ONE BATTERSEA BRIDGE

TRANSPORT ASSESSMENT ADDENDUM

October 2024

ONE BATTERSEA BRIDGE

TRANSPORT ASSESSMENT ADDENDUM

PROJECT NO. 23/185 DOC NO. D001

DATE: OCTOBER 2024

VERSION: 0.5

CLIENT: PROMONTORIA BATTERSEA LIMITED

Velocity Transport Planning Ltd

www.velocity-tp.com

VELOCITY
Transport Planning

DOCUMENT CONTROL SHEET

Document Reference

Project Title	One Battersea Bridge
Document Title	Transport Assessment
Project Number	23/185
Document Number	D001
Revision No.	1.0.5
Document Date	OCTOBER 2024

Document Review

	Name	Date completed
Prepared By	LM/NMS	October 2024
Reviewed By	BB	
Authorised By	LB	

Notes

The document reference number, revision number and date are given on the footer of each page

TABLE OF CONTENTS

FIGURES

TABLES

APPENDICES

1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 This Transport Assessment Addendum (TAA) has been prepared by Velocity Transport Planning on behalf of Promontoria Battersea Limited ('the Applicant') in response to scheme amendments as requested by the GLA and London Borough of Wandsworth (LBW). This is in relation to the proposed development at 1 Battersea Bridge Road, SW11 3BZ ('the Site'), located within the London Borough of Wandsworth.

1.1.2 The development description is as follows:

'Comprehensive redevelopment of the site to include demolition of existing building and erection of a part 10 storey, part 28 storey building (plus ground floor and basement levels) comprising residential use (Class C3), office use (Class E), community use (Class F2), and a restaurant (Class E), with associated car parking, cycle parking, public realm, landscaping and other associated works'

1.1.3 For clarity, certain sections of the original Transport Assessment (TA) have been omitted from the Transport Addendum as they consist of the same content. For instance, details regarding the review of local policy, the Active Travel Zone Assessment, Local Borough Analysis an Outline Construction Logistics Plan should be sought from the originally submitted TA.

1.2 SITE LOCATION

1.2.1 The Site is bound to the north by the Thames Path and River Thames, and to the south by Hester Road. Battersea Bridge Road bounds the Site to the west, with a six-storey residential building situated to the immediate east. The nine-storey Albion Riverside development is situated further to the east.

1.2.2 **Figure 1-1** shows the location of the Site in the context of the surrounding area.

Figure 1-1: Site Location

1.3 EXISTING SITE USE

1.3.1 The Site extends to 0.13ha and comprises a part five-storey, part six-storey 1980s office building (Class E) with a basement level car park providing 33 car parking spaces. Vehicular access to the Site is via a priority junction with Hester Road to the south.

1.4 GOVERNANCE

1.4.1 LBW is the planning and highway authority, who are responsible for the local roads in proximity to the Site. The A3220 Battersea Bridge Road which bounds the Site to the east is part of the Transport for London Road Network (TLRN), for which Transport for London (TfL) is the highway authority.

1.5 CONSULTATION

1.5.1 The proposals have been subject to pre-application discussions with Wandsworth Council and the general public. This consisted of meetings, consultation websites, and questionnaires including open questions where people could leave feedback.

1.5.2 An initial round of consultation on the development proposals took place in September 2022, whereby throughout the consultation period, meetings were arranged with political and community stakeholders. In addition, the consultation website achieved over 400 views throughout the period 31st October to 21st November 2022 and a total of 20 survey responses were received.

1.5.3 The key transport points raised via the survey and during the in-person exhibition were as follows:

- Most respondents were in favour of enhancements to the Thames Path, with a specific focus on higher quality and more even paving.
- Respondents were mostly supportive of the dedicated lanes for pedestrians and cyclists, with an emphasis on promoting safety and mobility in the area.
- Respondents conveyed preference for more landscaping and greenery along the Thames Path, together with preferences for sustainable features within the development.
- Some respondents mentioned the desire for street furniture to enhance comfort and usability of the path.

1.5.4 The second round of consultation on the proposals took place during November and December 2023. This consisted of consultation with Battersea Society on Tuesday 21st November 2023, along with consultation with Wandsworth Society on Wednesday 22nd November 2023 and Wednesday 13th December 2023.

1.5.5 In addition, throughout the period from 7th November to 7th December 2023 the consultation website received 6,478 views, whilst a total of 194 survey responses were received.

1.5.6 The key transport matters raised via the surveys and during the in-person exhibition are as follows:

- Enhancement to the Thames Path was a significant theme with 66.6% of respondents stating it as either very important or extremely important to them.
- More than 10% of respondents highlighted accessibility and connectivity in the site's immediate vicinity. Several responses pointed to the need to upgrade pedestrian and cyclist paths and keep them segregated to promote safety and convenience.
- Approximately 6% of residents commented on limited capacity of existing roads and public transport systems to accommodate increases in residents and traffic.

1.5.7 The above comments have been considered by the design team and incorporated into the scheme were appropriate.

1.6 WHAT IS BEING BUILT?

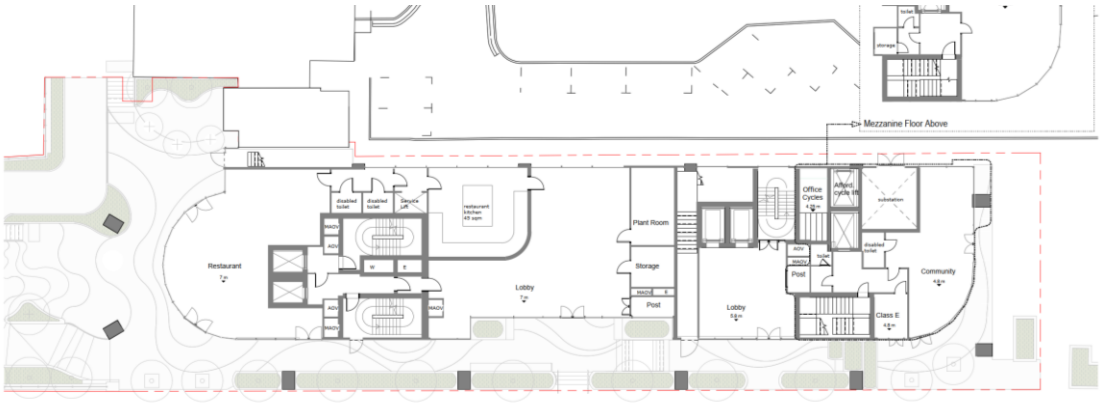
1.6.1 A detailed planning application is being submitted for the following development description:

'Comprehensive redevelopment of the site to include demolition of existing building and erection of a part 10 storey, part 28 storey building (plus ground floor and basement levels) comprising residential use (Class C3), office use (Class E), community use (Class F2), and a restaurant (Class E), with associated car parking, cycle parking, public realm, landscaping and other associated works.'

1.6.2 The proposal comprises a mixed-used residential-led development. Retail and community space will be provided as accessible from the ground floor level externally (which varies), and the office space will be located on the first floor of the development.

1.6.3 A proposed ground floor plan which illustrates level changes surrounding the Site, together with the composite of spaces/lobbies which meet a level threshold externally is shown in **Figure 1-2.** The proposed ground floor and basement layouts and development red line boundary is provided in **APPENDIX A.**

Figure 1-2: Proposed Ground Floor Layout



1.6.4 The accommodation schedule for the proposed residential units is shown in **Table 1-1.**

Table 1-1: Amended Residential Accommodation Schedule

UNIT TYPE	NUMBER OF UNITS		
	Private	Social Rent	Total
1 Bed (1 persons)	4	0	4
1 Bed (2 Persons	0	9	9
2+ Bed	52	45	97
Total	**56**	**54**	**110**

1.6.5 **Table 1-2** below summarises the new area schedule following changes in building height and affordable housing provision which this TAA addresses to ensure any associated impacts insofar as they relate to transport, are addressed fully.

Table 1-2: Amended Area Schedule Compared Previously Submitted Application

LAND USE	PREVIOUS GIA (SQM)	NEW GIA (SQM)	NET CHANGE
Residential (C3)	22,613	20,094	-2,519
Community (Class F2)	274	274	0
Retail (Class E)	189	189	0
Office – (Class E)	534	535	+1
Shared	185	349	-41
TOTAL	**23,795***	**21,441***	**-1,988**

*Includes plant

1.6.6 The Proposed Development will also:

- Provide 18 car parking spaces including 5 Blue Badge spaces.
- Provide long-stay and short-stay cycle parking spaces to encourage uptake of cycling amongst residents and visitors to travel by sustainable modes.
- Provide public realm and landscaping to create an attractive space for both residents and those travelling through the Site.

1.6.7 The transport strategy and design of the Proposed Development has been developed following the TfL Healthy Streets approach by prioritising walking and cycling and minimising trips by motorised vehicles. The proposed access, parking and servicing arrangements are detailed in **Section 3**.

1.6.8 The Proposed Development follows the TfL Healthy Streets transport principles of Good Growth (set out in the Mayor's Transport Strategy), namely the key areas are as follows:

- Provides good access to public transport and amenities given its proximity Imperial Wharf Station and the A3220 Battersea Bridge Road bus stops and retail units.
- Encourages people to choose to walk and cycle with the provision of new public realm, wider footways and cycle parking in line with London Plan (2021) standards.
- Provides limited car parking spaces, therefore encouraging carbon-free travel.
- Is inclusive and accessible.

1.7 WHEN WILL THE PROPOSED DEVELOPMENT BE OPERATIONAL?

1.7.1 A strategy will be developed which sets out the proposals in relation to the construction of the development. The overall strategy is to:

- Ensure the smooth progression of the development.
- Ensure that disruption to the local area is minimised.
- Ensure the integrated and coherent delivery of development and associated infrastructure.

1.7.2 A construction programme has been developed and is included in **Section 7**. The duration of the construction of the Proposed Development is expected to be circa 24 months (commencing Q3 2025), with works aimed to be completed and fully operational by Q3 2028.

1.8 TRANSPORT DESIGN AND PLANNING PROCESS

1.8.1 The design development of the scheme has evolved through collaboration with architects and landscape architects, ensuring safe access for pedestrians and cyclists, adequate cycle parking provision and new active frontages to facilitate access to the Site.

1.8.2 There are individual challenges associated with the Site which has influenced design of the Proposed Development. This includes:

- The service road to the east of the building which provides vehicular access to the Site is outside of the applicants ownership, but rights of access exist. During the design our proposals have sought to continue access as per the historical arrangement, whilst reducing potential impacts through management measures such as post delivery room, reducing dwell time of servicing vehicles.
- The levels change north to south along the Site, there is also a level change between the Thames Path to the north and Battersea Bridge Road to the west, this has historically formed a barrier to movement which we have tried to remove.

1.8.3 This Transport Addendum has been prepared in accordance with the requirements of Planning Practice Guidance and TfL's Transport Assessment Guidance and is supported by a Framework Travel Plan, Draft Delivery and Servicing Plan, Parking Management Plan and Outline Construction Logistics Plan (forming **Section 7**). These plans have been updated to reflect the revised scheme.

1.9 DOCUMENT STRUCTURE

1.9.1 The remainder of this Healthy Streets TAA is structured as follows:

- **Section 2** considers the users of the development and their common method of travel.
- **Section 3** outlines the existing and proposed connectivity of the Site.
- **Section 4** provides the ATZ assessment.
- **Section 5** outlines the existing and future London-wide transport network and proposed trip generation for the Site.
- **Section 6** includes relevant local borough analysis.
- **Section 7:** Outline Construction Logistics Plan.
- **Section 8** provides the conclusion of this TAA.

2 TRANSPORT PLANNING FOR PEOPLE

2.1 INTRODUCTION

2.1.1 This section summarises who the development will be for as well as when they will travel. The following documents and data have been used and are presented in this section:

- TfL's Travel in London Reports and Transport Classification of Londoners (TCoL) demographic segments (2017).
- Trip Rates from the TRICS database.
- London Travel Demand Survey (LTDS).

2.2 WHO IS THE DEVELOPMENT FOR?

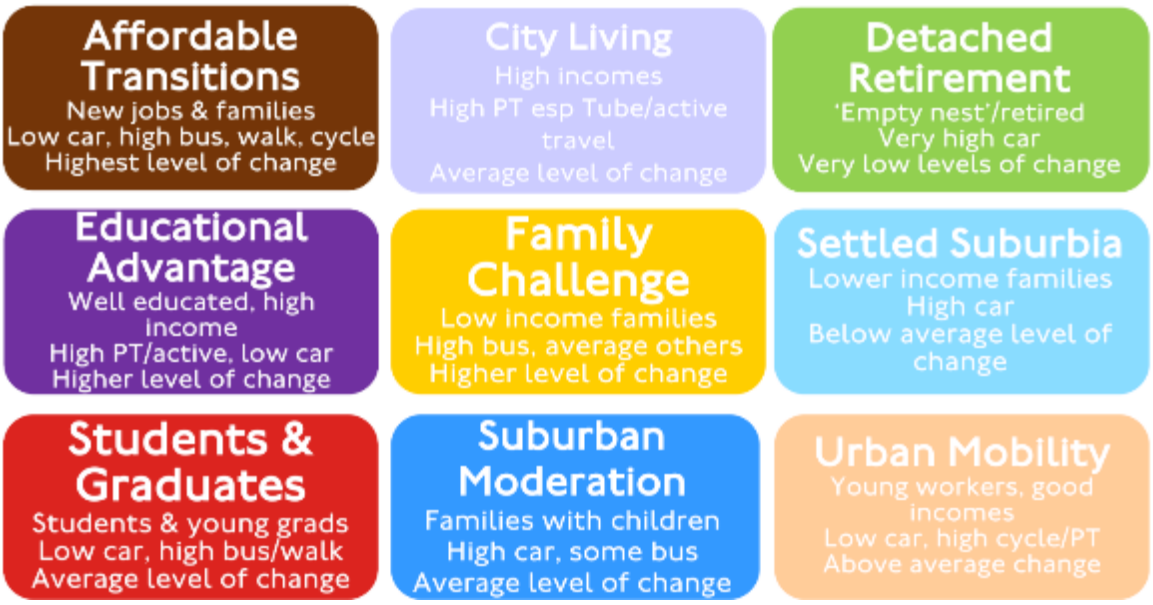
TRANSPORT CLASSIFICATION FOR LONDONERS

2.2.1 TCoL is a multi-modal customer segmentation tool developed by TfL that has been designed to categorise Londoners on the basis of the travel choices they make, and their motivations for making those decisions.

2.2.2 The desire to understand these behaviours and motivations is borne out of a need to plan effectively for London both now and in the future. Understanding who will use the Proposed Development and their expected travel behaviours based on the TCoL's demographic segments has been used to inform the design of the Proposed Development.

2.2.3 The TCoL provides information about the existing demographic segment proportions at borough level and **Figure 2-1** shows the TCoL's identified nine high-level tier demographic segments.

Figure 2-1: TCoL Demographic Segments



2.2.4 **Table 2-1** shows the demographic segment proportions present within LBW.

Table 2-1: LBW Demographic Segment Proportions

AFFORDABLE TRANSITIONS	CITY LIVING	DETACHED RETIREMENT	EDUCATIONAL ADVANTAGE	FAMILY CHALLENGE	SETTLED SUBURBIA	STUDENTS & GRADUATES	SUBURBAN MODERATION	URBAN MOBILITY
1%	32%	13%	5%	6%	1%	26%	3%	14%

2.2.5 **Table 2-1** shows the existing demographic within LBW can be identified broadly by three of the demographic segments: City Living (32%), Students and Graduates (26%) and Urban Mobility (14%).

2.2.6 All three of the existing demographic segments for LBW share common characteristics such as low car use as well as high public transport use and active travel.

2.2.7 A car-lite development with an appropriate transport strategy in line with the Healthy Street approach will encourage future users of the Proposed Development to choose active modes of travel and public transport rather than use of the private car.

