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Change of Use Prior Approval Application

44 Gloucester Avenue, London

Transport Statement

SLR Ref: 418-02629-00002

November 2014

**Victoria Square Property Company Limited**

## CONTENTS

<b>1.0</b>	<b>INTRODUCTION.....</b>	<b>1</b>
1.1	Background.....	1
1.2	Report Format.....	1
<b>2.0</b>	<b>EXISTING SITE CONDITIONS .....</b>	<b>2</b>
2.1	Site Location and Surrounding Area.....	2
2.2	Local Highway Network.....	2
2.3	Parking .....	2
<b>3.0</b>	<b>ACCESSIBILITY .....</b>	<b>3</b>
3.1	Pedestrians and Cyclists.....	3
3.2	Public Transport .....	3
<b>4.0</b>	<b>IMPACT OF THE PROPOSALS .....</b>	<b>5</b>
4.1	Accessibility.....	5
4.2	Parking .....	5
4.3	Traffic Impact .....	6
4.4	Servicing and Refuse Collection .....	7
<b>5.0</b>	<b>SUMMARY &amp; CONCLUSION .....</b>	<b>8</b>
5.1	Conclusion .....	8
<b>6.0</b>	<b>CLOSURE.....</b>	<b>9</b>

## APPENDICES

<b>Appendix A -</b>	<b>Architect's Layout Plans</b>
<b>Appendix B -</b>	<b>TfL Bus Map</b>
<b>Appendix C -</b>	<b>TfL PTAL Calculation</b>

## 1.0 INTRODUCTION

SLR Consulting Limited (SLR) has been appointed by Victoria Square Property Company Limited (the Applicant) to provide highways and transportation advice in relation to their Prior Approval Application for the change of use associated with a site known as The Courtyard, 44-44A Gloucester Avenue, London, from office use to residential use.

This Transport Statement considers the potential impact of the proposed change of use in highways and transportation terms.

### 1.1 Background

The application site is located on Gloucester Avenue opposite two priority junctions, Edis Street and Princess Road, in the London Borough of Camden (LBC). The site is currently disused, but can accommodate 2,129sq.m gross floor area of B1 (office) and 604sq.m gross floor area of B8 (warehouse/storage). A single residential dwelling is also present on site. The overall development is spread across four floors (including basement and ground).

The Applicant is seeking a change of use on all floors of the building containing B1 use from office to residential under Class J of the new Permitted Development rights (excluding 161sq.m of existing B1 use located on the ground floor). The existing B8 use and single residential dwelling will be retained.

This Transport Statement considers the effect of the proposed change of use from B1 office to 18 residential units (2 x one bed and 16 x two bed) in terms of accessibility, parking, traffic impact and servicing.

The Architect's layout plans are included at **Appendix A**.

### 1.2 Report Format

This Transport Statement comprises the following:

- Existing site conditions and surrounding area;
- Accessibility of the site;
- Transport and highways implications of the change of use; and
- Summary and conclusion.

## **2.0 EXISTING SITE CONDITIONS**

### **2.1 Site Location and Surrounding Area**

The existing site comprises five disparate buildings orientated around a central courtyard which was previously used for unallocated surface level car parking. The car parking is generally masked by an existing three-storey Victorian building and a two-storey domestic property that, together, occupy the majority of the site frontage onto Gloucester Avenue.

The site is situated approximately 320-metres northeast of the grassed open area of Primrose Hill, around 650 metres west of Camden high street and 1.6 kilometres east of the A41 Finchley Road. At the local level, the site can be described as being roughly rectangular in shape, with its northern boundary defined by a railway line and its southern boundary defined by Gloucester Avenue. The western and eastern site boundaries are defined by a mix of residential and commercial developments.

Two openings are incorporated along the frontage of the site on Gloucester Avenue and these are used to provide vehicular access into the courtyard car park. The first access is located opposite the priority T-junction that is formed where Edis Street meets with Gloucester Avenue whereas the second is located approximately 35-metres east of the junction with Edis Street, and 20-metres west of the junction with Princess Road.

### **2.2 Local Highway Network**

Gloucester Avenue is a single lane two-way carriageway road that runs roughly on a northwest southeast alignment that connects with Regent's Park Road to the south and King Henry's Road to the north. The road is subject to a 20mph speed limit, is street lit and footpaths are provided on either side of the road throughout its length. The road is a residential in nature with on-street car parking bays aligning the road on either side.

Just south of the application site, Princess Street connects with Gloucester Avenue at a priority T-junction. Princess Street is a single lane two-way carriageway that runs roughly a north south alignment and connects with Regent's Park Road to the south.

At its junction with Gloucester Avenue, a raised speed table is provided across Princess Street and this ensures that pedestrian movements are kept at-grade. It also helps to reduce vehicle speeds and raise driver awareness of the presence of the junction. Tactile paving and good quality pavements are also present at this junction. Princess Street would be used as the main vehicular inbound route given that Gloucester Avenue is one-way onto Regent's Park Road.

### **2.3 Parking**

On-street car parking is provided as short stay (maximum stay of two hours); the site located within zone CA-J of a Controlled Parking Zone (CPZ) which is in operation Monday to Friday 08:30 to 18:00. At the time of the site visit (daytime hours) several unused car parking spaces were observed.

## **3.0 ACCESSIBILITY**

### **3.1 Pedestrians and Cyclists**

The area is well suited to pedestrians; the application site connected by a well-formed pedestrian footpath network that provides connectivity to local bus stops, tube stations and key jobs, shops and services. Where roads intersect the footpaths, dropped kerb crossings with tactile paving are commonly provided as a minimum standard, with at-grade zebra crossings and signalised crossings also present on the local highway network.

