

**LR26**  
**Transport Assessment Addendum**  
Stantec

Project Name: Lots Road – Application Amendments  
Project No: 332610262  
Note No: TN001  
Date: 18 September 2025  
Prepared By: Jemima Odom/Paul Froggatt  
Subject: **Transport Assessment Addendum**

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## 1 Introduction

- 1.1 Stantec UK Limited (“Stantec”) has been instructed by Mount Anvil (Lots Road) LLP (“the Applicant”) to provide transport planning advice regarding Lots Road South (“the Proposed Development”). Stantec previously produced a Transport Assessment (July 2025) which was submitted alongside the planning application for the Proposed Development (the “Original Submission”).
- 1.2 Since the Original Submission, several amendments have been made to the scheme. Please refer to the Planning Cover Letter (Sep 2025) and DAS Addendum (Sep 2025) for a full description of the amendments. This technical note focuses on those amendments that may affect the transport aspects of the site. In particular:
- The northern access point into the site from Lots Road has been reconfigured;
  - The total floorspace of the non-residential element has been reduced from 2,038m<sup>2</sup> GIA to 2,015m<sup>2</sup> GIA;
  - 16 x 2B3P homes in Block C have been replaced with 8 x 1B2P, and 8 x 2B4P homes;
  - A minor update to the arrangements for blue badge vehicle movements through the site; and
  - A minor update to the waste strategy for Block D.
- 1.3 This document sets out the transport implications of these modifications, considering both the Proposed Development and the wider transport network, and provides an updated assessment of transport impacts compared to those identified in the original Transport Assessment submitted with the initial application.

## 2 Updates to Trip Generation

- 2.1 As outlined in the Transport Assessment, the number of trips anticipated to be generated by the site was calculated based on trip rates applied to the respective floor areas. The only aspect likely to result in a change in trip generation from that previously reported is the commercial element, as this is the sole component for which the floor area has changed since the Transport Assessment. Specifically, the floor area has been reduced from 2,038m<sup>2</sup> to 2,015m<sup>2</sup>, representing a decrease of 23m<sup>2</sup>.
- 2.2 The trip rates applied to the commercial element, where the floorspace has been updated, have been used to calculate the reduction in trips expected as a result of the 23m<sup>2</sup> decrease in floor area. These trip rates and the corresponding expected changes are set out for delivery and servicing trips in Table 2-1, and for non-delivery and servicing trips in Table 2-2.

**Table 2-1 Change in Delivery and Servicing Trips**

Time Range	Arrivals	Departures	Total Trips
<b>Delivery and Servicing Trip Rates</b>			
08:00-09:00	0.012	0.012	0.024
17:00-18:00	0.012	0.018	0.03
Daily	0.192	0.192	0.384
<b>Change in Delivery and Servicing Trips</b>			
08:00-09:00	0	0	0
17:00-18:00	0	0	0
Daily	0	0	0

**Table 2-2 Change in Commercial Space Trips**

Time Range	Arrivals	Departures	Total Trips
<b>Commercial Trip Rates</b>			
08:00-09:00	1.079	0.036	1.115
17:00-18:00	0.090	1.382	1.472
Daily	5.922	5.688	11.610
<b>Change in Commercial Trips</b>			
08:00-09:00	0	0	0
17:00-18:00	0	0	0
Daily	2	1	3

2.3 Table 2-1 and Table 2-2 show that a reduction in floorspace of 23 m<sup>2</sup> is equivalent to a reduction of three person trips across the whole day. In the morning and evening peak hours, there are no changes to the trips expected. As shown in Table 2-1, there is expected to be no change in the number of delivery and servicing trips, so all the trips will be generated by regular users of the commercial unit.

2.4 The trip generation outlined in the Transport Assessment submitted with the Original Submission remains valid, as it still accounts for three additional trips over the course of the day compared to the revised figure. This approach therefore represents a robust, worst-case scenario, and no further trip generation analysis is required.

### 3 Updates to Access Strategy

3.1 In the Original Submission, all vehicles except those belonging to Blue Badge holders were directed to enter via the northeastern access and exit between Blocks E and D. Blue Badge vehicles were proposed to use the northeastern access for both entry and exit. This arrangement has now been revised so that the six Blue Badge vehicles will follow the same internal route as the other vehicles permitted on site. This eliminates the potential for vehicular access/egress conflict.

3.2 Figure 7-2 of the submitted Transport Assessment identified 24 daily driver trips associated with the six Blue Badge parking spaces (12 trips to enter and 12 trips to exit the site, both at the north eastern access point). The only change is the routing of these blue badge vehicles



on exit. The 12 trips to exit will now be via the internal loop route, exiting between Blocks D and E.

- 3.3 This change will have no impact on the external transport network. The number of vehicle trips generated by the site and those accessing Lots Road remains the same as previously assessed. Therefore, the overall transport impact remains unchanged from that outlined in the Transport Assessment. The minor increase in trips along the western side of the site and through the public realm area is not anticipated to impact on the amenity and safety of this area for other users.

## 4 Updates to Cycle Parking Requirements

- 4.1 In the Transport Assessment, the cycle parking requirements were based on those required by the London Plan (2021). The London Plan (2021) parking requirements are based on number and type of dwellings in the development.
- 4.2 In Block C, the dwelling mix has been revised to align with LBHF requirements, replacing 16 two-bedroom, three-person units with 8 one-bedroom, two-person units and 8 two-bedroom, four-person units.
- 4.3 Previously, the 16 two-bedroom, three-person dwellings required 2 long-stay parking spaces per unit. With 8 of these now reclassified as one-bedroom, two-person dwellings, the long-stay parking requirement reduces to 1.5 spaces per unit, resulting in 4 fewer spaces needed compared to the original Transport Assessment. The remaining 8 dwellings, now designated as two-bedroom, four-person units, continue to require 2 long-stay spaces per unit. This update is demonstrated by Table 4-1.

**Table 4-1 Update in Long-Stay Cycle Parking Provision Compared to Transport Assessment**

Dwelling Size	No. Dwellings in TA		Provision	
	In Transport Assessment	Updated	In Transport Assessment	Updated
1 bedroom, 1 person	16	16	16	16
1 bedroom, 2 persons	57	65	86	98
All other dwellings	136	128	272	256
Total	209	209	374	370

- 4.4 The short-stay cycle parking requirement will remain unchanged from that outlined in the Transport Assessment as this is based on the total dwelling numbers which has not changed. The cycle parking provision for the extra care element remains unchanged, as this aspect of the scheme has not been altered. The reduction in commercial floorspace is considered minor and is therefore not expected to impact cycle parking requirements for long stay or short stay use. This element has been assumed to remain consistent with the original Transport Assessment. All other non-residential components of the scheme also remain unchanged.
- 4.5 As a result, there is a reduction of four long-term cycle parking spaces, and the provision outlined in the Transport Assessment continues to be robust, representing a worst-case scenario.

## 5 Vehicle Circulation

As part of the overall amendments to the site plans, there have been minor changes to the internal layouts and building frontages. This includes changes to the location of the waste



stores for Block D. Swept paths for all vehicles anticipated to enter and/or circulate through the site have therefore been prepared and are appended to this addendum. The swept paths comprise the following vehicles and drawings.

- Standard Fire appliance (Drawing 332610644-STN-HGN-XX-DR-H-0101-P11)
- Blue badge car parking (Drawing 332610644-STN-HGN-XX-DR-H-0102-P13)
- London Borough of Hammersmith and Fulham Refuse Vehicle and bin drag distances (Drawing 332610644-STN-HGN-XX-DR-H-0104-P11)
- Community Bus (Drawing 332610644-STN-HGN-XX-DR-H-0107-P11)
- Creek wall crane access vehicle (Drawing 332610644-STN-HGN-XX-DR-H-0113-P08)

## 6 Conclusion

- 6.1 The updates to trip generation indicate that the site will generate three fewer daily trips due to a slight reduction in the commercial element. As such, the figures presented in the transport assessment continue to reflect a worst-case impact.
- 6.2 The changes to the access strategy show that 12 blue badge trips that previously exited the northern access point, will now exit the site between Blocks D and E however, there will be no impact on the external road network and no contribution to increased traffic on Lots Road. Therefore, the transport assessment remains robust for this element.
- 6.3 The residential long-stay cycle parking requirements have reduced by four spaces due to changes in dwelling type, meaning the number required is now less than that outlined in the transport assessment.
- 6.4 Overall, the changes to the scheme are minor and either lessen or maintain the same transport impacts as those presented in the transport assessment supporting the original submission.

