



Newcombe House and Kensington Church Street
Transport Assessment Addendum

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1. INTRODUCTION

1.1 This addendum to the Transport Assessment has been prepared in support of amendments made to planning application PP/17/05782 (GLA ref: 3109a) for the mixed use redevelopment of the Newcombe House Site in the Royal Borough of Kensington and Chelsea. This report should be read in conjunction with the Transport Assessment dated September 2017.

1.2 This addendum report outlines the findings of assessments undertaken to understand the potential impact of the latest development proposals in respect to transport.

1.3 The proposed amendments do not alter the description of development, which remains as follows:

'Demolition of the existing buildings and redevelopment to provide office, residential, and retail uses, and a flexible surgery/office use, across six buildings (ranging from ground plus two storeys to ground plus 17 storeys), together with landscaping to provide a new public square, ancillary parking and associated works.'

1.4 The proposed amendments to the application are summarised as:

- an increase in the number of homes (to a total of 55) and alterations to the housing mix;
- an increase in the proportion of affordable homes (to 35% by habitable room and 41.8% by unit);
- an increase in office floorspace of 414m² GEA (to a total of 5,306m²);
- the addition of one storey to Kensington Church Street Building 1 in C3 residential use (from four storeys to five);

- the addition of two storeys to West Perimeter Building 3 in B1 office use (from five storeys to seven);
- alterations to the layouts of Kensington Church Street Buildings 1 and 2, and West Perimeter Buildings 1 and 3, with associated changes to the facades;
- minor alterations to the façade of the Corner Building on levels 4, 5 and 6 to respond to the revised massing of West Perimeter Building 3; and
- minor alterations to the services strategy for West Perimeter Building 2.

1.5 Full details of the amendments are set out within the Design and Access Statement Addendum and Planning Statement Addendum.

Existing transport conditions

1.6 There is no material change to the existing transport conditions outlined within the September 2017 Transport Assessment.

1.7 The site remains ideally located in respect of accessibility by public transport. According to TfL, the site has a Public Transport Accessibility Level (PTAL) of 6b, which is the highest level achievable and classed as "Excellent".

1.8 The site is within a short walking distance of 10 frequent bus services and is directly adjacent to Notting Hill Gate Underground Station. This station provides access to the Central, Circle and District Lines services to destinations such as Earl's Court, High Street Kensington, Liverpool Street, Kings Cross St. Pancras, Oxford Circus, Paddington and Embankment.

1.9 The retail units on Notting Hill Gate are serviced on-street by using the car parking spaces available along the southern side of Notting Hill Gate. The retail units along the Kensington Church Street frontage are also serviced on-street using the loading bays on Kensington Church Street.

1.10 There is currently a car park at the rear of the site accessible via Newcombe Street and Uxbridge Street providing some 61 parking spaces which are used by the office development and some adjacent businesses including the local estate agents. These existing car parking spaces will be removed by the proposed development. RBK&C have confirmed that the reduction in existing car parking is acceptable.

2. DEVELOPMENT PROPOSALS

2.1 This section describes the amendments to the development proposals and highlights any issues or observations that are applicable to each component of the development as a result of the changes.

2.2 Table 2.1 outlines the amended development proposals and provides a comparison with the proposals assessed as part of the September 2017 Transport Assessment.

Table 2.1: Comparison of current development proposals – Current vs. 2017 application

Land use	No. of units / floorspace (GEA)		Change
	2017 application	Current proposals	
Residential	46 units	55 units	+9 units
Office	4,892m ²	5,306m ²	+414m ²
Retail	3,138m ²	2,935m ²	-203m ²
Surgery	1,003m ²	1075m ²	+72m ²

Car Parking

2.3 The level of car parking does not alter from the previously proposed. In addition four motorcycle parking spaces will be provided within basement level -2 as required in the previous planning conditions. Vehicular access for disabled patients attending the surgery can be accommodated at basement level -2.

Car park lift operation

2.4 The car lift operation will not be altered as a result of the amended proposals and will therefore continue to operate satisfactorily, with no adverse impact on the public highway.

