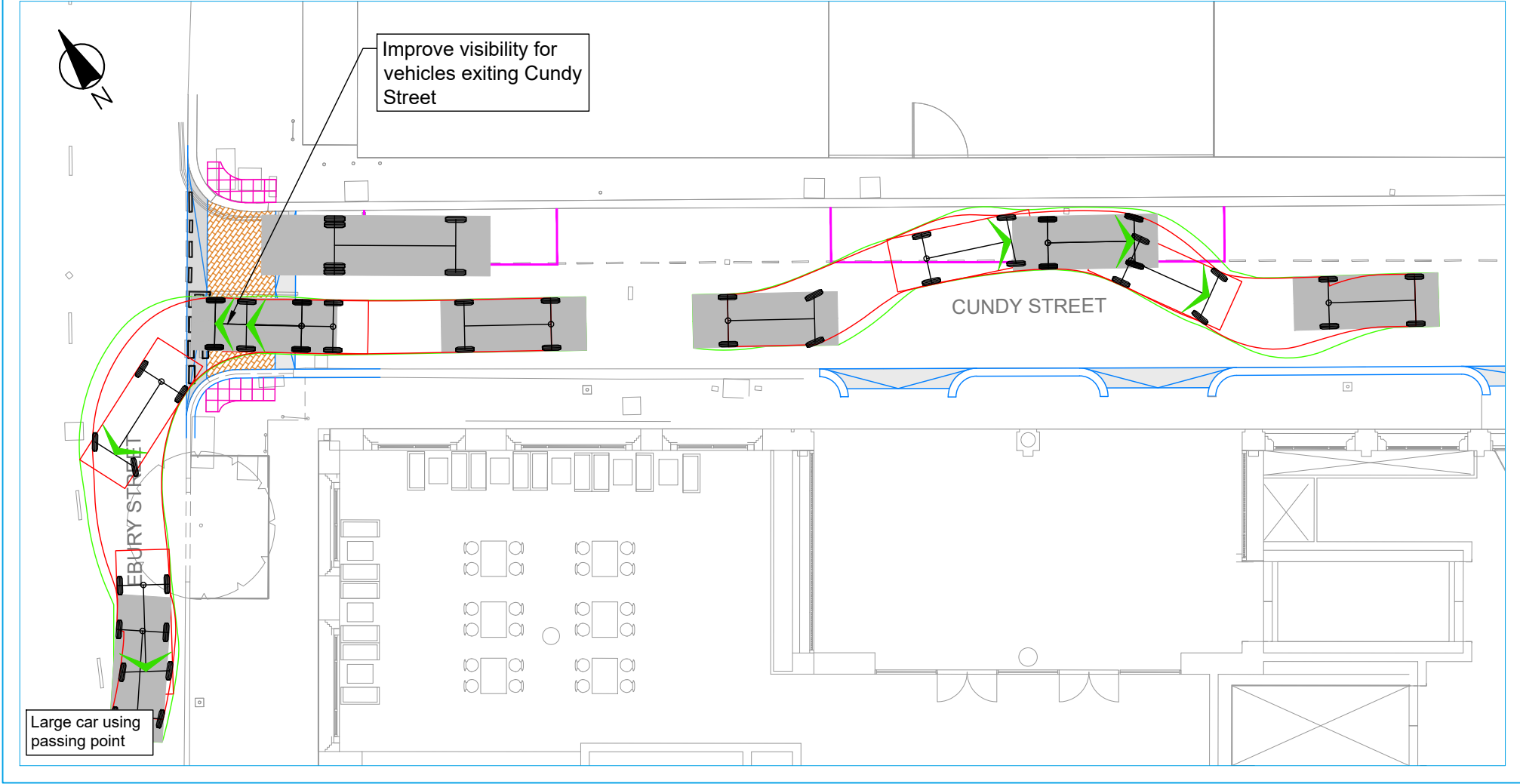
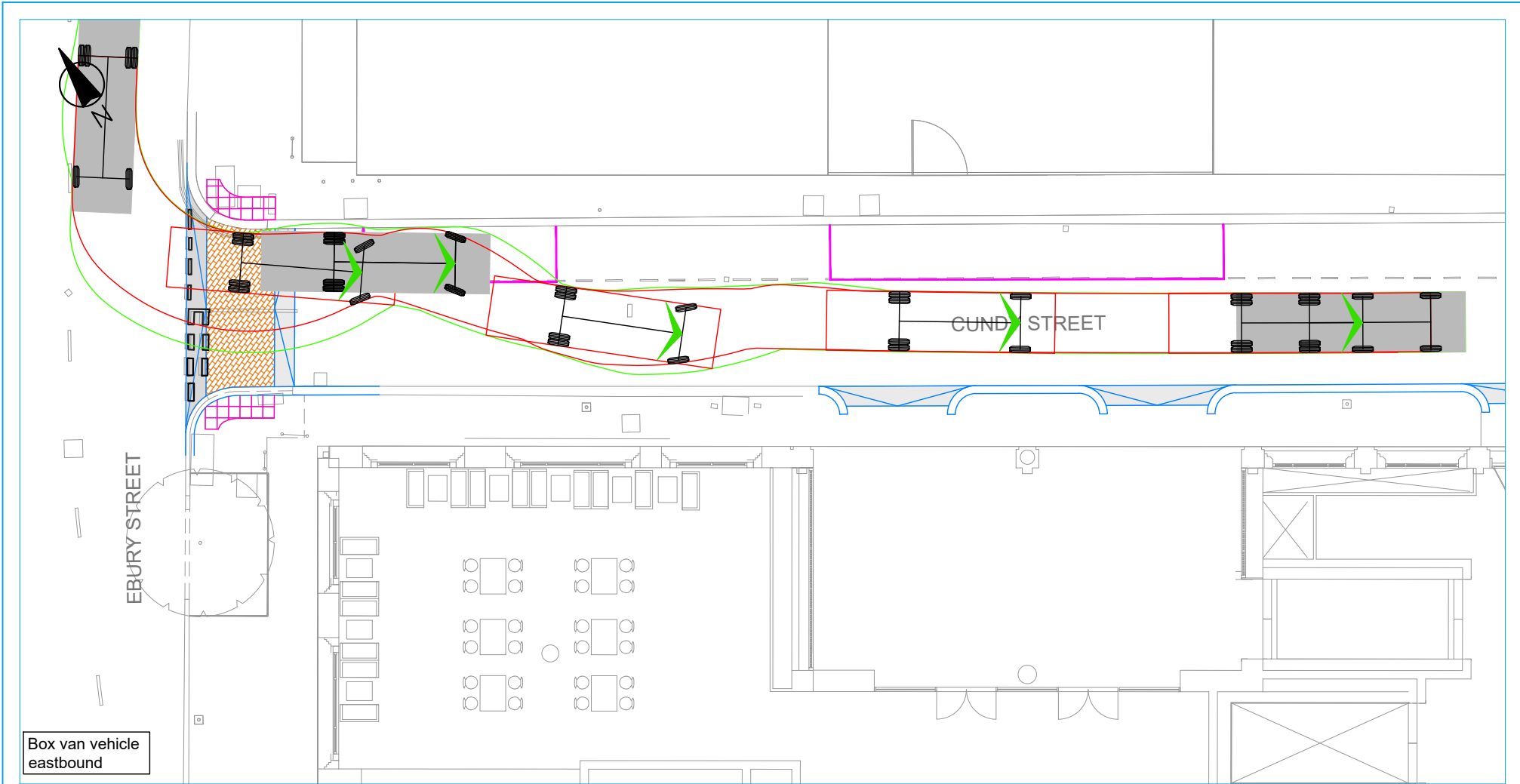