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Technical Note No	Rev	Date	Prepared	Checked	Reviewed	Approved
Project No/task code/TN001	-	18/09/2025	JO	PF	PF	PF



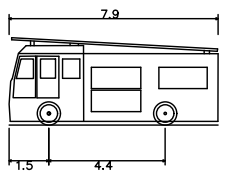


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Pumping Appliance  
Overall Length 7.900m  
Overall Width 2.500m  
Overall Body Height 3.500m  
Min. Body Ground Clearance 0.140m  
Track Width 2.500m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 7.750m

P11 Masterplan updated and tracking revised	REM	PF	2025.09.17
P10 Masterplan updated	JAD	AN	2025.07.09
P09 Masterplan updated	REM	AN	2025.07.01
P08 Masterplan updated and tracking revised	REM	PF	2025.06.24
P07 Masterplan updated	REM	PF	2025.03.04
P06 Base plan updated	REM	PF	2025.02.05
P05 Annotation and title amended	REM	PF	2025.01.20
P04 Base plan updated and tracking revised	REM	PF	2025.01.07
P03 Base plan updated and tracking revised	REM	PF	2024.09.03
P02 Base plan updated and tracking revised	REM	PF	2024.08.23
P01 FIRST ISSUE	SR	PF	2024.08.02

Issued/Revision	By	Appd	YYYY.MM.DD
	SR	-	PF 2024.08.02
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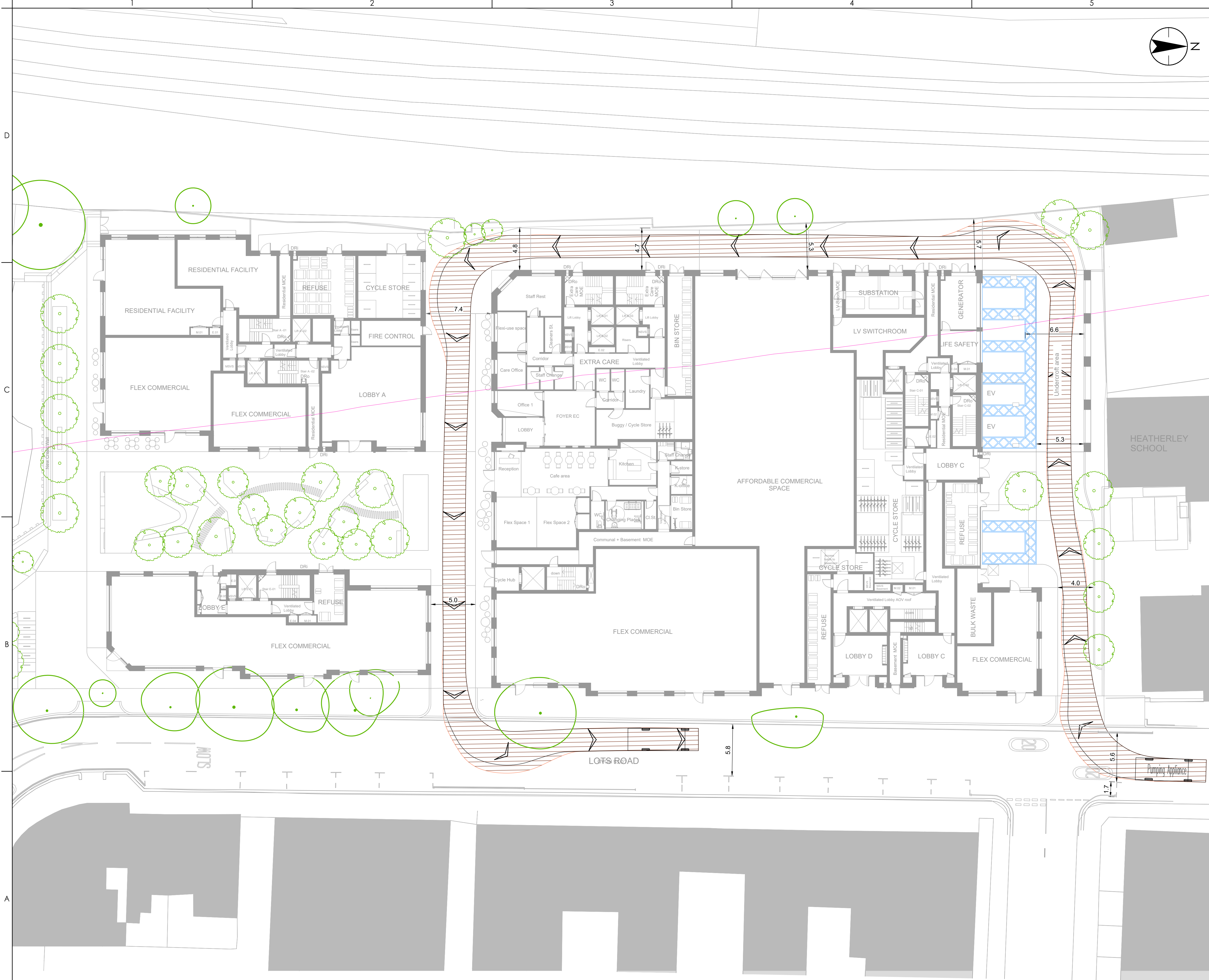
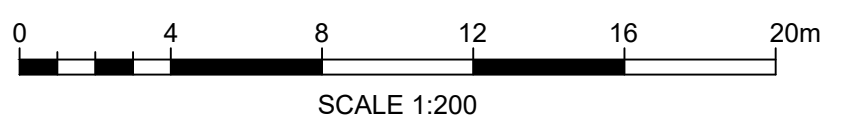
SITE LAYOUT  
VEHICLE SWEEP PATH ANALYSIS FOR A  
FIRE TENDER (PUMP APPLIANCE)

Project No.  
332610644

Revision  
P10

Scale  
1:200

Drawing No.  
332610644-STN-HGN-XX-DR-H-0101



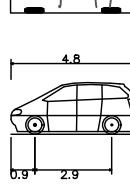


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Standard Design Vehicle (SDV)  
Overall Length 4.800m  
Overall Width 2.000m  
Overall Body Height 1.950m  
Min Body Ground Clearance 0.100m  
Track Width 2.000m  
Look to lock time 4.000m  
Wall to Wall Turning Radius 6.000m

P13 Masterplan updated and tracking revised	REM	PF	2025.09.17
P12 Masterplan updated	JAD	AN	2025.07.09
P11 Masterplan updated	REM	AN	2025.07.01
P10 Masterplan updated and tracking revised	REM	PF	2025.06.24
P09 Masterplan updated	REM	PF	2025.06.24
P08 Masterplan updated and tracking revised	REM	PF	2025.06.03
P07 Masterplan updated and tracking revised	REM	PF	2025.05.20
P06 Masterplan updated and tracking revised	REM	PF	2025.05.15
P05 Masterplan updated and labels revised	REM	PF	2025.03.06
P04 Base plan updated and tracking revised	REM	PF	2025.02.26
P03 Base plan updated and tracking revised	REM	PF	2025.01.08
P02 Base plan updated and tracking revised	REM	PF	2024.09.03
P01 FIRST ISSUE	REM	PF	2024.08.23
Issued/Revision	By	Appd	YYYY.MM.DD

