



# TRANSPORT ASSESSMENT SCOPING NOTE

<b>Project</b>	Olympia
<b>Report Title</b>	Transport Assessment Scoping Note
<b>Date</b>	26/01/2018
<b>Prepared by</b>	Momentum Transport Consultancy
<b>Prepared for</b>	Transport for London

## 1. Introduction

This scoping note has been prepared by Momentum Transport Consultancy on behalf of Olympia London to be submitted to Transport for London (TfL) in advance of the submission of a planning application for the redevelopment of Olympia.

The purpose of this note is to agree the scope of a Transport Assessment (TA) to be submitted in support of the forthcoming planning application. The final scoping note will be included in the final TA and will outline the agreed approach and scope of the TA.

This section of the note forms the introduction. The remaining sections cover the following:

- Section 2: Site Location
- Section 3: Baseline Conditions
- Section 4: Policy Review
- Section 5: Development Proposals
- Section 6: Implications of Proposals
- Section 7: Trip Generation
- Section 8: Cumulative Development
- Section 9: Impact Assessment
- Section 10: Mitigation
- Section 11: Planning Application Documents
- Section 12: Travel Plan
- Section 13: Delivery and Servicing Plan
- Section 14: Construction Logistics Plan

## 2. Site Location

The Olympia site is bound by Olympia Way to the East, Maclise Road to the North, Hammersmith Road to the South, and Blythe Road to the West. The North and West boundaries of the site are primarily residential in nature with local retail, while the East of the site is characterised by the District and Overground railway lines which run parallel to Olympia Way. The northern end of Olympia Way provides access to the Maclise Road surface parking. Hammersmith Road defines the South of the site with retail units, bus services and heavy traffic flow.

## 3. Baseline Conditions

### Existing Site

The Olympia site is comprised of exhibition space and conference centres as well as ancillary uses. There are also two car parks on site, the multi-storey car park (380 spaces) and the Motorail car park (220 spaces). Table 1 displays the existing floor areas for the Olympia site:

Table 1: Existing floor areas

Building	Floor areas (m2)
A3/A4 Food and Beverage	883
D1 (Exhibition)	40,722
D2/SG (Conference facilities)	2,188

### Local Highway Network

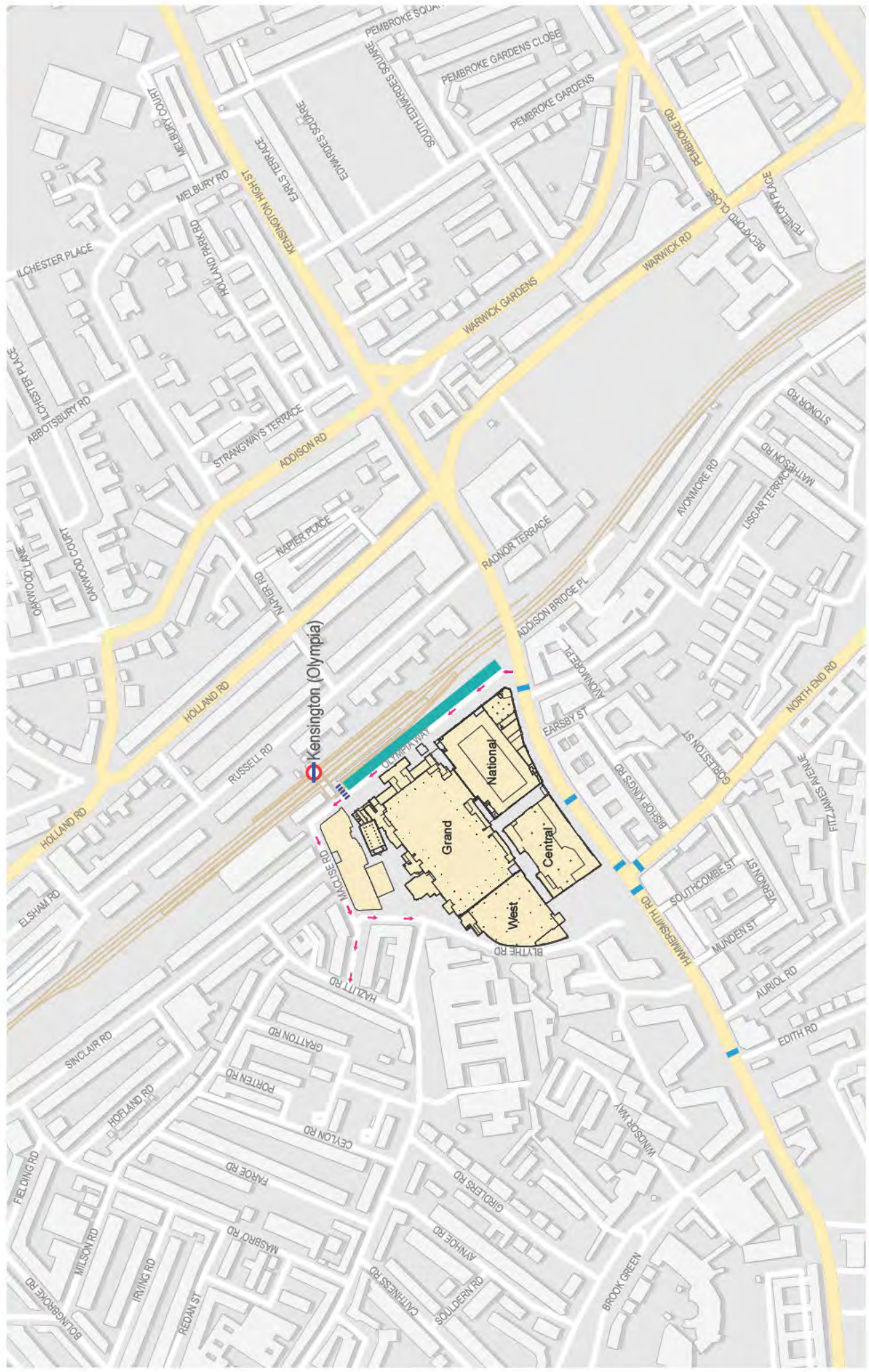
Olympia Way is a one-way road that bounds the site to the East, connecting to Maclise Road which bounds the site to the North and provides access to the multi-storey and motorail car parks. Hammersmith Road to the South forms part of the eastern end of the A315 and is a major arterial road, though is not part of the Strategic Road Network (SRN) or Transport for London Road Network (TLRN). Blythe Road and Beaconsfield Terrace Road bound the site to the West. All roads surrounding the site are under the control of LBHF. The local highway network is presented in Figure 1.





