Urban greening

The design concept for the building incorporates extensive green walls and roofs in order to create both a pleasant backdrop to the Elliot's Row pocket park and outlook from the Hayle's Buildings apartments, in addition to the functional benefit to the scheme's sustainable urban drainage.

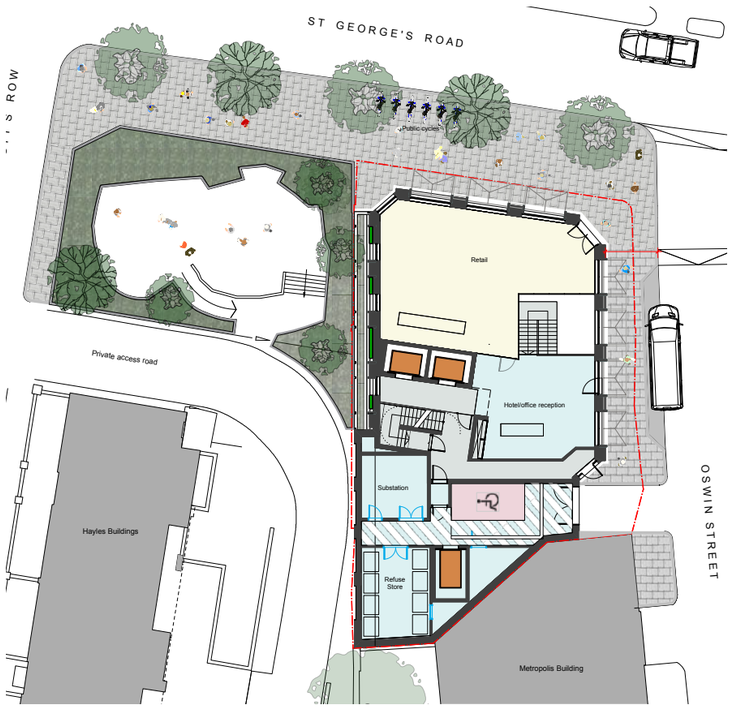
The adjacent table provides a breakdown of the calculation for the urban green factor for the scheme showing that a ratio of 0.39 is achieved, well above the 0.3 requirement.

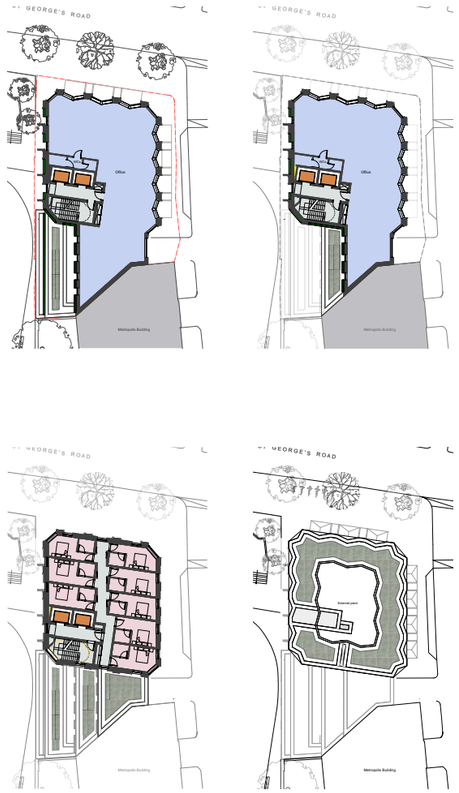
In addition, new street trees are proposed to St George's Road and the Elliot's Row pocket park, subject to agreement with the Council and pocket park users, although these are not included in the urban greening calculation.

		UGF	m2
Green Roof	125.9	0.7	88.13
Sealed Surface	424	0	0
Green Wall	170.7	0.6	102.42
Total			**190.55**

Total Site Area	**494.4**

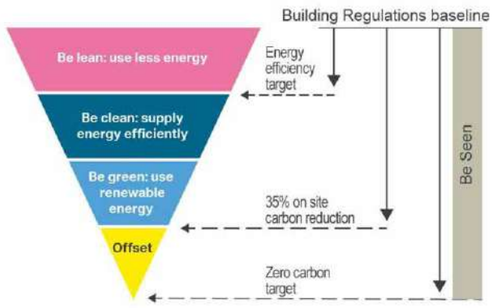
Ratio	**0.39**





Environmental performance

The following environmental design strategies are being progressed in conjunction with the development of the urban and townscape design of the proposed building. The strategies will be developed into technically compliant solutions as part of the planning application documentation submission.



Sustainability

Sustainability has been a key and integrated aspect of the design process of the proposed development from inception and continues to inform design decisions as the detail of the scheme is developed.

The scheme is being designed to achieve best practice sustainable development, will be compliant with the policies of the GLA and the LB of Southwark, and will exceed the technical requirements of current building regulations where it is required by policy and is functionally and econmically feasible.

The development is being designed to achieve a BREEAM 'Excellent' rating as required by the LB of Southwark planning policy.

.

Energy strategy

The proposed development is being designed to be compliant with GLA policy SI 2 to manage greenhouse gas emissions and will be net carbon neutral and achieve an energy performance that is at least 35% beyond building regulations.

The GLA energy hierarchy is central to the design development of the scheme and its developing energy strategy for construction and operation. The proposed energy strategy utilises SAP 10 carbon factors as required by the GLA to assess the anticipated carbon performance of the proposed development.

The energy strategy is based upon optimising the technical solutions to the principles of the energy hierarchy to minimise annual and peak energy demand as follows:

Be lean optimising design to use less energy

Be clean selection of the optimum energy sources

Be green incorporation of renewable energy sources

Be seen monitoring of energy and carbon performance

A whole life cycle carbon assessment will be submitted as part of the planning application.

Sustainable drainage

The proposed development is being designed to be compliant with GLA policy SI 13 which requires proposed schemes to aim to achieve greenfield run-off rates and to ensure that surface water is managed as close to its source as possible within a managed hierarchy.

The developing design of the proposed scheme applies this hierarchy in the following ways:

- rainwater runoff and storage as a resource for the irrigation of the proposed living green wall to levels 0-2 on the west elevation and in addition for the adjoining Elliot's Row pocket park.

- rainwater attenuation through the inclusion of green infrastructure elements such as green roofs on flat roofs to levels 1, 2, 3 and 15.

- controlled rainwater discharge to public sewers.

The specification of drainage systems within the building will also be carefully designed and implemented to improve water quality and increase water use efficiency.

Air quality

The proposed development is being designed to be compliant with GLA policy SI 1 to improve air quality.

The Elephant & Castle is a designated Air Quality Focus Area due to the existing air quality and the high level of human exposure. The site is located adjacent to the southern footpath to St George's Road leading into the Elephant & Castle although this road has traffic reduction measures and only accommodates single direction traffic in a westerly direction with a designated cycle lane in the easterly direction.

As a major development, a full Air Quality Assessment will form part of the planning application submission documentation at the appropriate time.

The specification of the development is being designed and developed to be compliant with GLA policy SI 1 to achieve an Air Quality Positive status and will include design solutions that minimise exposure to the existing air quality of the area.

Some of those mitigating measures include management of the fresh air supply into the building and significant greening of the bulding and introduction of street trees.

The proposed development is being designed and will be constructed with circular economy principles as drivers to both processes. This will address policy S17 "Reducing waste and supporting the Circular Economy' within the emerging Intend to Publish London Plan.

Circular Economy Statements are required to inform early decisions and must be submitted at the following stages:

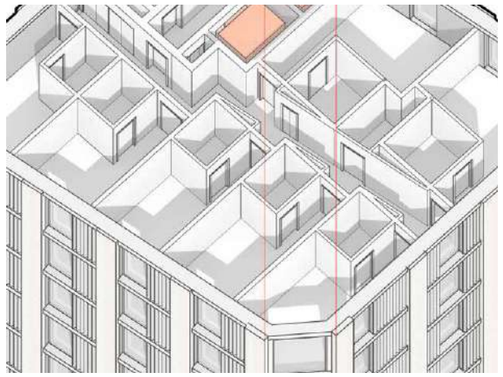
1. Draft Circular Economy Statement: submitted at outline / pre-application stage.
2. Detailed Circular Economy Statement: submitted a full planning applciation stage
3. Circular Economy Statement: submitted at post-completion stage.

The core principles of designing for a Circular Economy to which specific responses will be developed with the emerging design of the building will be as follows:

Design to eliminate waste

Manage waste sustainably

Design to conserve resources



Design to eliminate waste and for ease of maintenance

The proposed design will ensure the development is flexible and adaptable, minimising maintenance and increasing the likely lifespan of building elements.

This will be achieved by the implementation of several key design strategies including:

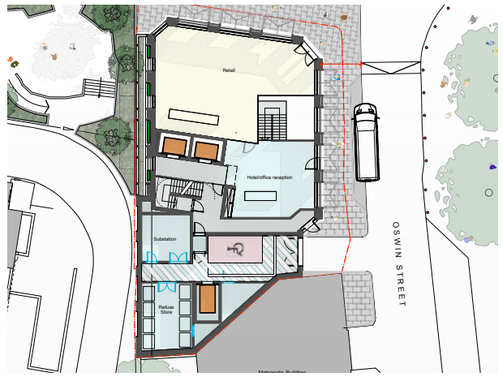
- optimising structural and planning grids to achieve a balance of building element performance and future flexibility within economic parameters.

- utilisation of highly accessible and modularised M+E and building envelope systems to allow upgrade and maintenance as easily and efficiently as possible.

- creation of a material durability tracker to enable identification and review of the design and specification of parts of the scheme that are vulnerable to wear from high pedestrian traffic and building servicing operations, etc.

- creation of a risk assessment tracker to enable identification and review of the design and specification of parts of the scheme that are vulnerable to the effects of climate change such as extreme weather events, etc.

The design will also be developed with the engineering and construction teams to minimise demolition, excavation and construction waste arisings.



Manage waste sustainably

The initial operational municipal waste strategy for the development is set out in the Highways and Servicing report attached as Appendix B to this document and complies with GLA and LB Southwark recycling objectives and requirements.

The demolition waste generated from the clearance of the site will be reused and recycled to the greatest extent possible according to protocols that will be developed with the demolition contractor and in accordance with government targets to maximise the proportion of recycled materials.

Excavation waste will be managed by the relevant sub-contractors and will be recycled to the maximum extent possible. This will be quantified in due course.

The management of construction waste will form part of the construction specification and will be the responsibility of the main contractor. The waste will be managed in accordance with agreed protocols that will comply with government targets and any BREEAM objectives. The disposal of such waste or any other materials removed from the site will be managed in accordance with the Environment Agency, Control of Pollution Act 1974, Special Waste Regulations 1996 and the Duty of Care Regulations 2003.

Design to conserve resources and source ethically

The design of the proposed development will minimise the quantity of resources used whilst the specification will ensure the necessary resources are procured from sustainably managed and ethically sound sources.

Although the retention of the existing building has not been possible in this instance, the above objectives will be achieved by utilising the following key general strategies wherever possible:

- design to standard material dimensions.
- avoid over-specification.
- utilise materials with a high recycled content.
- utilise pre-assembled or pre-fabricated elements.
- participate in material take-back schemes.

A Material Efficiency Report will be produced and monitored through the detail design and construction phases of the project and will be complemented by a Sustainable Procurement Plan, both reports forming part of any BREEAM assessment. These will ensure that following a strategic assessment of local and national sustainably sourced materials, procedures will be implemented to monitor and verify that sustainable procurement targets will be met.

The main contractor and his supply chain will be required to set targets and monitor the use of resources such as energy and water during construction.

.

PETER STEWART CONSULTANCY

21 St George's Road, London, SE1

Initial townscape study - GLA pre-app

September 2020

St. George's Road – initial townscape study

Introduction

This initial townscape study, prepared by Peter Stewart Consultancy (PSC), illustrates 20 viewpoints which are candidates for inclusion in the Townscape and Visual Impact Assessment that will accompany the forthcoming planning application. These have been identified by PSC following site visits and with the aim of providing a representative selection of viewpoints in the local and wider area, including any views of particular sensitivity.

For each viewpoint, a photograph of the existing situation is provided, together with an image from a computer generated model (VuCity) showing the proposal in place, together with consented schemes in the local area (shown in yellow or blue). The photos aim to give a good guide to the locations proposed, but will not match the computer images exactly at this stage. For clarity, trees have not been included in the computer images. The proposal is shown at a height of 15 storeys plus plant.

Initial assessment

The Site occupies a location on the western edge of the existing Elephant and Castle tall buildings cluster. It is set on St. George's Road, an important approach route to Elephant and Castle from central London areas such as Waterloo and Westminster. As a result, it forms a potential 'gateway' location for Elephant and Castle, as seen from the west.

The computer images show that, at the height illustrated, the proposal would be consistent with the character of the views as existing. These views generally include the Elephant and Castle cluster to a considerable extent, and the proposal would form a coherent addition to that cluster.

In particular, the proposal would form a successful composition with the neighbouring LCC scheme, appearing at a lower height than the immediately adjacent LCC tower in views from all directions around the Site. It would be lower than the shoulder height of that tower and would clearly appear so in most views.

The apparent height of the proposal in views from the west would befit its potential role as a 'gateway' building at the western edge of the existing Elephant and Castle tall buildings cluster, and set on an important approach route to Elephant and Castle from central London areas such as Waterloo and Westminster.

In closer range views, such as those from the south along Oswin Street, the proposal's contrast in scale with neighbouring four storey buildings would be consistent with that already evident elsewhere in the local area, and it would be seen to have attractive proportions. There are a number of short to medium range views, such as views 10 and 11 (both within the Elliott's Row conservation area), in which the proposal would not be visible at all.

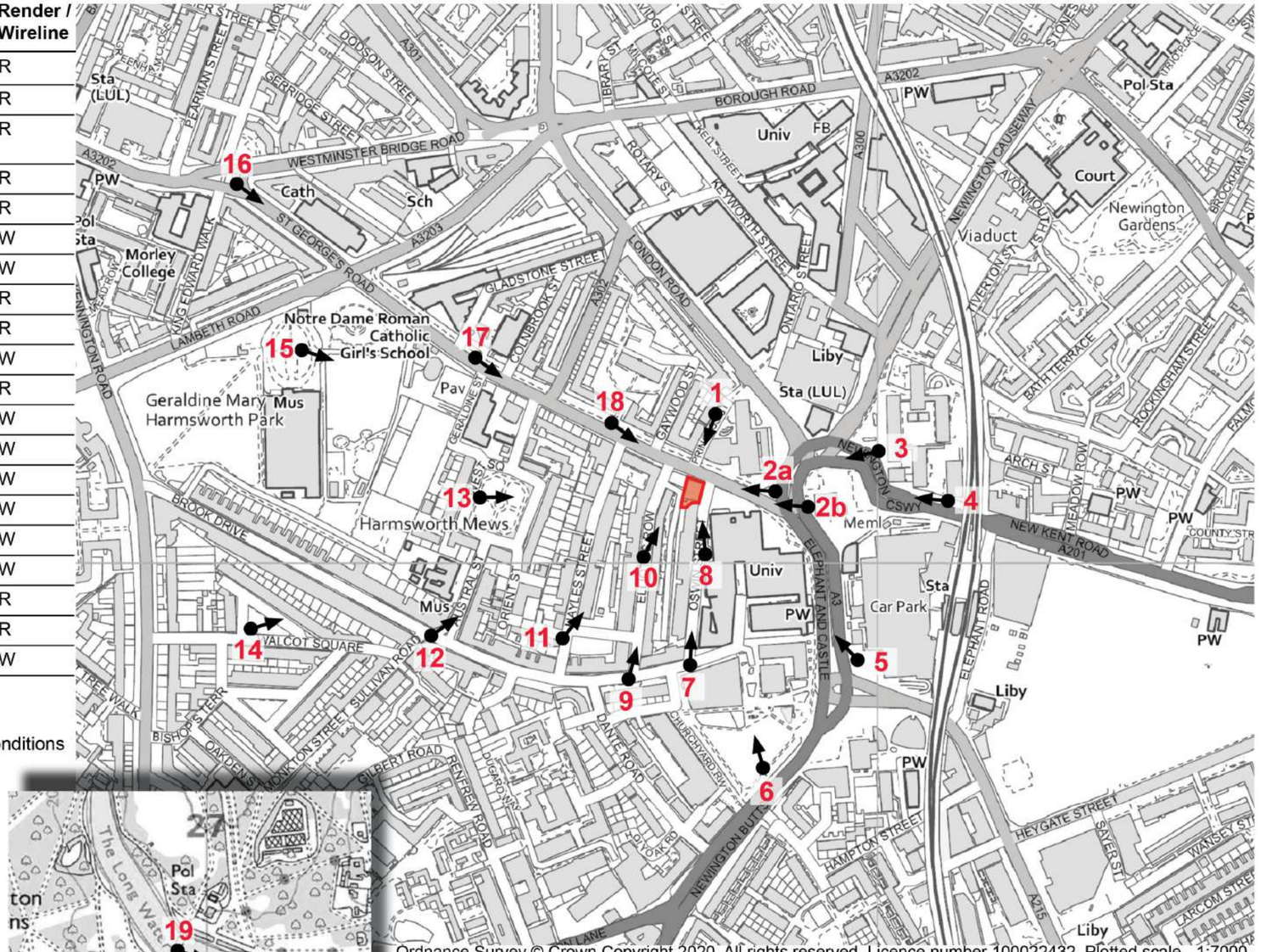
In the LVMF view towards the Palace of Westminster from the Serpentine, the proposal would be on the edge of the threshold plane of the Wider Setting Consultation Area in the background of the view, with no effect on a viewer's ability to appreciate the Palace of Westminster or Westminster Abbey.

Conclusion

The proposal would relate well to its context and would form part of a convincing and coherent composition with the new LCC buildings when viewed from all directions whilst appearing clearly subservient to and sitting comfortably against that scheme. The proposal would appear as a well-proportioned building when seen in the context of nearby lower buildings, and as an appropriately scaled building for its position at a 'gateway' site on a key approach to Elephant and Castle.

Peter Stewart Consultancy
September 2020

PSC view no.	Location	Render / Wireline
1	Princess Street	R
2a	St. George's Road, adjacent to gyratory	R
2b	Elephant and Castle gyratory, adjacent to Michael Faraday Memorial	R
3	North-east of gyratory	R
4	New Kent Road	R
5	Newington Butts, looking towards Metropolitan Tabernacle	W
6	St. Mary's Churchyard	W
7	Brook Drive / Oswin Street	R
8	Oswin Street	R
9	Brook Drive / Elliott's Row	W
10	Elliott's Row	R
11	Hayles Street / Hedger Street	W
12	Brook Drive / Austral Street	W
13	West Square Gardens	W
14	Walcot Square	W
15	Geraldine Mary Harmsworth	W
16	St. George's Road / Westminster Bridge Road	W
17	St. George's Road / Gladstone Street	R
18	St. George's Road, near Newman House	R
19	LVMF 23A.1 - Serpentine	W



Notes:

Viewpoint locations are approximate - exact locations, taking into account conditions on the ground, to be determined on site with PSC.

Approximate site boundary marked in red for indicative purposes only.