2.3 WHEN WILL PEOPLE TRAVEL?

2.3.1 Whilst TCoL provides a high-level projection of the likely demographic and associated travel characteristics of each aforementioned classification, it is expected that the new residents of the Proposed Development will have similar travel patterns and travel modes to the current residents in the area.

2.3.2 It is anticipated that the trip profiles for all land uses will fluctuate throughout a typical weekday with the following main activities:

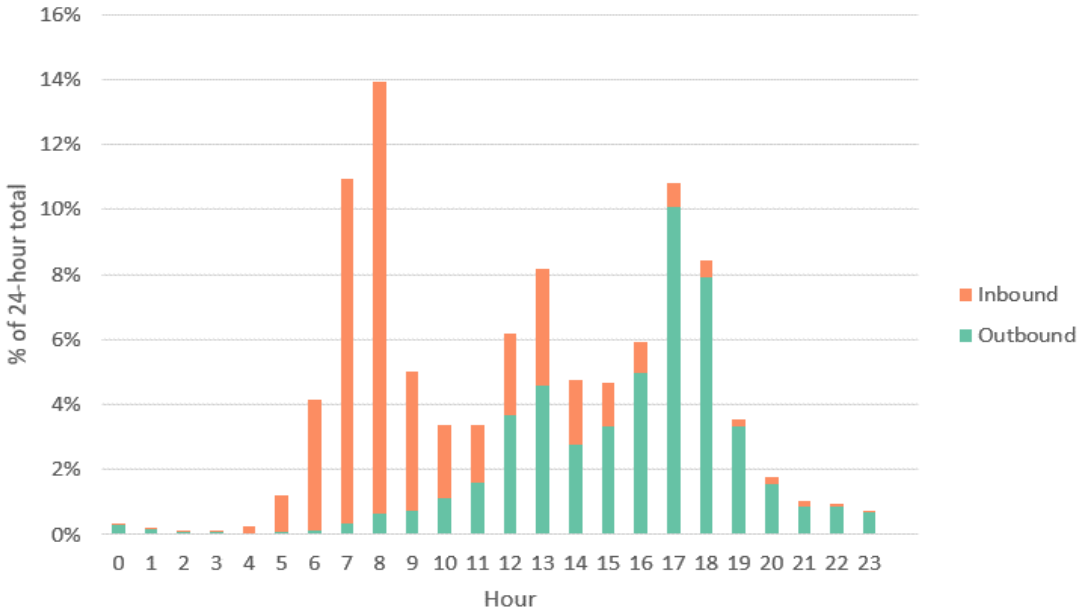
- Morning:
  - Early delivery and servicing trips associated with online food shopping and delivery of perishable goods for non-residential uses.
  - Commuter departures in the morning peak.
  - Parent and schoolchildren movements in the morning peak.
  - Employee arrivals for non-residential uses in the morning peak.
- Lunchtime:
  - Lunchtime movements for the non-residential uses.
- Evening:
  - Parent and school children movements in the evening peak.
  - Employee departures for non-residential uses in the evening peak.
  - Commuter arrivals in the evening peak.
  - Dinner and after-work movements to the non-residential uses.
  - Late delivery and servicing trips associated with takeaways and online food shopping.
- During the weekends, movements would be expected to be spread more evenly throughout the day without exceeding weekday peak movements.

EMPLOYEES

2.3.3 Data from the 'London Travel Demand Survey (LTDS) has been analysed to indicate when and why future employees may travel. Surveyed journeys to and from Outer London boroughs have been reviewed to determine the origins, destinations and travel patterns of people visiting the Proposed Development.

2.3.4 A daily profile of journeys being made to and from employees' 'usual workplace' or 'other work related' locations is shown in **Figure 2-2**.

Figure 2-2: Employee Inbound/Outbound Trips by Start Time (Employees)



2.3.5 The highest number of employee trips is undertaken between 08:00 and 09:00 (trips to work) and between 17:00 and 18:00 (trips from work). There are also higher numbers of journeys in the lunchtime period between 12:00 and 14:00.

VISITORS

2.3.6 Office visitors would travel to and from the Proposed Development throughout the working day, primarily associated with attending meetings.

2.3.7 The retail customers are expected to be local employees and passers-by. The highest numbers of visitors are expected to be at lunchtime and after the working day.

2.4 SUMMARY

2.4.1 TCoL data for LBW aligns with the nature of the Proposed Development, with the predominant demographic being low car users and having high public transport and active travel use.

2.4.2 The analysis of the local demographic suggests that the local population already presents trends towards car-free lifestyles and therefore the proposed car-lite development should be considered suitable for this accessible location.

3 SITE AND SURROUNDINGS

3.1 INTRODUCTION

3.1.1 This section provides information on the Site's existing connectivity to the local transport network before and after the Proposed Development becomes operational.

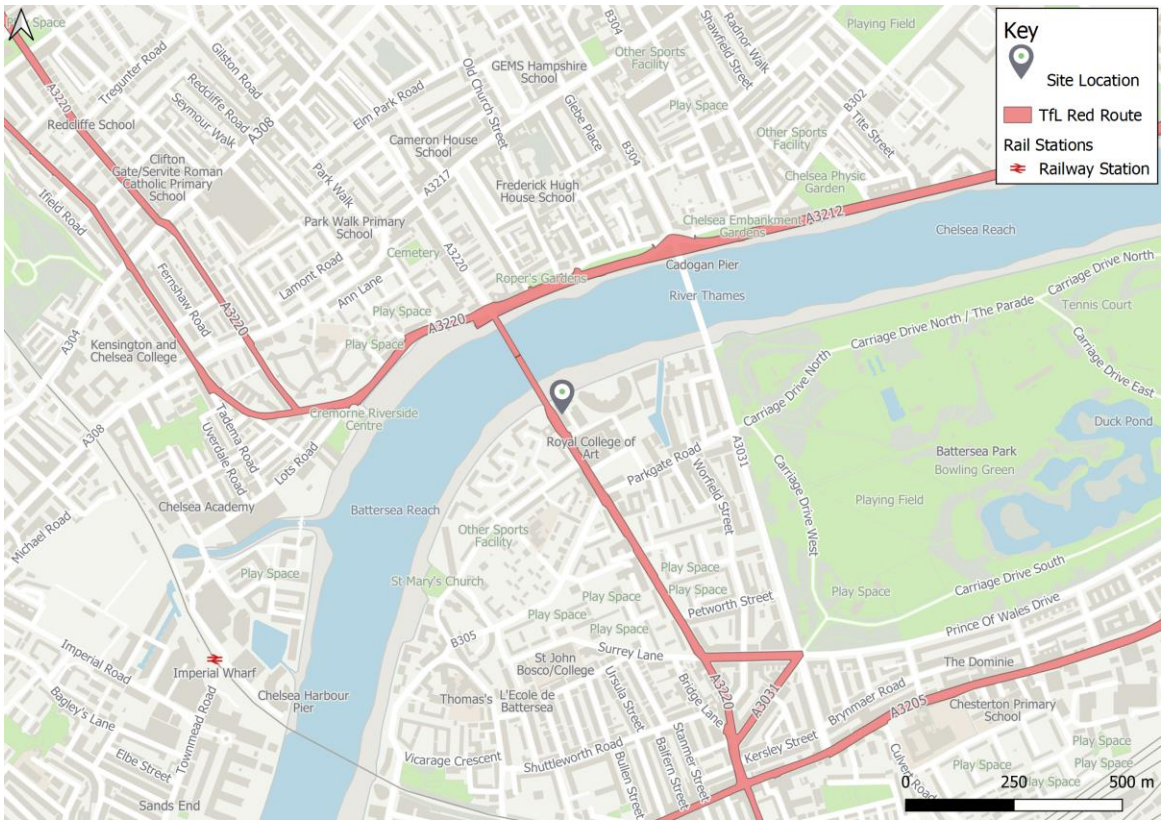
3.2 ACCESS ARRANGEMENTS - BEFORE

VEHICULAR ACCESS

3.2.1 At present, a shared pedestrian/vehicular access is provided to the east of the Site from Hester Road, this is shared with the Thameswalk Apartments.

3.2.2 **Figure 3-1** illustrates the Site's close proximity to the TLRN, with the A3220 Battersea Bridge Road bounding the Site to the west.

Figure 3-1: Local Road Network



A3220 BATTERSEA BRIDGE ROAD

3.2.3 The A3220 Battersea Bridge Road is a two-way single carriageway that bounds the Site to the west and runs on a general north-west to south-east alignment connecting to the three-armed signalised junction between Beaufort Street and the A3220/A3212 Cheyne Walk to the north-west, and the four-armed signalised junction between the A3205/A3220 Battersea Park Road and the A3220 Latchmere Road to the south-east.

3.2.4 The road is subject to a 30mph speed limit and is a TfL Red Route operating no stopping restrictions between Monday to Saturday from 07:00 to 19:00. A bus, cycle and taxi only lane is provided on the western side of the road operating between Monday to Saturday from 07:00 to 10:00 and 16:00 to 19:00. In addition, a parking bay is provided on the western side which is subject to the aforementioned TfL Red route restrictions, whilst also allowing loading for a maximum of 20 minutes and blue-badge parking with a maximum allowable stay of up to three hours.

3.2.5 Segregated cycle lanes are provided on the western side of the road and advance cycle stop lines are provided at signalised crossings. One of the advance cycle stop lines along Battersea Bridge Road to the south of the Site is shown in **Figure 3-2**.

Figure 3-2: Advanced Stop Lines at Battersea Bridge Road

HESTER ROAD

3.2.6 Hester Road is a two-way single carriageway which bounds the Site to the south and travels on a general west to north-east direction forming a junction with the A3220 Battersea Bridge Road to the west before merging into an area of public realm to the north-east.

3.2.7 Hester Road comprises a pedestrian and cycle zone which restricts vehicular traffic to access only. The road features speed calming measures in the form of a 20mph speed limit and a shared surface arrangement with footways that are flush with the carriageway which helps to promote a pedestrian and cyclist friendly environment. A photograph looking north towards the Site across Hester Road is shown in **Figure 3-3**. The view at the junction between Hester Road and Battersea Bridge Road is provided in **Figure 3-4**.

Figure 3-3: View North Across Hester Road Towards Existing Site

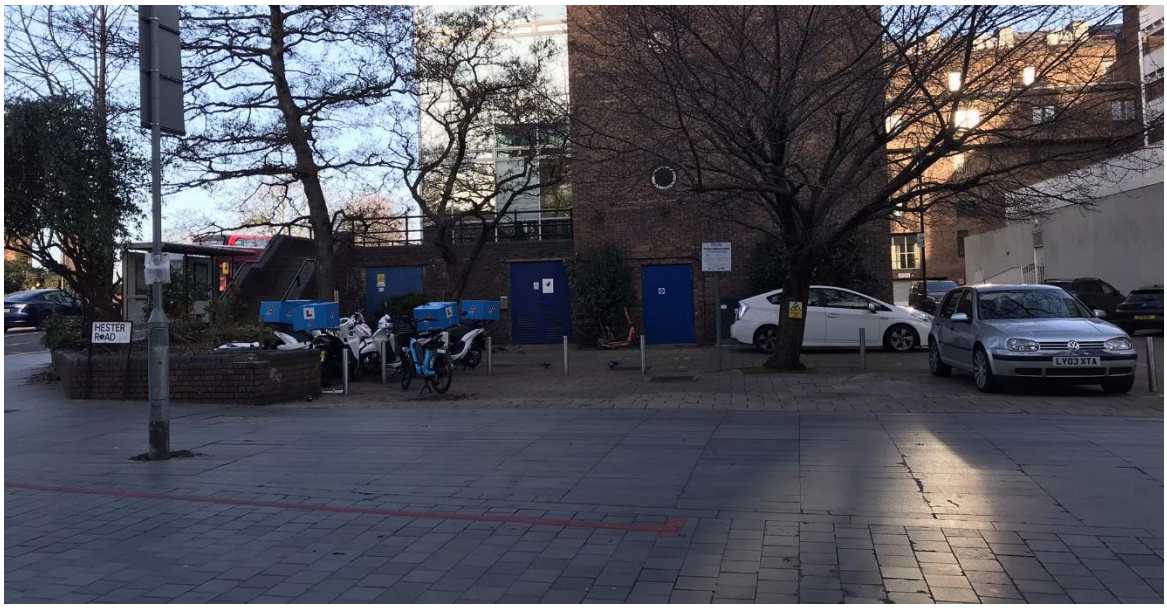
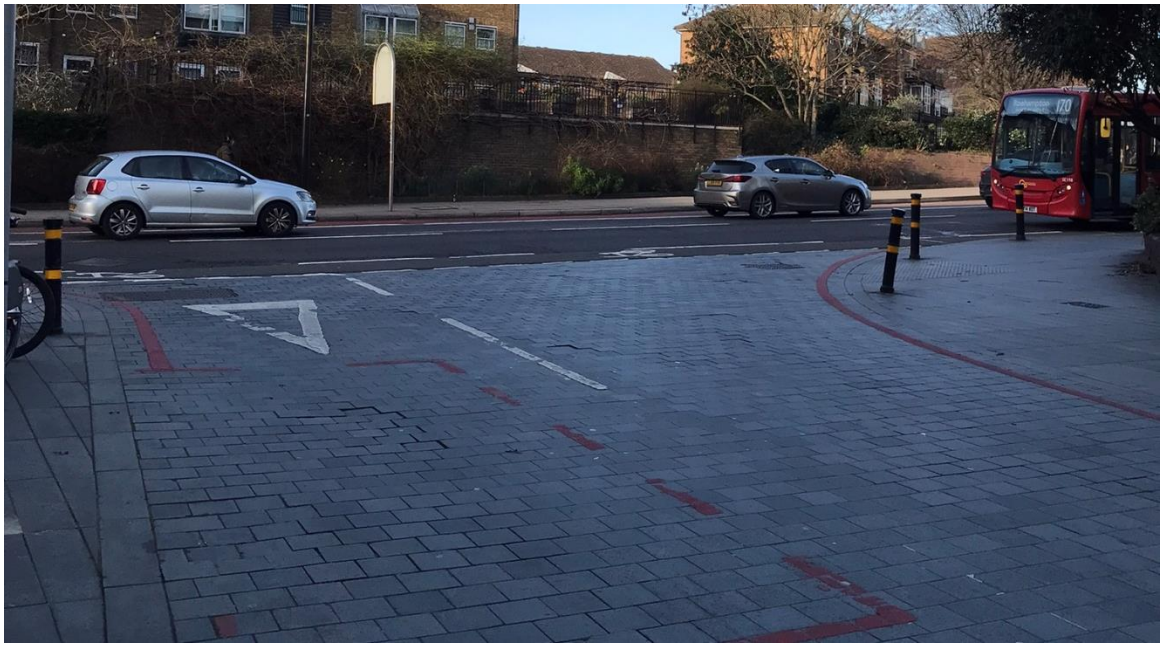


Figure 3-4: View West From Hester Road Towards Battersea Bridge Road

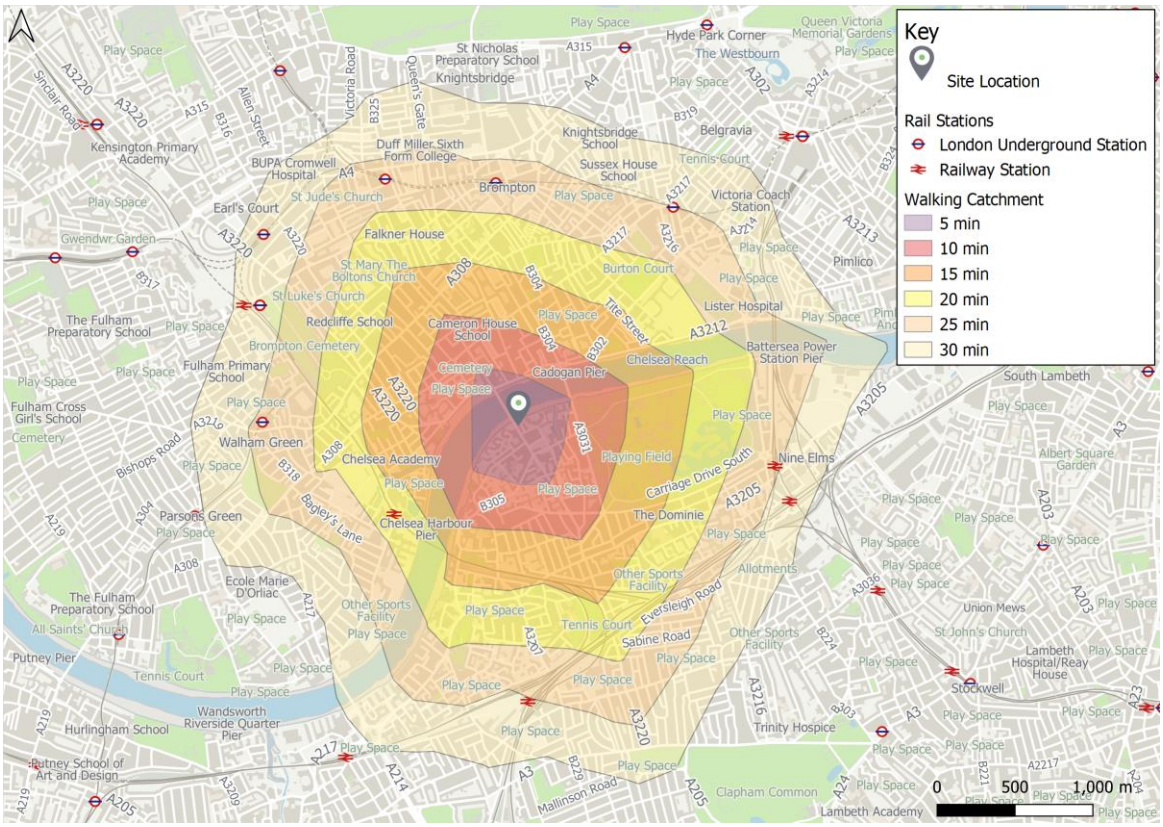


PEDESTRIAN ACCESS

3.2.8 The National Travel Survey identifies that walking is the most frequent travel mode used for short distance trips (within 1 mile/1.6 km). Infrastructure that supports travel on foot is therefore of importance to promote sustainable and active travel as a viable alternative to short car trips.