# OLYMPIA

## FIGURE 1 - LOCAL HIGHWAY NETWORK



**Site**

- Underground

**A Roads**

**B Roads**

**Other Roads**

**Signalised junctions**

**Zebra crossing**

**One way**

**Car parking / Loading bays**

**Scale Bar**

0 100 200 metres

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### **Baseline Traffic Surveys**

A survey was commissioned in order to form a baseline of the existing vehicle and pedestrian flows at the site. The survey provided pedestrian and manual turning counts and was undertaken on 22<sup>nd</sup> September 2017 between the hours of 08:00-09:00; 12:30-13:30 and 17:00-18:00, in 15-minute intervals. This date was chosen as a weekday and also due to the atypical scenario of no events being in the 'set-up or 'break' stage in any exhibition area.

The results for the traffic and pedestrian counts are displayed in Figures 2 and 3, respectively.

Further traffic surveys have been commissioned since September 2017 to more fully understand baseline conditions during the event 'break' stages and assess the viability of proposals for the new logistics centre. Results from additional surveys are expected end of February 2018.

### **Public Transport**

The TfL WebCAT planning tool has been used to calculate the PTAL for the site. The results show that the central point of the development site has a PTAL rating of 6a. This is categorised as an excellent level of public transport accessibility

Kensington (Olympia) (District Line and Overground), Barons Court (Piccadilly Line) and West Kensington (District Line) are within a 5, 10 and 12-minute walk of the site, respectively. There are five additional London Underground stations within a short bus or London Overground journey to the site; Shepherd's Bush (Central Line), High Street Kensington (Circle & District Lines), Hammersmith (Hammersmith and City, Piccadilly & District Lines) Goldhawk Road (Metropolitan and Hammersmith and City Lines) and Earl's Court (District and Piccadilly Lines).

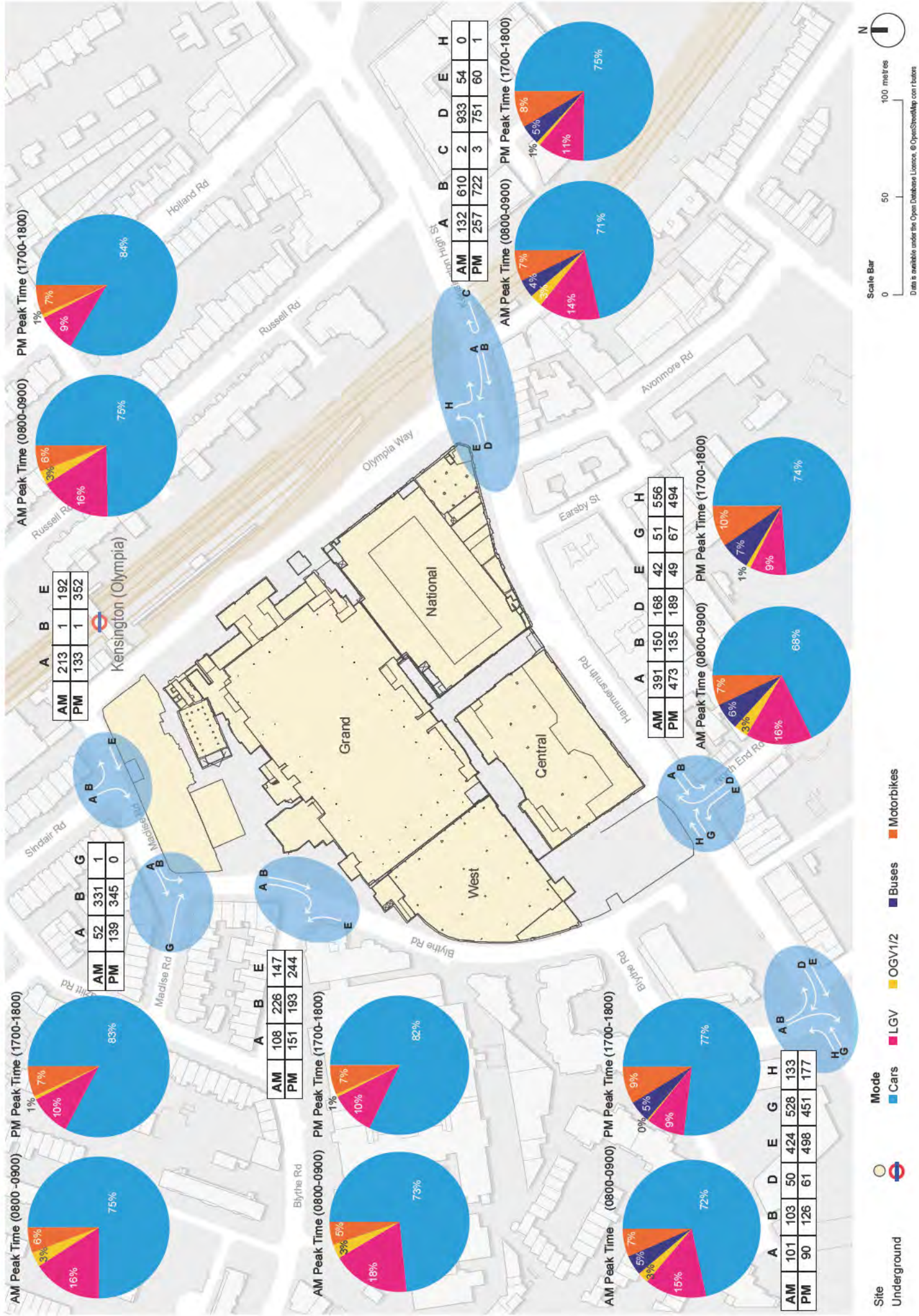
There are a total of 5 bus routes and 16 bus stops located within 640m of the site.

A Santander cycle hire station is situated on Olympia Way on the South-East corner of the site. 38 bicycles are available to hire. Another Santander cycle hire station is located directly North of the site on Maclise Road, where 24 bicycles are available to hire.

