



ttp consulting
transport planning specialists

Viacom Camden Lock Ltd

**17-29 Hawley Crescent,
Camden**

Transport Statement

March 2015

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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Viacom Camden Lock Ltd ("the Applicant") to provide traffic and transportation advice in relation to their proposed development at 17-29 Hawley Crescent, in the London Borough of Camden (LBC).
- 1.2 The site, which is located approximately 250m from Camden Underground Station, fronts directly onto Hawley Crescent. Regent's Canal is situated to the immediate north and an Open University building is situated to the south on the opposite side of Hawley Crescent.
- 1.3 The proposed development seeks to infill the existing courtyard at the site with four levels of office space and a reconfigured courtyard. The courtyard functions as servicing space and this would be recreated under the new office floors.
- 1.4 The remainder of this report is structured as follows:
- Section 2 sets out the existing situation
 - Section 3 sets out the site's accessibility
 - Section 4 reviews the relevant transport planning policy
 - Section 5 describes the development proposals
 - Section 6 considers the effects of the development
 - Section 7 presents a summary and conclusion

2 EXISTING SITUATION

Background

- 2.1 The site is located at 17-29 Hawley Crescent and comprises an existing three storey building incorporating office floorspace and associated plant space (9,413m² GIA). The building has been subject to a number of planning applications, including recent permissions for additional office floor space. Planning permission was granted in January 2010 for internal alterations to provide additional office floorspace (523m² GIA) (LPA Ref: 2008/4458/P). A further application was granted permission in May 2011 for internal alterations to provide 865m² of additional office floorspace, as opposed to the 523m² secured in the consented scheme (LPA Ref: 2010/6203/P).
- 2.2 Viacom International Media Networks, based at Hawley Crescent, is the largest single site for this organisation outside of the United States. Following a rationalisation of office space two years ago, all of the London operations for MTV Networks, Comedy Central and Nickelodeon UK together with a number of International Viacom departments, consolidated onto the site at Hawley Crescent.
- 2.3 In May 2014, it was announced that Viacom was to purchase public service Broadcaster Channel 5, and the sale concluded in September 2014. Channel 5 has approximately 400 employees and the aim is to consolidate all operations in the Camden area in a mix of rented accommodation and expansion of available space on the site. It is considered that the co-location of Channel 5 with the existing Viacom business is essential going forward to remain competitive, whilst bringing a new avenue to the site in the form of daily live shows.

Location

- 2.4 The site fronts directly onto Hawley Crescent, which is a westbound one-way carriageway between Kentish Town Road and Chalk Farm Road. The location of the site is shown at **Figure 1**.
- 2.5 Existing vehicular access into the site is taken to / from Hawley Crescent to a centrally located courtyard. The courtyard facilitates off-street servicing and also contains cycle parking spaces. No off-street car parking spaces are located within the curtilage of the site.
- 2.6 Hawley Crescent contains a number of on-street pay and display parking bays, a disabled bay, motorcycle parking and a Barclays Cycle Hire Stand.

Controlled Parking Zone

- 2.7 The site is located within Controlled Parking Zone CA-F (n) which is in operation Monday to Friday between 08:30 to 18:30, and Saturday / Sunday between 09:30 to 17:30.

Car Clubs

- 2.8 There are several existing car club vehicles in the vicinity of the site; the closest vehicle is operated by Zipcar and is located on Castlehaven Road to the north of the site. **Table 2.1** below sets out the local car club vehicles.

| Table 2.1 Local Car Club Operators | | |
|---|------------------------------|---------------------------|
| Operator | Location | Distance from Site |
| Zipcar | Castlehaven Road, NW1 8TH | 300m |
| City Car Club | Gloucester Crescent, NW1 7DL | 450m |
| City Car Club | Lyme Street, NW1 0EH | 450m |
| Zipcar | Pratt Street, NW1 0BG | 650km |

Method of Journey to Work

- 2.9 Data for Method of travel to work daytime population (i.e. employees in the area) has not yet been realised from the 2011 Census and consequently, the 2001 Census has been consulted to establish how employees in the area travelled to work in 2001. The data is set out in **Table 2.2**.

| Table 2.2: Camden Town with Primrose Hill Ward Modal Split - Daytime | |
|---|-----------------------|
| Mode | Percentage (%) |
| Car Driver | 19 |
| Car passenger | 1 |
| Taxi | 0 |
| Motorcycle | 2 |
| Bus | 12 |
| Underground | 33 |
| Rail | 18 |
| Walk | 11 |
| Cycle | 4 |

