

Lutier LLP

**15 Babmaes Street,
City of Westminster**

Transport Statement

May 2021

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1 INTRODUCTION

1.1 Caneparo Associates has been appointed by Lutier LLP ('the Applicant') to provide traffic and transport advice in relation to the planning application at 15 Babmaes Street, SW1Y 6HD ('the site'), located within the City of Westminster (WCC).

1.2 The site is located within the St James's area of Westminster, approximately 250m south of Piccadilly Circus Station and approximately 250m north of St James's Square.

Planning History

1.3 Planning permission for the existing 8-storey building on the site was originally granted in December 2007 (LPA ref. 07/01534/FULL). Planning permission was granted for:

- the retention and minor refurbishment of the Grade II* no.5 St. James's Square for offices;
- the demolition of the annexe no.5;
- the demolition and redevelopment of no.6 St James's Square to comprise a mixed-use office development, with a residential block, including a gallery on Babmaes Street;
- 15no. car parking spaces (including 3no. disabled spaces for the residential units and 6no. parking spaces (including 1no. disabled space) for the offices;
- 158no. cycle parking spaces; and,
- an off-street servicing area from Apple Tree Yard.

1.4 Therefore, the residential block as originally approved comprised 14 residential units (6 x 1-bed, 4 x 2-bed, 4 x 3-bed units).

1.5 A S.73 application (LPA ref. 11/02866) was granted in June 2011 (the implemented scheme), to allow minor modifications to the design of the courtyard area, alterations to the parapet roof level, minor external and internal alterations and a reduction in the number of residential units from 14no. to 13no. units.

1.6 The reduction in the number of dwellings was because the size of units proved to result in substandard long-term living accommodation. The implemented scheme now provides 3 x 1-bed, 7 x 2-bed and 3 x 3-bed dwellings.

1.7 Planning permission was then subsequently granted at 15 Babmaes Street on 11 July 2017 for the use of the basement and ground floor as either retail (Class A1), financial and professional services (Class A2), office (Class B1), leisure (Class D2) or at gallery (sui generis) with associated

minor external alterations. This permission has been implemented and a gym use currently occupies the ground and part basement 1 level. The Architect's existing layout plans are provided at **Appendix A**.

Proposed Development

- 1.8 The proposals are for the removal of 15 residential car parking spaces at basement level 2 and provision of Class E/sui generis floorspace. The description of development is as follows:

"Variation of Condition 10 and removal of Condition 11 of planning permission dated 17 October 2011 (11/02866/FULL) which itself was a variation for the Variation of Condition 2 and 15 of planning permission dated 7 June 2011 (RN:10/11118) the demolition and redevelopment of the site at 6 St James's Square (including 10 and 11 Babmaes Street) and annexe of 5 St James's Square to provide building comprising sub-basement, lower ground, ground and six upper floors for use as office (Class B1) with art gallery and 14 residential flats (Class C3) over ground and seven upper floors, continued use of 5 St James's Square as offices (Class B1); namely to allow revision to the list of plans previously approved to allow minor modification to the design of the courtyard area, alterations to the parapet roof level, minor external and internal alterations and a reduction on the number of residential units from 14 to 13; NAMELY to remove the residential car parking from basement -2, all in connection with the use of the part ground, part basement and basement -2 for either retail, financial and professional services, offices, gym use under Class E or as an art gallery (sui generis)."

- 1.9 As the existing Class E/sui generis floorspace at ground and part basement level 1 has been implemented under gym use, it is envisaged that the additional floor area at basement level 2 will also be under gym use; this is shown on the Architect's proposed layout plans included at **Appendix A**.

- 1.10 This Transport Statement examines the effects of the proposed change of use on the local transport network. It also considers practical issues such as accessibility, cycle parking, trip generation, servicing, and waste storage and collection.

- 1.11 The remainder of this report is structured as follows:

- Section 2 summarises the existing situation and site accessibility;
- Section 3 describes the development proposals;
- Section 4 reviews the relevant transport planning policy;

- Section 5 considers the effects of the proposed development; and
- Section 6 presents a summary and conclusion.

2 EXISTING SITUATION AND SITE ACCESSIBILITY

- 2.1 The site is located in St James's, approximately 250m south of Piccadilly Circus Station and approximately 250m north of St James's Square. The surrounding area is mixed in nature, with a significant number of retail units provided at ground floor and a mix of residential and office uses provided at upper levels. The site location is shown at **Figure 1** below.

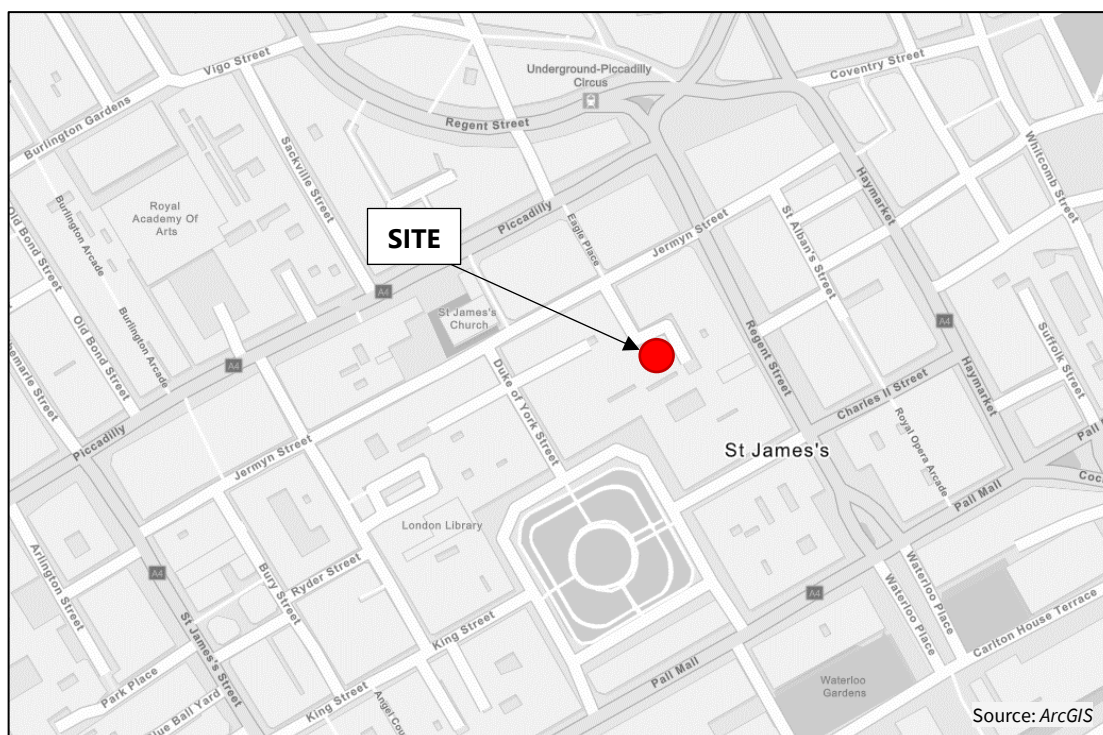


Figure 1: Site Location Plan

- 2.2 The site is bound to the north and east by Babmaes Street, from which vehicular access into the site is provided directly to the car lift entrance. A separate pedestrian entrance is also provided from the east on Babmaes Street. The site is bound to the west and south by other buildings.
- 2.3 Babmaes Street lies to the east and north of the site and is a minor cul-de-sac, accessed from Jermyn Street to the north. A mix of single and double yellow line kerbside restrictions are in place, with double yellow blips also present on the section of Babmaes Street nearest to Jermyn Street, restricting loading 'at any time'.
- 2.4 The site is located within Westminster Controlled Parking Zone (CPZ) 'E1', within which parking is restricted between 08:30-18:30 Monday to Saturday for parking bays and single yellow lines. Parking within resident permit holder bays is restricted 24 hours daily (including bank/public holidays).

Site Accessibility

- 2.5 The site is highly accessible by all modes with a good network of footpaths, cycle facilities and public transport services in the immediate vicinity.

Healthy Streets

- 2.6 The Healthy Streets approach is set out as part of the Mayor's Transport Strategy (2018) which puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL has defined 20-minute walking and cycling distances as suitable for making trips by these modes.

Access by Walking

- 2.7 Footway provision in the vicinity of the site is excellent, with footways provided to a high-quality standard on both sides of all surrounding roads. A raised table is provided at the junction between Babmaes Street and Jermyn Street, to facilitate pedestrians crossing. Other crossings in the area are also provided with tactile paving and raised tables.
- 2.8 **Table 2.1** sets out details of approximate distances between the site and local amenities and public transport services which are all located within a 20-minute walk.

Table 2.1: Approximate Distances to Local Amenities & Public Transport Opportunities			
Amenity	Location	Distance (metres)	Approx. Walk Time (mins)
Local Amenities			
Bank	Piccadilly	110	1
Supermarket	Jermyn Street	110	1
Post Office	Regent Street St James's	220	3
St James's Square	St James's Square	250	3
Public Transport Opportunities			
Regent Street St James's (Stop Y)		150	2
Piccadilly Circus (Stop S)		160	2
Piccadilly Circus Underground Station		250	3
Green Park Underground Station		650	8
Charing Cross Underground / Rail Station		1,000	13

2.9 The table above demonstrates that several amenities and facilities are available to users of the site within a reasonable walking distance.

Access by Cycling

2.10 On-street short-stay cycle parking spaces are available on Jermyn Street, approximately 60m from the site, where 3 Sheffield stands (6 spaces) are provided.

2.11 Several TfL Santander Cycle Hire stations are located within 500m of the site, including at:

- St James's Square – 39 docking spaces – 350m from the site (5 mins' walk)
- Charles II Street, West End – 23 docking spaces – 400m from the site (5 mins' walk)
- Panton Street, West End – 19 docking spaces – 400m from the site (5 mins' walk)
- Waterloo Place, St James's – 19 docking spaces – 450m from the site (6 mins' walk)
- Sackville Street, Mayfair – 17 docking spaces – 550m from the site (7 mins' walk)
- Pall Mall East, West End – 19 docking spaces – 600m from the site (8 mins' walk)

2.12 **Figure 2** below indicates a 20-minute cycle distance from the site, which also indicates the area for which cycling has the potential to replace driving for distances up to 5 kilometres. This includes areas such as Nine Elms, Kennington, Southbank, Islington, Camden and Paddington.

