

The South Molton Triangle

July 2022



GROSVENOR

Servicing Strategy and Servicing Management Plan Addendum



South Molton Triangle, Mayfair - S73 Application

SERVICING STRATEGY AND SERVICING MANAGEMENT PLAN ADDENDUM

1. INTRODUCTION

Planning permission (ref. 20/O3987/FULL) was granted on 8th April 2022 for development at South Molton Triangle and was subsequently amended by a Non-Material Amendment (ref. 22/O3379/NMA) on 15th June 2022. The description of development for the consented scheme is as follows:

"Part demolition, excavation (including beneath Davies Mews), erection of new buildings and alterations to existing buildings comprising: redevelopment of 60 Brook Street; redevelopment of 48, 50, 56 and 58 Brook Street and 16 Davies Mews behind retained Brook Street facades at; redevelopment behind retained and partially reconstructed facade at 52-54 Brook Street; refurbishment with alterations and addition of turret and gables at 40-46 Brook Street and 40 South Molton Lane; redevelopment behind retained Davies Mews and South Molton Lane elevations and front roof at 1-7 Davies Mews and 28-30 South Molton Lane; refurbishment and alterations at 50 Davies Street; refurbishment with alterations and partial demolition and redevelopment of upper floors at 52-54 Davies Street; redevelopment behind reconstructed and extended facade at 56 Davies Street (including the removal and reinstatement of certain building features), and Brookfield House (44-48 Davies Street and 62 and 64 Brook Street); part demolition of ground floor and refurbishment at 10 South Molton Street; refurbishment and alterations at 15-25, 27 and 42 South Molton Street; all to provide a development of up to 9 storeys including Class B1 (Business), Class A1 (Shops), Class A3 (Restaurant and Cafes), Class A4 (Drinking Establishment), composite use comprising public house and guest accommodation (sui generis), Class C3 (Dwellinghouses), Community Infrastructure and Facilities, and Class C1 (Hotel) uses, improvements to public realm and pedestrian routes, servicing, ancillary plant and storage, cycle parking and other associated works."

Six associated listed building consents were also granted on 8th April 2022: 20/O3901/LBC for 52-54 Davies Street; 20/O3902/LBC for 40-46 Brook Street; 20/O3903/LBC for 1-7 Davies Mews; 20/O3907/LBC for 10 South Molton Street; 20/O3909/LBC for 15 South Molton Street; and 20/O3910/LBC for 24 South Molton Street.

Following a design review, a number of amendments are proposed across the SMT scheme. These amendments have been discussed comprehensively with WCC Planning Officers through pre-application meetings. Details of the proposed changes can be found within the supporting Design and Access Statement. Specific amendments that require assessment within this report are discussed in more detail in this document, which will make clear the relevant amendment and the implications of it.

To seek approval for these amendments, a Minor-Material Amendment (Section 73) application has been submitted pursuant to the original planning permission (20/O3987/FULL) as amended by NMA ref. 22/O3379/NMA.

In parallel, six listed building consent applications have been submitted to reflect the changes proposed within the S73 application. These applications will provide alternative consents to the aforementioned listed building consent permissions granted on 8 April 2022.

This Servicing Strategy and Servicing Management Plan Addendum supports the Section 73 application and provides an assessment of the proposed amendments sought.

The proposed scheme amendments, whilst not altering the fundamentals of the development, will result in changes to the floor areas associated with the various land uses. In addition, the S73 proposals introduce a gym use within the consented flexible mix of Community Infrastructure and Facilities floorspace, which is proposed under this application as flexible Education Training/Gym (Class F1/E). These changes are considered below with regards to multi-modal trip generation, cycle parking provision and servicing requirements.

A comparison area schedule for the Consented Scheme vs. Amended Proposals is provided below.

Table 1: Area schedule (Consented Scheme and Amended Proposals)

Land use class	Total proposed GIA (m ²)		
	Consented Scheme	Amended Proposals	Difference (+/-)
Office (Class Eg)	18,947	19,140	+193
Retail & Flexible Retail/Restaurant (Class Ea/Eb)*	6,272	5,605	-667
Public House (50 Davies Street) and Bar (15/16 South Molton Street) (Class Sui Generis)	506	797	+291
Rooms above pub (Class Sui Generis)	150	146	-4
UKPN Substation	99	55	-44
Community Infrastructure & Facilities (Class F1/E)**	1,208	698	-510
Residential (Class C3)	2,923	2,907	-16
Hotel (Class C1)	3,168	3,083	-85
Total Proposed GIA (m ²)	33,273	32,431	-842

* the area of retail/F&B is controlled by Condition 17 of the permission, which states: "The primary use of at least 50% of approved floorspace within the non-office commercial ground and basement units within the North Block (excluding 50 Davies Street), the South Block, the commercial units at basement and ground floors of Nos. 10, 17-25, 27 and 42 South Molton Street, and the commercial units at ground floor of Nos. 15-16 South Molton Street shall be for the display or retail sale of goods, other than hot food, principally to visiting members of the public."