Job Title
CUNDY STREET QUARTER

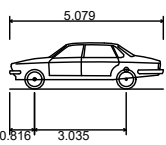
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PASSING POINT AND
IMPACT ON EXISTING PARKING**

Drawing Status
**FOR
APPROVAL**

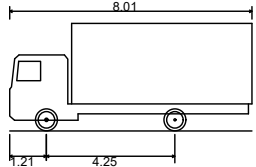
Scale at A3
1:250
Drawing No
M000483-2-2-DR-024
Rev
B



- NOTES**
1. Do not scale from this drawing, work to figured dimensions only.
 2. Dimensions are in metres unless stated otherwise.
 4. This drawing is based on topographical mapping and DSDHA plan reference 288_20.100 - Rev G - Proposed Ground Floor Plan, dated 14/02/20.
 5. This drawing is a preliminary option only and has not been subject to a Road Safety Audit.
 6. Swept path analysis is based on the following vehicle traveling at 5kph:

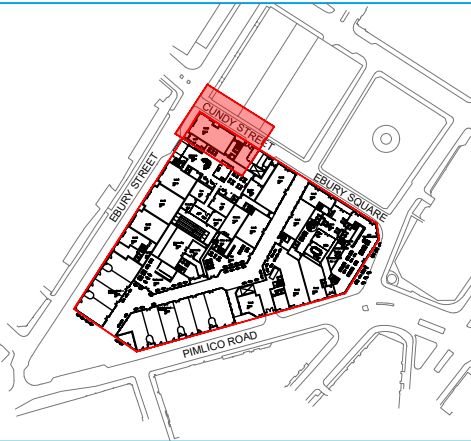
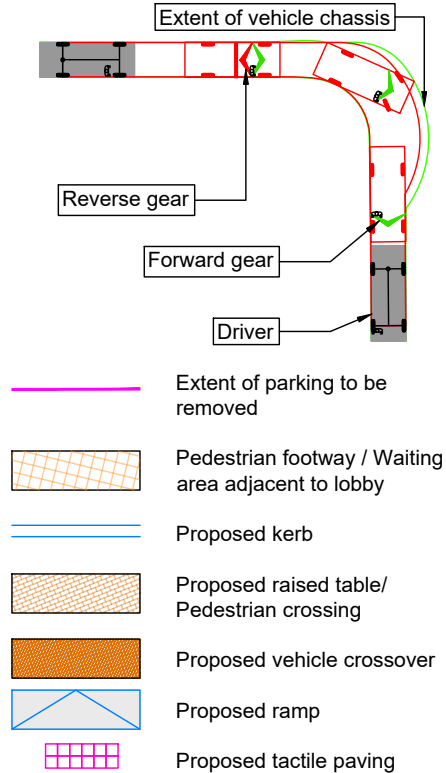


Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

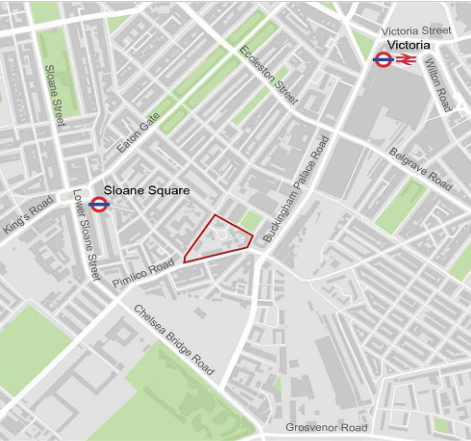


7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

KEY



LOCATION PLAN



OVERVIEW PLAN

Rev	Date	By	Remarks	Chkd	Appd
A	24/07/20	TE	First Issue	JM	DHG



Client



Job Title

CUNDY STREET QUARTER

Drawing Title

**CUNDY STREET
PASSING POINT AND
SWEPT PATH ANALYSIS**

Drawing Status

**FOR
APPROVAL**

Scale at A3

1:200

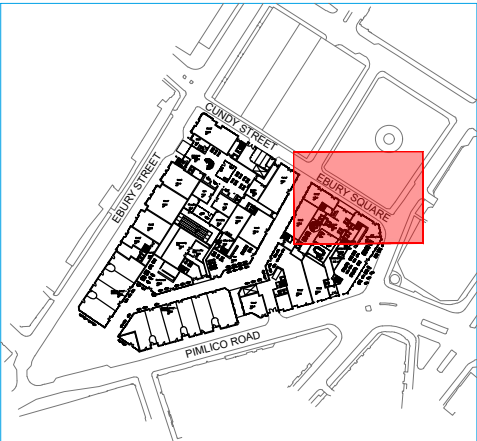
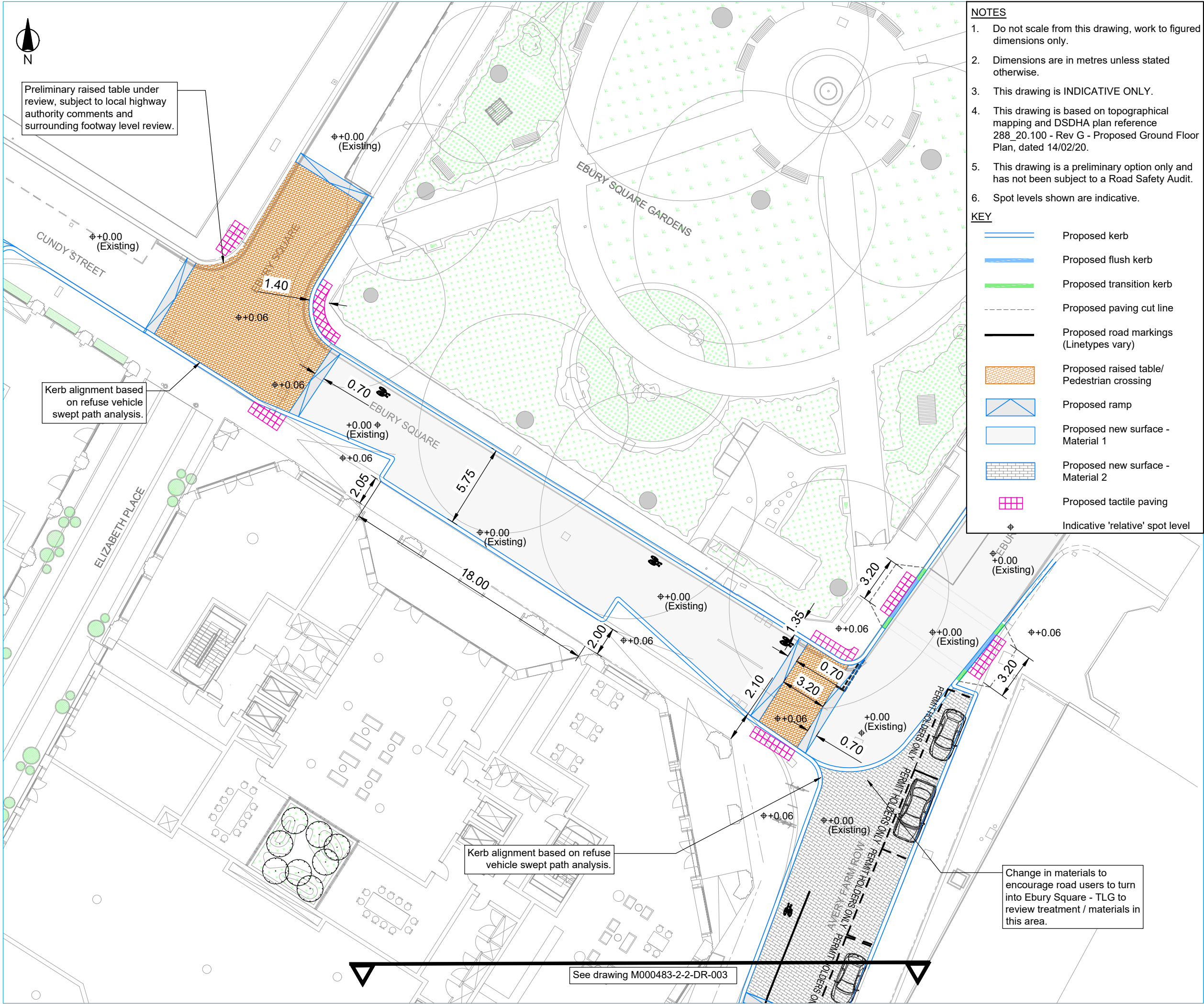
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M000483-2-2-DR-025

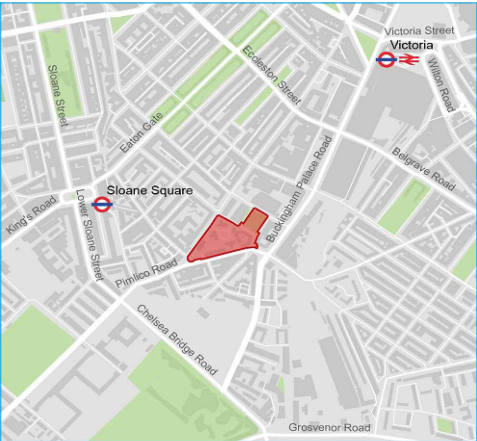
Rev

B

APPENDIX B: EBURY SQUARE & AVERY FARM ROW REVISED HIGHWAY ARRANGEMENT



LOCATION PLAN



OVERVIEW PLAN

E	21/10/20	IH	Drawing revised	JM	DHG
D	25/09/20	IH	Drawing revised	JM	DHG
C	19/05/20	TE	Drawing revised	JM	DHG
B	14/05/20	TE	Drawing revised	JM	DHG
A	13/03/20	NSE	First Issue	TE	DHG
Rev	Date	By	Remarks	Chkd	Appd

momentum
transport consultancy

Client

GROSVENOR

Job Title

CUNDY STREET QUARTER

Drawing Title

**AVERY FARM ROW
AND EBURY SQAURE
PROPOSED RAISED TABLE**

Drawing Status

**FOR
APPROVAL**

Scale at A3

1:250

Drawing No

M000483-2-2-DR-010

Rev

E

APPENDIX C: UPDATED BASEMENT AND GROUND FLOOR PLANS



GENERAL NOTES

GENERAL NOTES:

The internal layouts within residential apartments and ancillary areas of buildings will be subject to design development.

The precise location of walls, internal doors, columns, risers and the detailed layout of bathroom and kitchen areas will be the subject of non-material changes and may vary from the internal layouts set out in these plans.

These minor alterations will not affect the position and arrangements of external doors and windows nor will they affect the relative relationship between habitable rooms and windows.