3.2.9 Walking isochrones show what can be reached within a 30-minute walk of the Site, in 5-minute increments. **Figure 3-5** shows that it is possible to reach Imperial Wharf Station within a 20-minute walk of the Site and Clapham Junction, Battersea Park, Sloane Square, South Kensington, Gloucester Road and Fulham Broadway Stations within a 25-minute walk.

Figure 3-5: Walking Isochrones



3.2.10 At present, pedestrian access is provided from the A3220 Battersea Bridge Road along the Site's frontage as well as to the rear of the Site from the shared vehicular/pedestrian access via Hester Road.

3.2.11 Locally, there are a number of shops, cafes, open green spaces and school situated within a 2km radius that can be accessed within a 20 minutes' walk of the Site. The footways surrounding the Site are considered to be in good condition which enables pedestrian access to the Site. Wide, flat footways are provided on both sides of the A3220 Battersea Bridge Road and a shared surface arrangement is provided on Hester Road, with street lighting provided on both roads to increase feelings of safety.

3.2.12 An uncontrolled pedestrian island crossing is provided across the A3220 Battersea Bridge Road and is positioned in accordance with the pedestrian desire line leading into the Site, a figure of this crossing is provided in **Figure 3-6**. In addition, a signalised crossing is provided further south on the A3220 Battersea Bridge Road, equipped with dropped kerbs and tactile paving to increase ease of crossing. These crossing points provide access to nearby bus stops, an off-road footway/cycleway (namely the Thames Path) and retail stores.

3.2.13 **Figure 3-7** shows the view of Battersea Bridge Road looking north at the site and highlights the current poor experience / interaction of the existing building with the footpath.

Figure 3-6: Uncontrolled Crossing on Battersea Bridge Adjacent to Site

Figure 3-7: Battersea Bridge Road (looking north) showing poor ped experience adjacent site

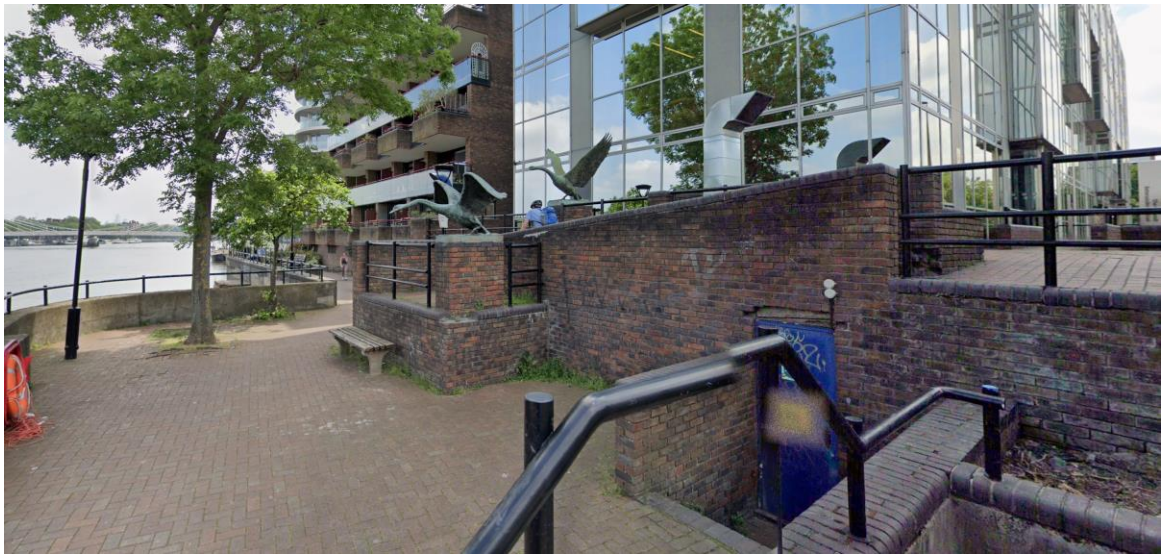
3.2.14 To the north of the Site, the Thames Path features an off-road shared footway/cycleway allowing westbound movement along the bank of the River Thames. However, due to the level difference between the Thames Path and Battersea Bridge Road users are required to use either a narrow ramp or stairs between the two routes. In addition, Hester Road which bounds the Site to the south forms a pedestrian and cycle zone (except for vehicular access), thus enhancing permeability and encouraging safe active travel.

3.2.15 The existing layout has been reviewed against Healthy Street indicators, this is provided in **Section 6.3**. The existing layout marked poorly against 'things to see and do' and 'places to stop and rest' whose contributing factors usually are surveillance, presence of trees, planting at footway level, and walking distance between areas.

3.2.16 Images of the Thames Path towards Battersea Bridge is provided in **Figure 3-8** and **Figure 3-9**.

Figure 3-8: Thames Path Towards Battersea Bridge

Figure 3-9: Thames Path Towards Battersea Bridge



CYCLE ACCESS

3.2.17 The National Travel Survey highlights that the average cycle trip is currently 3.2 miles (5.1km). Transport Note 1/04 identifies the average distance travelled by non-motorised users (NMUs) at that time and suggests that "*journeys up to three times [the average distance] are not uncommon for regular commuters*" accepting that "*fitness and physical ability, journey purpose…and conditions*" are relevant factors.

3.2.18 The existing cycle network surrounding the Site is shown in **Figure 3-10.**

Figure 3-10: Local Cycle Network

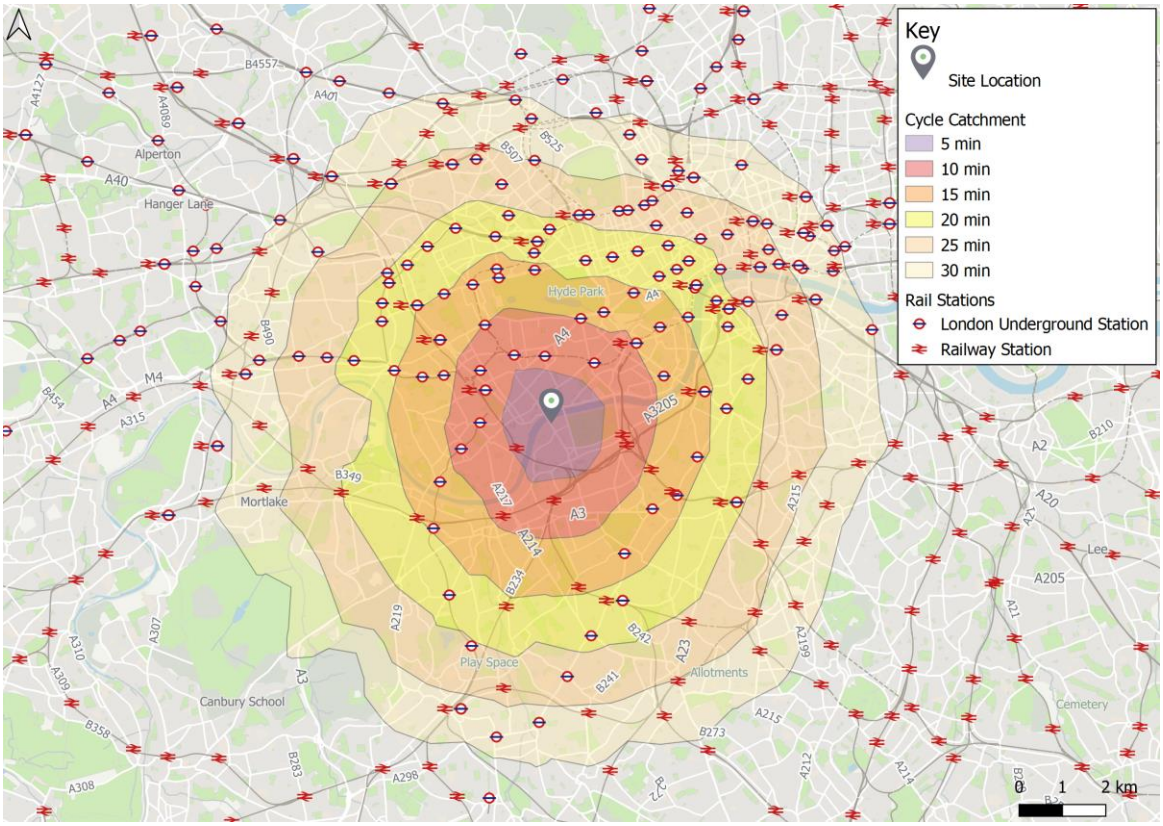
3.2.19 At present, there are no dedicated cycle access points to the Site. Cyclists currently access the Site from the shared pedestrian/vehicular access located to the rear of the Site.

3.2.20 As shown in **Figure 3-10,** the Site is connected to its surroundings by good pedestrian and cycle routes which include segregated cycle lanes on the eastern side of the A3220 Battersea Bridge Road and a bus/cycle lane on the western side. In addition, advanced cycle stop lines are provided at signalised crossings.

3.2.21 Cycle Superhighway 8 (CS8) is accessible within a six-minute cycle to the south of the Site from the A3205 Battersea Park Road. CS8 provides a dedicated route from Wandsworth High Street in the south-west to Lambeth Bridge in the north-east. In addition, a quietway link is accessible within a three-minute cycle to the north-east of the Site from Albion Bridge Road, which provides a connection to Quietway 15 and South Kensington to the north.

3.2.22 A cycling isochrones map has been produced, as shown in **Figure 3-11,** which illustrates what is accessible in a 30-minute cycle at 5-minute increments. It shows that within a 30-minute cycle ride, local areas including Chelsea, Battersea, Fulham, Kensington, Westminster, Hammersmith, Clapham, Putney, Streatham and Brixton can be reached.

Figure 3-11: Cycling Isochrones Map



3.3 ACCESS ARRANGEMENTS – AFTER

PEDESTRIAN ACCESS

3.3.1 The proposed pedestrian access strategy is shown in **Figure 3-12.** The existing site experiences level changes influencing where ground floor is accessed from for pedestrians. **Figure 3-13**: Landscape plan indicating levels in relation to access points below presents the level changes in relation to the pedestrian access points. The east of the site would be provided with ramps with shallow gradients to ensure step free access. Stairs are proposed from the southern frontage and represent an elevation gain of 7m. Images illustrating the proposed view from Battersea Bridge and to Battersea Bridge are provided at **Figure 3-14** and **Figure 3-15** respectively.

Figure 3-12: Pedestrian Access Strategy

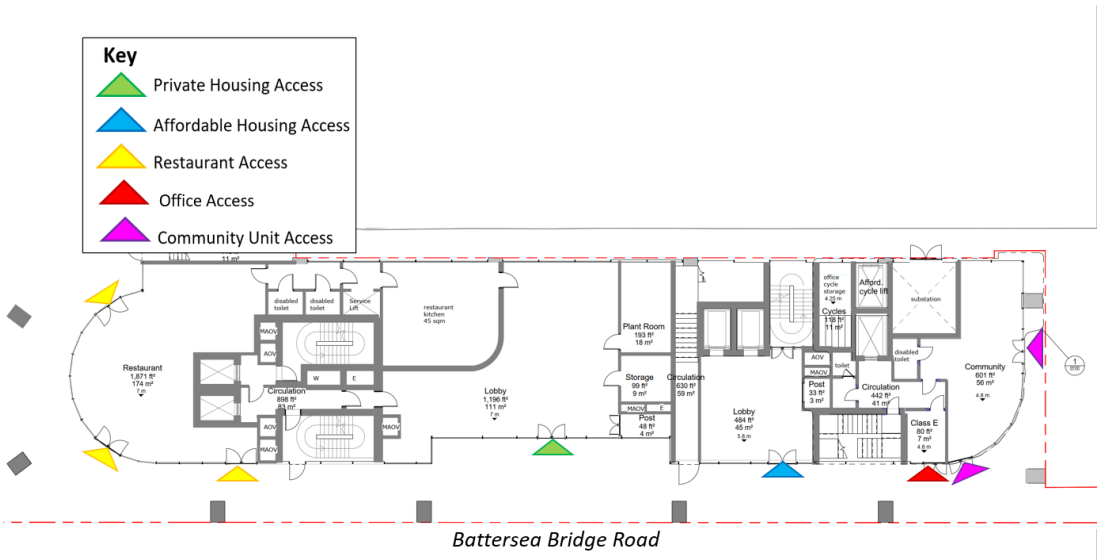


Figure 3-13: Landscape plan indicating levels in relation to access points

Figure 3-14: Proposed View from Battersea Bridge

Figure 3-15: Proposed View from Battersea Bridge Road North

RESIDENTIAL

3.3.2 Two separate pedestrian access points will be provided for the affordable and private housing elements, both of which are accessed along the Site's frontage via the A3220 Battersea Bridge Road.

NON-RESIDENTIAL

3.3.3 Pedestrian access to the restaurant will be provided from the A3220 Battersea Bridge Road along the Site's frontage and the new public realm to the west of the building footprint.

3.3.4 Pedestrian access to the office unit will be provided from the A3220 Battersea Bridge Road.

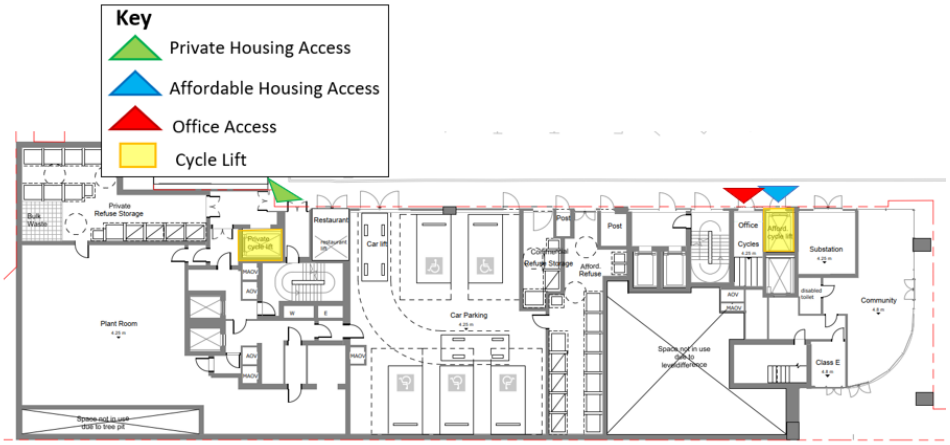
3.3.5 The Community unit will be accessed via Hester Road to the rear of the Site.

