

ADDENDUM TRANSPORT NOTE

PROPOSED INTERNAL ROOM RECONFIGURATION

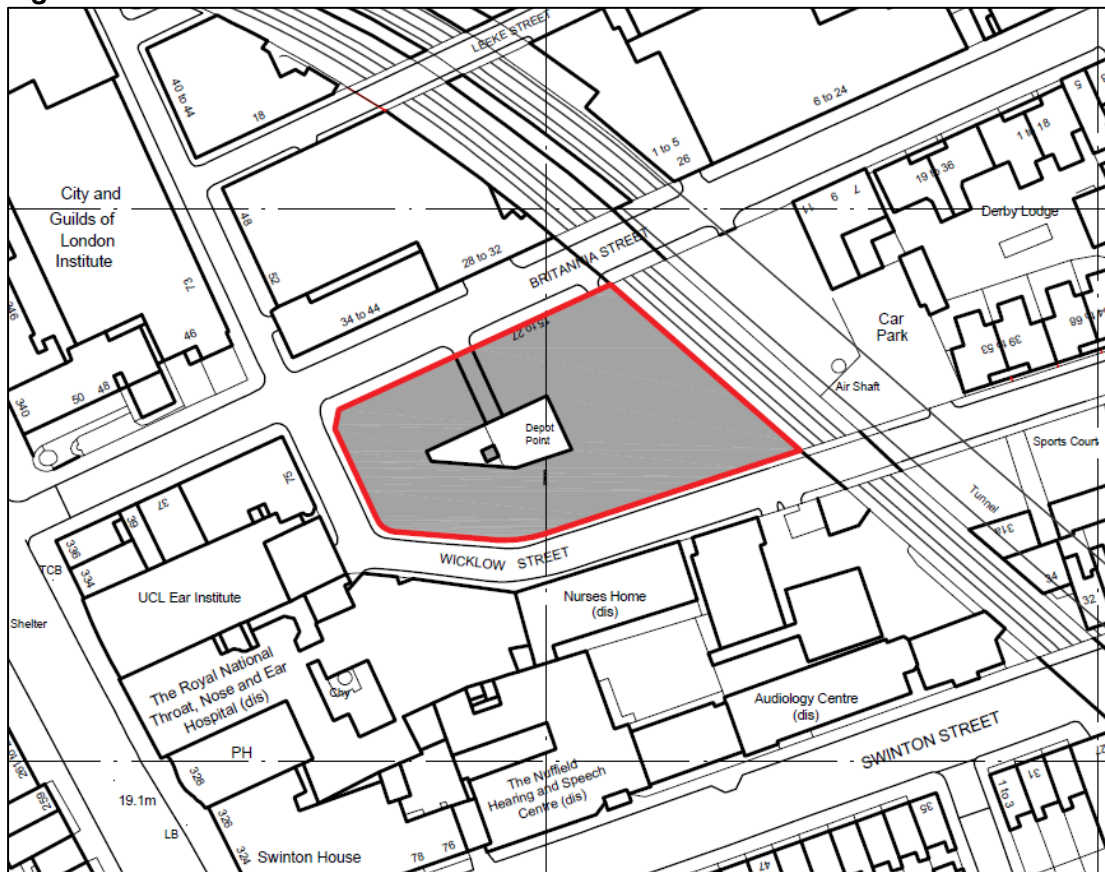
YUGO DEPOT POINT, 15-27 BRITANNIA STREET, LONDON, WC1X 9AH

ADL REF: 2252/AM/04A, 4th JULY 2024

1.0 Introduction

- 1.1 ADL Traffic & Highways Engineering Ltd (ADL) are appointed by GSA Club GBP Unit Trust to prepare an Addendum Transport Note (TN) to support a planning application to reconfigure the internal rooms within the existing student accommodation building situated off Britannia Street, London. The site location is shown in Figure 1A below.

Figure 1A Site Location



- 1.2 The London Borough of Camden (LBC) is the local planning and highway authority. The original planning reference number is 2012/3082/P.

1.3 ADL provided the following package of reports to support the planning application:

- Transport Statement (TS)
- Travel Plan (TP)
- Service Management Plan (SMP)

1.4 The TS concluded that the proposal for 226 student accommodation units, 2 flats and other associated uses were well considered and supported as car-free development as a result of the excellent accessibility of the site, demonstrated by the PTAL rating 6b.

1.5 The student accommodation traffic generation was very low, less than the previous use at the site, and not warranting capacity assessments. As noted, no parking was provided for the student accommodation and residents / staff would be prohibited from obtaining on-street parking permits. Students are prohibited from bring cars to site hence there is no impact on local parking impact.

1.6 The proposals demonstrated that there will be an increase in number of trips to site on foot, by cycle and via public transport. Hence the Applicant provided a financial contribution by way of a S106 agreement towards off-site footway / cycle improvements and implementation of Travel Planning measures including provision of real-time information within the building.

1.7 It is important to note that the existing number of units is 230, as permission was sought and permitted for an additional 2 units at the site.