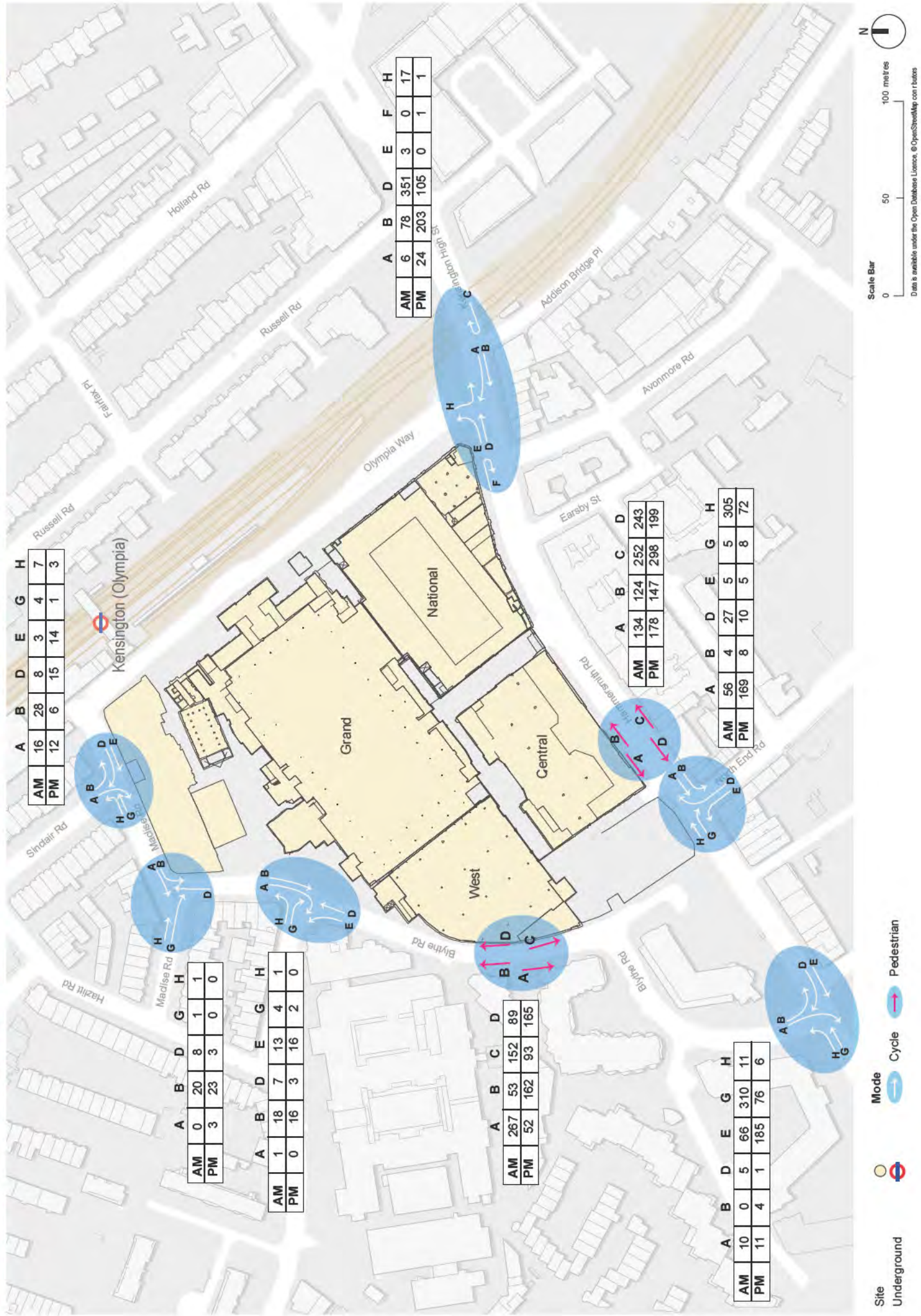
The location of all nearby public transport around the site is presented in Figure 4.



