

BRITISH LIBRARY ACCESS APPLICATION

UKCMRI

UK Centre for Medical
Research & Innovation

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1.1

As part of the main UKCMRI application the enabling work proposals for the relocation of the existing temporary British Library access on Midland Road, to a point 30m to the south has been included, for completeness.

1.2

This document reproduces the detail associated with planning application 2010/4153/P and this detail should be considered as an integral part of the UKCMRI proposals. It contains:

- The Design and Access Statement;
- Crime Impact Assessment;
- A letter of support and confirmation from the agents for the British Library; and
- The Transport Assessment.

<p>2.1 Introduction</p> <p>This Design and Access Statement relates specifically to the enabling works associated with the relocation of the British Library's temporary access to a point 30m to the south, on Midland Road. It is submitted pursuant to the provisions of the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006 and is identical to that submitted as part of planning application 2010/4153/P.</p> <p>2.2 Proposal</p> <p>In order to maximise the development potential for both the British Library's site and that to its immediate north enabling works comprising the relocation of the British Library's existing temporary access road and its replacement by a permanent access point is necessary. This proposal, for a new access to serve the British Library, proposes the relocation of the existing access to a point 30m to the south of the existing temporary entrance on Midland Road. The proposals are fully detailed in the accompanying drawing package.</p> <p>2.3</p> <p>A number of highway alterations along Midland Road are also proposed as part of the relocation of the access point. These comprise:</p> <ul style="list-style-type: none">the removal of two existing pedestrian crossings along Midland Road and replacement with a pedestrian crossing between the centre of the two;Relocation/reconfiguration of the bus stop and bus layover on the eastern side of Midland Road; andAmendments to bus lane delineation <p>2.4 Context</p> <p>An assessment has been carried out as to the need for these proposals, and the context of the site and the immediate surroundings, in order to identify the most appropriate location to meet the immediate and future operational requirements of the British Library. This assessment also ensures that the proposals comply with PPS1, in that any future developments of the wider area maximise the sites potential. A summary of this assessment is provided below.</p> <p>2.5 Existing Access</p> <p>The British Library is located on a parcel of land bound by Euston Road to the south, Ossulston Street to the west, Midland Road to the east and the development site under the freehold of the Wellcome Trust to the north. Pedestrian and all other visitors to the British Library use pedestrian</p>	<p>entrances on the main plaza on Euston Road and the southern ends of Ossulston Street and Midland Road. Service access for staff and disabled visitor parking is towards the rear of the site, via an existing temporary access road from Midland Road, opposite St Pancras International.</p> <p>2.6 Relocation Requirement</p> <p>The need for this application arises as a consequence of a Land Swap Agreement undertaken between the British Library and Department for Culture, Media and Sport (DCMS), the then owners of the site to the north of the British Library (now in the ownership of the Wellcome Trust), in 2007. The freehold transfer of land was subject to a temporary right of way in favour of the British Library upon the DCMS transferred land until an alternative permanent access was in place. The purchasers of the site were required to enter into an obligation to provide the British Library with a permanent vehicular access point.</p> <p>2.7</p> <p>In seeking to secure a vehicular access point the British Library, through its agents Drivers Jonas (now Drivers Jonas Deloitte) submitted an application in June 2007 for the relocation of its temporary Midland Road access point to Ossulston Street (ref: 2007/0894/P).</p> <p>2.8</p> <p>Application ref: 2007/0894/P, which to date remains undetermined, sought to meet the immediate operational needs of the British Library, rather than its longer term requirements. The application proposals were discussed with officers of Camden Council, TfL and local residents prior to submission. However, concerns were subsequently raised by both local residents and officers from Camden Council and accordingly, pursuant to the requirements of the land swap agreement, the British Library has subsequently reviewed alternative access road locations specifically including Midland Road as recommended by officers.</p> <p>2.9</p> <p>In the interim period, the freehold of the northern site has transferred from the DCMS to Wellcome Trust, and with it the obligation to provide an alternative route from the road to British Library's Service Area remains.</p> <p>2.10</p> <p>Following meetings with the Council's planning and highways officers, in addition to the GLA and TfL, an alternative access point to serve the British Library was identified which met all parties' requirements, as well as addressing the concerns made by local residents on the Ossulston Street access application.</p> <p>2.11</p> <p>The benefits of the proposed relocated access point are as follows:</p>	<ul style="list-style-type: none">Removal of the existing access immediately opposite the Midland Road entrance to St Pancras International Station will allow for the potential future provision of a pedestrian linkage in this area that will support any future proposals for the land to the rear of the British Library, and allow for enhanced public realm in the vicinity of the station entrance; andCompletion of the site assembly and land swap envisaged by DCMS will enable future proposals to exploit the potential of the northern parcel of land, whilst concurrently enabling the future intensification of the British Library area all in accordance with National Planning Policy. <p>2.12</p> <p>The proposed access location has taken in to consideration the future development potential of the British Library site and, that of the northern parcel. This proposed location ensures that both sites can achieve their full potential. The proposals have specifically been designed to accommodate both the immediate and long term access requirements of the British Library site regardless of whatever use for which the northern parcel may ultimately be developed. However, the proposals and the design/ positioning of the British Library access road respond to the proposed potential future master plan proposals for the British Library on the southern site, and the proposed development proposals which UKCMRI hope to bring forward on the northern site. This ensures that the design and positioning of the British Library's access road are appropriate for the likely short, medium and long term uses of both sites.</p> <p>2.13</p> <p>A letter from the British Library's agents submitted in response to planning application 2010/4153/P confirming this position is attached as Appendix A.</p> <p>2.14 Policy Framework</p> <p>Within the provisions of both the Town and Country Planning Act 1990 (the "1990 Act") and the Planning and Compulsory Purchase Act 2004 (the "2004 Act") the statutory development plan for the application site comprises:</p> <ul style="list-style-type: none">The London Plan 2010 (consolidated with alterations since 2004), comprises the spatial and development strategy for Greater London; andThe London Borough of Camden replacement Unitary Development Plan 2006 Saved Policies, which sets out a borough wide and site specific planning policies.
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2.0 British Library Access – Design & Access Statement