	REM	REM	PF	2024.08.23
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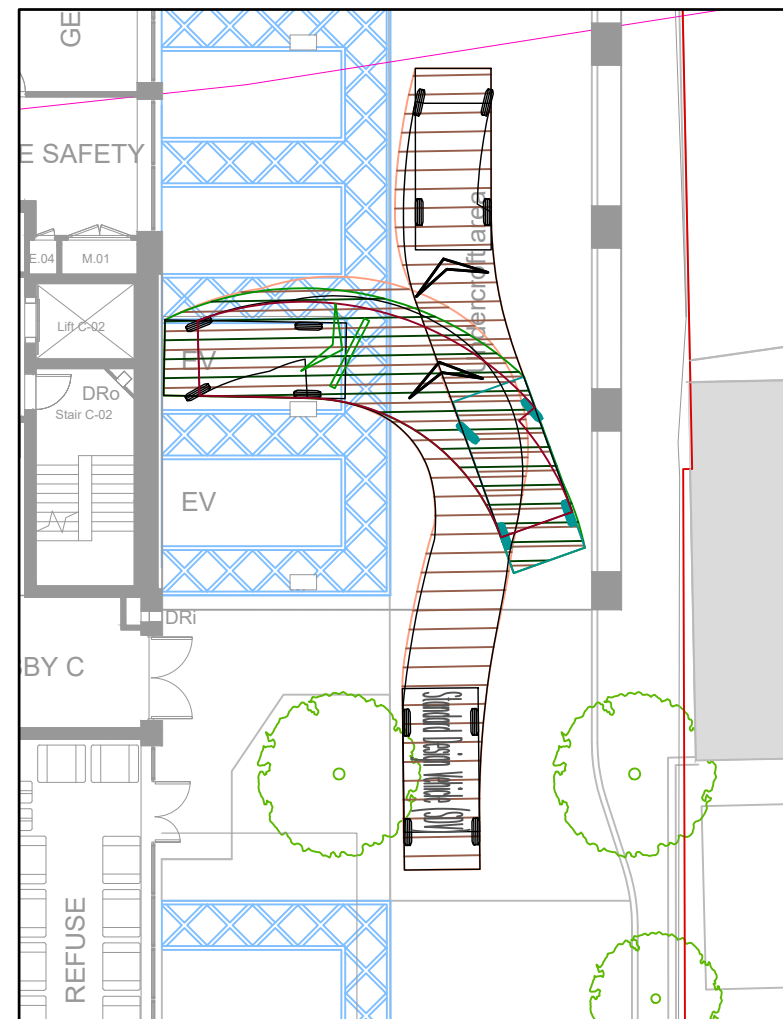
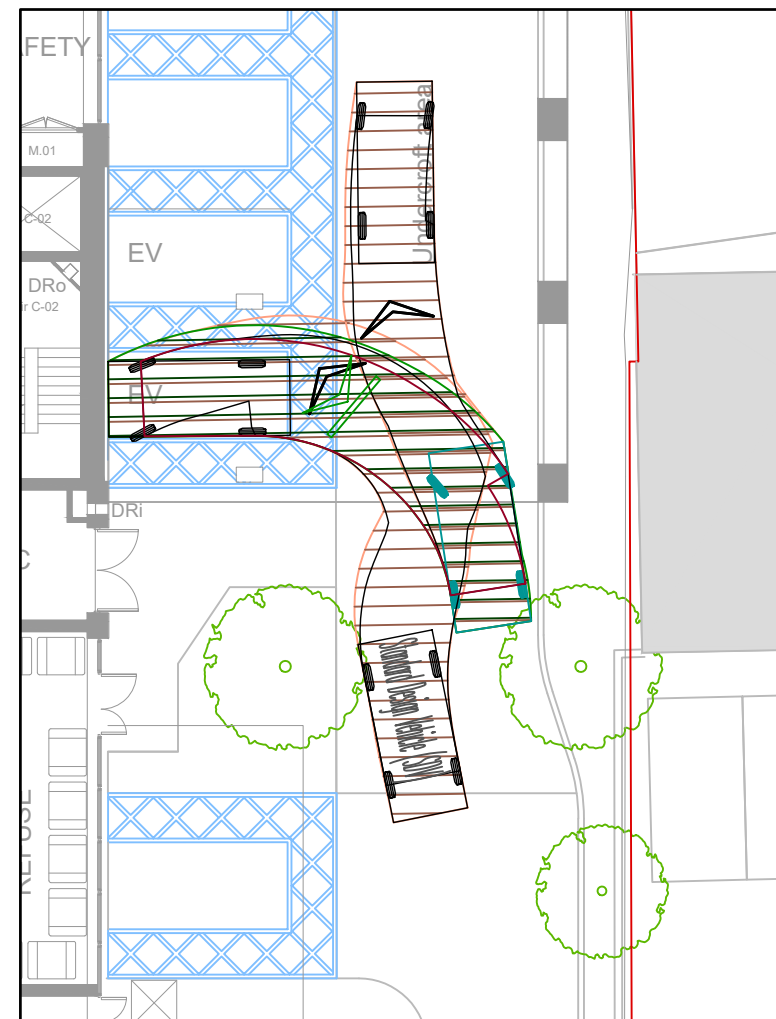
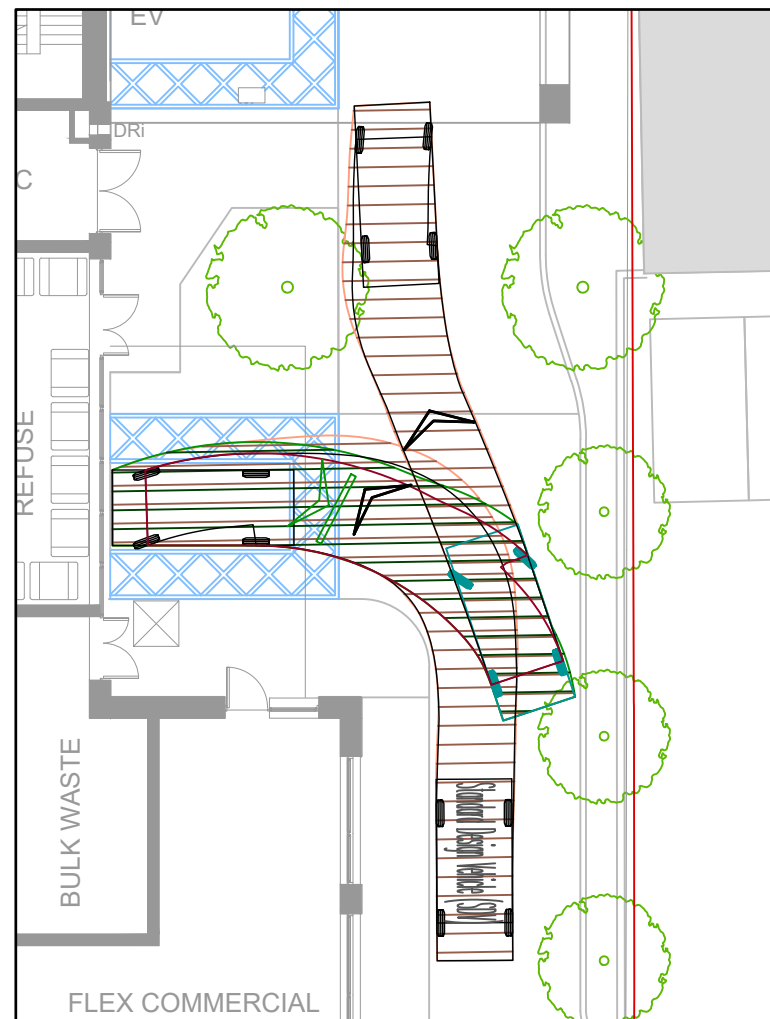
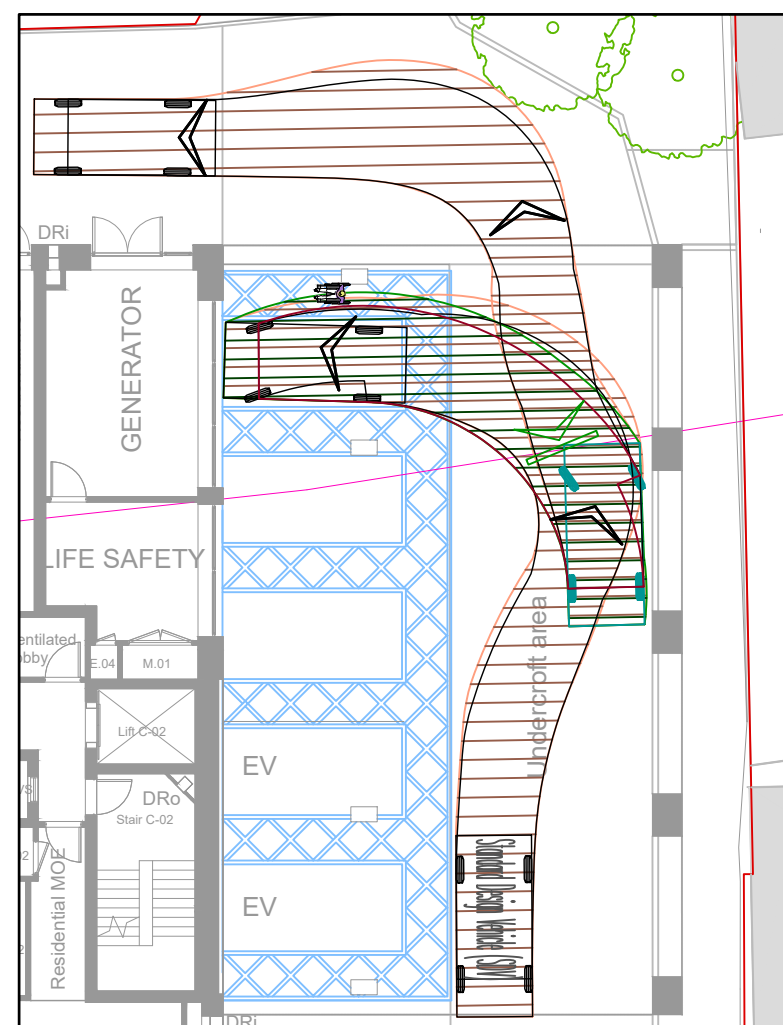