* Condition 14 of the permission states: "Following commencement of the development in relation to each of the following parts of the development hereby approved, the primary use of the commercial units at basement and ground floors of 23-25 South Molton Street and 27 South Molton Street shall only be for the display or retail sale of goods, other than hot food, principally to visiting members of the public. You must not use these units for any other purpose, including within Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended September 2020) (or any equivalent class in any order that may replace it)..." Condition 14 requires the retail units located below the affordable housing units at 23-25 and 27 South Molton Street to be retail only. The proposed S73 reflects this and is assessed on this basis.

** the flexible mix of community infrastructure and facility uses now includes a gym use (Class Ed) as assessed under this S73 application.

The 2020 application identified individual units as retail A1 (now Class Ea) or restaurant A3 (now Class Eb). During determination of the application and following discussions with Officers at Westminster, Condition 17 was imposed which allowed for an even split of the uses and to ensure the scheme delivered a good variety of uses that would provide vitality to the SMT site. This application presents the retail and restaurant units as flexible uses noting the restriction of Condition 17.

The Amended Proposals therefore result in a total GIA of 32,431m², which is 842m² less than the Consented Scheme GIA of 33,273m².

This report considers the impact of the Amended Proposals on servicing trip generation, and also provides details on changes to the servicing strategy associated with the Running Horse Pub.

2. SERVICING TRIP GENERATION

The service vehicle trip generation associated with the Consented Scheme is reproduced below in Table 5. This included an 80% reduction in vehicle trips associated with the retail (Class A1 now Ea) and office (Class B1 now Eg) uses in light of the proposed consolidation strategy that will be adopted.

Table 2: Service vehicle trip generation (Consented Scheme)

Land Use	Consolidation percentage	Servicing trips per day
Retail (Class Ea)	80%	10
Restaurant (Class Eb)	0%	23
Public House (Sui Generis)	0%	5
Rooms above Public House (Sui Generis)	0%	3
Office (Class Eg)	80%	6
Hotel (Class C1)	0%	16
Residential (Class C3)	0%	4
Community Infrastructure and Facilities (Class F1/E)	0%	1
Total	-	68

The service vehicle trip generation has been updated to reflect the area schedule associated with the Amended Proposals. In the case of the flexible Community Infrastructure and Facilities use (Class F1/E), which could accommodate either education and training or gym use, the service vehicle trip generation has been updated using trip rates derived from a gym use, which is the worst-case scenario. Whilst this trip rate is higher than the trip rate applied to the flexible Community Infrastructure and Facilities use in the Consented Scheme, the reduction in floor area means only a small net increase in service vehicle trip generation is forecast for this use.

The service vehicle trip generation for the flexible Community Infrastructure and Facilities use in the Consented Scheme was derived from a trip rate of 0.115 vehicle trips per 100m² NIA (as set out in the

Transport Assessment submitted with the 2020 application). Based on the floor area of 1,070m² NIA, this resulted in a daily service vehicle trip generation of 1.23 (rounded to 1).

The service vehicle trip generation for the flexible Community Infrastructure and Facilities use (Class F1/E) in the Amended Proposals has been calculated using a trip rate of 0.261 vehicle trips per 100m² NIA, which has been derived from a private fitness club. Applying this to the reduced floor area of 581m² NIA results in a slightly higher daily service vehicle trip generation of 1.52 (rounded to 2).

The total updated service vehicle trip generation for the Amended Proposals is shown in Table 3 below.

Table 3: Service vehicle trip generation (Amended Proposals)

Land Use	Consolidation percentage	Servicing trips per day	Net Change (Consented Scheme to Amended Proposals)
Retail (Class Ea)	80%	5	-5
Restaurant (Class Eb)	0%	26	+3
Public House (Sui Generis)	0%	5	0
Rooms above Public House (Sui Generis)	0%	3	0
Office (Class Eg)	80%	6	0
Hotel (Class C1)	0%	16	0
Residential (Class C3)	0%	4	0
Community Infrastructure and Facilities (Class F1/E)	0%	2	+1
Total	-	67	-1

Table 3 shows an overall decrease in daily service vehicle trips of 1, from 68 in the Consented Scheme to 67 in the Amended Proposals. This is due to the reduction in flexible retail/restaurant floorspace in the Amended Proposals. This insignificant reduction in daily service vehicle trips does not have any impact on the servicing strategy or impact assessment presented in the Consented Scheme Transport Assessment and Delivery and Servicing Plan.