FIGURE 2 - BASELINE TRAFFIC CONDITIONS - 22ND SEPTEMBER 2017

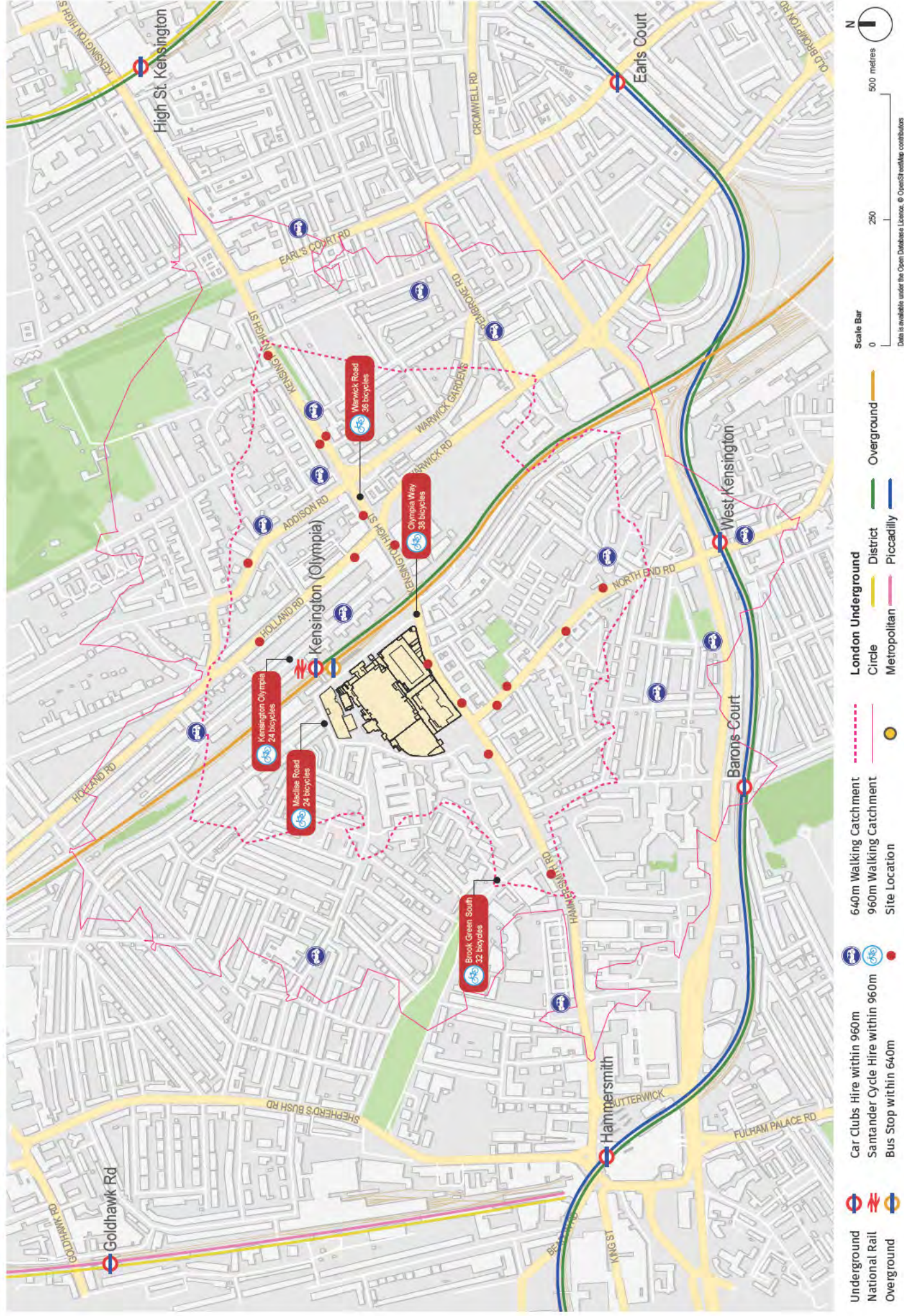








## FIGURE 4 - PUBLIC TRANSPORT





### **Cycle Network**

In September 2017, TfL revealed its plans for Cycle Superhighway 9 (CS9), a segregated cycle route between Brentford and Kensington Olympia, connecting town centres in West London through Hammersmith and Chiswick.

Hammersmith Road, which runs directly South of Olympia, will form a section of the eastern end of CS9. The two-way segregated cycle lane is proposed to run along the eastbound carriageway (the northern side) of Hammersmith Road, with cyclists having priority access across the Olympia Way and Blythe Road junctions. If the current proposals for CS9 were to proceed as set out in the consultation documents, it would have a significant impact on event logistics, servicing of the site and the safety of cyclists as the proposals only provide 'Give Way' control for turning traffic across the cycle routes (which has priority).

Separate discussions with LBHF and TfL are ongoing to review the CS9 proposals, including to date:

- Two meetings with CS9 officers from LBHF and TFL and the Olympia Management Team (25/09/2017 and 16/01/2018); and
- A formal consultation response accompanied by a technical note on Logistics operations and traffic volumes at Olympia (30<sup>th</sup> October 2017).

Further meetings are planned in 2018 to integrate the CS9 and Olympia Masterplan proposals.

## **4. Policy Review**

The TA will review the following relevant national, regional and local planning policy:

### **National**

- National Planning Policy Framework (2012)
- Waste Management Plan for England (2013)

### **Regional**

- The London Plan (2016)
- The draft London Plan (2017)
- The Mayor's Transport Strategy (2010)
- The draft Mayor's Transport Strategy (2017)
- The London Freight Plan (2007)
- TfL Travel Planning Guidance (2013)
- Transport Assessment Guidance (2014)

### **Local**

- Hammersmith & Fulham Development Management Local Plan (2013)
- Proposed Local Plan (2016)
- Planning Guidance Supplementary Planning Document (2013)
- Proposed Planning Guidance Supplementary Document (2017)



## 5. Development Proposals

### Overview of Proposals

Olympia London is seeking hybrid planning permission for a comprehensive redevelopment of the Olympia estate. The proposals aim to provide a broad mix of creative and commercial land uses, including the provision of floorspace for food and drink retail (Use Classes A3, A4), exhibition space (Use Class D1), office floor space and incubator businesses (Use Class B1), hotel (Use Class C1) and conference facilities (Use Class D2 sui generis).

Table 2 presents the proposed floor areas for each land use:

*Table 2: Proposed floor areas*

Land Use	Floor areas (sqm)
C1 (Hotel)	19,125
D1 (Exhibition)	40,722
A1 Retail (non-food)	2,396
A3/A4 Food and Beverage	12,181
D2/SG (Conference facilities)	2,188
B1(a) Incubator/Office	59,368
<b>Total</b>	<b>136,070</b>

## 6. Implications of Proposals

The redevelopment of Olympia will bring significant benefits to the existing public realm and the local highway network. New public access running through the heart of the site will create a new level of permeability, opening up the currently enclosed site to the surrounding street network. Complementing this, the proposed elevated pedestrian access, located between Grand and National halls, will provide visitors with direct access to excellent bus, cycle and pedestrian routes on Hammersmith Road and Kensington (Olympia) station. The additional public realm to be created through the development proposals is estimated to be circa 2.5 acres.

### Vehicular Site Access

It is proposed that all vehicles associated with the loading/unloading and servicing of the exhibition areas and other land uses proposed for the estate will gain access to the site via Hammersmith Road and Blythe Road into a newly created logistics centre totalling 4,300 sqm. Once on site, vehicles will immediately be directed to the appropriate unloading area or exhibition space by marshals. Segregated delivery times for the different land uses will be implemented in addition to the existing pre-booking system for delivery vehicles. This will spread delivery vehicles across quieter periods.

All vehicles will enter and exit the servicing yard in forward gear and supporting swept path assessments will be provided in the TA to demonstrate the adequacy of these manoeuvres.

### Pedestrian Site Access

Depending on the purpose for visiting Olympia, pedestrian access to the site will vary:

*Event visitors*

All events at Olympia are ticketed and this will be maintained. The ticket indicates the entry point for each event, which relies on the availability of entry points in the event space rented. Current venue access points of West (via Blythe Road), Grand (via Olympia Way), Central & National (via Hammersmith Road) will be maintained or re-provided where necessary.

#### *Non-event visitors*

It is proposed that non-event visitors will access the site via Olympia Way and Hammersmith Road, using the newly created entry point to the elevated public realm located between the Grand and National halls.

### **Car Parking**

All existing car parking will be removed from the Multi-Storey car park. The Motorail surface carpark does not form part of the proposals.

It is proposed to reprovide less than half of the Multi-Storey car park capacity into a newly created underground carpark located under Central Hall. Several access options for the visitors' car park are currently considered including:

- Portcullis Avenue (D-Gate) ; and
- At North End Road junction level, with the opportunity to integrate the visitors access into the existing signalised junction.

All vehicles will enter and exit the servicing yard in forward gear and supporting swept path assessments will be provided in the TA to demonstrate these manoeuvres.

### **Cycle Parking**

The cycle parking provision for the proposed development will be developed in accordance with the latest London Plan (2016) and LBHF (2013) guidance as well as draft London Plan (2017) and draft LBHF Local Plan (2016).

Cycle parking will include long-stay covered and secured spaces for office, cultural, exhibition and retail staff and short-stay spaces for visitors. All details will be provided within the TA.