PETER STEWART CONSULTANCY

Elephant and Castle
Candidate viewpoint map for Townscape and Visual Impact Assessment

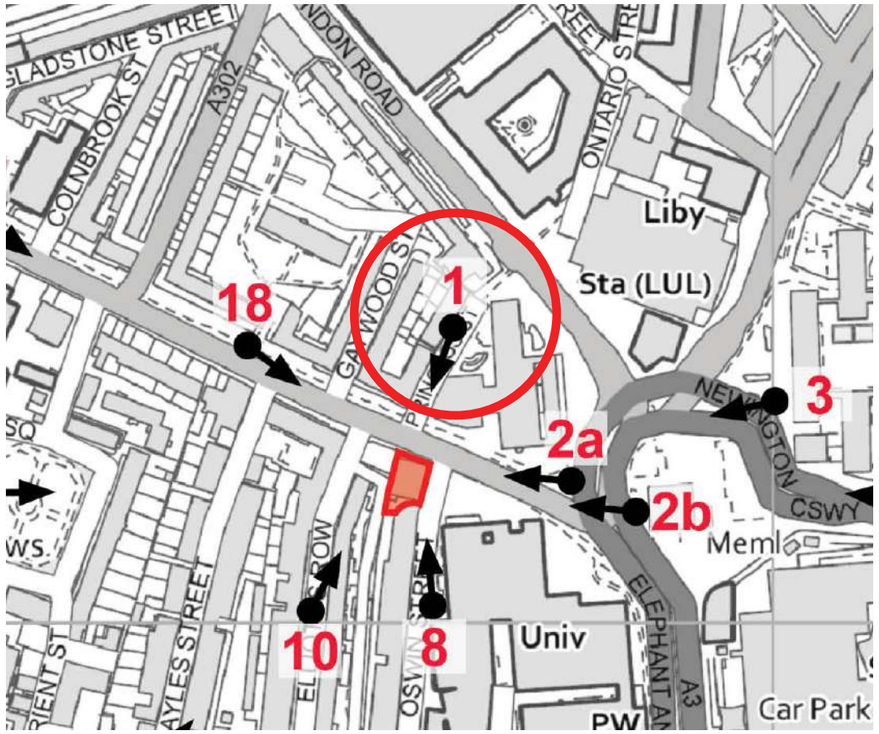
Revision no: 3
Date: March 2020

View 1 - Princess Street

Existing

Proposed with cumulatives

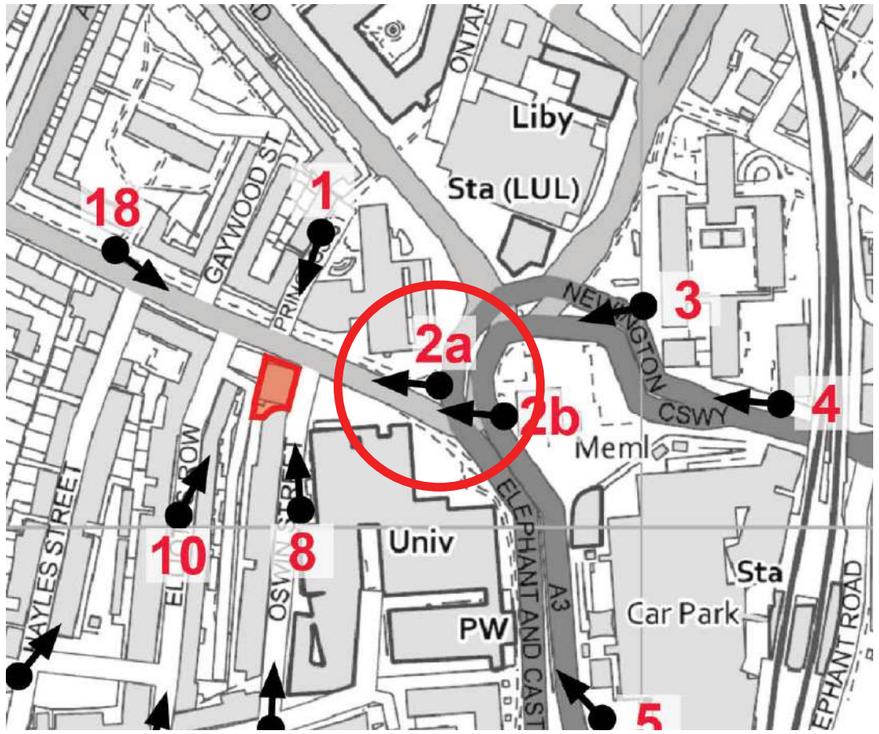
Viewpoint map



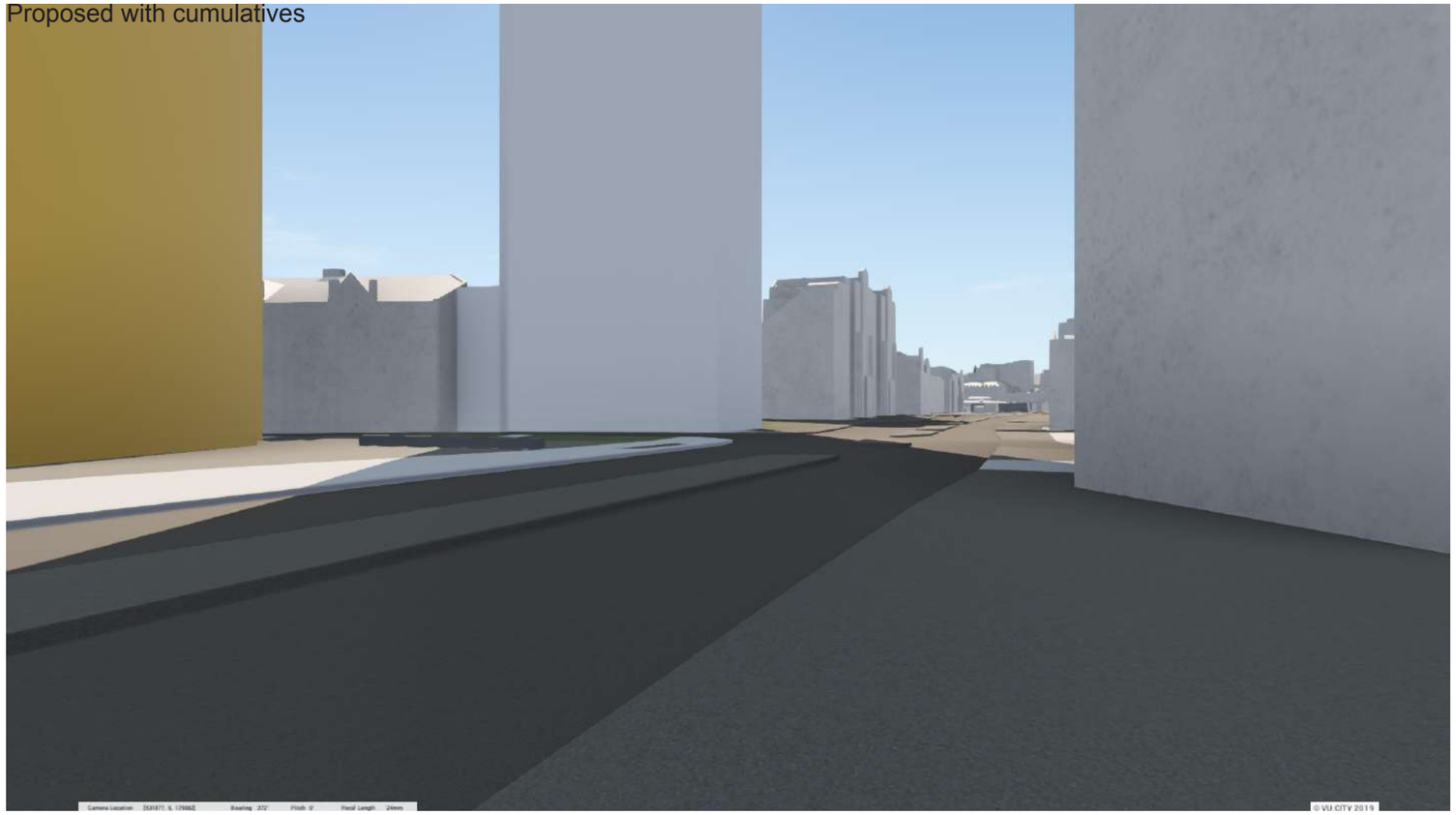
View 2a - St. George’s Road, adjacent to gyratory

Existing

Viewpoint map



Proposed with cumulatives

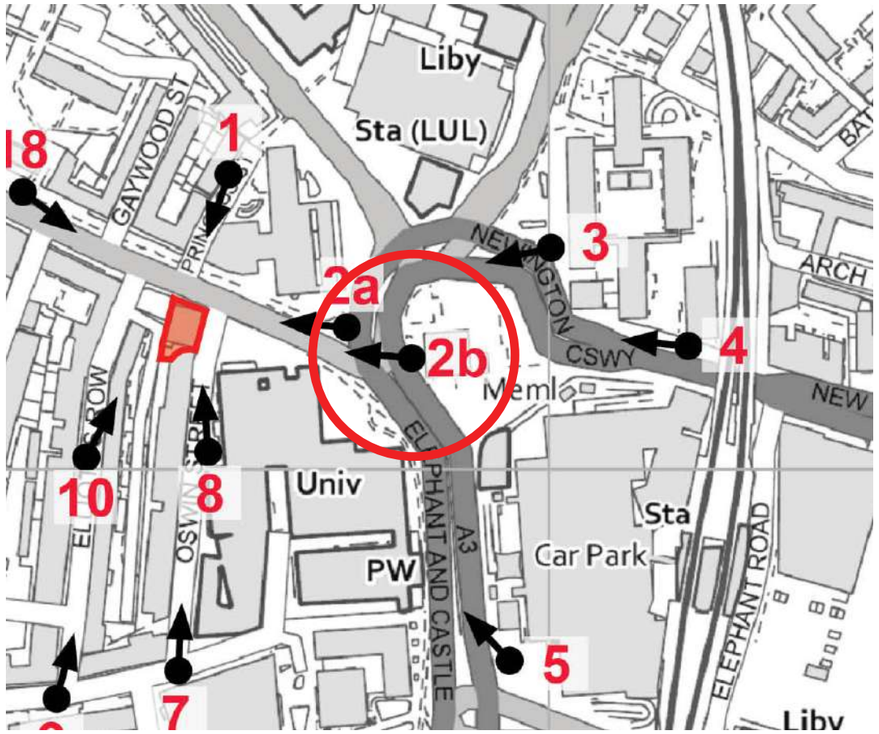


View 2b - Elephant and Castle gyratory, adjacent to Michael FaradayMemorial

Existing

Proposed with cumulatives

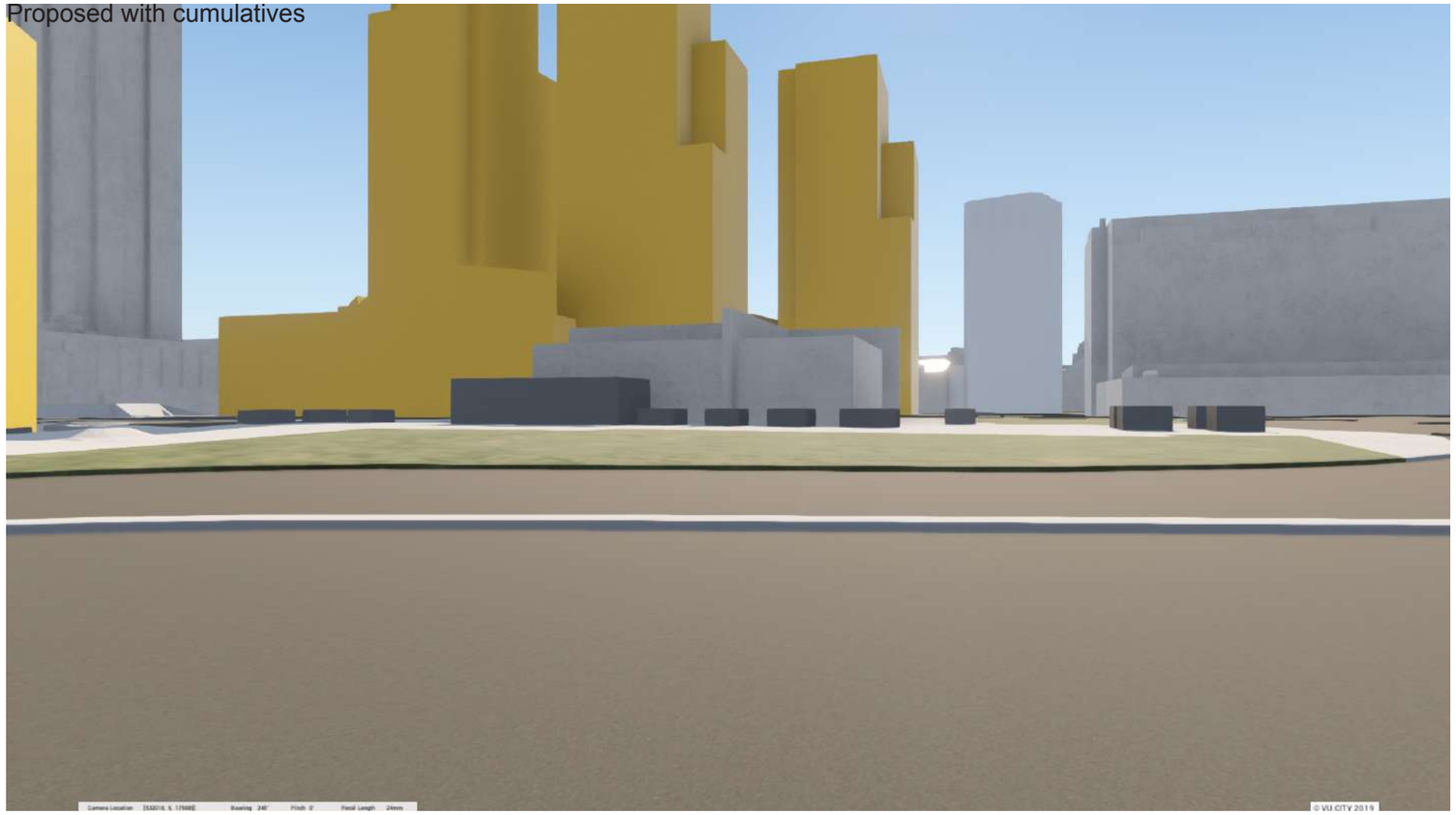
Viewpoint map



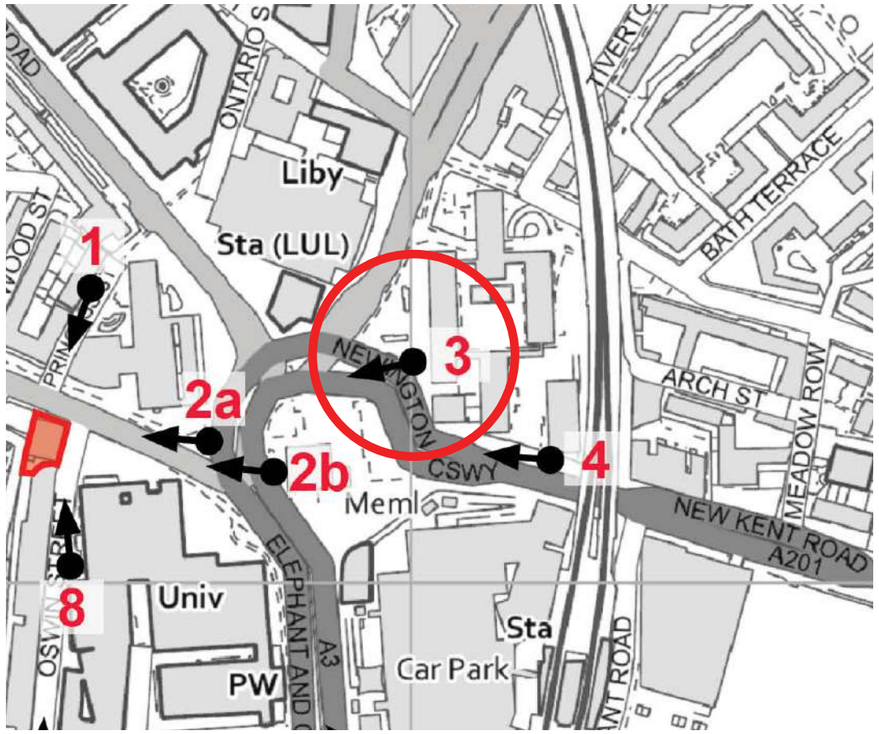
View 3 - North-east of gyratory

Existing

Proposed with cumulatives



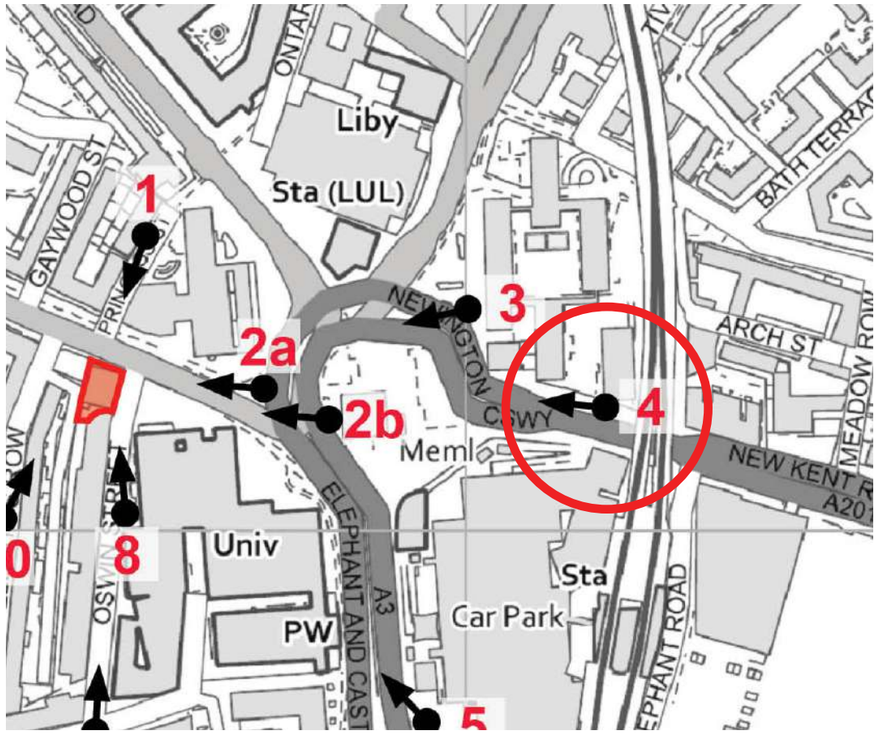
Viewpoint map



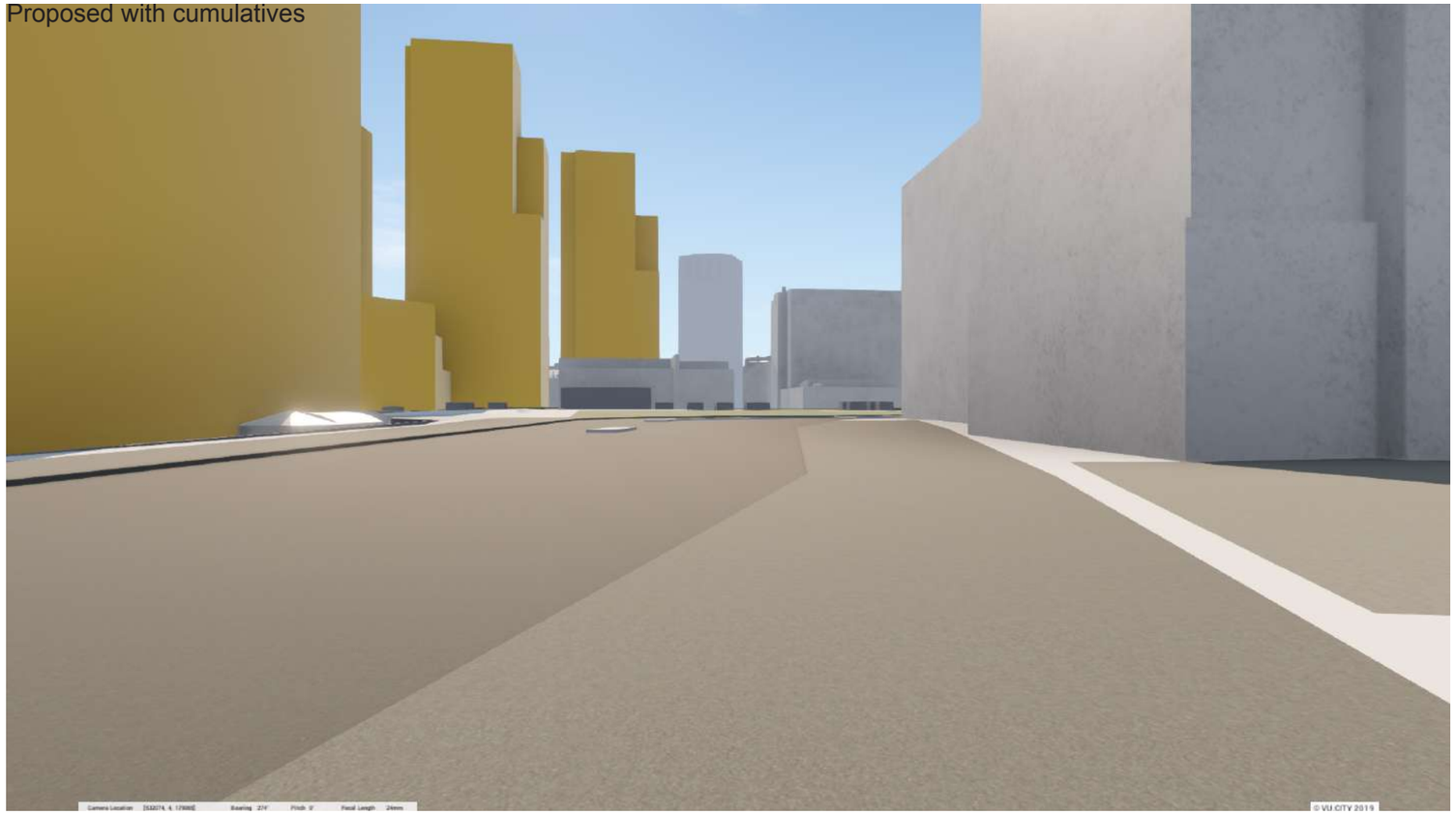
View 4 - New Kent Road

Existing

Viewpoint map



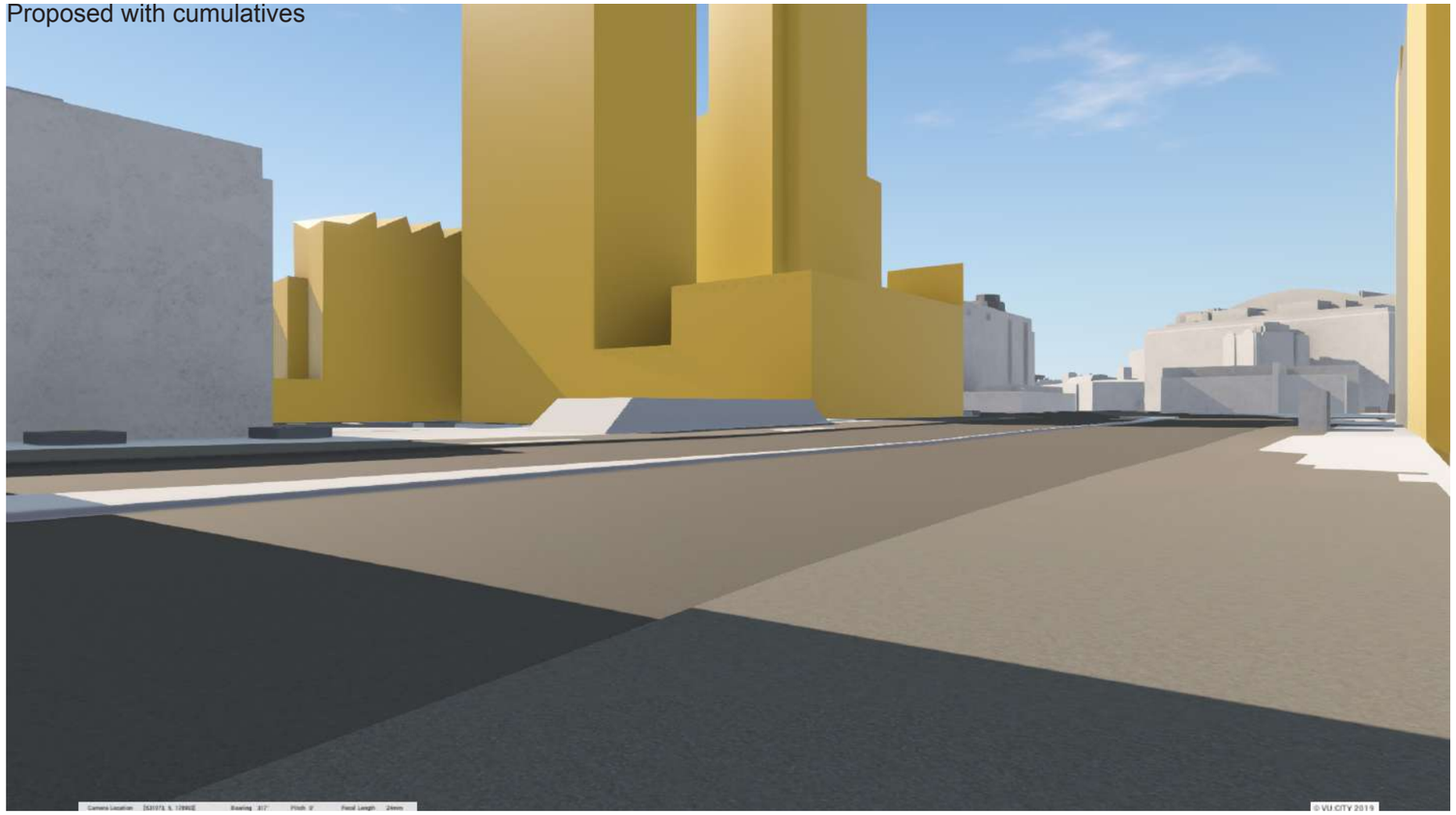
Proposed with cumulatives



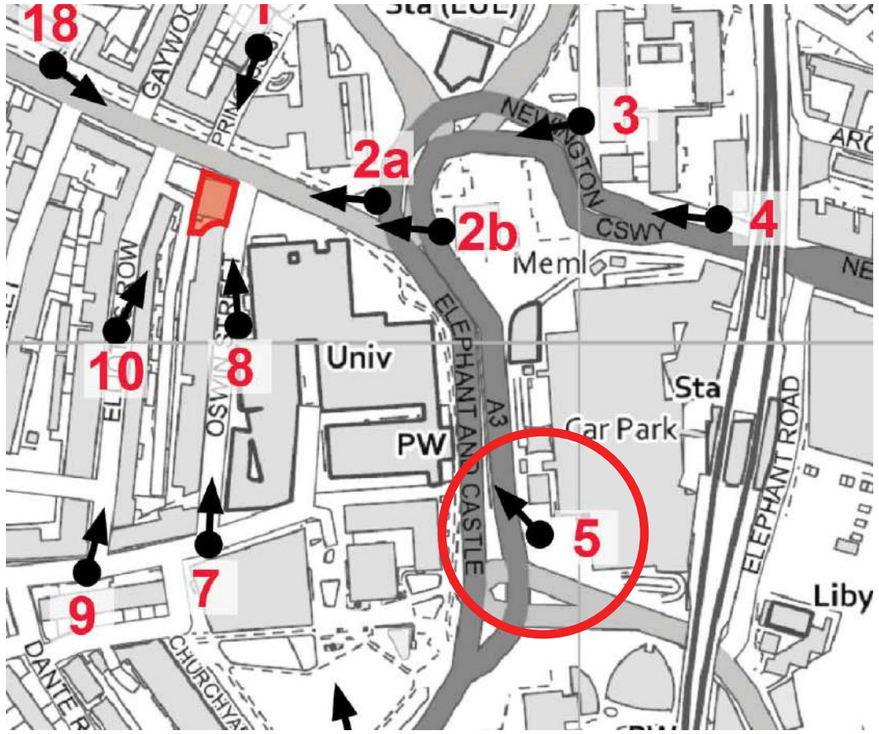
View 5 - Newington Butts, looking towards Metropolitan Tabernacle