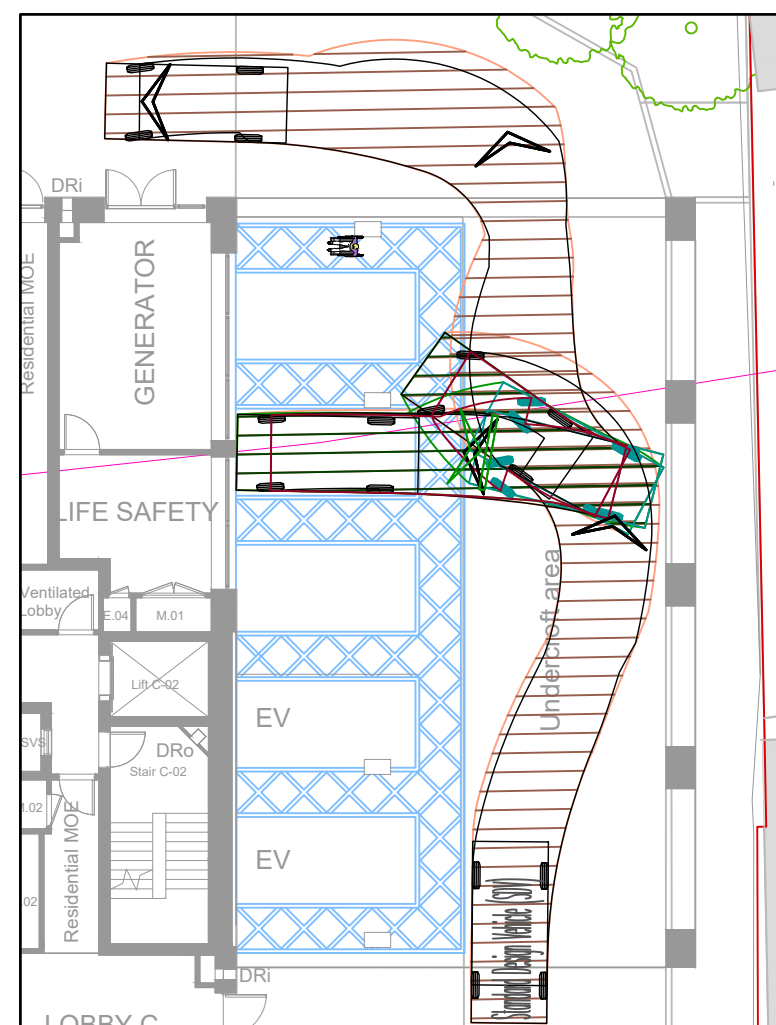
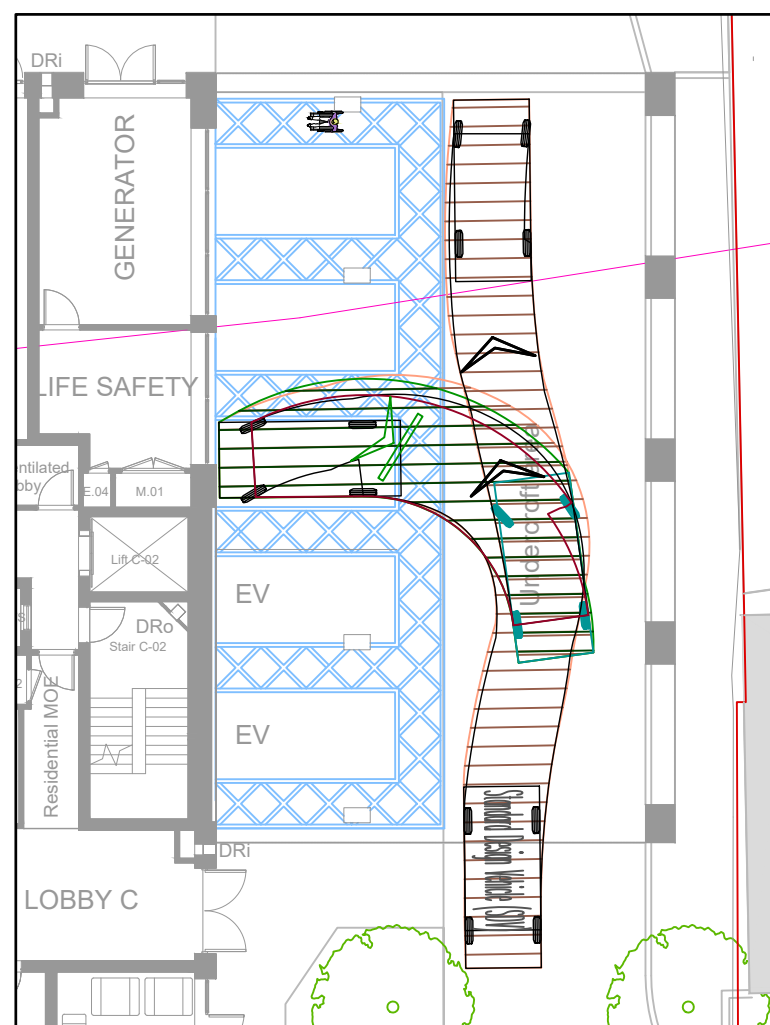
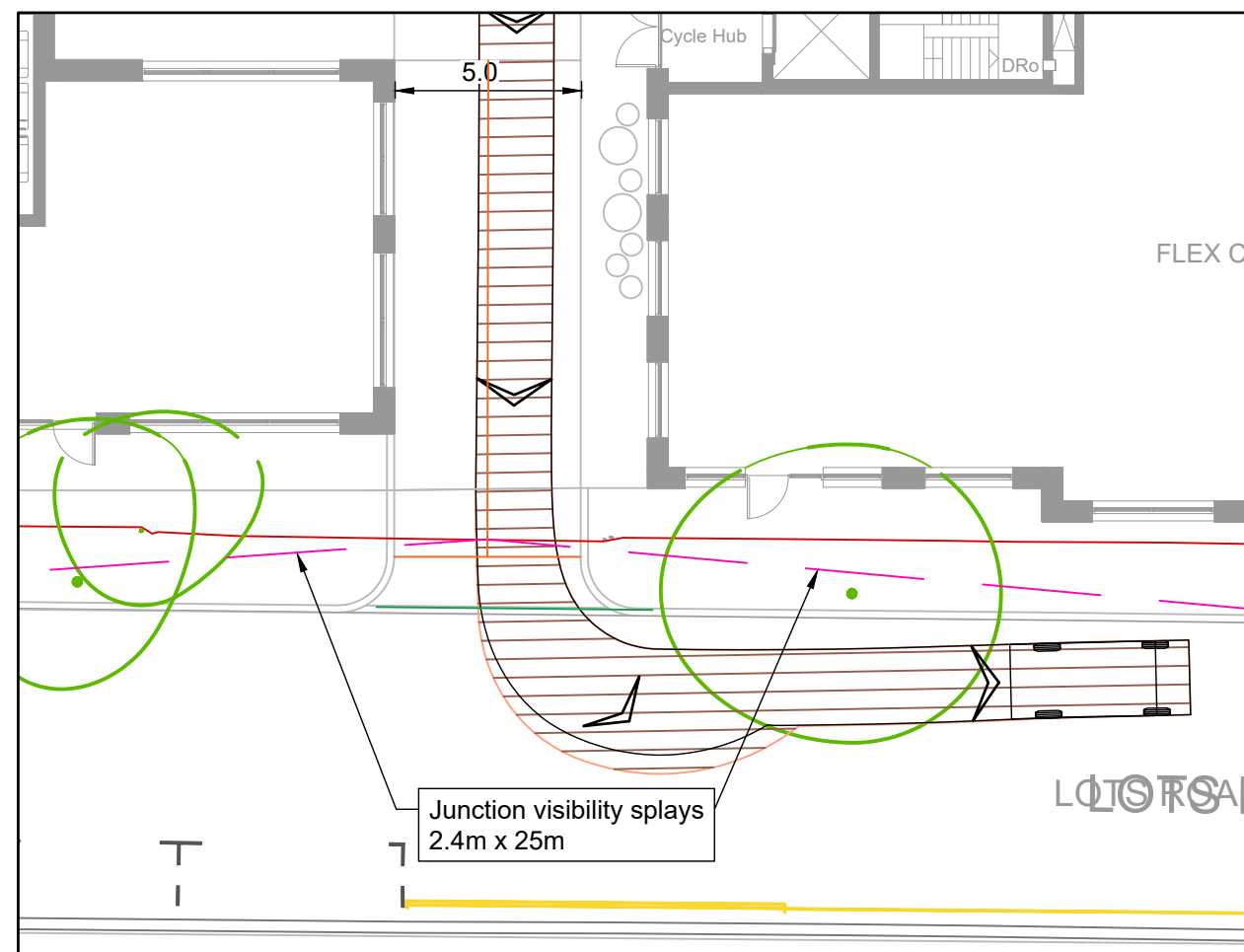
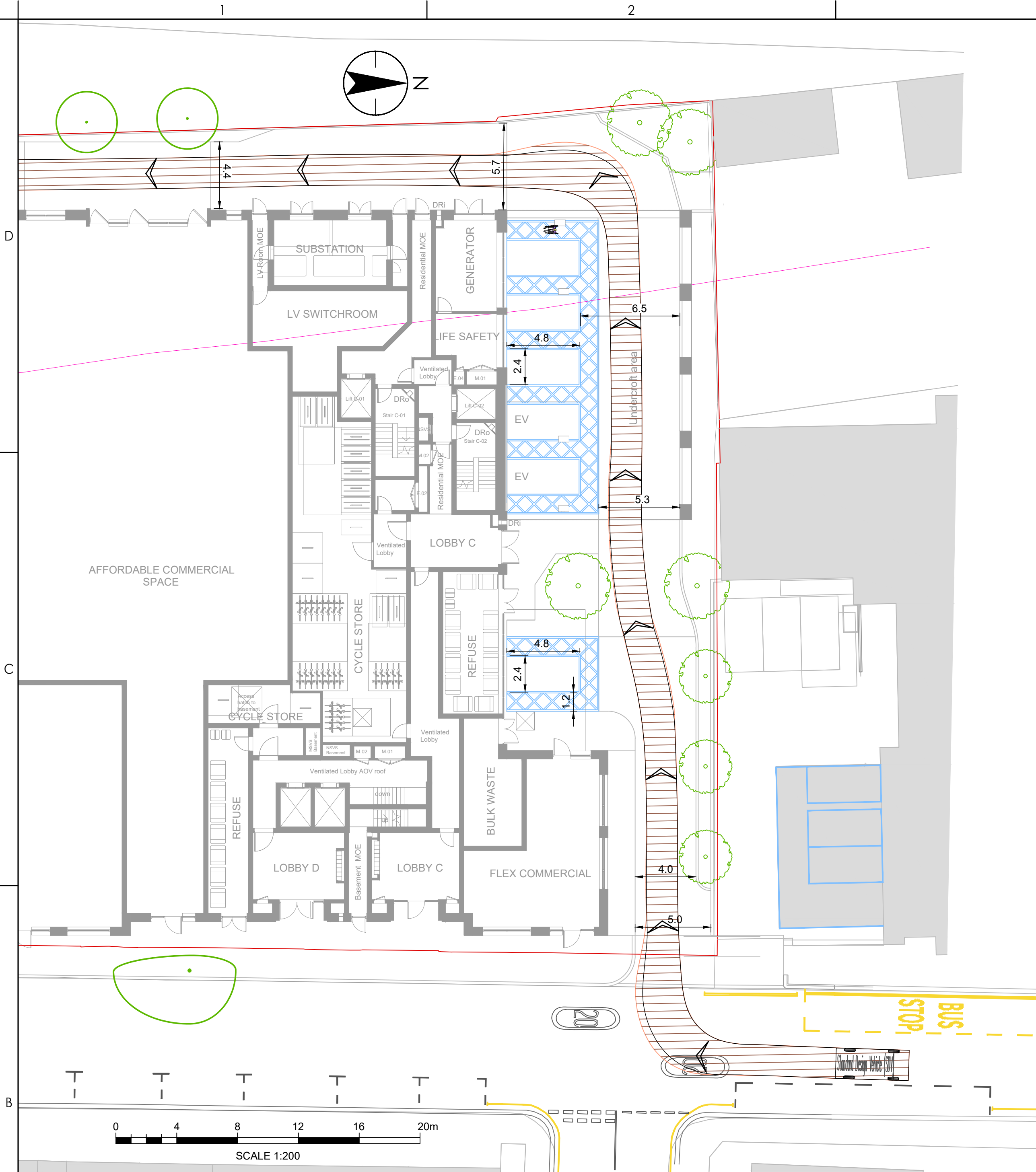
CAR PARK LAYOUT  
VEHICLE SWEEP PATH ANALYSIS FOR A  
STANDARD CAR

