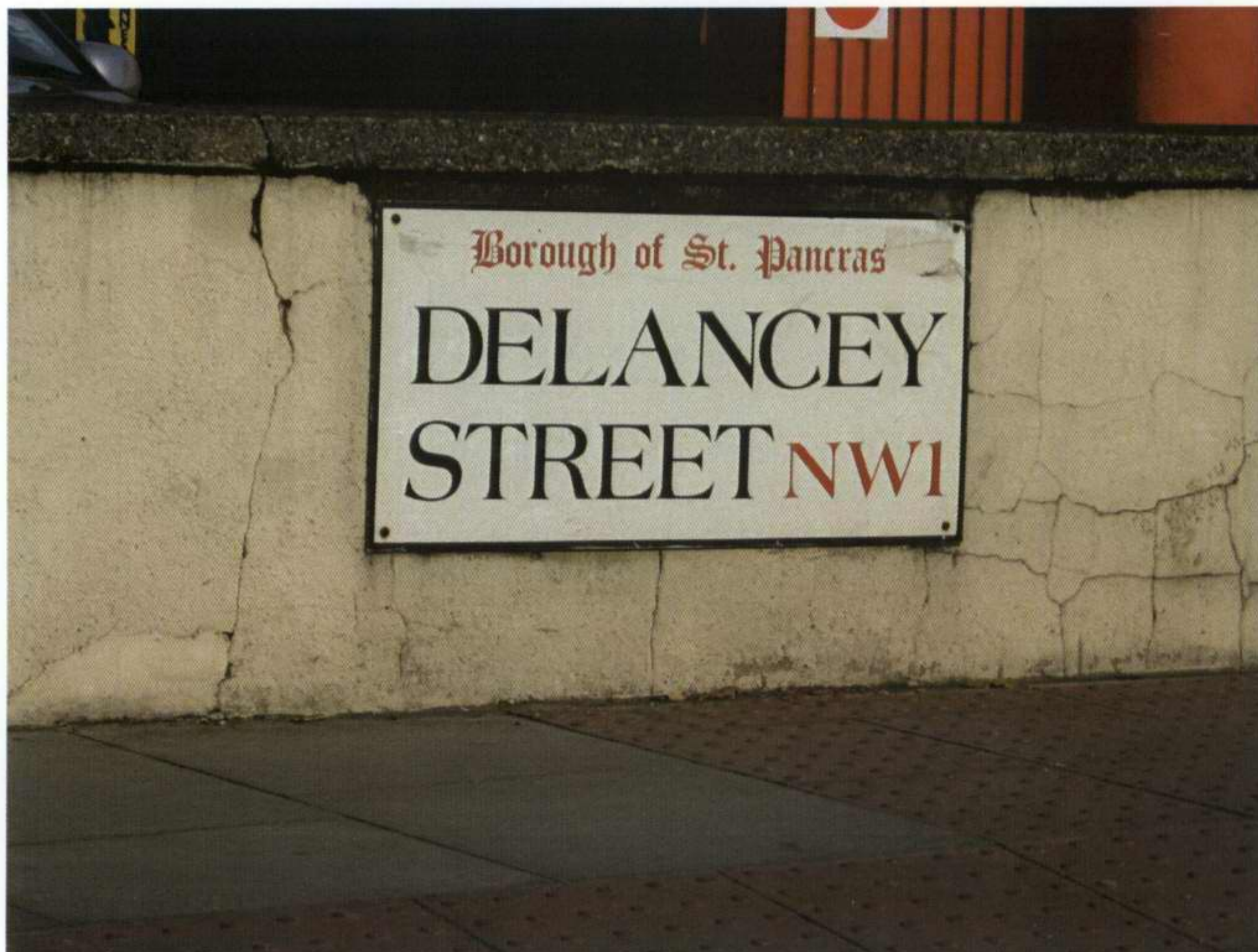


Delancey Street

Transport Statement



Delancey Street

Transport Statement

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Delancey Street

Transport Statement

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1 Introduction

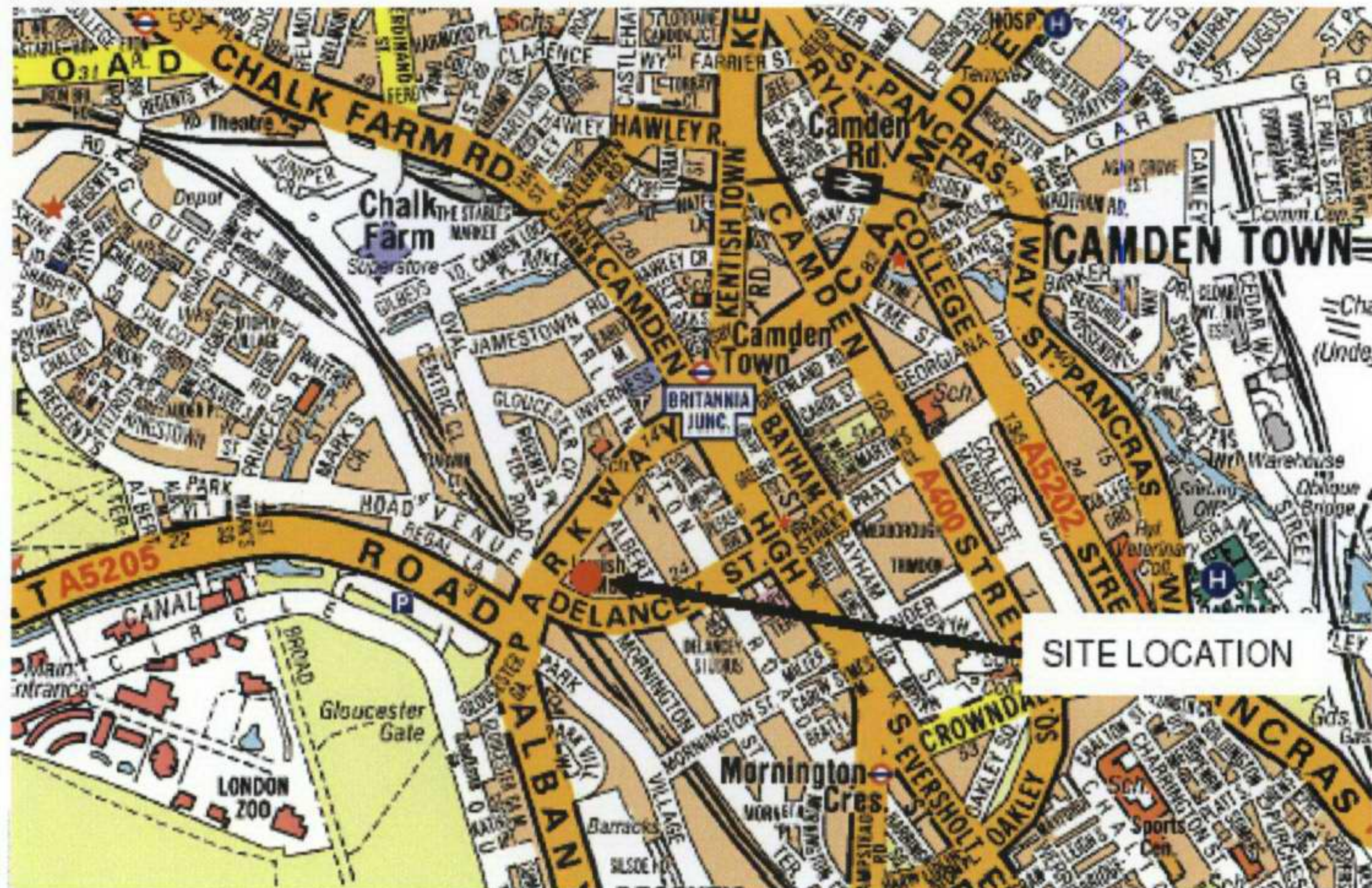
General

- 1.1 JMP Consulting has been commissioned by AS Leisure Property Investments Ltd to prepare a Transport Statement (TS) to support a new planning application submitted to the London Borough of Camden for the redevelopment the site located at 86 - 88 Delancey Street, London, NW1 6AS which is currently occupied by National Tyres.

Existing Conditions

- 1.2 The site is located on the north-eastern corner of the junction of Delancey Street and Parkway.