Existing

Proposed with cumulatives



Viewpoint map

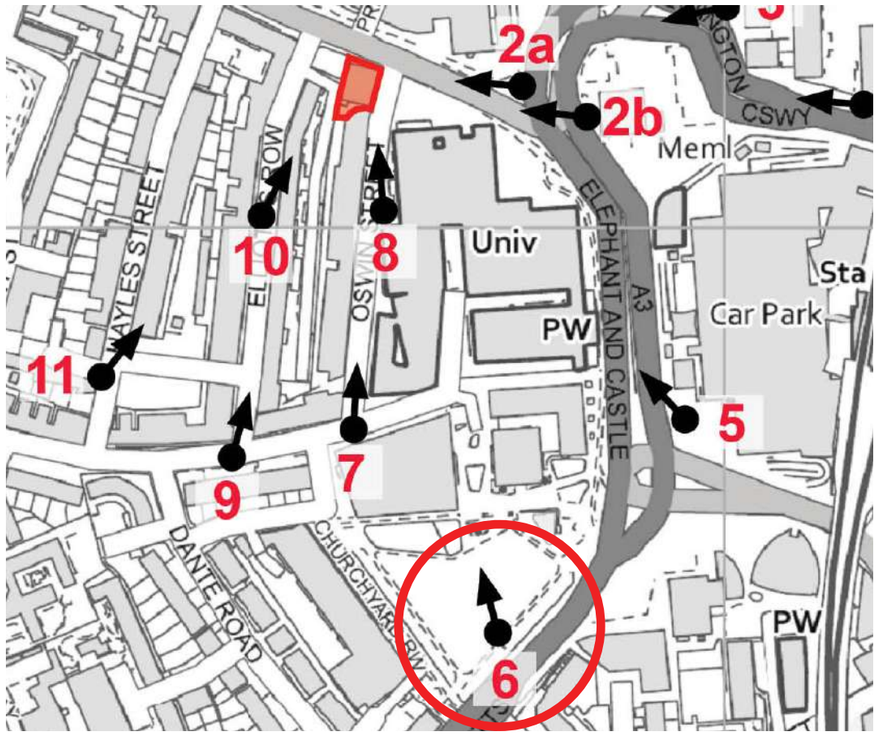


View 6 - St. Mary’s Churchyard

Existing

Proposed with cumulatives

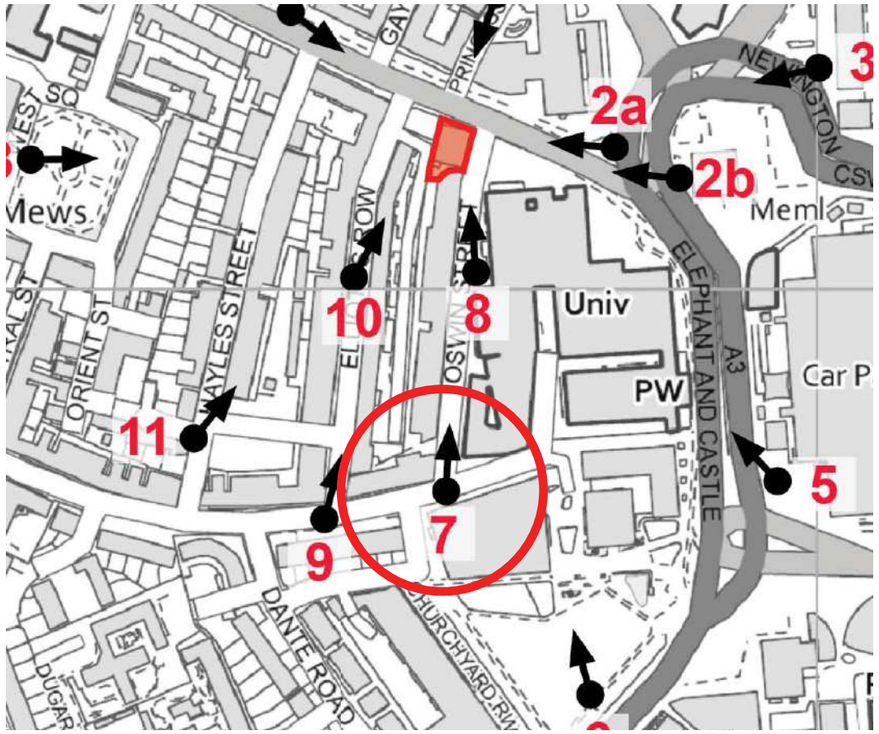
Viewpoint map



View 7 - Brook Drive / Oswin Street

Existing

Viewpoint map



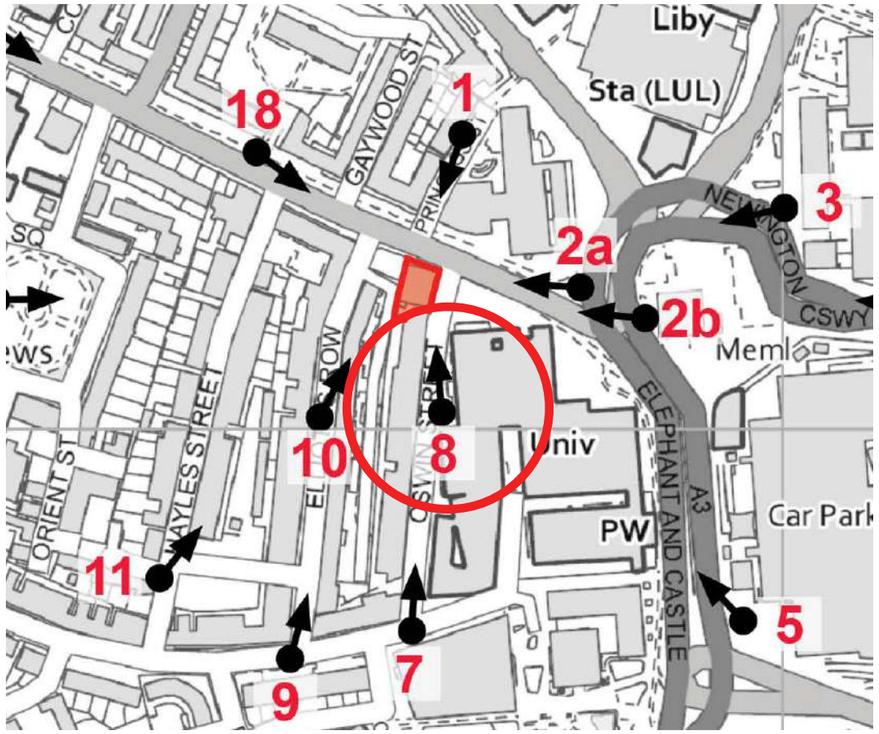
Proposed with cumulatives

View 8 - Oswin Street

Existing

Proposed with cumulatives

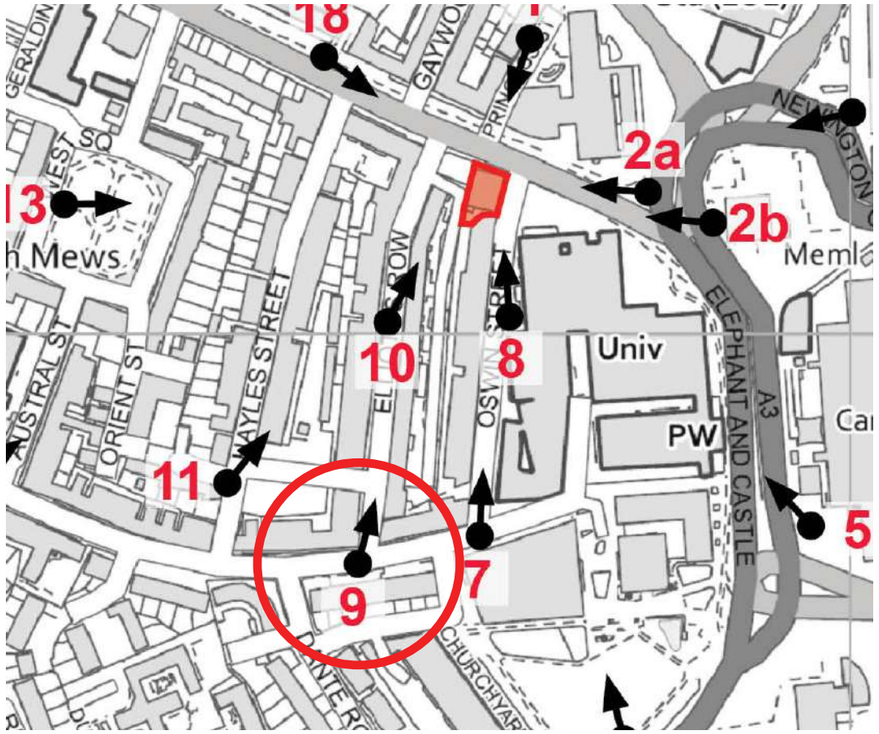
Viewpoint map



View 9 - Brook Drive / Elliott’s Street

Existing

Viewpoint map

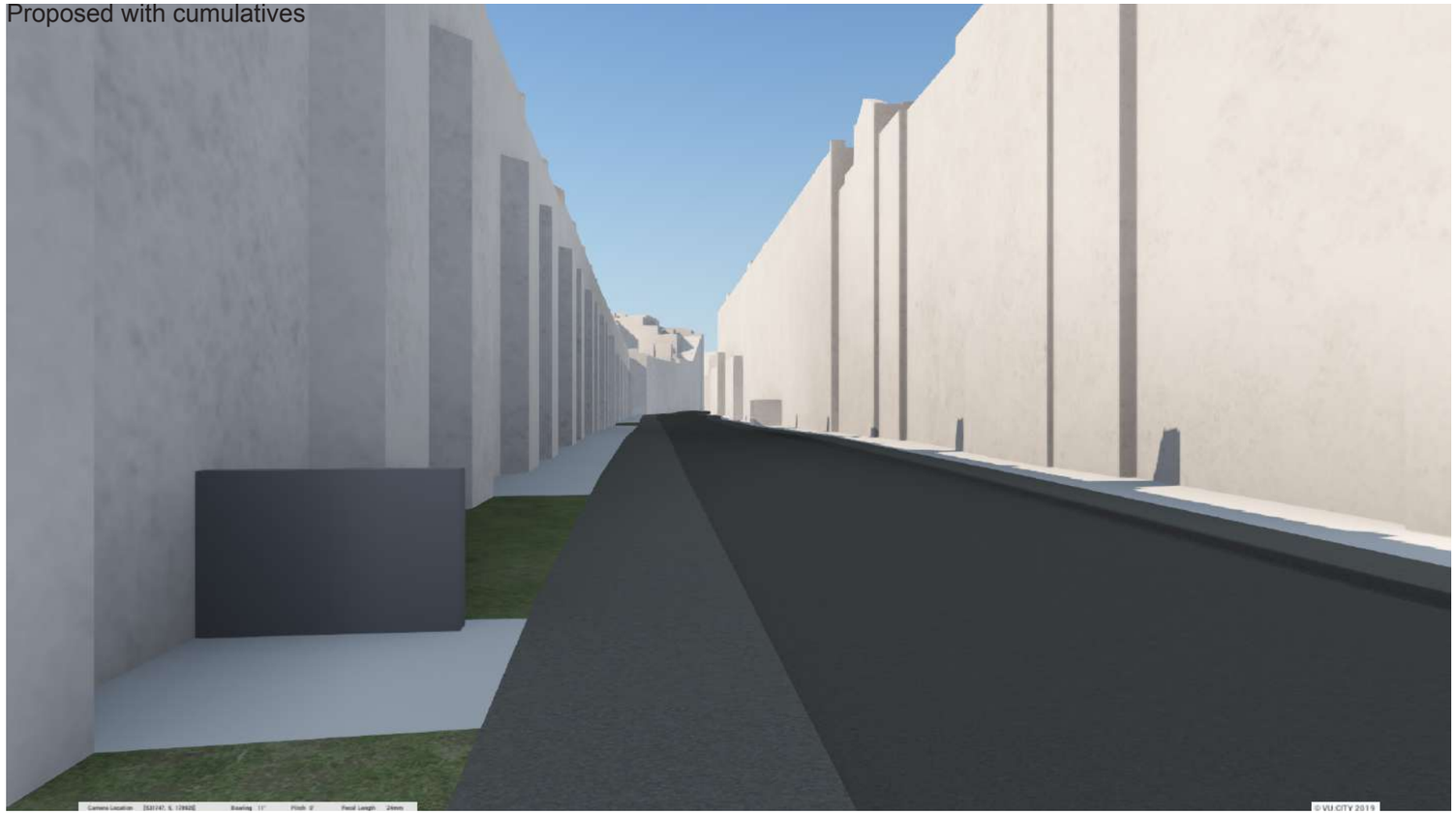


Proposed with cumulatives

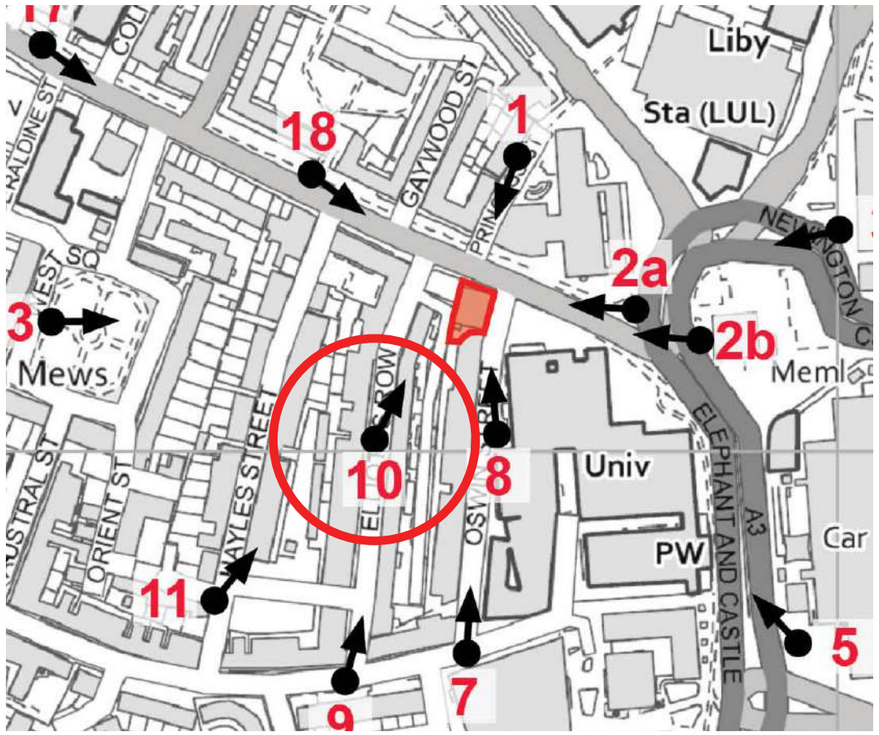
View 10 - Elliott’s Row

Existing

Proposed with cumulatives



Viewpoint map

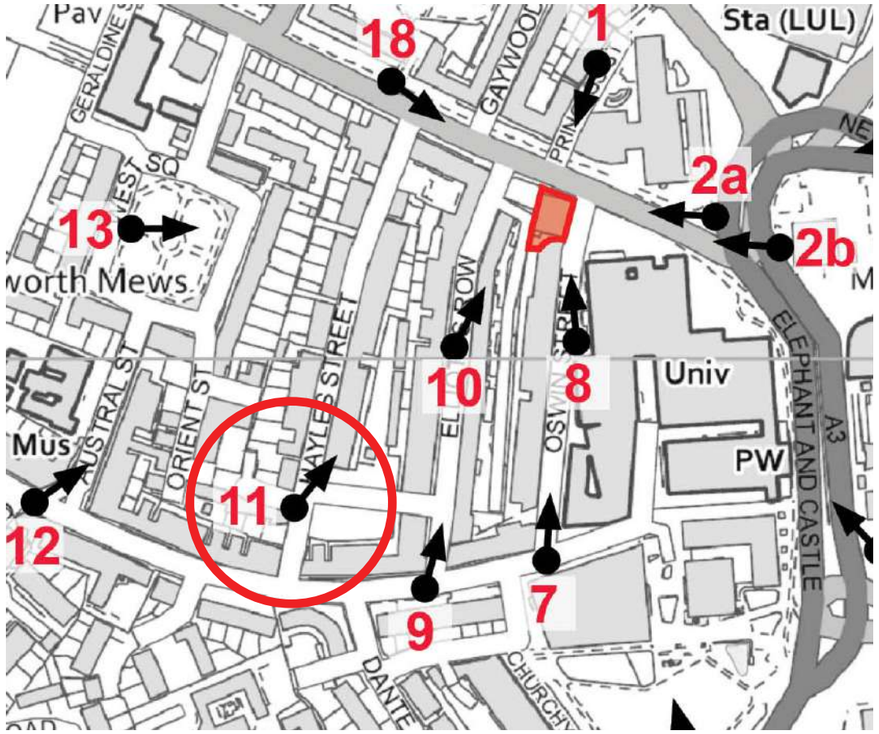


View 11 - Hayles Street / Hedger Street

Existing

Proposed with cumulatives

Viewpoint map

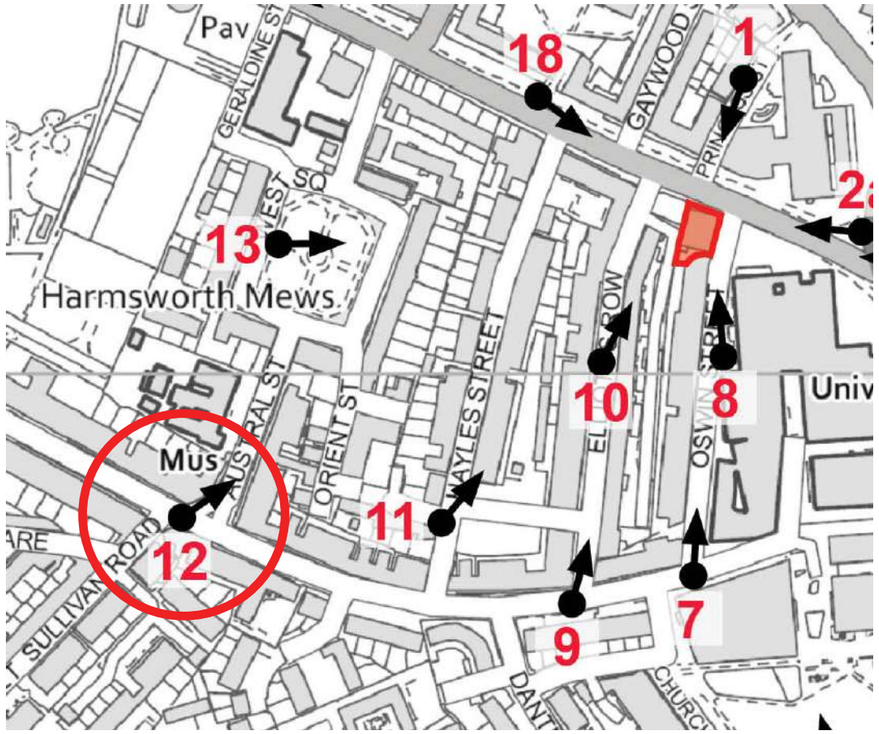


View 12 - Brook Drive / Austral Street

Existing

Proposed with cumulatives

Viewpoint map

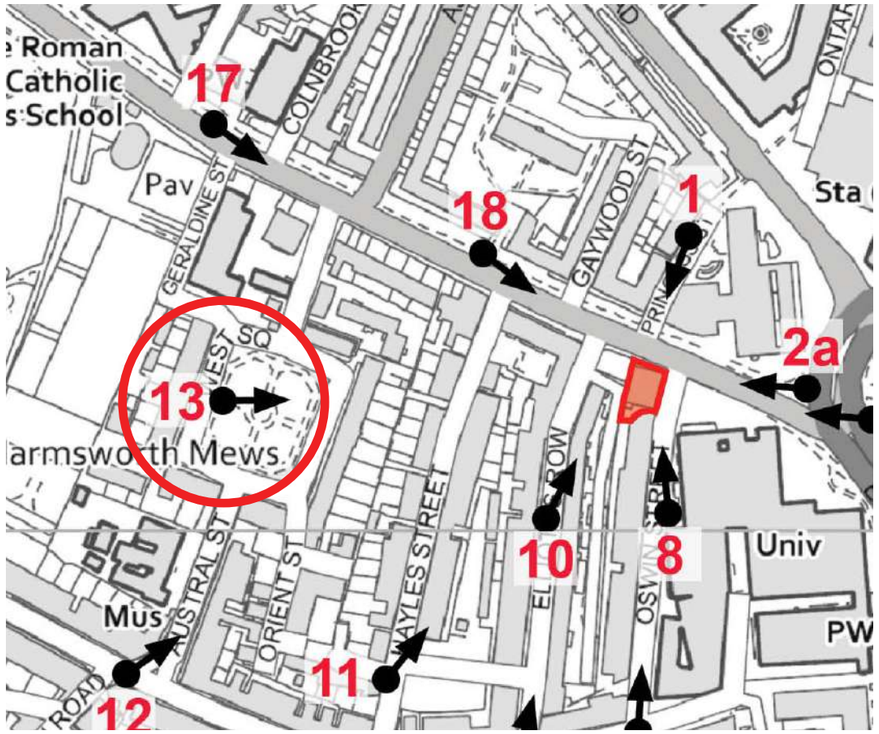


View 13 - West Square Gardens

Existing

Proposed with cumulatives

Viewpoint map

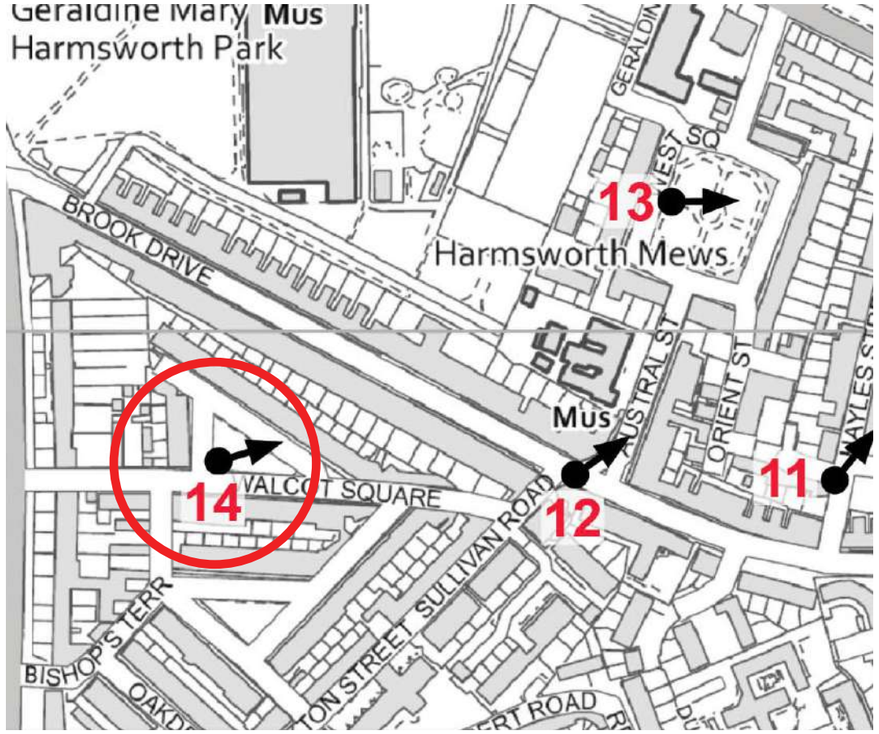


View 14 - Walcot Square

Existing

Proposed with cumulatives

Viewpoint map

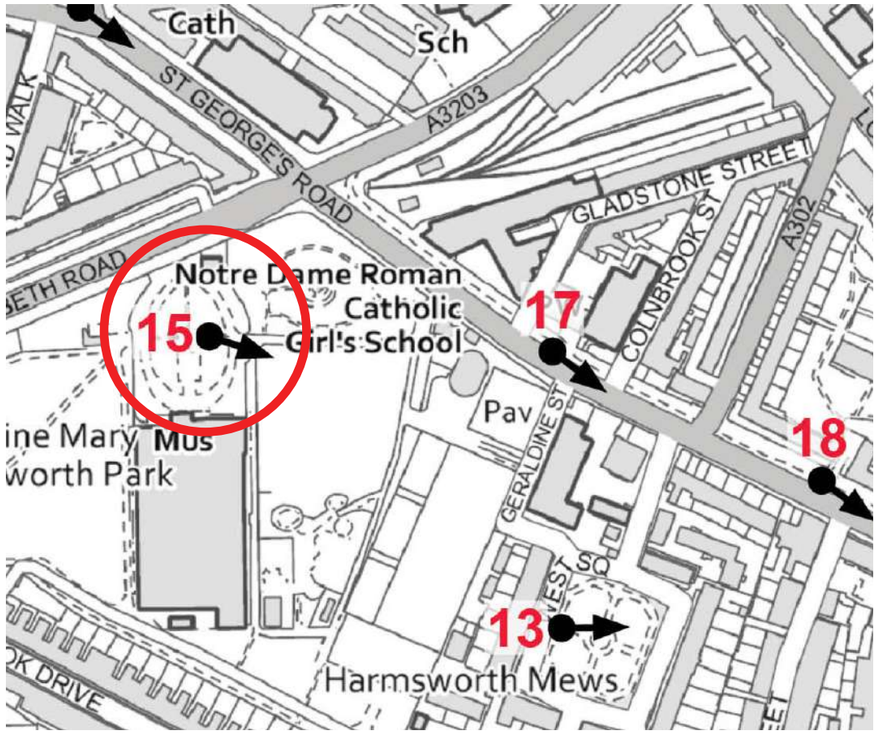


View 15 - Geraldine Mary Harmsworth

Existing

Proposed with cumulatives

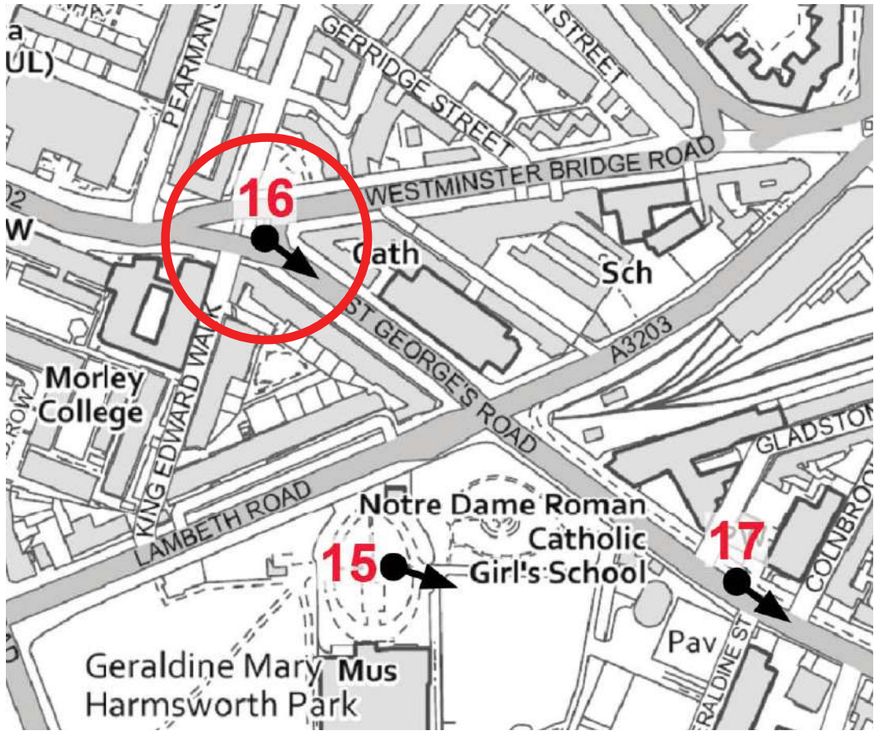
Viewpoint map



View 16 - St. George’s Road / Westminster Bridge Road

Existing

Viewpoint map

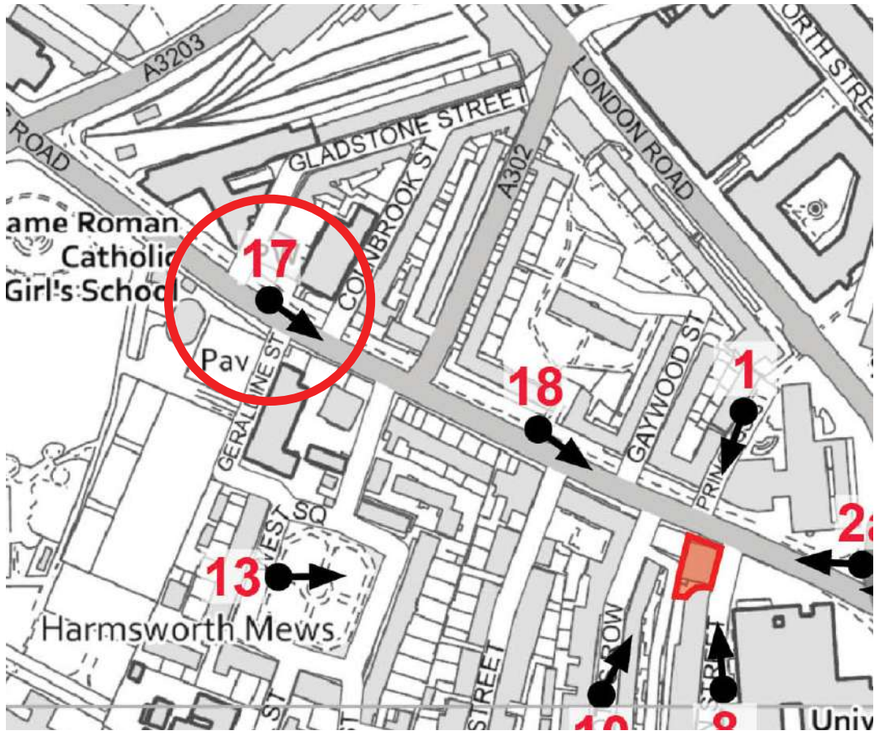


Proposed with cumulatives

View 17 - St. George’s Road / Gladstone Street

Existing

Viewpoint map



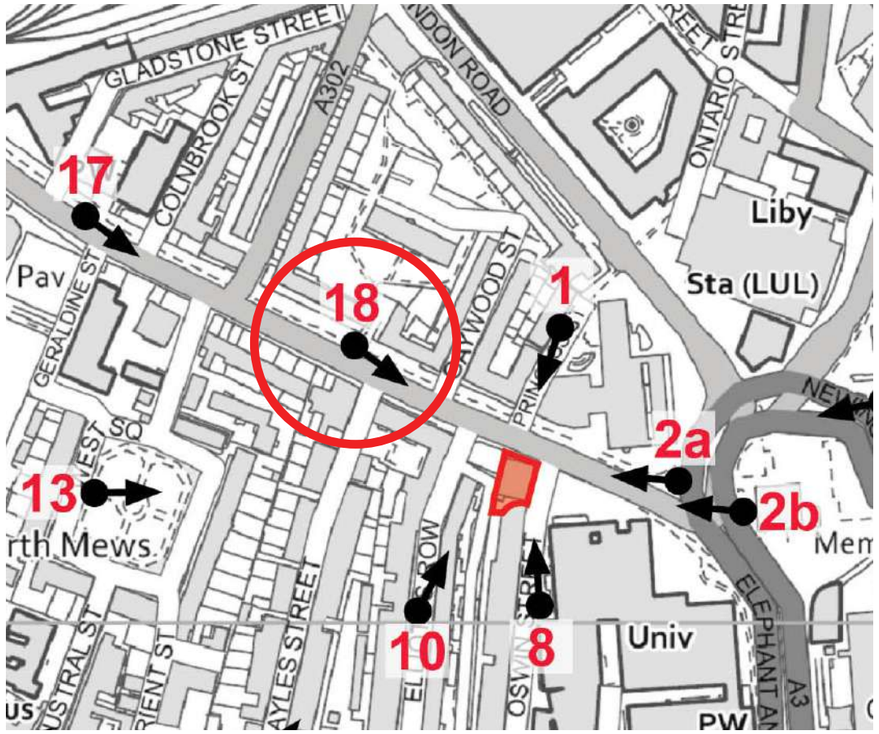
Proposed with cumulatives

View 18 - St. George’s Road, near Newman House

Existing

Proposed with cumulatives

Viewpoint map

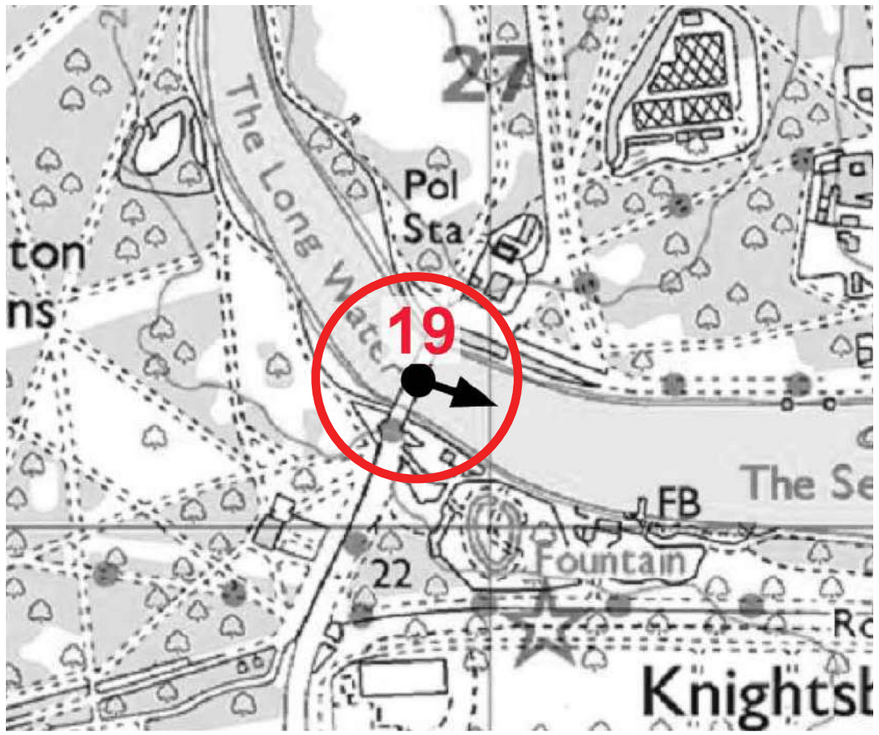


View 19 - LVMF 23A.1 - Serpentine

Existing

Proposed with cumulatives

Viewpoint map



PETER
STEWART
CONSULTANCY

Job No: 2020-4226
File Ref: N02-CC-Transport Scoping Note 2 D1 (200818)
Date: August 2020
Job Title: 21 St George's Road

Subject: **Transport Scoping Note 2**

Introduction

1. This Second Transport Scoping Note has been prepared to inform pre-application discussions with the London Borough of Southwark (LBS) regarding the proposed redevelopment of land at 21 St George's Road (the 'Site'). The Note sets out details of the Site, its local context, the emerging proposal and the key considerations relevant to transport and highways.

Site Description

2. The Site is located at the corner of St George's Road and Oswin Street, in close proximity to the Elephant and Castle. The location of the Site is shown in **Figure 1.1** below.

Figure 1.1: Site Location Plan

3. The Site is currently occupied by a part-3, part-4 storey building measuring approximately 672.2sqm in size. The building is occupied by A2 class use at basement and ground floors and office floorspace above. The Site is not believed to be served by any car or cycle parking at present and all servicing activity is undertaken on-street.

4. The Site benefits from a highly accessible location, with a PTAL of 6b – the highest possible score. Elephant & Castle is a public transport hub locally, providing access to a multitude of bus, rail and underground services.

5. Local walking and cycling infrastructure are provided to a high standard locally and has benefitted from the highway improvements made as part of the alterations to the Elephant & Castle, providing significant benefits to pedestrian and cyclist permeability and safety.

6. The land located opposite the Site on Oswin Street benefits from planning permission as part of the Elephant and Castle Town Centre development (ref: 16/AP/4458), namely, to deliver the following:

   "Phased, mixed-use redevelopment of the existing Elephant and Castle shopping centre and London College of Communication sites comprising the demolition of all existing buildings and structures and redevelopment to comprise buildings ranging in height from single storey to 35 storeys (with a maximum building height of 124.5m AOD) above multi-level and single basements, to provide a range of uses including 979 residential units (use class C3), retail (use Class A1-A4), office (Use Class B1), Education (use class D1), assembly and leisure (use class D2) and a new station entrance and station box for use as a London underground operational railway station; means of access, public realm and landscaping works, parking and cycle storage provision, plant and servicing areas, and a range of other associated and ancillary works and structures."