Project No.  
332610644

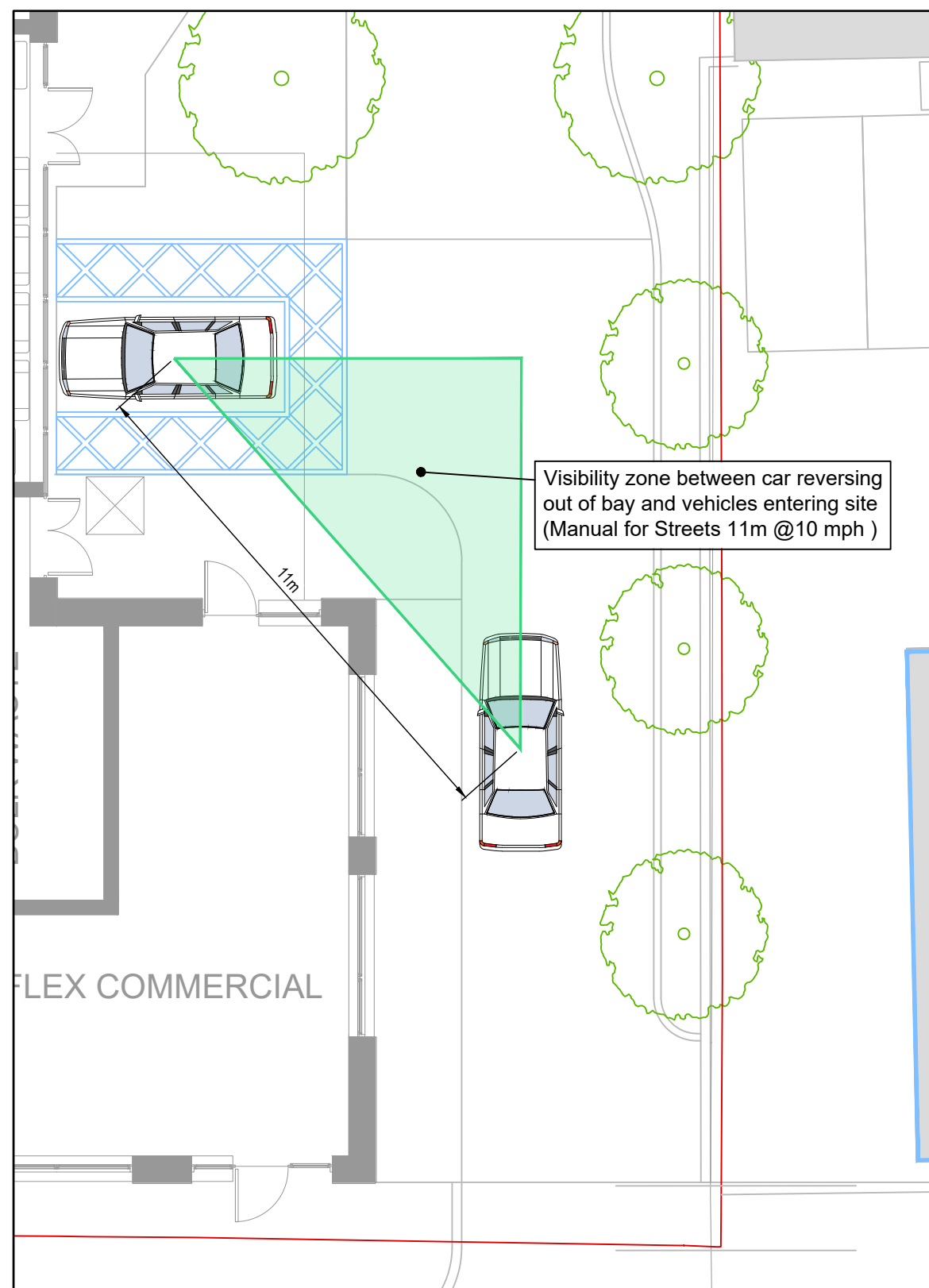
Revision  
P13

Scale  
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Drawing No.  
332610644-STN-HGN-XX-DR-H-0102



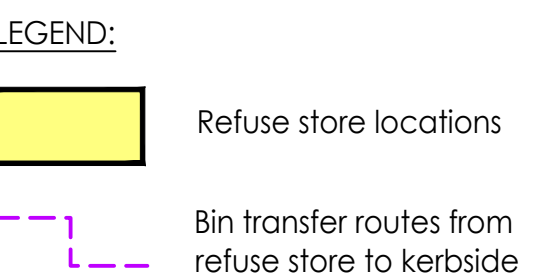
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SCALE 1:200



Visibility analysis for a car reversing out of bay

0 2.5 5 7.5 10 12.5m  
SCALE 1:125





P11	Masterplan updated and tracking revised	REM	PF	2025.09.17
P10	Masterplan updated	JAD	AN	2025.07.09
P09	Masterplan updated	REM	AN	2025.07.01
P08	Masterplan updated and tracking revised	REM	PF	2025.06.24
P07	Masterplan updated and tracking revised	REM	PF	2025.06.10
P06	Masterplan updated and tracking revised	REM	PF	2025.05.20
P05	Masterplan updated and tracking revised	REM	PF	2025.05.08
P04	Masterplan updated and tracking revised	REM	PF	2025.01.07
P03	Masterplan updated and tracking revised	REM	PF	2025.04.15
P02	Base plan updated and tracking revised	REM	PF	2025.02.11
P01	FIRST ISSUE	REM	PF	2025.01.17
Issued/Revision		By	Appd	YYYY.MM.DD
		Rev.		PF
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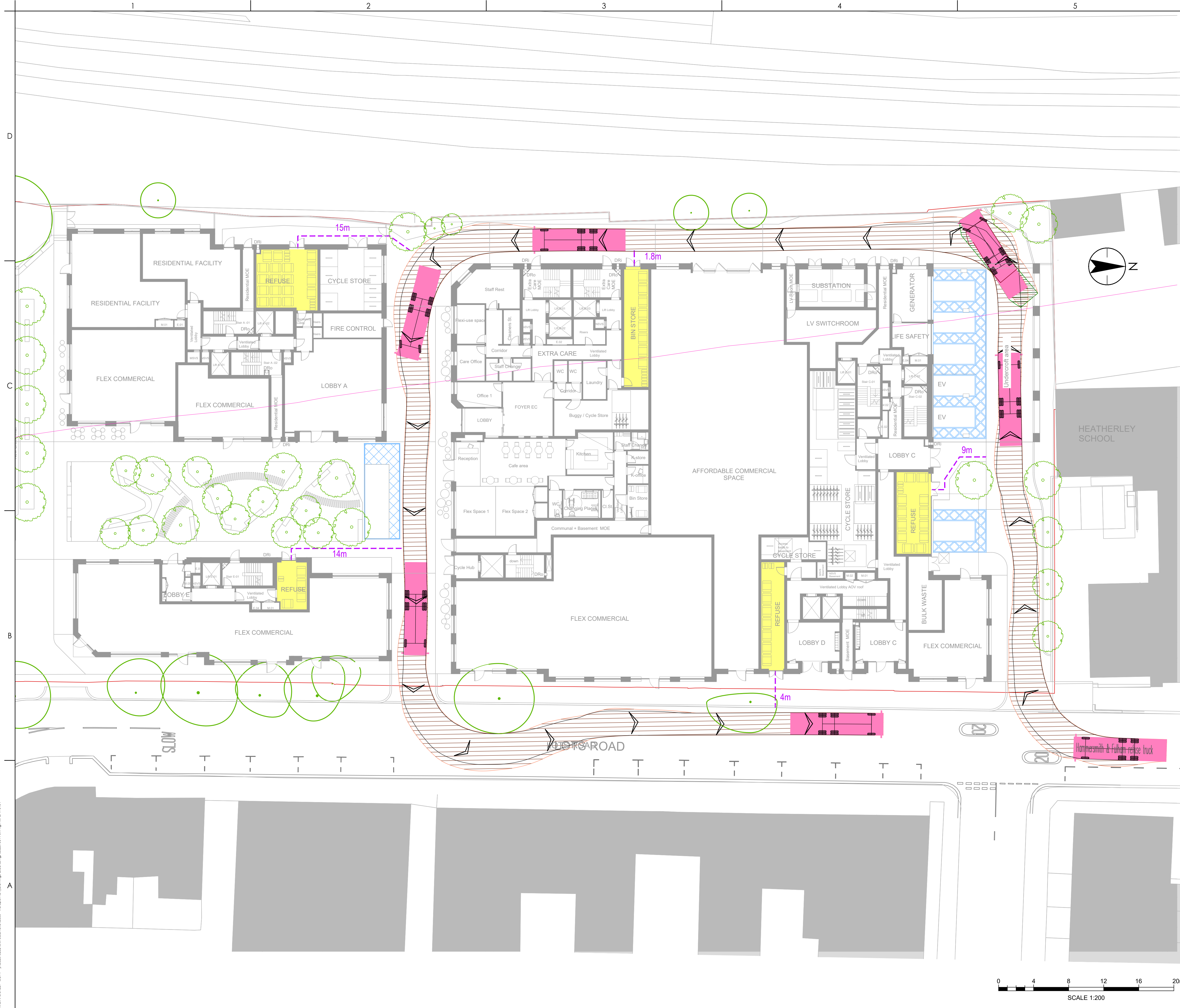