3. RUNNING HORSE PUB SERVICING

The S73 Amended Proposals include an increase in floor area from 234m² to 283m² GIA.

This section presents key elements of the Running Horse Pub servicing strategy, including:

- Existing pub servicing and waste management arrangements
- Implications of the S73 Amended Proposals on the pub servicing strategy
- Implications of the S73 Amended Proposals on the pub waste management strategy

EXISTING PUB SERVICING AND WASTE MANAGEMENT ARRANGEMENTS

A review of Google Maps Street View and the kerbside restrictions along both Davies Mews and Davies Street suggests that, prior to the commencement of Bond Street Station construction, vehicles would route to the pub via South Molton Lane northbound, before heading south along Davies Street and pulling up immediately outside the pub, as shown in Figure 1.

Figure 1: Existing pub servicing arrangements on Davies Street, prior to Bond Street Station construction



Since Bond Street Station construction began, vehicles have pulled up outside the pub on Davies Street facing northbound, before turning around and departing to the south again. This is shown in Figure 2.

Figure 2: Existing pub servicing arrangements on Davies Street, since Bond Street Station construction began



Though double yellow lines are in place here, the absence of yellow chevrons on the kerb means that loading is permitted for up to 40 minutes. These yellow chevrons are in place along the eastern kerb of Davies Street to the south of Davies Mews, as shown in Figure 3. Solo motorcycle parking is provided on

Davies Mews immediately to the south of the pub. The motorcycle parking on Davies Mews and prohibition of servicing further to the south on Davies Street further suggests that all deliveries and waste collection associated with the Running Horse Pub is undertaken from directly outside the pub on Davies Street, to the immediate north of the junction with Davies Mews.

Figure 3: Yellow chevrons on Davies Street kerb to the south of Davies Mews, indicating that servicing would not be permitted here



Survey data collected at the Running Horse pub suggests that the existing pub generates approximately 5 service vehicle trips per day. The planning application associated with the Consented Scheme forecast that this number of daily servicing trips would also be generated following the redevelopment of the site.

PROPOSED PUB SERVICING STRATEGY

Servicing trips associated with the pub will typically be food, drinks and various consumables (toilet rolls, glassware, cutlery, napkins). Delivery of beer kegs and bottles tends to come from the brewery or its logistics contractor (such as DHL Tradeteam or Kuehne & Nagel Drinks) on a scheduled basis. This is less the case where the licensed premises is a free house. Food (fresh, ambient, chilled and frozen) will tend to come from individual suppliers. Reverse logistics demand is significant in terms of empty kegs and bottles and empty gas cylinders. The pub will also feature 6 rooms (Sui Generis use class) above the pub, which will primarily generate laundry trips.

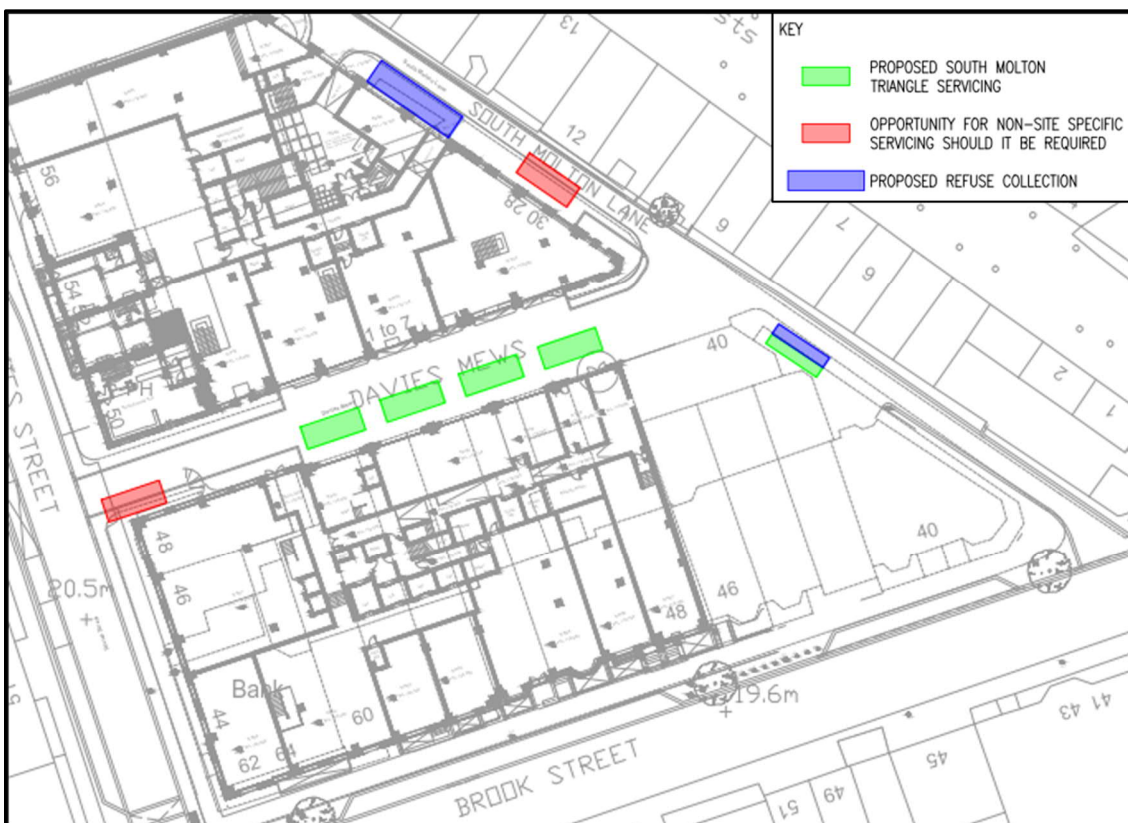
On the basis of the above, with servicing trips regularly being local or featuring fresh produce, the pub has been omitted from the off-site delivery consolidation strategy associated with the development, as it was in the Transport Assessment submitted with the 2020 application. As was proposed in the 2020 application, servicing trips associated with the Running Horse Pub would arrive directly to the site from the source, though these trips would still need to be booked in with the site-wide facilities manager and

