

# **Threadneedle Pensions Ltd**

**29-35 Farringdon Road  
London, EC1M 3JF**

**Proposed 5 Unit Scheme**

**Transport Statement**

**April 2014**

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## **1 INTRODUCTION**

- 1.1 Vectos has been retained by Threadneedle Pensions Ltd to support a planning application for a scheme involving five residential units to the rear of 29-35 Farringdon Road, London. The units would be constructed adjacent to Saffron Hill, which runs parallel to Farringdon Road above an area that is currently used for parking and servicing.
- 1.2 The five residential units comprise 4 no. two-bed flats and 1 no. three-bed flat. The scheme will be a car-free development. Architect's plans showing the existing and proposed development are included in **Appendix A**.
- 1.3 The site is in the London Borough of Camden and its location is shown in **Figure 1**. The site is very well served by public transport and in particular is within close walking distance from Farringdon Station.
- 1.4 This Transport Statement has been prepared to describe the scheme in its transport context and the impacts of the scheme.

## **2 EXISTING SITUATION**

- 2.1 The proposed development is located to the rear of 29-35 Farringdon Road (between Farringdon Road and Saffron Hill), in the London Borough of Camden.
- 2.2 29-35 Farringdon Road is currently occupied by The St John Oldcastle public house at ground floor level (on the corner of Farringdon Road and Greville Street) with office accommodation above.
- 2.3 The proposed area for development is currently used for limited parking and servicing in relation to The Sir John Oldcastle public house and Venus Nightclub. Vehicular access to the site is currently from Saffron Hill via a locked gate.

### **Local Highway Network**

#### **Saffron Hill**

- 2.4 Saffron Hill is a one-way road (northbound) to the west of the site, which connects with Charterhouse Street in the south and Clerkenwell Road in the north. It provides access to a number of commercial units
- 2.5 The carriageway is subject to single yellow line restrictions which prohibit loading activity from Monday to Friday between 08:30 and 18:30, and on Saturday between 08:30 and 13:30.
- 2.6 In addition, three on-street bays are located on the west side of the carriageway, to the north of the site. Two are restricted for resident permit holders only (Zone CA-D) and one is Pay & Display. All three bays are restricted from Monday to Friday between the hours of 08:30 and 18:30, and on Saturday from 08:30 – 13:30. The Pay & Display bays allow a maximum stay of 2 hours.

#### **Farringdon Road**

- 2.7 The A201 Farringdon Road is a north-south, strategic route which connects with the A501 in the north and the A2/ A100 in the south.
- 2.8 The A201 is part of TfL's Road Network (TLRN), characterised as a "Red Route" and has marked bus lanes in each direction. The bus lanes are operational from Monday to Saturday

between the hours of 07:00 and 19:00. Vehicles are prohibited from stopping on the carriageway between these hours and at all times on the short sections of double red line restrictions present within the vicinity of junctions.

- 2.9 Loading is permitted within the bus lane between 10:00 and 16:00 for a maximum of 20 minutes. Blue Badge holders are permitted to park during these hours for a maximum of 3 hours.

## **Servicing**

- 2.10 The existing area is currently used by the Sir John Oldcastle public house to park two cars and for deliveries by light and medium sized vehicles. Larger delivery vehicles to the pub are undertaken on-street along Saffron Hill.
- 2.11 Refuse collection is currently undertaken on-street along Saffron Hill.

## **Public Transport**

- 2.12 The site is well served by public transport and has a PTAL rating of 6b ('excellent'); the PTAL Summary Report is included in **Appendix B**. Farringdon Underground and National Rail Station is located approximately 135m east of the site, equating to an approximate walk time of 2 minutes.
- 2.13 Farringdon Underground Station is served by the Hammersmith & City, Circle and Metropolitan Lines. The Rail Station is served by First Capital Connect Trains from Brighton to Bedford (via Gatwick Airport), Luton to Sutton, or to Wimbledon.
- 2.14 Farringdon Station will also eventually be served by the Thameslink Programme and Crossrail, both of which are scheduled for completion in 2018.
- 2.15 There are a number of bus stops located within a 400m walking distance of the site, served by 11 bus routes and 4 night bus services. A TfL bus route plan indicating the available services is included at **Appendix C**.

## **Cycle and Walking**

- 2.16 Footways are provided along either side of Saffron Hill and the surrounding highway network, with dropped kerbs provided at vehicle crossovers. Dropped kerbs with tactile

paving are provided at junction crossings and formal signalised crossings at the junction of Farringdon Road/ Greville Street/ Cowcross Street.

- 2.17 Farringdon Road to the east of the site and Charterhouse Street and the A40 to the south of the site are designated as 'routes signed or marked for use by cyclists on a mix of quiet and busier roads,' by TfL Cycle Guide 1. In addition, a number of surrounding roads are designated as 'quieter routes recommended for use by other cyclists.'

### **3 POLICY**

- 3.1 This section provides a summary review of the local transport policy relevant to the proposed scheme.

#### **London Borough Camden Core Strategy**

- 3.2 Policy CS11- 'Promoting sustainable and efficient travel' states that the council will:
- Minimise the provision for private parking in new developments through car-free developments in the borough's most accessible locations and through car-capped developments in other locations; and
  - Ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network.
- 3.3 The borough's approach to car parking is to seek car-free development in the most accessible parts of the borough (Central London, town centres (except Hampstead) and other areas that are well-served by public transport). This is generally areas with a PTAL of 4 or higher.

#### **London Borough of Camden Development Management Policies**

- 3.4 Policy DP18 sets out the council's approach to parking provision in the borough. It states that the council will 'seek to ensure that developments provide the minimum necessary car parking provision' and that developments in the Central London Area and other areas within Controlled Parking Zones, will be expected to be car-free.
- 3.5 Developments should comply with the council's parking standards set out in Appendix 2 of the Development Policies document.
- 3.6 It is stated that for car-free and car-capped developments, the council will:
- Limit on-site car parking to:
    - Spaces designated for disabled people;
    - Any operational or servicing needs; and
    - Spaces designated for the occupiers of development specified as car-capped.

- Not issue on-street parking permits;
- Use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.

3.7 The council's car and cycle parking standards are presented in **Table 3.1** below.

**Table 3.1 London Borough of Camden Car and Cycle Parking Standards**

| Vehicle Type                    | Standard   |
|---------------------------------|--|
| <b>Cycles</b>                   | Residents: 1 storage or parking space per unit<br>Visitors: From threshold of 20 units, 1 space per 10 units   |
| <b>People with Disabilities</b> | General housing: where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities<br>Above a threshold of 10 units: 1 space per 20 units |
| <b>General car parking</b>      | Low parking provision areas: <u>maximum</u> 0.5 spaces per dwelling*<br>Rest of the borough: <u>maximum</u> of 1 space per dwelling  |

*\*The council will generally expect development in this area to be car-free, except where a developer can demonstrate to the council's satisfaction that such parking should be provided on-site*



## **4 PROPOSED DEVELOPMENT**

- 4.1 The proposed development consists of 5 residential units fronting Saffron Hill. This comprises of 4 No. 2 bed units and 1 No. 3 bed unit.
- 4.2 The scheme will be car-free but will include cycle parking (5 covered cycle stands) at ground floor level. Both the car and cycle parking provision is consistent with LB Camden's policies.
- 4.3 Pedestrian access to the units will be from Saffron Hill.

### **Servicing**

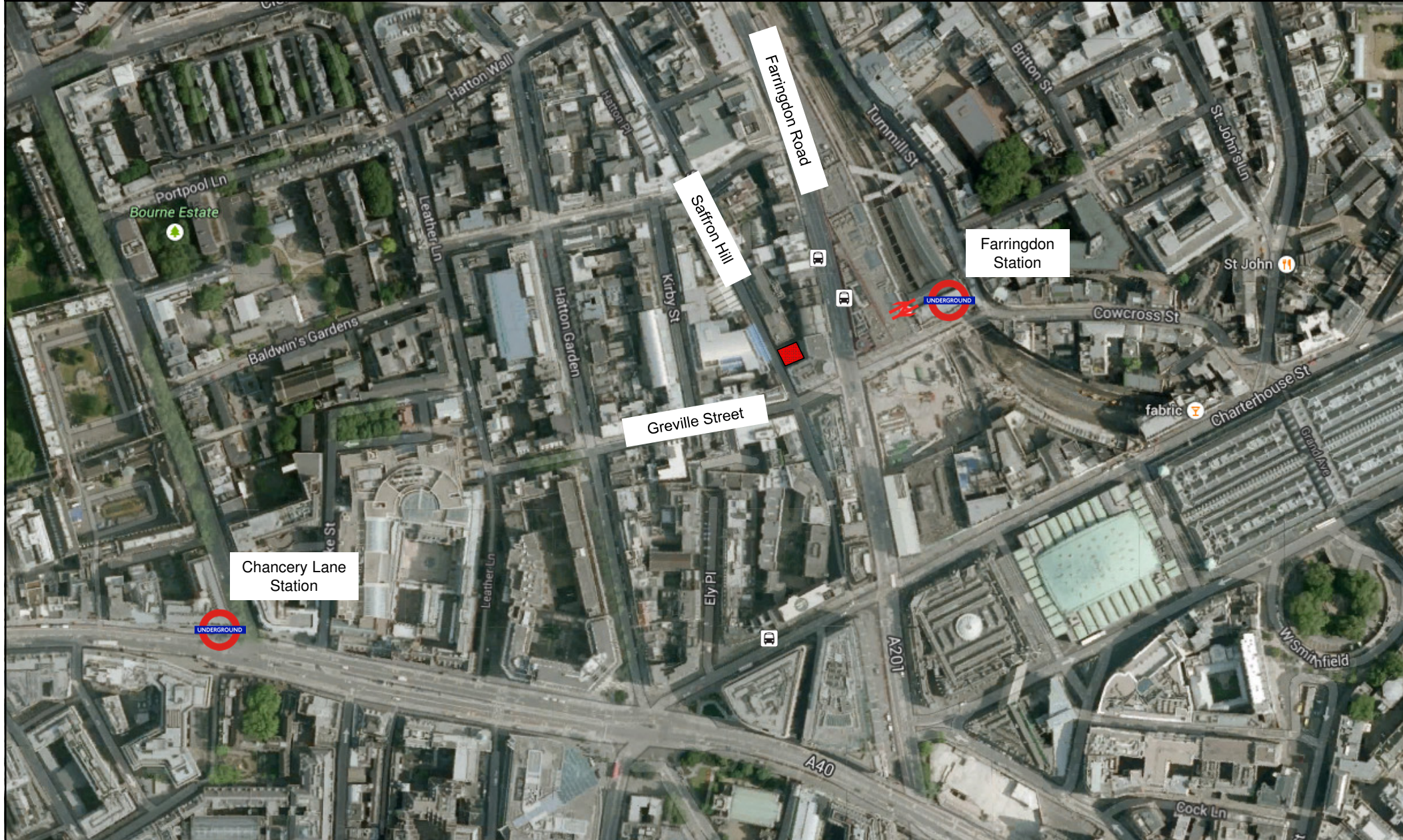
- 4.4 Parking and servicing for The Sir John Oldcastle pub and Venus nightclub will be retained on site. Swept path plots of the servicing for the two car parking spaces are included in **Appendix D**.
- 4.5 Servicing at the site will be managed through a Service Yard Management Plan (SYMP). It is anticipated that a SYMP will be required via a suitably worded planning condition or Section 106 Agreement. A SYMP is included in **Appendix E**.