F1.0 Location Plan



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- 1.3 Drawing No.L072054/01 – Proposed Ground Floor Site Plan and Drawing No. L072054/02 – Proposed Basement Site Plan in Appendix A illustrate the ground floor and basement plans of the proposed mixed-use development on Delancey Street.
- 1.4 The site is currently occupied by National Tyres which is a motor vehicles and tyre repair shop and therefore falls under the light industrial land use, B1 Class III. The site features a single point of entrance approximately 8 metres from the signalised junction of Delancey Street/ Parkway/ Albany Street (A4201) and Gloucester Avenue.
- 1.5 Land uses along Parkway road consist of various restaurants, bars and retail units. The road is a two lane, one-way road leading north-east to Camden High Street where access to Camden Market can be achieved by travelling north along the High Street. Camden Road overland train station is located approximately 400 metres north along Camden Road from the junction of Camden Road/ Camden High Street. In addition, Camden Tube Station is located on Britannia junction which is located on the corner of Camden High Street/ Kentish Town Road and Camden Road.
- 1.6 Delancey Street is residential in nature and features on street parking for permit holders only. In addition bus stop CU is located on the southern side of the road, adjacent to the

junction with Mornington Terrace. Public Transport will be discussed later on in this section.

- 1.7 On the opposite side of Delancey Street, approximately 20 metres from the signalised junction of Delancey Street/ Parkway/ Albany Street (A4201)/ Gloucester Avenue is the entrance to a small car park owned by Parkway Estate Agents, this car park provides 10 marked parking spaces with a separate entry and exit point.
- 1.8 The proposed redevelopment site is located within a largely residential area of Camden. The site is located within the controlled parking zone (CPZ) CAF which features a total of 63 residential roads offering permit parking. In addition to the permit parking available within this area, 'pay and display' parking is also a feature of both the residential and non-residential road network.

Highway Arrangements

- 1.9 The site is located adjacent to the signalised junction of Delancey Street/ Parkway/ Albany Street (A4201)/ Gloucester Avenue. Delancey Street is one-way in nature, formed of two-lanes, which become 3 lanes on the approach to the signalised junction offering the left turn movement onto Albany Street (A4201), straight ahead movement onto Gloucester Avenue, and the right turn movement onto Parkway.
- 1.10 The signalised junction of Delancey Street/ Parkway/ Albany Street (A4201)/ Gloucester Avenue is approximately 20 metres away from the signalised junction of Oval Road/ Gloucester Avenue, with both of these signalised junctions operating with linked signals.
- 1.11 T1.1 below details the highway arrangements on each of the roads associated with the two signalised junctions of Delancey Street/ Parkway/ Albany Street (A4201), Gloucester Avenue and Oval Road.

T1.1 Highway Arrangements on the Immediate Road Network.

Junction	Street/ Road	No. of Lanes of Approach	Traffic Flow	Pedestrian Crossing	Cycle Lane	Cycle Reservoir
Delancey Street/ Albany Street (A4201)/ Gloucester Avenue/ Parkway	Delancey Street	3	One-way	Yes	No	No
	Albany Street (A4201)	3	Two-way	Yes	No	No
	Gloucester Avenue (EB)	2	Two-way	Yes	Yes	No
	Parkway	0 (zero)*	One-way	No	No	n/a
Gloucester Avenue (A4201)/ Oval Road	Gloucester Avenue (EB)	1	Two-way	Yes	Yes	Yes
	Gloucester Avenue (WB)	2	Two-way	No	Yes	Yes
	Oval Road	1	Two-way	Yes	Yes	Yes

note: *Parkway is a one-way two lane Road with both lanes exiting the signalised junction in the northbound direction

- 1.12 It is also key to note that there is a cycle turning lane in front of the Delancey Street approach which allows cyclists travelling from Gloucester Avenue (eastbound) to access Albany Street (A4201).
- 1.13 Further to the above, there is also a yellow box junction located in the centre of the Delancey Street/ Albany Street (A4201)/ Gloucester Avenue/ Parkway junction, which prevents vehicles being stationary within this area to ensure that the junction is not blocked between stages.

Controlled Parking Zones (CPZ's) in the London Borough of Camden

- 1.14 The London Borough of Camden operate a borough wide CPZ system comprising of a total of 19 CPZ's. T1.2 below lists the 19 CPZ's and their respective references.

