

File Ref: N01-NB-Transport Note
Date: 22 April 2013
Job Title: 7 St Pancras Way

Subject: Transport Issues

Introduction

1. This note sets out the transport characteristics of the proposed development and the surrounding area.

Planning History

2. A 2007 planning application for an office scheme (2007/2514) which involved a significant degree of demolition was refused. With regard to servicing the transport observations on the application set out that:

"The section of St Pancras Way outside the site is two lane, but has a one-way carriageway operating southbound with high traffic volumes including many goods vehicles. It is also subject to queuing traffic waiting at the lighted junction with Crowndale Road. Servicing of the site could give rise to obstructions and possibly unsafe parking/manoeuvring, however the proposed use as offices is not expected to worsen the situation compared with the lawful use as a scrapyard. This is however, dependent upon the off-street bay being provided as shown on the drawings, and a service management plan being entered into and secured under S106."

3. A 2009 application (2009/3917) for a live-work unit and office use was consented and has been partially implemented. The transport comments on servicing and car parking in the delegated report were that:

"In relation to the servicing of the buildings, it is proposed to have off-street servicing space in the courtyard area adjacent to the St Pancras Way elevation. There is considered to be satisfactory space for such servicing, although a condition is recommended to ensure that no unloading takes place outside the application site (for example on the St Pancras Way highway), in line with policy T16 of the UDP. Given the similarity of the existing and proposed uses it is not considered to be necessary for a Servicing Management Plan to be required."

In relation to car-parking, there will be space for maintenance and servicing vehicles for the office workshop space. However, it is considered that the proposed live/work unit should be made car-free."

4. Condition 7 was that *"No loading or unloading of goods, including fuel by vehicles arriving at or departing from the premises shall be carried out otherwise than within the curtilage of the buildings."* This was in order *"To avoid obstruction of the surrounding streets and to safeguard amenities of adjacent premises in accordance with the requirements of policy T16 (Movement of goods) of the London Borough of Camden Replacement Unitary Development Plan 2006."*
5. The S106 Agreement set out that each new resident of any residential unit would be informed that they would not be eligible for a residents parking permit unless they were the holder of a disabled persons badge.

Existing Conditions

Highway Layout

6. St Pancras Way has 2 southbound lanes on the site frontage. The St Pancras Way stoplines for the signal controlled junction with the A5202 are approximately 65m to the south of the site.

Accessibility

7. The centre of the site has a Public Transport Accessibility Level (PTAL) of 6a, demonstrating a high level of accessibility to public transport. The PTAL calculation indicates that Mornington Crescent Underground Station is within a 530m walk distance, Camden Road TfL Overground Station is within a 870m walk distance and that St Pancras Domestic Rail Station is 960m from the site.
8. A total of 9 bus services are within the 640m walk distance cut off.

Site Layout

9. Currently the front building on the site comprises a Live/Work Unit and B1 business units, with the rear building vacant. There is approximately 452qm of B1 space and the live/work unit is 95sqm.

10. Vehicular access is available to the courtyard via the northern part of the site and the area is capable of accommodating 4-5 vehicles. There is insufficient space for vehicles to turn within the site, so reversing off or on to St Pancras Way is required.

Proposed Development

11. The current proposal is to convert the rear building to a family house. The live/work unit will be replaced with a small flat and the remainder of the front building will comprise 2 office/workshop units. Both buildings would be extended at roof level.
12. The scheme will comprise approximately 288sqm of office use and 2 x residential units.
13. An initial conversation with the transport officer, John Duffy, on 20th March 2013 about the principles of a revised scheme with reduced office floorspace and increased residential use indicated that the retention of an office servicing space on-site would be acceptable given the consented 2009 application, though residential parking on-site would not be acceptable, with the possible exception of disabled parking.
14. On this basis and in line with the advice given by the Council on the 2007 and 2009 applications that on-street servicing would not be permitted and so an on-site servicing facility was required, a development layout was progressed with the inclusion of a servicing space for the office units, located towards the south of the site's frontage with St Pancras Way. A crossover was provided in this location until around 2007 when it was paved over as part of the conversion to a live/work unit.
15. With the existing vehicular access to the courtyard to be curtailed the current proposal offers the benefit of ensuring that only 1 vehicle can wait on-site, instead of the 4-5 vehicles that can be currently accommodated.
16. As for the 2009 consented scheme the applicant is willing to include a car free requirement for the residential units within the S106 Agreement for the development.
17. Suitable space for refuse and recycling and refuse storage is allowed for within the development layout.

Policy

18. The development is highly accessible to public transport (PTAL 6a) and will provide cycle parking in line with Camden's standards and so supports Camden's Development Policy DP17 which promotes walking, cycling and public transport use.
19. Policy DP18 sets out that development in accessible areas should generally be car free, with on-site parking limited to spaces designated for disabled people or required for any operational or servicing needs.
20. As set above Camden have strongly advised on the 2007 and 2009 applications that office use on the site will require on-site servicing and that it would not be acceptable for the site to be serviced on-street and it is not considered that the characteristics of St Pancras Way have altered in any way that would change this requirement.
21. The residential element of the site will be car-free in line with the consented 2009 planning application and so we consider that the current proposals are in line with Policy DP18 and only provides parking required for operational/servicing needs.

Summary and Conclusion

22. A residential and office development is proposed, comprising 288sqm of business floorspace and 2 x residential units.
23. The site is in an area of excellent public transport accessibility and provides suitable cycle parking facilities.
24. Advice on previous planning applications has required that on-site servicing should be provided for office use on the site and that any residential element of development should be car free.
25. The current proposals are in line with this and so it is considered that the proposed development is in line with Camden's Development Policy DP18 and is acceptable in traffic and transport terms.