Camden high street is around 900 metres walk distance from the application site, which is equivalent to a walk time of circa 11 minutes at an average speed of 4.8km/hr. At this location, an array of key jobs, shops and services are available.

The application site lies adjacent to Gloucester Avenue which is signed as an on-street cycleway. The on-street cycle route on Gloucester Avenue connects with the nearby tube station to the north of the application site and to Regent's Park Road to the south, where further provision for cyclists is available. The junction of Gloucester Avenue/Regent's Park Road comprises a dedicated cycle right-turning lane from Regent's Park Road and a kerbed island on Gloucester Avenue providing separation from vehicular traffic. Regent's Park Road is also provided with on-street cycle lanes.

The roads within the immediate vicinity of the application site are lightly trafficked and do not cause any significant impediment to either pedestrian or cyclist movements or create a perception of an unsafe pedestrian or cyclist environment.

### **3.2 Public Transport**

The application site is accessible by public transport with numerous bus, over-ground and underground services being within a reasonable walking distance.

#### **3.2.1 Bus Services**

The application site is accessible by bus; the nearest bus stop being around 285 metres south of the application site located on Regent's Park Road with the interconnecting walk route being via Princess Street. The equivalent walk time between the application site and the nearest bus stop would be around 3.5 minutes, which is well within acceptable thresholds.

Additional bus stops are located on Gloucester Avenue around 410 metres south east of the application site. The bus stops are provided with shelters and seating, and up-to-date timetable information which is complimented by real-time information panels.

The local area bus spider map is included at **Appendix B** for information and shows the location of nearby bus stops and the routes they serve.

#### **3.2.2 Rail Services**

The nearest tube station to the application site is Chalk Farm Station, which is around 665 metres north of the site; this is equivalent to a an approximate walk time of a little over 8 minutes, assuming an average walk speed of 4.8km/hr.

Chalk Farm Station lies on the Northern Line which allows connectivity to all other tube lines. Therefore, destinations throughout London are accessible via the interconnecting under-

ground and over-ground transportation networks, including Paddington and Euston railway stations which connect with the wider national rail network.

### **3.2.3 Public Transport Accessibility Level (PTAL) Rating**

Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. The methodology has been approved by Transport for London (TfL) as the most appropriate for use across Greater London.

The measure reflects:

- Walking time from the point of interest to public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting times.

The calculation results in a single value, the PTAL Rating, which is categorised in 6 levels; 1 to 6 where 6 represents a high levels of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further sub divided into 2 sub-levels to provide greater clarity.

<b><u>PTAL</u></b>	<b><u>Description</u></b>
1a	(Low) Very poor
1b	Very Poor
2	Poor
3	Moderate
4	Good
5	Very Good
6a	Excellent
6b (High)	Excellent

The TfL Planning Information Database website <http://www.webptals.org.uk/> has been used to calculate the PTAL rating for the exact site location. The interactive OS mapping tool has been used to determine the site location and generate an accurate PTAL rating.

It has been calculated that the proposal site currently has a PTAL rating of 4 which suggests that the site has a 'Good' level of public transport accessibility. The output data generated by the software which details the calculation factors and model parameters is included at **Appendix C**.

## **4.0 IMPACT OF THE PROPOSALS**

This section reviews the potential effects of the proposed change of use in terms of accessibility, parking, traffic impact and servicing.

### **4.1 Accessibility**

In view of the fact that the application site is connected by a network of non-car infrastructure that is broadly of a good quality, the application site is considered to be fully accessible by a choice of non-car transport modes, including bus, cycle, walk and tube. As such, there are opportunities for residents to use modes other than the private car.

Overall, it is not considered that the proposed change of use would result in a noticeable impact on public transport services given the existing permitted use of the application site as B1 office and the quantum of floor space compared with the number of proposed residential units.

Furthermore, it is considered that the proposed change of use will in fact result in a net benefit in terms of its impact on public transport services through a reduction in the number of trips, both during the weekday morning and evening peak periods and per day.

### **4.2 Parking**

#### **4.2.1 Car Parking**

The central courtyard of the application site was previously utilised for informal surface level car parking. The development proposals will provide a total of 15 marked out formal car parking spaces, 2 of which (10%) will be DDA compliant. The existing access/egress arrangements on Gloucester Avenue will be retained.

The Council's car parking standards seek parking at not more than 1 space per dwelling, which would equate to a maximum provision of 18 car parking spaces in the context of the proposed development. Therefore, since the proposals only make provision for a total of 15 car parking spaces, the development is fully compliant with current parking policies.

Given the level of parking provision and the accessibility of the site to public transport it is not considered that the proposals would result in a perceptible increase in on-street parking. Notwithstanding this, the Applicant is willing to agree to a permit free agreement to prevent future residents from purchasing resident parking permits. It is envisaged this could be secured by legal agreement (Unilateral Undertaking).

#### **4.2.2 Cycle Parking**

The Council and TfL's cycle parking standards require a minimum of 1 storage or parking space per unit for one and two bed dwellings, thus requiring 18 cycle spaces.

It is proposed to provide 19 secure and sheltered cycle parking spaces within the basement, which would be accessible by both lift and stairs.

The cycle parking proposals are therefore compliant with current policy; which is also likely to make cycling a more attractive mode of travel for trips to and from the site.

