

8.8 TRANSPORT AND TRAFFIC

This **Transport Assessment Addendum** has been prepared by Arup Transport to support the proposal in which the number of hotel rooms and residential units remain unchanged.

The proposal includes 104 long-stay and eight short-stay cycle parking spaces for both land uses. Long-stay cycle parking for the residential land use will be provided within the basement; for the hotel element this will be provided on the ground floor. Short-stay cycle parking is proposed to be located on the ground floor. The proposed scheme will retain 64 car parking spaces of which seven will be wheelchair accessible.

A Framework Travel Plan has been produced to support this planning application.

As there is no change proposed in the number of hotel rooms or residential units; the trip generation of the Proposed Development is expected to be the same as the consented trip generation. The amenity floors which comprise a bar, restaurant and a pool terrace is proposed as ancillary to the hotel, therefore it is not expected to be a trip attractor on its own.

The Travel demand chapter within Arup's Transport Report demonstrates that the proposed scheme will not generate more trips on the transport network than the consented hotel scheme, therefore the impact assessment set out in the 2015 TA remains relevant to this proposal.

The London Plan (2021) specifies minimum long-stay and short-stay cycle parking standards according to land use class.

The Non-Major Event Day Transport Assessment for the Site proposed 12 cycle parking spaces for the hotel. The cycle parking for the Proposed Development has been increased to be in line with the current London Plan (2021) standards and with London Cycle Design Standards (LCDS). The proposed scheme will provide 104 long-stay and eight short-stay cycle parking spaces for all land uses located on the ground floor.

A total of 5% of the long stay cycle parking or 6 be suitable for accommodating cargo bikes and adapted cycles, which is in line with the LCDS requirements. These spaces are proposed to be located below the tier of rack, opposite the bike lift.