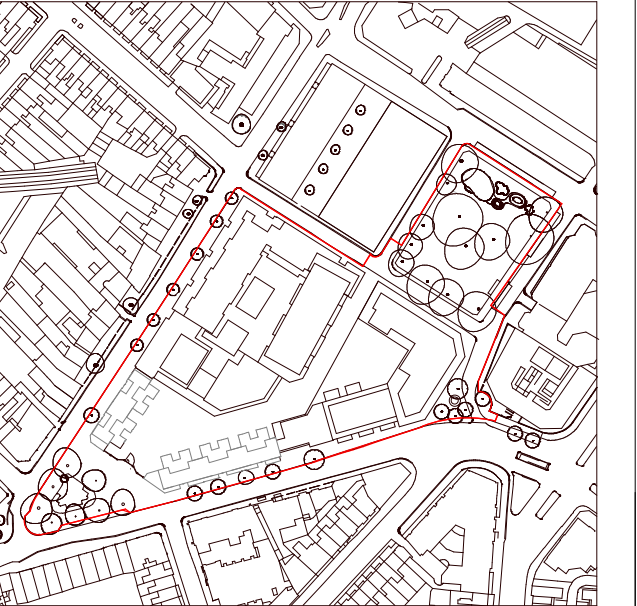
Landscape proposals are indicative only, refer to Landscape Architect information for details.

Plant layouts are indicative only.

All materials shown or highlighted are indicative only and may be subject to changes made during detailed design development.



Planning Boundary



Site Key Plan (NTS)

Key:

- A1/A3/A4/B1
- BOH
- Cinema D2
- Community Centre (D1)
- Intermediate Amenity
- Private Residential Amenity
- Retail (A1 Food)
- Retail (A1)
- Senior Living Amenity
- Social Rent Amenity
- Social Rent BOH

Indicative Retail sub-division

A 15/09/20 Issued for Planning Addendum
- 15/05/20 Issued for Planning

PLANNING

rev date author / check comments
DSDHA
357 Kennington Lane London SE11 5QY
T 020 7703 3555
F 020 7703 3890
E info@dshda.co.uk
W www.dshda.co.uk

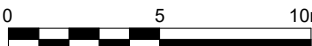
project
Cundy Street Quarter
London, SW1

drawing title
Proposed Ground Floor Plan

drawn	size	date	scale
MRP	A3	15/05/20	1 : 250
drawing number			revision
288 _P20.100			A

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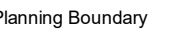


GENERAL NOTES:

Landscape proposals are indicative only, refer to Landscape Architect information for details.

Plant layouts are indicative only.

All materials shown or highlighted are indicative only and may be subject to changes made during detailed design development.



A1/A3/A4

- A1/B1
- Affordable BOH
- Intermediate BOH
- Private Residential Amenity
- Private Residential BOH/Plant
- Retail Cycle Facilities
- Senior Living Amenity
- Senior Living BOH/Plant