### 4.3 Traffic Impact

A comparison of the trip generation potential of the site as B1 office use has been considered against the trip generation potential of the site as C3 residential use.

An assessment forecasting trip generation potential for each element of the development has been undertaken using the TRICS 7.1.2 database. TRICS is the standard industry methodology for trip generation forecasting, comprising a database of transport surveys for a wide variety of developments in the UK and Ireland.

TRICS provides an average trip rate based upon a selection of relevant sites identified which is then used to assist trip generation forecast calculations. A trip forecast is calculated based upon the determined trip rate and the study site GFA or number of units.

The TRICS database has been interrogated to identify vehicular trip rates for office use and residential use utilising sites which are suitable in terms of their location and size. Sites of a similar scale were identified selecting office developments which range in size between 1,000sqm and 5,000sqm GFA and residential sites which comprised 'Flats Privately Owned' with between 6 and 30 units. Sites were further filtered by de-selecting sites which had a population of fewer than 15,000 within 1 mile and fewer than 125,000 within 5 miles. Sites outside of London were then removed from the selection.

Assisted by the above search criteria, nine office sites and seven residential sites were considered appropriate for the purposes of this trip generation assessment.

The vehicular trip rates and calculated number of forecasted trips are provided within **Table 4-1** below.

**Table 4-1  
 TRICS Vehicular Trip Rates**

	B1 Office		C3 Residential	
	Arrivals	Departures	Arrivals	Departures
AM Peak 08:00-09:00Hrs	0.417 (8)	0.069 (1)	0.045 (1)	0.090 (2)
PM Peak 17:00-18:00Hrs	0.150 (3)	0.435 (9)	0.092 (2)	0.009 (0)
Daily 00:00-24:00Hrs	2.900 (57)	2.693 (53)	0.504 (9)	0.585 (11)

Based on the above forecast, consideration of the net difference between the total two-way traffic generated by B1 office use against C3 residential use during the AM peak, PM peak and across the day has been undertaken. **Table 4-2** provides a summary.

**Table 4-2  
 Two-way Traffic Forecast Comparison**

	B1 Office	C3 Residential	Net Difference
AM Peak 08:00-09:00Hrs	9	3	-6
PM Peak 17:00-18:00Hrs	12	2	-10



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Daily 00:00-24:00Hrs	110	20	-90
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The above table demonstrates that 18 residential dwellings would generate a significantly lower level of traffic than 1,968sqm of office space.

The summary indicates that residential use is likely to generate 6 less vehicle trips during the AM peak and 10 less vehicle trips during the PM peak. The residential use is also likely to generate 90 less vehicle trips throughout the whole day.

As can be seen, there will be a beneficial impact on the local highway network in terms of traffic impact associated with the proposed change of use.

#### **4.4 Servicing and Refuse Collection**

When the application site was operational, the majority of deliveries undertaken by transit panel vans to the site took place via the existing site access points on Gloucester Avenue. For infrequent deliveries undertaken by larger goods vehicles, unloading took place from the carriageway of Gloucester Avenue.

As per the previous arrangements for office use, the majority of deliveries to the residential units would take place off-street via the existing site access points, with only occasional deliveries taking place from the carriageway of Gloucester Avenue. With regards to refuse collection, the development proposals provide a policy compliant allocation of bin storage (4 x Euro Bins).

It is anticipated that there will be a reduction in the number of deliveries associated with the change of use as offices typically receive a relatively higher number of deliveries per day than residential developments. This is considered to be a benefit of the scheme in terms of traffic congestion and highway safety on the basis that there would be fewer vehicular movements to/from the site.

## **5.0 SUMMARY & CONCLUSION**

SLR Consulting Limited (SLR) has been appointed by Victoria Square Property Company Limited (the Applicant) to provide highways and transportation advice in relation to their Prior Approval Application for the change of use associated with a site known as The Courtyard, 44-44A Gloucester Avenue, London, from office use to residential use, under Class J of the new Permitted Development rights.

The proposals seek to redevelop the site to provide a scheme comprising 18 residential units with associated cycle and car parking facilities. The existing access/egress arrangements on Gloucester Avenue will be retained.

The central courtyard of the application site was previously utilised for informal surface level car parking. The development proposals will provide a total of 15 marked out formal car parking spaces, 2 of which (10%) will be DDA compliant. In order to avoid the potential for any overspill parking on-street, the Applicant is willing to agree a permit free agreement to minimise the potential for overspill parking.

It is proposed to provide 19 secure and sheltered cycle parking spaces within the basement, which would be accessible by both lift and stairs. The cycle parking proposals are therefore compliant with current policy; which is also likely to make cycling a more attractive mode of travel for trips to and from the site.

The application site has a good level of public transport accessibility and this is demonstrated by its PTAL rating of 4. In addition to the bus, over-ground and underground services available, the local area is also well suited to pedestrians and cyclists with appropriate facilities and routes provided.

The traffic impact assessment has shown that there would be a decrease in the number of vehicle movements during the weekday peak periods and across the day; as such, there would not be any unacceptable impact on local traffic conditions. Furthermore, it is considered that the reduction in traffic associated with the development is a benefit of the scheme in terms of traffic congestion and highway safety.

The proposed development is likely to result in a decrease in servicing activity. This will further reduce the number of vehicle movements to/from the application site, which provides further benefits.

### **5.1 Conclusion**

In view of the above, it is considered that the proposed change of use from office to residential would not result in any worsening of the local highways and transportation network and is therefore acceptable in terms of current transport policy.