FIGURE 353. Ground Floor Pedestrian access

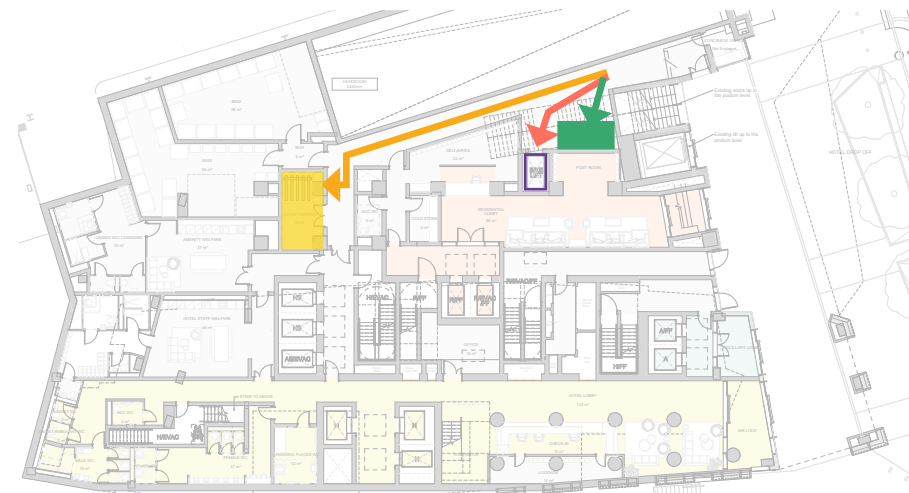


FIGURE 354. Ground Floor Cycle access and storage

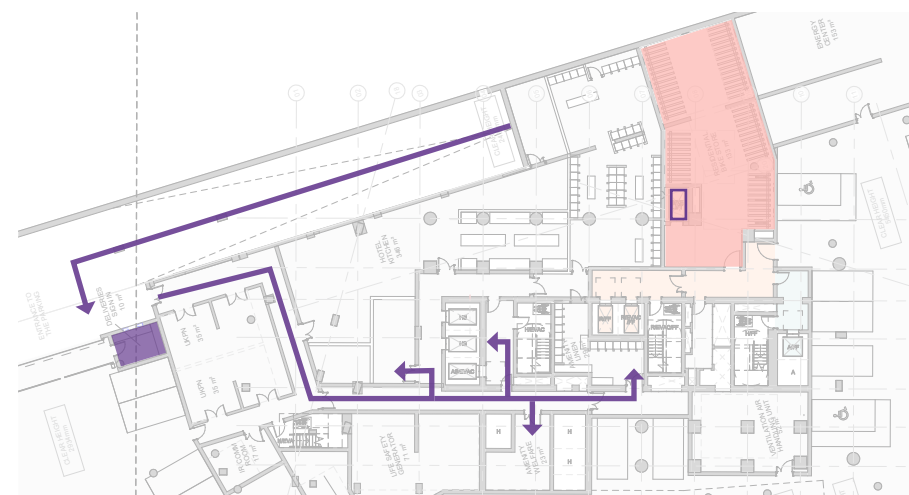


FIGURE 355. Basement Cycle access, storage and deliveries

Use	Long-stay	Short-stay
Hotel	10	4
Residential	96	4
Total	106	8

FIGURE 356. Proposed cycle parking provision

KEY

- Hotel pedestrian access
- Amenity pedestrian access
- Residential pedestrian access
- BoH pedestrian access
- Hotel cycle access
- Residential cycle access
- Visitor cycle access
- Visitor cycle storage
- Hotel cycle storage
- Small size Hotel deliveries and servicing
- Delivery sign-in
- Residents cycle lift
- Residents cycle storage

8.8 TRANSPORT AND TRAFFIC (CONTINUED)

Delivery and servicing

Delivery and servicing trip generation was undertaken by Buro Happold. The daily trip generation broken down to delivery types for both land uses as provided and shown in Figure 271.

The consented scheme included an inset, on footway, loading bay capable of accommodating one delivery vehicle. Delivery and servicing patterns, particularly for residential developments have changed significantly since 2015 and a review of the delivery and servicing requirements has identified a need to accommodate up to four vehicles during a peak period. This could not be accommodated under the consented arrangement without a significant loss of public realm. Therefore, delivery and servicing for the residential land use is proposed to be taken from a designated loading area at the forecourt of the hotel accessed from Park Lane. The swept path of a 6m van accessing and egressing the designated residential loading area and a 15m coach accessing the egressing the hotel forecourt.

Delivery and serving for the hotel land use will be split between the basement and podium. Car-derived vans will be used for smaller deliveries in the basement. Large deliveries and refuse collection will take place at the podium level. The swept path analysis of an 8m box van and a refuse truck accessing and egressing the designated loading area on the podium.

Coaches and taxi drop off will be accommodated in front of the hotel, separate to the loading facilities for the residential land use to ensure demand is managed appropriately. Fire tenders are also able to access the drop off zone. Swept path analysis (included in Appendix B) has been undertaken for delivery and servicing vehicles, coaches and refuse vehicles.

Estimated number of deliveries/ vehicle visits		
Land use	Type of deliveries	Estimated number of vehicles per day
Hotel	Housekeeping	3-4 vehicles /day
	Maintenance/servicing	1-2 vehicles /day
	Linen	2 vehicles /day
	Catering	4-5 vehicles /day
	Waste collections	2 – 3 vehicles /day
Residential	Couriers	6 – 10 vehicles /day
	Groceries	3 vehicles /day
	Maintenance	2 vehicles /day
	Move in-out	1 vehicles /day (on selected days)
	Waste collections	2 vehicles /day (on selected days)