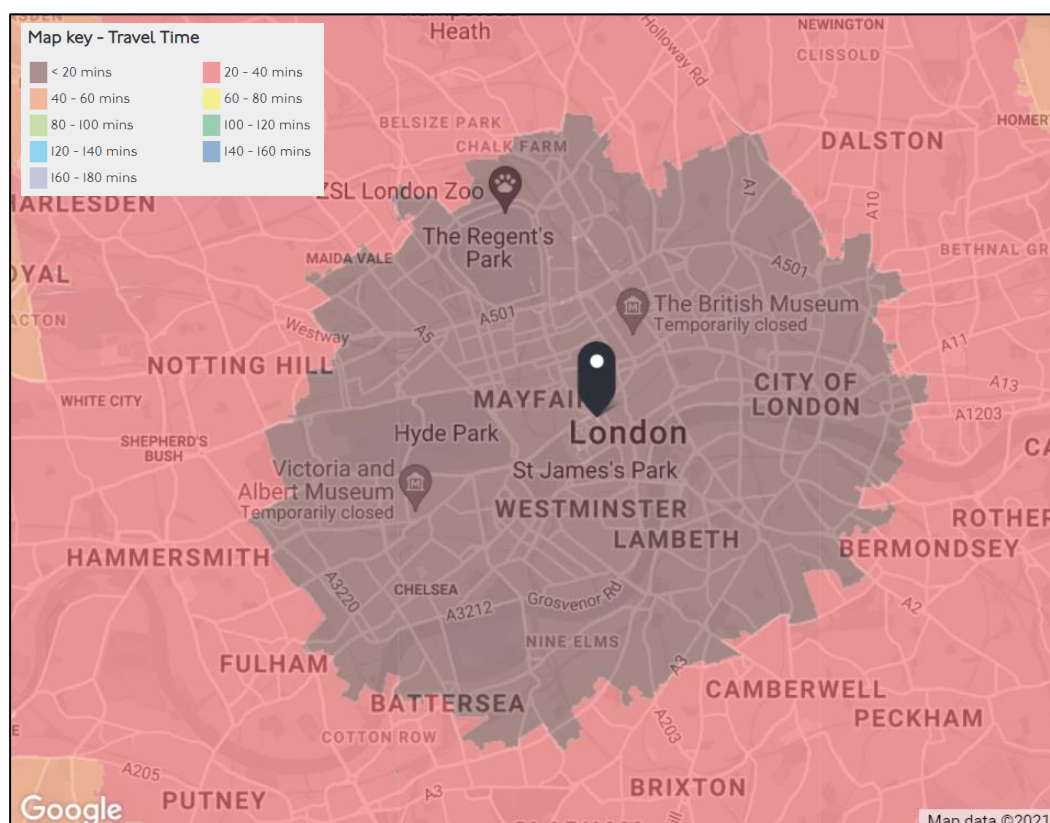


Figure 2: 20-minute cycle distance from the site. (Source: TfL)

Public Transport

- 2.13 The PTAL rating of the site is 6b, meaning the site has a 'very good' level of accessibility to public transport. **Appendix B** contains the TfL PTAL summary.

Bus Services

- 2.14 The nearest bus stop (Regent Street St James's 'Stop Y') is located 150m from the site. Several bus services are available in the vicinity, including 12, 88, 94, 453, 6, 9, 139, 159, 14, 19 and 38. A copy of the local TfL Bus Spider Map is included at **Appendix C**, which shows the local bus service connectivity.

Underground Services

- 2.15 The nearest Underground Station is Piccadilly Circus Station which is located approximately 250m to the north of the site. The station provides access to Bakerloo and Piccadilly Line services. Green Park Station is located approximately 650m from the site, providing access to Jubilee Line, Piccadilly Line and Victoria Line services. Charing Cross Underground Station is also located approximately 850m to the east of the site, providing access to Bakerloo and Northern Line services.

Rail Services

- 2.16 Charing Cross Rail Station is located approximately 1km from the site, providing access to Southeastern Rail services to several destinations, including Dartford, Tunbridge Wells, Sevenoaks, Ramsgate, Gravesend and Hastings.

Car Clubs

- 2.17 Car clubs offer a viable alternative to owning a car for people living / working in the vicinity, particularly for those that require the use of a car infrequently. There are several car club bays operated by Zipcar in the vicinity of the site, as follows:

- St James's Square – 350m south of the site (4-minute walk)
- Golden Square, Piccadilly – 550m north of the site (7-minute walk)
- Sackville Street – 600m northwest of the site (7-minute walk)
- St Martins Lane – 800m northeast of the site (10-minute walk)

3 DEVELOPMENT PROPOSAL

- 3.1 The proposed development comprises the removal of 15 residential car parking spaces at basement level 2 and provision of 379 sqm GEA Class E/sui generis floorspace. At present, 340 sqm GEA of Class E gym floorspace is provided at ground floor and part basement level 1.
- 3.2 The additional floorspace proposed at basement 2 level is anticipated to come forward under Class E gym use; this would form an extension to the existing gym, as shown within the Architect's layout plans at **Appendix A**. In this instance, the total resulting gym floor space will be a total of 719 sqm GEA.
- 3.3 The existing gym at the site employs 4 full time staff and 2-3 part time staff; it is anticipated this will increase on a pro-rata basis to a total of 8-9 full time staff and 4-6 part time staff.

Access

- 3.4 The existing access into the site for pedestrians will remain from Babmaes Street. The existing car lift will provide access to cycle parking at basement level 2, along with continued access to existing commercial car parking at basement level 1.

Parking

Car Parking

- 3.5 An existing residential car park is provided at basement level 2, within which 15 parking spaces are provided. It is proposed that the car parking is removed to facilitate the provision of the Class E/sui generis floor space. The commercial car parking at basement level 1 will not be affected by the proposal.

Cycle Parking

- 3.6 A total of 23 long-stay residential cycle parking spaces are currently provided at the site which are located adjacent to existing car parking spaces at basement level 2. It is proposed that this level of cycle parking spaces is re-provided at basement level 2, with two additional two-tier cycle rack spaces provided for long-stay use by gym staff.

Servicing & Waste Collection

- 3.7 The existing site makes use of on-street servicing opportunities on Babmaes Street for all delivery and servicing activity and refuse collections. The proposals will retain the same servicing and waste collection strategy as existing.
- 3.8 It is envisaged that the increase in gym floor space will generate a minimal change in the number of deliveries, owing to there be an existing gym facility present at the site. Deliveries will be undertaken by transit/panel vans and are anticipated to be short in duration, i.e. circa 10 minutes.
- 3.9 All waste storage for the gym use will be stored securely within a dedicated store located in the entrance foyer of the site, which will be easily accessible for staff, who will transport waste to the curtilage of the site on collection days.
- 3.10 A separate Servicing Management Plan has been prepared to summarise the approach to managing servicing and waste operations; this has been prepared on the basis of gym use and is included at **Appendix D**.

4 RELEVANT TRANSPORT PLANNING POLICY

National Policy

National Planning Policy Framework

- 4.1 The National Planning Policy Framework (NPPF) was revised in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied.
- 4.2 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy. The Chapter notes at Paragraph 102 that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) *"The potential impacts of development on transport networks can be addressed*
 - b) *Opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated*
 - c) *Opportunities to promote walking, cycling and public transport use are identified and pursued*
 - d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for new environmental gains*
 - e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*
- 4.3 The Chapter continues at Paragraph 103 by stating *"the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*
- 4.4 Paragraph 109 of the Promoting Sustainable Transport Chapter states: *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

- 4.5 The Chapter concludes at Paragraph 111 that *“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”*

Regional Guidance

The London Plan (March 2021)

- 4.6 The London Plan adopted in March 2021 setting out all planning policy for London. Six core ‘good growth’ policies are identified and state the following with regards to transport:

“Policy GG2 Making the best use of land – Point G: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions.”

- 4.7 Policy T6 Car Parking states the following:

“B. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport.

L. Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy.”

- 4.8 **Table 4.1** below sets out the maximum residential car parking standards.

Table 4.1: Maximum Car Parking Standards		
Area	Use	Maximum Parking Provision
Central Activities Zone All areas of PTAL 5 – 6	Residential	Car Free

- 4.9 Policy T6.4: Hotel and Leisure uses parking, states the following:

- A. *In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.*

4.10 Table 10.2 of the London Plan sets out the cycle parking minimum standards, as summarised in **Table 4.2** below.

Table 4.2: Cycle Parking Minimum Standards	
Use Class	Minimum Cycle Parking
D1 Gymnasium	Long-stay: 1 space per 8 FTE staff Short-stay: 1 space per 100sqm (GEA)

The Mayor's Transport Strategy (MTS) (March 2018)

4.11 The Mayor published the Transport Strategy (MTS) in March 2018. One of the MTS's aims is for 80 per cent of journeys to be made by sustainable modes. The MTS vision states:

"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.

The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."

Local Policy

Westminster City Plan (2021)

4.12 The Westminster City Plan, adopted in April 2021, sets out WCC's policies and guidance for the development of Westminster up to 2040. Policy 27: Parking, states the following:

- A. *"The parking standards in the London Plan will apply to all developments. All new parking spaces should provide active charging provision for electric charging vehicles.*
- C. *The council will apply the maximum non-residential car parking standards set out in the London Plan.*
- F. *Where sites are redeveloped, existing parking provision must be reduced to meet the parking standards in the London Plan unless there is site specific justification to re-provide an element of the existing parking...*
- G. *Proposals for the redevelopment of existing car parks for alternative uses will be supported..."*

4.13 Paragraph 27.4 states the following:

"Our approach to residential car parking conforms to the London Plan principle of balancing new development with the prevention of excessive car parking that undermines cycling, walking, and public transport use. The standards in Table 10.3 'Maximum residential parking standards' in the London Plan apply in Westminster and set out maximum residential parking standards, which take into account the high level of public transport provision in the city. For non-residential developments the standards in the London Plan also apply in Westminster."

4.14 Paragraph 27.5 also states:

"Given the high levels of public transport provision and accessibility to jobs, leisure and shopping facilities in Westminster, we have taken the view that new development should be predominantly car free. Notwithstanding, there will always be a need to ensure that a lack of provision does not result in significant increases in demand for on-street parking in the vicinity of the development, leading to increased congestion, disruption to traffic flow, air and noise pollution, poor parking practices, and adverse impacts on the amenity of residents. To ensure this is the case, developments should not create or exacerbate areas of parking stress. Where a residential development without on- or off-site car parking is proposed in an area of existing high parking stress (i.e. over 80% of on-street parking spaces being occupied during the day or at night, in compliance with existing parking restrictions)..."