## **6.0 CLOSURE**

This report has been prepared by SLR Consulting Limited with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of Victoria Square Property Company Limited; no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.

## **Appendix A – Architect's Layout Plans**

**Schedule of Accommodation**

**Existing Area**

Level	Building Use B1		Building Use B8		Building Use C3		TOTAL GIA	
	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)
Lower Ground Floor	365.8	3,937	217.7	2,343	48.3	520	631.8	6,801
Ground Floor	632.9	6,813	292	3,143	51	549	975.9	10,505
First Floor	764.3	8,227	93.8	1,010	53.7	578	911.8	9,815
Second Floor	258.5	2,782					258.5	2,782
Second Floor Mezz	107.9	1,161					107.9	1,161
<b>Total</b>	<b>2129.4</b>	<b>22,921</b>	<b>603.5</b>	<b>6,496</b>	<b>153</b>	<b>1,647</b>	<b>2885.9</b>	<b>31,064</b>

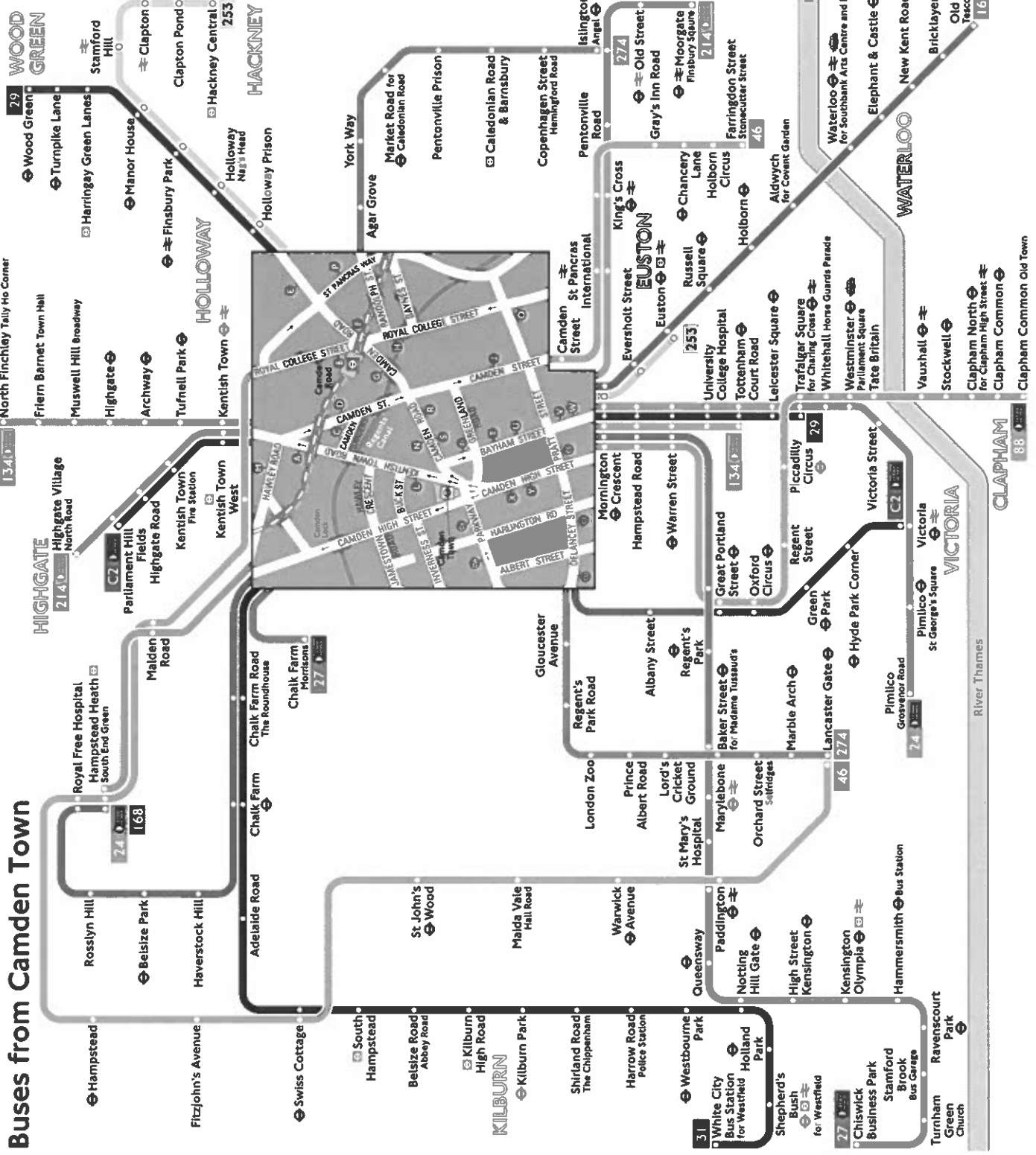
**Proposed Area**

Level	Proposed C3		Building Use B1		Building Use B8		Building Use C3		TOTAL GIA	
	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)
Lower Ground Floor	365.8	3,937	0	0	217.7	2,343	48.3	520	631.8	6,801
Ground Floor	471.5	5,075	161.4	1,737	292	3,143	51	549	975.9	10,505
First Floor	764.3	8,227	0	0	93.8	1,010	53.7	578	911.8	9,815
Second Floor	258.5	2,782	0	0					258.5	2,782
Second Floor Mezz	107.9	1,161	0	0					107.9	1,161
<b>Total</b>	<b>1968</b>	<b>21,184</b>	<b>161.4</b>	<b>1,737</b>	<b>603.5</b>	<b>6,496</b>	<b>153</b>	<b>1,647</b>	<b>2885.9</b>	<b>31,064</b>