LOTS ROAD, CHELSEA

Title

SITE LAYOUT  
VEHICLE SWEEP PATH ANALYSIS FOR A  
REFUSE COLLECTION TRUCK

Project No. 332610644	Scale 1:200
Revision <b>P11</b>	Drawing No. <b>332610644-STN-HGN-XX-DR-H-0104</b>





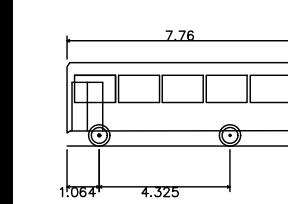
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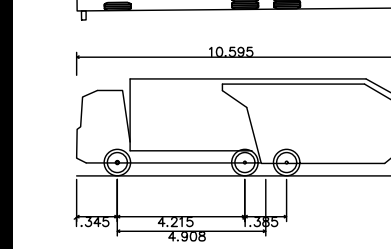
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Welfare Minibus  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock to lock time  
Wall to Wall Turning Radius

The model vehicle is based upon a Mercedes Sprinter 515 and Mellor Strata HF LWB body with rear mounted wheelchair lift.

Source: <http://www.mellorbus.com>



Hammersmith & Fulham refuse truck	
Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.550m

P11	Masterplan layout updated and tracking revised	REM	PF	2025.09.17
P10	Masterplan layout updated	JAD	AN	2025.07.09
P09	Masterplan updated	REM	AN	2025.06.24
P08	Masterplan layout updated and tracking revised	REM	PF	2025.06.24
P07	Masterplan layout updated and tracking revised	REM	PF	2025.05.08
P06	Masterplan layout updated and tracking revised	REM	PF	2025.04.15
P05	tracking revised	REM	PF	2025.03.10
P04	Masterplan layout updated	REM	PF	2025.03.06
P03	Minor amendment	REM	PF	2025.03.04
P02	Base plan updated with latest landscape layout	REM	PF	2025.03.04
P01	FIRST ISSUE	REM	PF	2025.02.24
Issued/Revision		By	Appd	YYYY.MM.DD

REM	REM	PF	2025.02.24
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# Title