take place on Davies Mews between the hours of 07:00-12:00, Monday to Saturday, where possible. It is acknowledged that any servicing trips associated with the pub outside these hours would be able to service on-street along Davies Street in line with the existing strategy.

As the pub has been excluded from the off-site delivery consolidation strategy, it does not require the use of the central goods handling area at basement level. As per the Consented Scheme, upon arrival at the site, any deliveries for the pub would be taken directly from the vehicle to the pub at ground level.

It is intended that pub servicing be undertaken from the loading zone on Davies Mews (which can accommodate 4 vehicles at a time), though it has also been demonstrated that additional deliveries could take place further west along Davies Mews, in closer proximity to the pub. The loading points that could serve the pub are shown in Figure 4, highlighted in green or red on Davies Mews.

Figure 4: Proposed servicing locations for the wider South Molton Triangle development



Within the Transport Assessment and Servicing Strategy submitted as part of the Consented Scheme planning permission, it has been forecast based on existing data collected at the pub that a total of 5 service vehicle trips per day would be generated (as set out above). The increase in pub floor area proposed as part of the S73 Proposals may result in an increase in daily servicing trips, although in reality it is likely that the number of trips would remain the same but the volume of goods being delivered per trip would simply increase as required. As a worst-case scenario, a pro rata increase in servicing vehicle trips based on the increase in pub floor area may result in an additional 2 service vehicle trips per day (7 rather than 5).

In addition to this, 3 trips per day would be generated per day by the rooms above, based on surveys of the Chiltern Firehouse and Hoxton Holborn hotels.

A total of 10 servicing trips per day are therefore forecast to be generated by the Running Horse Pub as a worst-case scenario, which represents an increase of 2 daily trips when compared with the forecasts

associated with the consented scheme. These additional delivery trips would be accommodated (alongside the wider development demand) within the previously proposed loading provisions on-site.

As stated above, any service vehicles trips generated by the pub outside the Davies Mews servicing hours (07:00 – 12:00 Monday – Saturday) could take place on Davies Street, as per the existing arrangements.

PROPOSED PUB WASTE MANAGEMENT STRATEGY

The approved waste management strategy assumed that the waste generated from the Running Horse Pub would be transferred through the North Building via back of house corridors and disposed of in the main waste storage area within the North Building.

Subsequent work has identified several security and fire concerns relating to the pub accessing the North Building and this, coupled with the indirect walking route to the main waste storage area, has meant that that this strategy is now considered unworkable.

It is therefore proposed that the Running Horse Pub will be provided with its own dedicated waste storage at basement level, and the tenant of the pub will manage their own waste within the premises.

The tenant of the pub will be responsible for managing their wastes within the premises and for transferring it to the dedicated waste storage area. On a daily basis, the tenant will transfer the bins from basement level via back of house areas and a service hoist to ground floor level.

Once at ground level, the tenant, or the on-site Facilities Management (FM) team, will transfer the bins to the main waste storage area in the North Building via Davies Mews, where they will be exchanged for similar empty (spare) bins that are held within the store.

The spare bins will be positioned to prevent them from being used by other users of the main waste storage area.

Further details on the Waste Management strategy for the Running Horse Pub can be found in the S73 Waste Management Strategy Addendum under separate cover.