Issued for Planning
Addendum
Issued for Planning

DSDHA

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project

Cundy Street Quarter
London, SW1

drawing title

Proposed Basement Plan

drawn	size	date	scale
MRP	A1	15/05/20	1 : 250
drawing number			revision

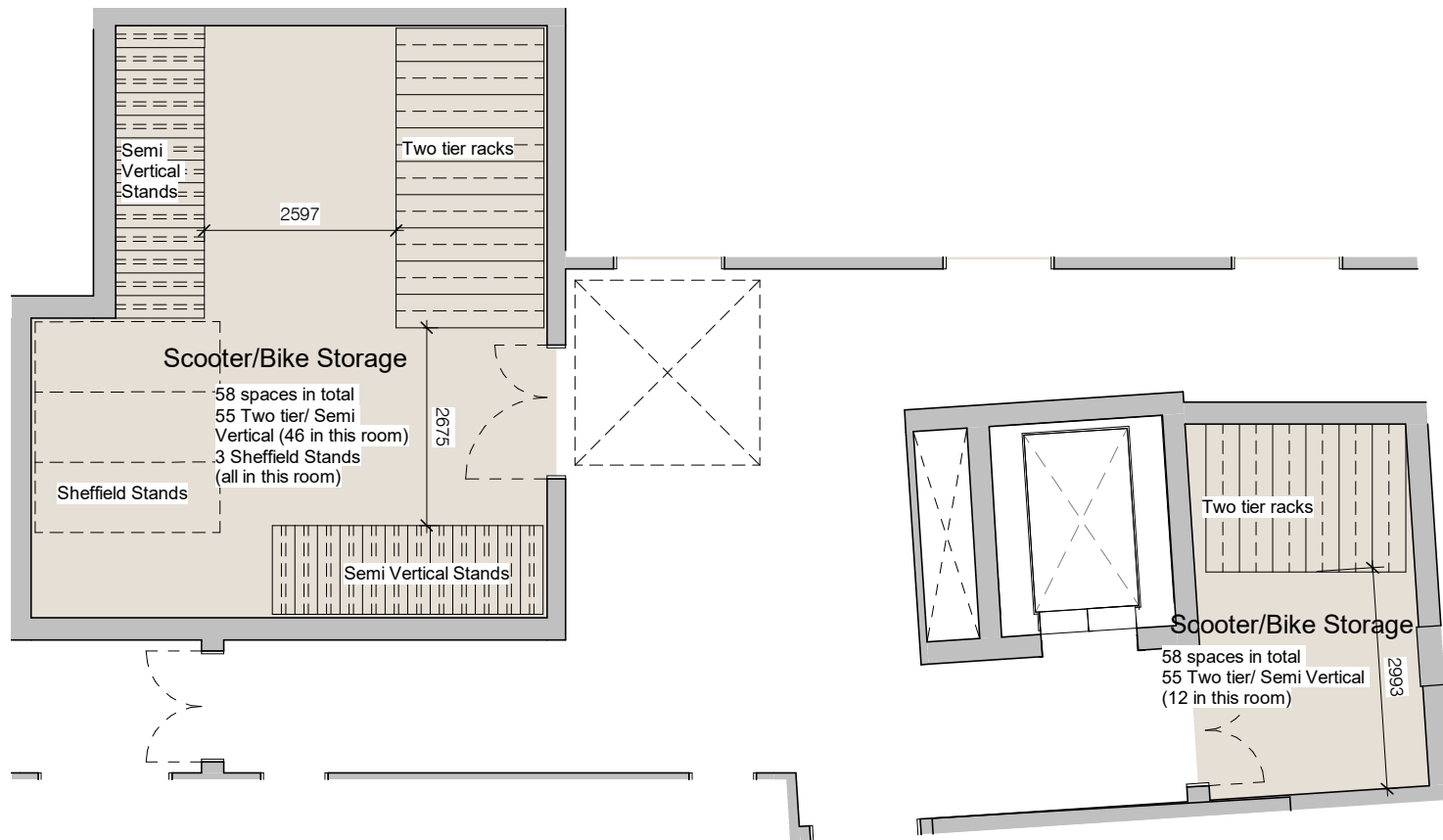
288 _P20.099

A

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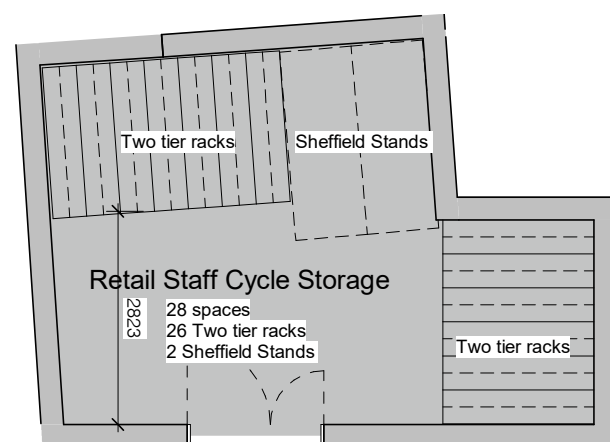
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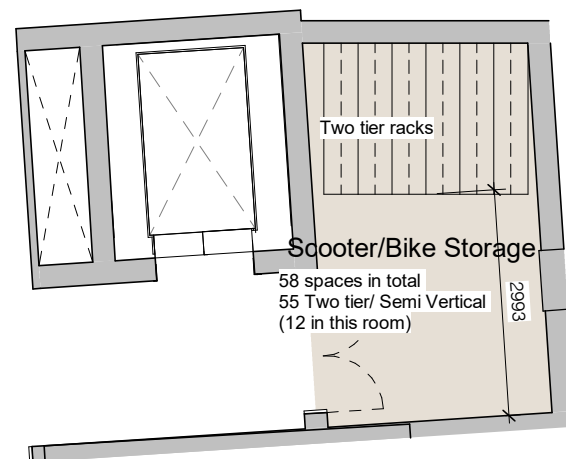
Building A Residents Cycle Store