3.3.6 As part of the proposals there will be enhancements to lighting and CCTV at building entrances and the new public realm to the west of building footprint.

CYCLE ACCESS

3.3.7 The cyclist access strategy is shown in **Figure 3-16**.

Figure 3-16: Cycle Access Strategy



Battersea Bridge Road

RESIDENTIAL

3.3.8 Two separate cyclist access points, each comprising a cycle lift and accessed via the eastern Site boundary at lower ground floor level will be provided for the affordable and private housing elements. The two cycle lifts would provide access to two separate cycle stores located at basement level.

NON-RESIDENTIAL

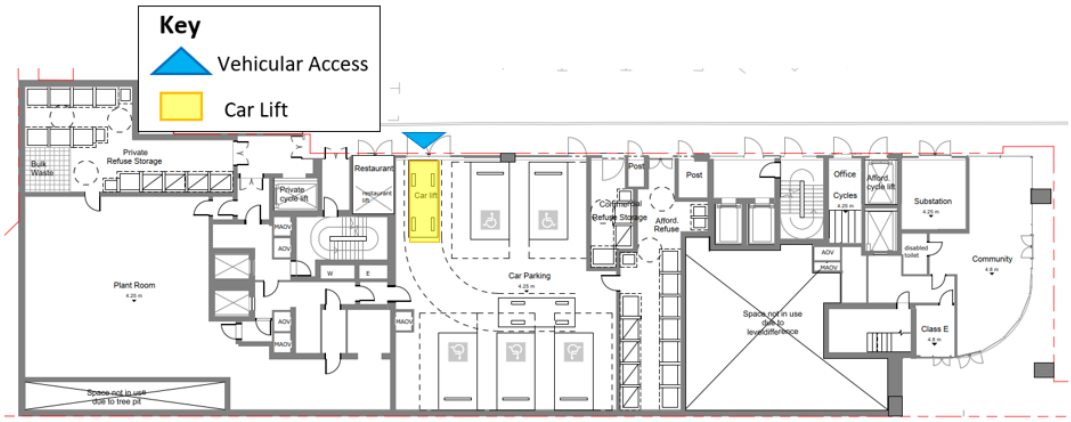
3.3.9 Cyclist access to the office would be from the eastern Site boundary on the lower ground floor level and would provide direct access into the long-stay cycle store.

3.3.10 The restaurant and community unit have minimal cycle parking and will have access to the office cycle store also, if additional cycle storage is required this can be accommodated within the floor areas.

VEHICULAR ACCESS

3.3.11 The vehicular access strategy is shown in **Figure 3-17.**

Figure 3-17: Vehicular Access Strategy



3.3.12 It is proposed to retain the shared pedestrian/vehicular access point to the rear of Site from Hester Road as per the existing arrangement. Vehicles would route along the service road to the east of the building footprint where access into the lower ground floor level car park and car lift is provided. In addition, emergency vehicle access and refuse collection will continue to take place from the service road.

3.3.13 The car lift provided on the lower ground floor level provides access between this level and the basement level, an example of the car lift that may be used is shown in **Figure 3-18**. It is expected that at lower ground level vehicles will call the lift which will rise to allow vehicles to enter, then drop to basement level. For users from the basement, vehicles will enter the lift and call for it to rise to lower ground level. Further details are provided within the Parking Management Plan.

Figure 3-18: Example of Car Lift

3.4 REFUSE, DELIVERY AND SERVICING – BEFORE

3.4.1 At present, all delivery and servicing activity takes places on the private road to the east of the Site, accessed from Hester Road. The waste collection takes place along this route, which has been confirmed by LBW.

3.5 REFUSE, DELIVERY AND SERVICING – AFTER

REFUSE COLLECTION

3.5.1 As per the existing arrangement, refuse collection will take place on the service road to the east of the building footprint. In turn, vehicles will be able to reverse into the service road from Hester Road, to be within 10m drag distance of each of the refuse stores which allows for direct collection to take place. Swept path analysis demonstrating access for servicing vehicles is included at Error! Reference source not found..

3.5.2 As detailed later in **Section 5**, the Proposed Development is forecast to generate 54 servicing vehicles per day (48 LGVs and 6 HGVs).

3.5.3 A separate Waste Management Strategy (WMS) has been produced which considers the need to lessen the overall impact of waste generation though the recycling of materials from the operational phase of the Proposed Development. The proposals set out in the WMS meet the requirements of relevant waste policy and follow applicable guidance.

3.5.4 The location of the residential and commercial refuse stores at lower ground floor level is shown in **Figure 3-19**.

Figure 3-19: Proposed Refuse Store and Post Room Location

DELIVERIES

3.5.5 Deliveries will take place as per the existing situation, to the east of the building footprint. At this level the scheme will introduce two post rooms, one to be used by the residential units and the other one for the remainder of the building. The residential post room will be managed by the on-site management team.

3.5.6 The post rooms will operate accordingly:

- Deliveries deposited in post room by courier.
- Access controlled electronically via concierge and monitored by CCTV cameras.
- Post for residents redistributed by management team to relevant cores and post rooms.

3.5.7 The post rooms will reduce dwell times of delivery servicing, as couriers can stop adjacent to the post room's entrances and then leave, not requiring them to access the frontages of the building along Battersea Bridge and drop off at each land use entrance. In addition, there is opportunity for deliveries to be consolidated.

3.6 EMERGENCY VEHICLE ACCESS – BEFORE

3.6.1 At present, emergency vehicles would access the Site using the shared pedestrian/vehicular access from Hester Road before routing along the service road to the east of the Site.

3.7 EMERGENCY VEHICLE ACCESS – AFTER

3.7.1 The proposals for emergency vehicle access remain unchanged from previous TA. The strategy would remain as per existing arrangement. Emergency vehicles will access the Site using the retained shared pedestrian/vehicular access provided to the Site from Hester Road.

3.7.2 Swept path analysis has been undertaken to confirm that a fire tender can access all units as required; this is included in **APPENDIX B.**

3.8 CYCLE PARKING – BEFORE

3.8.1 The number of formal cycle parking spaces provided is limited to a handful of Sheffield Stands in a rather uninviting environment. The existing cycle facilities photographed during a site visit are set out in **Figure 3-20**.

Figure 3-20: Existing Cycle Parking

3.9 CYCLE PARKING – AFTER

RESIDENTIAL CYCLE PARKING

LONG-STAY CYCLE PARKING

3.9.1 Following the requested amendments to the proposed development, the minimum provision residential cycle parking has reduced and the new proposed revision is shown in **Table 3-1.** This presents a reduction in long stay provision of 56 spaces.

Table 3-1: Proposed Residential Cycle Parking

UNIT TYPE	UNIT NO.	LONDON PLAN STANDARDS		CYCLE PARKING REQUIREMENTS	
		LONG STAY	SHORT STAY	LONG STAY	SHORT STAY
1 Bed (1 Person)	4	1 space per studio and 1 bedroom unit	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings	4	**4**
1 Bed (2 Person)	9	1.5 spaces per 2 person 1 bedroom dwelling		14	
2+ Bed	97	2 spaces per all other dwellings		194	

UNIT TYPE	UNIT NO.	LONDON PLAN STANDARDS		CYCLE PARKING REQUIREMENTS	
		LONG STAY	SHORT STAY	LONG STAY	SHORT STAY
Total	**110**	**212**	**4**	**212**	

3.9.2 The development would provide 212 long-stay cycle parking spaces 4 short-stay cycle parking spaces for residential use. Cycle parking is further broken down into affordable and private rent as shown in **Table 3-2.**

Table 3-2: Proposed Cycle Parking – Social and Private Rent

UNIT TYPE	UNIT NUMBER		CYCLE PARKING REQUIREMENT	
	PRIVATE	SOCIAL	PRIVATE	SOCIAL
1 Bed (1 Person)	4	0	4	0
1 Bed (2 Person)	0	9	0	14
2+ Bed	52	45	104	90
Total	**56**	**54**	**108**	**104**

3.9.3 Cycle parking will be provided at basement level and will be accessed via two separate cyclist access points for private and affordable housing along the eastern Site boundary at lower ground floor level. Each access will consist of a cycle lift which will provide access into the dedicated cycle stores.

3.9.4 The dimensions of the cycle lifts, access doors and the space between stands has been designed to comply with LCDS guidance. The cycle lifts have dimensions of 1.2 by 2.3 metres, with a minimum door opening of 1 metre.

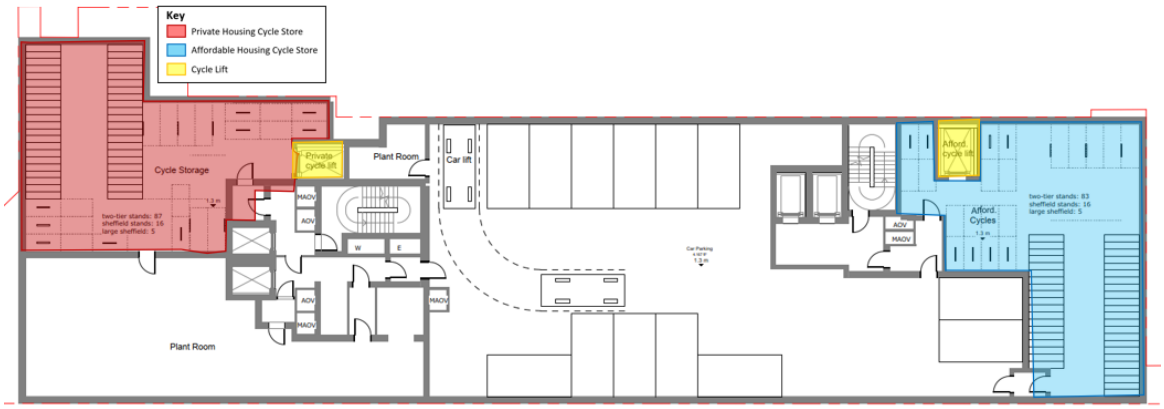
3.9.5 A mixture of stand types will be provided as outlined in **Table 3-3.**

Table 3-3: Proposed Residential Cycle Parking Mix

LAND USE	TOTAL LONG STAY	ACCESSIBLE	SHEFFIELD	TWO-TIER
Residential (C3)	212	5%	16%	79%
		10	34	168

3.9.6 **Figure 3-21** shows the location of the proposed residential cycle parking at basement level. The layouts are also shown in **APPENDIX A**.

Figure 3-21: Residential Cycle Parking



SHORT-STAY CYCLE PARKING

3.9.7 The short stay cycle parking spaces associated with the Development Proposals will be located in the public realm to the south of the building footprint, here there will be a total of eight Sheffield stands providing capacity for 16 bicycles. For the residential component there is short stay capacity for the policy compliant five bicycles for resident visitors use.

NON-RESIDENTIAL CYCLE PARKING

3.9.8 The Proposed Development will provide 997sqm of non-residential floor space. The required provision has been calculated in line with London Plan cycle parking standards as set out in **Table 3-4.**

Table 3-4: Non-Residential Cycle Parking Provision

LAND USE	LONDON PLAN STANDARDS		DEVELOPMENT QUANTUM	LONDON PLAN STANDARDS	
	LONG STAY	SHORT STAY		LONG STAY	SHORT STAY
Restaurant	1 spacer per 175sqm	1 space per 20sqm	189sqm	2	10
Office	1 space per 75sqm	First 5,000sqm: 1 space per 500sqm Thereafter: 1 space per 5,000dqm	535sqm	8	2
Community	1 space per 8 FTE Staff	1 per 30 seats	274sqm	0	0
Total				**10**	**12**

3.9.9 The Proposed Development will provide 10 long-stay and 12 short-stay cycle parking spaces for the non-residential element.

3.9.10 As shown in **Figure 3-22** the commercial cycle store access will be located on the eastern Site boundary at ground floor level and will provide direct access into the long-stay cycle store for the office and restaurant uses. If further demand is required, minimal cycle parking and will be accommodated within the floor areas.

Figure 3-22: Non-Residential Cycle Parking

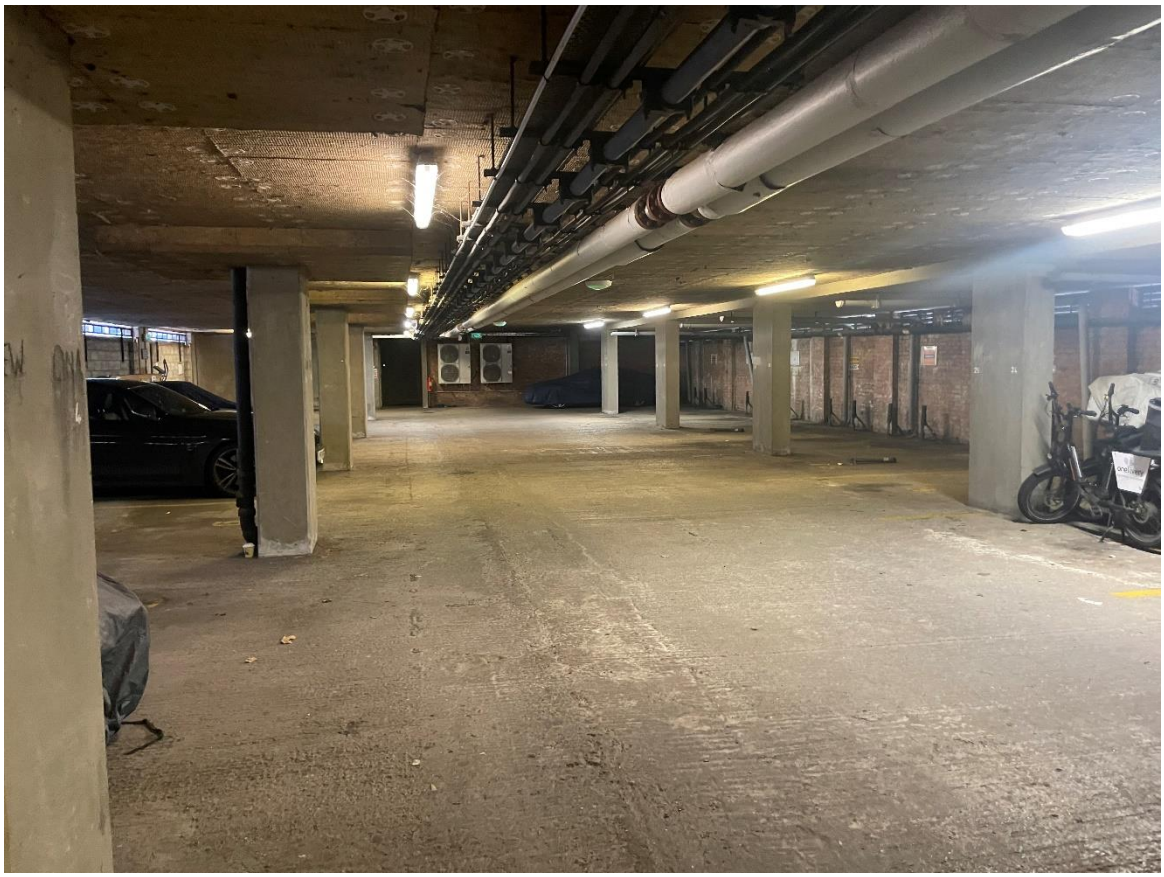
SUMMARY

3.9.11 The Proposed Development would provide 212 long-stay cycle parking spaces for the residential units in addition, twelve long-stay spaces will be provided for the commercial use. The Site will provide a total of 16 short-stay spaces for use by visitors to the residential and non-residential uses on the Site.