Cycle parking

2.5 The impact of the proposals on cycle parking is outlined in Chapter 3.

Mobility Scooters

2.6 Six spaces will be provided within basement level -2 as per the 2017 application.

Pedestrian environment

2.7 There are no significant changes proposed in respect of the pedestrian environment as a result of the latest proposals, and so the benefits of the original application, including the provision of the public square, remain.

Emergency access

2.8 Emergency access arrangements will remain as per the existing Transport Assessment, with emergency vehicles being able to access through the pedestrian square.

Taxi Drop-Off

2.9 The proposed amendments will not impact on taxi drop-off/pick-up arrangements.

Servicing

2.10 The delivery and servicing strategy remains as per the September 2017 Transport Assessment. The additional units and office floorspace could generate circa 2-3 additional daily servicing trips. This level of increase is

unlikely to have a perceptible impact on the operation of the local highways network

2.11 The impact of the proposals on waste storage and collection is outlined in Chapter 4.

London Underground step-free access

2.12 The proposals will not alter the proposals previously submitted regarding step-free access to London Underground services.

Farmers market

2.13 The proposals do not have an impact on the future operation of the Farmer’s Market as agreed in the September 2017 application.

Construction traffic management plan

2.14 The Construction Traffic Management Plan previously submitted will not be materially affected by the proposed amendments. Notwithstanding this, a CTMP addendum has been prepared.

3. CYCLE PARKING

3.1 Table 3.1 summarises the proposed cycle parking provision and compares this to the 2017 submitted application.

Table 3.1: Cycle parking provision comparison

	Use	Proposed		2017 application	
		Long Stay	Short Stay	Long Stay	Short Stay
Cycle parking	A1 retail	25	50 plus 11 new B1 at level -1	25	50
	A3 cafes & restaurants				
	B1 office	73		56	
	C3 residential	101		86	
	D1 surgery	5		5	
	Total	204		172	
		Combined 265		Combined 222	

3.2 In total 204 long-stay and 61 short-stay cycle parking spaces will be provided, as well as 25 Santander Cycle Hire bikes. The increase in cycle parking is associated with the new office and residential units as indicated above. The level of long-stay cycle parking proposed exceeds the adopted London Plan requirements.

3.3 Figure 3.1 shows the location and type of cycle parking associated with the office, retail and surgery uses.

3.4 Figure 3.2 shows the location and type of cycle parking associated with the residential units. These include cycle lockers and a number of accessible cycle parking spaces

3.5 Following previous discussions with TfL, it was agreed that 50 ground level visitor cycle parking spaces was acceptable as it also included the provision of a 25 space Santander cycle hire docking station on Uxbridge Street. The locations of these are shown in Figure 3.3. The additional 11 short stay spaces in the basement relating to the increased short stay office provision will therefore be of additional benefit to visitors to the development.

4. WASTE STORAGE AND COLLECTION

4.1 The waste collection strategy for the scheme will remain as per the arrangements outlined in the 2017 application, albeit that there is a slight increase in the quantum of waste produced due to the increase in the number of residents and employees.

Residential waste storage

4.2 The adopted Transport and Streets SPD (April 2016) provides minimum standards for refuse storage areas (see Table 6.1 of the SPD). The SPD requires 1 Eurobin (or equivalent) for every 18 residents. The SPD does not provide guidance for levels of recyclable waste.

4.3 Table 4.1 outlines the assessment undertaken to the estimate the number of residents that could potentially occupy the residential elements if fully occupied as well as the number of Eurobins required to accommodate the potential level of waste storage generated.

Table 4.1: Residential waste provision

Type of units	No. of units	Residents per unit	Residents
1-bedroom	19	2	38
2-bedroom	9	3	27
3-bedroom	24	5	120
4-bedroom	3	6	18
Total	55	-	203
No. of Eurobins (1 per 18 residents)			12

4.4 The waste stores proposed as part of the previous application can accommodate up to 12 Eurobins. Six Eurobins would be allocated to general waste and the remaining six Eurobins could be allocated for recyclable

waste. This level of provision remains sufficient to accommodate the waste generated by the 55 proposed units. Notwithstanding this, an additional bin has been provided within the bin store allocated to KCS2 to accommodate the waste generated by the additional residential units in this block.

