

The South Molton Triangle

July 2022



GROSVENOR

Transport
Assessment
Addendum



South Molton Triangle, Mayfair - Amended Proposals

TRANSPORT ASSESSMENT 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 Transport Assessment 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
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.

2. TRIP GENERATION

The multi-modal trip generation for the Amended Proposals has been forecast and compared with the trip generation forecasts for the Consented Scheme.

Table 2 shows the multi-modal trip generation associated with the Consented Scheme. Table 3 shows the multi-modal trip generation associated with the Amended Proposals based on the revised area schedule.

It should be noted that a gym use under Class E use would generate fewer 'new' trips during the peak hours when compared with an education and training use (Class F1). The majority of these trips would also be linked (rather than new) trips on the network.

Table 2: Multi-modal trip generation (Consented Scheme)

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
Underground, metro, light rail or tram	637	63	701	60	607	667
Train	325	31	356	30	309	339
Bus, minibus or coach	244	23	267	22	231	252
Taxi	1	2	2	2	2	4
Motorcycle, scooter or moped	27	2	29	2	25	28
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0
Bicycle	68	6	74	6	64	70
On foot	71	36	108	20	75	96
Other	0	0	0	0	0	0
Total	1,373	164	1,537	142	1,313	1,455

Table 3: Multi-modal trip generation (Amended Proposals)

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
Underground, metro, light rail or tram	624	63	687	61	609	669
Train	318	31	349	30	310	340
Bus, minibus or coach	239	23	262	22	231	253
Taxi	1	2	2	2	2	4
Motorcycle, scooter or moped	26	2	29	2	26	28
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0
Bicycle	66	6	72	6	64	70
On foot	70	36	106	20	76	96
Other	0	0	0	0	0	0
Total	1,344	164	1,508	143	1,317	1,460

Table 4 below shows the net change in multi-modal trip generation between the Consented Scheme and Amended Proposals.

Table 4: Net change in multi-modal trip generation (Amended Proposals vs Consented Scheme)

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
Underground, metro, light rail or tram	-13	0	-13	+1	+2	+3
Train	-7	0	-7	0	+1	+1
Bus, minibus or coach	-5	0	-5	0	+1	+1
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	-1	0	-1	0	0	0
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0
Bicycle	-1	0	-1	0	0	0
On foot	-1	0	-1	0	0	0
Other	0	0	0	0	0	0
Total	-29	0	-28	+1	+4	+5

Table 4 illustrates that the Amended Proposals trip generation does not differ significantly when compared with the Consented Scheme trip generation, with c.30 fewer trips forecast to be generated during the AM peak hour (predominantly associated with public transport services) and 5 additional trips forecast to be generated during the PM peak hour (all associated with public transport services).

These minor changes in trips would not affect the impact assessment contained in the Transport Assessment submitted for the Consented Scheme planning application, and the conclusions in the Consented Scheme Transport Assessment are therefore considered to remain valid for the Amended Proposals.

3. CYCLE PARKING PROVISION & FACILITIES

As for the multi-modal trip generation, the cycle parking requirements associated with the Amended Proposals have been calculated and compared against those associated with the Consented Scheme.

Table 5 re-produces the long-stay cycle parking requirements table from the Consented Scheme Transport Assessment, which is based on London Plan 2021 standards.

Table 5: Long-stay cycle parking requirements (re-produced from the Consented Scheme Transport Assessment)

Land Use	Long-stay standards (London Plan 2021)	Development quantum	Long-stay requirement
Residential (Class C3)	1 space per 1 bed 1 person 1.5 space per 1 bed 2 person 2 spaces per 2+ bed	6x 1 bed 1 person 7x 1 bed 2 person 20x 2+ bed	57 spaces
Hotel (Class C1)	1 space per 20 bedrooms	31 rooms	2 spaces
Retail (Class Ea)	1 space per 250sqm (first 1,000sqm); thereafter, 1 space per 1,000sqm	5,312sqm (GEA)	8 spaces
Retail (Class Eb) / Sui Generis including Running Horse Pub	1 space per 175sqm	2,248sqm (GEA)	13 spaces
Business (Class Eg offices)	1 space per 75sqm	21,134sqm (GEA)	282 spaces
Community Infra / Facilities (Class F1/E)	1 space per 4 FTE staff + 1 space per 20 FTE students	c.12 FTE staff + c.100 FTE students (nos. TBC)	c.8 spaces
Total			370 spaces
Showers (commercial)	1 per 10 cycle parking spaces	303 spaces	30 showers
Lockers (commercial)	2 per 3 cycle parking spaces	303 spaces	202 lockers

Table 6 provides the updated long-stay cycle parking requirements calculated for the Amended Proposals, and presents the net change from the Consented Scheme to the Amended Proposals.

For the Community Infrastructure & Facilities use (F1/E), the standards for long-stay cycle parking are more onerous for education and training use than for gym. Education and training requirements are 1 space per 4 FTE staff + 1 space per 20 FTE students. For gym use, the standard is 1 space per 8 FTE staff. As such, the education and training standard has been applied for this use.