7. As part of the redevelopment of the Town Centre (specifically the new London College of Communications (LCC)), the proposals incorporate the construction of a loading bay along the east side of Oswin Street opposite the Site. This forms part of wider public realm improvements including a widening of the eastern footway along Oswin Street and the south side of St George's Road. These improvements are expected to compliment the proposals for the Site, providing increased capacity for kerbside vehicle activity and a more generous and pleasant pedestrian environment. The closest building to the Site is expected to be a 20-storey building accommodating residential and retail uses. An extract from the adjacent LCC scheme showing the new loading bay and improved public realm is included in **Figure 1.2** below

Figure 1.2: Extract of LCC Development

8. The proposed development will need to respond positively to the consented LCC scheme and complement the masterplan for Elephant & Castle. The development of the proposals therefore considers the characteristics of Oswin Street and its function in the existing situation, but also being cognisant of how it is likely to change in the future.

Development Proposals

9. The proposals comprise the demolition of the existing buildings on Site and the construction of a 15-storey building, accommodating approximately 89 hotel bedrooms; 740sqm of employment (B1 Use Class) floorspace and c.100sqm of Retail floorspace.

10. The Site is anticipated to be operated by a single provider; however, each element will be independent, providing an attractive, flexible and complimentary mix of uses. For example, the retail offering at ground floor will be able to serve hotel guests breakfast yet also be available to the public, therefore activating and improving the street frontage. The office element will have a shared reception with the hotel which enables an efficient use of floor area, diversifying the use of the building and also improving the frontage to Oswin Street.

Pedestrian Access

11. Pedestrian access into the proposed hotel and office would be achieved from the Oswin Street frontage, which would retain a generous 5m footway. The wide frontage on St George's Road provides the opportunity for public realm improvements such as tree planting, which would be welcomed by the Applicant, subject to agreement from TfL.

12. Currently, the footway on Oswin Road measures approximately 1.7m in width which is suitable in accommodating the existing level of usage and footfall, albeit below the standard 2m desirable width (see Manual for Streets). As part of the development proposals, it is sought to increase the width of the footway to a minimum of 2.4m, which exceeds the guidance in Manual for Streets and is in keeping with LBS guidance.

Healthy Streets Assessment

13. As the proposed development is referable to the Mayor owing to the proposed building height, with the Site also fronting St George's Road (which is a Red Route), the Transport Assessment prepared to support the planning application will be prepared in accordance with TfL's Healthy Streets Guidance. It is therefore proposed that an Active Travel Audit is undertaken to/from the Site to assess the walking and cycling routes to the following Destinations:

- Route 1: To / From Elephant & Castle Overground and Underground Stations;
- Route 2: To / From Borough Market, via Borough Station; and,
- Route 3: To / From Southwark Underground Station.

14. Based on the above routes, **Figure 1.3** below illustrates the extent of the Active Travel Audit and the routes proposed to be taken.

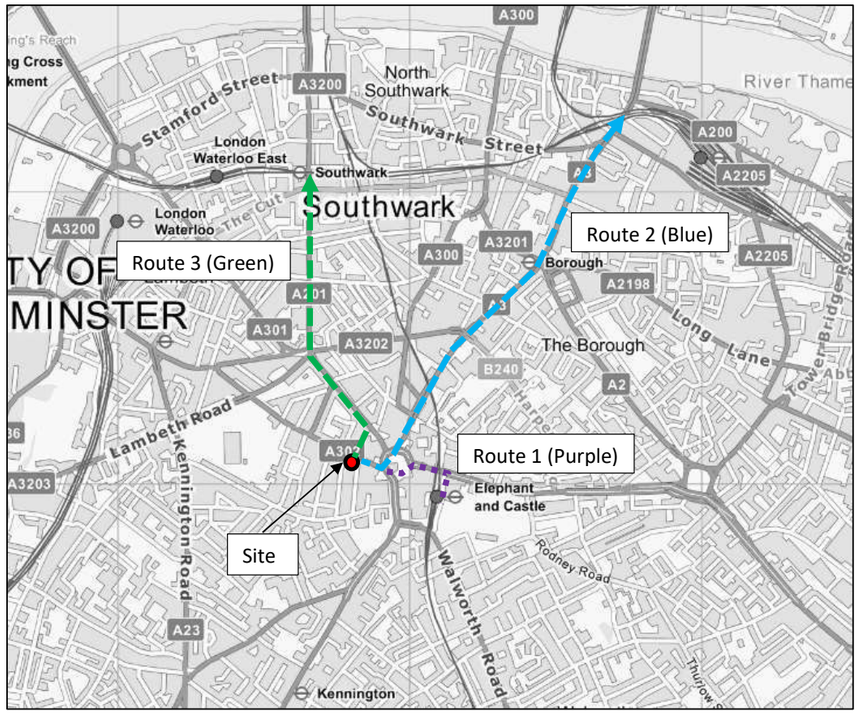


Figure 1.3: Proposed Active Travel Audit Routes

Cycling

15. Cycle parking is proposed to be provided in accordance with the New Southwark Plan and Draft New London Plan as appropriate. Based on the floor areas and scale of the proposals, the following levels of cycle parking are proposed, as set out in **Table 1.1**:

Table 1.1: Cycle Parking Proposal

Proposed Use	Standard	Size	Cycles Required
Hotel	1 space per 20 bedrooms for staff	89 keys	5 long-stay spaces
	1 space per 50 bedrooms for guests		2 short stay spaces
Office	1 space per 45sqm for staff	740sqm	16 long-stay spaces
	1 space per 250sqm for visitors		3 short stay spaces
Retail	1 space per 175sqm for staff / long-stay (minimum of 2)	100sqm	2 long-stay spaces
	1 space per 40sqm for visitors / short-stay (for first 750sqm)		3 short stay spaces

16. The current proposal envisages staff/long-stay cycle parking at basement level accessible by a suitably sized lift (measuring 1.3m x 2.4m), which meets the minimum requirements of the London Cycle Design Standards.