Unit Ref	Apt Type	Unit NIA sqm	Unit NIA sqft	GIA sqm	GIA sqft	Notes
<b>Proposed Accommodation</b>						
<b>Basement</b>	<i>Ancillary</i>	<i>Plant/Bins/Bikes</i>	136	1463.9		
	<i>Unit 1</i>	<i>2B/4P (Duplex)</i>	66.6	716.9		
	<i>Unit 2</i>	<i>2B/4P (Duplex)</i>	68.6	738.4		
	<i>Unit 3</i>	<i>2B/4P (Duplex)</i>	41	441.3		
	<i>Unit 4</i>	<i>2B/4P (Duplex)</i>	49.7	535.0		
	<b>Sub Total</b>		<b>225.9</b>	<b>2431.6</b>	<b>365.8</b>	<b>3937.5</b>
<b>Ground</b>	<i>Ancillary</i>	<i>Shared Entrance</i>	33.7	362.7		
	<i>Unit 1</i>	<i>2B/4P (Duplex)</i>	42.5	457.5		
	<i>Unit 2</i>	<i>2B/4P (Duplex)</i>	56.2	604.9		
	<i>Unit 3</i>	<i>2B/4P (Duplex)</i>	45.6	490.8		
	<i>Unit 4</i>	<i>2B/4P (Duplex)</i>	87.0	936.5		
	<i>Unit 5</i>	<i>2B/4P</i>	59.6	641.5		
	<i>Unit 6</i>	<i>2B/4P</i>	65.8	708.3		
	<i>Unit 14</i>	<i>Entrance</i>	16.6	178.7		
	<b>Sub Total</b>		<b>373.3</b>	<b>4380.9</b>	<b>471.5</b>	<b>5075.2</b>
<b>First</b>	<i>Ancillary</i>	<i>Shared Entrance</i>	11.9	128.1		
	<i>Unit 7</i>	<i>1B/2P</i>	49.9	537.1		
	<i>Unit 8</i>	<i>2B/4P</i>	75.2	809.5		
	<i>Unit 9</i>	<i>2B/4P</i>	85.4	919.2		
	<i>Unit 10</i>	<i>2B/4P</i>	61.8	665.2		
	<i>Unit 11</i>	<i>2B/4P</i>	86.6	932.2		
	<i>Unit 12</i>	<i>2B/4P</i>	83.8	902.0		
	<i>Unit 13</i>	<i>2B/4P</i>	93.1	1002.1		
	<i>Unit 14</i>	<i>2B/4P</i>	79.3	853.6		
	<i>Unit 15</i>	<i>2B/4P</i>	77.8	837.4		
	<b>Sub Total</b>		<b>662.9</b>	<b>7458.4</b>	<b>764.3</b>	<b>8226.9</b>
<b>Second</b>	<i>Unit 16</i>	<i>1B/2P</i>	65.8	708.3		
	<i>Unit 17</i>	<i>2B/4P (Duplex)</i>	72.6	781.5		
	<i>Unit 18</i>	<i>2B/4P (Duplex)</i>	100.9	1086.1		
	<b>Sub Total</b>		<b>239.3</b>	<b>2575.8</b>	<b>258.5</b>	<b>2782.5</b>
<b>Second Mezzanine</b>	<i>Unit 17</i>	<i>2B/4P (Duplex)</i>	54.1	582.3		
	<i>Unit 18</i>	<i>2B/4P (Duplex)</i>	52.5	565.1		
	<b>Sub Total</b>		<b>106.6</b>	<b>1147.4</b>	<b>107.9</b>	<b>1161.4</b>
<b>Residential Accommodation Total</b>			<b>1638.0</b>	<b>17,631</b>	<b>1968.0</b>	<b>21,184</b>
<b>Existing B1 Use (Retained)</b>						
<b>Ground</b>		161.4	1737.3	161.4	1737.3	
<b>Plant Total</b>		<b>161.4</b>	<b>1,737</b>	<b>161.4</b>	<b>1,737</b>	
<b>Existing B8 Use (Retained)</b>						
<b>Basement</b>		217.7	2343.3	217.7	2343.3	
<b>Ground</b>		292.0	3143.1	292.0	3143.1	
<b>First</b>		93.8	1009.7	93.8	1009.7	
<b>Plant Total</b>		<b>603.5</b>	<b>6,496</b>	<b>603.5</b>	<b>6,496</b>	
<b>Existing C3 Use (Retained)</b>						
<b>Basement</b>		48.3	519.9	48.3	519.9	
<b>Ground</b>		51.0	549.0	51.0	549.0	
<b>First</b>		53.7	578.0	53.7	578.0	
<b>Retail Total</b>		<b>153.0</b>	<b>1,647</b>	<b>153.0</b>	<b>1,647</b>	
<b>Scheme Total</b>			<b>2555.9</b>	<b>27,512</b>	<b>2885.9</b>	<b>31,064</b>