3.10 CAR PARKING – BEFORE

3.10.1 At present, there are 33 car parking spaces provided within the building footprint. The car parking spaces are accessed via the service road to the east of the Site, the basement is shown in **Figure 3-23**.

Figure 3-23: Existing Basement Car Park



3.11 CAR PARKING – AFTER

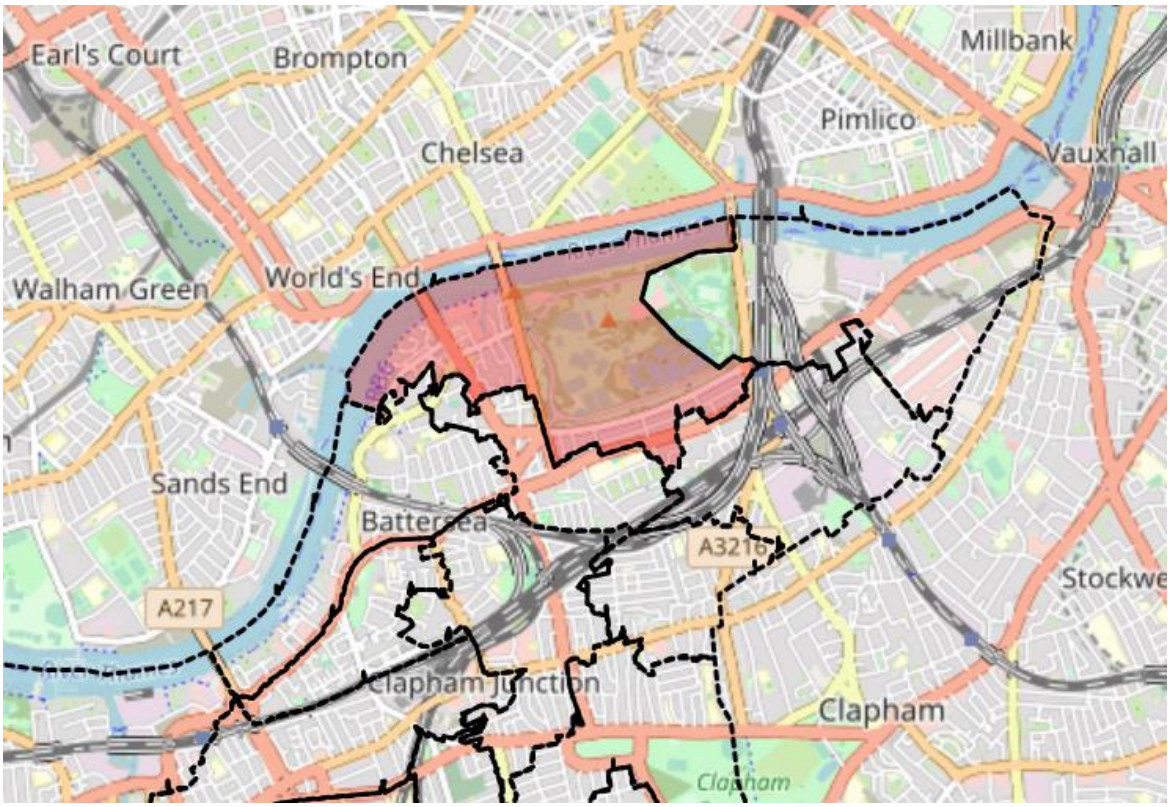
3.11.1 The Site has a Public Transport Accessibility Level (PTAL) rating of 3, further details regarding this rating, and accessibility of the Site are provided in **Chapter 5**. Based on the regional and local planning policy the Site could provide car parking to the following standards:

- The London Plan (2021) policy as defined by T6.1, Table 10.3 permits up to 0.25 parking spaces per unit, therefore the Proposed Development could provide up to 38 spaces.
- Wandsworth Local Plan 2023-2038 (July 2023) policy LP51 part E specifically states low car (not 'car-free') is a requirement where the site PTAL is 3. Therefore, some general car parking should be provided.

3.11.2 The 2021 Census data is now available, and although this took place whilst the population was in a 'stay at home' order associated with the Covid-19 pandemic, it is unlikely this would affect car ownership data at that time.

3.11.3 The 2021 Census Data has been reviewed in regard to general car ownership in the selected Middle Super Output Area (MSOA) and also at a unit level. The MSOA the Site is located in is Wandsworth 001 (E02000923), this is illustrated in **Figure 3-24**.

Figure 3-24: Wandsworth 001 MSOA



3.11.4 The 2021 Census car ownership data for the Wandsworth 001 MSOA (in which the Site is located) for flats and apartments is provided in **Table 3-5.** This is set out by usual residents aged over 17 in a household.

Table 3-5: 2021 Census Car Ownership for Flats and Apartments (Wandsworth 001)

CARS	ONE USUAL RESIDENT	TWO OR MORE USUAL RESIDENTS	TOTAL NUMBER	TOTAL PERCENTAGE
No cars or vans in household	812	844	1,656	55%
1 car or van in household	456	637	1,093	36%
2 cars or vans in household	38	236	274	9%
Total	1,306	1,717	3,023	100%

3.11.5 Based on all residents in flats and apartments in the selected MSOA, 55% have no cars or vans in the household, 36% have one car in the household and 45% of households have one car or more in the household.

3.11.6 The 2021 Census for this data selection indicates:

- One resident per flat or apartment:
  - 62% have no cars or vans.
  - 35% have one car or van.
  - 3% have two or more cars or vans.
- Two or more residents per flat or apartment:

- 49% have no cars or vans.
- 37% have one car or van.
- 14% have two or more cars or vans.

3.11.7 Applying the proposed 142 homes to the data in **Table 3-5** would suggest that there could potentially be demand for ownership of 89 cars or vans associated with the development, the calculation for this is provided in **Table 3-6**.

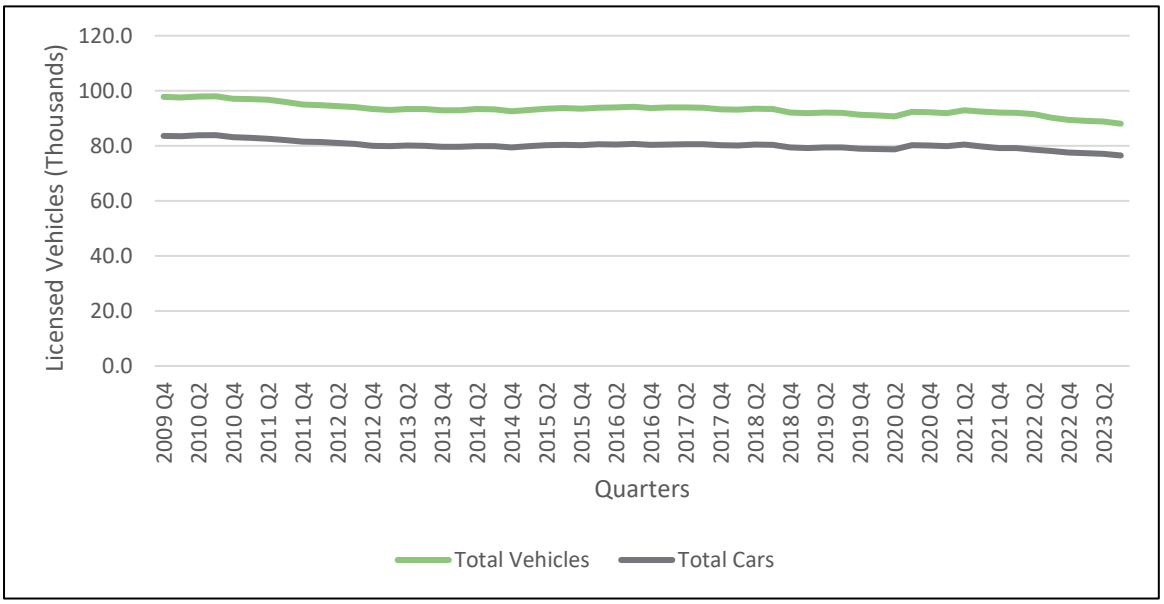
Table 3-6: 2021 Census Car Ownership for Flats and Apartments (141 units)

CARS	ONE USUAL RESIDENT (%)	14 1 BED 1 PERSON UNITS	TWO OR MORE USUAL RESIDENTS (%)	127 TWO OR MORE UNITS	TOTAL CAR OR VAN
No cars or vans in household	62%	0	49%	0	**0**
1 car or van in household	35%	5	37%	47	**52**
2 cars or vans in household	3%	1	14%	35	**36**
Total	-	**6**	-	**83**	**89**

3.11.8 This suggests demand for parking spaces underlying in 2021 could be at a ratio of 0.63 spaces per unit.

3.11.9 Reviewing the licensed vehicle data for Wandsworth from the Department for Transport (DfT) from late 2009 to the middle of 2023 the number of cars and vehicles during this period of time has reduced. A graph displaying the data is provided in **Figure 3-25**.

Figure 3-25: DfT Licensed Vehicle Data for Wandsworth (2009-2023)



3.11.10 Reviewing the 2021 Q1 data, which corresponds with the 2021 Census data there were a total of 79,000 cars licensed in Wandsworth. Applying this to the total number of households in the borough at the time of the 2021 Census, which equates to 139,415 suggests that the percentage of households with a car would be 57%. The number of car parking spaces that the Proposed Development would need based on this data would equate to 81 car parking spaces, a 0.57 ratio. However, it is noted that a provision of this amount is in excess of policy, and wouldn't do anything to contribute to a change in behaviour to meet wider objectives of sustainable and active travel.

3.11.11 The proposals therefore seek a car-lite approach by provision of 18 parking spaces, at a 0.16 ratio of spaces per unit. This represents a total level of car parking which is lower than the policy of the London Plan and actively contributes to positive behavioural change toward the use of more sustainable and active modes.

3.11.12 The proposal to provide 18 parking spaces represents a reduction of 15 parking spaces in comparison to the current level of parking on the Site, and in that context will demonstrate wider national policy compliance where para 115 of the NPPF states; *"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

3.11.13 The proposal will include five disabled bays, representing a 3% provision (relative to the number of Units) for disabled parking from the outset, which could be expanded into the other parking areas to replace general parking if demand requires in accordance with LP Policy T6.1 Part G.

3.11.14 The car parking provision with have electric charging facilities which will be provided in compliance with LP Policy, 20% active from the outset and 80% passive.

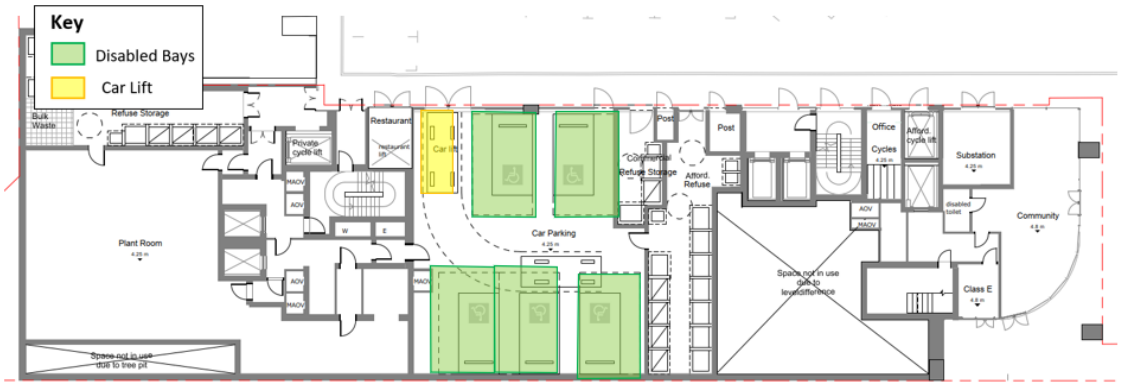
3.11.15 The five disabled bays will be provided on the lower ground floor level and accessed via the service road to the east of the Site.

3.11.16 The remaining 13 parking spaces will be located at basement level and accessed via a car lift provided on the lower ground floor level. Further details are provided within the Parking Management Plan.

3.11.17 **Figure 3-26** and **Figure 3-27** shows the location of car parking spaces within the Site.

3.11.18 Vehicle tracking has been undertaken to confirm that cars can access and egress the parking spaces as shown at **APPENDIX B.**

Figure 3-26: Proposed Location of Disabled Parking Bays (Lower Ground Floor Level)



Battersea Bridge Road

Figure 3-27: Proposed Location of Parking Bays (Basement Level)

Battersea Bridge Road

4 ACTIVE TRAVEL ZONE ASSESSMENT

4.1 INTRODUCTION

4.1.1 This section has been omitted from the Transport Addendum as the content (results and analysis of the Active Travel Zone Assessment) is the same as the previously submitted TA.

5 LONDON WIDE NETWORK

5.1 INTRODUCTION

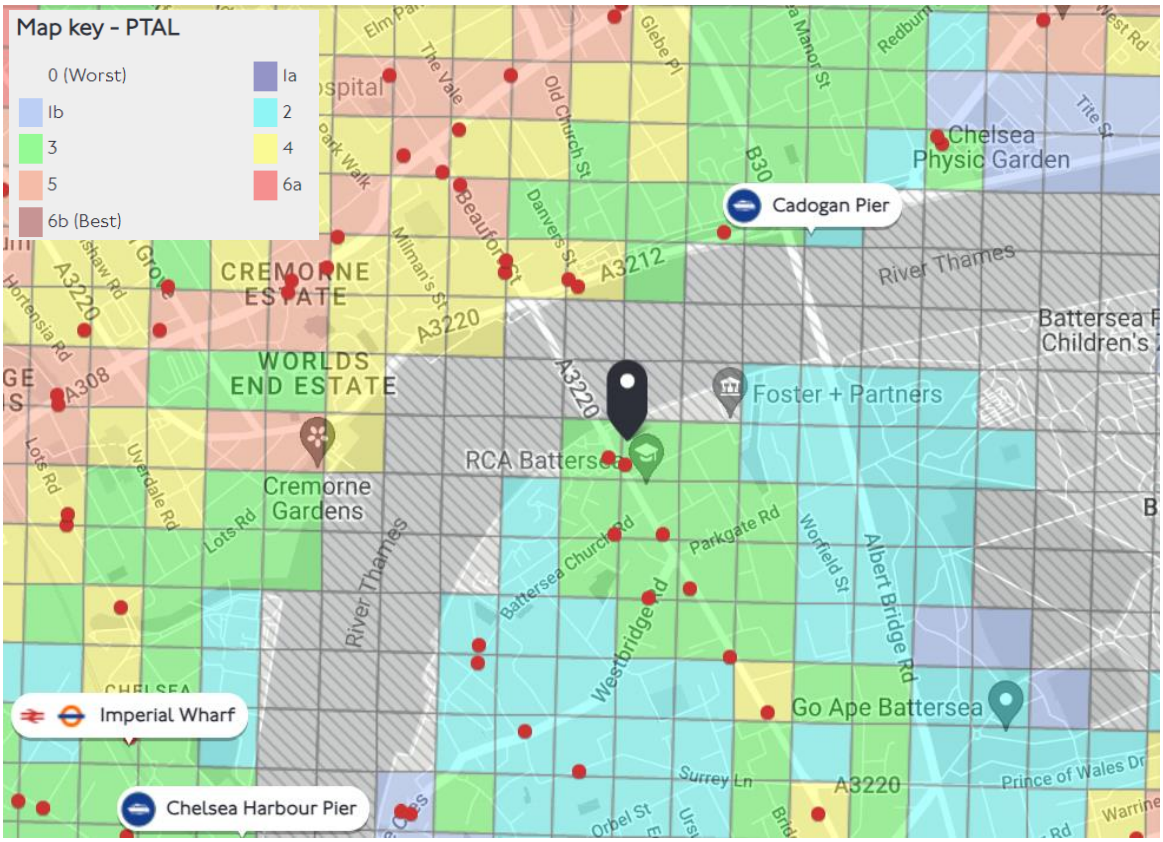
5.1.1 This section of the TAA describes the surrounding public transport network and outlines the proposed travel demand and distribution of the development.