17. Two separate cycle storage rooms are proposed within the basement to provide additional security to meet Secure by Design Standards, whereby 10 spaces for hotel & retail staff are provided in one room, and 17 spaces for office staff in another room.

18. Long-stay cycle parking spaces are sought to be principally provided as two-tier facilities; however, 1-2 spaces are sought to be provided as accessible spaces.

19. It is proposed that visitor/short-stay cycle parking is provided to the above standards within available space on-street, collaborating with TfL. Cycle parking could be souight to be delivered within space across the site frontage or by extending the existing offering within the central reservation on St George's Road. The wide frontage on St George's Road, proximity to the Site's main entrances and connection to the cycle superhighways provides a convenient and secure location to provide the cycle parking.

20. Immediately to the north of the Site on St George's Road lies Cycle Superhighway 6 which extends between Elephant & Castle in the south to Kings Cross in the north. Cycle Superhighway 7 joins route 6 on St George's Road, proceeding south west along Elliott's Row and on to Merton. The Site is therefore well located on the strategic Cycle Superhighway network with numerous on-street cycle stands available on St George's Road in addition to a cycle hire docking station.

Car Parking Strategy

21. The proposed development will in essence be car-free, with the exception of a single disabled parking space provided at ground floor within the site as requested by LBS Transport in previous pre-application discussions. The access to the disabled space will be achieved by a simple crossover arrangement and would be controlled by building management whereby staff would be available to open and close the entrance to the space as required by guests of the hotel.

22. The proposed space would be reserved for disabled hotel guests and reserved on a first-come, first-served basis. Use of the bay would be required to be accompanied by a valid Blue Badge and will be used by guests at the discretion of hotel management.

23. The principals for the management of the disabled space will be set out within the Transport Assessment to support the planning application.

Vehicular Pick-up / Drop-off

24. Owing to the highly accessible location of the Site, arrivals and departures by vehicle will be heavily discouraged, and in any event, will form the minority of journeys by guests, employees and visitors. Notwithstanding, the arrival and departure of taxis is a pertinent consideration, owing to the nature of hotel use. It is proposed that taxi activity is accommodated on-street using available legitimate kerbside opportunities. Oswin Street benefits from a notable length of single-yellow line restriction which would enable taxi drop-off and pick-up to occur.

25. An assessment of the number of expected taxi arrivals and departures will be set out within the Transport Assessment supporting the planning application. It is also expected that an Operational Management Plan and/or Travel Plan will be implemented to manage travel by vehicular modes, notably taxis and coaches (see below).

26. With respect to coach parking, it is not anticipated that coach bookings are likely given the nature of the hotel and its location. Nevertheless, the Applicant will accept a planning condition which requires the operator to not accept group bookings. This will be restricted through the Travel Plan and Operational Management Plan.

Servicing Strategy

27. The proposed servicing strategy involves providing an on-street solution across the Site frontage on Oswin Street, which is able to accommodate a goods vehicle used by a hotel of this nature, typically a transit van or similar. The proposed approach has been developed with the benefit of consultation with LBS Transport and the proposals align with the specific requests raised, whereby the following is achieved:

    - 1m carriageway widening over a 12m length across the Site frontage, controlled by single yellow lines to accommodate servicing activity for the Site;
    - A 2.4m wide footway provided across the Site frontage on Oswin Street – a significant improvement above the existing situation and accords to LBS Streetscape Guidance; and,
    - The amendments require the relocation of the start of the raised table which remains in excess of 8m between St George's Road and the start of the taper of the carriageway widening.

28. An indicative proposal with an associated vehicle swept path analysis is included at **Appendix A**.

29. It is pertinent to note that the existing Oswin Street footway varies in width but is generally less than 2m and considered sub-standard. The proposed arrangement therefore provides a material improvement for pedestrians and servicing vehicles. As noted previously, the LCC scheme also includes new on-street loading facilities as part of public realm improvements on the east side of Oswin Street opposite the Site. In combination with the proposed carriageway widening to better facilitate kerbside activity, there would be a cumulative benefit for servicing activity in the immediate area.

30. With regards to the expected quantum of deliveries per day, a review of the TRICS/TRAVL database provides the following survey information for central London hotels that also have a high level of public transport accessibility. The hotels are also 4* grade and provide a robust example of hotels which include on-site food and beverage, plus other hotel amenities such as fitness centres, conferencing and meeting rooms. This is likely to be in excess of what the proposed hotel will deliver, and therefore provides a robust estimate of deliveries.

    - Hampton by Hilton, Waterloo Road (TRICS) – 8 deliveries a day.
    - Park Plaza, Westminster Bridge, Lambeth (TRAVL) – 11 deliveries a day.

31. Consideration has also been given to smaller hotels with a more condensed food and beverage offer more akin to what is proposed at this Site. This includes the Z Hotel chain in central London which generates around 4-6 deliveries a day, and the new Ruby Hotel on Lower Marsh in Lambeth, which is forecast to generate around 5 deliveries a day. The anticipated weekly delivery schedule from the Ruby Hotel, which provides a reasonable comparison for this Site, is included below (extract from Transport Assessment, Lambeth LPA Ref: 16/05322/FUL).

Table 5 – Delivery Schedule for Proposed Hotel

Supplier	Type of Vehicle	Type of delivery	Time on Site
Daily			
Private Company	7.5T van	Food and Drink	15 – 20 minutes
Private Company	7.5T van	Laundry Delivery & Collection	15 – 20 minutes
Private Company	7.5T van	Fruit	5 – 10 minutes
Private Company	7.5T van	Milk	5 – 10 minutes
Private Company	Small Refuse Lorry	Refuse collection	5 – 10 minutes
Weekly			
Private Company	Transit	Chemicals for housekeeping	5 – 10 minutes
Private Company	Transit	Stationary	5 – 10 minutes
Monthly			
Private Company	7.5T van	Soap and Hand Wash	5 – 10 minutes
Private Company	Transit	Toilet Rolls, hand towels etc.	5 – 10 minutes
Private Company	Transit	Housekeeping supplies	5 – 10 minutes
Occasionally			
Private Company	7.5T van	Toiletries	5 – 10 minutes

32. In addition to the hotel, the proposed office workspace could generate in the region of 2 deliveries per day based on a rule of thumb using industry standard data (TRAVL/TRICS) which assumes 0.25 deliveries per 100sqm (GEA). This should be expected to be no different from the existing servicing and delivery demands of the current Site.

Waste Strategy

33. It is proposed that waste is stored centrally for all building uses within a ground floor storage room suitably sized to accommodate the anticipated waste of the development.

34. The waste storage requirements for the proposed development have been calculated against the British Standards BS5906:2005 guidance, assuming a daily waste collection to limit the size of the store. However, sufficient storage has been provided to accommodate two days' waste to accommodate resilience in the strategy in the event that waste cannot be collected on a particular day. The following waste storage provision is accommodated:

- Hotel (3*) – 250 litres per room per week = 22,250 litres per week = 6,357 litres for daily collection (provide 2 days' worth) = 3 x 1,100 litre refuse bins and 3 x 1,100 litre recyclables bins.

- Office – 50 litres per employee per week = 740sqm equates to c.50 employees = 2500 litres per week = 1 x 1,100 litre refuse bin and 1 x 1,100 litre recyclables bin.

- Retail – Given the waste is managed centrally and the retail element is ancillary to the hotel (much of the waste will be produced by hotel guests already accounted for), it is considered the waste arisings are accounted for in the above. Nonetheless, an additional food waste bin is provided for associated arisings. As such, 1 x 240 litre bin for food waste is provided.

- **TOTAL** - 4 x 1,100 litre refuse bins; 4 x 1,100 litre recyclables bins and 1 x 240 litre wheeled bin for food waste.

35. Waste will be stored in the central store and moved to the building entrance by site management shortly before collection each day and returned to the store immediately after. Waste will be managed by private collection. The strategy has been developed to ensure that a waste collection vehicle can arrive within 10m of where waste will be presented whilst ensuring waste is stored off of the public highway at all times.

36. The agreement of LBS on the above waste storage and collection strategy is sought.

Trip Generation

37. This section of the Note sets out the approach to calculating trip generation associated with the Site for agreement with LBS.

38. As set out previously, the existing site measures approximately 672.2sqm in size and the building is in A2 class use at basement and ground floors, with office floorspace above. The proposed development incorporates c.740sqm of office floorspace which is not considered to constitute a significant increase and it is likely that the trip generation will be similar to the existing situation. For this reason, it is proposed that the associated trip generation calculations are excluded from the Transport Assessment.

39. The proposed retail use comprises c.100sqm in size and will be operated by the same management as the hotel to serve food and drink to guests (particularly during the morning), but also being available to the public. At other times of the day, the retail use is expected to largely generate pass-by and diverted trips by people that are already in the local area or intending to visit other local businesses. It is therefore unlikely to generate a material number of new or primary trips in its own right.

40. The limited size of the proposed retail element and in part its ancillary nature means that it will generally not be treated as a destination in its own right. Given that based on these reasons the retail use will predominantly generate secondary trips that are not new to the transport or highway network, it is not considered necessary to include them as part of the trip generation assessment.

41. To calculate the trip generation potential of the hotel use, the TRICS database has been interrogated for similar hotels across central London. In total, only two suitable hotel surveys are available, identified as follows in **Table 1.2**:

Table 1.2: Available TRICS Survey Sites

Site Ref	Site Location	Hotel	Star Rating	PTAL	No of Rooms
GR-06-A-03	Greenwich High Road, SE10 8JA	Novotel	4	4	151
LB-06-A-01	Waterloo Road, SE1 8XA	Hampton by Hilton	3	6b	297

42. It is considered the two sites available provide a sound basis to understand the anticipated trip generation of the proposed hotel as they both occupy areas with good access to public transport and have a similar offering with respect to star rating. It is noted that the Novotel site also has a fitness centre and six meeting rooms with a total capacity of 92 people, whilst the Hampton by Hilton offers facilities for conferences and functions at the site and its restaurant, Greenport Kitchen, is open to the public.

43. The proposed hotel will not offer conferencing facilities, and, as such, the person trip generation calculated by using the above hotels is likely to overestimate the trip generation of the proposals, representing a worst-case assumption.

44. A summary of the trip generation for the TRICS hotel trip rates are set out in **Table 1.3**. The trip rates have been estimated for the weekday AM peak (08:00-09:00), PM peak (17:00-18:00) and daily (06:00-22:00) periods.

Table 1.3: TRICS Trip Rates by Mode – Hotel Use

Period	Vehicles (inc. Taxi)	Taxis	Cycle	Walk	Bus	Rail	Total People
AM In	0.009	0.002	0	0.022	0.004	0.042	0.078
AM Out	0.04	0.002	0	0.08	0.004	0.065	0.199
PM In	0.027	0.018	0.002	0.114	0.007	0.089	0.241
PM Out	0.031	0.018	0.002	0.118	0.02	0.089	0.257
Daily In	0.42	0.228	0.011	1.069	0.163	1.35	3.116
Daily Out	0.436	0.228	0.008	1.527	0.152	1.298	3.508

45. The above trip rates have been applied to the proposed number of bedrooms (89 keys) with the corresponding number of trips by each mode summarised in **Table 1.4** below.

Table 1.4: Proposed Hotel Multi-Modal Trip Generation

Period	Vehicles (inc. Taxi)	Taxis	Cycle	Walk	Bus	Rail	Total People
AM In	1	0	0	2	0	4	7
AM Out	4	0	0	7	0	6	18
PM In	2	2	0	10	1	8	21
PM Out	3	2	0	11	2	8	23
Daily In	37	20	1	95	15	120	277
Daily Out	39	20	1	136	14	116	312

46. Table 1.4 indicates that the majority of trips would be made by public transport and walking. Public transport accounts for 10 two-way trips during the AM peak and 16 two-way during the PM peak. A reasonable proportion of trips will be undertaken on foot, this is likely due to the Site's proximity to central London and attractions for visitors to London. The walking mode is expected to account for approximately 9 trips during AM peak and 21 trips during the PM peak.

47. The impact that could be anticipated to be created by the proposed hotel trips, once dispersed across the wider transport and highway networks is expected to be very limited, particularly when considered in the context of the high number of underground, national rail and bus services available locally.

48. With respect to vehicular movements, as set out above, the proposed development is likely to generate a demand for a total of 5 vehicle movements across the peak hours, equating to less than one vehicle movement every 10 minutes at peak times. The level of vehicular activity is considered to be limited and unlikely to be noticeable in the context of the surrounding highway network and able to be readily accommodated with the proposed highway layout.

Planning Application Deliverables (Transport)

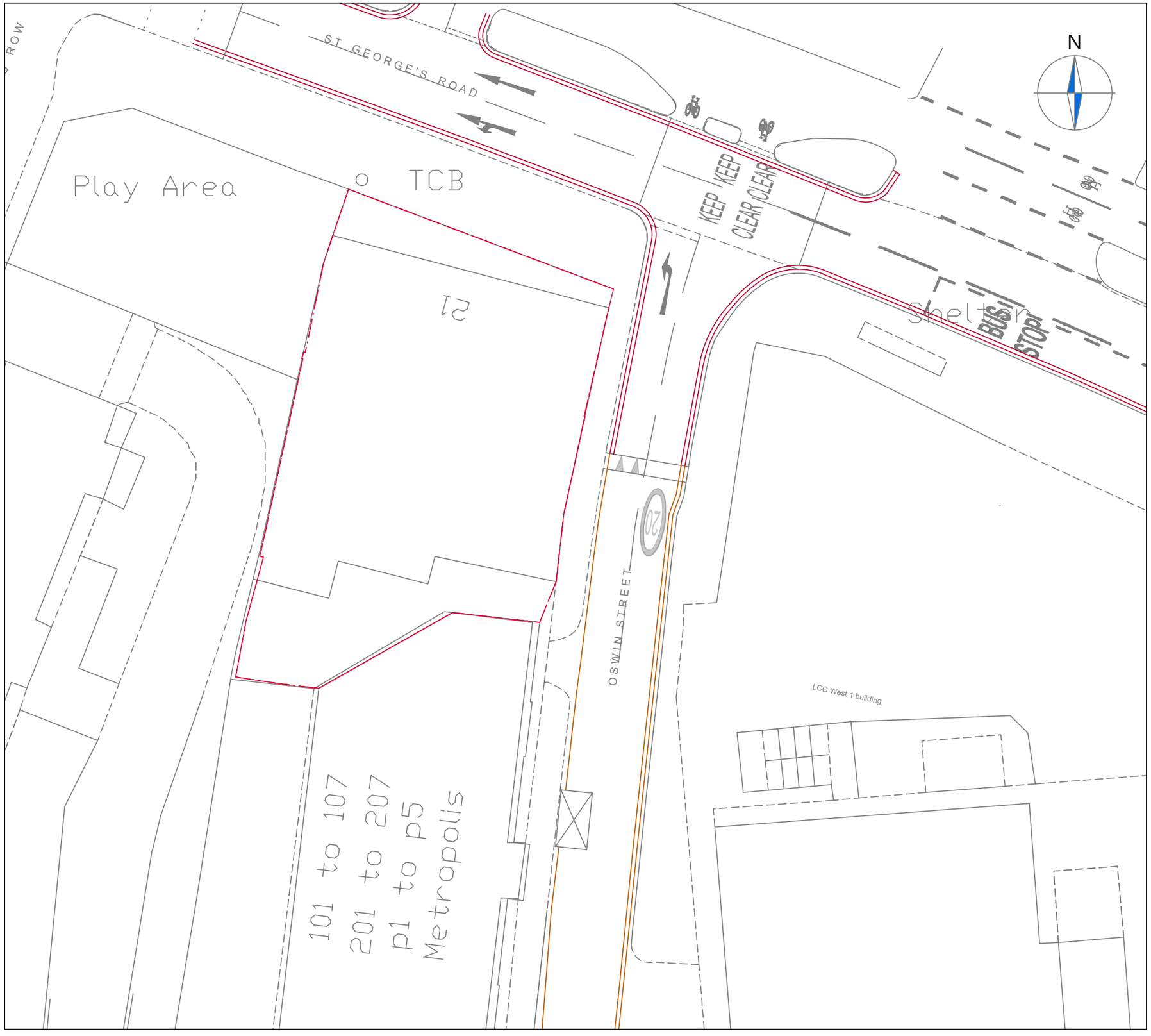
49. The following summary sets out the anticipated deliverables for a planning application for confirmation with LBS.

- Healthy Streets Transport Assessment;
- Outline Construction Logistics Plan;
- Workplace Travel Plan;
- Delivery & Servicing Plan; and,
- Operational Management Plan (subject to end operator and agreement with LBS).

50. The information included within this Note is intended to form the basis of the above reports, with the acceptability of the assumptions and calculations being set out for agreement with LBS, particularly with respect to servicing and deliveries, car parking, cycle parking, waste storage and trip generation.

Appendix A

Proposed Servicing Arrangement



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

Rev	Details		Drawn	Checked	Date
.	.		..	..	.. ..

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

...

Project:

21 St George's Road

Drawing Title:

Existing Highway Layout

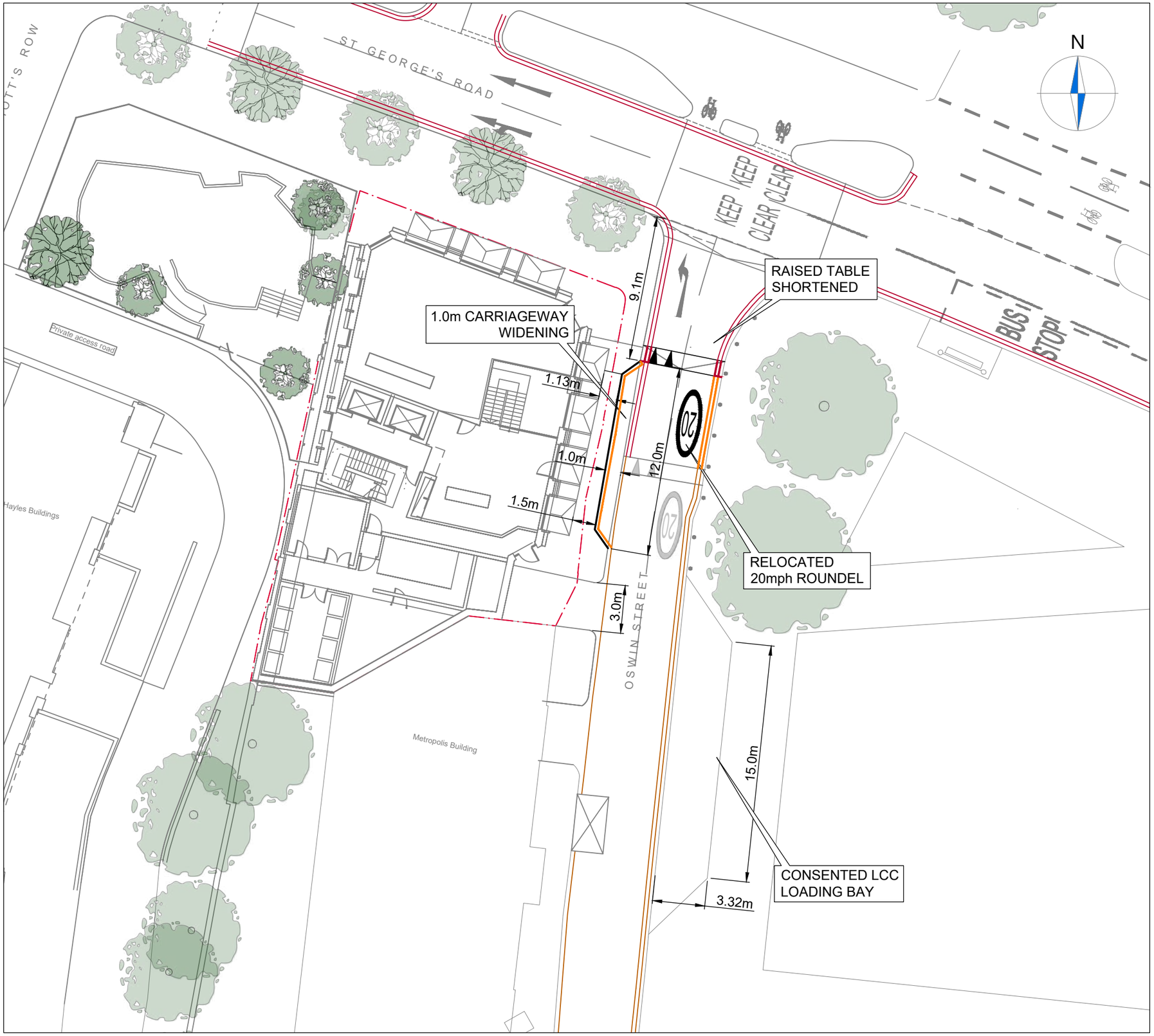
Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
HE	CC	25.06.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4226	TR003	1 of 1	.

CA4226_SK001 - EXISTING HIGHWAY LAYOUT.DWG



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

Rev	Details	Drawn	Checked	Date
A	Revised scheme.	HE	CC	31.07.2020

REVISION HISTORY

Status:
- [ ] Preliminary
- [x] For Information
- [ ] For Approval
- [ ] For Tender
- [ ] For Construction
- [ ] As Built

Client:

...