2.15

Although these proposals relate to the relocation of an existing access, the principle for which is established, regard has been given to the relevant planning policies set out in the statutory development plan. It is considered that the proposals, as set out in the accompanying drawings, comply with planning policy (and supplementary policy) specifically:

- London Plan Policy 3C.16 and paragraph 3.235 and,
- Camden UDP Policies T3, T12, T13 and T16 (Part B)

2.16

Design

The detailed design, construction methodology and materials to be used in the construction of the proposed access road are set out in the accompanying drawings.

2.17

Function

The relocated access road has been designed to service the short, medium and long term needs of the British Library, comprising the objectives to provide access to; the British Library service yard, staff and disabled visitor car parking and the tank farm. It provides two way access into and out of the site, both via Midland Road.

2.18

Material

Materials used will be consistent with those used for the existing temporary access road and pedestrian crossings, as applicable. The existing security hut, traffic barriers and sliding gate will be relocated to the proposed entrance.

2.19

Access

As the proposed access road is private and runs to a private staff car and private service yard it will not be open to members of the public. This represents no change to the current access road arrangement. A pedestrian entrance into the British Library site for staff will be from the northern side of the new access point, (as the gate traverses north to south), and through a new pedestrian gate to the south. This southern staff pedestrian access will also provide disabled level access. With respect to the general public, the public will continue to gain access to the Library through the pedestrian entrances on the main plaza (Euston Road/Ossulston Street junction), or from the Midland Road pedestrian access point. These are existing pedestrian access points which are accessible to disabled people and people with limited mobility.

2.20

At the junction of the proposed new access road with Midland Road the pavement will take precedence over the road, so that pedestrians and disabled people using the pavement will continue to use the pavement with ease. The kerbs will be dropped at each side of the access road and the relevant textured concrete tactile paving will be used to ensure the pavement is easily usable for people with sight and mobility difficulties. The same measures will be adopted for the proposed new pedestrian crossing across Midland Road, opposite the St Pancras station entrance. Where the existing pedestrian crossings on Midland Road are removed, any tactile paving will be replaced with the same paving materials as the adjoining areas.