Policy Summary

4.15 The location of the site also benefits from excellent accessibility to public transport facilities and realistic opportunities for the use of active modes of transport. The proposals are therefore considered to be in accordance with local, regional and national policy.

4.16 Policy at the local level supports car-free development for redeveloped sites, in line with London Plan standards and wider national aspirations to reduce travel by car. In this context, the proposed removal of all residential car parking at basement 2 level for redevelopment into Class E/sui generis floorspace is supported by policy.

4.17 Additionally, in Section 5, an assessment is undertaken to demonstrate that any potential on-street parking demand resulting from the removal of residential car parking will not result in any detrimental impact on the surrounding highway.

5 EFFECTS OF THE PROPOSALS

5.1 This section considers the potential traffic and transport effects of the proposed development.

Trip Generation

5.2 In order to determine the trip generation and subsequent impact on the surrounding public transport network, the Applicant has provided operational information for the existing gym occupied by *24N Mayfair* who operate existing gyms throughout the UK. The proposed opening times are as follows:

- Monday – Thursday: 06:00 – 21:00
- Friday: 06:00 – 20:00
- Saturday, Sunday & Bank Holidays: 08:00 – 17:00

5.3 The existing gym capacity is circa 500 members. The projected total club volume is 1,057 members, which is based a pro-rata increase applied to account for the additional 379 sqm GEA gym floor area. The maximum capacity at the gym will be circa 126 members at any one time. All classes at the gym will operate on a timetable which will be set to avoid the overlap of classes, therefore limiting the number of users within the facility at any one time.

5.4 Throughout the UK, the average visit rate of gym members is 1.8 times per week. When applied to the projected maximum membership of 1,057 at the site, the gym should attract approximately 1,902 visits per week, equivalent to 272 visits per day. Therefore, across the 13-hour opening window, circa 20-21 visits will be made to the gym each hour.

5.5 If it assumed that 20% more trips will be made to the gym during the traditional peak hours of 08:00-09:00 and 17:00-18:00, approximately 24-25 visits will be made to the gym at peak times. This represents a net increase of circa 12-13 additional trips per hour when compared to the existing gym use. While this level of trips is not considered to be significant, measures will be put in place including increased pricing of certain gym memberships to deter use during peak times and limit any surges of visitors.

5.6 It is therefore considered that the impact of the proposals on the public transport network will be minimal, particularly given the excellent accessibility of the site and the numerous public transport services available.

Car Parking

- 5.7 As part of the proposals, 15 existing parking spaces provided at basement level 2 will be removed. Although existing on-site car parking is not utilised, theoretically, the future residential use without car parking provision could result in on-street overspill car parking.
- 5.8 In order to review this, WCC parking survey data has been obtained for the most recent year (2018) to determine the existing levels of parking stress within 200m of the site. As WCC does not restrict the ability of residents to apply for parking permits, it is considered that any theoretical additional parking demand associated with the residential units would use residents' bays; these have therefore been considered within this assessment in regard to the availability of parking for residents.
- 5.9 A summary of the WCC parking survey data is provided at **Table 5.1** below and a copy of the parking data is included at **Appendix E**.

Table 5.1: Summary of WCC Parking Occupancy Data (2018)							
Restriction Type	Bays	Daytime (1100-1500)			Overnight (0000-0600)		
		Parked	Suspended	%	Parked	Suspended	%
Resident Bays	56	24	7	49	24	7	49

- 5.10 The parking survey demonstrates that parking capacity is available during both the daytime and overnight. The highest recorded vehicle occupancy level for residents' bays is 49%, which is well below the 80% threshold, at which WCC City Plan policy considers there to be parking stress.
- 5.11 To calculate the potential on-street parking demand of the residential units, car ownership data has been obtained from the 2011 Census (Westminster 018 middle layer super output area). The Census data indicates a car ownership of 0.42 cars per household. Therefore, for the 13 residential units at the site, the on-street parking demand could be 6 parking spaces.
- 5.12 With the addition of 6 additional vehicles from the development, the on-street parking demand in resident bays increases to 54% during both the daytime and overnight. This level of parking stress remains comfortably below the 80% threshold, demonstrating that any displaced future parking demand from the 13 residential units will not result in unacceptable impacts on parking levels on the surrounding highway network.

6 SUMMARY AND CONCLUSION

Summary

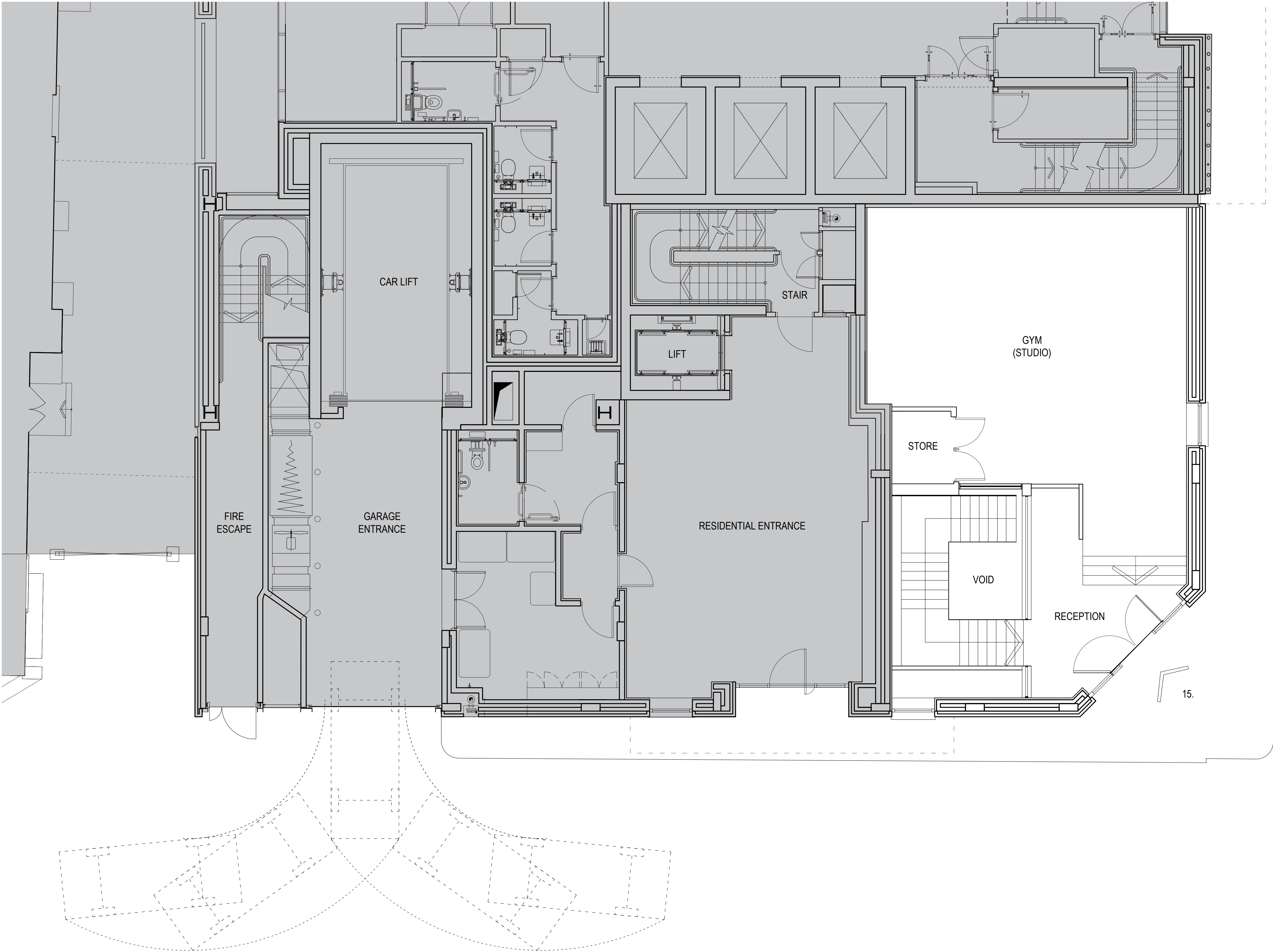
- 6.1 Caneparo Associates has been appointed by Lutier LLP ('the Applicant') to provide traffic and transport advice in relation to the proposed development at 15 Babmaes Street, SW1Y 6HD ('the site'), located within the City of Westminster (WCC).
- 6.2 The existing site comprises 3 x 1-bed, 7 x 2-bed and 3 x 3-bed dwellings and a small gym of 340 sqm GEA provided across ground and part basement 1 floors. The proposed development is for the removal of car parking at basement level 2 to facilitate the provision of 379 sqm GEA Class E/sui generis floorspace.
- 6.3 While the proposed Class E/sui generis floorspace could come forward under a range of uses, it is considered likely this will be used as gym floorspace, forming an extension to the implemented gym at ground and part basement level 1, as shown within the architect's layout plans.
- 6.4 A total of 23 cycle parking spaces will be re-provided for the residential units, in line with the consented level, with two further cycle spaces provided for gym staff. The existing car lift will remain in place to provide access to cycle parking located at basement level 2.
- 6.5 The proposed additional Class E-sui generis (gym) floor space will result in a minor increase in trips, all of which will be made by active and sustainable modes of travel. Considering the highly accessible location of the site (PTAL 6b) and the excellent standard of walking and cycling facilities provided in the vicinity of the site, it is not considered that the number of proposed trips will have a noticeable effect on the surrounding transport network.
- 6.6 While the existing car parking spaces are not utilised by residents, an assessment of the theoretical impact on surrounding on-street parking levels. This demonstrates that existing parking stress in the surrounding area is 49% and with the addition of 6 vehicles from the residential units, parking stress increases to 54%, which remains comfortably below the 80% threshold when parking stress is considered to occur.
- 6.7 Waste for the proposed gym will be stored within the ground floor foyer to be accessible by staff, who will transport waste to the curtilage of the building prior to collection. All servicing and waste collection will continue to be undertaken on-street on Babmaes Street as per the existing situation.

- 6.8 A Servicing Management Plan is submitted with this application to set out the measures that will be implemented to ensure that servicing for the proposed development will be efficiently managed and will not affect other users of the surrounding transport network.