## **5 SUMMARY AND CONCLUSIONS**

- 5.1 Vectos has been retained by Threadneedle Pensions Ltd to support a planning application for a scheme involving five residential units to the rear of 29-35 Farringdon Road.
- 5.2 The residential units will be constructed within a new building adjacent to Saffron Hill. The scheme will be car-free and will have cycle parking to the LB Camden's standards.
  - 5.2.1 The site is well served by public transport and has a PTAL of 6b. As such, the car free proposals are also consistent with LBC's policies.
- 5.3 The site is currently used for limited servicing and parking purposes. These activities will be retained within the site. A swept path analysis has been undertaken for the proposed scheme and shows that the current servicing and parking requirements can be accommodated.
  - 5.3.1 In summary, the proposed development accords with local and national transport policy. It also accommodates existing servicing / delivery requirements. Therefore, in transport terms, the scheme should be recommended for approval.

## FIGURES





|   |                                  |                                    |   |                                   |   |
|---|----------------------------------|------------------------------------|---|-----------------------------------|---|
| <div>Key:</div> <div><div> Site Location</div><div> National Railway Station</div><div> Nearest Bus Stops</div><div> London Underground Station</div></div> | Threadneedle Pensions Limited    |                                    | 29-35 Farringdon Road   |                                   |   |
|   | <div>Site Location Plan</div>    |                                    | <div><div>Network Building, 97 Tottenham Court Road, London W1T 4TP<br/>Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk</div></div> |                                   |   |
|   |                                  |                                    |   |                                   |   |
|   | <div>DRAWN:</div> <div>H.J</div> | <div>CHECKED:</div> <div>K.H</div> | <div>DATE:</div> <div>18/03/14</div>  | <div>SCALES:</div> <div>NTS</div> | <div>DRAWING REFERENCE:</div> <div>Figure 1</div> |

## **APPENDIX A**

### **Architect's Scheme Plans**



[illegible]

## **APPENDIX B**

### **PTAL Summary Results**

# PTAI Study Report File Summary

## PTAI Run Parameters

PTAI Run 20141703111307  
Description 20141703111307  
Run by user PTAL web application  
Date and time 17/03/2014 11:13

## Walk File Parameters

|                                       |           |
|---------------------------------------|-----------|
| Walk File                             | PLSQLTest |
| Day of Week                           | M-F       |
| Time Period                           | AM Peak   |
| Walk Speed                            | 4.8 kph   |
| BUS Walk Access Time (mins)           | 8         |
| BUS Reliability Factor                | 2.0       |
| LU LRT Walk Access Time (mins)        | 12        |
| LU LRT Reliability Factor             | 0.75      |
| NATIONAL_RAIL Walk Access Time (mins) | 12        |
| NATIONAL_RAIL Reliability Factor      | 0.75      |

Coordinates: 531485, 181812

| Mode | Stop                        | Route | Distance<br>(metres) | Frequency<br>(vph) | Weight | Walk<br>time<br>(mins) | SWT<br>(mins) | TAT<br>(mins) | EDF  | AI   |
|------|-----------------------------|-------|----------------------|--------------------|--------|------------------------|---------------|---------------|------|------|
| BUS  | FARRINGDON<br>ST SMITHFIELD | 46    | 287.15               | 6.0                | 0.5    | 3.59                   | 7.0           | 10.59         | 2.83 | 1.42 |



|        |                                |   |        |      |     |      |       |       |      |      |
|--------|--------------------------------|---|--------|------|-----|------|-------|-------|------|------|
| BUS    | FARRINGDON<br>ST SMITHFIELD    | 45  | 287.15 | 7.5  | 0.5 | 3.59 | 6.0   | 9.59  | 3.13 | 1.56 |
| BUS    | HOLBORN<br>CIRCUS EAST         | 242   | 360.29 | 10.0 | 0.5 | 4.5  | 5.0   | 9.5   | 3.16 | 1.58 |
| BUS    | HOLBORN<br>CIRCUS              | 341   | 476.49 | 6.0  | 0.5 | 5.96 | 7.0   | 12.96 | 2.32 | 1.16 |
| BUS    | HOLBORN<br>CIRCUS EAST         | 25  | 360.29 | 8.0  | 0.5 | 4.5  | 5.75  | 10.25 | 2.93 | 1.46 |
| BUS    | HOLBORN<br>CIRCUS EAST         | 8   | 360.29 | 10.0 | 0.5 | 4.5  | 5.0   | 9.5   | 3.16 | 1.58 |
| BUS    | HOLBORN<br>CIRCUS EAST         | 521   | 360.29 | 27.0 | 0.5 | 4.5  | 3.11  | 7.61  | 3.94 | 1.97 |
| BUS    | FARRINGDON<br>ST SMITHFIELD    | 17  | 287.15 | 7.5  | 0.5 | 3.59 | 6.0   | 9.59  | 3.13 | 1.56 |
| BUS    | FARRINGDON<br>STATION          | 63  | 129.63 | 12.0 | 1.0 | 1.62 | 4.5   | 6.12  | 4.9  | 4.9  |
| BUS    | ST BARTS<br>WEST<br>SMITHFIELD | 56  | 585.63 | 9.0  | 0.5 | 7.32 | 5.33  | 12.65 | 2.37 | 1.19 |
| BUS    | HATTON<br>GARDEN               | 243   | 328.82 | 11.0 | 0.5 | 4.11 | 4.73  | 8.84  | 3.39 | 1.7  |
| BUS    | HATTON<br>GARDEN               | 55  | 328.82 | 9.0  | 0.5 | 4.11 | 5.33  | 9.44  | 3.18 | 1.59 |
| BUS    | ROSEBERY<br>SQUARE             | 38  | 590.46 | 12.0 | 0.5 | 7.38 | 4.5   | 11.88 | 2.53 | 1.26 |
| BUS    | ROSEBERY<br>SQUARE             | 19  | 590.46 | 10.0 | 0.5 | 7.38 | 5.0   | 12.38 | 2.42 | 1.21 |
| LU LRT | Farringdon                     | Metropolitan Line<br>Aldgate to Wembley<br>Park | 144.35 | 1.0  | 0.5 | 1.8  | 30.75 | 32.55 | 0.92 | 0.46 |
| LU LRT | Farringdon                     | Metropolitan Line<br>Watford to Aldgate         | 144.35 | 2.3  | 0.5 | 1.8  | 13.79 | 15.6  | 1.92 | 0.96 |