Project:

21 St George's Road

Drawing Title:

Proposed Scheme and Oswin Street Highway Arrangement

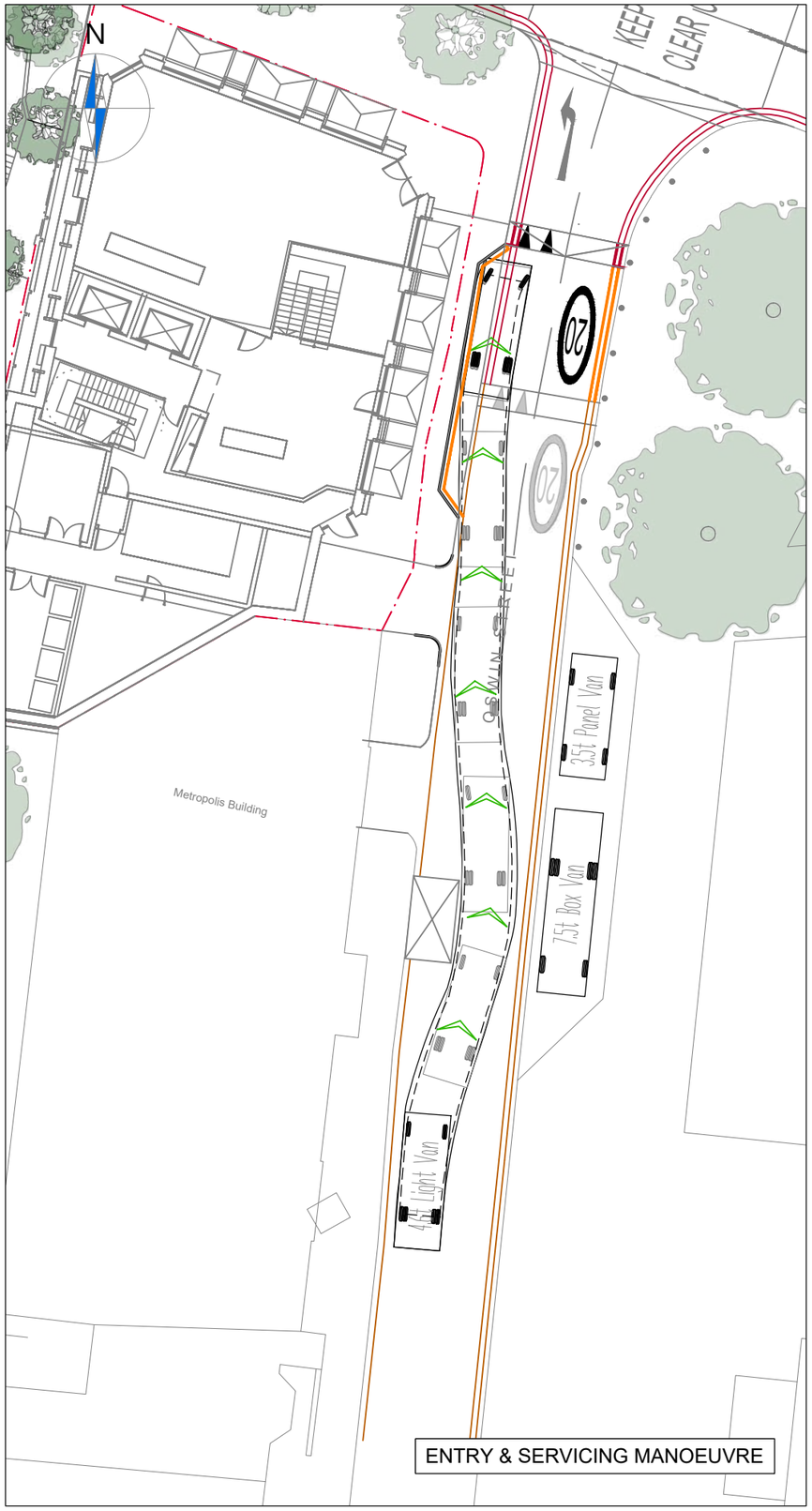
Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
HE	CC	25.06.2020

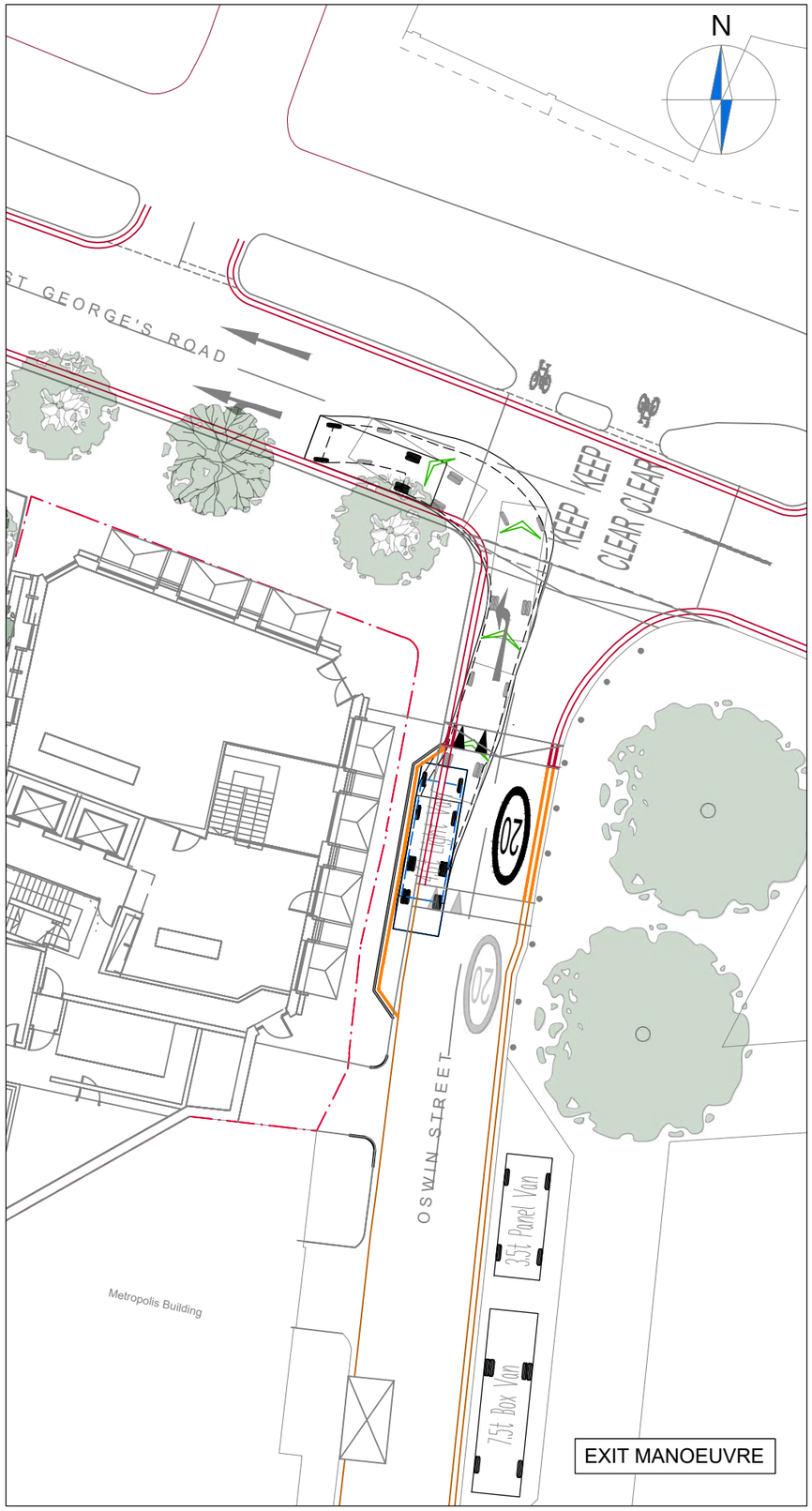
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4226	SK002	1 of 1	A

CA4226_SK002 A - PROPOSED SCHEME & HIGHWAY ARRANGEMENT.DWG



ENTRY & SERVICING MANOEUVRE

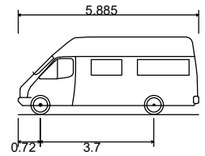


EXIT MANOEUVRE

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

4.6T LIGHT VAN



Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
A	New scheme layout.	HE	CC	31.07.2020

REVISION HISTORY

Status:
- [ ] Preliminary
- [ ] For Approval
- [ ] For Construction
- [x] For Information
- [ ] For Tender
- [ ] As Built

Client:

...

Project:

21 St George's Road

Drawing Title:

Swept Path Analysis using a 5.88m 4.6t Light Van

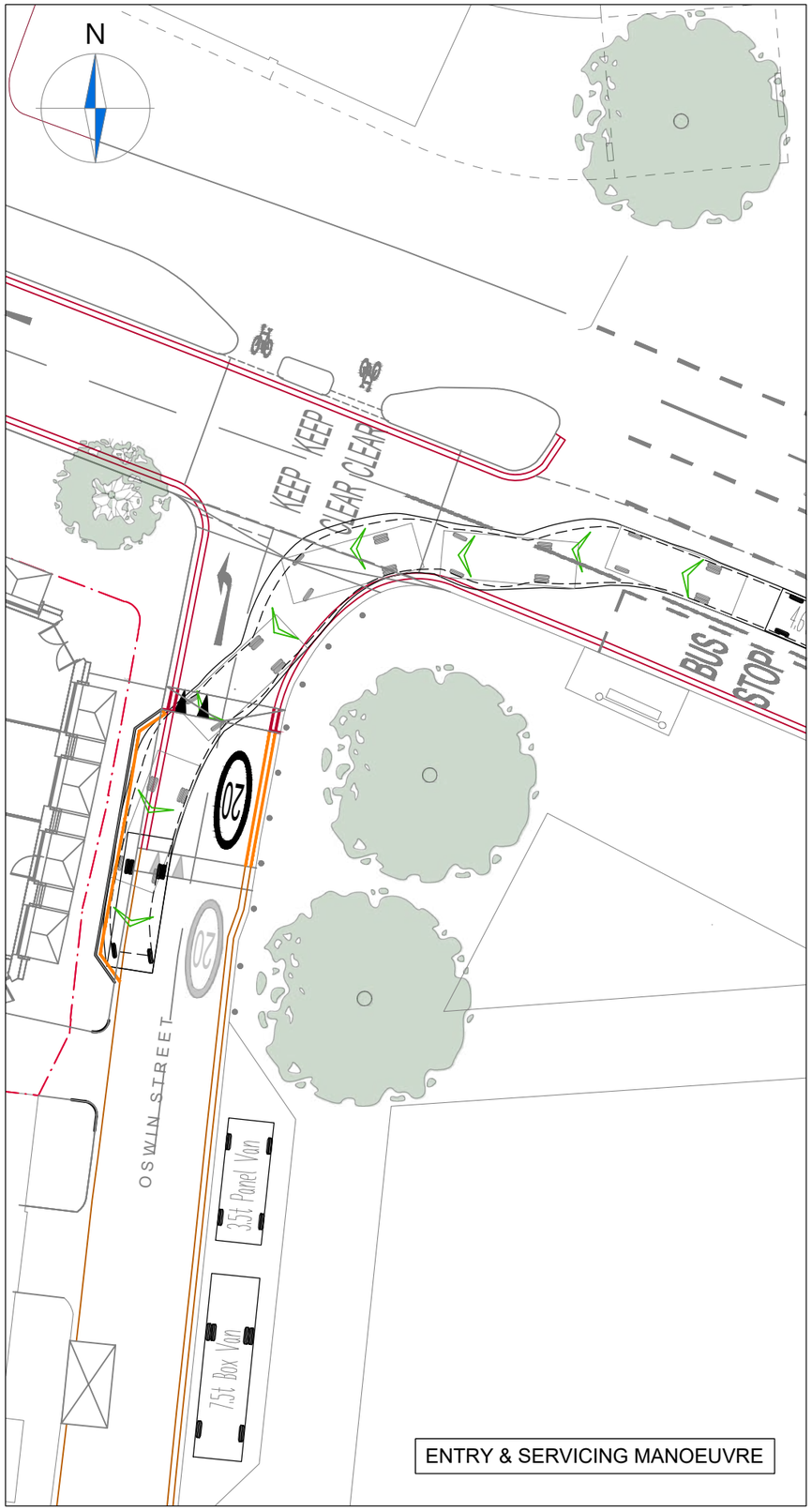
Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
HE	CC	25.06.2020

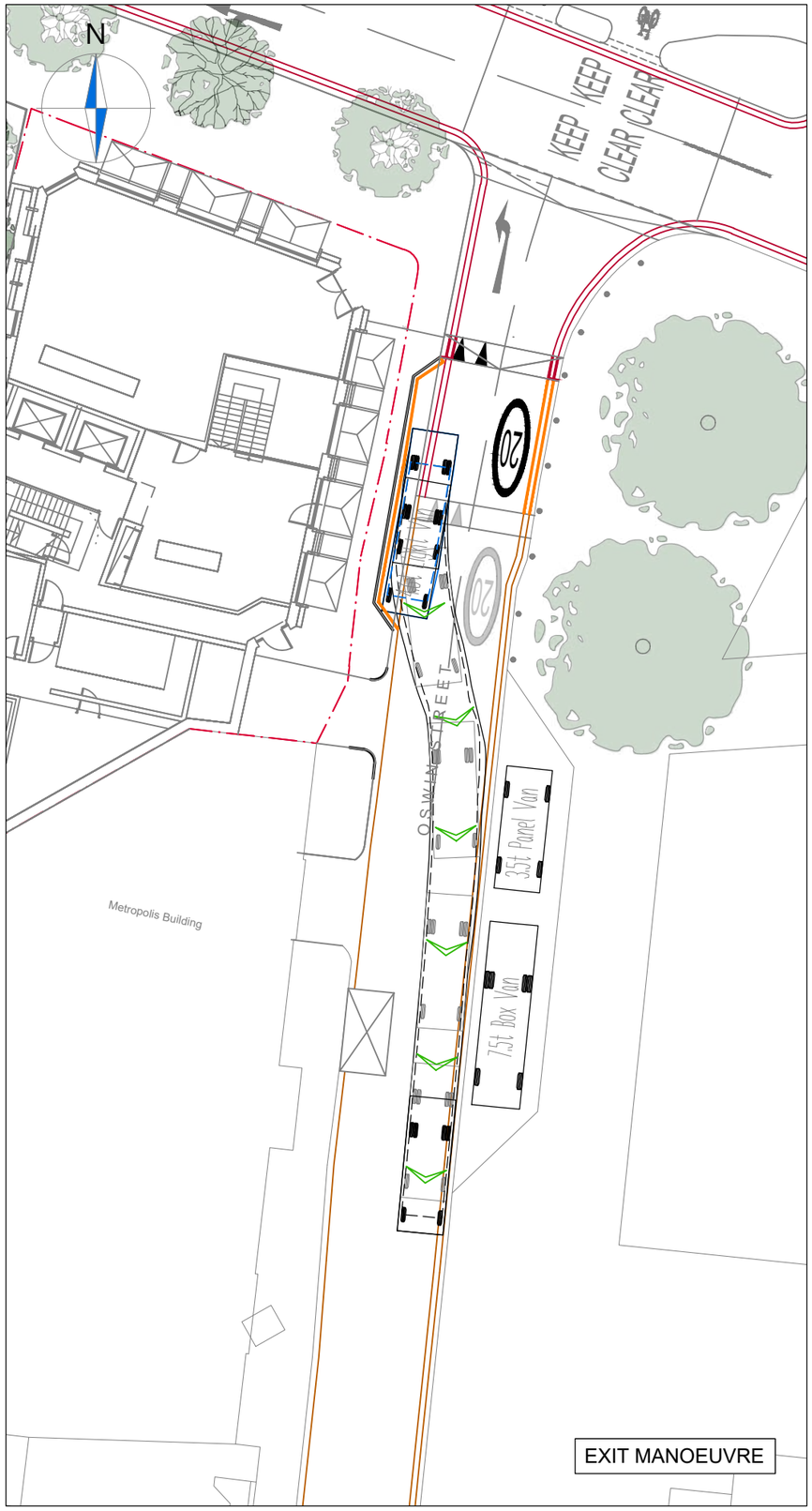
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4226	TR004	1 of 6	A

CA4226_TR004 A - SWEPT PATH ANALYSIS.DWG



ENTRY & SERVICING MANOEUVRE

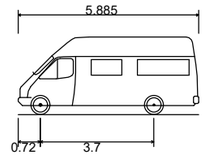


EXIT MANOEUVRE

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

4.6T LIGHT VAN



Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
A	New scheme layout.	HE	CC	31.07.2020

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

...

Project:

21 St George's Road

Drawing Title:

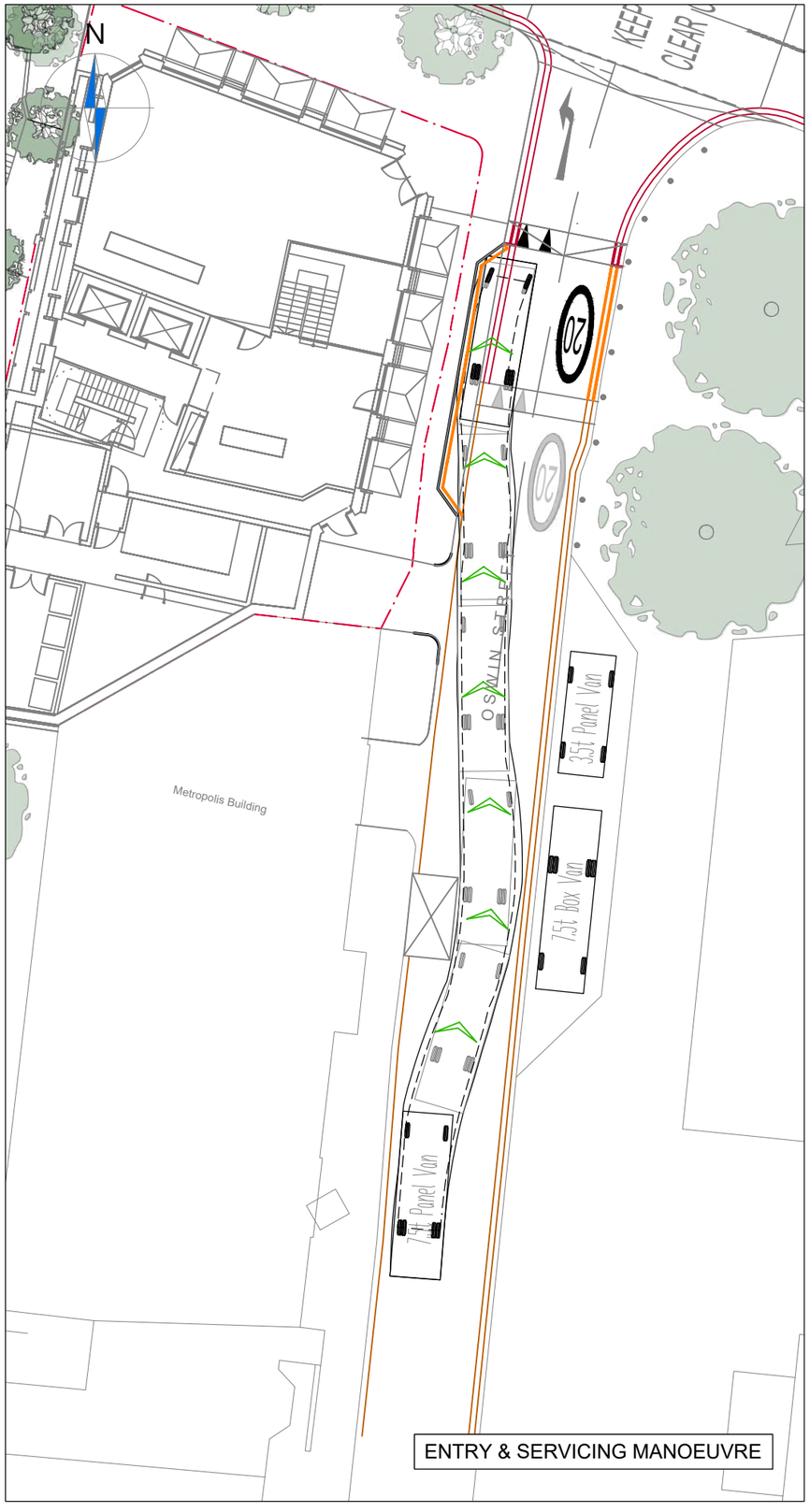
Swept Path Analysis using a 5.88m 4.6t Light Van

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	HE	CC	25.06.2020

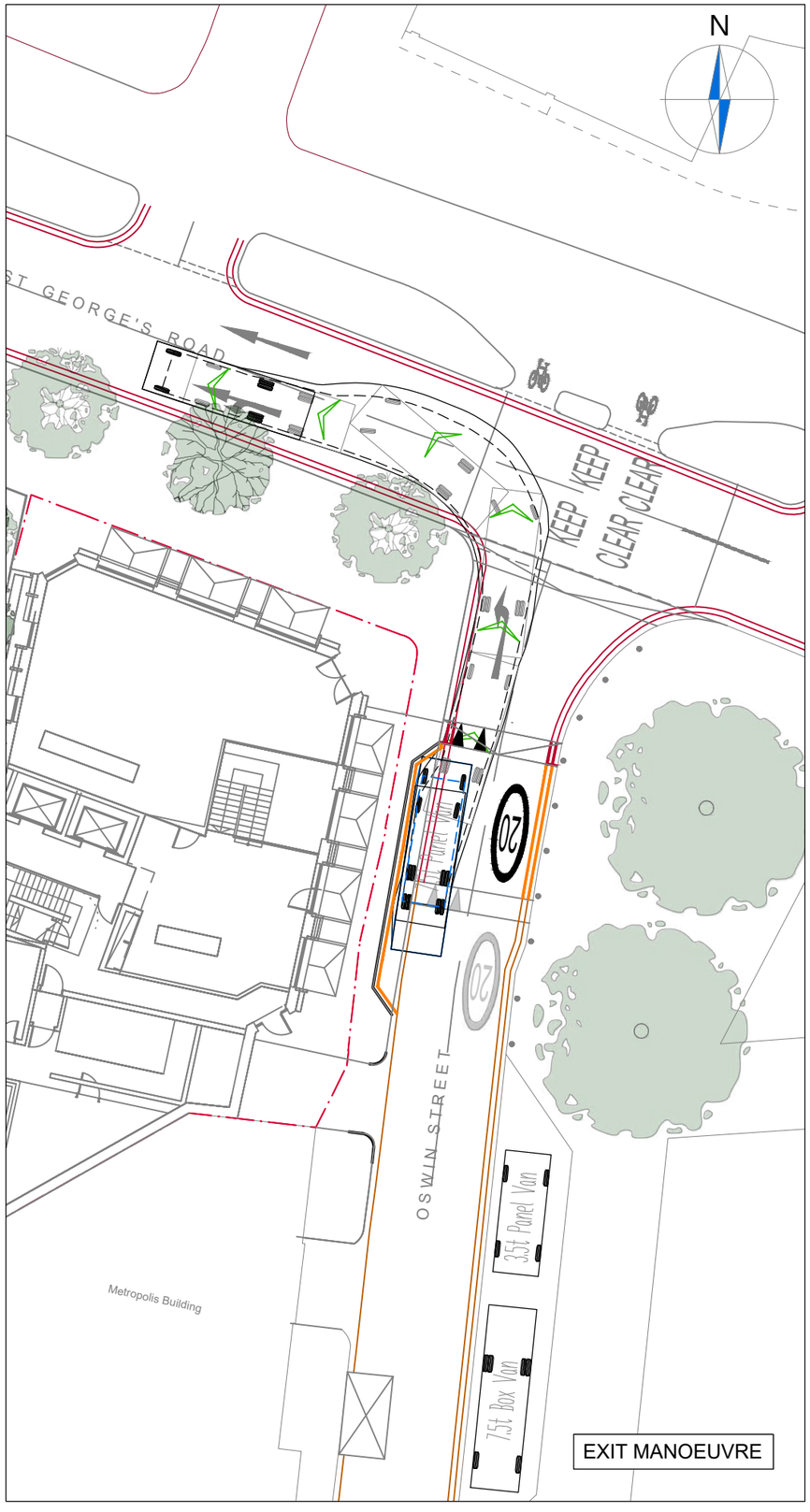
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4226	TR004	2 of 6	A

CA4226_TR004 A - SWEPT PATH ANALYSIS.DWG



ENTRY & SERVICING MANOEUVRE

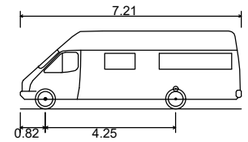


EXIT MANOEUVRE

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

7.5T PANEL VAN



Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
A	New scheme layout.	HE	CC	31.07.2020

REVISION HISTORY

Status:
- [ ] Preliminary
- [ ] For Approval
- [ ] For Construction
- [x] For Information
- [ ] For Tender
- [ ] As Built

Client:

...