5.2 PUBLIC TRANSPORT ACCESS LEVEL

5.2.1 Public Transport Access Level (PTAL) is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the Site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.

5.2.2 The WebCAT tool shows that the Site lies within an area with a PTAL of 3, which represents an average level of public transport accessibility. The WebCAT PTAL output is summarised in **Figure 5-1.**

Figure 5-1: PTAL Mapping



LOCAL BUS NETWORK

5.2.3 The bus network surrounding the Site is excellent, with several bus stops located along the A3320 Battersea Bridge Road, Battersea Church Road and the B305 Westbridge Road.

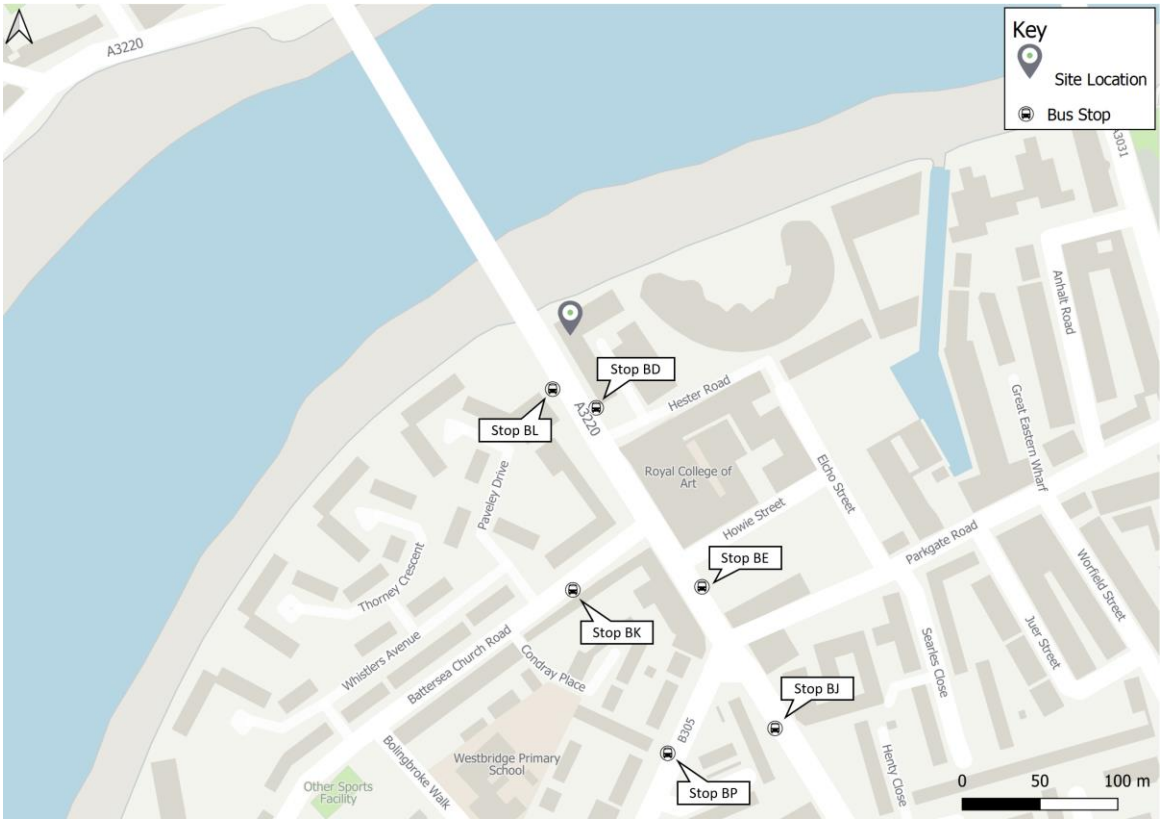
5.2.4 There are two bus stops adjacent to the Site, Battersea Bridge (BL) located across the road and accessed via a dropped kerb crossing with refuge island and Hester Road (BD) immediately outside the existing building footprint. These bus stops provide access to bus routes 19, 49, 170, 319 and 245 which connect to Finsbury Park, White City, South Kensington, Sloane Square and Victoria.

5.2.5 A summary of the bus services in proximity to the Site is provided in **Table 5-1,** with corresponding bus stop locations shown in **Figure 5-2.**

Table 5-1: Bus Service Frequencies

SERVICE NO.	NEAREST BUS STOP	ROUTE	PEAK HOUR FREQUENCY	
			AM PEAK	PM PEAK
19	Battersea Bridge (Stop BL)	Finsbury Park Interchange – Parkgate Road	Every 6 - 10 minutes	
49		Northcote Road – White City Bus Station	Every 8 -12 minutes	
319		Telford Avenue – Cadogan Gardens / Sloane Square	Every 7 - 10 minutes	
345		Peckham Bus Station – Natural History Museum / Cromwell Road	Every 6 - 9 minutes	
170	Battersea Bridge (Stop BL) / Hester Road (Stop BD)	Danebury Avenue / Minstead Gardens – Victoria Station	Every 8 - 12 minutes	

Figure 5-2: Bus Stop Locations



5.3 UNDERGROUND NETWORK

5.3.1 The nearest underground station is Fulham Broadway located within a 27-minute walk or 24-minute public transport journey of the Site. Fulham Broadway Station provides access to the District Line with the service frequency summarised in **Table 5-2.**

Table 5-2: Underground Service Frequency

LINE	STATION	DIRECTION	FREQUENCY (SERVICES PER HOUR)	
			AM PEAK	PM PEAK
District	Fulham Broadway	Northbound	15	15
		Southbound	15	15

5.4 LONDON OVERGROUND

5.4.1 The nearest London Overground Station is Imperial Wharf located within an approximate 20-minute walk to the south-west of the Site. The Station is located in Travelcard Zone 2 and is situated on the West London Line that links Clapham Junction in the south to Willesden Junction in the north.

5.4.2 The peak hour London Overground service frequencies from Imperial Wharf Station is shown in **Table 5-3.**

Table 5-3: Overground Service Frequencies

LINE	STATION	DESTINATION	FREQUENCY (SERVICES PER HOUR)	
			AM PEAK	PM PEAK
London Overground	Imperial Wharf	Stratford	6	6
		Clapham Junction	7	6

5.5 RAIL SERVICES

5.5.1 Imperial Wharf is also the nearest national rail station and is operated by Southern Rail services providing access to destinations including Watford Junction, East Croydon and Hemel Hempstead. The service frequency is summarised in Table 5-4**.**

Table 5-4: Southern Service Frequencies

DESTINATION	FREQUENCY (SERVICES PER HOUR)	
	AM PEAK	PM PEAK
Watford Junction	7	7
East Croydon	6	6
Hemel Hempstead	4	4

5.5.2 In addition, the Site is in close is 1.75km away, from Clapham Junction railway station, as the crow flies. Clapham Junction can be accessed from the Site via a 8 minute cycle or a 15 minute bus journey using the 170 bus (from Battersea Bridge/ Hester Road BD) or 319/ 49 (from Battersea Bridge BL or Parkgate Road BE). Clapham Junction is operated by South Western Railway, and provides additional services from Thameslink and London Overground, forming the UK's busiest interchange station with between 100 and 180 trains per hour.

TIME MAPPING

5.5.3 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity in terms of travel times taking into account public transport service ranges and interchange opportunities. TIM Mapping for the Site, travelling by public transport during the AM peak, is presented within **Figure 5-3.**

Figure 5-3: Public Transport TIM Mapping

5.5.4 The TIM map shows that it is possible to reach Chelsea, Battersea, Westminster, Kensington, Wandsworth, Hammersmith and Brixton within a 30-45 minute public transport journey.

5.6 EXISTING TRIP GENERATION

5.6.1 The existing office travel demand has been forecasted using survey data extracted from the TRICS database. Office trip generation has been undertaken using sites within the '02/A – Office' land use category. It should be noted that the office is currently vacant and hasn't been fully occupied for some time. Therefore, a forecast has been taken based on the Site being fully occupied with sites being selected with survey dates prior to the Covid-19 Pandemic.

5.6.2 The survey selection criteria for office use is summarised as follows, these were selected to provide a greater number of sites:

- **Location:** Greater London Only.
- **Location Type:** All sites.
- **PTAL:** All sites.
- **Survey Data:** Ten years of recent data, surveys after March 2020 omitted.

5.6.3 The site's selected are summarised within **Table 5-5** and contained within **APPENDIX D.**

Table 5-5: Office TRICS Sites

CATEGORY	REFERENCE	LOCATION	YEAR
A – Office	BT-02-A-03	Brent	2015
	BT-02-A-04	Brent	2015
	CI-02-A-02	City of London	2013
	CI-02-A-03	City of London	2013
	CN-02-A-03	Camden	2017
	HD-02-A-9	Hayes	2018
	HM-02-A-01	Hammersmith and Fulham	2017
	HO-02-A-01	Hounslow	2017
	KN-02-A-01	Kensington and Chelsea	2019
	LB-02-A-01	Lambeth	2018
	LB-02-A-02	Lambeth	2019
	TH-02-A-01	Tower Hamlets	2019
	WH-02-A-02	Wandsworth	2012

5.6.4 The resulting total person trip rates and trip generation when applied to the existing 4,877sqm (GIA) of office floorspace is set out in **Table 5-5.**

Table 5-6: Office Total Person Trip Rates and Trip Generation (4,877sqm GIA)

	TOTAL PERSON TRIP RATES (PER DWELLING)			TOTAL PERSON TRIPS (4,877SQM)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	1.933	0.115	2.048	94	6	100
PM Peak (17:00 – 18:00)	0.120	1.946	2.966	6	95	101

5.6.5 A total of 100 two-way person trips are expected during the AM peak hour, with 101 two-way person trips during the PM peak hour.

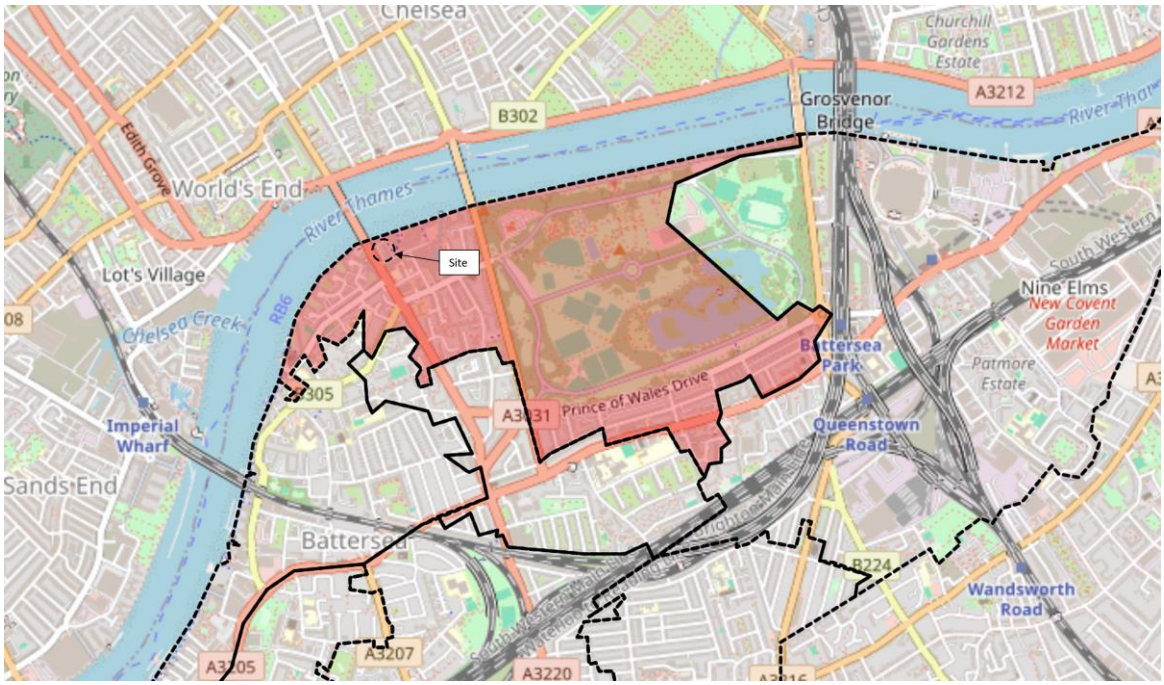
MODE SHARE

5.6.6 In order to determine how existing office employees travel to and from the Site, based on the surrounding transport connections, a review of the 2011 census 'method of travel to work' dataset has been undertaken. The 2011 census data has been used as the 2021 data was impacted by Covid-19 and is not considered to be representative of typical travel patterns.

5.6.7 The 2011 census data has been reviewed for the output area the Site falls within for 'location of work' this was identified as middle super output area (MSOA) 'Wandsworth 001'.

5.6.8 For completeness, an overview of the proximity of the Site within the output area 'Wandsworth 001' is presented below in **Figure 5-4.**

Figure 5-4: Method of Travel to Work Review – Wandsworth 001



5.6.9 The resultant review for the method of travel to work is set out in **Table 5-7.**

Table 5-7: 2011 Census Mode Share Review (Office)

MODE	2011 CENSUS MODE SHARE	CUMULATIVE (%)
Underground	18%	50%
Train	14%	
Bus	18%	
Taxi	0%	0%
Vehicle Driver / Passenger	20%	20%
Bicycle	13%	30%
On Foot	17%	
Other	0%	0%
Total	**100%**	**100%**

5.6.10 The resulting existing office travel demand for 4,877sqm (GIA) by all modes is shown in **Table 5-8.**

Table 5-8: Existing Office Travel Demand (4,877sqm GIA)

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Pedestrians	16	1	17	1	16	17
Cyclists	12	1	13	1	12	13
Bus	17	1	18	1	17	18
Underground	17	1	18	1	17	18
Rail	14	1	14	1	14	15
Taxi	0	0	0	0	0	0
Vehicle drivers / passenger	18	1	19	1	18	20
Other	0	0	0	0	0	0
Total	**94**	**6**	**100**	**6**	**95**	**101**

5.6.11 **Table 5-8** shows that the majority of existing trips are by public transport and active travel modes.

5.7 PROPOSED TRIP GENERATION

5.7.1 This section of the TA outlines the anticipated multimodal trip generation for the Site, providing information on the proposed use of the wider transport network, including how many people travel and their anticipated mode choice/travel behaviours.

RESIDENTIAL TRIP GENERATION

5.7.2 The residential travel demand has been forecasted using survey data extracted from the TRICS database. The residential trip generation has been undertaken using sites within the 'Flats Privately Owned' residential land use type. This sub land use has been selected as TRICS does not provide trip rates for mixed private/ affordable flats.

5.7.3 The survey selection criteria for privately owned flats is summarised as follows:

- **Location:** Greater London only
- **Location Type:** Edge of Town Centre
- **PTAL:** 3 – 5
- **Survey Date:** 2016 onwards

5.7.4 The sites selected are summarised within **Table 5-9** and contained within **APPENDIX D.**

Table 5-9: Residential TRICS Sites

CATEGORY	REFERENCE	LOCATION	YEAR	PTAL	NO. DWELLINGS	PARKING RATIO
C – Flats Privately Owned	BE-03-C-01	Bexleyheath	2018	3	79	1.063
	IS-03-C-08	Islington	2022	5	190	0.463
	WF-03-C-01	Walthamstow	2019	5	97	0.289

5.7.5 The resulting total person trip rates and trip generation when applied to the 142 residential dwellings are set out in **Table 5-10.**

Table 5-10: Residential Total Person Trip Rates and Trip Generation (110 Dwellings)

	TOTAL PERSON TRIP RATES (PER DWELLING)			TOTAL PERSON TRIPS (110 DWELLINGS)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	0.087	0.462	0.549	10	51	60
PM Peak (17:00 – 18:00)	0.344	0.219	0.563	38	24	62

5.7.6 A total of 60 two-way person trips are expected during the AM peak hour, with 62 two-way person trips during the PM peak hour.