1 : 100



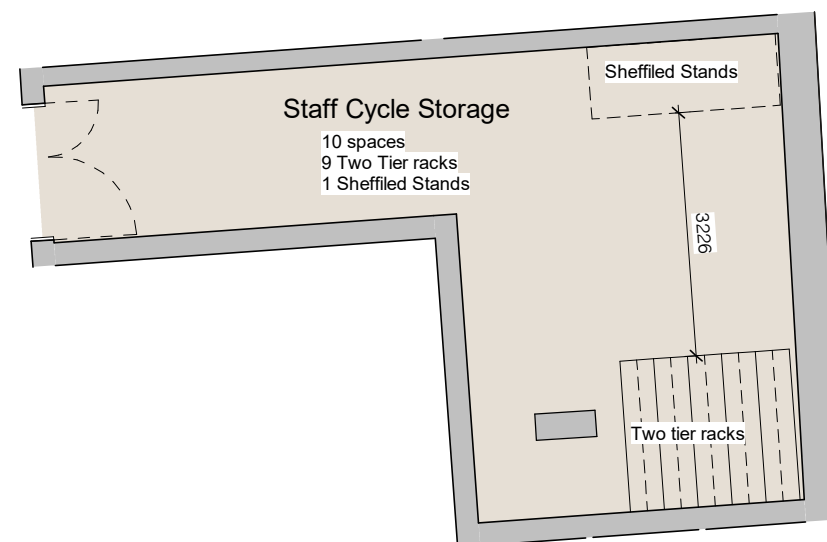
Building A Retail Cycle Store

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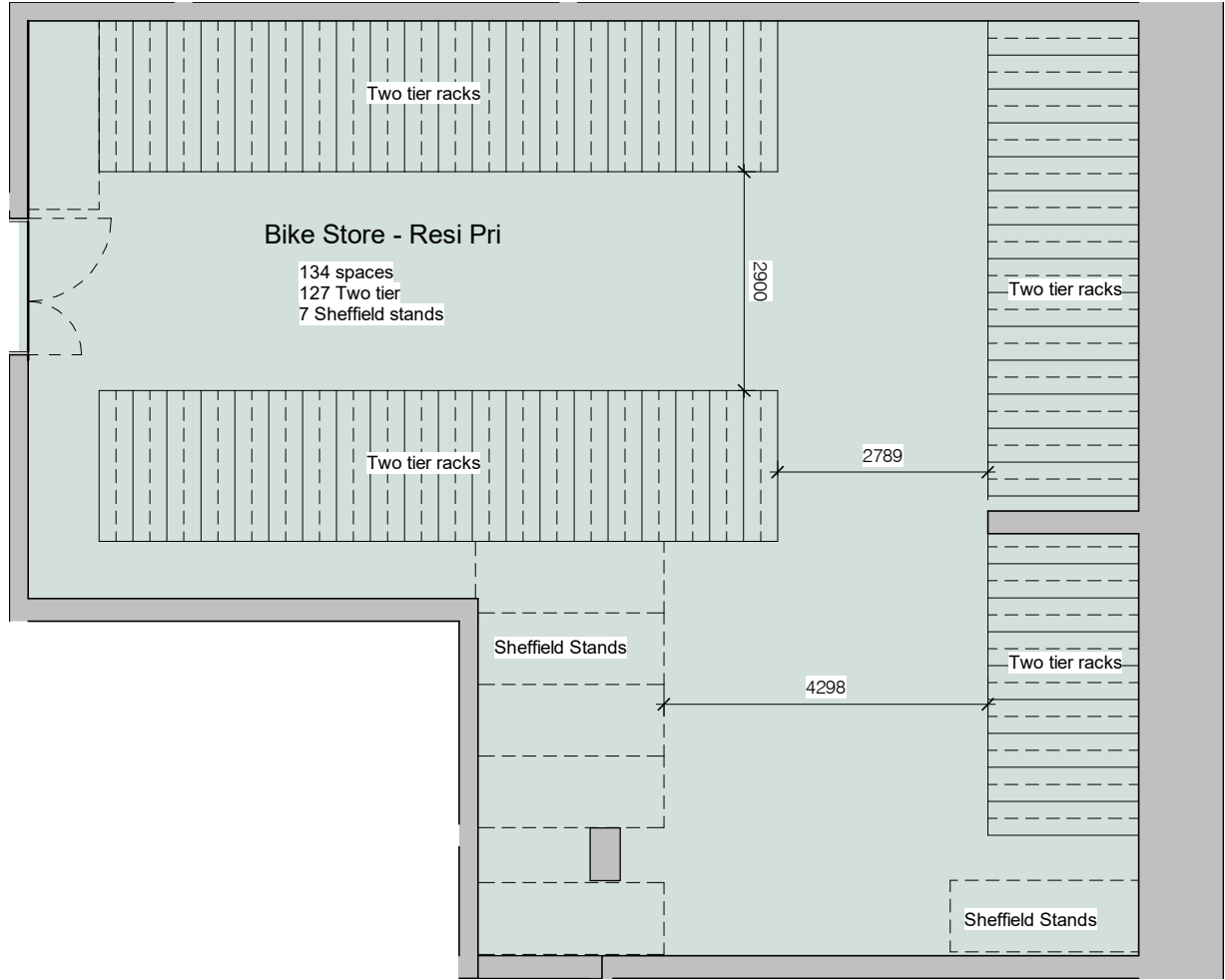
Building A Staff Cycle Store