2.0 Proposal

2.1 As noted previously, the Applicant is applying for permission to reconfigure the internal room arrangements within the building levels 0-4, to provide additional rooms / units.

2.2 The additional bed spaces are achieved by splitting large studios, forming a studio in an existing store and utilising redundant space in overly large cluster kitchens.

- 2.3 The changes with respect to number of units, and overall impact on transport matters will be negligible. The current unit numbers and proposed unit numbers are set out below.

Table 2A Existing and Proposed No. of Units.

Room Type	Existing No. of units	Proposed No. of units
Ensuite	145	148
Club Ensuite	0	8
Small Studio	21	12
Standard Studio	34	30
Premium Studio	28	29
Club Studio	0	13
Deluxe Studio	2	2
Total	230	242

- 2.4 As shown above, the proposals will result in 12 additional units overall (an increase of 5.2%).
- 2.5 No external changes are proposed. The access will continue to be at the corner of Wicklow Street and Britannia Street, with entrance to the residential studio apartments from Wicklow Street, as will the entrance to the performance space / gallery.

Figure 2C Main Entrance



Car Parking

- 2.6 The proposal will remain car-free with no parking provision. London Plan policy T6.1 states:

“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, with developments elsewhere designed to provide the minimum necessary parking (‘car-lite’). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.”

and

“Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.”

- 2.7 It is also stated in London Plan, Table 10.5 that any residential development within areas of PTAL 5-6 should be car-free (with exception of disabled persons parking).

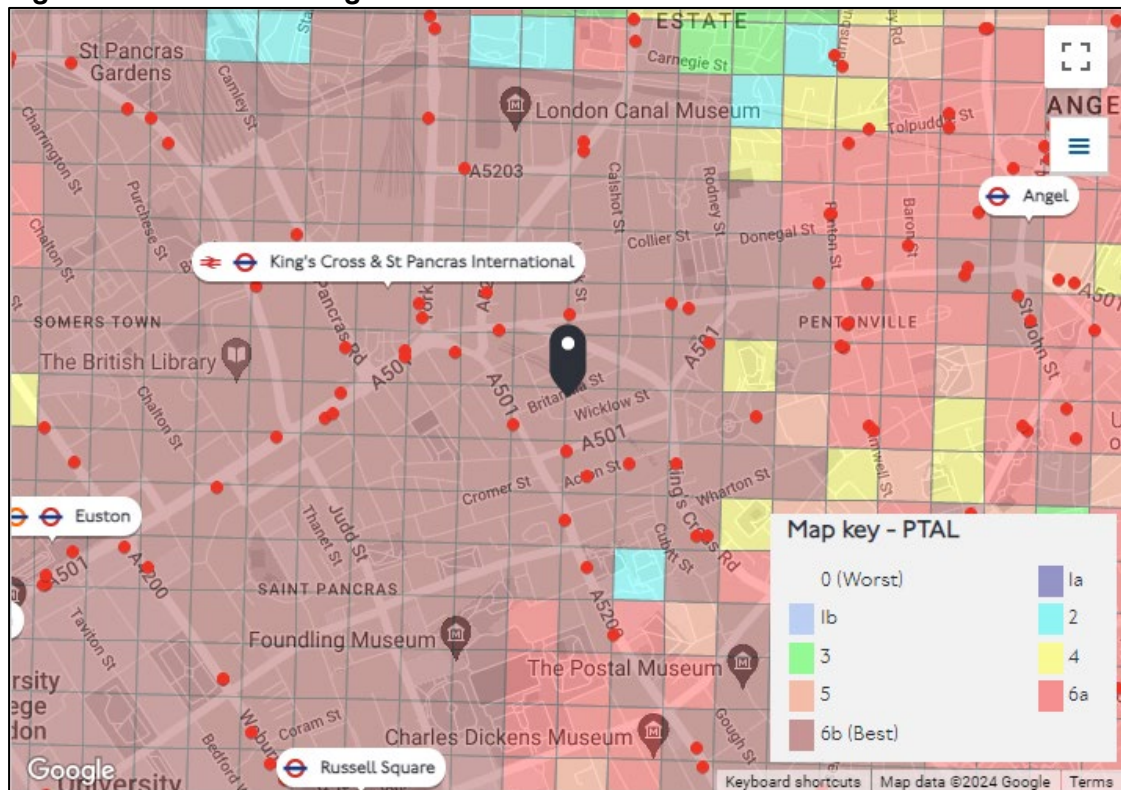
Cycle Parking

- 2.8 The cycle store currently provides 126 cycle storage spaces in the form of 63 x two-tier Josta cycle racks. This provision applied the TfL cycle parking standards at the time for 1 space per 2 students (student accommodation) and 1 space per bed (flats) resulted in a minimum requirement of 115 cycle spaces, hence the provision met and exceeded the standard.
- 2.9 The proposed number of units is now 242, hence 16 units higher than originally approved. The London Plan cycle parking standard is for 0.75 spaces to be provided per unit. The Applicant is accordingly agreeable to a condition requiring details of 12 spaces (6 x two-tier racks or Sheffield cycle stands) to facilitate the additional unit numbers.
- 2.10 Servicing / Deliveries will continue to occur on-street, and any change to the quantum of deliveries is expected to be negligible. The reception will continue to be responsible for security function for the development, receiving deliveries for the students.