Office, retail and surgery waste storage

4.5 The waste storage requirements for the B1 floorspace have been re-assessed based on WCC standards as per the existing application. Applying these standards highlights that there is a need to provide 1.7m³ of space for waste per 1,000 m² of office floor space. The guidance also states that 70% of this space must be retained for recyclable materials. Based on 5,306m² GEA of B1 office development, the waste storage space requirement can be accommodated within seven 1,280 litre Eurobins for the offices (two general waste and five recyclable).

4.6 As per the previous application, the office refuse provision will be accommodated within two waste stores located at Basement -1. Sufficient space has been provided to accommodate the seven Eurobins. This could be reduced further if daily collections were undertaken.

4.7 Waste storage provision for the retail and surgery elements of the scheme will remain as per the existing proposals.

5. TRIP GENERATION AND IMPACT ASSESSMENT

5.1 As a result of the additional number of residential units and amended area schedule for the office and surgery elements of the scheme, an updated trip generation assessment has been undertaken. This has been undertaken on the same basis as the agreed trip generation methodology used within the 2017 Transport Assessment.

5.2 Table 5.1 shows the total number of trips predicted to be generated by the amended development proposals during the typical AM and PM peak hours.

Table 5.1: Proposed development trips by mode

Mode	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Underground	51	23	74	16	61	77
Train	19	3	22	2	22	24
Bus, Minibus or Coach	21	6	27	5	26	31
Taxi	0	1	1	0	0	0
Driving	3	4	7	3	3	6
Passenger	1	0	1	0	1	1
M/C	3	1	4	0	3	3
Bicycle	7	3	10	2	9	11
Foot	14	6	20	5	16	21
Other	1	1	2	0	1	1
Total	120	48	168	33	142	175

5.3 Table 5.2 shows the net change in the number of trips by mode as a result of the amended development proposals when compared to the 2017 Transport Assessment development proposals.

Table 5.2: Additional development trips (in relation to 2017 scheme) relating to amended proposal

Mode	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Underground	4	3	7	2	4	6
Train	2	0	2	0	2	2
Bus, Minibus or Coach	1	1	2	1	2	3
Taxi	0	0	0	0	0	0
Driving	0	0	0	0	0	0
Passenger	0	0	0	0	0	0
M/C	0	0	0	0	0	0
Bicycle	1	1	2	0	1	1
Foot	1	1	2	2	1	3
Other	1	1	2	0	1	1
Total	10	7	17	5	11	16

5.4 As shown in Table 5.2, in addition to the original 2017 trip generation, the amended proposed development would result in a small increase in trips of 16-17 two way trips during the peak hours. The largest increase would occur on the underground during the AM peak hour when there will be an additional four people accessing the station. This is less than one additional person every 10 minutes and will therefore be imperceptible on the network.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Assessment Addendum has been prepared in support of the minor amendments to the development proposals.
- 6.2 The amendments to the scheme include an additional nine residential units; a slight increase in overall office and surgery floorspace and revisions to the cycle parking provisions.
- 6.3 The overall trip generation assessment has been undertaken to identify the effects of the minor amendments. This has demonstrated that the overall number of trips during the AM and PM peak hours would slightly increase by circa 17 trips across all modes. When examining the mode by mode distribution of these changes, there is a negligible change.
- 6.4 The conclusions of the September 2017 Transport Assessment remain valid, such that, the proposed scheme will deliver a high quality development which will be accessible by walking, cycling, buses and London Underground services. The development benefits from its location for encouraging sustainable transport choices. In addition, the proposed development meets the transport aspirations of the RBKC, the adopted London Plan and current governmental guidance in respect of sustainable development and will, through its design, encourage the use of sustainable modes of transport.