2.21

Planning considerations

This application is accompanied by a detailed Transport Statement, attached as Appendix B, which considers both an assessment of the junction design and the likely trip generation associated with the operation of the access. The proposed permanent access road will meet the long-term development needs of the British Library.

2.22

In preparing this submission regard has been given to planning policy and to other key material considerations. The requirement to provide a permanent solution to the existing temporary access is, itself, a major consideration and comprises enabling works to ensure compliance with PPS1 and with the policy objectives of the Camden UDP and other Supplementary Guidance. As such, it is wholly appropriate that these proposals should be progressed in advance of any substantive proposals across the wider site. It would be for those applications to consider wider development/policy objectives. Further planning applications for development on the 'island site' should be considered on their planning merits at the time they are submitted.

2.23

In drawing up this application consideration has been given to the advice of officers from the GLA, TfL and Camden Council, together with the concerns expressed by residents in respect to the currently undetermined proposals by the British Library for an access to Ossulston Street, and the views of London & Continental Railways.

2.24

It is considered that these proposals meet the requirements of planning policy set out with both national guidance and within the Statutory Development Plan. They remove any potential impact on the amenities of local residents (a concern expressed in respect to the Ossulston Street application) and have been designed to minimise the effects on the operation of Midland Road, both as a highway and in respect to its relation

to the operation of public transport. In this respect, the proposals are considered to enhance the operation of St Pancras International through the establishment of a revised pedestrian crossing to Midland Road, to be provided immediately in front of the Midland Road entrance. This new crossing point will enhance pedestrian safety as it reflects the 'desire lines' currently being used by those exiting the station, whilst those approaching, from the west, invariably cross between the two existing crossings (currently to the north and south), which will be replaced.

3.1.
The Crime Impact Assessment is provided in accordance with the ODPM / Home Office guidance set out within the publication ‘Safer Places’ (February 2004). How the proposals accord with this guidance is set out in this chapter.

3.2.
Access and Movement
The access road will form a well defined route with an entrance which provides for convenient movement without compromising security.

3.3.
The road will only be used/accessed while both the British Library service yard and security lodge (both of which will be lit after dark) are manned. There will only be one entry/exit point to the access road / British Library service Yard. This will prevent people from getting lost and will discourage criminals from entering the site as there are no other vehicle exits. There are no pedestrian alleyways on the site which might attract criminals.

3.4.
The security barriers will be closed at night so no people or vehicles will be able to access the site while the British Library service yard is closed. The proposals will not adversely affect pedestrians and cyclists using Midland Road, who will continue to use Midland Road as they do at present, and will help to provide ‘natural’ surveillance.

3.5.
Structure
The existing access point is located some 30 metres to the north, resulting in the security lodge being separated from the wider British Library site and with restricted surveillance. The relocation of the security lodge to the south will give greater visibility across the British Library site thereby improving the security arrangements.

3.6.
Surveillance
The road will not be publicly accessible, however, those using it will be subject to surveillance from people using Midland Road, staff at the security lodge and from the entrances to St Pancras Station.

3.7.
The manned security lodge will add to the surveillance of the proposed road and Midland Road. The length of the road will be visible to staff working either in the British Library service yard or in the security lodge.

3.8.
Ownership
As the proposed access road is private, and there is no pedestrian access for the local community, this criterion is not applicable. Physical protection and surveillance measures will make it difficult for people who should not be using the road to access it.

3.9.
Both security personnel and staff working on the British Library site will provide supervision of the road.

3.10.
Physical Protection
The road will be physically protected by the security lodge and barrier, surveying those entering and exiting, and preventing access to those who should not be visiting the British Library Site.

3.11.
Activity
When the road is open, there will be a security guard at the security lodge. This will create a sense of safety to users of the private access road and reduce the risk of crime.

3.12.
The additional activity at the security lodge will also help to reinforce a sense of safety, reducing the risk of crime on Midland Road, particularly associated with the St Pancras station entrance.

3.13.
Management and Maintenance
The road will not constitute public realm or public open space but it will be managed and maintained by the British Library.