|        |               |   |        |     |     |      |        |        |      |      |
|--------|---------------|---|--------|-----|-----|------|--------|--------|------|------|
| LU LRT | Farringdon    | Metropolitan Line<br>Aldgate to Watford                                   | 144.35 | 4.0 | 0.5 | 1.8  | 8.25   | 10.05  | 2.98 | 1.49 |
| LU LRT | Farringdon    | Metropolitan Line<br>Uxbridge to Aldgate                                  | 144.35 | 6.3 | 1.0 | 1.8  | 5.51   | 7.32   | 4.1  | 4.1  |
| LU LRT | Farringdon    | Metropolitan Line<br>Croxley to Aldgate                                   | 144.35 | 0.3 | 0.5 | 1.8  | 100.75 | 102.55 | 0.29 | 0.15 |
| LU LRT | Farringdon    | Hammersmith and City<br>Hammersmith (H&C<br>Line) to Barking              | 144.35 | 6.0 | 0.5 | 1.8  | 5.75   | 7.55   | 3.97 | 1.99 |
| LU LRT | Farringdon    | Circle Line<br>Hammersmith (H&C<br>Line) to Edgware Road<br>(Circle Line) | 144.35 | 6.0 | 0.5 | 1.8  | 5.75   | 7.55   | 3.97 | 1.99 |
| LU LRT | Farringdon    | Metropolitan Line<br>Amersham to Aldgate                                  | 144.35 | 3.0 | 0.5 | 1.8  | 10.75  | 12.55  | 2.39 | 1.19 |
| LU LRT | Farringdon    | Metropolitan Line<br>Chesham to Aldgate                                   | 144.35 | 0.7 | 0.5 | 1.8  | 43.61  | 45.41  | 0.66 | 0.33 |
| LU LRT | Farringdon    | Metropolitan Line<br>Aldgate to<br>Harrow-on-the-Hill                     | 144.35 | 2.3 | 0.5 | 1.8  | 13.79  | 15.6   | 1.92 | 0.96 |
| LU LRT | Chancery Lane | Central Line Grange Hill<br>to West Ruislip                               | 624.86 | 1.0 | 0.5 | 7.81 | 30.75  | 38.56  | 0.78 | 0.39 |
| LU LRT | Chancery Lane | Central Line White City<br>to Loughton                                    | 624.86 | 1.0 | 0.5 | 7.81 | 30.75  | 38.56  | 0.78 | 0.39 |
| LU LRT | Chancery Lane | Central Line Debden to<br>Ealing Broadway                                 | 624.86 | 0.7 | 0.5 | 7.81 | 43.61  | 51.42  | 0.58 | 0.29 |
| LU LRT | Chancery Lane | Central Line West<br>Ruislip to Loughton                                  | 624.86 | 0.7 | 0.5 | 7.81 | 43.61  | 51.42  | 0.58 | 0.29 |
| LU LRT | Chancery Lane | Central Line Ruislip<br>Gardens to Loughton                               | 624.86 | 0.3 | 0.5 | 7.81 | 100.75 | 108.56 | 0.28 | 0.14 |
| LU LRT | Chancery Lane | Central Line Grange Hill<br>to Northolt                                   | 624.86 | 0.3 | 0.5 | 7.81 | 100.75 | 108.56 | 0.28 | 0.14 |

|        |               |  |        |     |     |      |        |        |      |      |
|--------|---------------|--|--------|-----|-----|------|--------|--------|------|------|
| LU LRT | Chancery Lane | Central Line Ruislip Gardens to Hainault     | 624.86 | 1.0 | 0.5 | 7.81 | 30.75  | 38.56  | 0.78 | 0.39 |
| LU LRT | Chancery Lane | Central Line Ealing Broadway to Epping       | 624.86 | 4.0 | 0.5 | 7.81 | 8.25   | 16.06  | 1.87 | 0.93 |
| LU LRT | Chancery Lane | Central Line Northolt to Epping              | 624.86 | 0.3 | 0.5 | 7.81 | 100.75 | 108.56 | 0.28 | 0.14 |
| LU LRT | Chancery Lane | Central Line Hainault to White City          | 624.86 | 1.0 | 0.5 | 7.81 | 30.75  | 38.56  | 0.78 | 0.39 |
| LU LRT | Chancery Lane | Central Line Hainault to North Acton         | 624.86 | 1.0 | 0.5 | 7.81 | 30.75  | 38.56  | 0.78 | 0.39 |
| LU LRT | Chancery Lane | Central Line Debden to Ruislip Gardens       | 624.86 | 0.3 | 0.5 | 7.81 | 100.75 | 108.56 | 0.28 | 0.14 |
| LU LRT | Chancery Lane | Central Line West Ruislip to Debden          | 624.86 | 1.0 | 0.5 | 7.81 | 30.75  | 38.56  | 0.78 | 0.39 |
| LU LRT | Chancery Lane | Central Line Ruislip Gardens to Epping       | 624.86 | 1.7 | 0.5 | 7.81 | 18.4   | 26.21  | 1.14 | 0.57 |
| LU LRT | Chancery Lane | Central Line White City to Newbury Park      | 624.86 | 0.3 | 0.5 | 7.81 | 100.75 | 108.56 | 0.28 | 0.14 |
| LU LRT | Chancery Lane | Central Line West Ruislip to Newbury Park    | 624.86 | 0.7 | 0.5 | 7.81 | 43.61  | 51.42  | 0.58 | 0.29 |
| LU LRT | Chancery Lane | Central Line Ruislip Gardens to Newbury Park | 624.86 | 1.7 | 0.5 | 7.81 | 18.4   | 26.21  | 1.14 | 0.57 |
| LU LRT | Chancery Lane | Central Line Debden to Northolt              | 624.86 | 0.7 | 0.5 | 7.81 | 43.61  | 51.42  | 0.58 | 0.29 |
| LU LRT | Chancery Lane | Central Line Grange Hill to Ealing Broadway  | 624.86 | 1.0 | 0.5 | 7.81 | 30.75  | 38.56  | 0.78 | 0.39 |
| LU LRT | Chancery Lane | Central Line Hainault to West Ruislip        | 624.86 | 3.3 | 0.5 | 7.81 | 9.84   | 17.65  | 1.7  | 0.85 |
| LU LRT | Chancery Lane | Central Line Hainault to Northolt            | 624.86 | 1.3 | 0.5 | 7.81 | 23.83  | 31.64  | 0.95 | 0.47 |
| LU LRT | Chancery Lane | Central Line Loughton to Northolt            | 624.86 | 0.3 | 0.5 | 7.81 | 100.75 | 108.56 | 0.28 | 0.14 |

|                          |               |  |        |      |     |      |        |        |      |      |
|--------------------------|---------------|--|--------|------|-----|------|--------|--------|------|------|
| LU LRT                   | Chancery Lane | Central Line Epping to West Ruislip          | 624.86 | 2.3  | 0.5 | 7.81 | 13.79  | 21.6   | 1.39 | 0.69 |
| LU LRT                   | Chancery Lane | Central Line Epping to White City            | 624.86 | 0.7  | 0.5 | 7.81 | 43.61  | 51.42  | 0.58 | 0.29 |
| LU LRT                   | Chancery Lane | Central Line Grange Hill to North Acton      | 624.86 | 0.3  | 0.5 | 7.81 | 100.75 | 108.56 | 0.28 | 0.14 |
| LU LRT                   | Chancery Lane | Central Line Epping to North Acton           | 624.86 | 1.0  | 0.5 | 7.81 | 30.75  | 38.56  | 0.78 | 0.39 |
| LU LRT                   | Chancery Lane | Central Line Hainault to Ealing Broadway     | 624.86 | 5.7  | 0.5 | 7.81 | 6.01   | 13.82  | 2.17 | 1.09 |
| LU LRT                   | Chancery Lane | Central Line Ealing Broadway to Newbury Park | 624.86 | 0.7  | 0.5 | 7.81 | 43.61  | 51.42  | 0.58 | 0.29 |
| LU LRT                   | Chancery Lane | Central Line Grange Hill to White City       | 624.86 | 0.7  | 0.5 | 7.81 | 43.61  | 51.42  | 0.58 | 0.29 |
| LU LRT                   | Chancery Lane | Central Line North Acton to Loughton         | 624.86 | 0.7  | 0.5 | 7.81 | 43.61  | 51.42  | 0.58 | 0.29 |
| LU LRT                   | Chancery Lane | Central Line North Acton to Newbury Park     | 624.86 | 0.3  | 0.5 | 7.81 | 100.75 | 108.56 | 0.28 | 0.14 |
| LU LRT                   | Chancery Lane | Central Line Loughton to Ealing Broadway     | 624.86 | 0.3  | 0.5 | 7.81 | 100.75 | 108.56 | 0.28 | 0.14 |
| NATIONAL_RAIL FARRINGDON |               | WIMBLEDON BR to BEDFORD MIDLAND              | 144.35 | 0.33 | 0.5 | 1.8  | 91.66  | 93.46  | 0.32 | 0.16 |
| NATIONAL_RAIL FARRINGDON |               | WIMBLEDON BR to ST ALBANS BR                 | 144.35 | 1.33 | 0.5 | 1.8  | 23.31  | 25.11  | 1.19 | 0.6  |
| NATIONAL_RAIL FARRINGDON |               | SELHURST to ST ALBANS BR                     | 144.35 | 0.33 | 0.5 | 1.8  | 91.66  | 93.46  | 0.32 | 0.16 |
| NATIONAL_RAIL FARRINGDON |               | SUTTON (SURREY) to ST ALBANS BR              | 144.35 | 0.33 | 0.5 | 1.8  | 91.66  | 93.46  | 0.32 | 0.16 |
| NATIONAL_RAIL FARRINGDON |               | ST ALBANS BR to SUTTON (SURREY)              | 144.35 | 0.67 | 0.5 | 1.8  | 45.53  | 47.33  | 0.63 | 0.32 |