Figures

Key

Office = 84 josta cycle spaces

Retail = 25 spaces

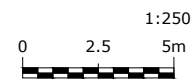
Surgery = 5 spaces



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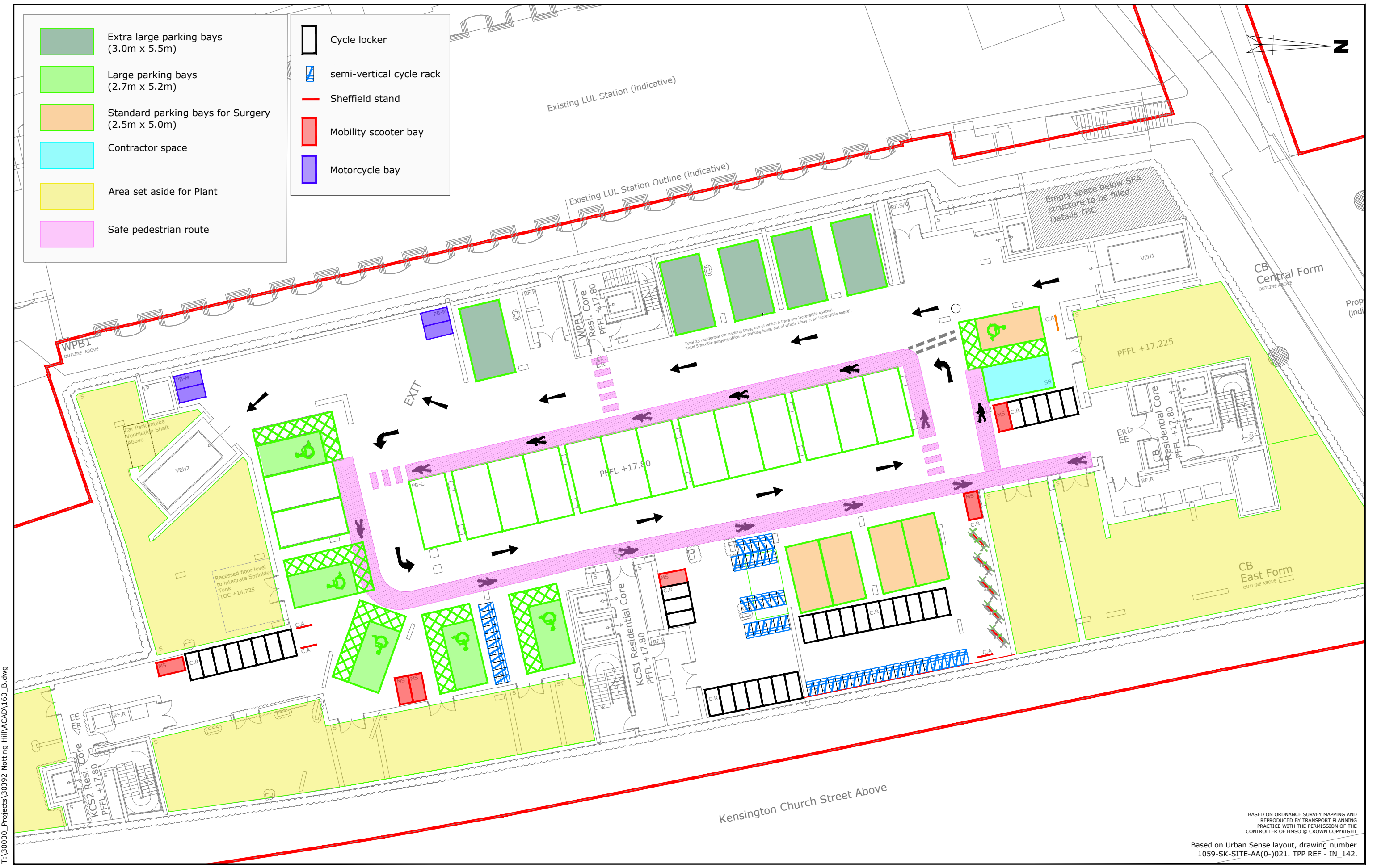
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Level -1 basement