3.0 Accessibility

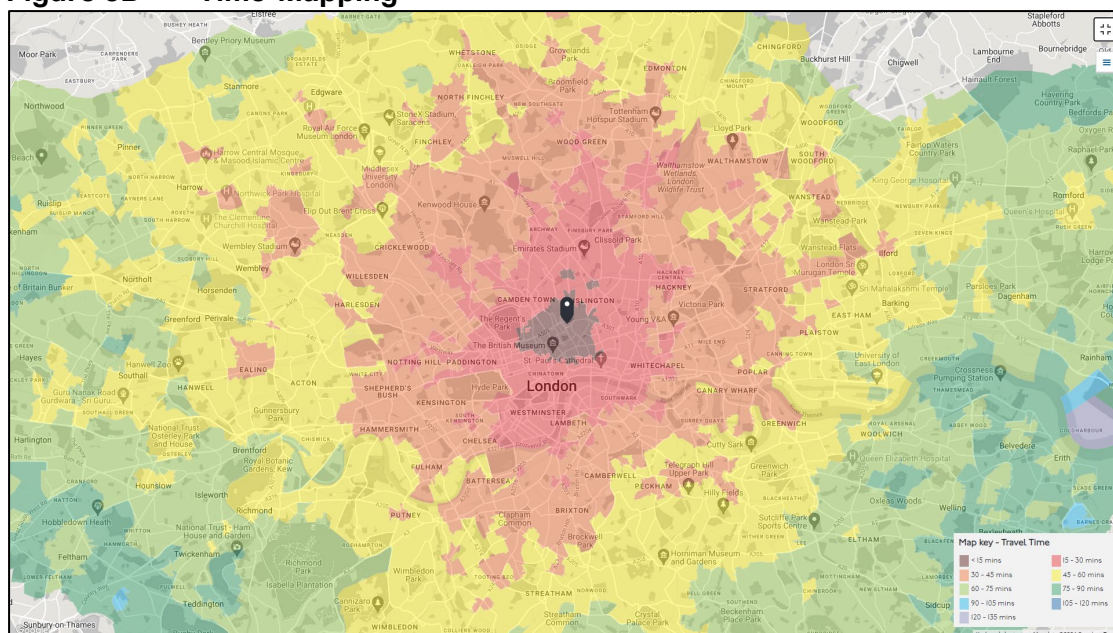
- 3.1 As noted previously within ADL's TS which supported the original planning application, the site benefits from excellent accessibility – PTAL 6b. The application site is still in a location with PTAL rating 6b, as shown in Figure 3A.

Figure 3A PTAL rating



- 3.2 Due to the site central location, the majority of central London areas are accessible within less than 30-minutes as shown in Figure 3B.

Figure 3B Time-Mapping



- 3.3 The site benefits from being within less than 400m walking distance from Kings Cross, and also frequent bus stops situated on A501 Pentonville Road, Kings Cross Road and Grays Inn Road. There are ample footways and cycle routes around the site which link with local facilities / services and public transport interchanges.

4.0 Trip Generation

- 4.1 The trip generation based on TRAVL / TRICS data as set out in the approved TS is set out below, and as noted previously, is based on 228 units.

$$3.14 \times 228 = 716 \text{ person trips per day (two-way)}$$

or

$$341 \text{ arrivals}$$

$$375 \text{ departures}$$

- 4.2 This is updated below for completeness to reflect the revised unit numbers.

$$3.14 \times 242 = 760 \text{ person trips per day (two-way)}$$

or

$$362 \text{ arrivals}$$

$$398 \text{ departures}$$

4.3 Due to the development being car-free, the parking restrictions around the site and the restrictions imposed by the S106, the number of vehicle trips will be negligible associated with delivery trips, taxi's and pick-up / drop-off's and this will continue to be the case.

4.4 Within the approved TS, the mode split was accordingly adjusted as set out below:

- Pedestrian 63.5%
- Public Transport 12.5%
- Cycle 24.0%

4.5 The approved daily trips associated with each mode of transport is set out below, and also uplifted for the revised / proposed number of units.

Mode	Existing Daily Trips (Two-way)	Proposed Daily Trips (Two-way)
Pedestrian	455	483
Public Transport	90	95
Cycle	171	182
Total	716	760

4.6 ADL's original TS concluded that the proposal will have no impact on the capacity of the road network when compared to the permitted use which had a higher trip generation.

4.7 The permitted development was forecast within ADL's TS to increase the number of trips to the site on foot and a contribution was accordingly provided towards enhancing pedestrian / cycle facilities.

4.8 The proposed changes to unit numbers are negligible as summarised within this section, and hence aside from providing additional cycle parking for the additional units, no other mitigations are necessary.

4.9 There are accordingly no reasons to refuse the planning application on transport / highway grounds with regard to NPPF paragraph 115.