|               |                           |   |        |      |     |      |       |        |      |      |
|---------------|---------------------------|---|--------|------|-----|------|-------|--------|------|------|
| NATIONAL_RAIL | LONDON CITY<br>THAMESLINK | SEVENOAKS to<br>LONDON CITY<br>THAMESLINK   | 768.5  | 0.33 | 0.5 | 9.61 | 91.66 | 101.27 | 0.3  | 0.15 |
| NATIONAL_RAIL | FARRINGDON                | WIMBLEDON BR to<br>BEDFORD MIDLAND          | 144.35 | 0.33 | 0.5 | 1.8  | 91.66 | 93.46  | 0.32 | 0.16 |
| NATIONAL_RAIL | LONDON CITY<br>THAMESLINK | SEVENOAKS to<br>LONDON CITY<br>THAMESLINK   | 768.5  | 0.33 | 0.5 | 9.61 | 91.66 | 101.27 | 0.3  | 0.15 |
| NATIONAL_RAIL | FARRINGDON                | WIMBLEDON BR to<br>LUTON                    | 144.35 | 0.33 | 0.5 | 1.8  | 91.66 | 93.46  | 0.32 | 0.16 |
| NATIONAL_RAIL | FARRINGDON                | BEDFORD MIDLAND<br>to SUTTON (SURREY)       | 144.35 | 0.33 | 0.5 | 1.8  | 91.66 | 93.46  | 0.32 | 0.16 |
| NATIONAL_RAIL | FARRINGDON                | BEDFORD MIDLAND<br>to LONDON<br>BLACKFRIARS | 144.35 | 0.33 | 0.5 | 1.8  | 91.66 | 93.46  | 0.32 | 0.16 |
| NATIONAL_RAIL | FARRINGDON                | BEDFORD MIDLAND<br>to BRIGHTON              | 144.35 | 2.0  | 0.5 | 1.8  | 15.75 | 17.55  | 1.71 | 0.85 |
| NATIONAL_RAIL | FARRINGDON                | ST ALBANS BR to<br>WEST NORWOOD BR          | 144.35 | 0.33 | 0.5 | 1.8  | 91.66 | 93.46  | 0.32 | 0.16 |
| NATIONAL_RAIL | FARRINGDON                | LUTON to MOORGATE                           | 144.35 | 0.67 | 0.5 | 1.8  | 45.53 | 47.33  | 0.63 | 0.32 |
| NATIONAL_RAIL | FARRINGDON                | LUTON to MOORGATE                           | 144.35 | 0.33 | 0.5 | 1.8  | 91.66 | 93.46  | 0.32 | 0.16 |
| NATIONAL_RAIL | FARRINGDON                | BEDFORD MIDLAND<br>to MOORGATE              | 144.35 | 2.6  | 1.0 | 1.8  | 12.29 | 14.09  | 2.13 | 2.13 |
| NATIONAL_RAIL | FARRINGDON                | BEDFORD MIDLAND<br>to MOORGATE              | 144.35 | 1.0  | 0.5 | 1.8  | 30.75 | 32.55  | 0.92 | 0.46 |
| NATIONAL_RAIL | FARRINGDON                | ST ALBANS BR to<br>MOORGATE                 | 144.35 | 0.67 | 0.5 | 1.8  | 45.53 | 47.33  | 0.63 | 0.32 |
| NATIONAL_RAIL | FARRINGDON                | MOORGATE to LUTON                           | 144.35 | 0.67 | 0.5 | 1.8  | 45.53 | 47.33  | 0.63 | 0.32 |
| NATIONAL_RAIL | FARRINGDON                | MOORGATE to ST<br>ALBANS BR                 | 144.35 | 1.0  | 0.5 | 1.8  | 30.75 | 32.55  | 0.92 | 0.46 |
| NATIONAL_RAIL | FARRINGDON                | MOORGATE to<br>BEDFORD MIDLAND              | 144.35 | 0.6  | 0.5 | 1.8  | 50.75 | 52.55  | 0.57 | 0.29 |

|                          |                   |        |      |     |     |       |       |      |      |
|--------------------------|-------------------|--------|------|-----|-----|-------|-------|------|------|
| NATIONAL_RAIL FARRINGDON | MOORGATE to LUTON | 144.35 | 0.33 | 0.5 | 1.8 | 91.66 | 93.46 | 0.32 | 0.16 |
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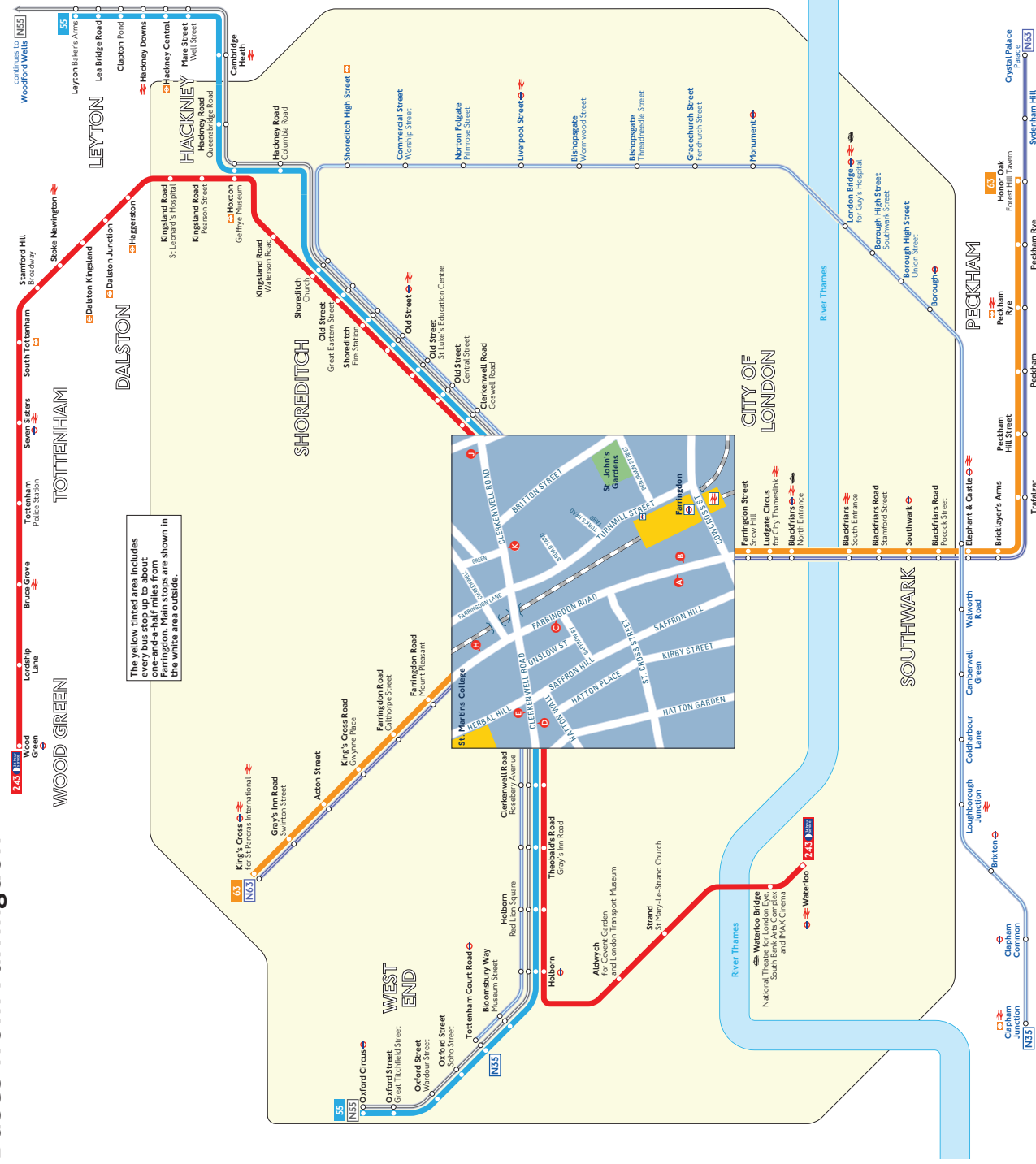
Total AI for this POI is 57.6.

PTAL Rating is 6b.

## **APPENDIX C**

### **TfL Bus Network Map**

# Buses from Farringdon



## Route finder

### Day buses including 24-hour services

| Bus route  | Towards       | Bus stops  |
|------------|---------------|------------|
| <b>55</b>  | Leyton        | <b>E J</b> |
| <b>63</b>  | Oxford Circus | <b>D K</b> |
| <b>63</b>  | Honor Oak     | <b>B H</b> |
| <b>243</b> | King's Cross  | <b>A C</b> |
| <b>243</b> | Waterloo      | <b>D K</b> |
| <b>243</b> | Wood Green    | <b>E I</b> |