T1.2 Controlled Parking Zones within the London Borough of Camden

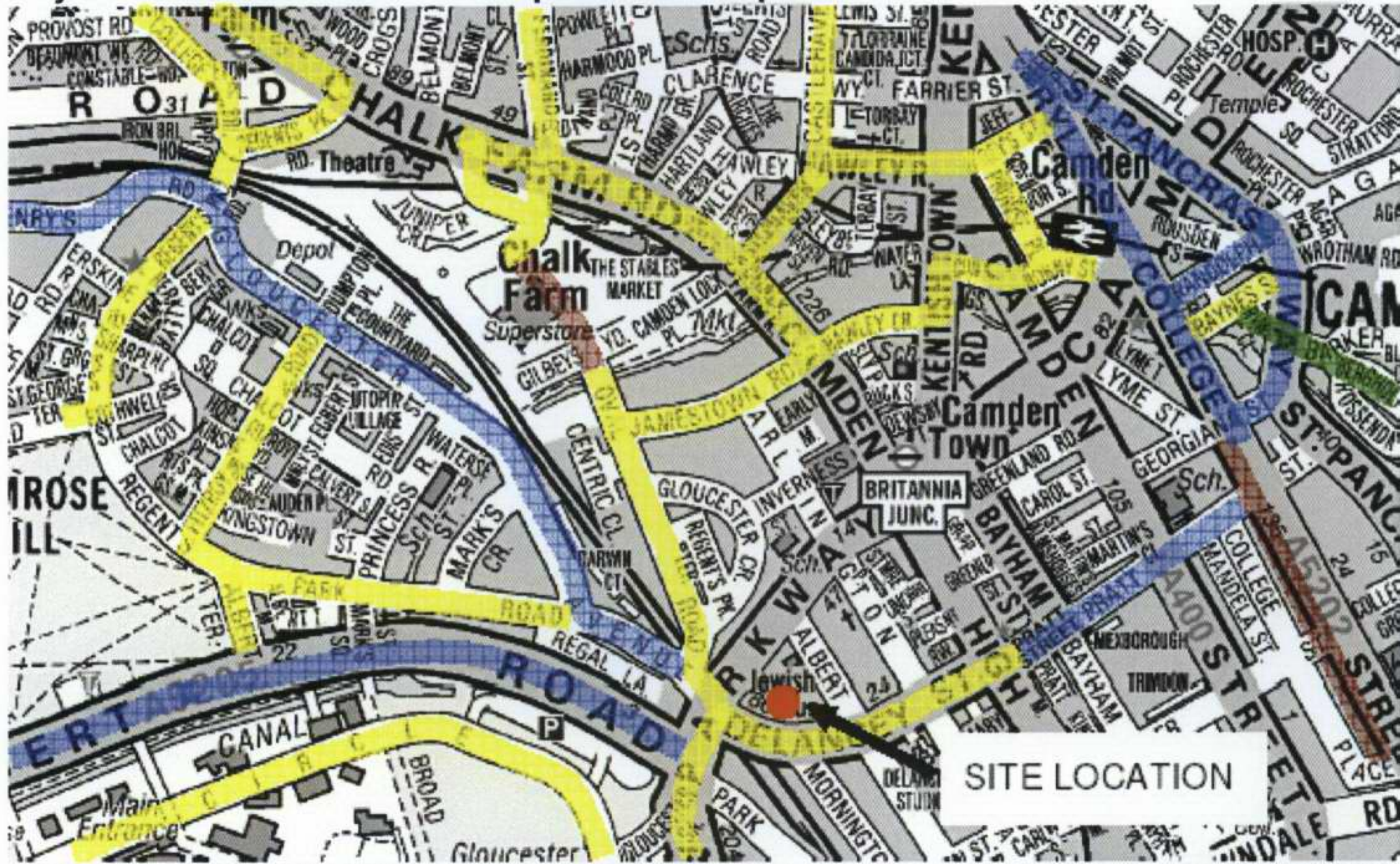
Area Covered	Zone Reference
Belsize	CAB
Covent Garden	CAC
King's Cross & Holborn	CAD
Bloomsbury	CAE
Camden Town	CAF
Euston & St. Pancras	CAG
Hampstead	CAH
Primrose Hill	CAJ
Kilburn Priory	CAK
West Kentish Town	CAL
East Kentish Town	CAM
Camden Square	CAN
Fortune Green	CAP
Kilburn	CAQ
Swiss Cottage	CAR
Redington & Frognal	CAS
Highgate	CAU
North End	CAV
Elm Village	CAX