## **Appendix B – TfL Bus Map**

# Buses from Camden Town



# Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
24	Hampstead Heath Pimlico	X D, M, S, V
27	Chalk Farm Chiswick Business Park	X D, M, T, V
79	Trafalgar Square Wood Green	F, S, V E, G, N, Y
31	White City	U, X
46	Farringdon Street Lancaster Gate	D, J B, H, Q
88	Clapham Common	C, T, V
134	North Finchley Tottenham Court Road	A, L, Y D, S, V
168	Hampstead Heath Old Kent Road	X D, M, R, T, W
214	Highgate Village Moorgate	A, L, Y D, R, T, W
253	Euston Hectney Central	F, R, T, W E, G, N, Y
274	Islington Lancaster Gate	B, CW, CX, G, N, P CS, CT, CU, H, R, T
274	Parliament Hill Fields Victoria	A, CW, CX, L CS, CT, CU, D, R, T

# Night buses

Bus route	Towards	Bus stops
N5	Edgware Trafalgar Square	X D, M, S, W
N20	Barnet Trafalgar Square	A, L, Y D, S, W
N28	Wandsworth	U, X
N29	Enfield Trafalgar Square	E, G, N, Y F, S, V
N31	Clapham Junction Aldgate	U, X E, G, N, Y
N253	Tottenham Court Road	F, S, W
N279	Trafalgar Square Waltham Cross	F, S, V E, G, N, Y



## **Appendix C – TfL PTAL Calculation**

# PTAI Study Report File Summary

## PTAI Run Parameters

PTAI Run 20143010170028  
Description 20143010170028  
Run by user PTAL web application  
Date and time 30/10/2014 17:00

## 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: 528324, 184016

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	REGENTS P RD ST MARKS CR	274	357.46	8.0	1.0	4.47	5.75	10.22	2.94	2.94

BUS	CHALK FARM STATION	393	617.27	5.0	0.5	7.72	8.0	15.72	1.91	0.95
BUS	CHALK FARM STATION	168	617.27	9.0	0.5	7.72	5.33	13.05	2.3	1.15
BUS	CHALK FARM STATION	31	617.27	10.0	0.5	7.72	5.0	12.72	2.36	1.18
LU LRT	Chalk Farm	Northern Line Kennington to Edgware	630.9	5.0	0.5	7.89	6.75	14.64	2.05	1.02
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	930.04	1.0	0.5	11.63	30.75	42.38	0.71	0.35
LU LRT	Camden Town	Northern Line High Barnet to Morden	930.04	9.0	0.5	11.63	4.08	15.71	1.91	0.95
LU LRT	Camden Town	Northern Line Mill Hill East to Kennington	930.04	4.3	0.5	11.63	7.73	19.35	1.55	0.78
LU LRT	Chalk Farm	Northern Line Edgware to Morden	630.9	8.3	0.5	7.89	4.36	12.25	2.45	1.22
LU LRT	Chalk Farm	Northern Line Edgware to Morden	630.9	9.7	1.0	7.89	3.84	11.73	2.56	2.56
LU LRT	Camden Town	Northern Line Morden to High Barnet	930.04	3.7	0.5	11.63	8.86	20.48	1.46	0.73
LU LRT	Camden Town	Northern Line High Barnet to Kennington	930.04	5.4	0.5	11.63	6.31	17.93	1.67	0.84
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	930.04	2.7	0.5	11.63	11.86	23.49	1.28	0.64

NR SAP Points Not Found

Total AI for this POI is 15.31.

PTAL Rating is 4.

# PTAI Study Report File Details

Date 30/10/2014 17:00  
Day of week M-F  
Time period AM peak  
Walk speed 4.8 kph  
Walk file PLSQLTest  
POI Name: 528324, 184016

## Bus Services

Reliability factor for this mode is 2  
Maximum walk time for this mode is 8 minutes  
Maximum walk distance for this mode is 640.0 metres

Stop REGENTS P RD ST MARKS CR  
Walk time to stop from POI is 4.47 minutes  
Walk distance to stop from POI is 357.46 metres  
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes  
Route 274 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes  
Stop PR ALBERT RD ALBERT TER  
Walk time to stop from POI is 6.27 minutes  
Walk distance to stop from POI is 501.65 metres  
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes  
Route 274 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes  
Stop CHALK FARM STATION  
Walk time to stop from POI is 7.72 minutes  
Walk distance to stop from POI is 617.27 metres  
Route 393 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes  
Route 393 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes  
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes  
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes  
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes  
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes  
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes  
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes  
Stop CHALK FARM STATION STAND  
Walk time to stop from POI is 6.83 minutes

Walk distance to stop from POI is 546.13 metres  
Stop GLOUCESTER AVENUE  
Walk time to stop from POI is 5.45 minutes  
Walk distance to stop from POI is 435.83 metres  
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes  
Route 274 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

TATs for this mode

Route 274 Stop REGENTS P RD ST MARKS CR TAT 10.22 minutes EDF 2.94  
Route 393 Stop CHALK FARM STATION TAT 15.72 minutes EDF 1.91  
Route 168 Stop CHALK FARM STATION TAT 13.05 minutes EDF 2.3  
Route 31 Stop CHALK FARM STATION TAT 12.72 minutes EDF 2.36

Best EDF is 2.94  
Half of all other EDFs is 3.28

AI for this mode is 6.22

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## Underground Services

Reliability factor for this mode is .75

Maximum walk time for this mode is 12 minutes

Maximum walk distance for this mode is 960.0 metres

Stop Camden Town

Walk time to stop from POI is 11.63 minutes

Walk distance to stop from POI is 930.04 metres

Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes  
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes  
Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes  
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes  
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes  
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes  
Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes  
Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes  
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes  
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes  
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes  
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes  
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes  
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes  
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes  
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes

**Stop Chalk Farm**

Walk time to stop from POI is 7.89 minutes

Walk distance to stop from POI is 630.9 metres

- Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
- Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
- Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
- Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
- Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
- Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes

**TATs for this mode**

- Route Northern Line Kennington to Edgware Stop Chalk Farm TAT 14.64 minutes EDF 2.05
- Route Northern Line Morden to Mill Hill East Stop Camden Town TAT 42.38 minutes EDF 0.71
- Route Northern Line High Barnet to Morden Stop Camden Town TAT 15.71 minutes EDF 1.91
- Route Northern Line Mill Hill East to Kennington Stop Camden Town TAT 19.35 minutes EDF 1.55
- Route Northern Line Edgware to Morden Stop Chalk Farm TAT 12.25 minutes EDF 2.45
- Route Northern Line Edgware to Morden Stop Chalk Farm TAT 11.73 minutes EDF 2.56
- Route Northern Line Morden to High Barnet Stop Camden Town TAT 20.48 minutes EDF 1.46
- Route Northern Line High Barnet to Kennington Stop Camden Town TAT 17.93 minutes EDF 1.67
- Route Northern Line Morden to Mill Hill East Stop Camden Town TAT 23.49 minutes EDF 1.28

**Best EDF is 2.56**

**Half of all other EDFs is 6.54**

**AI for this mode is 9.1**

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## **Rail Services**

Reliability factor for this mode is .75

Maximum walk time for this mode is 12 minutes

Maximum walk distance for this mode is 960.0 metres

\*\* No stops found within buffer for this POI

Total AI for this POI is 15.32. X: 528324, Y: 184016.

PTAL Rating is 4.

# SLR



global environmental solutions

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**STAFFORD**

8 Parker Court, Staffordshire Technology  
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T: +44 (0)1785 241755

**WARRINGTON**

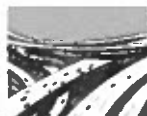
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**WORCESTER**

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Industry



Infrastructure



Mining & Minerals



Oil & Gas



Planning & Development



Renewable & Low Carbon



Waste Management

7th Architecture Ltd.  
 314 Goswell Road, London, EC1V 7AF  
 Tel: 020 7952 0252

Job number - 173      44/44a Gloucester Avenue, London

ISSUE SHEET

Drawing Register and Issue Record

Issue Code			ISSUE DATES	
IV	INFORMATION Via e-mail			
I	INFORMATION			
T	TENDER	Code	P	P
C	CONSTRUCTION	Day	03	05
R	RECORD	Month	11	11
P	PLANNING	Year	14	14

DRAWING NOS.	TITLE	Scale	Revision
<b>Proposed Drawings</b>			
188_S_00	Site Plan	1:500 @ A3	*
188_PD_-01	General Arrangement Plan Basement Floor Plan	1:200 @ A3	PD PD2
188_PD_00	General Arrangement Plan Ground Floor Plan	1:200 @ A3	PD1
188_PD_01	General Arrangement Plan First Floor Plan	1:200 @ A3	PD1
188_PD_02	General Arrangement Plan Second Floor Plan	1:200 @ A3	PD1
188_PD_02#	General Arrangement Plan Second Mezzanine Floor Plan	1:200 @ A3	PD1

ISSUED TO :	Contact:	NO. OF COPIES
Client	Sam Sheppard and Chris Wheatcroft_CHP Management	* *
Planning Consultant	Will Edmunds, Montagu Evans	* *
Structural Engineer	Gary Powey, Ellotwood	* *
Ahoriculturalist	Adam Hollis, Trademark Trees	* *
Transport	Allen Hutton, SLR Consulting Ltd	* *
Energy and Sustainability	Vidhi Gupta, XCO2 Energy Ltd	* *
21st File Copy		1 1
Issued by:		TS TS

For and on behalf of  
 7th Architecture Ltd



**Zint** Architecture Ltd.  
 314 Goswell Road, London, EC1V 7AF  
 Tel: 020 7952 0252

Job number - 173	44/44a Gloucester Avenue, London																								
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**ISSUE SHEET**

**Drawing Register and Issue Record**

Issue Code		ISSUE DATES
IV	INFORMATION via e-mail	
I	INFORMATION	
T	TENDER	Code P
C	CONSTRUCTION	Day 03
R	RECORD	Month 11
P	PLANNING	Year 14

DRAWING NOS.	TITLE	Scale	Revision
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Proposed Drawings			
188_S_00	Site Plan	1:500 @ A3	*
188_EX_01	Existing Basement Floor Plan	1:200 @ A3	*
188_EX_00	Existing Ground Floor Plan	1:200 @ A3	*
188_EX_01	Existing First Floor Plan	1:200 @ A3	*
188_EX_02	Existing Second Floor Plan	1:200 @ A3	*
188_EX_02M	Existing Second Mezzanine Floor Plan	1:200 @ A3	*
ISSUED TO :			NO. OF COPIES
Client			Sam Sherrard and Chris Westcroft, CHP Management
Planning Consultant			Wll Edmunds, Montagu Evans
Structural Engineer			Gery Povey, Elliotwood
Arboriculturalist			Adam Hollis, Trademark Trees
Transport			Allan Heston, SLR Consulting Ltd
Energy and Sustainability			Vidhi Gupta, XCO2 Energy Ltd
21st File Copy			1
Issued by:			TS