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FAO: Neil McDonald
24 August 2010

Dear Mr McDonald

London Borough of Camden Planning Application Reference 2010/4153/P

I am writing on behalf of my client, The British Library (BL) in support of the planning application (reference 2010/4153/P) submitted by CB Richard Ellis on behalf of UKCMRI Construction Ltd. for:

"Relocation of the British Library vehicular access to replace existing temporary access point on Midland Road. New location to be just south of the existing"

The BL would like to express its support for the proposed road and new access point. The BL has worked in consultation with CB Richard Ellis (UKCMRI) over the past year to prepare and agree the alignment and location of the new access point and road. The access road will allow the BL to continue its existing use at the site and allow for improved access and servicing to the rear of the main BL building in the short term.

The access point will allow the BL to safeguard the Library Expansion Land to the rear of the site for future development and secure the delivery of its emerging masterplan for the BL expansion.

Please contact myself or my colleague Michael Meadows (020 7303 3829) if you would like to discuss these comments further.

Yours sincerely

Rang Jayce

Rory Joyce
for Deloitte LLP (trading as Drivers Jonas Deloitte)

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British Library Access Planning Application

5. Transport Statement



1 Introduction

This document has been prepared to support an application for the “*permanent relocation of the British Library access road to replace existing temporary access point.*” The planning application has been prepared by UKCMRI Construction Ltd and is submitted pursuant to a landswap agreement on land to the north of the British Library (BL) which requires a vehicular access for the BL to be provided.

The planning application is for the BL's vehicular access road only and is not an application for the future development of either the BL site (and BL/ Farrell's masterplan references in this document) or the land to the north of the BL's ownership. Any application for the development of those sites will be considered on their merits at the time they are submitted.

However, in order to confirm that the access road proposed can provide a long term solution to the development of the BL's rear extension land, this assessment has been prepared to test the capacity of the proposed BL service road/ Midland Road junction in a 'worst case scenario' for trip generation. The purpose of this is to ensure the access road is designed as a long term solution which can meet the BL's potential future, as well as current, operational needs.

The floorspace (GEA and GIA) estimates used in this document are based on a proposed estimated mix of uses set out in a masterplan prepared by Terry Farrell and partners, on behalf of the BL, in 2009. The masterplan is a strategic document which was prepared to explore future potential development options for the rear extension land. The mix of uses and quantum of floorspace proposed is not fixed and may be subject to change, but has been selected as a 'worst case scenario' to test in terms of trip generation. The majority of non-library uses (such as commercial offices) are envisaged to be 'interim' medium term uses before the BL ultimately occupies all of the space in the long term.

This assessment demonstrates that, even in a worst case future scenario, both the BL service road and Midland Road junctions will operate satisfactorily.

2 Development Background

The proposed development of the British Library comprises of three buildings which will be constructed in three separate phases. There are two options for the development, Option A and Option B, with the latter being the larger of the two. The Gross External Area (GEA) of the three buildings for each option, and the phases in which they will be constructed are shown in **Table 1**.

Table 1: GEA of each Building in the Proposed Development

Option	Building	Construction Phase	Total GEA (m²)
Option A	A	1	24,800
	B	2	28,750
	C	3	23,240
Option B	A	1	25,460
	B	2	33,850
	C	3	28,268

In computing the trip generation for the proposed the development, the GEA for Option B has been chosen so that the associated trips will represent the worst case scenario. The roof plant, with a GEA of 5,030m², has been omitted as have the basement plant areas.

3 Development Land Uses

There are various land uses within the buildings as part of the proposed development. These include:

- Retail land uses comprising of food and beverage facilities and a book store;
- A hotel;
- Student accommodation (residential);
- Commercial offices;
- A loading bay;
- Storage;
- Public realm space; and
- A winter garden.

In calculating the trip generation, only the retail aspects of the development, the hotel, student accommodation and commercial offices are considered. The other uses are considered ancillary to the selected four uses.

3.1 Estimated GEA and GIA per Land Use

The estimated GEA for each of the land uses in the previous section is shown in Table 2. The land uses shown are calculated for each building (and thus for each phase of construction) based on the estimated areas per land use provided by Farrells.

Table 2: Estimated GEA per Land use for the Proposed Development.