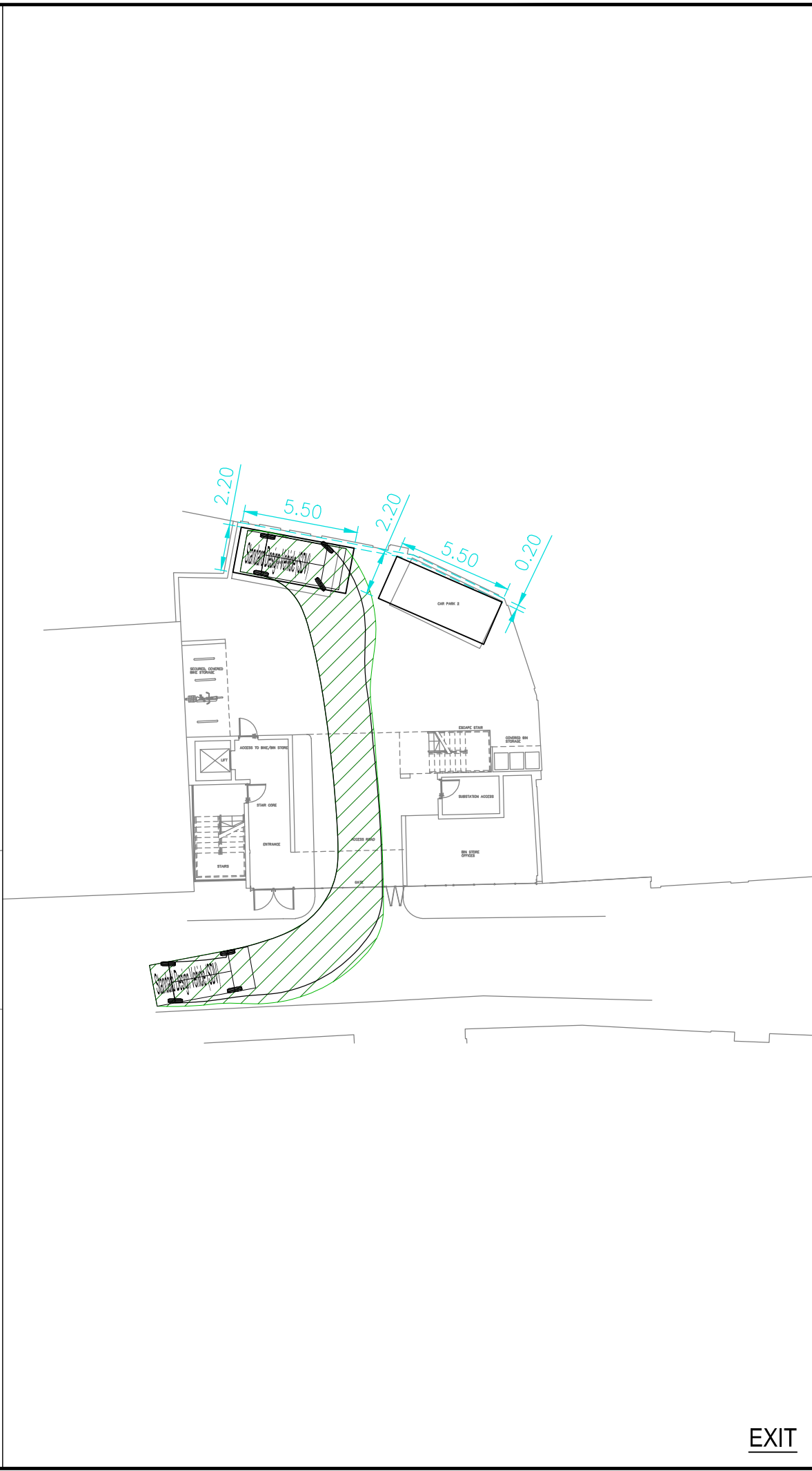
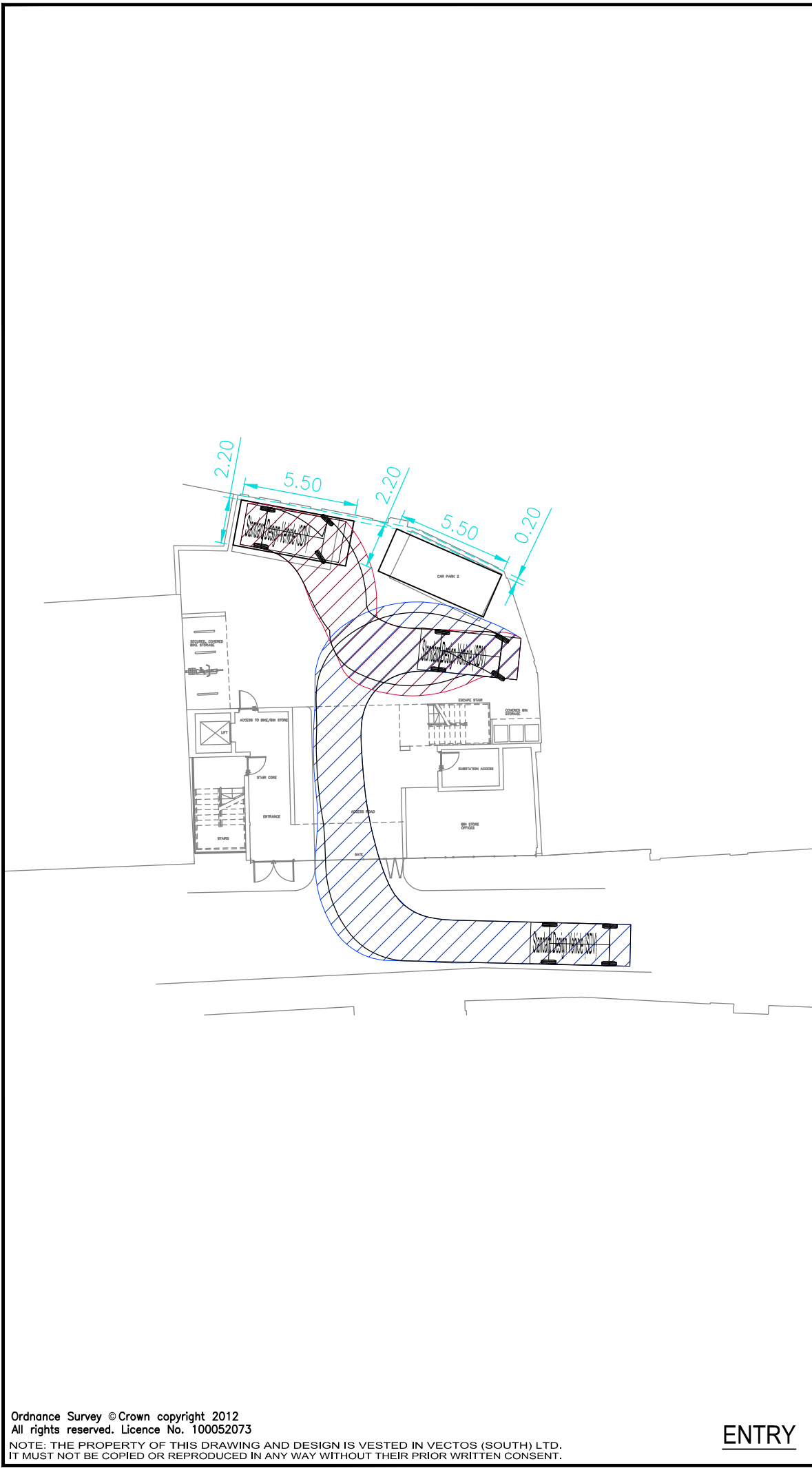
### Night buses

| Bus route  | Towards              | Bus stops  |
|------------|----------------------|------------|
| <b>N35</b> | Clapham Junction     | <b>E J</b> |
| <b>N55</b> | Tottenham Court Road | <b>D K</b> |
| <b>N55</b> | Oxford Circus        | <b>D K</b> |
| <b>N63</b> | Woodford Wells       | <b>E J</b> |
| <b>N63</b> | Crystal Palace       | <b>B H</b> |
| <b>N63</b> | King's Cross         | <b>A C</b> |



## **APPENDIX D**

### **Swept Path Analysis**



**Notes:**

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.
- 3. Site Plan is 13-045-200 by Ben Adams Architects, received on the 7th of March 2014.

|                               |        |
|-------------------------------|--------|
| 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 |
| Lock to Lock Time             | 4.00s  |
| Wall to Wall Turning Radius   | 6.000m |

|      |         |       |         |      |
|------|---------|-------|---------|------|
| REV. | DETAILS | DRAWN | CHECKED | DATE |
|      |         |       |         |      |