For and on behalf of  
**Zint** Architecture Ltd

Schedule of Accommodation

Existing Area

Level	Building Use B1		Building Use B8		Building Use C3		TOTAL GIA	
	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)
Lower Ground Floor	365.8	3,937	217.7	2,343	48.3	520	631.8	6,801
Ground Floor	632.9	6,813	292	3,143	51	549	975.9	10,505
First Floor	764.3	8,227	93.8	1,010	53.7	578	911.8	9,815
Second Floor	258.5	2,782					258.5	2,782
Second Floor Mezz	107.9	1,161					107.9	1,161
<b>Total</b>	<b>2129.4</b>	<b>22,921</b>	<b>603.5</b>	<b>6,496</b>	<b>153</b>	<b>1,647</b>	<b>2885.9</b>	<b>31,064</b>

Proposed Area

Level	Proposed C3		Building Use B1		Building Use B8		Building Use C3		TOTAL GIA	
	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)
Lower Ground Floor	365.8	3,937	0	0	217.7	2,343	48.3	520	631.8	6,801
Ground Floor	471.5	5,075	161.4	1,737	292	3,143	51	549	975.9	10,505
First Floor	764.3	8,227	0	0	93.8	1,010	53.7	578	911.8	9,815
Second Floor	258.5	2,782	0	0					258.5	2,782
Second Floor Mezz	107.9	1,161	0	0					107.9	1,161
<b>Total</b>	<b>1968</b>	<b>21,184</b>	<b>161.4</b>	<b>1,737</b>	<b>603.5</b>	<b>6,496</b>	<b>153</b>	<b>1,647</b>	<b>2885.9</b>	<b>31,064</b>

Unit Ref	Apt Type	Unit NIA sqm	Unit NIA sqft	GIA sqm	GIA sqft	Notes
<b>Proposed Accommodation</b>						
<b>Basement</b>	<b>Ancillary</b>	<b>Plant/Bins/Bikes</b>	136	1463.9		
	Unit 1	2B/4P (Duplex)	66.6	716.9		
	Unit 2	2B/4P (Duplex)	66.6	738.4		
	Unit 3	2B/4P (Duplex)	41	441.3		
	Unit 4	2B/4P (Duplex)	49.7	535.0		
<b>Sub Total</b>			<b>225.9</b>	<b>2431.6</b>	<b>365.8</b>	<b>3937.5</b>
<b>Ground</b>	<b>Ancillary</b>	<b>Shared Entrance</b>	33.7	362.7		
	Unit 1	2B/4P (Duplex)	42.5	457.5		
	Unit 2	2B/4P (Duplex)	56.2	604.9		
	Unit 3	2B/4P (Duplex)	45.6	490.8		
	Unit 4	2B/4P (Duplex)	87.0	936.5		
	Unit 5	2B/4P	59.6	641.5		
	Unit 6	2B/4P	65.8	708.3		
	Unit 14	Entrance	16.6	178.7		
<b>Sub Total</b>			<b>373.3</b>	<b>4380.9</b>	<b>471.5</b>	<b>5075.2</b>
<b>First</b>	<b>Ancillary</b>	<b>Shared Entrance</b>	11.9	128.1		
	Unit 7	1B/2P	49.9	537.1		
	Unit 8	2B/4P	75.2	809.5		
	Unit 9	2B/4P	85.4	919.2		
	Unit 10	2B/4P	61.8	665.2		
	Unit 11	2B/4P	86.6	932.2		
	Unit 12	2B/4P	83.8	902.0		
	Unit 13	2B/4P	93.1	1002.1		
	Unit 14	2B/4P	79.3	853.6		
	Unit 15	2B/4P	77.8	837.4		
<b>Sub Total</b>			<b>692.9</b>	<b>7458.4</b>	<b>764.3</b>	<b>8226.9</b>
<b>Second</b>	<b>Unit 16</b>	<b>1B/2P</b>	65.8	708.3		
	Unit 17	2B/4P (Duplex)	72.6	781.5		
	Unit 18	2B/4P (Duplex)	100.9	1086.1		
<b>Sub Total</b>			<b>239.3</b>	<b>2575.9</b>	<b>258.5</b>	<b>2782.5</b>
<b>Second Mezzanine</b>	<b>Unit 17</b>	<b>2B/4P (Duplex)</b>	54.1	582.3		
	Unit 18	2B/4P (Duplex)	52.5	565.1		
<b>Sub Total</b>			<b>106.6</b>	<b>1147.4</b>	<b>107.9</b>	<b>1181.4</b>
<b>Residential Accommodation Total</b>			<b>1638.0</b>	<b>17,631</b>	<b>1968.0</b>	<b>21,184</b>
<b>Existing B1 Use (Retained)</b>						
<b>Ground</b>			161.4	1737.3	161.4	1737.3
<b>Plant Total</b>			<b>161.4</b>	<b>1,737</b>	<b>161.4</b>	<b>1,737</b>
<b>Existing B8 Use (Retained)</b>						
<b>Basement</b>			217.7	2343.3	217.7	2343.3
<b>Ground</b>			292.0	3143.1	292.0	3143.1
<b>First</b>			93.8	1009.7	93.8	1009.7
<b>Plant Total</b>			<b>603.5</b>	<b>6,496</b>	<b>603.5</b>	<b>6,496</b>
<b>Existing C3 Use (Retained)</b>						
<b>Basement</b>			48.3	519.9	48.3	519.9
<b>Ground</b>			51.0	549.0	51.0	549.0
<b>First</b>			53.7	578.0	53.7	578.0
<b>Retail Total</b>			<b>153.0</b>	<b>1,647</b>	<b>153.0</b>	<b>1,647</b>
<b>Scheme Total</b>			<b>2555.9</b>	<b>27,512</b>	<b>2885.9</b>	<b>31,064</b>