	Option A GEA (m²)			Option B GEA (m²)		
Building	A	B	C	A	B	C
Land-use						
Retail	0	2,415	0	0	2,415	0
Hotel	0	19,140	0	0	19,148	0
Student Accommodation or Offices	0	5,758	22,078	0	10,603	27,189
Offices	23,560	0	0	24,187	0	0
Total	23,560	27,313	22,078	24,187	32,166	27,189

In accordance with Farrells outline design, the Gross Internal Area (GIA) of each land use is assumed to be 95% of the total GEA. Thus, the total GIA for each land-use within the development for Options A and B are shown in Table 3, below.

Table 3: Total GIA per Land use and Building

Land-use	Option A GEA (m²)	Option B GEA (m²)
Retail	2,415	2,415
Hotel	19,140	19,148
Student Accommodation or Offices	27,836	37,792
Offices	23,560	24,187
Total	72,951	83,542

4 Trip Generation

4.1 Introduction

The trip generation for the proposed development has been based on the GIA of the proposed floor plans, which has been derived from the GEA. A number of assumptions have been made with regard to this and these are as follows:

- The GIA is assumed to be 95% of the GEA;
- In the case where the land use is either student accommodation or offices, the land use with the greater trip generation (i.e. offices) has been chosen to represent a worst case scenario.
- Based on the existing provision of catering and cafes within the existing British Library site, 50% of the retail is assumed to be for catering/café uses;
- Couriers are excluded from the vehicle arrivals; and
- There will be no car trips as a result of the proposed development as no car parking can be provided.

4.2 Existing Traffic Flows

The existing traffic flows on Midland Road were obtained from traffic surveys carried out in June 2009. The peak hours of 08:00 to 09:00 and 18:00 to 19:00 for the AM peak and PM peak respectively have been derived from the surveys. The peak flows at the junction of Midland Road and the British Library Access Road are shown in Table 4.

Table 4: Total Entry Flows (vehicles) for the junction of Midland Road and BL Access Road

Entry Arm	Exit Arm	AM Peak	PM Peak
Midland Road (North)	Midland Road (South)	618	500
Midland Road (North)	British Library Access Road	28	3
British Library Access Road	Midland Road (South)	7	15

It is assumed that there will be no growth in the traffic flows of Table 4 between the base and future scenario.

4.3 Estimated Trips

The peak times for service vehicle arrivals have been chosen to coincide with the peak times obtained from the surveys carried out on Midland Road. Although these vary very slightly from the peak arrivals of service vehicles, the difference is negligible when the peak traffic flows on Midland Road are considered.

The trip generation is broken down by building which corresponds to the construction phases, with Building A construction in Phase One, Building B in Phase Two and Building C in Phase 3. The total trips generated for the site, by construction phase, are shown in Table 5.

Table 5: Estimated Trips to the Proposed Development by Phase

Time Period	Direction	Building A	Building A and B	Building A, B and C
AM Peak	Arrivals	4	22	26
	Departures	4	22	28
PM Peak	Arrivals	2	5	8
	Departures	2	5	7

In addition to the trips to and from the proposed British Library Development, there will be additional trips associated with the proposed UKCMRI development, which is adjacent to the British Library site. Following a meeting with HOK and URS on 23 December 2009, it has been assumed that there will be approximately 120 vehicles accessing the UKCMRI development in Brill Place each day, split evenly over 10 hours. Thus, there will be 12 additional trips on Midland Road in the morning and evening peak periods.

5 Junction Assessment

5.1 Assessment Scenarios

The junction of Midland Road and the British Library Access Road has been assessed using the junction modelling software PICADY under two different scenarios. These are:

- Base Case with the Existing Layout; and
- Assessment Case with the Proposed New Layout.

In each case the morning peak, from 08:00 to 09:00, and the evening peak, from 18:00 to 19:00, have been assessed. For the Assessment Case, the scenarios have been further broken down into three flow scenarios which correspond to the varying flows associated with the three different stages of the development, accounting for the total trips from Phase One, Phases One and Two, and Phases One, Two and Three.

The geometric dimensions of the junctions have been measured using AutoCAD drawings.

5.2 Base Case at Existing Layout

The results of the Base Case assessment of the existing layout are shown in Table 6.