Conclusion

- 6.9 In conclusion, it is considered that the development proposals are reasonable and appropriate, meeting the key test of the NPPF and paragraph 109, which states that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

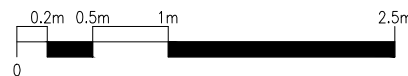
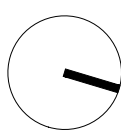
Appendix A



BABMAES STREET

KEY PLAN

NOTES



REV	DATE	DESCRIPTION
P01	03.02.20	FOR INFORMATION

DRN	CHK
AL	HP

DRAWING TITLE
GROUND FLOOR LAYOUT
EXISTING

STATUS
FOR PLANNING

DRAWING NO
3023-DR-9003

CLIENT
LUTIER LLP

PROJECT
15 BABMAES ST

SCALE
1:50

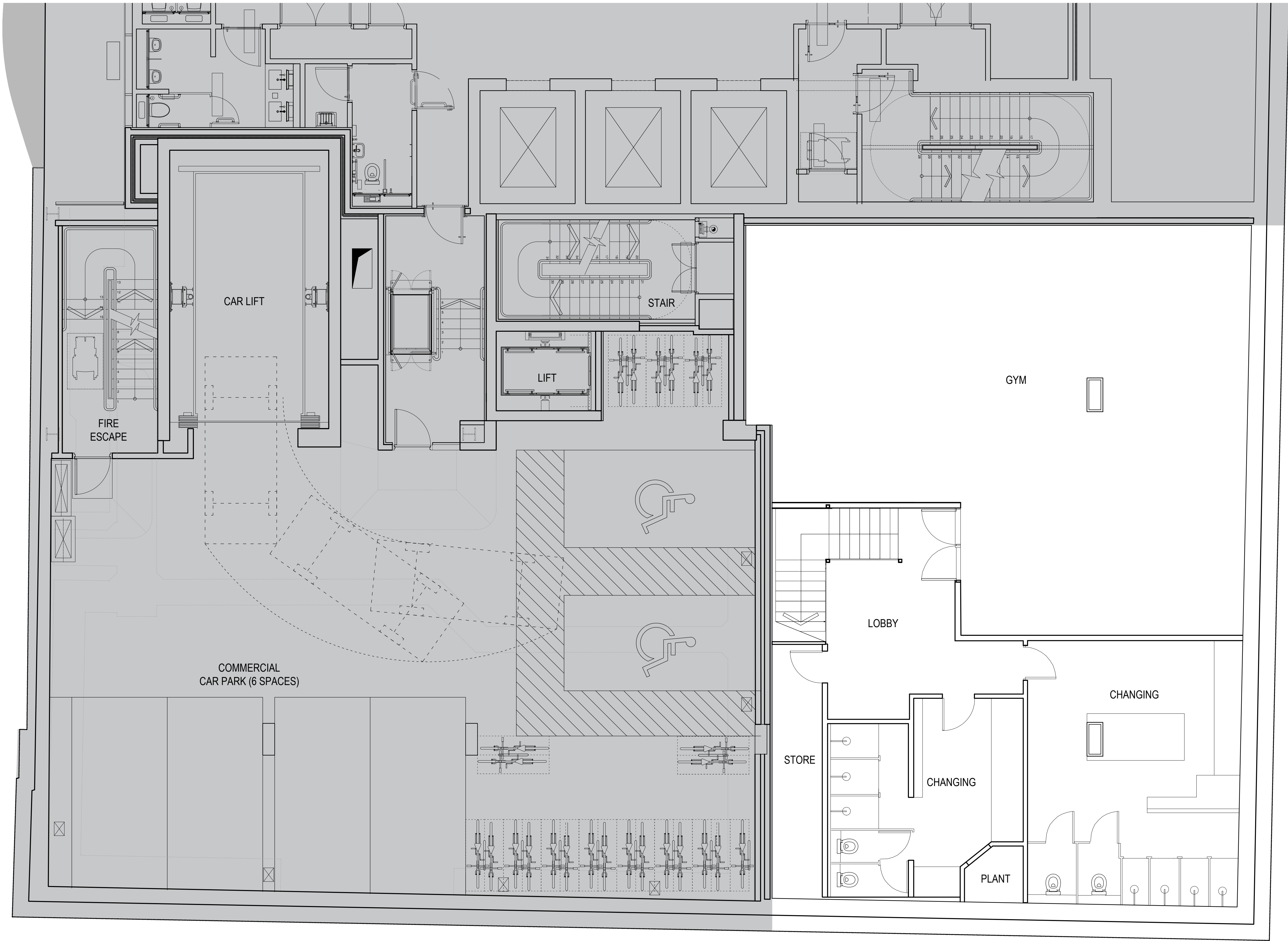
DISCLAIMER
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION

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Sutton Yard 65 Goswell Road
London EC1V 7EN

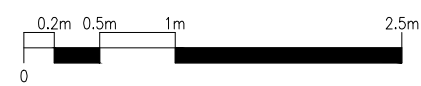
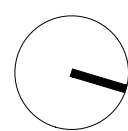
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architecture + interior design
london + prague



KEY PLAN

NOTES



REV DATE DESCRIPTION
P01 03.02.20 FOR INFORMATION

DRN CHK
AL HP

DRAWING TITLE
BASEMENT LEVEL 1 LAYOUT
EXISTING

STATUS
FOR PLANNING

DRAWING NO
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CLIENT
LUTIER LLP

PROJECT
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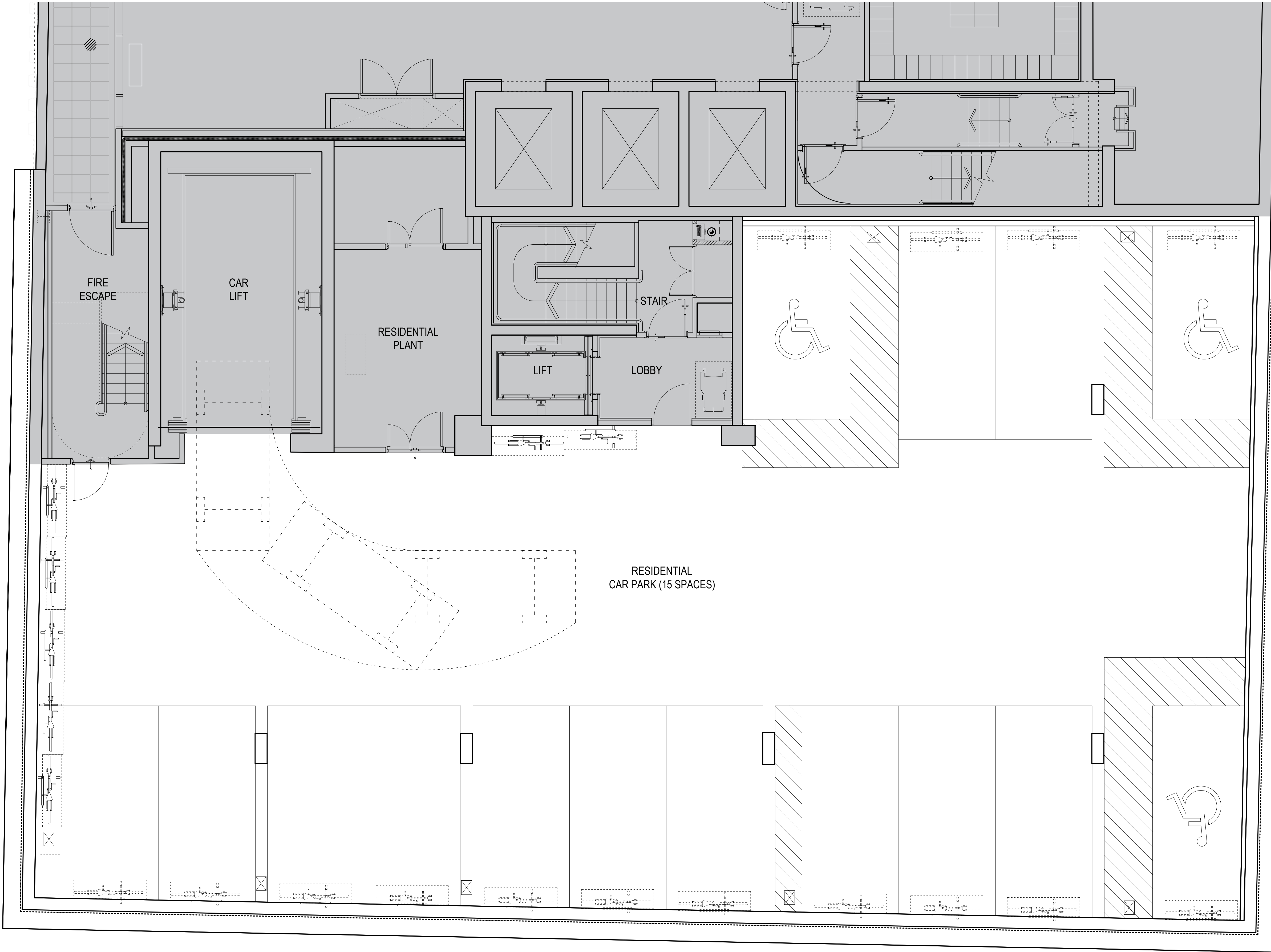
DISCLAIMER
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION

SHEET
A1

jestico + whites

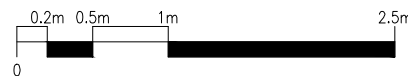
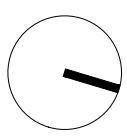
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KEY PLAN