Project:

21 St George's Road

Drawing Title:

Swept Path Analysis using a 7.2m 7.5t Panel Van

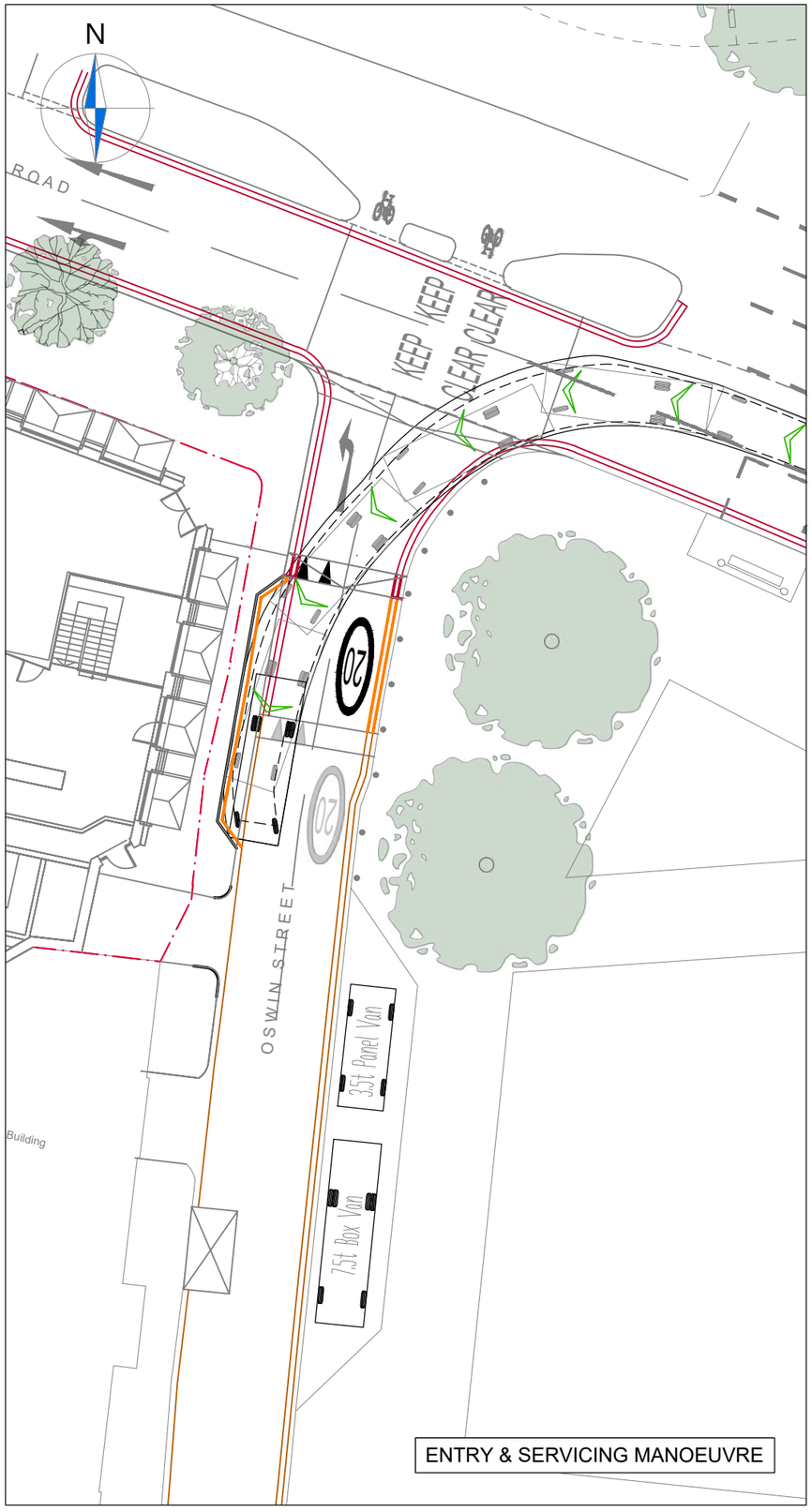
Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
HE	CC	25.06.2020

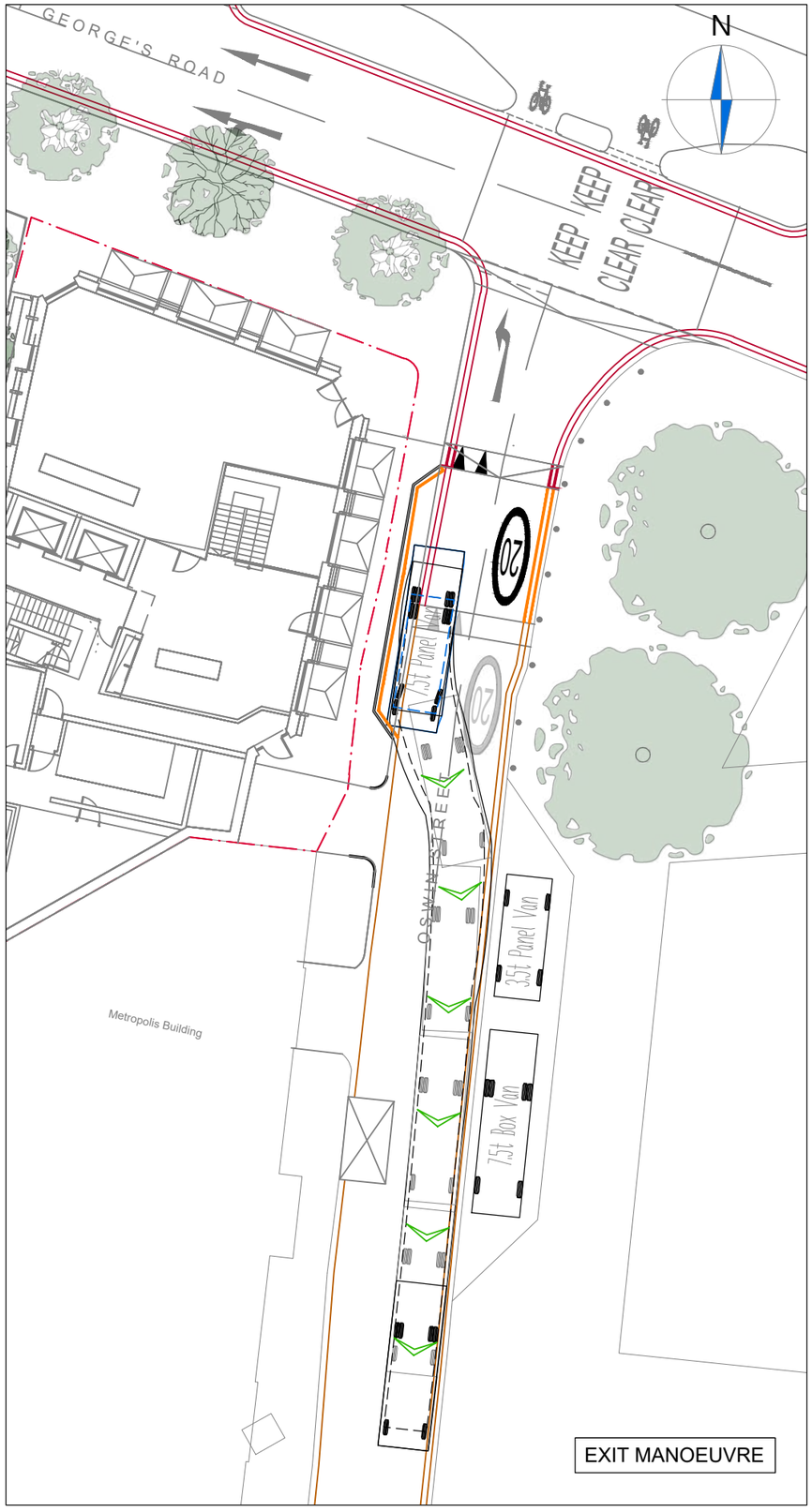
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4226	TR004	3 of 6	A

CA4226_TR004 A - SWEPT PATH ANALYSIS.DWG



ENTRY & SERVICING MANOEUVRE

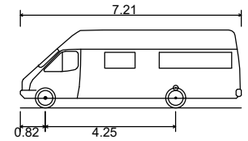


EXIT MANOEUVRE

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

7.5T PANEL VAN



Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
A	New scheme layout.	HE	CC	31.07.2020

REVISION HISTORY

Status:
- [ ] Preliminary
- [x] For Information
- [ ] For Approval
- [ ] For Tender
- [ ] For Construction
- [ ] As Built

Client:

...

Project:

21 St George's Road

Drawing Title:

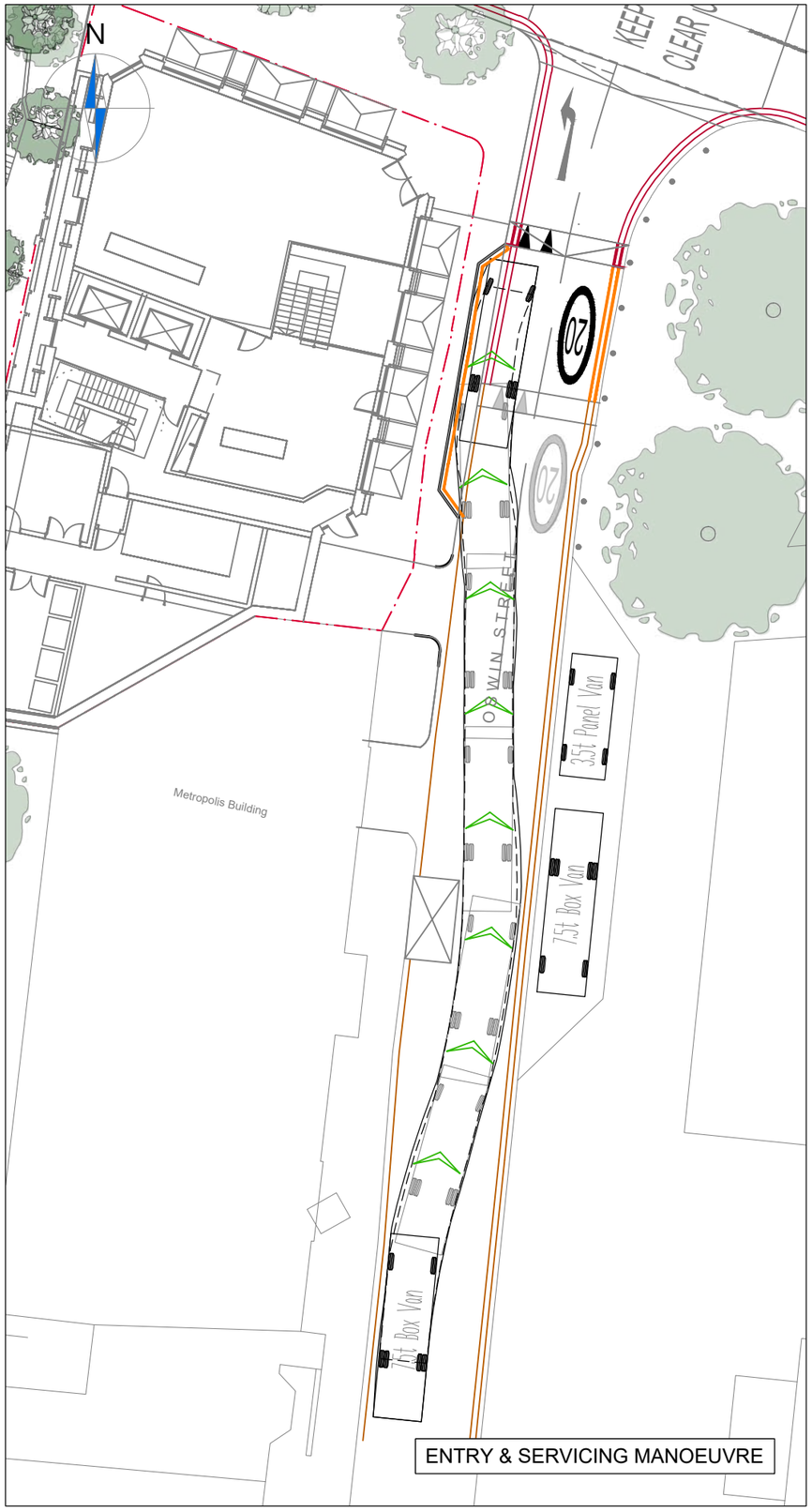
Swept Path Analysis using a 7.2m 7.5t Panel Van

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	HE	CC	25.06.2020

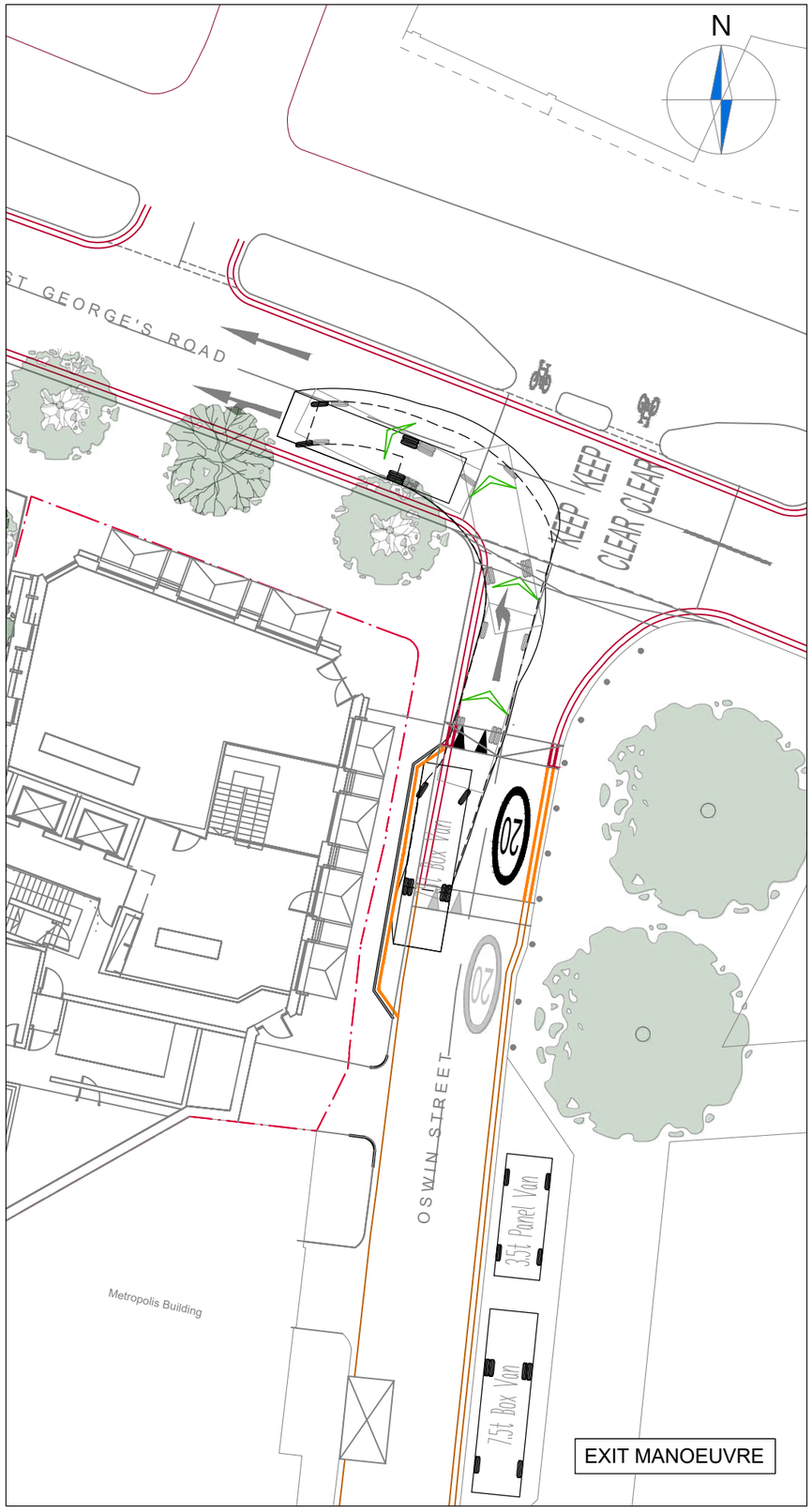
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4226	TR004	4 of 6	A

CA4226_TR004 A - SWEPT PATH ANALYSIS.DWG



ENTRY & SERVICING MANOEUVRE

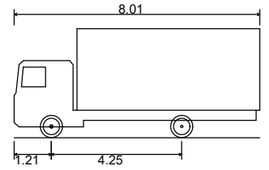


EXIT MANOEUVRE

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
A	New scheme layout.	HE	CC	31.07.2020

REVISION HISTORY

Status:
- [ ] Preliminary
- [ ] For Approval
- [ ] For Construction
- [x] For Information
- [ ] For Tender
- [ ] As Built

Client:

...