Accessibility

Pedestrians and Cycle Facilities

- 1.15 As shown in T1.1 – Highway Arrangements on the immediate road network, pedestrian crossing facilities are located on Gloucester Avenue, Oval Road Albany Street (A4201) and Delancey Street. These physical arrangements for pedestrians include pedestrian islands, thus providing pedestrians with suitable crossing facilities to ensure their safety when crossing over any of the roads at either of these signalised junctions.
- 1.16 The two aforementioned signalised junctions offer good pedestrian facilities as well as good cyclist facilities for access onto the London Cycle Network (LCN), though it is noted that Delancey Street has not to date been joined to the LCN.
- 1.17 F1.1 overleaf, shows the site and the end of the LCN, with an indication of the quieter roads which are recommended for use by Transport for London (TfL).

F1.1 Cycle Facilities around the Proposed Development Site



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KEY:

- YELLOW LINES – INDICATE ROUTES ON QUIETER ROADS RECOMMENDED BY CYCLISTS;
- GREEN LINES – INDICATES ROUTES FOR CYCLISTS THROUGH PARK OR BESIDE CANAL OR RIVER, USUALLY SHARED WITH PEDESTRIANS;
- BROWN LINES – ROUTE SIGNED FOR CYCLISTS SEPARATE FROM TRAFFIC, USUALLY SHARED WITH PEDESTRIANS; AND
- BLUE LINES – ROUTE FOR CYCLISTS, MAY BE ON BUSY ROADS.

- 1.18 North Bridge House School is located on the south-east corner of the junction of Albany Street (A4201) and Gloucester Avenue, the pedestrian access to the school is located on the corner of this junction. Also located around this corner (as described in T1.1) is a cycle lane leading to a cycle reservoir at the signals stop line in the westbound direction on Gloucester Avenue. On site observations in both the AM and PM noted parents parking on the corner of this busy junction in order to pick up/ drop off their children. In the PM, it was noted that the vehicles consumed the marked cycle lane and were also present at this point for longer than in the AM. In addition, it was also noted that the presence of these vehicles on several occasions caused cyclists to mix with vehicles in the nearside lane traffic.
- 1.19 Whilst no accidents or incidents were recorded it was noted that the movements of the cyclists were affected at this point. The flow of the vehicular traffic, especially in the PM was also affected and this impact significantly decreases safety for the cyclists which is the antithesis of the reason for separating the cyclists and vehicular traffic.

Public Transport

- 1.20 T1.1 overleaf details the various bus, LUL tube services and train services available in Camden.

T1.1 Bus, LUL and Network Rail Services through Camden

Service Type	Service Reference	Two-Way Route
Bus	C2	Parliament Hill Fields – Camden Town – Oxford Circus
	Route No.24	Hampstead Heath – Camden Town Station – Pimlico
	Route No.27	Turnham Green – Camden Town Station – Chalk Farm
	Route No. 29	Wood Green – Camden Town Station – Trafalgar Square
	Route No.88	Clapham Common Camden Town (Camden Gardens)
	Route No.134	North Finchley – Camden Town Station – Tottenham Court Road
	Route No. 274	Islington – Camden – Lancaster Gate
LUL Train	Northern Line (northbound)	Connections to: Edgware; and High Barnett
	Northern Line (southbound)	Connections to: Waterloo; London Bridge; Bank; and Morden
Train	Network Rail Services	Connections to: Kensal Green; Richmond; Highbury & Islington; Stratford; North Woolwich; and Southend.

- 1.21 From the above table it can be seen that Camden Town centre has excellent opportunities for connections with other parts of London, as well as offering re-connections to travel outside of London via major train station interchanges such as Waterloo and London Bridge, thus offering good connections for long distance travel.
- 1.22 There is a single bus stop directly outside the site with a bus stop (Reference CU) being located adjacent to the Delancey Street/ Mornington Terrace junction. This stop is served by route number C2.

Public Transport Accessibility Level (PTAL)

- 1.23 A Public Transport Accessibility Level (PTAL) has been calculated for the Delancey Street site using the Transport for London (TfL) methodology. From this exercise it has been concluded that the site is within the 640 metres and 960 metres walking distance of 6 bus routes (5 bus stops) and 2 rail stations respectively. As such the site has a PTAL rating of 5, which means the site has good accessibility to public transport. The PTAL spreadsheet is shown in Appendix B.