NOTES



REV DATE DESCRIPTION
P01 03.02.20 FOR INFORMATION

DRN CHK
AL HP

DRAWING TITLE
BASEMENT LEVEL 2 LAYOUT
EXISTING

STATUS
FOR PLANNING

DRAWING NO
3023-DR-9005

CLIENT
LUTIER LLP

PROJECT
15 BABMAES ST

SCALE
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SHEET
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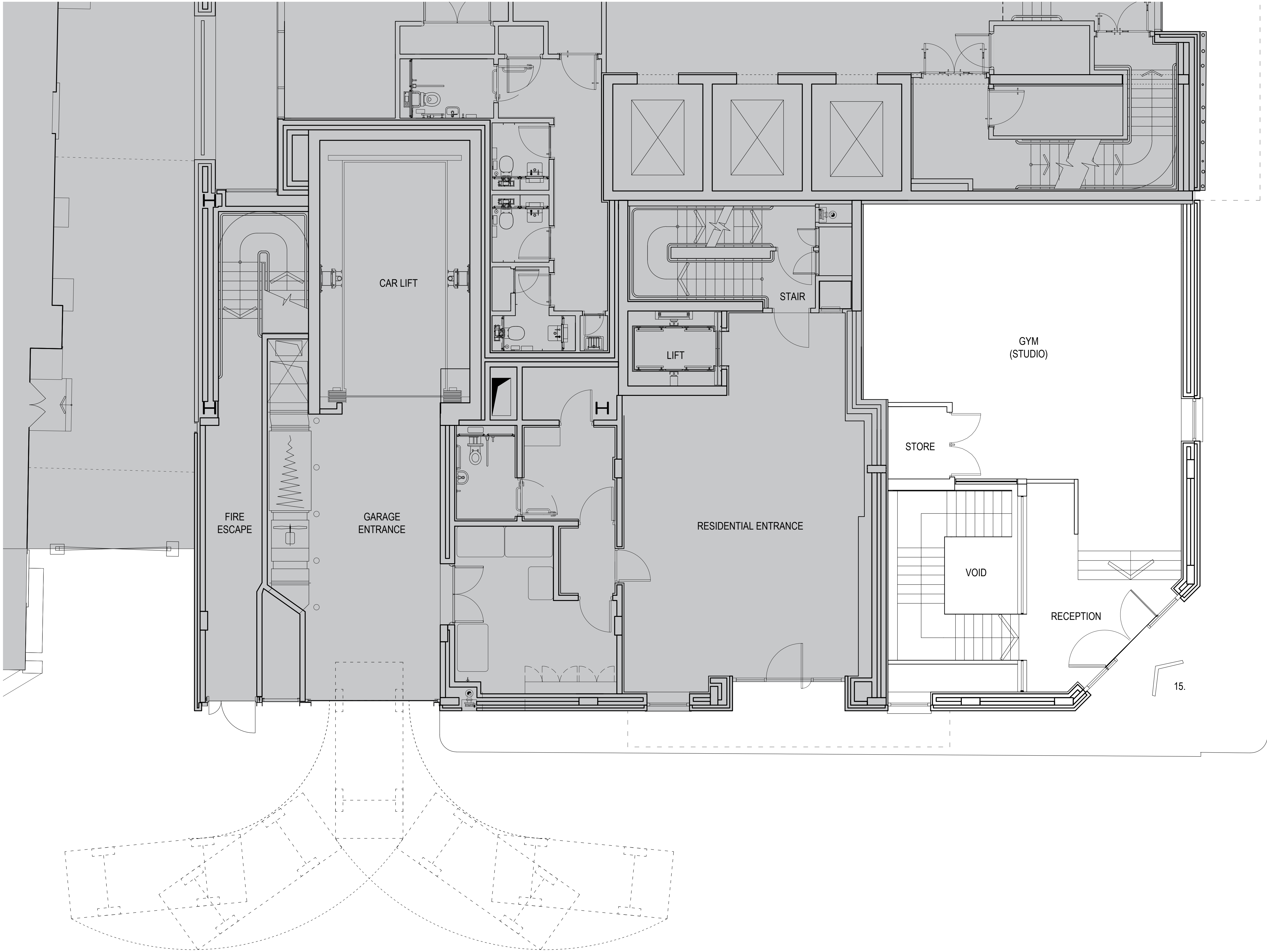
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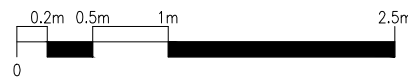
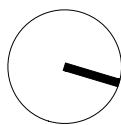
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KEY PLAN

NOTES



REV	DATE	DESCRIPTION
P01	03.02.20	FOR INFORMATION

DRN	CHK
AL	HP

DRAWING TITLE
GROUND FLOOR LAYOUT
PROPOSED

STATUS
FOR PLANNING

DRAWING NO
3023-DR-9006

CLIENT
LUTIER LLP

PROJECT
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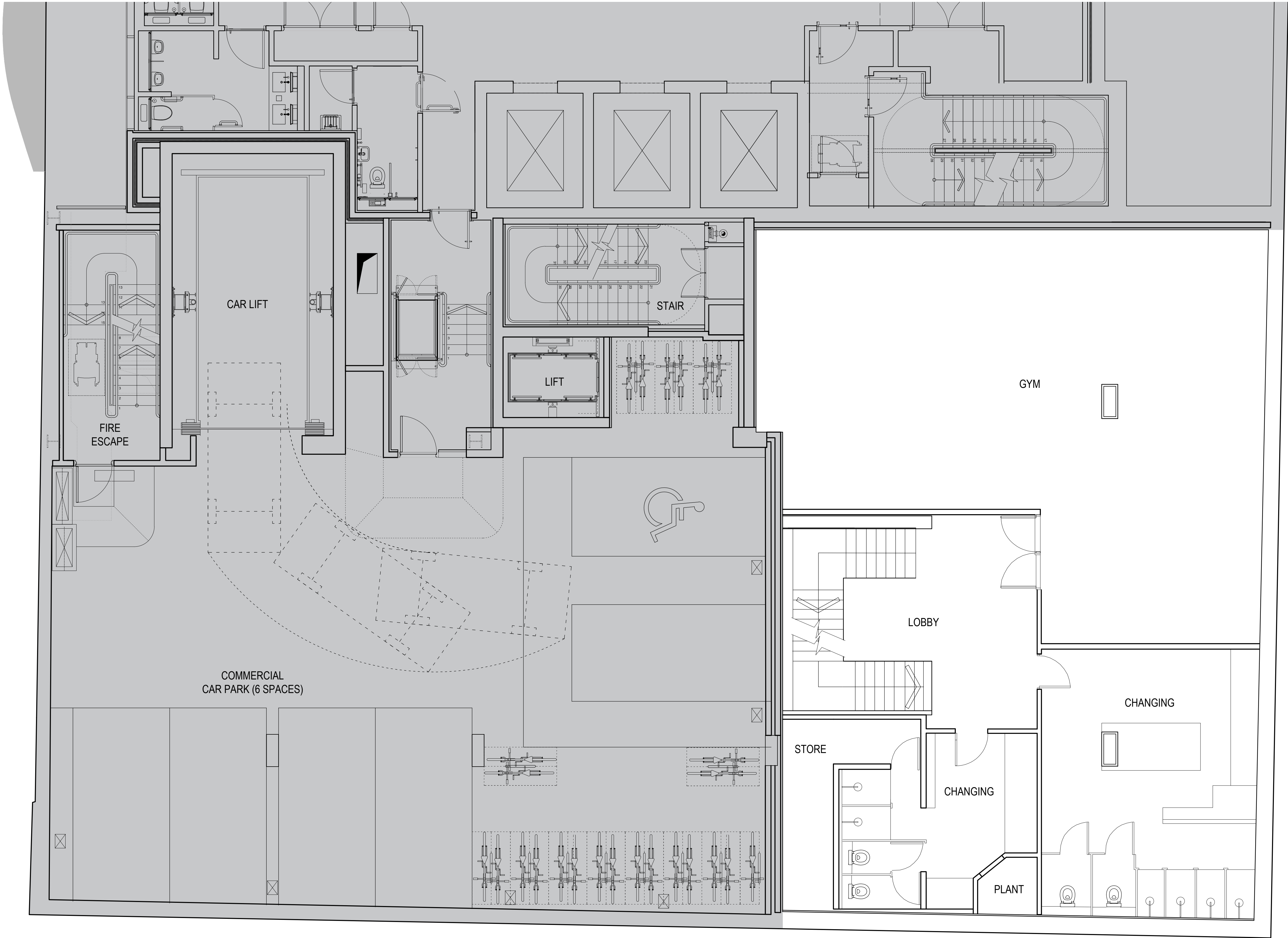
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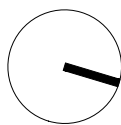
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REV DATE DESCRIPTION
P01 03.02.20 FOR INFORMATION

DRN CHK
AL HP

DRAWING TITLE
BASEMENT LEVEL 1 LAYOUT
PROPOSED

CLIENT
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PROJECT
15 BABMAES ST

STATUS
FOR PLANNING

DRAWING NO
3023-DR-9007

REV
P01

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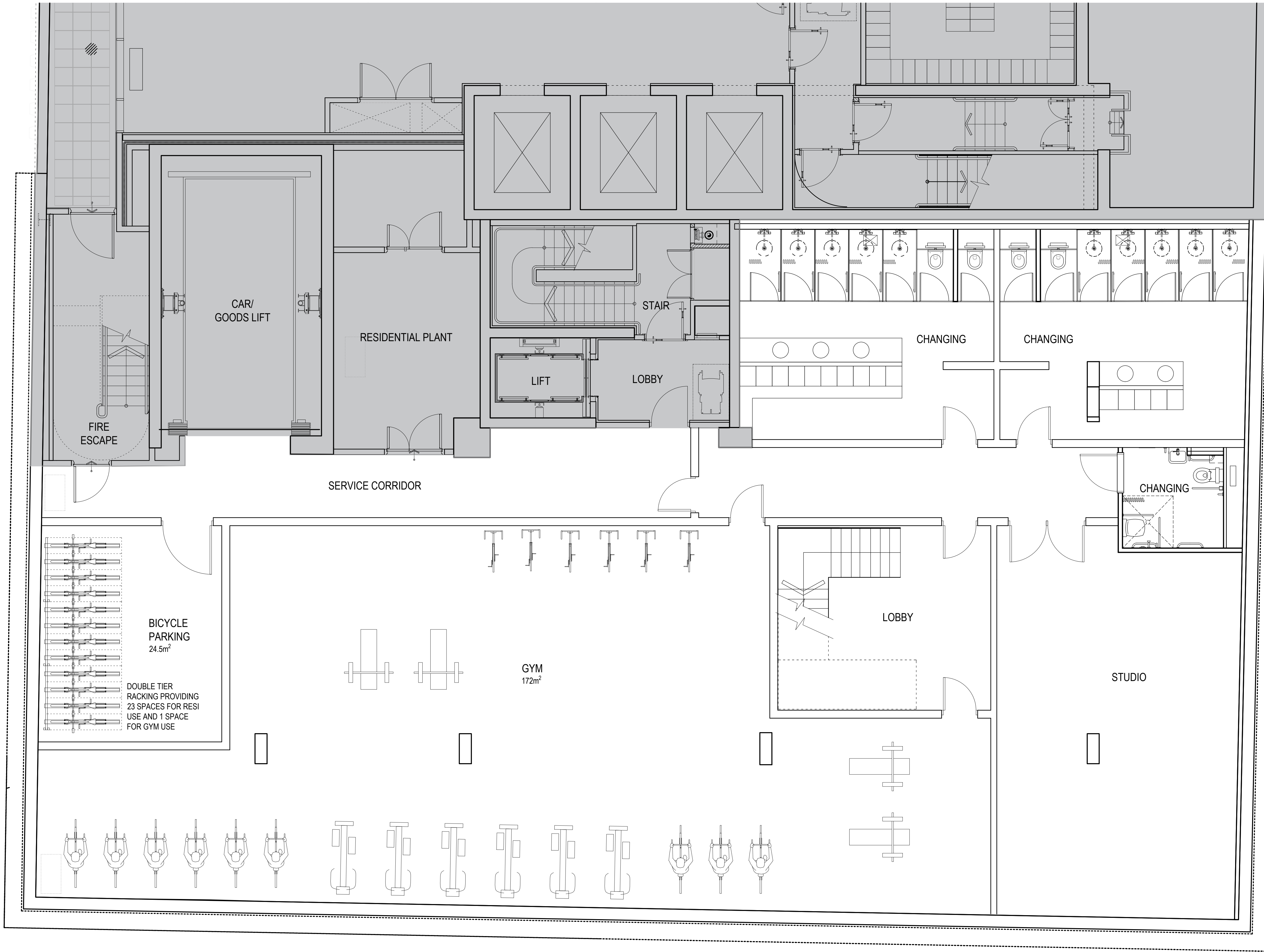
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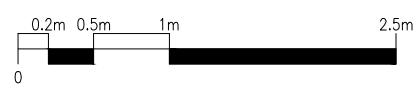
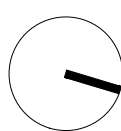
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KEY PLAN