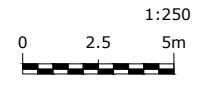
Figure 3.1

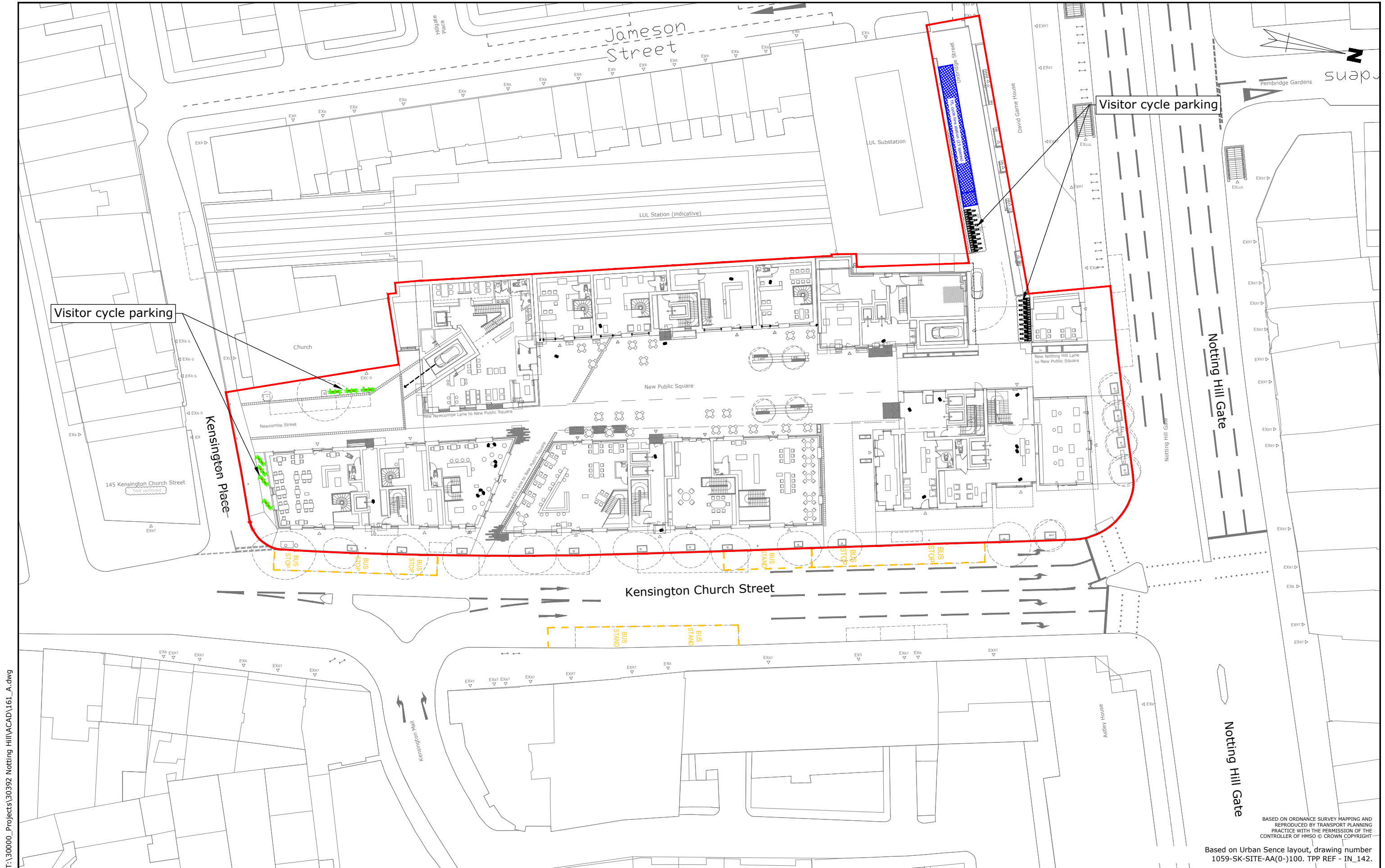


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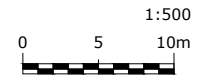




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Ground floor layout

Figure 3.3