### **Servicing and Waste Management**

The TA will include a Delivery and Servicing Plan (DSP) providing information on the delivery and servicing access road, loading/unloading arrangements and how the operational management of the site will be undertaken.

Waste storage will be provided in accordance with the standards outlined within the LBHF Planning Guidance Supplementary Planning Document (2013) and draft Planning Guidance Supplementary Document (2017).

## **7. Trip Generation**

Trip generation forecasts for the Olympia redevelopment will be informed by a combination of TRICS/TRAVL survey data and benchmarking against other relevant sites in London. This method of approach has been taken due to certain proposed land uses being atypical, with limited or no relevant survey data available, for instance the exhibition spaces.

The TA will assess the net impact of the development proposals on each mode by off-setting the estimated number of future year trips against the estimated baseline trips currently



generated by the site. The trip rate and mode split assumptions will inform the estimated number of trips per mode to and from the site during the weekday AM and PM peak hours as well as event peak hours.

The redeveloped site will have numerous primary attractions with various combinations of linked trips. In order to calculate an overall trip generation for the site, assumptions will be made for each land use across separate scenarios. These scenarios will be chosen in order to provide a robust methodology for calculating the trip generation. Examples of scenarios could include:

- Scenario 1 – All exhibition areas running events simultaneously
- Scenario 2 – Events running in half of exhibition areas, other uses at full occupancy

The assumed primary trip generation percentages are displayed in Table 3:

*Table 3: Example of scenarios (indicative only) indicating primary trip generation percentages per land use*

	Assumed Maximum Primary Trip Generation	
	Scenario 1	Scenario 2
C1 (Hotel)	10%	20%
D1 (Exhibition)	100%	50%
A1 Retail (non-food)	20%	50%
A3/A4 Food and Beverage	20%	50%
D2/SG (Conference facilities)	100%	50%
B1(a) Incubator/Office	0%	100%

These scenarios will be refined as the preferred option for the site emerges. Mode share will be calculated using a combination of Census data and benchmarking against other relevant sites.

## 8. Cumulative Development

The TA will address the potential for any cumulative highways and transport effects associated with committed schemes in a future year scenario, including demolition and construction related traffic.

An indicative list of cumulative schemes within a 1km radius of the development site are displayed within the appendices. The assessment will be subject to details available and will be scoped with LBHF/TfL.

## 9. Impact Assessment

### Road Network

Due to the upgraded delivery and servicing arrangements of the Olympia site, it is expected that the impact of operations on the local highway network will be significantly reduced. The use of a logistics centre on the western part of the site, within the estate footprint, will assist with taking queuing vehicles off Blythe Road, Hammersmith Road, Maclise Road and Olympia Way.

The ability to provide direct access to each exhibition area will increase the efficiency of future operations and decrease vehicle dwell times. The use of a logistics centre will also provide an increased flexibility for the operational hours, allowing deliveries and servicing to take place with a reduced impact on the residential area nearby.

The DSP will inform the estimated number of servicing and waste vehicle movements to and from the site per day and during the peak hours, and will be assigned to the local highway network. The impact of additional vehicle trips during the AM and PM peak hours will be assessed on Hammersmith Road and Blythe Road as they will provide vehicular access to the site.

The impact of construction traffic will be assessed in terms of understanding the volume of trips and the type of construction vehicles which will need to access the site. Construction vehicle routes to the site will be identified as part of a Construction Logistics Plan (CLP), which will form part of the TA.

### **Car Parking**

All existing car parking will be removed from the Multi-Storey car park. The Motorail surface carpark does not form part of the proposals.

It is proposed to reprovide less than half of the Multi-Storey car park capacity into a newly created underground carpark located under Central. Several access options for the visitors' car park are currently considered including:

- Portcullis Avenue (D-Gate) ; and
- At North End Road junction level, with the opportunity to integrate the visitors access into the existing signalised junction.

All vehicles will enter and exit the servicing yard in a forward gear and supporting swept path assessments will be provided in the TA to demonstrate the ability of these manoeuvres.

### **Cycle Parking**

The cycle parking provision for the proposed development will be developed in accordance with the latest London Plan (2016) and LBHF (2013) guidance as well as draft London Plan (2017) and draft LBHF Local Plan (2016).

Cycle parking will include long-stay covered and secured spaces for office, cultural, exhibition and retail staff and short-stay spaces for visitors. All details will be provided within the TA.

### **Public Transport**

The impact on public transport will be assessed if it is suspected that there may be a capacity issue. It is proposed to first understand the estimated number of additional trips in the AM and PM peak hours. An improved access to Kensington (Olympia) station will be provided as part of the redevelopment of the site and options to increase the capacity at Kensington (Olympia) station will be explored.

### **Pedestrian Network**

The redevelopment of Olympia will significantly improve the quality of the pedestrian environment and the permeability of the site. The reorganisation of delivery and servicing arrangements into a logistics centre will then free up the Olympia Way carriageway space for alternative uses. It is proposed that Olympia Way will be minimised to all traffic and partly



pedestrianised, providing a safe and attractive route to the exhibition centres, retail units and Kensington (Olympia) station.

The impact upon the pedestrian network will be assessed through forecasting the estimated number of additional pedestrian trips during the AM and PM peak hours. It is to be taken into account that public transport users will also need to make a trip by foot in order to use each mode. Therefore, the future pedestrian trips will be distributed across the local footway and transport networks surrounding the site.

## 10. Mitigation

Ongoing research into technological solutions will underpin the development of options to create the most efficient vehicle access strategy. This will assist with decreasing the existing impact of Olympia related traffic on the local highway network.

The TA will suggest further proposed measures which may be implemented to mitigate the impact of the proposed development for all modes of travel, including the road network, bus network, London Underground/Overground network, and walking and cycling facilities.

## 11. Planning Application Documents

It is proposed that the following documents are submitted in support of the planning application:

- Transport Assessment
- Framework Travel Plan
- Delivery & Servicing Plan
- Construction Logistics Plan

## 12. Travel Plan

Due to the substantial size of the development, a Travel Plan for each land use will be included in the TA. The Travel Plan will be produced in accordance with the latest TfL guidance, *Travel Planning Guidance* (November 2013) and will include objectives aimed at promoting sustainable travel to, from and within the development.

TfL's ATTrBuTE (Assessment Tool for Travel Plan Building Testing and Evaluation) tool will be used when developing the Travel Plan to ensure it complies with TfL Best Practice Guidance. Any travel surveys undertaken will be iTRACE compliant.