1 : 100



rev	date	author / check	comments
DSDHA 357 Kennington Lane London SE11 5QY T 020 7703 3555 F 020 7703 3890 E info@dsdha.co.uk W www.dsdha.co.uk			
project			
Cundy Street Quarter London, SW1			
drawing title			
Building A Cycle Store			
drawn	size	date	scale
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drawing number			revision
288 _SK099A			
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Building C Private Tenure

1

1 : 100



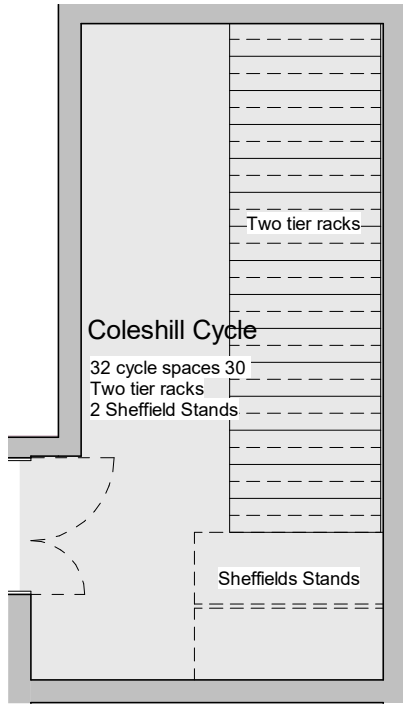
Building B Intermediate Tenure

2

1 : 100



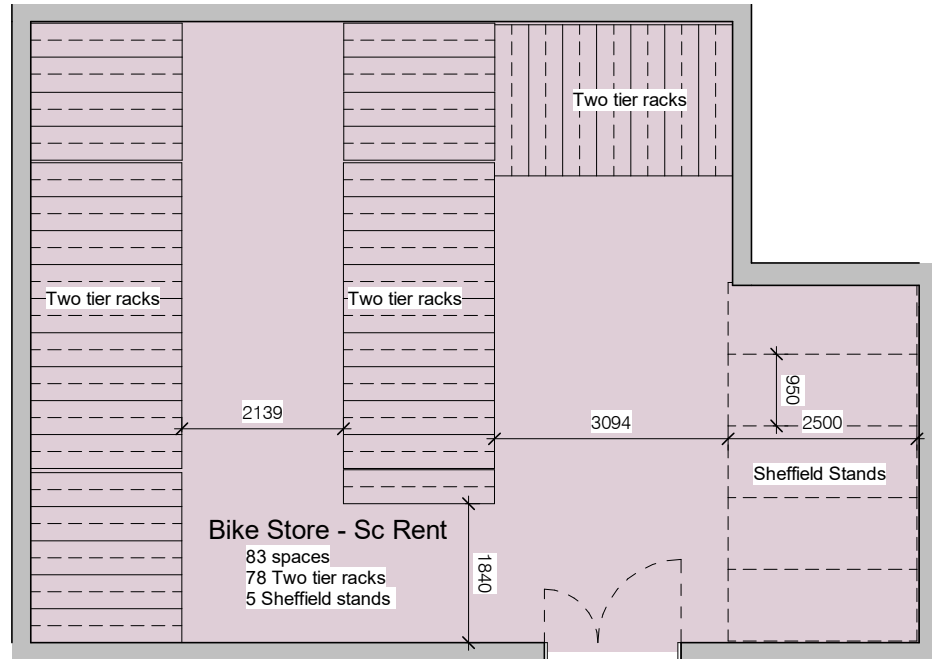
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project			
Cundy Street Quarter London, SW1			
drawing title			
Building B Cycle Store			
drawn	size	date	scale
Author	A3	10/13/20	1:100
drawing number			revision
288 _SK099B			
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1

Coleshill Cycle Store

1 : 100



2

Building C Residents Cycle Store

1 : 100



rev	date	author / check	comments
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project			
<div>Cundy Street Quarter</div> <div>London, SW1</div>			
drawing title			
Building C Cycle Store			
drawn	size	date	scale
Author	A3	09/10/20	1:100
drawing number			revision
288 _SK099C			
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