Project:

21 St George's Road

Drawing Title:

Swept Path Analysis using an 8m 7.5t Box Van

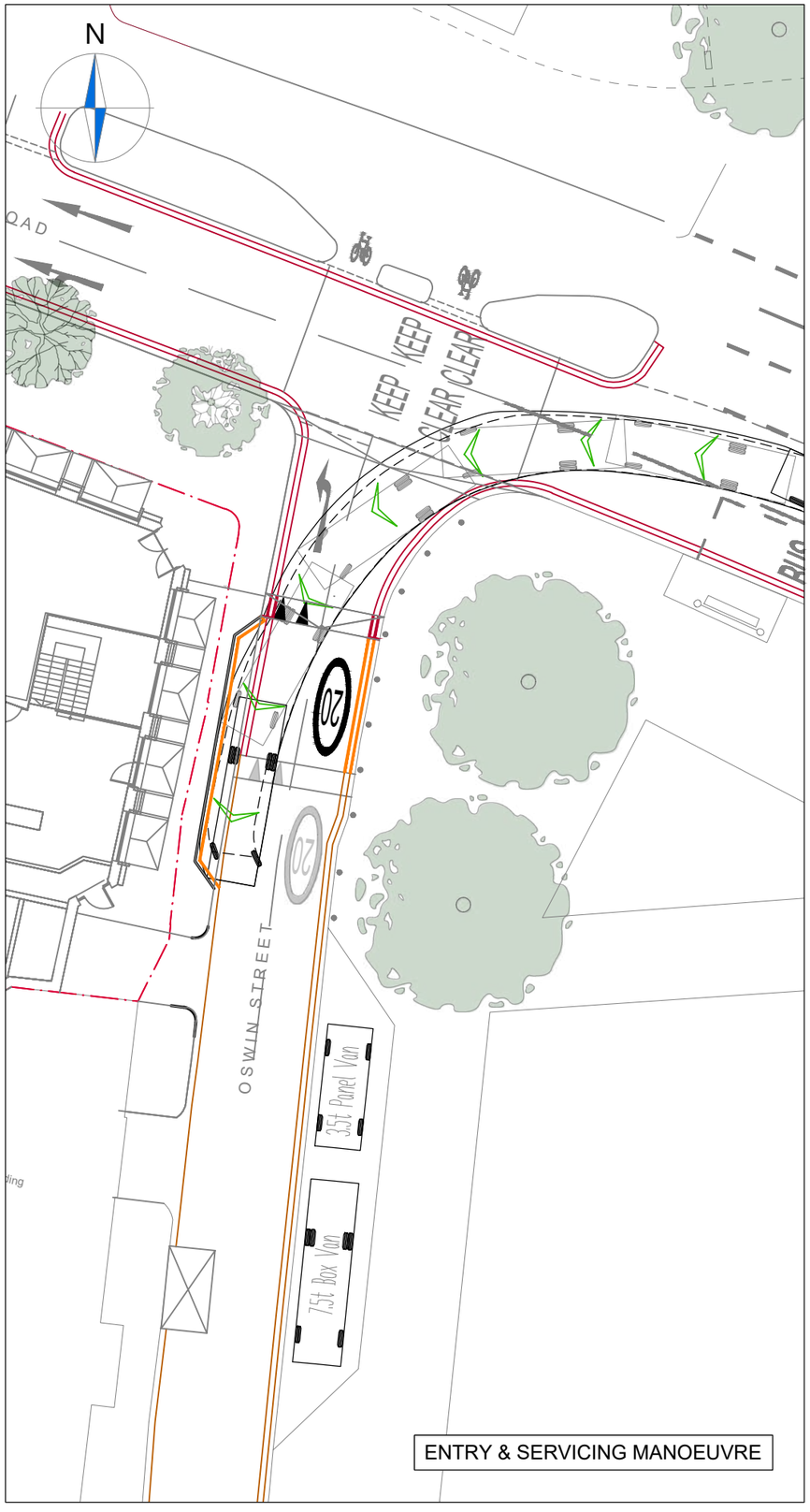
Scale:	Size:
1:250	A3

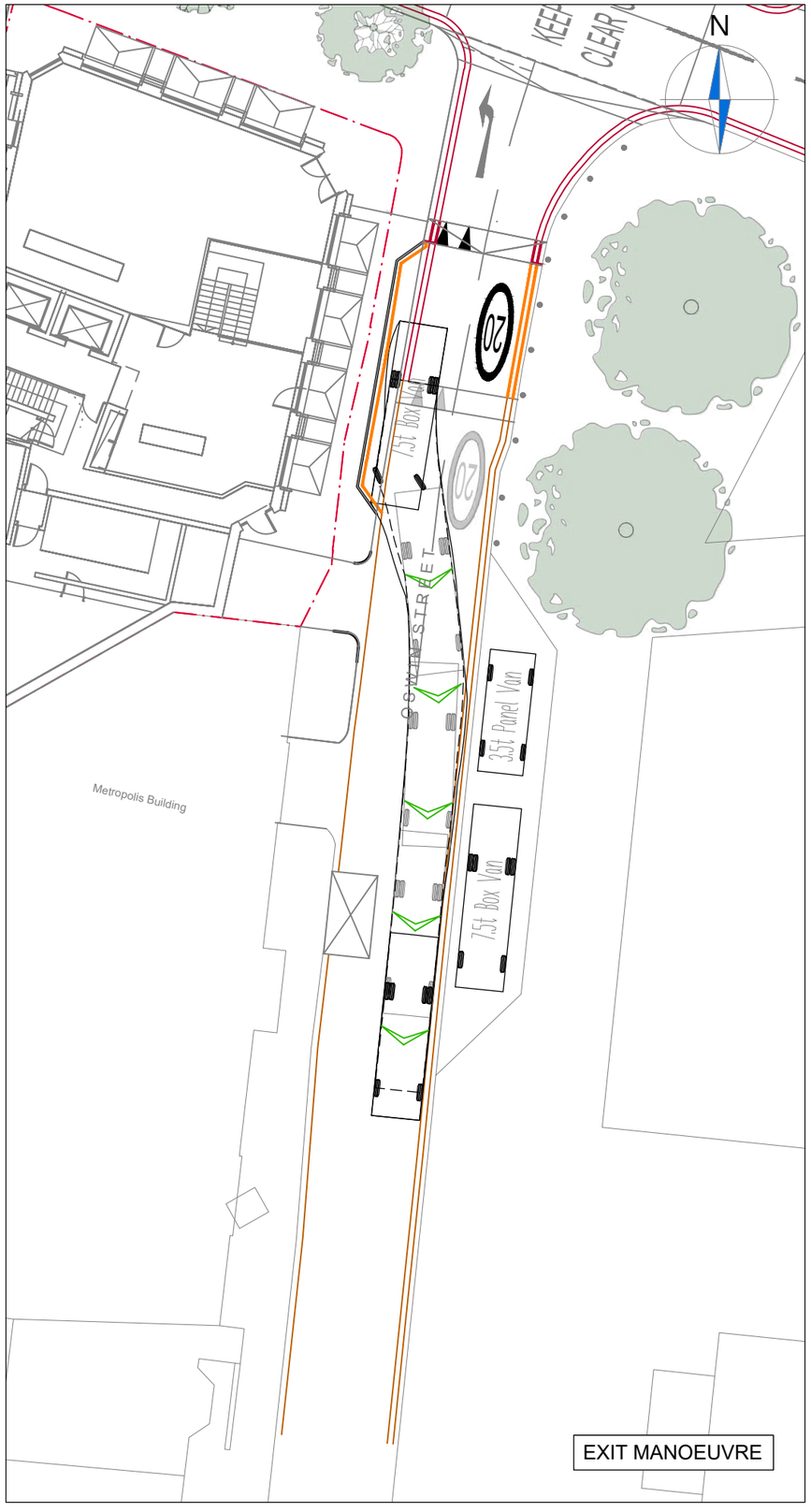
Drawn by:	Checked by:	Date:
HE	CC	25.06.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4226	TR004	5 of 6	A

CA4226_TR004 A - SWEPT PATH ANALYSIS.DWG

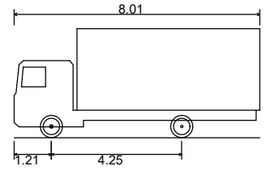




NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
A	New scheme layout.	HE	CC	31.07.2020

REVISION HISTORY

Status:
- [ ] Preliminary
- [ ] For Approval
- [ ] For Construction
- [x] For Information
- [ ] For Tender
- [ ] As Built

Client:

...

Project:

21 St George's Road

Drawing Title:

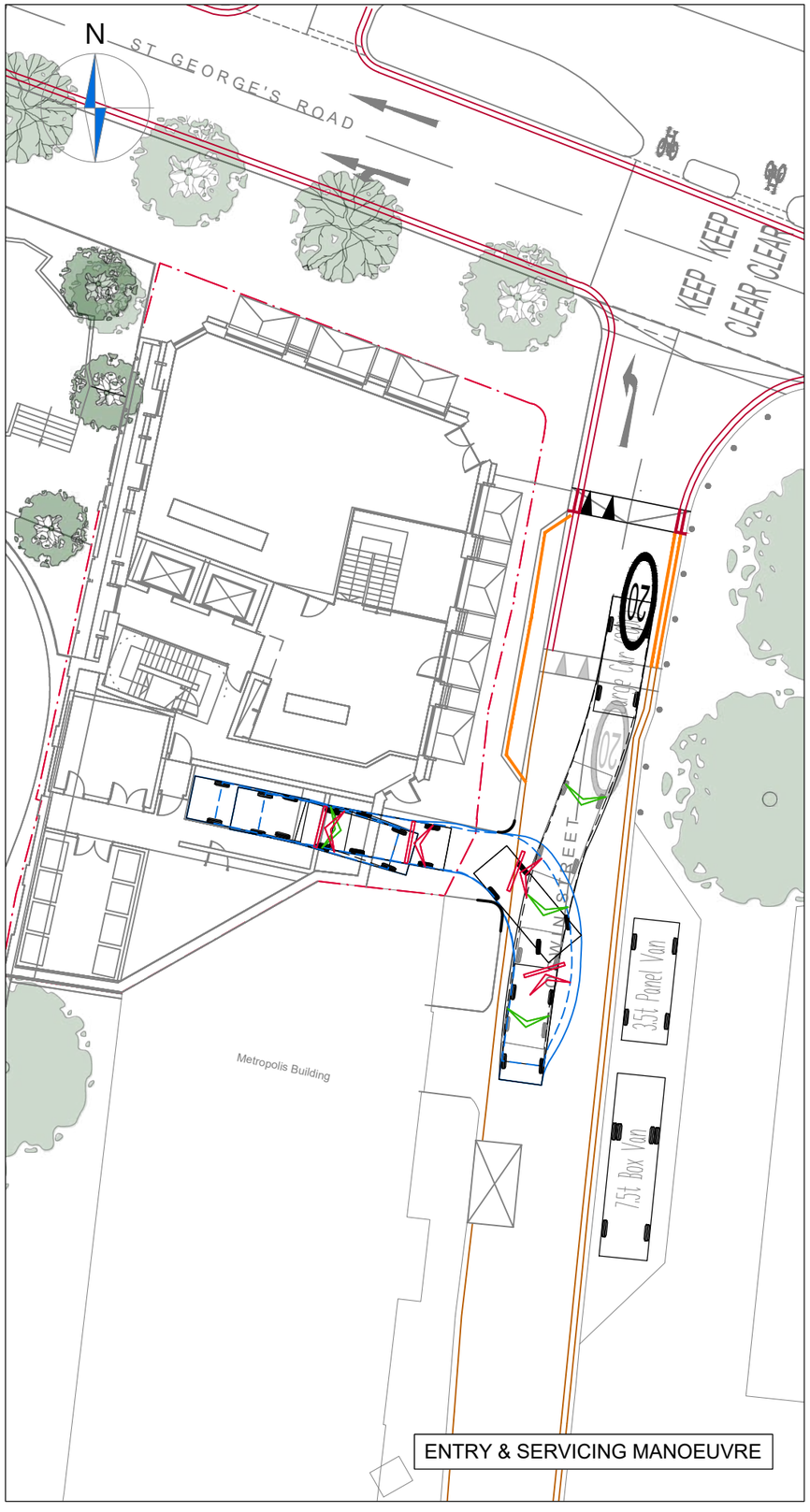
Swept Path Analysis using an 8m 7.5t Box Van

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	HE	CC	25.06.2020

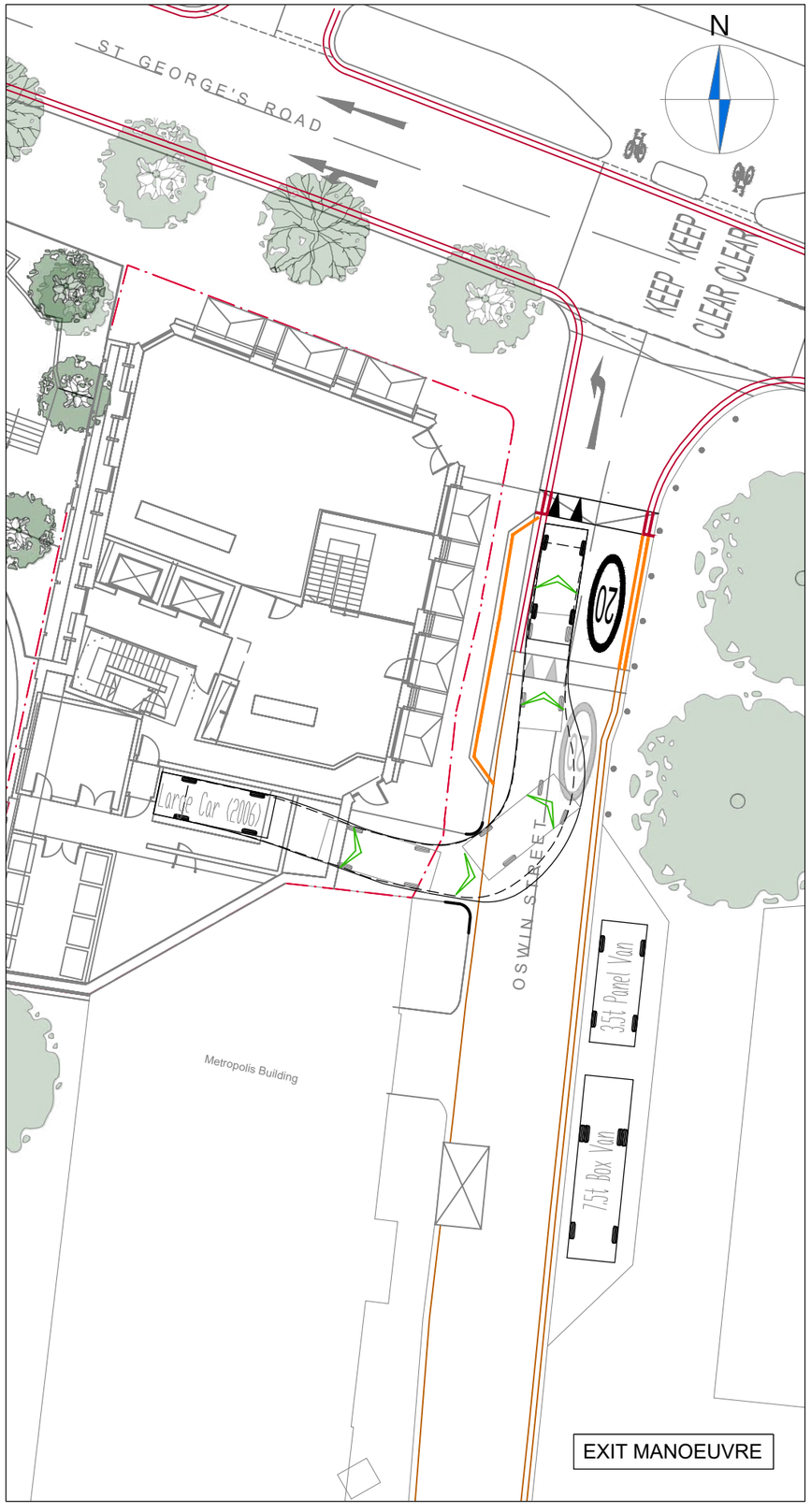
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4226	TR004	6 of 6	A

CA4226_TR004 A - SWEPT PATH ANALYSIS.DWG



ENTRY & SERVICING MANOEUVRE

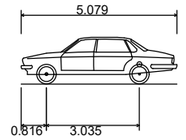


EXIT MANOEUVRE

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
A	Revised scheme.	HE	CC	31.07.2020

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

...

Project:

21 St George's Road

Drawing Title:

Swept Path Analysis using a 5m Large Car

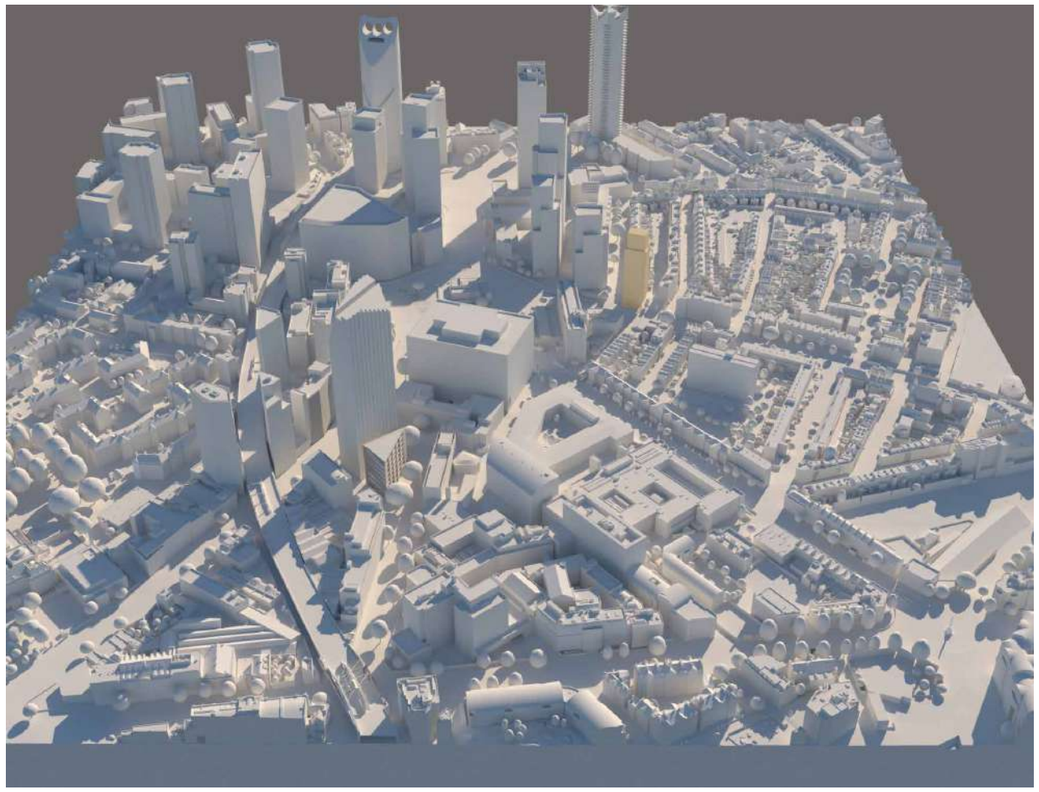
Scale:	Size:
1:250	A3

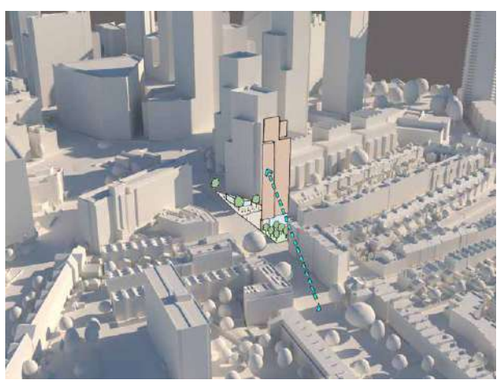
Drawn by:	Checked by:	Date:
HE	CC	01.07.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4226	TR005	1 of 1	A

CA4226_TR005 - SWEPT PATH ANALYSIS - LARGE CAR.DWG

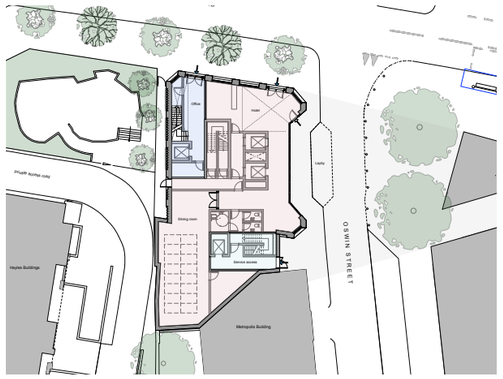




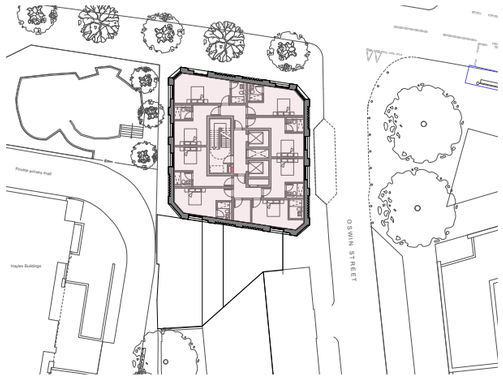
Aerial view from east

Aerial view from west

View of proposal in context from St George's Road



Proposed ground floor plan



Proposed typcial hotel floor plan

Proposed elevation to St George's Road

Proposed architectural modelling to upper storeys

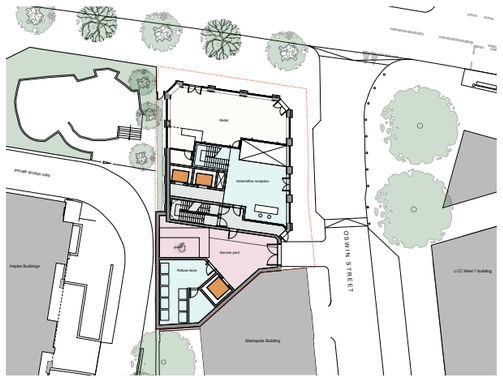
Proposed view along Oswin Street

Proposed view from St George's Road

Aerial view from east

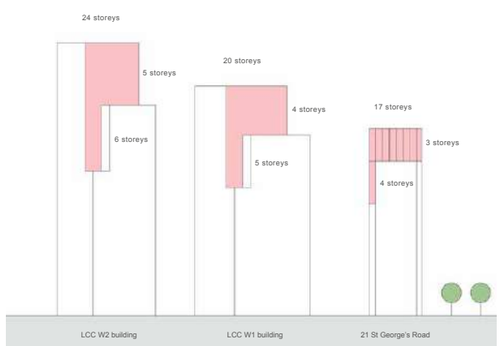
Aerial view from west

View of proposal in context from St George's Road



Proposed ground floor plan

Proposed typical hotel floor plan



Building height

Public realm and active frontages

Proposed view from St George's Road

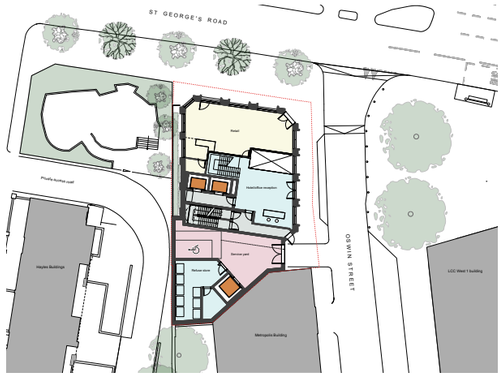
Proposed view from St George's Road

Pre-application 4 submission

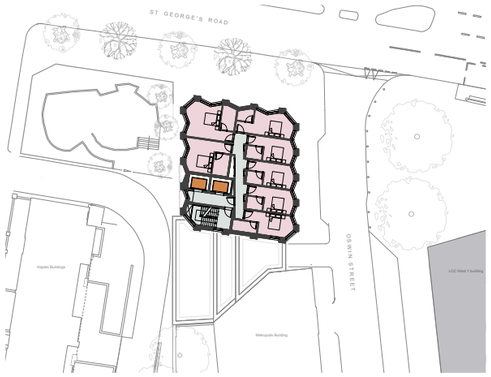
The images on this page illustrate characteristics of the previous pre-application 4 submission.

The scheme proposed in the pre-application 4 submission comprised a 16 storey plus plant mixed use building accommodating a 97 bed hotel, 735m2 of office and 99.5m2 of A3 space.

The architectural configuration had been arrived at as a result of discussions over the 3 previous pre-application meetings.



Ground floor plan



Typical upper level

Proposed view from Newington Causeway

North elevation

View of proposal in context from St George's Road

Pre-Application Submission 2
Proposed North Elevation
Height = +68.740m AOD
20 storeys
Concept: Equivalent height to LCC W1 building
February 2020

Pre-Application Submission 3
Proposed North Elevation
Height = +59.140m AOD
17 storeys
Concept: Height in sequence with stepped LCC buildings
March 2020

Pre-Application Submission 4
Proposed North Elevation
Height = +56.725m AOD
16 storeys plus plant
Concept: Equivalent height to shoulder of LCC W1 building
April 2020

Pre-Application Submission 5 (current)
Proposed North Elevation
Height = +53.620m AOD
15 storeys plus plant
Concept: Height below shoulder of LCC W1 building
August 2020

latitude

15 Weller Street London SE1 1QU . 0207 234 0235 . design@latitudearchitects.com . www.latitudearchitects.com