2 Development Proposals

2.1 The proposed 5-storey development on the Delancey Street site will be a mixed-use development offering residential units, with some B1 – Business land use space.

2.2 The breakdown of the land uses is as follows:

- 14 x Residential Units; and
- 607.1 m² B1 Business GFA (512.5m² at ground level, plus 94.6m² at first floor mezzanine level).

Access Arrangements

2.3 Similar to the current access operation, the site will feature a single point entrance and exit point off Delancey Street measuring 6 metres in width. Access through this point will be achieved by use of the offside lane usually used to make a right turn into the one-way road of Parkway on approach to the Delancey Street/ Albany Street (A4201)/ Gloucester Avenue/ Park Way junction.

Car and Cycle Parking Provision

Car Parking Provision

2.4 From the proposed development layout it can be seen that there will be a total provision of 1 marked disabled parking space, 4 marked resident parking spaces and 2 parking spaces for electric cars. The disabled space will be located on the ground floor of the site, whilst the remainder of the spaces will be sited in the basement area of the development, accessed via a car-lift. The electric car parking spaces are proposed as part of a car share for the site. The parking provision for the development is a decrease of 8 parking bays from the existing 15 marked car parking bays in the forecourt of the National Tyres site and this level of provision has been agreed following discussions with Mr Conor McDonagh the Planning Officer at the London Borough of Camden on 4th October 2007.

Servicing

2.5 In May 2005, London Borough of Camden published 'Waste Storage Requirements – A Guide to Developers of Commercial and Residential Premises in the London Borough of Camden. The servicing arrangements have been designed in accordance with this document.

2.6 Section 2 – Servicing Requirements states that *'The distance between where a container is sited on a property and the nearest practicable position that the waste collection vehicle can stop must not exceed 10 metres for a wheeled container and 15 metres for carried load. i.e. bags excluding any vertical distances. Where bulk containers are used, direct vehicular access to the containers is necessary'*.

2.7 Section 2 also states that *'Where practicable containers should be located in external chambers. (There should be no need for waste collectors to enter the building itself). If sited at the front of the property they should be appropriately screened visually from the public footpath or enclosed in a well ventilated cupboard. Storage areas should not interfere with pedestrian or vehicle access to buildings'*.

2.8 Discussions have taken place with the Planning Department at London Borough of Camden regarding the servicing arrangements at the site. An agreement was reached with Planning Officer Mr Conor McDonagh, as detailed in the pre-application report, following liaison with Highways Officer, Mr Dave Jenkins, to confirm that the site would be serviced on-street.

- 2.9 It is proposed that a bin store be located at the south-east corner of the site immediately adjacent to the site entrance. Refuse would be stored in black bags consistent with refuse arrangements for other sites along Delancey Street, within a well ventilated cupboard. There will be one access point to the store for site users and two access points for refuse collectors which would provide access to the store directly from the street.
- 2.10 It is proposed that the refuse collection vehicle could pull-up on-street in an area of single-yellow line waiting restrictions immediately adjacent to the eastern site boundary. The houses on Delancey Street are already serviced in this way and refuse is stored and collected in black bags.
- 2.11 The proposed bin store is within the required 15 metre walking distance from the proposed location for the refuse collection vehicle to pull up (see appendix A). The exact walking distance has been determined as 8.47 metres from the proposed pull-up location to the on.
- 2.12 A loading bay will be provided on the ground floor for servicing to the B1 office space. This will be for the use of hand operated trolleys only and there will be no on-site servicing by vehicles.

Cycle Parking Provision

- 2.13 It is proposed that there will be a total of 24 cycle parking spaces on the site which will be located in a rear courtyard.
- 2.14 The provision of 24 cycle parking spaces, 14 of which will be solely for use by residents is in excess of the minimum provision required by London Borough of Camden's cycle parking standard for residential developments contained within the UDP which requires one cycle space per unit, with provision for visitors starting at a residential threshold of 20 units.
- 2.15 The remaining 10 cycle parking spaces will be solely for the use of the retail/ business element of the mixed-use development. Once again, this is considered in line with London Borough of Camden's cycle parking standard which require 1 space per 250m² after a threshold of 500m². Visitor cycle parking is required at a provision of 500m², therefore the provision of 10 cycle storage spaces for the B1 use is in excess of the cycle parking requirement within the UDP. Table 2.1 below shows the parking provision for this development compared against the required standards set out in the UDP.