NOTES



REV.	DATE	DESCRIPTION	DRN.	CHK.
P01	03.02.20	FOR INFORMATION	AL	HP
P02	07.04.21	FOR INFORMATION: BICYCLE PARKING ADDED, GYM REDUCED.	CM	HP
P03	05.05.21	FOR PLANNING APPLICATION: BICYCLE PARKING AMENDED TO FURTHER CLIENT COMMENTS	CM	HP

DRAWING TITLE
BASEMENT LEVEL 2 LAYOUT
PROPOSED

CLIENT
LUTIER LLP

PROJECT
15 BABMAES ST

STATUS
FOR PLANNING

DRAWING NO
3023-DR-9008

SCALE
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SHEET
A1

DISCLAIMER
P03
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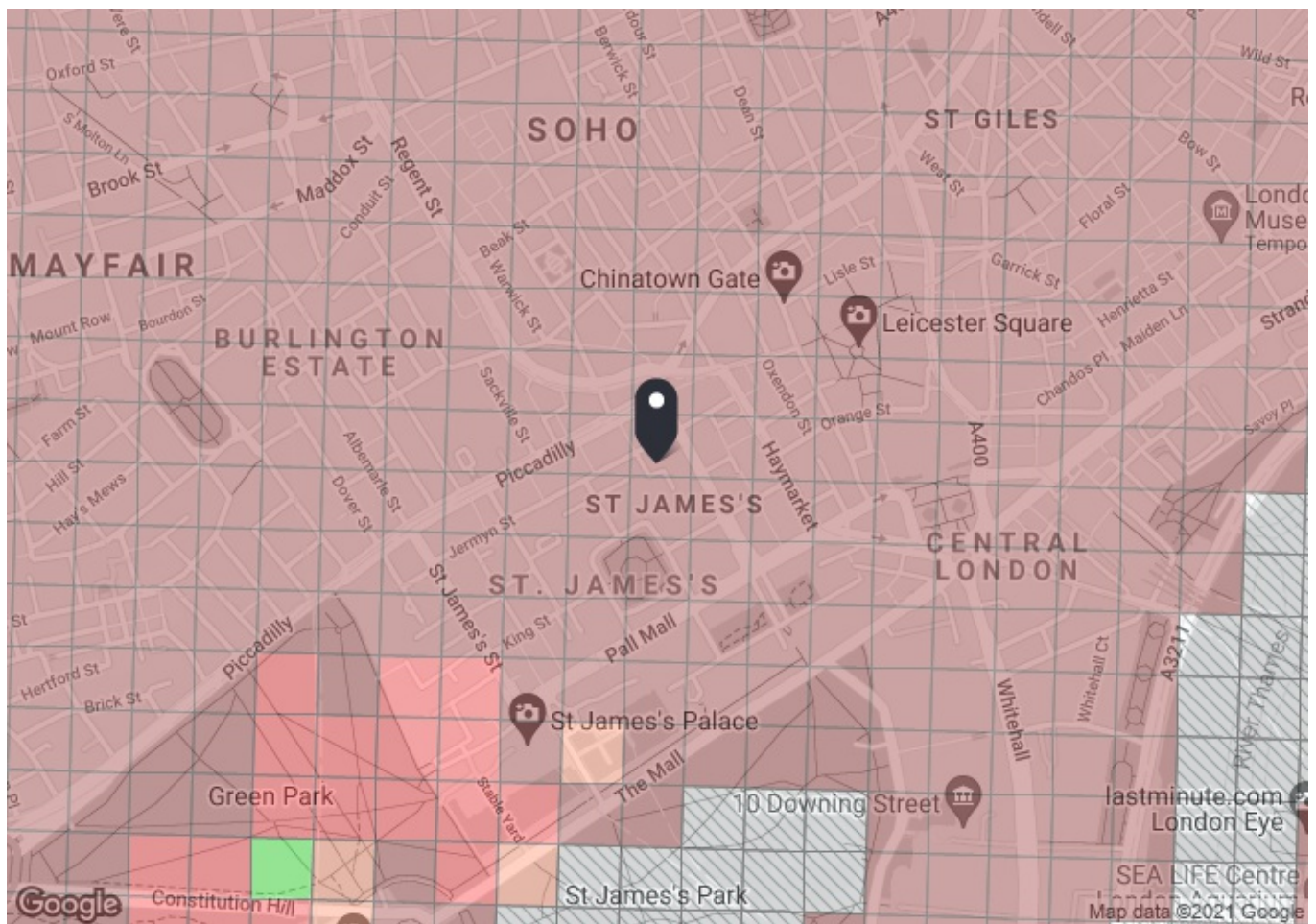
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Appendix B



PTAL output for Base Year 6b

SW1Y 6HD
Babmaes St, St. James's, London SW1Y 6HD, UK
Easting: 529542, Northing: 180510