Based on the planning conditions re-produced below Table 1 above, the 'worst-case' mix of food / non-food retail floor areas would be with the maximum permissible food retail area, because a more onerous long-stay cycle parking standard is applied to this type of retail when compared with non-food retail.

The maximum floor area for food retail is 50% of the total retail floor area excluding the Running Horse Pub and South Molton Street Bar (5,605m² GIA), which equates to 2,803m² GIA. The Sui Generis floor area associated with the Running Horse Pub and South Molton Street Bar (797m² GIA) has then been added to the 2,803m² GIA maximum food retail area in order to calculate the long-stay parking requirements for the food retail (3,600m² GIA in total). It should be noted that, although not all the Running Horse Pub and South Molton Street Bar floorspace would be dedicated to food sales, the total floorspace has been assessed as food retail in order to consider a worst-case scenario.

The long-stay cycle parking calculations for the flexible retail/restaurant uses has therefore been based on 3,600m² GIA food retail and 2,803m² GIA non-food retail. These areas have been converted to GEA in order to calculate the long-stay cycle parking provision requirements.

Table 6: Long-stay cycle parking requirements (Amended Proposals)

Land Use	Long-stay standards (London Plan 2021)	Development quantum	Long-stay requirement	Net change (Amended vs. consented)
Residential (Class C3)	1 space per 1 bed 1 person 1.5 space per 1 bed 2 person 2 spaces per 2+ bed	6x 1 bed 1 person 7x 1 bed 2 person 20x 2+ bed	57 spaces	0
Hotel (Class C1)	1 space per 20 bedrooms	31 rooms	2 spaces	0
Retail (Class Ea)	1 space per 250sqm (first 1,000sqm); thereafter, 1 space per 1,000sqm	3,127sqm (GEA)	6 spaces	-2
Retail (Class Eb) / Sui Generis including Running Horse Pub	1 space per 175sqm	4,012sqm (GEA)	23 spaces	+10
Business (Class Eg offices)	1 space per 75sqm	21,291sqm (GEA)	284 spaces	+2
Community Infra / Facilities (Class F1/E)	1 space per 4 FTE staff + 1 space per 20 FTE students	c.12 FTE staff + c.100 FTE students (nos. TBC)	c.8 spaces	0
Total			380 spaces	+10
Showers (commercial)	1 per 10 cycle parking spaces	313 spaces	31 showers	+1
Lockers (commercial)	2 per 3 cycle parking spaces	313 spaces	209 lockers	+7

Table 6 illustrates that the Amended Proposals would have a minor impact on cycle parking provision and showers associated with the retail, sui generis and commercial uses, requiring a small uplift of 10 cycle parking spaces, 1 shower and 7 lockers across the development.

The residential, hotel and community infrastructure and facilities uses would accommodate their long-stay cycle parking provision within their own demises, as per the Consented Scheme. The Amended Proposals provide 285 long-stay office cycle spaces and 29 long-stay retail cycle spaces in the basement, thereby exceeding the office requirement and meeting the retail requirement as set out in Table 6.

The mix of cycle parking provision for the retail, sui generis and commercial uses is set out in Table 7. A total of 314 long-stay cycle parking spaces will be provided for the retail, sui generis and commercial uses, accommodated within 3 cycle stores (Office (North), Office (South) and Retail). This provision therefore exceeds the requirement of 313 spaces based on standards by 1 space.

To make best use of the restricted basement space available for cycle facilities, a mix of two-tier, cradle, folding bike locker and accessible long-stay cycle spaces are proposed. Folding bike lockers are becoming increasingly popular in Central London office schemes following a rise in the use of Brompton-style folding bikes and E-bikes. Accessible cycle parking spaces will be provided in each of the cycle stores, accounting for 3.5% of total long-stay cycle parking provision.

Table 7: Cycle parking breakdown (Amended Proposals)