## 13. Delivery & Servicing Plan

The TA will include a DSP which will be prepared in accordance with the TfL guidance document *"Managing freight effectively: Delivery and Servicing Plans"*. The DSP will outline the existing delivery and servicing arrangement on site. The plan will also provide trip estimates in terms of frequency and the type of vehicles which will access the site for deliveries.

This will include the waste management strategy for the development in terms of on-site waste storage and waste collection. The DSP will offer design and operational solutions to ensure the site does not have an adverse impact on the surrounding highway network.

## 14. Construction Logistics Plan

A CLP will identify suitable routes for construction vehicles to access the site. The CLP will outline measures to minimise the impact of construction vehicle traffic on vulnerable road users, including cyclists and pedestrians.



## **Appendices: List of Cumulative Schemes**

Key



Where a scheme is subject of multiple consents the shaded it to identify latest permission to have regard to for the cumulative assessment.

Note: The below set of consents has regard to variations (S73 - in our material amendments) which have resulted in a new permission being issued. Applications for non-material amendments (S56A) or Reserved Matters have not been accounted for given the level of detail involved (not required given the scale of assessment to be undertaken).

Ref.	Scheme Name	Borough	Planning Ref	Planning Description	Status	Distance from edge of Site	Comments
1	Landsmark House and Thames Tower	LBHF	2017000172/FUL	Demolition of the two existing office buildings (Class B1) and the erection of a part 6, 12, 22 storey building (including ground level public realm) to provide a mixed-use development comprising 14,688 sqm GEA hotel (Class C1) including high level bar, offices (Class B1), ground floor retail (Class A1/A3), flexible cultural space at ground floor, car and cycle parking, servicing and associated public realm, landscaping, plant and all enabling and ancillary works (Amended description and additional documents received).	Granted 18 Aug 2017	TBC	
2	Kings Mall Car Park Site	LBHF	201203546/FUL	Demolition of the existing West 46 office building, 950 space public car park and small section of railway viaduct which lies within the site boundary, and redevelopment of the site comprising a new 12 storey office building, 17,700 sqm of new office space, 500 space replacement public car park, 529 square metres of ground floor commercial floorspace (use classes A1-A4, D1 and D2) and 418 new homes, with associated hard and soft landscaping, private open space, vehicular accesses and servicing facilities, residential parking (53 spaces), and cycle parking (460 spaces).	Granted 1 Jul 2013	TBC	
3	Bachelor House	LBHF	201403270/VAR	S73 Amend Variation of Conditions 2 & 31 of planning permission 201203546/FUL, granted 30th October 2012, consisting of alterations and amendments to the external design and landscaping of the building envelope (Block A1 Penthouse), an increase in parapet height and the provision of flats, and an increase in the building envelope (Block A1 Penthouse).	Granted 7 May 2015		
			201404242/FUL	Demolition of the existing building and the redevelopment of the site in the form of a new part 10-16 storey office building, 10,000 sqm of new office space, 100 space replacement public car park, 100 space replacement public realm works, including a new entrance plaza on Hammersmith Road and the landscaping of the new entrance plaza on Hammersmith Road and the landscaping of the podium deck at the rear.	Granted 27 Aug 2015	TBC	Total floor space -32,683 sqm GIA (31,384 office, 1299 retail/restaurant)
			201601288/VAR	S73 Amend Application for minor material amendments to planning permission (Ref. 201404242/FUL) dated 27th August 2015, which is for the demolition of the existing building and the redevelopment of the site in the form of a new part 10-16 storey office building, 10,000 sqm of new office space, 100 space replacement public car park, 100 space replacement public realm works, including a new entrance plaza on Hammersmith Road and the landscaping of the new entrance plaza on Hammersmith Road and the landscaping of the podium deck at the rear.	Granted 12 Aug 2016		
4	100 West Cromwell Road	RBKG	PP1/100107	Erection of five buildings (up to a maximum of 13 storeys in height including basement level) to provide a maximum of 278 residential units, provision of an extension ground floor level to existing retail store of 1,722 sq. m (N/A), community and leisure facilities (comprising 3,880 sq. m gross external area), creche facility and cafe, hard and soft landscaping, provision of parking and cycle spaces, provision of vehicular and pedestrian access, improvements to the existing public realm and all ancillary and associated works, servicing, storage, plant and equipment.	Granted 19 Jul 2012	TBC	
5	Earls Court Masterplan	LBHF	201102020/OUT	Demolition and renovation of existing buildings and structures and the comprehensive redevelopment of the site including new open spaces, vehicular and pedestrian accesses and routes and a mixed use development comprising buildings to accommodate residential use (Class C3), retail (Classes A1-3), hotel and serviced apartments (Class C2), private hospital (Class C2), Education/Health/Community/Culture (Class D1), below ground ancillary spaces (parking/plant/servicing etc). Replacement of the existing London Underground depot at Little Bridge with new depot, vehicle parking and associated highways alterations, structures for decking over existing rail lines and tunnels, waste and refuse, enabling works including related temporary works and structures and other works incidental to the development.	Granted 14 Nov 2013	TBC	
6	Empress State Building	LBHF	20130575/FUL	Change of use of the Empress State Building from Class B1 to Class C3 Residential and Ancillary Uses (excluding the basement) together with a Retail Unit (Class A1/A4), works of external alterations to the building and works of demolition to the base of the building.	Granted 22 May 2014	TBC	
7	Seagrave Road car park (referred to as 'Little Square')	LBHF	201102020/FUL	Demolition of all existing buildings and the redevelopment of the site to provide 808 residential units, comprising 9 residential blocks (Blocks A-H) ranging from 4-storey (blue basement) to 16-storeys (plus basement) and including 30 townhouses; a gym facility with associated cafe; 465 car parking spaces (453 of which are within a basement car park); open space and landscaping; plant/cycle parking, servicing and new vehicular access arrangements to Seagrave Road.	Granted 30 Mar 2012	TBC	
			201301213/VAR	Application for minor material amendments to the extant permission ref. 201102020/FUL, granted 30th March 2012, which comprised the demolition of all existing buildings and the development of 808 residential units comprising 9 residential blocks (Blocks A-H) ranging from 4-16 storeys (C3); 30 residential town houses (C3); gym facility with associated cafe (D2) in addition to landscaping, plant, parking, servicing and new access arrangements. The minor material amendments comprise revisions to four residential blocks (Blocks A, B, G & H); relocation of the gym facility and the main basement vehicular entrance; updated landscaping proposals and the rewording of various planning conditions attached to the original planning permission.	Granted 28 Aug 2013		
8	185 Warwick Road	RBKG	PP1/002817	Demolition and redevelopment of the site to provide up to 32,192 Sqm of use class C3 (Up to 243 units), Up to 12,700 Sqm of use class C2 (Up to 89 units); up to 43,223 Sqm of flexible commercial/community use (Use classes A1/A2/A3/A4/D1/B1, hard and soft landscaping works; highway and infrastructure works; engineering works including basement and lower basement excavation works; Plant and equipment and all necessary associated ancillary works.	Granted 30 Mar 2012	TBC	
			PP1/205114	S73 Amend Variation of condition 2 (to amend the approved drawings to allow for alterations at basement level, at roof level to all blocks, and to highways layout and landscaping at all blocks) of planning permission 201205114/FUL, granted 11 Oct 2013, consisting of alterations and amendments to the external design and landscaping of the building envelope (Block A1 Penthouse), an increase in parapet height and the provision of flats, and an increase in the building envelope (Block A1 Penthouse).	Granted 11 Oct 2013		
			PP1/300787	S73 Amend Variation of condition 2 (to amend the approved drawings to allow for alterations at basement level, at roof level to all blocks, and to highways layout and landscaping at all blocks) of planning permission 201205114/FUL, granted 11 Oct 2013, consisting of alterations and amendments to the external design and landscaping of the building envelope (Block A1 Penthouse), an increase in parapet height and the provision of flats, and an increase in the building envelope (Block A1 Penthouse).	Granted 16 May 2014		