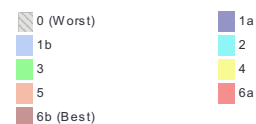
Grid Cell: 80808

Report generated: 06/05/2021

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

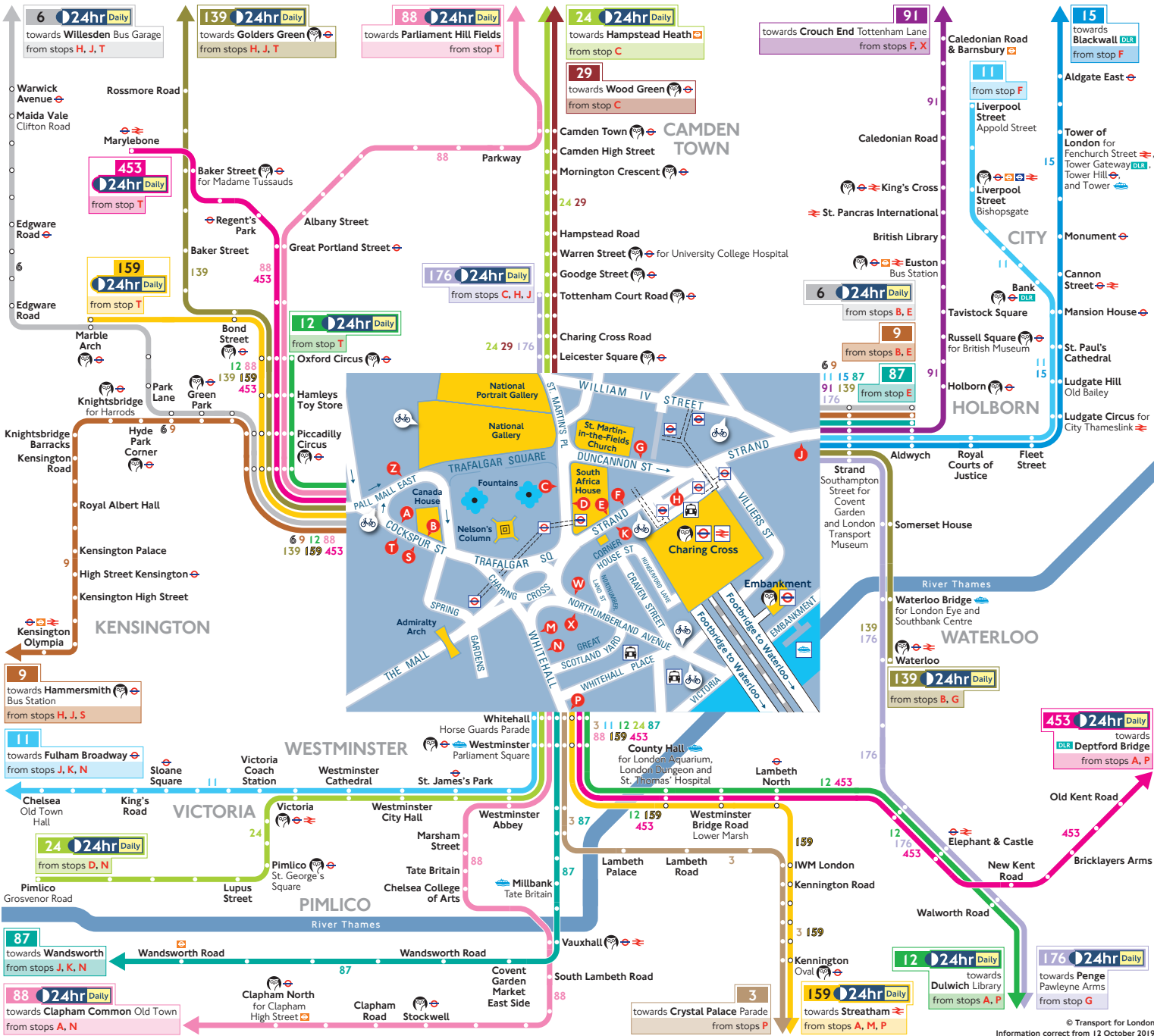
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	LOWER REGENT STREET	23	115.55	8	1.44	5.75	7.19	4.17	0.5	2.08
Bus	LOWER REGENT STREET	94	115.55	13	1.44	4.31	5.75	5.22	1	5.22
Bus	LOWER REGENT STREET	22	115.55	10	1.44	5	6.44	4.66	0.5	2.33
Bus	LOWER REGENT STREET	159	115.55	12	1.44	4.5	5.94	5.05	0.5	2.52
Bus	LOWER REGENT STREET	13	115.55	8	1.44	5.75	7.19	4.17	0.5	2.08
Bus	LOWER REGENT STREET	88	115.55	9	1.44	5.33	6.78	4.43	0.5	2.21
Bus	LOWER REGENT STREET	453	115.55	12	1.44	4.5	5.94	5.05	0.5	2.52
Bus	LOWER REGENT STREET	139	115.55	7.5	1.44	6	7.44	4.03	0.5	2.01
Bus	LOWER REGENT STREET	12	115.55	12	1.44	4.5	5.94	5.05	0.5	2.52
Bus	LOWER REGENT STREET	3	115.55	7	1.44	6.29	7.73	3.88	0.5	1.94
Bus	LOWER REGENT STREET	6	115.55	10	1.44	5	6.44	4.66	0.5	2.33
Bus	PICCADILLY CIRCUS	38	148.13	10	1.85	5	6.85	4.38	0.5	2.19
Bus	PICCADILLY CIRCUS	14	148.13	13	1.85	4.31	6.16	4.87	0.5	2.44
Bus	PICCADILLY CIRCUS	19	148.13	8	1.85	5.75	7.6	3.95	0.5	1.97
Bus	Charing X Road Garrick	24	617.07	10	7.71	5	12.71	2.36	0.5	1.18
Bus	Charing X Road Garrick	29	617.07	15	7.71	4	11.71	2.56	0.5	1.28
Bus	Charing X Road Garrick	176	617.07	8.5	7.71	5.53	13.24	2.27	0.5	1.13
Bus	PALL MALL ST JAMES SQ	9	362.69	12	4.53	4.5	9.03	3.32	0.5	1.66
LUL	Piccadilly Circus	'QueensPk-El&Castle'	201.88	11.01	2.52	3.47	6	5	1	5
LUL	Piccadilly Circus	'El&Castle-Harrow&W'	201.88	5.67	2.52	6.04	8.56	3.5	0.5	1.75
LUL	Piccadilly Circus	'StbridgePk-El&Castle'	201.88	5	2.52	6.75	9.27	3.24	0.5	1.62
LUL	Piccadilly Circus	'Waterloo-QueensPk'	201.88	1	2.52	30.75	33.27	0.9	0.5	0.45
LUL	Piccadilly Circus	'Waterloo-Harrow&W'	201.88	0.33	2.52	91.66	94.18	0.32	0.5	0.16
LUL	Piccadilly Circus	'Cockfosters-LHRT4LT'	201.88	4.67	2.52	7.17	9.7	3.09	0.5	1.55
LUL	Piccadilly Circus	'RayLane-Cockfosters'	201.88	3.67	2.52	8.92	11.45	2.62	0.5	1.31
LUL	Piccadilly Circus	'LHRT4LT-ArnosGrove'	201.88	4.67	2.52	7.17	9.7	3.09	0.5	1.55
LUL	Piccadilly Circus	'ArnosGrove-RayLane'	201.88	0.33	2.52	91.66	94.18	0.32	0.5	0.16
LUL	Piccadilly Circus	'ArnosGrove-Nthfields'	201.88	3	2.52	10.75	13.27	2.26	0.5	1.13
LUL	Piccadilly Circus	'Oakwood-RayLane'	201.88	0.33	2.52	91.66	94.18	0.32	0.5	0.16
LUL	Piccadilly Circus	'Nthfields-Cockfoster'	201.88	1	2.52	30.75	33.27	0.9	0.5	0.45
LUL	Piccadilly Circus	'LHRT5-Cockfosters'	201.88	6	2.52	5.75	8.27	3.63	0.5	1.81
LUL	Piccadilly Circus	'Uxbridge-Cockfosters'	201.88	3.67	2.52	8.92	11.45	2.62	0.5	1.31
LUL	Piccadilly Circus	'Ruislip-Cockfosters'	201.88	2.33	2.52	13.63	16.15	1.86	0.5	0.93
LUL	Piccadilly Circus	'ArnosGrove-Uxbridge'	201.88	1	2.52	30.75	33.27	0.9	0.5	0.45
LUL	Piccadilly Circus	'Oakwood-Uxbridge'	201.88	0.33	2.52	91.66	94.18	0.32	0.5	0.16
LUL	Piccadilly Circus	'Oakwood-Ruislip'	201.88	0.33	2.52	91.66	94.18	0.32	0.5	0.16
LUL	Leicester Square	'Morden-Edgware'	607.38	4.67	7.59	7.17	14.77	2.03	0.5	1.02
LUL	Leicester Square	'HighBarnet-Morden'	607.38	0.33	7.59	91.66	99.25	0.3	0.5	0.15
LUL	Leicester Square	'Kennington-Edgware'	607.38	14.67	7.59	2.79	10.39	2.89	0.5	1.44
LUL	Leicester Square	'HighBarnet-Kenningt'	607.38	5.33	7.59	6.38	13.97	2.15	0.5	1.07
LUL	Leicester Square	'MillHill-Morden'	607.38	1.67	7.59	18.71	26.31	1.14	0.5	0.57
LUL	Leicester Square	'MillHillE-Kenningt'	607.38	1.67	7.59	18.71	26.31	1.14	0.5	0.57
LUL	Green Park	'Stratford-WembleyPa'	663.19	3.67	8.29	8.92	17.21	1.74	0.5	0.87
LUL	Green Park	'MillesdenGreen-Stra'	663.19	4.33	8.29	7.68	15.97	1.88	0.5	0.94
LUL	Green Park	'Stanmore-Stratford'	663.19	17.65	8.29	2.45	10.74	2.79	0.5	1.4
LUL	Green Park	'Brixton-WalthamstowC'	663.19	15.67	8.29	2.66	10.95	2.74	0.5	1.37
LUL	Green Park	'SevenSisters-Brixton'	663.19	11.67	8.29	3.32	11.61	2.58	0.5	1.29
Rail	Charing Cross	'BRNHRST-CHRX 1C90'	686.79	0.67	8.58	45.53	54.11	0.55	0.5	0.28
Rail	Charing Cross	'GRVSEND-CHRX 1D50'	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'GLNGHMK-CHRX 1D52'	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'GLNGHMK-CHRX 1D54'	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-HASTING 1H10'	686.79	0.67	8.58	45.53	54.11	0.55	0.5	0.28
Rail	Charing Cross	'CHRX-HASTING 1H24'	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'HASTING-CHRX 1H52'	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'OREE-CHRX 1H68'	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'HASTING-CHRX 1H90'	686.79	0.67	8.58	45.53	54.11	0.55	0.5	0.28
Rail	Charing Cross	'OREE-CHRX 1H92'	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'HAYS-CHRX 1K90'	686.79	1.33	8.58	23.31	31.89	0.94	0.5	0.47

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Charing Cross	'ASHFKY-CHRX 1W90 '	686.79	0.67	8.58	45.53	54.11	0.55	0.5	0.28
Rail	Charing Cross	'DOVERP-CHRX 1W92 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'RAMSGTE-CHRX 1W94 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'GLNGHMK-CHRX 2A08 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'GRVSEND-CHRX 2A22 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'SLADEGN-CHRX 2B14 '	686.79	2	8.58	15.75	24.33	1.23	0.5	0.62
Rail	Charing Cross	'GRVSEND-CHRX 2C06 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'DARTFD-CHRX 2C08 '	686.79	2.33	8.58	13.63	22.21	1.35	1	1.35
Rail	Charing Cross	'DARTFD-CHRX 2D10 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'GRVSEND-CHRX 2D12 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'GLNGHMK-CHRX 2D14 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'SIDCUP-CHRX 2D16 '	686.79	1	8.58	30.75	39.33	0.76	0.5	0.38
Rail	Charing Cross	'GLNGHMK-CHRX 2D22 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'SVNOAKS-CHRX 2F06 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'ORPNGTN-CHRX 2F10 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'SVNOAKS-CHRX 2F20 '	686.79	0.67	8.58	45.53	54.11	0.55	0.5	0.28
Rail	Charing Cross	'ORPNGTN-CHRX 2F88 '	686.79	1.33	8.58	23.31	31.89	0.94	0.5	0.47
Rail	Charing Cross	'ORPNGTN-CHRX 2F94 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'ORPNGTN-CHRX 2F98 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-TUNWELL 2H08 '	686.79	1.67	8.58	18.71	27.3	1.1	0.5	0.55
Rail	Charing Cross	'CHRX-TUNWELL 2H10 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'TUNWELL-CHRX 2H56 '	686.79	1	8.58	30.75	39.33	0.76	0.5	0.38
Rail	Charing Cross	'TUNWELL-CHRX 2H60 '	686.79	1.67	8.58	18.71	27.3	1.1	0.5	0.55
Rail	Charing Cross	'HAYS-CHRX 2K08 '	686.79	1	8.58	30.75	39.33	0.76	0.5	0.38
Rail	Charing Cross	'CHRX-GLNGHMK 2L10 '	686.79	1.67	8.58	18.71	27.3	1.1	0.5	0.55
Rail	Charing Cross	'CHRX-GLNGHMK 2L12 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-CRFD 2M10 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-DARTFD 2M14 '	686.79	1.33	8.58	23.31	31.89	0.94	0.5	0.47
Rail	Charing Cross	'CHRX-SLADEGN 2M16 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-GRVSEND 2N12 '	686.79	1.67	8.58	18.71	27.3	1.1	0.5	0.55
Rail	Charing Cross	'CHRX-GRVSEND 2N14 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-DOVERP 2R10 '	686.79	1	8.58	30.75	39.33	0.76	0.5	0.38
Rail	Charing Cross	'CHRX-RAMSGTE 2R12 '	686.79	0.67	8.58	45.53	54.11	0.55	0.5	0.28
Rail	Charing Cross	'CHRX-RAMSGTE 2R18 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-ASHFKY 2R20 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-TONBDG 2R90 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-SVNOAKS 2S10 '	686.79	1.67	8.58	18.71	27.3	1.1	0.5	0.55
Rail	Charing Cross	'CHRX-SVNOAKS 2S12 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-ORPNGTN 2S92 '	686.79	0.67	8.58	45.53	54.11	0.55	0.5	0.28
Rail	Charing Cross	'CHRX-HAYS 2V10 '	686.79	2	8.58	15.75	24.33	1.23	0.5	0.62
Rail	Charing Cross	'RAMSGTE-CHRX 2W10 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'RAMSGTE-CHRX 2W12 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'RAMSGTE-CHRX 2W20 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'CNTBW-CHRX 2W22 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
Rail	Charing Cross	'STROOD-CHRX 2D56 '	686.79	0.33	8.58	91.66	100.24	0.3	0.5	0.15
LUL	Tottenham Court Road	'Ealing-Epping '	895.86	3	11.2	10.75	21.95	1.37	0.5	0.68
LUL	Tottenham Court Road	'WRuislip-Epping '	895.86	3	11.2	10.75	21.95	1.37	0.5	0.68
LUL	Tottenham Court Road	'RuislipGar-Epping '	895.86	1	11.2	30.75	41.95	0.72	0.5	0.36
LUL	Tottenham Court Road	'WhiteCity-Epping '	895.86	0.33	11.2	91.66	102.86	0.29	0.5	0.15
LUL	Tottenham Court Road	'Epping-NActon '	895.86	1	11.2	30.75	41.95	0.72	0.5	0.36
LUL	Tottenham Court Road	'Northolt-Epping '	895.86	0.67	11.2	45.53	56.72	0.53	0.5	0.26
LUL	Tottenham Court Road	'Debden-WRuislip '	895.86	0.33	11.2	91.66	102.86	0.29	0.5	0.15
LUL	Tottenham Court Road	'WhiteCity-Debden '	895.86	0.33	11.2	91.66	102.86	0.29	0.5	0.15
LUL	Tottenham Court Road	'Debden-Northolt '	895.86	1	11.2	30.75	41.95	0.72	0.5	0.36
LUL	Tottenham Court Road	'RuislipGdns-Debden '	895.86	0.33	11.2	91.66	102.86	0.29	0.5	0.15
LUL	Tottenham Court Road	'Loughton-WRuislip '	895.86	1	11.2	30.75	41.95	0.72	0.5	0.36
LUL	Tottenham Court Road	'NActon-Loughton '	895.86	0.67	11.2	45.53	56.72	0.53	0.5	0.26
LUL	Tottenham Court Road	'RuislipGdns-Loughton'	895.86	0.67	11.2	45.53	56.72	0.53	0.5	0.26