T2.1 Cycle Parking Standards applying in the London Borough of Camden

Use class	LB Camden Parking Standard	Delancey Street Development Parking Provision
B1 Business Space	Staff - from threshold of 500 sq m, 1 space per 250 sq m or part thereof. Visitor - from threshold of 500 sq m, minimum of 2 if any visitors are expected, plus any additional spaces needed to bring the total number up to 10% of the visitors likely to be present at any time.	1 space per 60 sq m
C3 Residential Units	Residents - 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability. Visitors - from threshold of 20 units, 1 space per 10 units or part thereof.	1 residential space per unit.

3 Relevant National and Local Policy

PPG13

- 3.1 National policy with respect to transport is formulated in Planning Policy Guidance Note 13 – Transport (PPG13).
- 3.2 PPG13 regards land use planning as a key element of effective transport policies, specifically in relation to delivering the Government's integrated transport strategy. PPG13 notes that by *'influencing the location, scale, density, design and mix of land uses, planning can help reduce the need for travel, reduce the length of journeys and make it safer and easier for people to walk, cycle or use public transport'*.
- 3.3 The core objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to:
- *'promote more sustainable transport choices for both people and for moving freight;*
 - *promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and*
 - *reduce the need to travel by car'.*
- 3.4 The planning guidance continues to discuss the impact of the private vehicle and the provision of parking within travel, and outlines how best to achieve these objectives in Paragraph 6 of the document:
- *'locate day to day facilities which need to be near their clients in local centres so that they are accessible by walking and cycling;*
 - *use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys;*
 - *give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods, and other areas with a mixture of land uses.'*

London Borough of Camden Unitary Development Plan (UDP)

- 3.5 The London Borough of Camden's Replacement Unitary Development Plan replaced the UDP adopted in 2000 and Alterations No.1 and 2 to that Plan. The UDP sets out Camden's aims and priorities for the use of land in the Borough and the policies which will be used to achieve the priorities through the planning process.
- 3.6 The key information held within the UDP is relative to sustainable development, housing, transport, town centres and retail and entertainment.
- 3.7 Section 1 – Sustainable Development details the aims of the sustainable development policies are:
- *'to promote best practice and exemplary projects in sustainable development;*
 - *to maximise quality of life for those who live in, work in and visit the Borough; and*
 - *to improve and protect local amenity and enhance the environment, locally and globally.'*

- 3.8 Section 2 – Housing details the aims of the housing policies are:
- *‘to provide and retain a range of high quality housing to meet housing needs;*
 - *to encourage the provision of more affordable housing; and*
 - *to promote housing that is accessible to all members of the community.’*
- 3.9 Section 2 – Housing, paragraph 2.10 states: *‘Land is limited in Camden and all housing development in the Borough will be on previously developed land. In this way, Camden will make an important contribution to meeting the government’s target of 60 percent of additional housing on previously used “brownfield” sites.’*
- 3.10 Section 5 – Transport details the aims of the transport policies are:
- *‘to reduce the need to travel;*
 - *to increase the attractiveness of walking, cycling and public transport;*
 - *to reduce use of private cars*
 - *to maximise accessibility of transport to all; and*
 - *to minimise harm to community safety, health and the environment from transport.’*
- 3.11 Policy T3 – Pedestrians and Cycling states: *‘The council will only grant planning permission for development that is considers to make satisfactory provision for pedestrians and cyclists.’* Further to this the key elements of the policy relative the proposed development are:
- a) *‘improvements to conditions for the convenience and safety of pedestrians and cyclists, the walking and cycling environment, including design, access and security;*
 - d) *the need to prevent severance of existing pedestrian links and the London Cycling Network, and to reinstate previously severed links;*
 - g) *the need for safe road crossings for pedestrians and cyclists; and*
 - j) *the need for secure cycle parking in accordance with the Council’s Parking Standards, shower facilities and lockers at workplaces, and cycle storage in dwellings.’*
- 3.12 The above policy has been included as a reference to the proposed development with respect to a contribution by the developer for the installation of an additional pedestrian crossing on Parkway as requested by the London Borough of Camden. Thus, it is considered that the said contribution shows willing on behalf of the developer who is seeking to increase pedestrian safety and accessibility to not only the site, by those accessing the site but also the general public and all pedestrians alike in Camden.
- 3.13 Paragraph 5.40 states: *‘Key elements of the Council’s parking policy include direct management of on-street parking; reducing the supply of off-street parking through planning decisions; and requiring parking for cycles and people with disabilities.’*
- 3.14 Appendix 6 – Parking Standards have been written in line with Section 5 – Transport of the UDP and further promotes the use of bicycles, catering for people with disabilities.