**CLIENT:**

Threadneedle Pensions Ltd

**PROJECT:**

29 - 35 Farringdon Road  
London

**DRAWING TITLE:**

Swept Path Analysis  
Car Park 1  
Standard Car

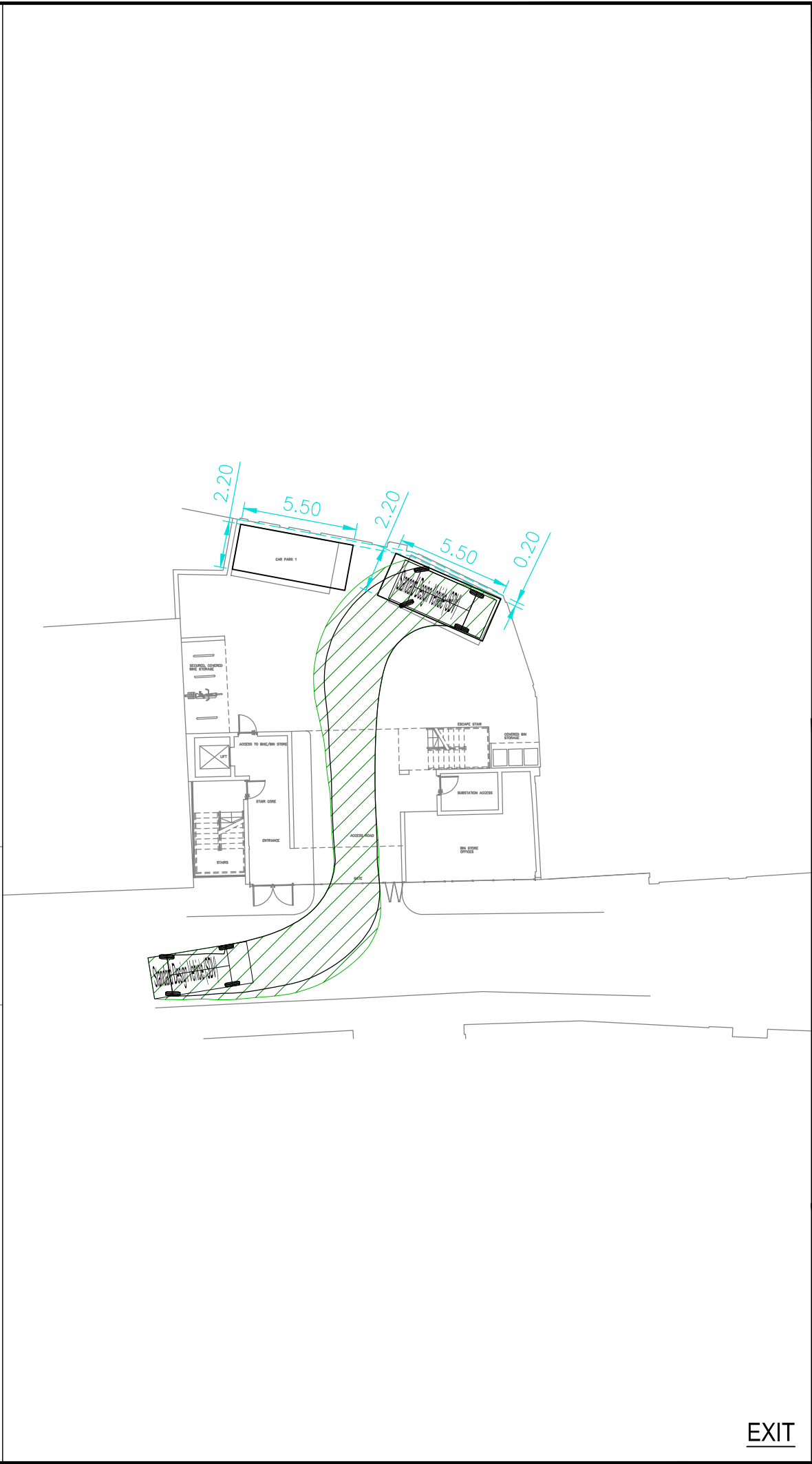
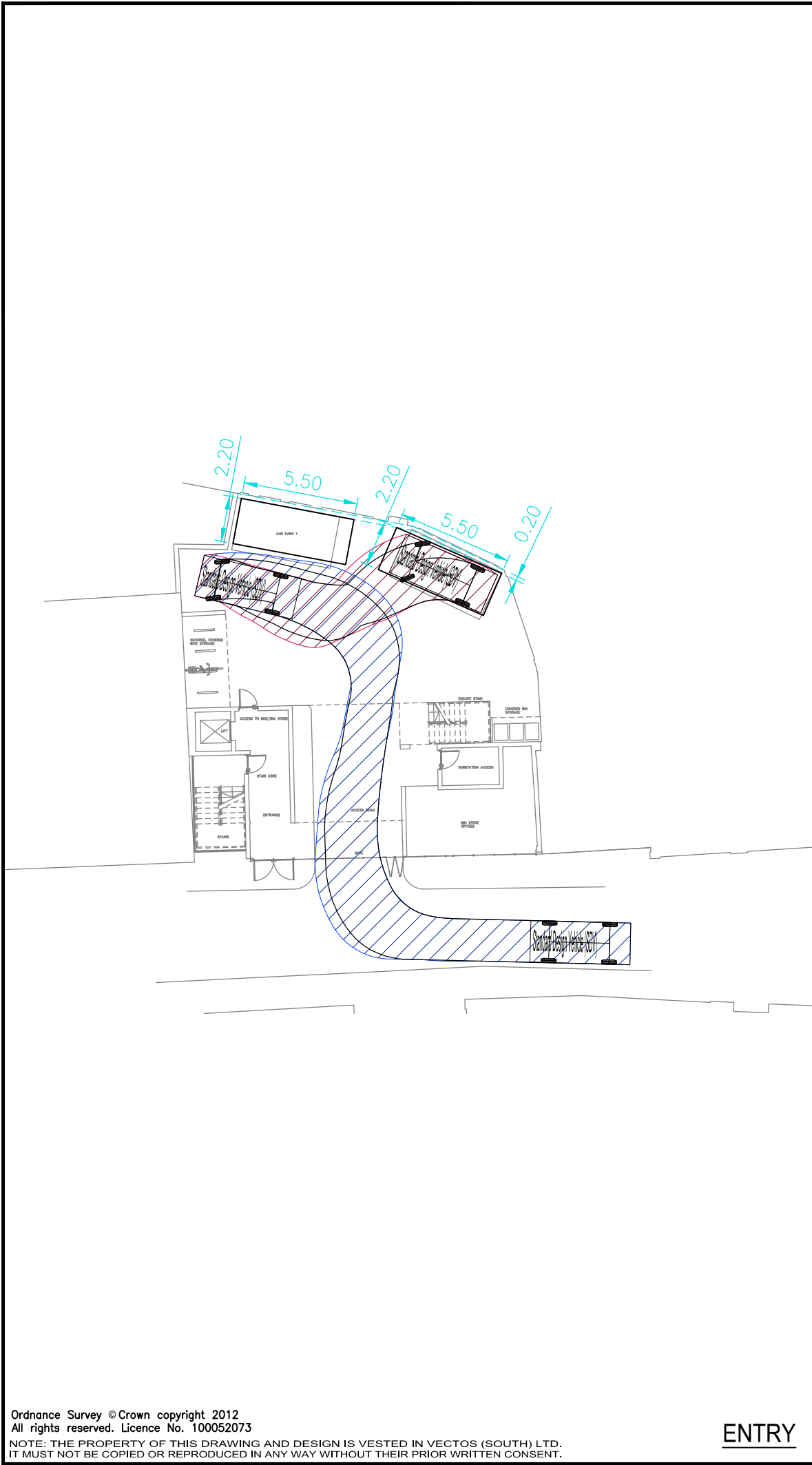
**SCALES:**

1:250 at A3

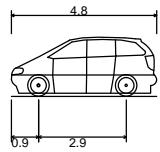
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| <b>DRAWN:</b> <p>JM</p> | <b>CHECKED:</b> <p>KH</p> | <b>DATE:</b> <p>11/03/2014</p> |
|-------------------------|---------------------------|--------------------------------|

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|   |                           |
|---|---------------------------|
| <b>DRAWING NUMBER:</b> <p>141246/AT/B02</p> | <b>REVISION:</b> <p>.</p> |
|---|---------------------------|



- Notes:
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|                               |        |
|-------------------------------|--------|
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| Overall Body Height           | 1.950m |
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| Lock to Lock Time             | 4.00s  |
| Wall to Wall Turning Radius   | 6.000m |

|  |  |  |  |  |
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| REV. | DETAILS | DRAWN | CHECKED | DATE |
|------|---------|-------|---------|------|

CLIENT:  
**Threadneedle Pensions Ltd**

PROJECT:  
**29 - 35 Farringdon Road  
London**

DRAWING TITLE:  
**Swept Path Analysis  
Car Park 2  
Standard Car**

SCALES:  
**1:250 at A3**

|        |    |          |    |       |            |
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| DRAWN: | JM | CHECKED: | KH | DATE: | 11/03/2014 |
|--------|----|----------|----|-------|------------|