Table 6: Base Case Assessment of the existing junction layout

Junction Arm	AM Peak Hour		PM Peak Hour	
	Avg RFC	Max Queue	Avg RFC	Max Queue
Midland Road (N)	0.046	0	0.004	0
BL Access Road	0.022	0	0.032	0

The results show that the Ratio to Flow Capacity (RFC) on all approaches to the junction is significantly below the recommended maximum of 0.85 and thus all approaches are well within capacity. In addition, there is no queuing at the junction. Therefore, in the Base Case scenario, the junction operates satisfactorily.

5.3 Assessment Case at New Layout

The results of the Assessment Case analysis of the junction using the estimated trips and the new proposed layout are shown in Tables 7 to 9. As with the previous scenario, the analysis is split into three scenarios according to the phases at which the development will be completed.

Table 7: Assessment Case Results for Phase A using the New Layout

Junction Arm	AM Peak Hour		PM Peak Hour	
	Avg RFC	Max Queue	Avg RFC	Max Queue
Midland Road (N)	0.005	0	0.002	0
BL Access Road	0.008	0	0.003	0

Table 8: Assessment Case Results for Phases A and B using the New Layout

Junction Arm	AM Peak Hour		PM Peak Hour	
	Avg RFC	Max Queue	Avg RFC	Max Queue
Midland Road (N)	0.032	0	0.007	0
BL Access Road	0.047	0	0.012	0

Table 9: Assessment Case Results for Phases A, B and C using the New Layout

Junction Arm	AM Peak Hour		PM Peak Hour	
	Avg RFC	Max Queue	Avg RFC	Max Queue
Midland Road (N)	0.037	0	0.011	0
BL Access Road	0.060	0.1	0.012	0



As was the case for the previous scenario, the junction operates satisfactorily on all approaches at all stages of the completed development. In each case, the RFC is below the recommended maximum of 0.85. In addition, very minor queuing is only present on the British Library Access Road approach in the AM Peak of the completed development case.

6 Summary

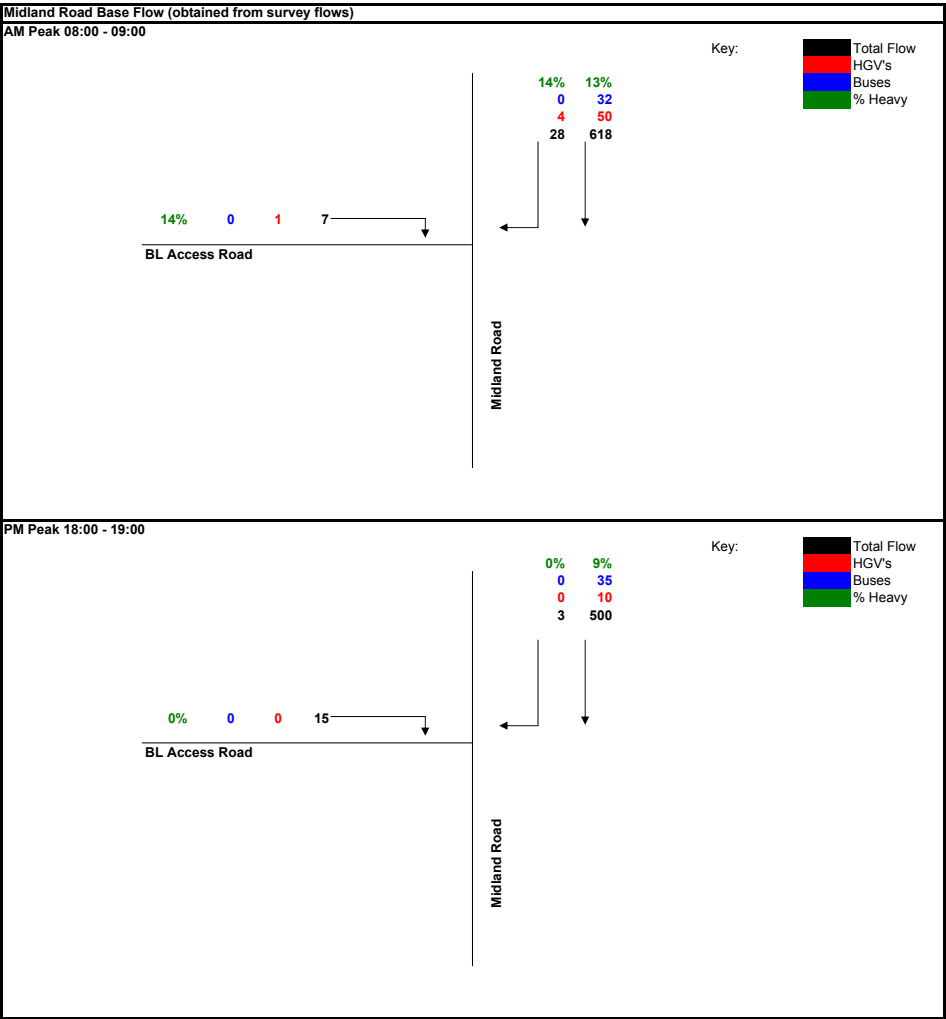
The trip generation of the proposed development is calculated using the GIA as provided by Farrells. Of the two options provided, the trip generation has been calculated using the larger option, Option B in order to represent the worst case scenario. Two junction design options were also provided.