FIGURE 357. Types of deliveries at Ground Floor level

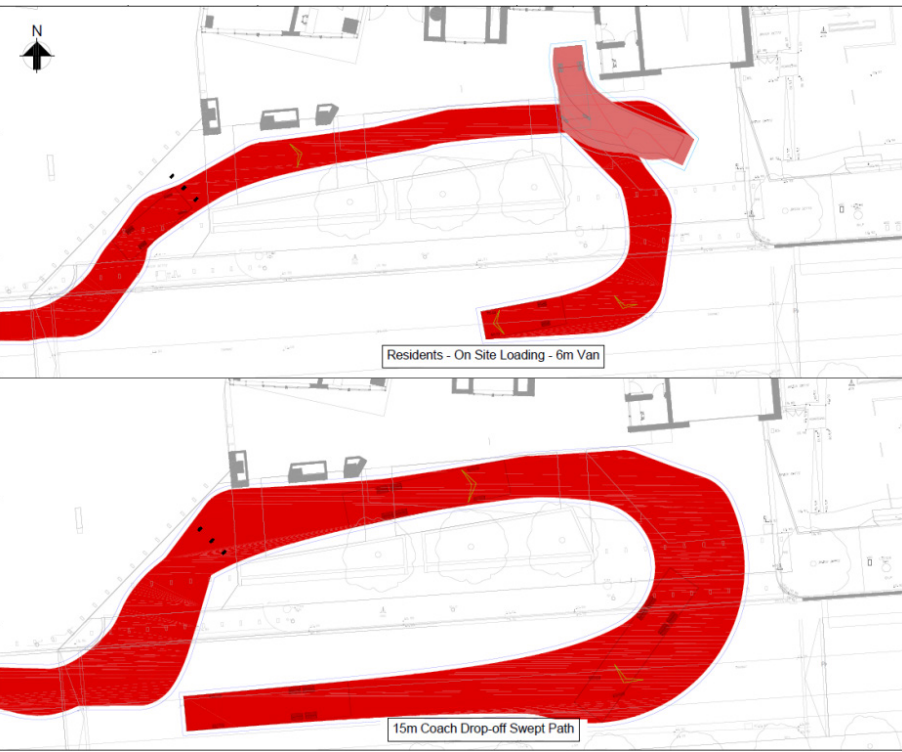


FIGURE 358. Delivery and servicing - ground floor vehicle tracking



FIGURE 359. Delivery and servicing at Podium level

8.9 WASTE MANAGEMENT STRATEGY

8.9.1 HOTEL

The **waste management strategy** has been prepared in collaboration with Buro Happold. Waste will be segregated at source into at least the following streams, in line with good segregation practices in this type of venues:-

- General waste
- Mixed recyclables (metals and plastics)
- Glass
- Cardboard and paper
- Food waste
- Bulky items (furniture, equipment etc.)
- Specialist wastes (hazardous wastes such as empty chemicals, lightbulbs, WEEE, cooking oils, hygiene waste etc.)

Wastes will be segregated and captured at the point of generation. Small bins or receptacles with waste liners will be used in these areas. Main areas will be:

- Staff areas (Kitchens, offices and admin areas, housekeeping areas etc.)
- Guest areas (Guestrooms, lobbies, guestroom facilities such as Spa and Gym etc.)

Housekeeping staff will collect wastes from these areas daily and move them to a dedicated centralised waste storage room at ground floor. Dedicated service lifts will be used to transport waste from the upper levels to the basement waste room.

Once in the centralised waste storage room, bagged waste will be deposited in Eurobin-type containers. 1,100 litre bins are proposed for general waste, mixed recyclables and cardboard / paper. Smaller 2-wheeled bins are proposed to be used for Glass and Food waste. This would ensure that bin weights are kept low to mitigate occupational health risks.

The storage requirements of the centralised waste store have been estimated based on waste generation data and rates derived from existing Hotels of similar rating and capacity. Sufficient storage capacity will be provided in the waste storage room for c. 2 - 3 days' worth of storage. This assumes a collection frequency of c. 3 times per week. Designing for this collection frequency is considered good practice and a robust assumption to use as basis of design.

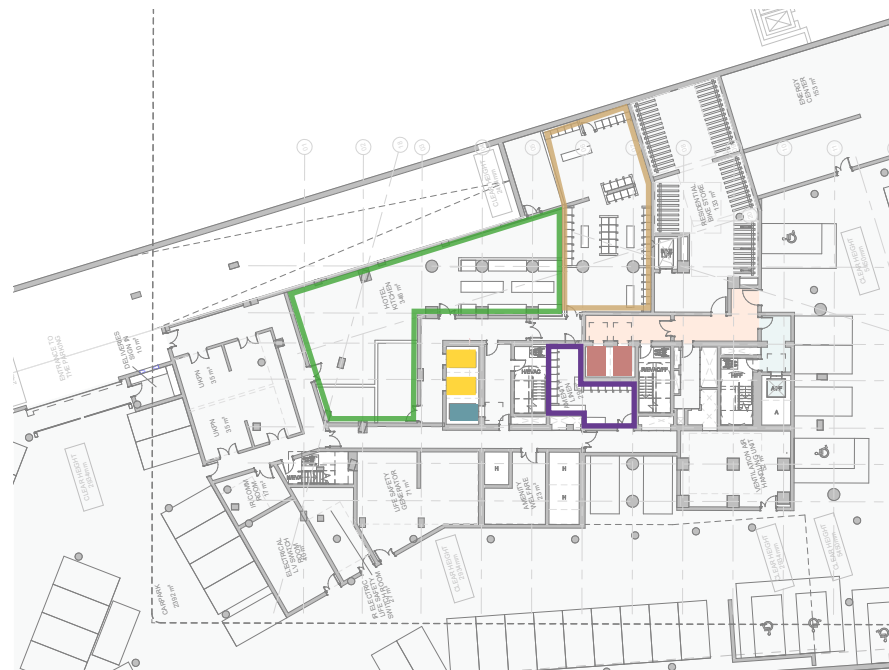


FIGURE 360. Basement Floor Plan Waste Management Diagram

KEY

- Hotel
- Residential
- Shared Amenities
- Back of House / Plant
- Residential Waste Storage Room
- Hotel/Amenity Waste Storage Room
- Refuse/Presentation Area
- Amenity Service Lift
- Hotel Service Lifts
- Residential Lifts
- Residential Intermediate Waste Storage Room
- Linen Storage room
- Kitchen