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Tottenham Court Road	'Loughton-WhiteCity'	895.86	0.67	11.2	45.53	56.72	0.53	0.5	0.26
LUL	Tottenham Court Road	'Loughton-Northolt '	895.86	0.33	11.2	91.66	102.86	0.29	0.5	0.15
LUL	Tottenham Court Road	'Ealing-Loughton '	895.86	1	11.2	30.75	41.95	0.72	0.5	0.36
LUL	Tottenham Court Road	'Ealing-NewburyPark'	895.86	0.67	11.2	45.53	56.72	0.53	0.5	0.26
LUL	Tottenham Court Road	'WRuislip-NewburyPark'	895.86	0.33	11.2	91.66	102.86	0.29	0.5	0.15
LUL	Tottenham Court Road	'NActon-NewburyPark'	895.86	0.33	11.2	91.66	102.86	0.29	0.5	0.15
LUL	Tottenham Court Road	'Hainault-Ealing '	895.86	5.33	11.2	6.38	17.58	1.71	0.5	0.85
LUL	Tottenham Court Road	'Hainault-Nacton '	895.86	1.33	11.2	23.31	34.5	0.87	0.5	0.43
LUL	Tottenham Court Road	'Hainault-WRuislip '	895.86	3.33	11.2	9.76	20.96	1.43	0.5	0.72
LUL	Tottenham Court Road	'Hain-NP-RuislipGdns '	895.86	0.67	11.2	45.53	56.72	0.53	0.5	0.26
LUL	Tottenham Court Road	'Hainault-WhiteCity'	895.86	1.67	11.2	18.71	29.91	1	0.5	0.5
LUL	Tottenham Court Road	'Hainault-NP-Northolt'	895.86	1	11.2	30.75	41.95	0.72	0.5	0.36
LUL	Tottenham Court Road	'GrangeHill-WD-Eal '	895.86	1	11.2	30.75	41.95	0.72	0.5	0.36
LUL	Tottenham Court Road	'GrangeHill-Wdld-Whit'	895.86	0.67	11.2	45.53	56.72	0.53	0.5	0.26
LUL	Tottenham Court Road	'GrangeHill-Wdld-WRsp'	895.86	0.67	11.2	45.53	56.72	0.53	0.5	0.26
Total Grid Cell AI:										95.27

Appendix C

Buses from Trafalgar Square and Charing Cross



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with DLR
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

Appendix D

Job Title: 15 Babmaes Street, St James's, Westminster
Job No: 2021-4535
File Ref: N01-AS-SM-Servicing Management Plan (210520) F2
Date: 20th May 2021

Subject: 15 Babmaes Street – Servicing Management Plan

Introduction

1. This Servicing Management Plan (SMP) been prepared by Caneparo Associates in relation to the planning application for 15 Babmaes Street, St James's, SW1Y 6HD ('the site'), located within the City of Westminster (WCC). The proposal is for the removal of 15 car parking spaces located at gymlevel 2 and provision of 379 sqm GEA Class E/sui generis floorspace.
2. The proposal allows for a range of land uses, however it is anticipated the additional floorspace will be used as an extension to the existing Class E gym use at ground floor and part basement level 1. This SMP sets out the management of deliveries and servicing, and waste storage and collection based on the anticipated gym use.

Deliveries and Servicing

3. Staff will liaise with all regular suppliers to the site to ensure they are aware of the servicing strategy for the site in advance of making deliveries; they will then oversee all deliveries and servicing at the site. As with the existing site, all deliveries and servicing will be undertaken on-street in accordance with the single yellow line restrictions on Babmaes Street.
4. Deliveries will be undertaken by a range of means including on foot, bicycle and vehicle. The largest vehicle that will access this space is considered to be a transit or panel-sized van, as per the existing use of the building. Deliveries will typically take up to 10 minutes, with occasional trips taking longer.
5. Vehicles will undertake turning manoeuvres at the end of Babmaes Street, therefore arriving from and exiting to Jermyn Street in a forward gear.

6. All deliveries will be undertaken with the hours 07:00 – 19:00 so as to minimise any potential impacts on residential amenity. Suppliers will be encouraged to undertake deliveries using electric vehicles where possible, and avoid deliveries during the typical peak hours of 08:00 – 09:00 and 17:00 – 18:00.

Waste Storage and Collection

7. All waste will be stored within a dedicated facility at ground floor, within the entrance foyer of the site. Staff will be responsible for transporting waste to the curtilage of the site, prior to collection. Waste collection will be undertaken on-street, as with the existing development.
8. Staff will be required to ensure that the waste store is kept clear from obstruction and in good order, as far as reasonably practicable. The storage area will be constructed of a robust material that can be easily maintained and washed down. The store will be inspected on a regular basis and cleaned when necessary.

Summary

9. This SMP has been prepared to accompany the application to remove 15 car parking spaces located at basement level 2 and provide Class E/sui generis floorspace, which is anticipated to come forward under gym use. This Site Management Plan sets out how various operational requirements of the proposed gym will be managed when the site is occupied.
10. Staff will be present on-site at all times to undertake their professional duties within the gym, as well as manage the entry / exit of members, oversee deliveries and ensure waste storage and collection is managed and undertaken appropriately.
11. The above demonstrates that all operational needs of the proposed gym will be managed effectively to minimise the any delivery and servicing-related impacts of the proposed development.

Appendix E

Totals for all selected streets					Weekday 11:00 - 15:00
Restriction Types	Length	Bays	Parked	Suspended	Parked Vehicle Occupancy (%)
All Other Bays	2.70	0	0	0	0
Bus Stand	63.70	7	6	1	100
Bus Stop Clearway	340	32	1	0	3.13
Car Club Bays	11.70	2	1	0	50
Cycle Hire Scheme	20.60	23	6	0	26.09
Diplomat Bay	53.10	9	6	0	66.67
Disabled Bay (Blue Ba...	66.50	10	7	1	77.78
Double Yellow	3,670.90	659	29	16	4.51
Electric Charging Bay	5.10	2	2	0	100
Loading Bay	123.20	23	12	3	60
Motorcycle Bay	140.60	174	120	0	68.97
Pay by Phone & P&D	191.70	78	76	0	97.44
Pay by Phone Bay	212.40	39	35	2	94.59
Resident Bay	261.40	56	24	7	48.98
Single Yellow 1	158.40	28	11	0	39.29
Single Yellow 2	83	15	4	0	26.67
Taxi Bay	101.90	19	1	0	5.26
Unsurvey able	9.30	1	0	0	0
Zig Zags / Pedestrian...	255.60	33	0	0	0
TOTALS:	5,771.80	1,210	341	30	28.90

Totals for all selected streets					Weekday 00:00 - 06:00
Restriction Types	Length	Bays	Parked	Suspended	Parked Vehicle Occupancy (%)
All Other Bays	2.70	0	0	0	0
Bus Stand	63.70	7	0	0	0
Bus Stop Clearway	340	32	0	0	0
Car Club Bays	11.70	2	2	0	100
Cycle Hire Scheme	20.60	23	0	0	0
Diplomat Bay	53.10	9	1	0	11.11
Disabled Bay (Blue Ba...	66.50	10	2	0	20
Double Yellow	3,670.90	659	0	0	0
Electric Charging Bay	5.10	2	0	0	0
Loading Bay	123.20	23	5	3	25
Motorcycle Bay	140.60	174	19	0	10.92
Pay by Phone & P&D	191.70	78	68	0	87.18
Pay by Phone Bay	212.40	39	27	1	71.05
Resident Bay	261.40	56	24	7	48.98
Single Yellow 1	158.40	28	12	0	42.86
Single Yellow 2	83	15	5	0	33.33
Taxi Bay	101.90	19	2	0	10.53
Unsurveyable	9.30	1	0	0	0
Zig Zags / Pedestrian...	255.60	33	0	0	0
TOTALS:	5,771.80	1,210	167	11	13.93