Based on the assumed GIA and estimated trip generation and the existing traffic flows along Midland Road, the junction of Midland Road and the British Library Access Road has been assessed using the junction modelling software PICADY.

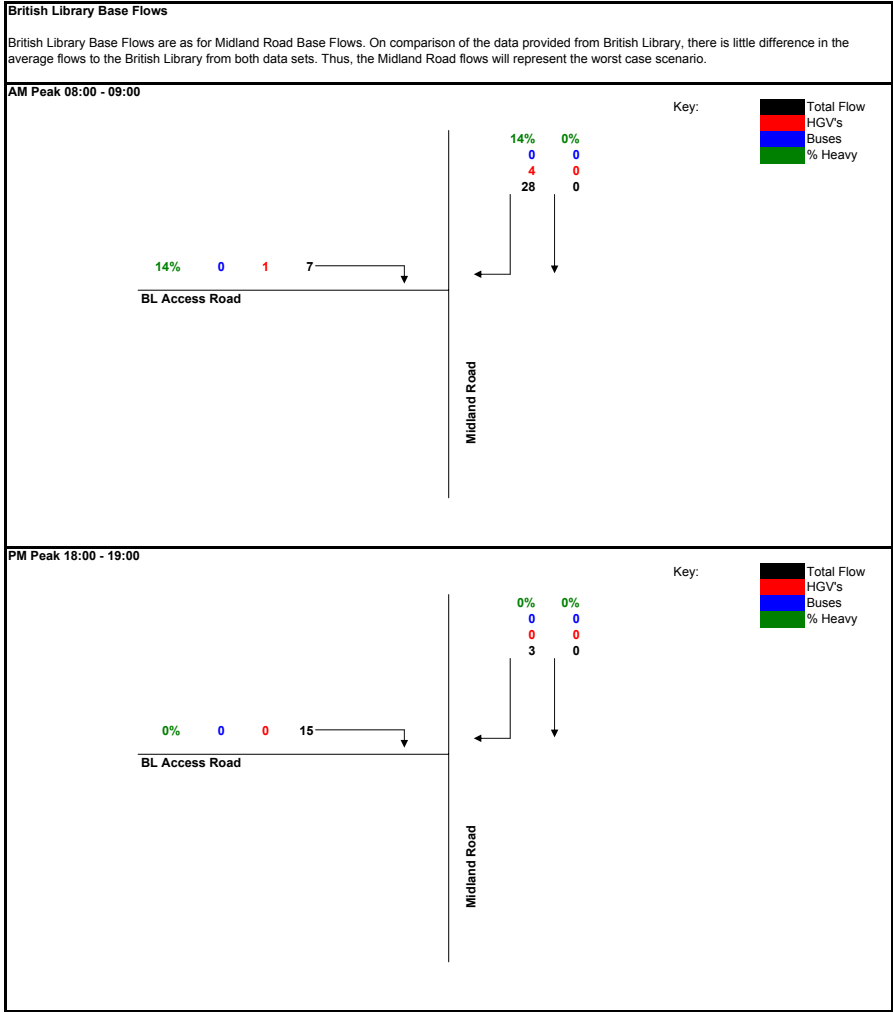
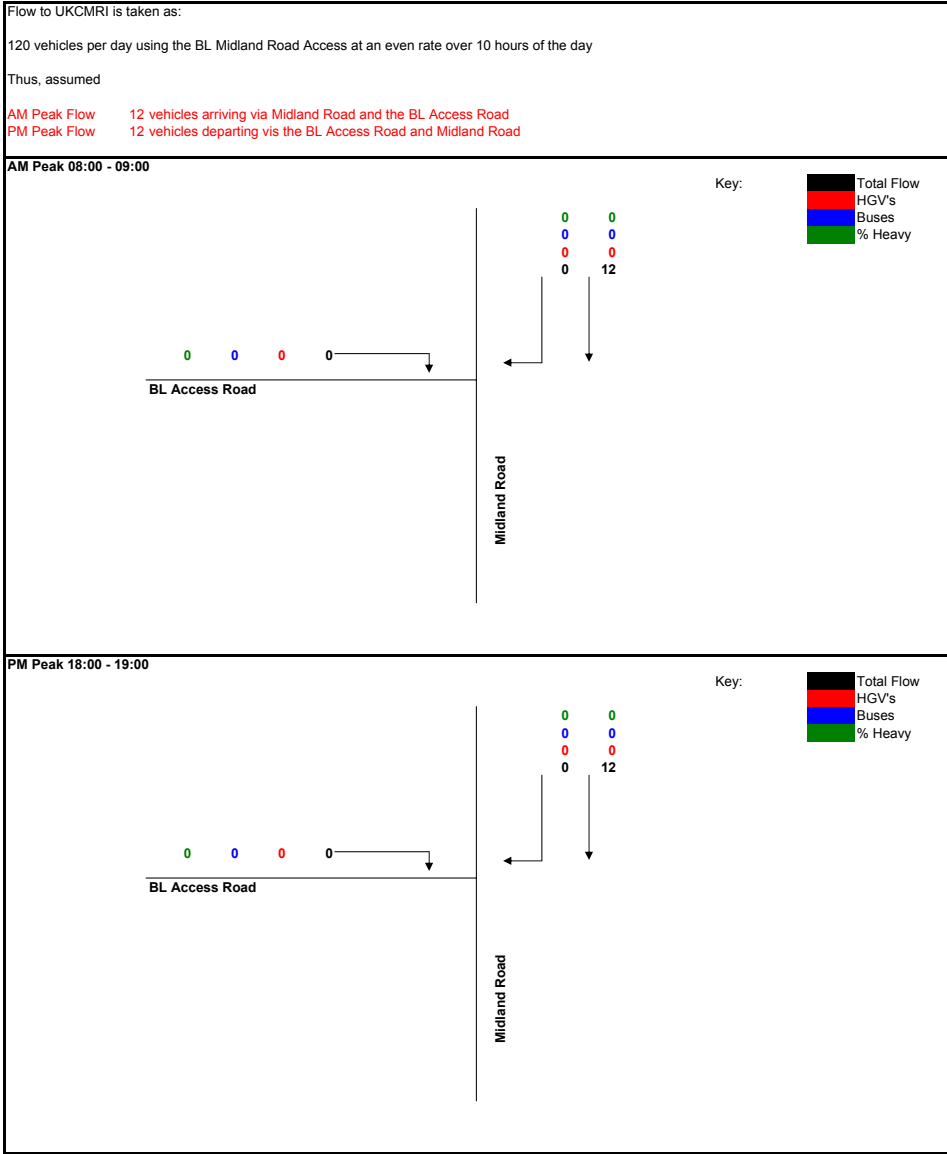
The analysis has shown that for the Base Case at the existing junction layout, the junction operates satisfactorily with the RFC on all approaches below the recommended maximum of 0.85. In addition, there is little or no queuing present on all approaches.

The analysis shows that for the Assessment Case at the new junction layout, the junction operates satisfactorily and the RFC is below 0.85 on all approaches. There is little or no queuing present.

TRAFFIC FLOW DIAGRAMS



Appendix B
Transport Assessment



Appendix B
Transport Assessment