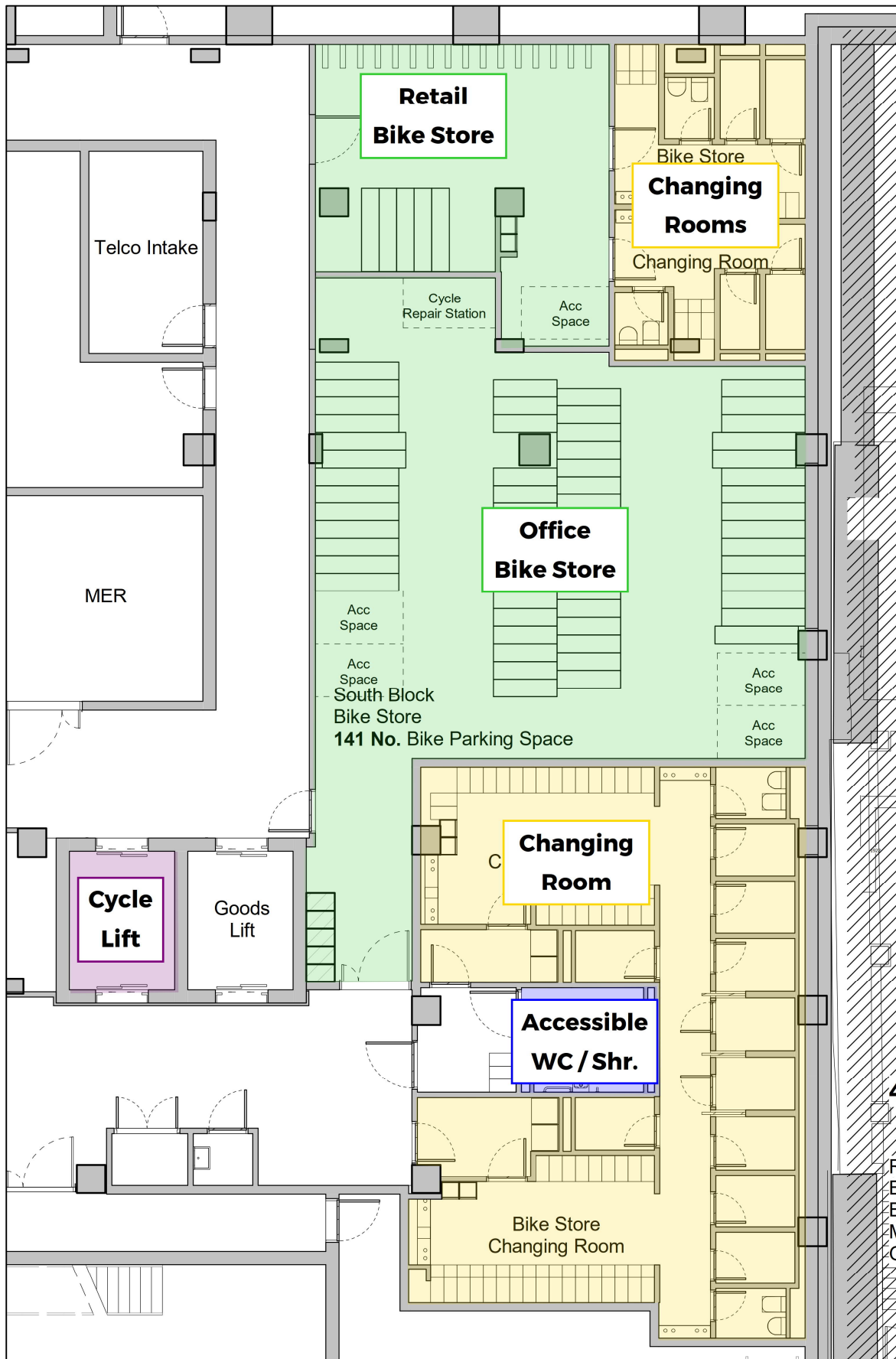
Cycle Parking Type	Cycle Store			Total	%
	Office (North)	Office (South)	Retail		
Two-tier	110	122	12	244	78%
Cradle	10	-	16	26	8%
Folding Bike Locker	18	15	-	33	10.5%
Accessible	6	4	1	11	3.5%
Total	144	141	29	314	100%

The basement Office (North) cycle store and changing room layout is illustrated in Figure 1. The basement Office (South) and Retail cycle stores and changing room layouts are illustrated in Figure 2.

Figure 1: Office (North) cycle store and facilities layout (Amended Proposals)



Figure 2: Office (South) and retail cycle stores and facilities layout (Amended Proposals)



The Amended Proposals include 22 office and 4 retail showers (26 in total). The slightly reduced shower provision of 1 per c.12 cycle parking spaces has been made in order to provide additional locker capacity to cater for runners as well as cyclists following a review with cycle design experts Five at Heart. Whilst slightly below standards, this provision of showers is still considered to be appropriate in order to create optimum facilities for all types of active travel generated by the development.

50 short-stay cycle parking spaces will continue to be provided in the public realm on streets surrounding the site, as agreed with TfL / WCC for the Consented Scheme.

4. SERVICING TRIP GENERATION

The service vehicle trip generation associated with the Consented Scheme is reproduced below in Table 8. 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 8: 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 9 below.

Table 9: 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 9 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 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.

5. SUMMARY

This Transport Assessment Addendum has considered the impact of the Amended Proposals for the South Molton Triangle development in Mayfair, City of Westminster, on the multi-modal trip generation, cycle facilities and servicing strategy associated with the Consented Scheme.

The analysis demonstrates that the changes in multi-modal trip generation would be insignificant during both the AM and PM peak hours, thereby not altering the impact assessment that was presented in the Consented Scheme Transport Assessment.

The Amended Proposals would have a minor impact on cycle parking requirements, requiring a small uplift of 10 parking spaces, 1 shower and 7 lockers across the development as a whole.

The proposed servicing strategy as presented in the Consented Scheme Transport Assessment would not be impacted by the Amended Proposals.

As such, the Transport Assessment prepared for the Consented Scheme is considered to remain valid for the Amended Proposals.