## SITE LAYOUT

### VEHICLE SWEEP PATH ANALYSIS

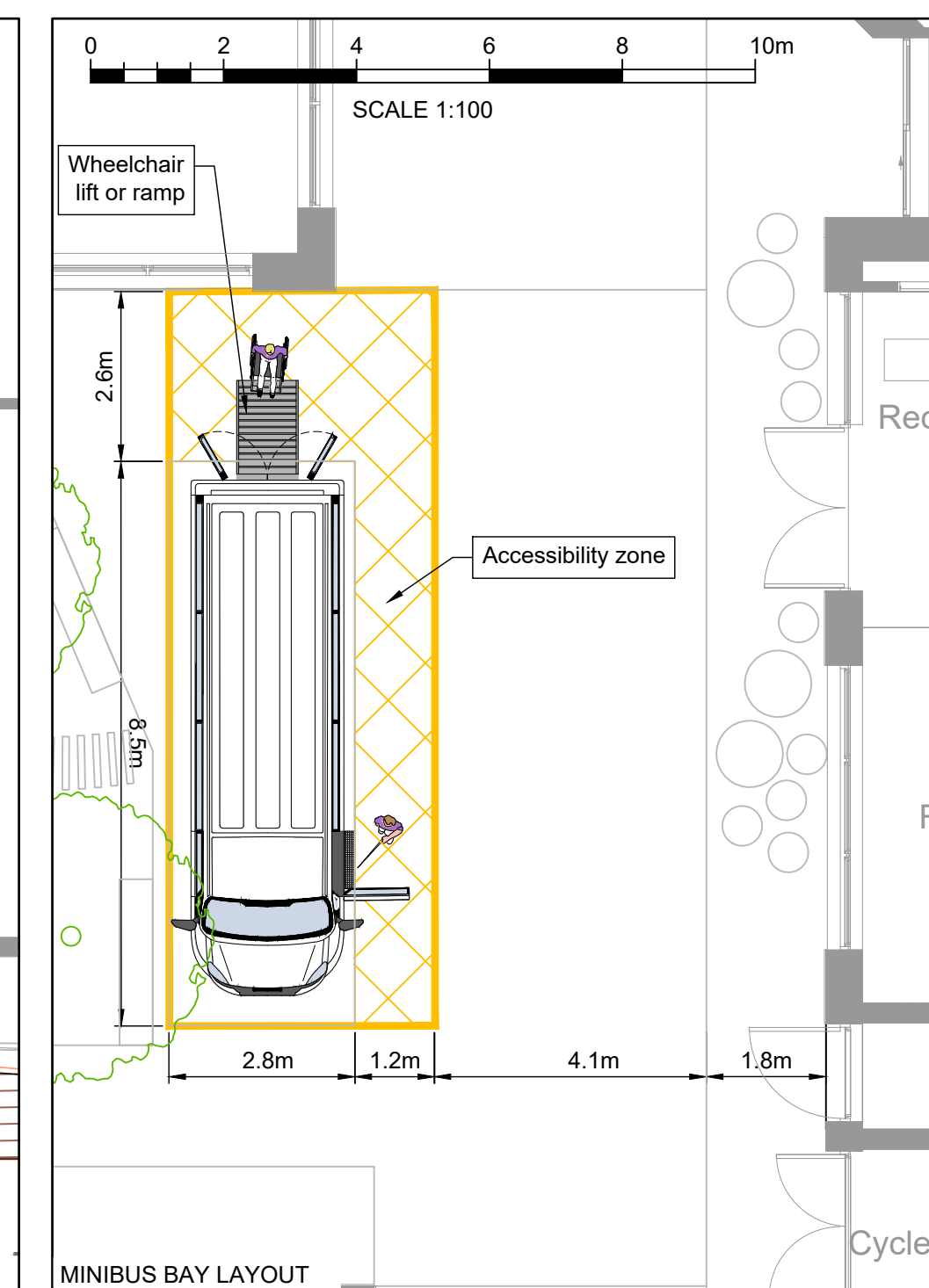
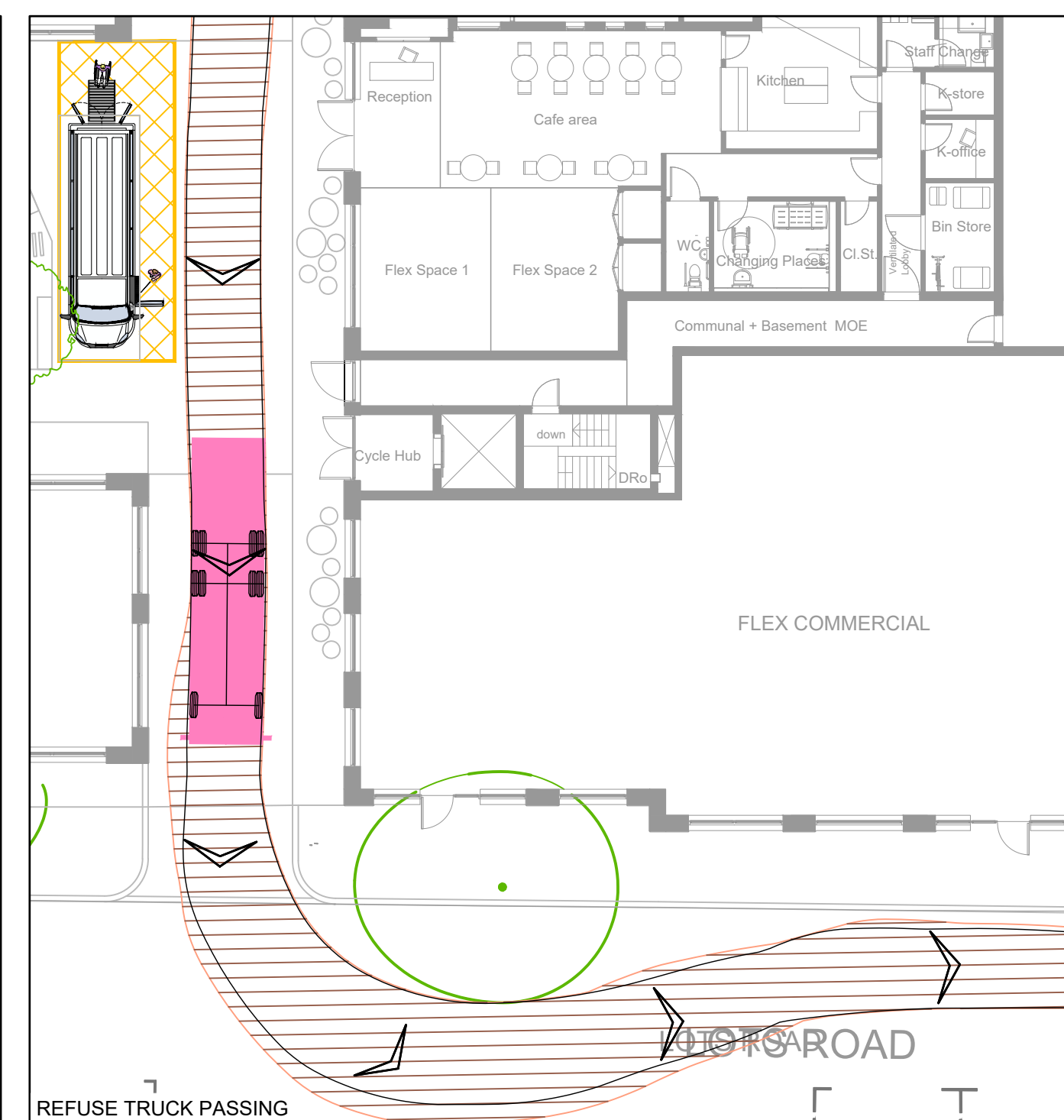
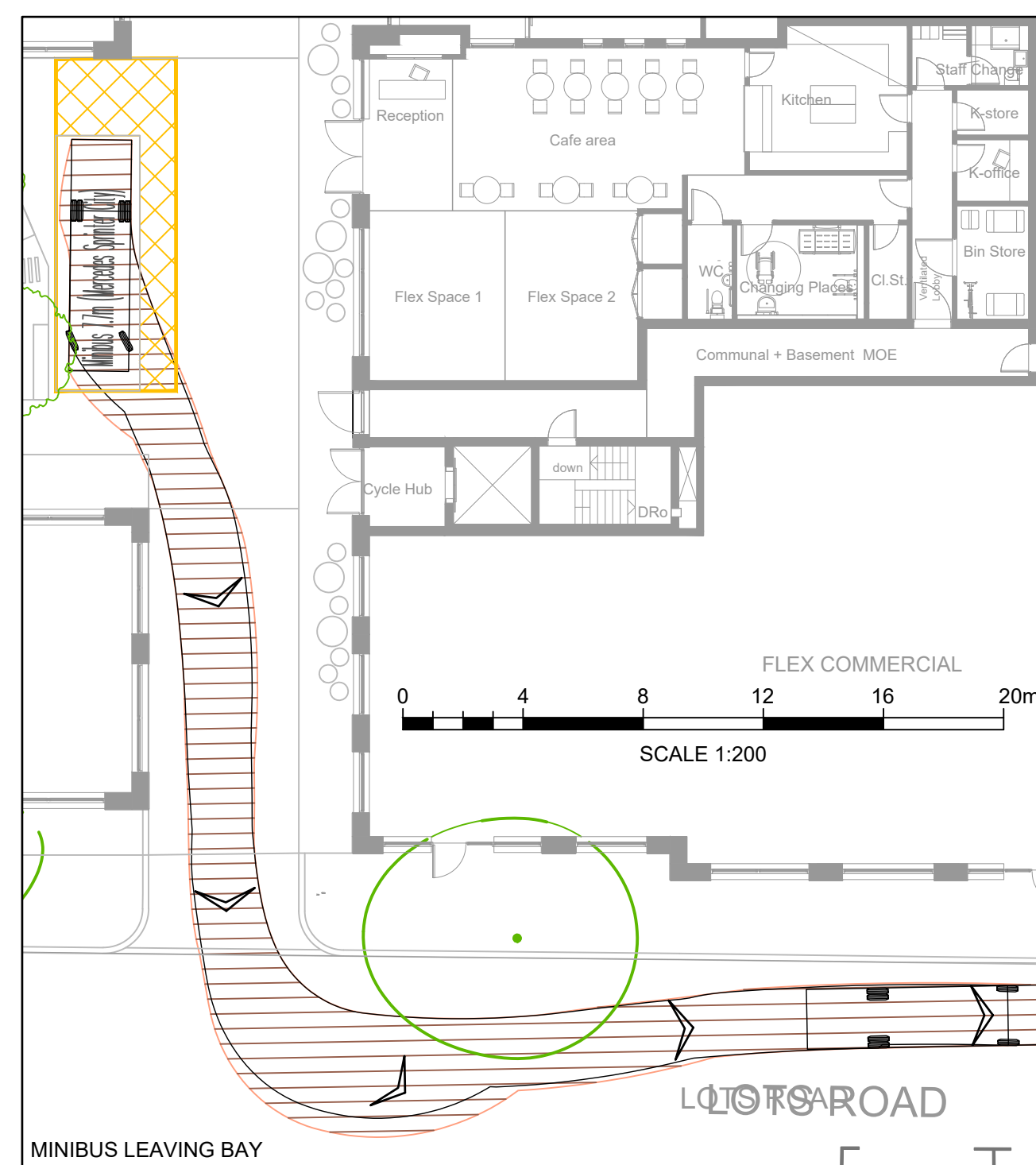
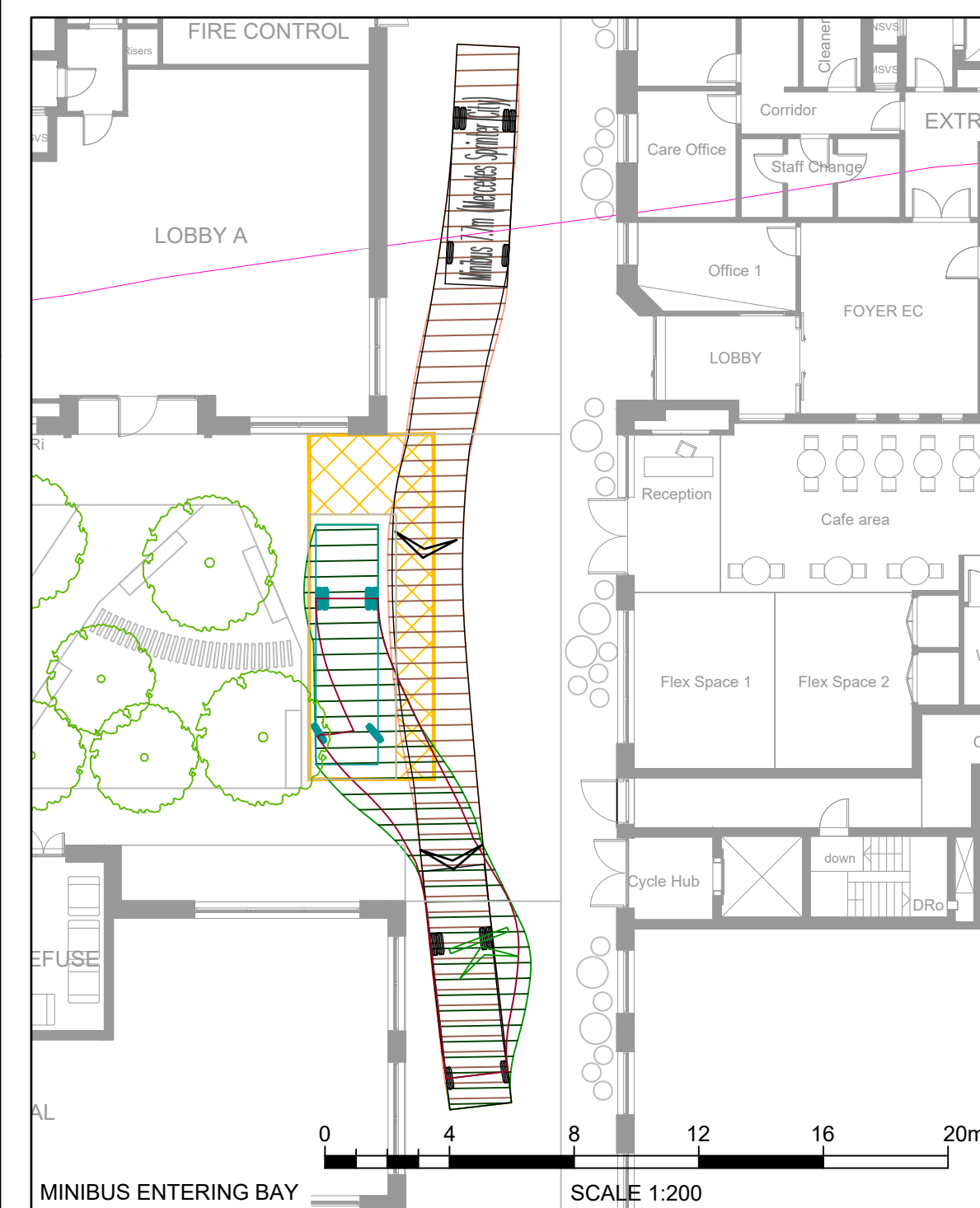
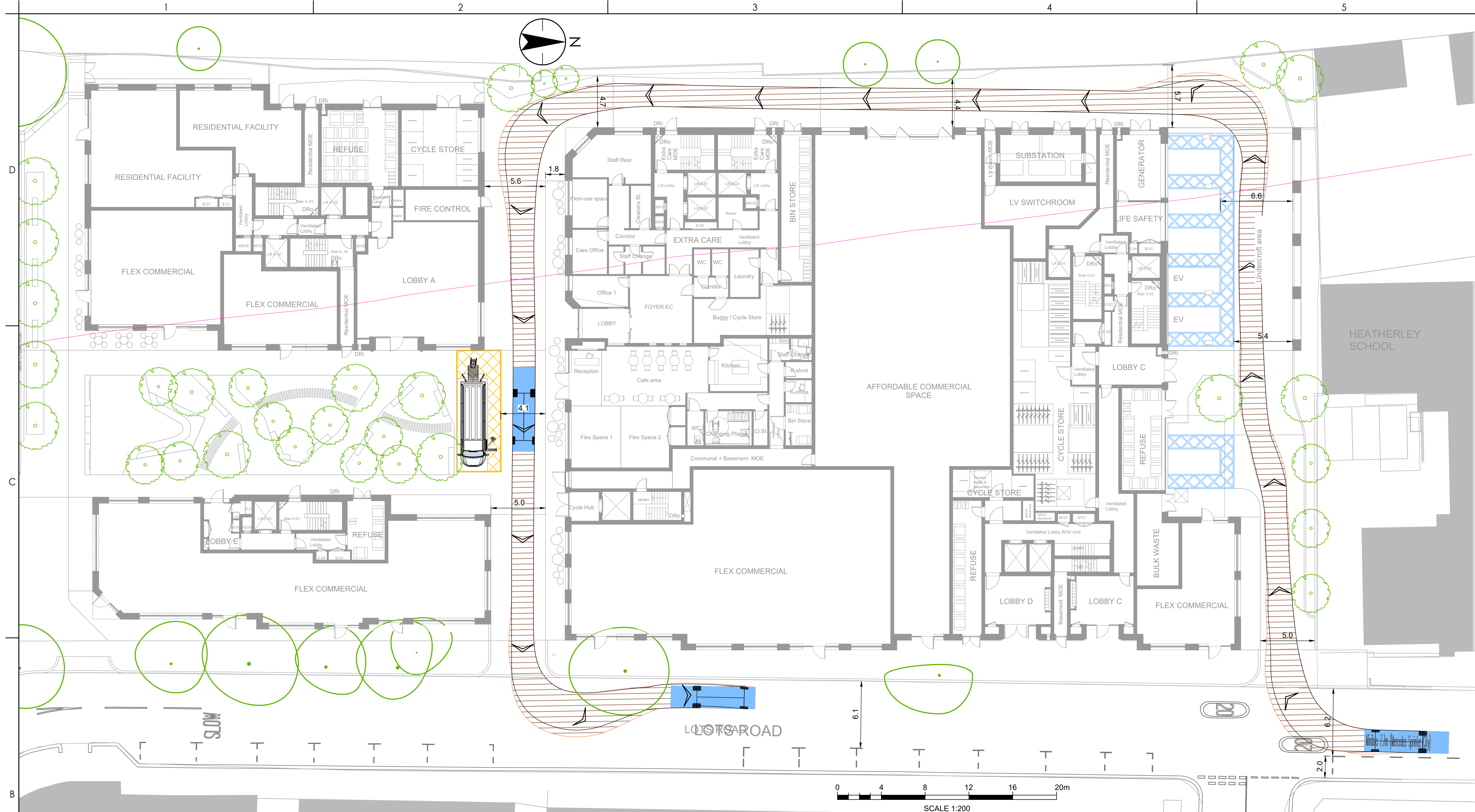
### FOR A WELFARE MINI-BUS