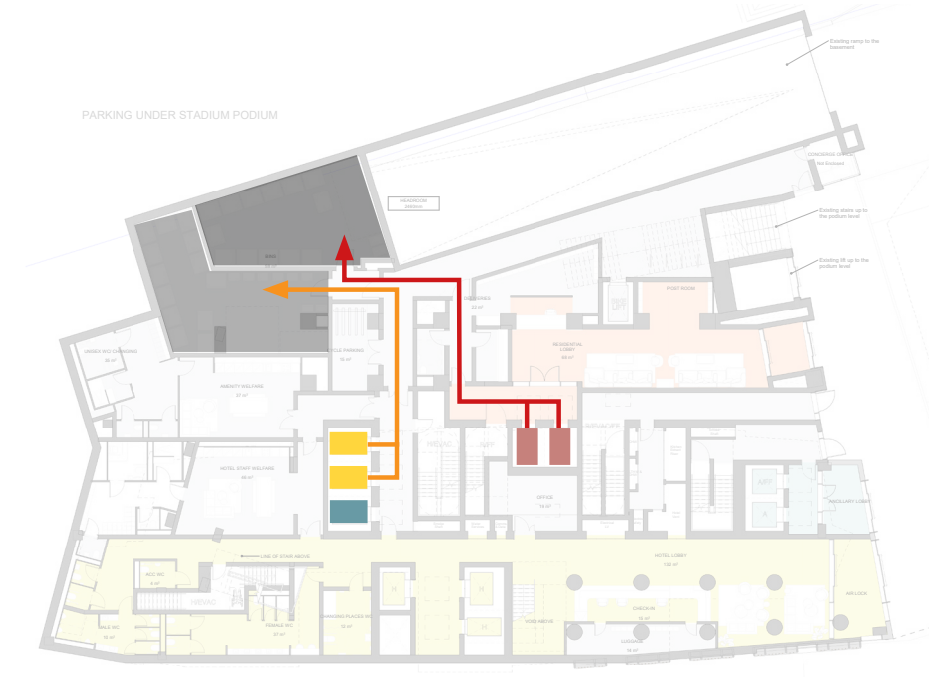


FIGURE 361. Ground Floor Plan Waste Management Diagram

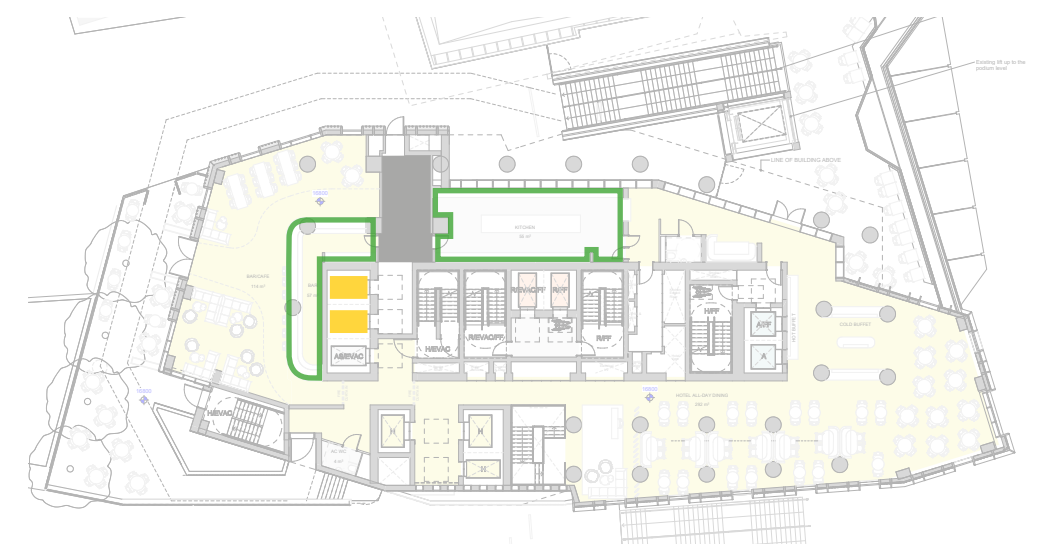


FIGURE 362. First Floor Plan Waste Management Diagram