MODE SHARE

5.7.7 In order to determine how future residents may travel to and from the Site, based on the surrounding transport connection, a review of the 2011 census 'method of travel to work' dataset has been undertaken.

5.7.8 The 2011 census data has been reviewed with the place of residence being the output area the Site falls within – identified as middle super output area (MSOA) 'Wandsworth 001'.

5.7.9 The resultant review for the method of travel to work is set out in **Table 5-11**. This data set has been adjusted for the Proposed Development with a total of 10% vehicle driver /passenger to the Site, based on the proposed car parking provision being lower than the local areas car ownership. The remaining percentages were proportionately reallocated to the other modes.

Table 5-11: 2011 Census Mode Share Review (Residential)

MODE	2011 CENSUS MODE SHARE	ADJUSTED MODE SHARE	
Underground	20%	Underground	21%
Train	10%	Train	11%
Bus	26%	Bus	28%
Taxi	1%	Taxi	1%
Vehicle Driver / Passenger	16%	Vehicle / Passenger	10%
Bicycle	12%	Bicycle	13%
On Foot	15%	On Foot	16%
Other	0%	Other	0%
Total	**100%**	**Total**	**100%**

5.7.10 The resulting proposed residential travel demand for 110 residential units by all modes is shown in **Table 5-12**

Table 5-12: Forecast Residential Travel Demand (110 Dwellings)

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Pedestrians	1	8	9	6	4	10
Cyclists	2	6	8	5	3	8
Bus	3	14	17	10	7	17
Underground	2	10	12	8	5	13
Rail	1	6	7	4	3	7
Taxi	0	1	1	0	0	0
Motorcycle	0	1	1	0	0	1
Vehicle drivers / passengers	0	1	1	0	0	1
Other	1	5	6	4	2	6
Total	10	51	61	38	24	62

5.7.11 **Table 5-12** shows that the majority of future trips are expected to be by public transport and active travel modes.

OFFICE TRIP GENERATION

5.7.12 The proposed office travel demand has been forecasted using the same survey sites and associated trips rates as for the existing Site, as illustrated in **Table 5-5** and **Table 5-6.**

5.7.13 The resulting total person trip rates and trip generation when applied to the proposed 534sqm (GIA) of office floorspace is set out in **Table 5-13.**

Table 5-13: Office Total Person Trip Rates and Trip Generation (535sqm GIA)

	TOTAL PERSON TRIP RATES (PER DWELLING)			TOTAL PERSON TRIPS (534 SQM)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00 – 09:00)	1.933	0.115	2.048	10	1	11
PM Peak (17:00 – 18:00)	0.120	1.946	2.966	0	10	11

5.7.14 A total of 11 two-way person trips are expected during the AM and PM peak hours.

MODE SHARE

5.7.15 The 2011 census mode share as presented in **Table 5-11** has been adjusted to reduce car driver trips as the proposed office element will be car-free, with the trips distributed onto the other modes proportionally.

5.7.16 The 2011 Census mode share outputs have been adjusted based on the methodology set out above and are shown in **Table 5-14.**

Table 5-14: Adjusted Mode Share

MODE	2011 CENSUS MODE SHARE	ADJUSTED
Underground	18%	22%
Train	14%	18%
Bus	18%	23%
Taxi	0%	0%
Motorcycle (Vehicle Driver)	3%	3%
Car/ Van Driver (Vehicle Driver)	17%	0%
Vehicle Passenger	0%	0%
Bicycle	13%	16%
On Foot	17%	21%
Other	0%	0%
Total	**100%**	**100%**

5.7.17 The resulting proposed office travel demand for 534sqm (GIA) by all modes is shown in **Table 5-15.**

Table 5-15: Proposed Office Travel Demand (535sqm GIA)

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Pedestrians	2	0	2	0	2	2
Cyclists	2	0	2	0	2	2
Bus	2	0	2	0	2	2
Underground	2	0	2	0	2	2
Rail	2	0	2	0	2	2
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Vehicle drivers	0	0	0	0	0	0
Vehicle passengers	0	0	0	0	0	0
Other	0	0	0	0	0	0
Total	**10**	**0**	**11**	**1**	**10**	**11**

5.7.18 **Table 5-15** shows that the majority of future trips are expected to be by public transport and on foot.

TRIP GENERATION OF OTHER USES

RESTAURANT

5.7.19 The proposed restaurant is relatively small in size (189 sqm GIA) and as a result is unlikely to attract many primary trips, whereby the majority of trips are assumed to be pass-by / diverted / linked in nature. Subsequently, all trips are expected to be made on foot.

COMMUNITY UNIT

5.7.20 As the community space provision will serve the local community, it is considered that trips will largely be local pedestrian trips already taking place on the footway network. Subsequently, the community space is to be excluded from the trip generation assessment.

TOTAL TRIP GENERATION

5.7.21 The total Proposed Development travel demand, combining residential and non-residential trips, is set out in **Table 5-16.**

Table 5-16: Total Proposed Development Trip Generation

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Pedestrians	3	8	11	6	6	12
Cyclists	4	6	10	5	5	10
Bus	5	14	19	10	9	19
Underground	4	10	14	8	7	15
Rail	3	6	9	4	5	9
Taxi	0	1	1	0	0	0
Motorcycle	0	1	1	0	0	1
Vehicle drivers / passengers	1	6	7	4	3	7
Other	0	0	0	0	0	0
Total	**20**	**51**	**70**	**38**	**34**	**72**

5.8 NET CHANGE

5.8.1 The forecasted net change in travel demand between the existing office use and the Proposed Development is shown in **Table 5-17.**

Table 5-17: Forecast Net Change in Travel Demand – Existing vs Proposed Development

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Pedestrians	-13	7	-6	5	-10	-5
Cyclists	-8	5	-3	4	-7	-3
Bus	-12	13	1	9	-8	1
Underground	-13	9	-4	7	-10	-3
Rail	-11	5	-5	3	-9	-6
Taxi	0	1	1	0	0	0
Motorcycle	-2	1	-2	0	-2	-2
Vehicle drivers / passengers	-15	5	-10	3	-13	-10
Other	-73	46	-27	31	-59	-27
Total	**-13**	**7**	**-6**	**5**	**-10**	**-5**

5.8.2 The net change assessment suggests that overall, the Proposed Development will result in a decrease in total person trips, with a reduction of 6 two-way total person trips in the AM peak and 5 two-way total person trips in the PM peak. The revised scheme generates 18 less total person two-way trips in the AM and PM peaks respectively. The arrivals decrease in the AM and departures decrease in the PM peak, which is expected given the arrival and departure profile differing between office and residential.

5.8.3 In terms of vehicle trip generation (car drivers/ passengers/ taxis/ motorcycle), the assessment suggests that the revised proposed development will result in a decrease in 11 two-way trips in the AM and 12 two-way trips in the PM peak.

5.9 EXISTING SERVICING TRIP GENERATION

OFFICE SERVICING TRIP GENERATION

5.9.1 To ascertain the servicing requirements of the existing office unit, the servicing trips associated with the sites extracted from TRICS to undertake the total person trip generation above has been reviewed. The daily servicing trips, split by HGVs and LGVs, is therefore presented in **Table 5-18.**

Table 5-18: Existing Office Servicing Trip Generation

MODE	DAILY TRIP RATES			DAILY SERVICING DEMAND (4,877 SQM)		
	ARRIVALS	DEPARTURES	TOTAL	ARRIVALS	DEPARTURES	TOTAL
HGV	0.011	0.011	0.22	1	1	2
LGV	0.14	0.139	0.279	7	7	14
Total	0.151	0.15	0.499	8	8	16

5.9.2 **Table 5-18** demonstrates that the existing office unit is expected to generate a maximum of eight delivery and servicing vehicles on a daily basis.

5.10 PROPOSED SERVICING TRIP GENERATION

RESIDENTIAL SERVICING TRIP GENERATION

5.10.1 Servicing demand has been calculated using TRICs survey data to develop a per dwelling trip rate. The TRICS sites used to calculate trip generation have also been used to forecast servicing demand.

5.10.2 The daily servicing trips, split by HGVs and LGVS, is therefore presented in **Table 5-19**.

Table 5-19: Proposed Residential Servicing Trip Generation

MODE	DAILY TRIP RATES			DAILY SERVICING DEMAND (110 DWELLINGS)		
	ARRIVALS	DEPARTURES	TOTAL	ARRIVALS	DEPARTURES	TOTAL
HGV	0.016	0.016	0.032	2	2	4
LGV	0.139	0.141	0.28	16	16	32
Total	0.155	0.157	0.312	18	18	36

5.10.3 **Table 5-19** demonstrates that the proposed residential dwellings are expected to generate a maximum demand for 18 delivery and servicing vehicles on a daily basis.

RESTAURANT SERVICING TRIP GENERATION

5.10.4 The TRICS database was reviewed for restaurants in London, there were two sites with servicing vehicle trip rates available. One was a restaurant offering takeaway pick-up services such as Deliveroo and Uber Eats, as such the servicing trips were abnormally high. As the proposed restaurant is unlikely to offer these services, we have excluded this site. The remaining site had only one trip a day which is not representative of a robust assessment. As such we have prepared a first principles approach for the daily servicing trips, split by HGVs and LGVs shown in **Table 5-20.** This is based on a worst-case scenario that there would be one HGV and three LGVs arriving at the Site over the day. These will occur outside the peak hours.

Table 5-20: Proposed Restaurant Servicing Trip Generation

MODE	DAILY SERVICING DEMAND (189 SQM)		
	ARRIVALS	DEPARTURES	TOTAL
HGV	1	1	2
LGV	3	3	6
Total	4	4	8

5.10.5 **Table 5-20** demonstrates that the proposed restaurant is expected to generate a maximum demand for four delivery and servicing vehicles on a daily basis.

OFFICE SERVICING TRIP GENERATION

5.10.6 To ascertain the servicing requirements of the existing office unit, the servicing trips associated with the sites extracted from TRICS to undertake the total person trip generation and existing servicing demand above has been reviewed. The daily servicing trips, split by HGVs and LGVs, is therefore presented in **Table 5-21.**

Table 5-21: Proposed Office Servicing Trip Generation

MODE	DAILY TRIP RATES			DAILY SERVICING DEMAND (534 SQM)		
	ARRIVALS	DEPARTURES	TOTAL	ARRIVALS	DEPARTURES	TOTAL
HGV	0.011	0.011	0.22	0	0	0
LGV	0.14	0.139	0.279	1	1	2
Total	0.151	0.15	0.499	1	1	2

5.10.7 **Table 5-21** demonstrates that the proposed office unit is expected to generate a maximum of one delivery and servicing vehicle on a daily basis.

COMMUNITY USE SERVICING TRIP GENERATION

5.10.8 Given the community use will be open for use by the future residents and local population, it is unlikely there will be many servicing trips for this land use in isolation. It is likely that delivery and servicing will be consolidated with the proposed office use. As such this has been excluded from the trip generation.

TOTAL SERVICING TRIP GENERATION

5.10.9 The total Proposed Development servicing demand, combining residential and non-residential servicing trips, is set out in **Table 5-22.**

Table 5-22: Total Proposed Servicing Trip Generation

MODE	DAILY (07:00-19:00)		
	ARRIVALS	DEPARTURES	TOTAL
HGV	3	3	6
LGV	20	20	40
Total	23	23	46

5.10.10 **Table 5-22** demonstrates that the Proposed Development is expected to generate a maximum of 23 delivery and servicing vehicles on a daily basis.

5.11 NET CHANGE SERVICING TRIPS

5.11.1 The forecasted net change in servicing demand between the existing office use and the Proposed Development is shown in **Table 5-23.**

Table 5-23: Forecasted Net Change in Travel Demand – Existing vs Proposed Development

MODE	DAILY (07:00-19:00)		
	ARRIVALS	DEPARTURES	TOTAL
HGV	+2	+2	+4
LGV	+13	+13	+26
Total	+15	+15	+30

5.11.2 The net change assessment suggests that overall, the Proposed Development will result in an increase in servicing trips, with an uplift of 4 daily HGV servicing trips and 26 LGV daily servicing trips equating to a total uplift of 30 two-way servicing trips. This also represents a decrease of 8 delivery and servicing trips (daily) from the previously submitted TA.

5.12 TRIP IMPACTS

5.12.1 This sub-section of the TAA sets out how the anticipated trips generated by the Proposed Development will be distributed and assigned to the transport network.

VEHICLE TRIPS

5.12.2 The Proposed Development is expected to generate 7 two-way vehicular trips in the AM and PM peak hours, respectively. As the proposals comprise 18 car parking spaces it is considered that there is sufficient capacity to accommodate this level of vehicular trips.

PEDESTRIAN TRIPS

5.12.3 The Proposed Development is expected to generate 11 and 12 pedestrian trips in the AM and in the PM peak hours, respectively. The Site is surrounded by a good network of footways, and it will be ensured the Site connects with the existing infrastructure to encourage the uptake of walking.

CYCLE TRIPS

5.12.4 The Proposed Development is expected to generate 10 cycle trips in the AM and PM peaks. The cycle parking provision seeks to further encourage and increases resident's and visitor's propensity to cycle, further assisted by good accessibility to the existing cycle network.

BUS TRIPS

5.12.5 The Proposed Development is expected to generate 19 bus trips in the AM and PM peak hours. Based on the moderate number and high frequency of bus services in proximity to the Site, together with the expected number of people anticipated to use the bus network in the AM and PM peak hours, this level of usage can be accommodated with negligible impact on the existing network.

UNDERGROUND TRIPS

5.12.6 The Proposed Development is expected to generate 14 and 15 underground trips during the AM and PM peak hours, respectively. Given the Sites proximity to Fulham Broadway station with its high frequency of underground services, it is deemed the Proposed Development will have a negligible impact on the network.

RAIL TRIPS

5.12.7 The Proposed Development is expected to generate 9 rail trips during the AM and PM peak hours, respectively. Given the Site's proximity to Imperial Wharf and Clapham Junction stations with their high frequency of London Overground and National Rail services, it is considered that the Proposed Development will have a negligible impact on the network.

6 LBH LOCAL BOROUGH ANALYSIS

6.1 INTRODUCTION

6.1.1 This section has been omitted from the Transport Addendum as the content (outlining how the development meets local planning policy requirements) is the same as the originally submitted TA.

7 CONSTRUCTION LOGISTICS PLAN

7.1.1 The content within the Outline Construction Logistic Plan of the revised scheme is the same as what was submitted originally. As such, this section has seen removed from the addendum and details regarding construction phasing, vehicle routing, vehicle access and strategies to reduce construction impact can be found in the previously submitted TA.

7.1.2 The CLP is prepared in line with best practice guidance and would be secured by planning condition or as a planning obligation under a Section 106 Agreement. A detailed CLP would be prepared prior to construction and would be implemented and monitored throughout the construction programme.

7.2 CONSTRUCTION PROGRAMME

7.2.1 Planning for demolition and construction is at preliminary stage and may be subject to review and modification during detailed construction planning. For this reason, the following information is based on reasonable assumptions in the construction programme and the collective experience of the consulting team with similar projects. Nevertheless, the indicative programme at this stage is representative of a programme that is reasonable and achievable. The programme presents the likely sequence of activities and is based on reasonable assumptions in terms of the sequencing of works and site logistics and the mitigation measures that will be implemented.

7.2.2 The construction programme is expected to be of the order of 24 months (i.e. 2 years). An indicative full-scale summary programme is contained within the Outline Construction Logistics Plan (CLP) submitted as part of this planning application. The entire scheme is expected to be completed and fully operational by Q3 2028.