Project No.  
332610644

Revision  
P11

Drawing No.

332610644-STN-HGN-XX-DR-H-0107



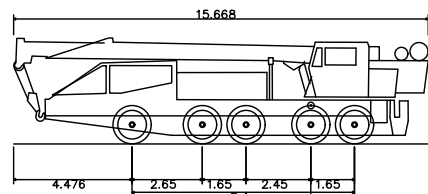


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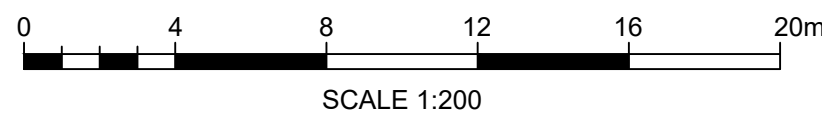
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Liebherr LTM 1060-5.2 Mobile Crane  
Overall length 15.66m  
Overall width 2.85m  
Overall body height 4.00m  
Min Body Ground Clearance 0.00m  
Track Width 2.00m  
Lock to Lock time 4.00s  
Kerb to Kerb Turning Radius 11.050m



P08	Viewport extents updated	JO	PF	2025.09.18
P07	Masterplan updated	REM	PF	2025.09.17
P06	Masterplan updated	REM	-	2025.07.01
P05	Masterplan updated	REM	PF	2025.06.24
P04	Option 4 deleted and tracking revised	REM	PF	2025.06.11
P03	Options 1 and 2 deleted; base plan updated; drawing scale changed and tracking revised	REM	PF	2025.06.10
P02	Drawing scale changed and tracking revised	REM	PF	2025.05.27
P01	FIRST ISSUE	REM	PF	2025.05.23
Issued/Revision	By	Appd		YYYY.MM.DD
	REM		PF	2025.05.23
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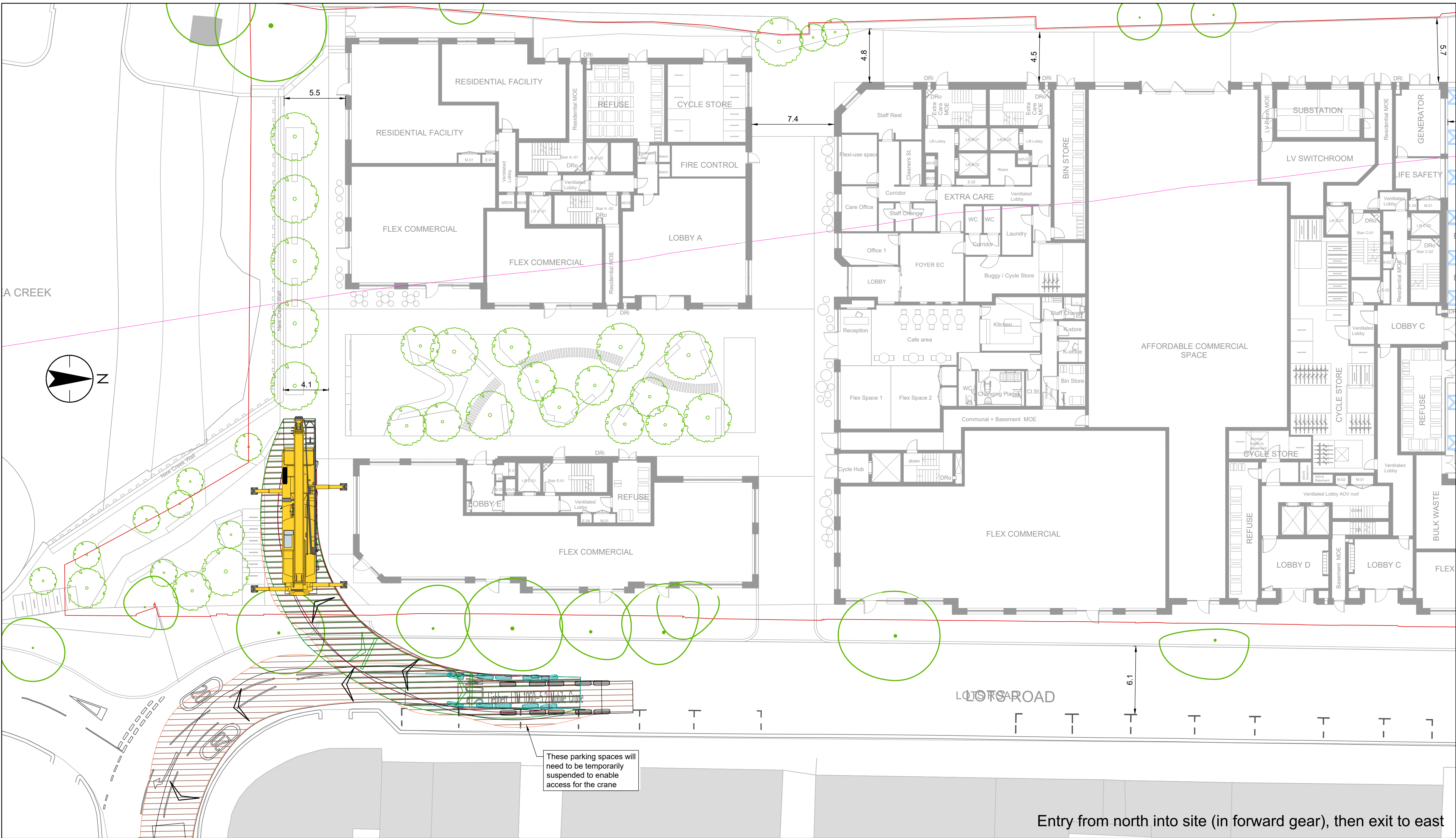
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Title

SITE LAYOUT  
VEHICLE SWEEP PATH ANALYSIS FOR A  
MOBILE CRANE

Project No. 332610644	Scale 1:200
Revision P07	Drawing No. 332610644-STN-HGN-XX-DR-H-0113



Entry from north into site (in forward gear), then exit to east