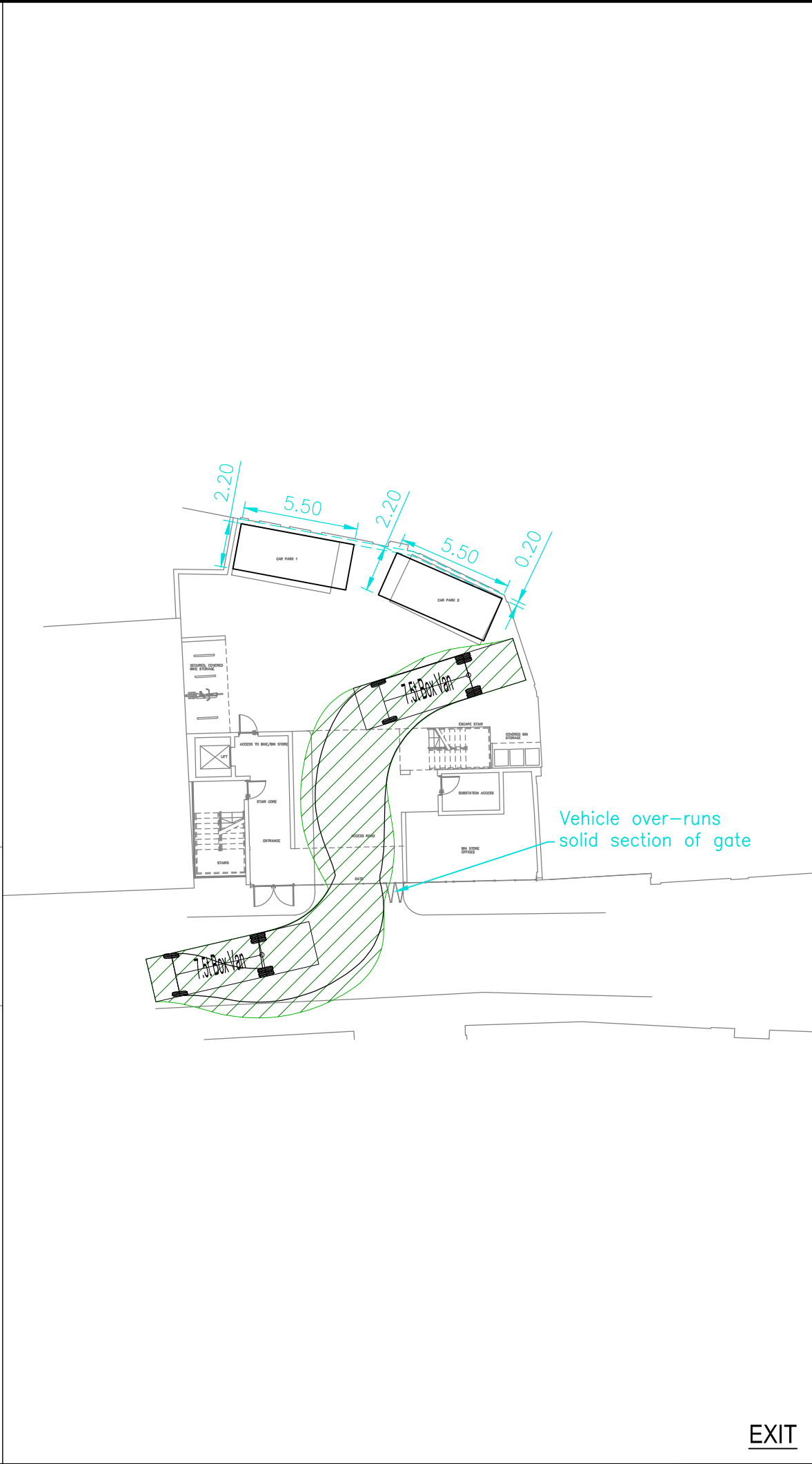
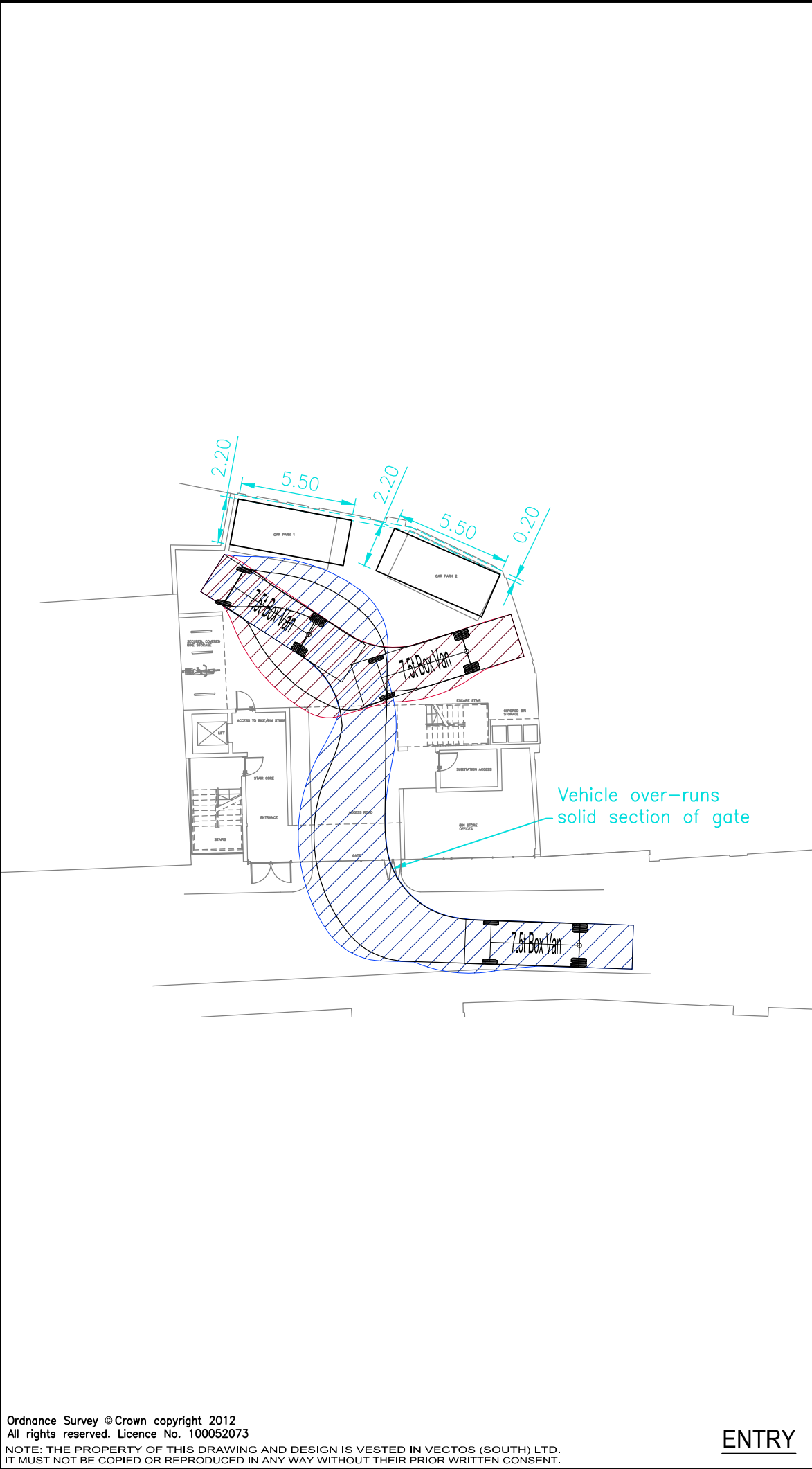


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| DRAWING NUMBER: | 141246/AT/B03 | REVISION: | . |
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ENTRY

EXIT



**Notes:**

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Site Plan is 13-045-200 by Ben Adams Architects, received on the 7th of March 2014.

|                             |        |
|-----------------------------|--------|
| 7.5t Box Van                | 8.01m  |
| Overall Length              | 2.10m  |
| Overall Width               | 3.556m |
| Overall Body Height         | 0.351m |
| Min Body Ground Clearance   | 2.064m |
| Track Width                 | 4.00s  |
| Lock to Lock Time           | 7.400m |
| Kerb to Kerb Turning Radius |        |

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|------|---------|-------|---------|------|
|      |         |       |         |      |

CLIENT:

Threadneedle Pensions Ltd

PROJECT:

29 - 35 Farringdon Road  
London

DRAWING TITLE:

Swept Path Analysis  
Servicing  
7.5t Box Van

SCALES:

1:250 at A3

|        |    |          |    |       |            |
|--------|----|----------|----|-------|------------|
| DRAWN: | JM | CHECKED: | KH | DATE: | 11/03/2014 |
|--------|----|----------|----|-------|------------|

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|                 |               |           |   |
|-----------------|---------------|-----------|---|
| DRAWING NUMBER: | 141246/AT/B01 | REVISION: | . |
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## **APPENDIX E**

### **Service Yard Management Plan**

# **Threadneedle Pensions Ltd**

**29-35 Farringdon Road  
London, EC1M 3JF**

**Proposed 5 Unit Scheme**

**Service Yard Management Plan**

**April 2014**

## Contents

|          |  |          |
|----------|--|----------|
| <b>1</b> | <b>INTRODUCTION.....</b>                         | <b>1</b> |
| <b>2</b> | <b>SERVICING ARRANGEMENTS .....</b>              | <b>2</b> |
|          | Existing Arrangements .....                      | 2        |
|          | Proposed Arrangements.....                       | 2        |
| <b>3</b> | <b>SERVICING STRATEGY &amp; MANAGEMENT .....</b> | <b>3</b> |
|          | Servicing Regime .....                           | 3        |

## Appendices

|                   |                              |
|-------------------|------------------------------|
| <b>Appendix A</b> | <b>- Swept Path Analysis</b> |
|-------------------|------------------------------|

# **1 INTRODUCTION**

- 1.1 Vectos has been retained by Threadneedle Pensions Ltd to provide advice on transport issues in relation to a proposed residential scheme to the rear of 29-35 Farringdon Road, London.
- 1.2 The proposed scheme involves the construction of a residential block containing 5 units above an area of hardstanding currently used for parking and servicing.
- 1.3 This Service Yard Management Plan (SYMP) has been prepared to support the planning application for the site. The objective of this SYMP is to ensure that deliveries take place in a safe and efficient manner and safeguard local amenity from such activity.
- 1.4 The remainder of the report is structured under the following chapter headings:
- Section 2 –Servicing Arrangements; and
  - Section 3 – Servicing Strategy & Management.



## **2 SERVICING ARRANGEMENTS**

### **Existing Arrangements**

- 2.1 The existing area is currently used by the Sir John Oldcastle public house to park two cars and for deliveries by light and medium sized vehicles. Larger deliveries to the site are undertaken on-street along Saffron Hill.
- 2.2 TRAVL, the industry standard trip generation database for London, has been interrogated in order to establish the likely number of deliveries for A4 (public house) use. It suggests that there will typically be 2 deliveries per day.
- 2.3 Refuse storage for 29-35 Farringdon Road is located to the rear of the site and collection is currently undertaken on-street along Saffron Hill.

### **Proposed Arrangements**

- 2.4 The service yard will continue to be used for The Sir John Oldcastle public house and Venus Nightclub. It will also be available for the proposed scheme (although servicing is likely to be minimal for the proposed five units). As a result, it is anticipated that there will be typically 2-3 deliveries per day.
- 2.5 Larger delivery vehicles will continue to use Saffron Hill, whereas light and medium sized vehicles will enter and exit the service yard in forward gear. A swept path analysis is included in **Appendix A**.
- 2.6 Refuse and recycling vehicles will also continue to be collected from Saffron Hill.
- 2.7 It is proposed that deliveries and servicing will be restricted to 0700-2300 on Monday through to Saturday and 0800-2100 on Sundays and Bank Holidays.