7.3 VEHICLE ROUTING

- Construction traffic will be required to use strategic roads to access the Site, illustrated within **Figure 3-1** . Each of these roads are designed to carry high volumes of strategic traffic including construction vehicles, reducing any impact of the residential streets that surround the Site.
- It is anticipated that the primary route for construction traffic would be from the north via the A3220, with vehicles routing via the TLRN where possible. For vehicles approaching from the south there is opportunity to connect to the A3220 and approach the site from the north via routing along the A3220 Battersea Bridge Road, the A3031 Albert Bridge Road or the A3213 Chelsea Bridge.

7.4 VEHICLE ACCESS

- The main access for construction will be via A3220 Battersea Bridge Road.
- The pedestrian footway along the A3320 and the River towpath will be maintained along the Site frontage at all times, where possible.
- In addition to the above, banksmen will assist with the arrivals and departures of all vehicular traffic using the access.

CONSTRUCTION VEHICLE SWEPT PATH ANALYSIS

- A swept path analysis exercise showing the following vehicles accessing, egressing and manoeuvring on-Site:
    - Large Tipper;
    - Generic Low Loader with Trailer Steering (18.0m);
    - FTA Design HG Rigid Vehicle;
    - FTA Design Articulated Vehicle;
    - Concrete wagons; and
    - 7.5 Box Van.

7.4.1 The proposed construction logistics drawings, including swept path analysis drawings, showing the above vehicles accessing/egressing the construction Site, are included within the previous TA.

7.4.2 To facilitate the construction of the Proposed Development, the temporary closure of Battersea Bridge / Hester Road (Stop BD).

7.4.3 Banksmen will assist with the arrivals and departures of vehicles.

VEHICLE ACCESS MANAGEMENT

- The delivery operation both onto and off Site will be controlled by a traffic marshal from the point of guiding a vehicle to their designated off-loading area, and then guiding the vehicle back onto the highway. The marshals, and the drivers will be trained to operate the relevant safety procedures and correct signalling systems.
- Traffic and pedestrians will be given priority with all construction vehicles either making deliveries or collections under the continuous control by a traffic marshal. If deemed necessary, there will be more than one person undertaking this activity.
- Vehicles will enter and exit Site in a forward gear where possible; minimising the need for reversing. The access gate will be closed at all times other than for deliveries.
- All delivery drivers will be required to wear full PPE when on Site and will be provided with a summary of Site rules issued/ advised when they sign in.
- This CLP will form part of the sub-contractor's tender enquiry documents to ensure its contents are taken into account within their pricing and methodology. Upon contract award, the contents of this plan will be communicated to all Site personnel during their pre-start inductions which will include but not be limited to the use of the dedicated access/egress, restricted construction routes, the need to adhere to the speed limits locally and no parking other than within designated areas.

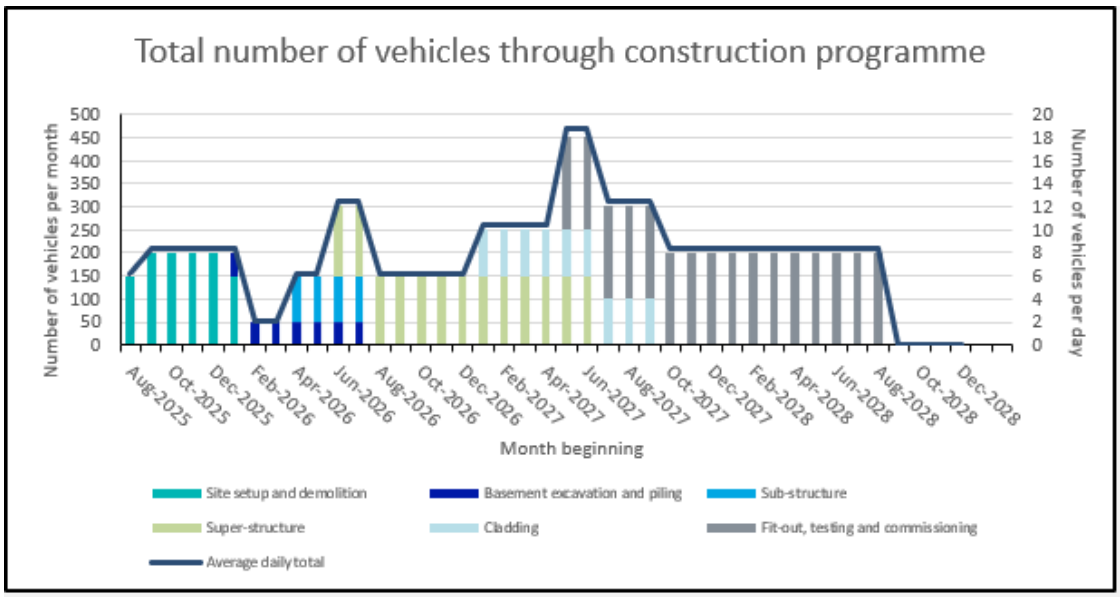
SITE HOARDING

- Details of the erection and maintenance of boundary hoarding behind any established visibility zones will be outlined in this section, the hoarding of which may be required for security purposes and to ensure that the construction Site is not accessed by non-authorised members.
- Details of any permits required to be applied for from LBW in order to implement boundary hoarding will also be outlined.

7.1 ESTIMATED VEHICLE MOVEMENTS

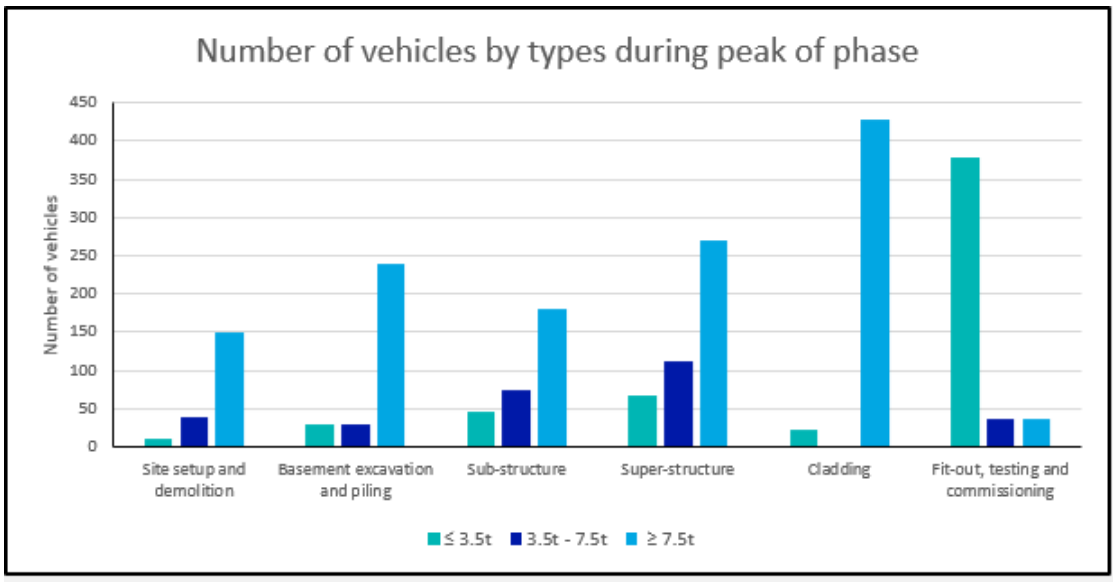
7.1.1 **Figure 7-1** illustrates the total number of construction vehicles anticipated during constructed based on estimations of construction material volumes and the programme. The rate of peak hourly two-way vehicle movements related to vehicles entering or leaving the Site onto the highway network. (e.g. 10 two-way vehicle movements equates to 5 vehicles entering and 5 vehicles leaving the Site).

Figure 7-1: Total Number of Vehicles through Construction Programme



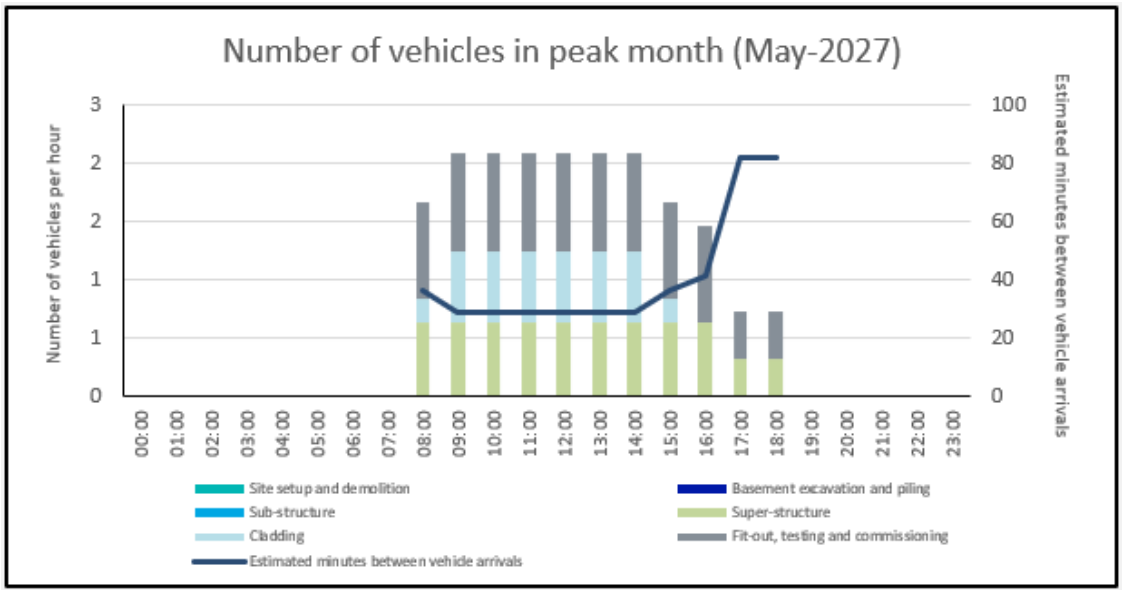
7.1.2 **Figure 7-2** shows the anticipated number of vehicles by type expected during the peak phases of construction.

Figure 7-2: Total Number of Vehicles by Types During Peak of Phase



7.1.3 **Figure 7-3** shows the total number of vehicles forecast during the peak construction month in September 2026.

Figure 7-3: Number of Vehicles Forecast in the peak construction month (September 2026)



7.1.4 The following will be included in the forthcoming detailed CLP, once planning permission is granted:

VEHICLE NUMBERS

7.1.5 The number of anticipated average daily number of collections / deliveries generated by the Site during its proposed construction period will be included in the detailed CLP, identifying the peak hourly volumes of construction vehicles (based on estimations of construction material volume and programme) and the average number of collection / deliveries per day and per week.

VEHICLE TYPES

7.1.6 Where possible and particularly in the later phases of the construction programme, deliveries will predominantly be made via light goods vehicles and HGV up to 12m rigid lorries, eliminating the need for specialist delivery and traffic implications.

VEHICLE PARKING

7.1.7 No construction staff car parking will be provided on Site and no construction workers are expected to travel by car.

7.2 TRAFFIC DIVERSIONS

7.2.1 Given the proposed redevelopment plans, the expected volume and type of construction traffic required for the works required will not lead to the requirement for diversion of traffic on the public highway.

7.3 IMPLEMENTATION, MONITORING AND UPDATING

IMPLEMENTING

7.3.1 In the first instance, this draft CLP will be issued to LBW and TfL for review as part of the planning application.

7.3.2 A detailed CLP will be prepared by the principal contractor using this document as the template.

7.3.3 The local community will be further consulted as part of the detailed CLP to identify any concerns about construction activity and traffic.

7.3.4 Once there is planning approval for the scheme and certainty over the programme and start dates the contractor will discuss the opportunity for collaboration with other local construction sites as necessary.

7.3.5 The Principal Contractor will be responsible for implementing the CLP. It is expected that a Contractor and Driver Handbook or equivalent would be used to distribute information which makes sure that all contractors are aware of their obligations.

7.3.6 The key measures identified to manage and control the impacts of construction traffic are expected to be:

- Commitment to meet CLOCS / FORS accreditation.
- Use of delivery scheduling system.
- Designated construction traffic routes ensuring all HGVs use appropriate strategic roads.

MONITORING

7.3.7 Data sharing remains a key principle for the success and continuous improvement of construction. A list of items will be agreed, and specific data will be disseminated. This is expected to include:

- Compliance
  - FORS compliance
  - Routing compliance
  - No construction workforce staff car parking on-Site
- Data from the delivery scheduling system and the recorded log of vehicle movements to the Site:
  - Vehicle type and size
  - Duration on Site
- Safety issues including any injuries or near misses
- Breaches and complaints

UPDATING

7.3.8 The draft CLP will be developed into a detailed CLP following the grant of any planning permission. The detailed CLP will be prepared in consultation with LBW. This will ensure that all construction activities on Site accord with relevant policy requirements.

7.3.9 After the detailed CLP is submitted and approved, the CLP will be an evolving document to account for any changes to the construction strategy and incorporate monitoring results and any consequent changes. It will be reviewed internally on a monthly basis and/or at any time there is a significant change in construction process. This will ensure that the document remains relative to the realities of the Site at any point in time.

7.3.10 The CLP will be kept on Site and updated by the principal contractor in consultation with Highways Officers at LBW and TfL.

8 CONCLUSION

8.1.1 This TAA has been prepared by Velocity Transport Planning on behalf of Promontoria Battersea Limited ('the Applicant') in response to scheme amendments as requested by the GLA and London Borough of Wandsworth (LBW). This is in relation to the proposed development at 1 Battersea Bridge Road, SW11 3BZ ('the Site'), located within the London Borough of Wandsworth.

8.1.2 The Site extends to 0.13ha and currently comprises a part five-storey, part six-storey 1980s office building (Class E) with a basement level car park providing 33 car parking spaces. Vehicular access to the Site is via Hester Road to the south.

8.1.3 The Site has a moderate level of access by public transport being within an eight-minute walk of five bus routes which provide high frequency services to local train stations and key employment destinations. The Site is well located in respected of local facilities and amenities as demonstrated by the ATZ assessment.

8.1.4 The Proposed Development comprises the provision of 110 residential units, a 274 sqm community unit, a 189 sqm restaurant and 535 sqm of office floorspace. In addition, it is proposed to provide a number of pedestrian and cycle connections between the Site and the surrounding area (including the Thames Path) to improve permeability and will provide public realm and landscaping to create an attractive space for both residents and those traveling through the Site.

8.1.5 The Proposed Development has been designed with regards to the Healthy Streets approach, giving priority to pedestrians and cyclists through the public realm and landscape strategy.

8.1.6 The Proposed Development provides a low number of car parking spaces (18), of which five are Blue Badge spaces (for 3% of residential dwellings) in keeping with local policy. The non-residential land uses will be car-free.

8.1.7 Long-stay and short-stay cycle parking will be provided in line with London Plan standards. In addition, cycle parking provision (including cycle lifts) will be LCDS compliant.

8.1.8 It is proposed that refuse collection will take place off the public highway and along the service road to the east of the Site as per the existing arrangement. The scheme will introduce post rooms to the lower ground level to provide a central location of deliveries as an alternative to the separate entrances along Battersea Bridge Road to reduce dwell time of servicing vehicles.

8.1.9 The Proposed Development is expected to generate 7 and 8 two-way vehicular trips in the AM and PM peak hours. In addition, it is anticipated that approximately 45 servicing vehicles will access the Site per day. This level of vehicular and servicing trip generation is considered unlikely to have a significant impact on the local highway network and can be accommodated within the 18 parking spaces provided on-Site and on the service road to the east of the Site.

8.1.10 An analysis of the impact on the public transport network has been undertaken. Based on the capacity of nearby underground, overground and bus services, it is deemed the impact of the Proposed Development on the public transport network will be negligible with substantive spare capacity available.

A Framework TP, DSP and Outline CPMP have also been updated to reflect the changes in area schedule, building height and affordable housing provision.

APPENDIX A

PROPOSED DEVELOPMENT PLANS