9	213-215 Warwick Road	RBKC	PP1403148	<p>S73 Amend Variation of condition 2 to reduce size of basement and repaving of all blocks. (of planning permission PP1306787 for Demolition and redevelopment of the site provide up to 251 residential units (use Class C3), up to 12,700 sq. m of use class C2 (up to 88 units); up to 430 sq. m of flexible commercial/community use (use classes A1/A2/A3/A4/D1/B1), hard and soft landscaping works; highway and infrastructure works; engineering works including basement and lower basement excavation works.</p> <p>Redevelopment of the site to provide 99 market residential units and 59 affordable housing units, 542 square metres of Class A1, A2, A3 or D1 use within four buildings of 7 - 17 storeys in height together with the provision of public and private open space, new access road, basement car parking and associated hard and soft landscaping</p> <p>S73 Amend Application to vary conditions 3, 4, 7, 8, 10, 11, 13, 14 and 20 in order to allow a phased development) attached to planning permission PP0800214, dated 11 Dec 2008, for "Redevelopment of the site to provide 99 market residential units and 59 affordable housing units, 542 square metres of Class A1, A2, A3 or D1 use within four buildings of 7 - 17 storeys in height together with the provision of public and private open space, new access road, basement car parking and associated hard and soft landscaping"</p> <p>S73 Amend Variation of condition 2 (involving alterations to the elevations and internal alterations to Block C including to allow the provision of five additional residential units, 542 square metres of Class A1, A2, A3 or D1 use within four buildings of 7 - 17 storeys in height together with the provision of public and private open space, new access road, basement car parking and associated hard and soft landscaping"</p> <p>S73 Amend Variation of condition 2 (involving alterations to the elevations of Blocks B and C, internal alterations to Block C including to allow the provision of five additional residential units, 542 square metres of Class A1, A2, A3 or D1 use within four buildings of 7 - 17 storeys in height together with the provision of public and private open space, new access road, basement car parking and associated hard and soft landscaping"</p> <p>S73 Amend Variation of condition 2 (involving alterations to the elevations of Blocks A and B, changes to design of blocks A, B and D, changes to roof levels of blocks B and D, telecommunications equipment) of planning permission PP1205112 for "Redevelopment of the site to provide 99 market residential units and 59 affordable housing units, 542 square metres of Class A1, A2, A3 or D1 use within four buildings of 7 - 17 storeys in height together with the provision of public and private open space, new access road, basement car parking and associated hard and soft landscaping" (MAJOR APPLICATION).</p> <p>S73 Amend Variation of condition 2 (compliance with approved drawings) of planning permission PP1306789 for the reduction in size of the basement, repositioning of Blocks B, C and D, amendments to elevations of Block D, and removal of condition 4 (temporary pavilion building)</p> <p>S73 Amend Variation of condition 2 (compliance with approved drawings) of planning permission PP1403064 for amendments to Block A parapet height, installation of rooftop plant and structures on Blocks A, B, C and D, (MAJOR DEVELOPMENT).</p>	<p>Granted 16 Sept 2014</p> <p>Granted 11 Dec 2008</p> <p>Granted 1 Dec 2011</p> <p>Granted 25 Oct 2013</p> <p>Granted 25 Oct 2013</p> <p>Granted 16 May 2014</p> <p>Granted 18 Dec 2014</p> <p>Granted 21 Aug 2015</p> <p>Granted 14 Jan 2016</p> <p>Granted 29 Mar 2012</p> <p>Granted 27 Aug 2014</p> <p>Granted 11 Dec 2014</p>	<p>TBC</p> <p>11a - TBC 11b - TBC 11c - TBC 11d - TBC</p>	<p>From the RBKC website Thames Water are expected to submit planning applications in 2017 to the affected boroughs (the Royal Borough of Kensington and Chelsea and Westminster). Thames Water will prepare a full environmental assessment to support the planning applications. If planning permission is granted, Thames Water aims to start construction in 2017 and finalise the scheme in 2020.</p> <p>Note - Courtenes Creek is a separate scheme, with its own rationale. Thames Water will seek synergies between the CC scheme and the Tunnel scheme.</p>
10	245 Warwick Road	RBKC	PP0800218	<p>Redevelopment to provide 174 market residential units and 81 affordable residential units, 481 sq. m of Class A1 (shop), Class A2 (Financial and Professional Services), Class A3 (Restaurant and Cafes) or Class D1 (Non-Residential Institutional) use, together with open space and associated access, parking and landscaping.</p> <p>S73 Amend Variation of condition 2 (approved drawings) of planning permission PP0800218 (Redevelopment to provide 174 market residential units and 81 affordable residential units, 481 sq. m of Class A1 (shop), Class A2 (Financial and Professional Services), Class A3 (Restaurant and Cafes) or Class D1 (Non-Residential Institutional) use, together with open space and associated access, parking and landscaping) for amendments to floor to floor heights, unit size, mix of market residential units, block side and alterations to basement.</p> <p>S73 Amend Variation of condition 2 (approved drawings) of planning permission PP1401234 for redevelopment for new facade details to the Warwick Road Building (Block 1); new facade details to the Courtyard Building (Block 2); new facade details to the Railway Building (Block 3); a change to the mix, habitable rooms and layout of the affordable housing (Block 3); and a change in the mix and habitable rooms of the market accommodation within the Courtyard Building (Block 2).</p>	<p>Granted 27 Aug 2014</p>	TBC	
11	Courtenes Creek Flood Alleviation Scheme	LBHF / RBKC	PP1406878	<p>S73 Amend Variation of condition 2 (approved drawings) of planning permission PP1401234 for redevelopment for new facade details to the Warwick Road Building (Block 1); new facade details to the Courtyard Building (Block 2); new facade details to the Railway Building (Block 3); a change to the mix, habitable rooms and layout of the affordable housing (Block 3); and a change in the mix and habitable rooms of the market accommodation within the Courtyard Building (Block 2).</p> <p>Works for a new storm relief sewer to increase the sewer capacity - housing location of construction work sites A flood alleviation scheme to reduce the risk of basement sewer flooding to properties within RBKC and LBHF. This scheme has not been included in the cumulative effects assessment as the planning application for these works has not been submitted. Therefore at the time of preparing the ES information required to include the scheme in the cumulative effects assessment is not currently available in the public domain.</p> <p>11a - Land adjacent to Talgarth Road and Tremorian Road, Hammermith 11b - Mueslin Road Car Park 11c - Holland Villas Road 11d - Corsham @ Ross Superstore</p>	<p>Granted 11 Dec 2014</p>	<p>11a - TBC 11b - TBC 11c - TBC 11d - TBC</p>	<p>From the RBKC website Thames Water are expected to submit planning applications in 2017 to the affected boroughs (the Royal Borough of Kensington and Chelsea and Westminster). Thames Water will prepare a full environmental assessment to support the planning applications. If planning permission is granted, Thames Water aims to start construction in 2017 and finalise the scheme in 2020.</p> <p>Note - Courtenes Creek is a separate scheme, with its own rationale. Thames Water will seek synergies between the CC scheme and the Tunnel scheme.</p>
12	Shepherd's Bush Market and adjacent land	LBHF	201102830/OUT	<p>Out line application seeking approval for access, layout and scale (with appearance and landscaping reserved); for phased redevelopment of Shepherd's Bush Market and adjoining land comprising the demolition of existing buildings, the refurbishment and enhancement of the market, and the construction of new buildings ranging from 2-9 storeys in height (plus basement) to provide, up to 212 residential units (up to 27,877 sqm); and up to 14,032 sqm of non-residential floorspace comprising offices and ancillary uses, including provision of landscaping and amenity/public space, access and parking (up to 65 vehicular spaces), up to 467 cycle parking spaces and associated works.</p>	<p>Granted 30 Mar 2012</p>	TBC	<p>Rejuvenate the market, provide 212 new dwellings and uplift of 2078 commercial floorspace</p> <p>Note - Screen Option sought in Feb 2015 to increase number of retail units from 212 to 213 - no further work on?</p>