### **3 SERVICING STRATEGY & MANAGEMENT**

3.1 This section sets out the means by which servicing will be managed.

#### **Servicing Regime**

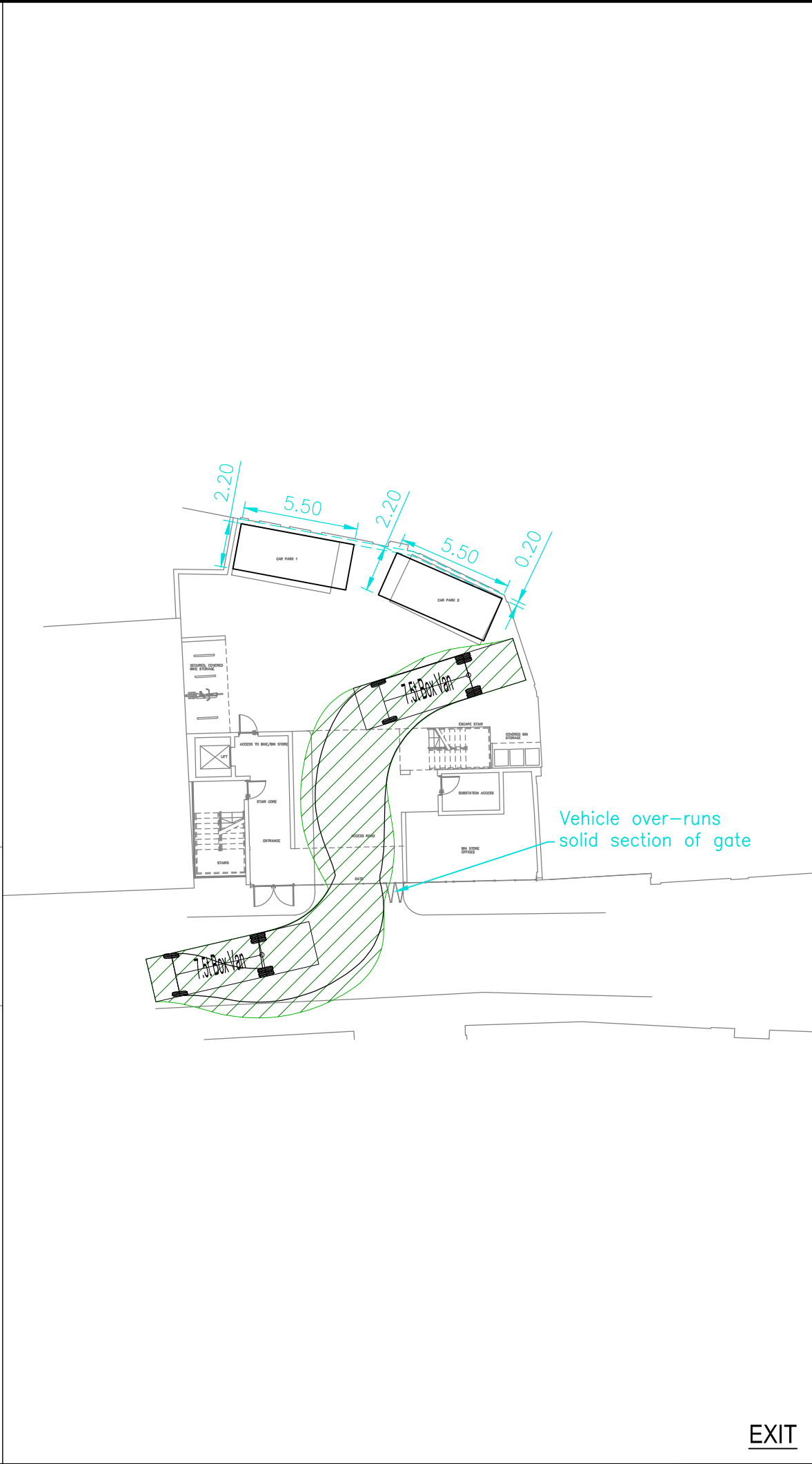
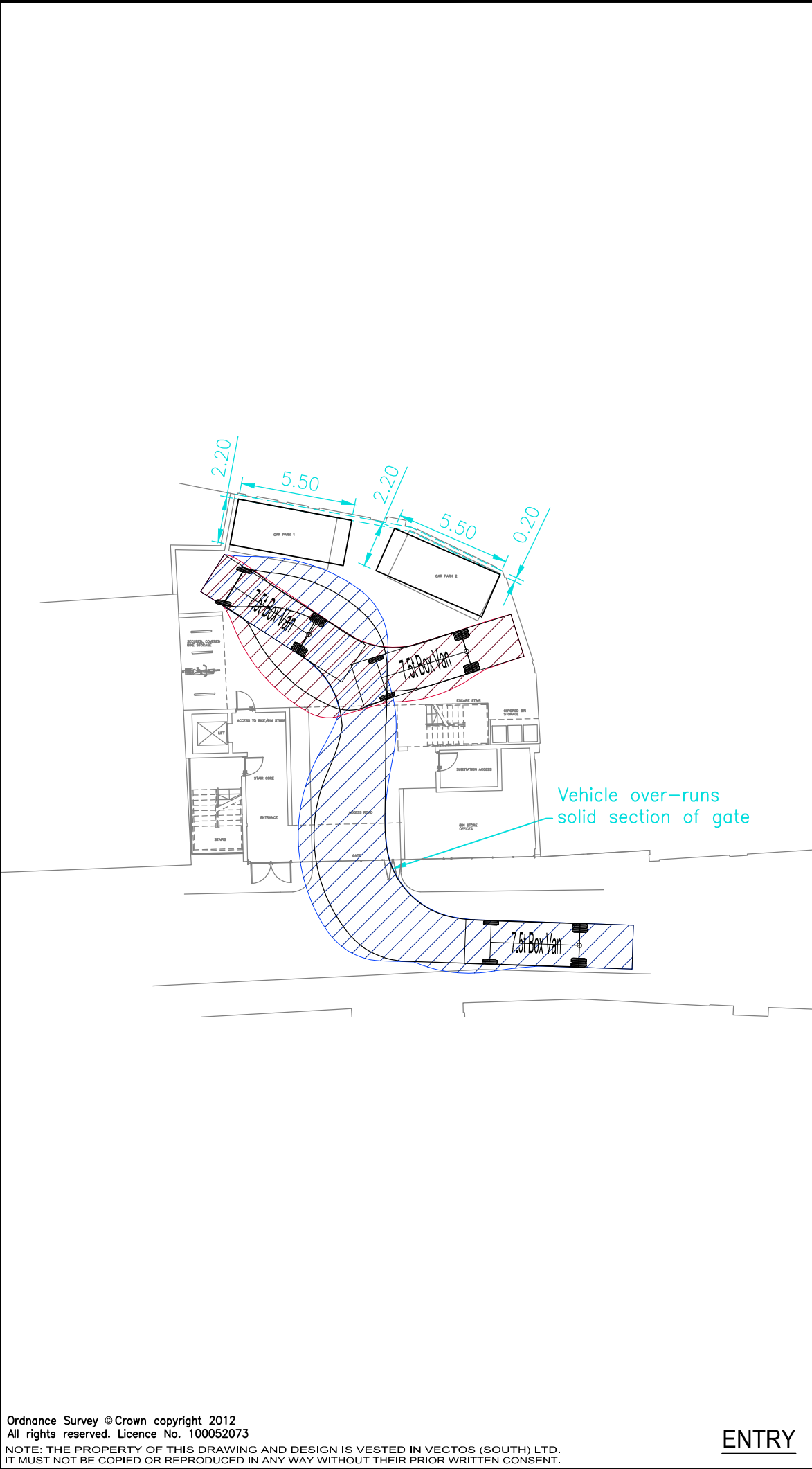
3.2 All drivers to the site will be briefed beforehand to ensure that the following procedures are applied within the site:

- Engines are switched off when vehicles are stationary to minimise noise
- Vehicle radios and headlights are turned off
- Lights will be used for vehicle manoeuvring only, in order to aid safe movement
- Engine gears are engaged with minimal noise
- Engine revs are kept to a minimum
- Brakes are applied gently
- Doors are closed with minimum noise
- Any refrigeration units will be turned off immediately after entering the site

3.3 Drivers of delivery vehicles will stay on site and in the proximity of the vehicle should there be a need for the vehicle to be moved.

## **APPENDIX A**

### **Swept Path Analysis**



**Notes:**

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|                             |        |
|-----------------------------|--------|
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| Kerb to Kerb Turning Radius | 7.400m |

| REV. | DETAILS | DRAWN | CHECKED | DATE |
|------|---------|-------|---------|------|
|      |         |       |         |      |

CLIENT:

**Threadneedle Pensions Ltd**

PROJECT:

**29 - 35 Farringdon Road  
London**

DRAWING TITLE:

**Swept Path Analysis  
Servicing  
7.5t Box Van**

SCALES:

**1:250 at A3**

|        |    |          |    |       |            |
|--------|----|----------|----|-------|------------|
| DRAWN: | JM | CHECKED: | KH | DATE: | 11/03/2014 |
|--------|----|----------|----|-------|------------|

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t: 020 7580 7373 e: enquiries@vectoros.co.uk

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|-----------------|----------------------|-----------|---|
| DRAWING NUMBER: | <b>141246/AT/B01</b> | REVISION: | . |
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