T3.0 Appendix 6 – Parking Standards for Land Uses in the Proposed Development

C3 – Residential Development (dwellings)

Cycles	Residents – 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability Visitors – from threshold of 20 units, 1 space per 10 units or part thereof. Wheelchair housing: 1 space per dwelling, with dimensions suitable for use by people with disabilities.
People with Disabilities	General housing: where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 5 units, 1 space per 10 units or part thereof, with dimensions suitable for use by people with disabilities.
General car parking	Low provision area: maximum of 0.5 spaces per dwelling. Rest of Borough: maximum of 1 space dwelling.

B1 – Business Land-use

Servicing Vehicles	Required above 2,500 sq m. One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan
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Relevance to the development

- 3.15 It is considered that the small mixed-use development proposed within this Transport Statement meets all the required standards as set out in the Policy elements of National and Local Government.
- 3.16 The site has the capacity to accommodate 15 car parking spaces. However, the proposed development only seeks to provide 4 car parking spaces in addition to 1 disabled parking space and 2 parking spaces for electric cars. The maximum necessary for the residential element of the development, as stated in the above table is 0.5 spaces per dwelling which equates to a provision of 7 spaces based on 14 residential units. Therefore the provision of 4 spaces in addition to 2 spaces for electric cars and 1 space for disabled drivers is in accordance with the maximum necessary provision.
- 3.17 The proposed development meets the requirement for car capped housing in Controlled Parking Zones with good public transport accessibility as set out in Policy T8. The above proposed parking provision has been agreed with Mr Conor McDonagh, the Planning Officer at the London Borough of Camden following discussions during October 2007.
- 3.18 Under the standards, as noted in above table, there is no requirement for the provision of a marked servicing bay for a B1 – Business land-use with a Gross Floor Area (GFA) of 607.1m². As detailed above, the on-site loading bay is intended for use only by hand operated trolleys and no vehicular loading will take place on the site.

4 Trip Generation

General

4.1 For the purposes of assessing the trip generation of the proposed development, the TRAVL8 Database has been used to:

- establish peak periods for proposed development ; and
- predict peak period and daily trip generation for all modes of travel;

TRAVL8 Analysis

4.2 The London based TRAVL 8.02 database has been used to assess the likely trip generation from the proposed development. Two analogous residential developments have been selected to establish the residential trip profile; these sites are listed in T5.0 below.

T5.0 C3 – Residential Sites chosen from TRAVL8.02 Database

Site	No. Units	Parking Space Provision	PTAL Rating	Car Ownership (%)	Managed Parking On-site	On-Street Parking Control
Albion Wharf, Hester Road, Battersea, Lambeth	45	Not known, parking is shared with B1	4	42	Yes	CPZ Area
Coverley House, off Hanbury Street, Tower Hamlets	14	0	3	71	No	CPZ Area
Tysoe Avenue Development, Enfield Lock, Enfield	18	18	1	71	Yes	Waiting Restrictions

4.3 These sites have been selected for the analogous criteria listed above which also offers a range of parking provision numbers and type, a range of public transport accessibility which directly relates to private vehicle use, and also a range of car ownership. Notably, parking for all sites is located within areas that feature restricted parking conditions. Tysoe Avenue site which features 18 parking spaces has also been included to produce a robust trip generation, or 'worst case' trip generation for the proposed mixed-use development.

4.4 It is considered that the variation between the number of residential units from 14 to 45 will provide a 'worst-case' scenario for private vehicle trips.

4.5 The London based TRAVL 8.02 database has also been used to assess the likely trip generation for the B1 – Business land use for the proposed development. Two analogous business developments have been selected to establish the residential trip profile, these sites are listed in T5.1 overleaf.