**A - CUMULATIVE SCHEMES - SCHEMES OUTSIDE LKMTADIUS, SPATIALLY CONNECTED BY WAY OF HIGHWAY NETWORK (A320 - NORTH (HOLLAND ROAD, WHITE CROSS ROUTE))**









C3	Riverside Studios And Queens Wharf	LBHF	201600619/VAR	<p>Application for minor material amendments to planning permission (Ref.201303091/FUL), dated 17 April 2014, which is for the demolition and partial demolition of existing buildings and redevelopment and refurbishment to provide civic offices, 196 residential dwellings, a cinema, shops, restaurants and bars, within Use Classes B1, C3, D2, A1, A3 and A4, together with civic square and other public realm works, landscaping, car parking (including basement car parking), servicing, access and amenity, and other works, on the land west of Nige Playfair Avenue, variation to the wording of Condition 24 to the wording of Condition 18 (archaeological investigation) to allow demolition above ground level; variation of the wording of Condition 24 to reflect the latest standards of noise assessment)</p>	Granted 21 Sept 2016				
C4	Thames Tideway Wharf Depot	LBHF / RBKC	201303799/FUL	<p>Demolition of the existing buildings and the redevelopment of this site via a comprehensive proposal comprising the erection of a six to eight storey building with basement and roof terrace and the provision of 166 residential units (Class C3) and 5,033 sqm of commercial floor space (Class B1) for use as offices, together with car and cycle parking, storage and plant space and the creation of a riverside walk along the frontage of the site facing the River Thames. (revised plans and additional information submitted)</p> <p>The Thames Tideway Tunnel will capture the flows of storm sewage from 34 sewer overflow points along the River Thames. The tunnel will run approximately 25 miles from the River Thames at Abbey Mills Pumping Station, through the River Thames, under the River Thames, and then under the River Thames to the River Thames. The tunnel would intercept a number of combined sewer overflows (CSOs) that frequently discharge into the River Thames.</p> <p>Sites located within LBHF: Camrath Road Riverside, Hammersmith Pumping Station</p>	Granted 22 Jan 2014	TBC			
					Granted 14 Jan 2014	TBC			

Summary from the Council website: A number of land parcels along Camrath Road. The proposal is to drive a tunnel boring machine from the site to Action Storm Tanks. We argue that the impact of using Camrath Road as a main construction site would have such an impact on the future development of the area and on the daily lives of local residents, particularly those forgoing onto the site and children attending the many local schools, that an alternative drive strategy should be considered that would remove the need to use these wharves as a main construction site.

Hammersmith Pumping Station compound is in Chancery's Road, off Fulham Palace Road. The site is demarcated by a large two to three storey building with an industrial appearance. The proposal is to intercept the existing Hammersmith Pumping Station combined sewer overflow. A major problem with any construction proposals for this site is the potential suspension of residents' parking bays in Chancery's Road during the construction period. No alternative parking provision has yet been identified. We consider that every opportunity to maximise the use of the river for construction purposes should be explored, to avoid further congestion of Fulham Palace Road.

Cremorne Wharf Depot is one of 24 sites in London which are required to construct and operate the project. The proposed development at the Cremorne Wharf Depot site would intercept the existing Lots Road Pumping Station CSO. A CSO drop shaft would be constructed, together with an interception chamber to intercept the CSO, a connection culvert, and a short connection tunnel to the main tunnel.