Delivery and Servicing Activity Survey

- 2.10 A delivery and servicing activity survey was undertaken on Wednesday 11th February 2015 between 07:00 and 19:00 by an independent survey company (K&M Traffic Surveys) to understand the existing level of servicing and delivery activity in both the courtyard and on-street in the vicinity of the site.
- 2.11 During the survey 2 vehicles and 17 cycles entered the courtyard and 2 vehicles and 5 cycles exited the courtyard. In addition, 25 vehicles stopped on-street on the northern side of Hawley Crescent and 3 vehicles stopped on-street on the southern side of Hawley Crescent. Of the 28 vehicles that stopped on-street, 6 were motorbikes and one was a bicycle.
- 2.12 Further analysis of the survey indicates that in the existing situation the maximum accumulation of servicing vehicles at the site at any one time was three and the average duration of stay was seven minutes.
- 2.13 The delivery and servicing activity survey is discussed further at Section 6. Full results of the survey are at **Appendix A**.

3 ACCESSIBILITY

Walking

- 3.1 A person's willingness to walk is dependent on many factors including: access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey. It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips and this is set out in The Institution of Highways and Transportation (IHT) Guidelines ("Guidelines for Providing for Journeys on Foot" 2000) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 3.2 **Table 3.1** contains suggested acceptable walking distances for some common trip purposes for pedestrians without mobility impairment.

| Table 3.1 Suggested Acceptable Walking Distances | | | |
|---|-----------------------------------|----------------------------|------------------|
| Definition | Walking Distances (metres) | | |
| | Town Centres | Commuting / Schools | Elsewhere |
| Desirable | 200 | 500 | 400 |
| Acceptable | 400 | 1000 | 800 |
| Preferred Maximum | 800 | 2000 | 1200 |
| Source: Providing for Journeys on Foot, IHT, 2000 | | | |

- 3.3 **Table 3.2** sets out details of approximate distances between the proposed development site and local amenities. The Table illustrates that there are a number of local amenities located within a 'desirable' and 'acceptable' walking distance of the site.

| Table 3.2 Approximate Distances | | | |
|--|--------------------|-----------------|---------------------------------|
| Amenity | Location | Distance | Approximate Walking Time |
| Camden Town Station | Camden High Street | 250m | 4 minutes |
| Camden Road Station | Camden Road | 450m | 6 minutes |
| Supermarket | Camden Road | 450m | 6 minutes |

| | | | |
|--------------------------------|--------------------|------|------------|
| Camden High Street Post Office | Camden High Street | 500m | 6 minutes |
| Fast Food Restaurant | Camden High Street | 500m | 6 minutes |
| Regents Park | Prince Albert Road | 750m | 10 minutes |
| Camden Town Library | Eversholt Street | 950m | 12 minutes |

- 3.4 The area is well suited to pedestrians with footways on the roads which abound the site. There are pedestrian only routes connecting with Camden High Street and designated crossing facilities to provide links with local amenities.

Cycling

- 3.5 Much of north and central London including, Hyde Park, Oxford Circus, Farringdon, Highgate, Holloway and Hampstead are within a 5km cycle ride of the site.
- 3.6 There are a number of local cycle routes which link the site with the surrounding area. The nearest route is on Arlington Road, which is identified by TfL as being a route on *"quieter roads that have been recommended by other cyclists"*.
- 3.7 Hawley Crescent also benefits from a Barclays Cycle Hire Docking station, which has 22 stands.

Bus Services

- 3.8 The site is well served by local bus services. The closest northbound bus stop (Stop L) is located on Kentish Town Road approximately 260m south of the site. The closest southbound bus stop (Stop S) to the site is located on Camden Road approximately 400m south of the site.
- 3.9 The local bus services available within walking distance of the site are summarised in **Table 3.3** and the TfL Bus Route Map is provided at **Appendix B**.

Table 3.3: Summary of Existing Bus Services

| Route | Destination | Peak hour Frequency (minutes) | | |
|-------|--|-------------------------------|----------|--------|
| | | Weekday | Saturday | Sunday |
| 24 | Grosvenor Road to Royal Free Hospital | 5-8 | 7-11 | 11-13 |
| 27 | Chalk Farm - Turnham Green | 5-9 | 7-11 | 11-13 |
| 29 | Trafalgar Square - Wood Green | 3-7 | 4-8 | 4-8 |
| 31 | Bayham Street – White City | 4-8 | 5-8 | 5-9 |
| 46 | Farringdon Street - Lancaster Gate | 8-12 | 8-10 | 15 |
| 88 | Clapham Common – Camden Gardens | 6-8 | 6-10 | 10-13 |
| 134 | North Finchley - Tottenham Court Road | 5-8 | 5-8 | 5-8 |
| 168 | Hampstead Heath - Old Kent Road | 5-8 | 6-10 | 8-12 |
| 214 | Highgate Village - Liverpool Street | 6-10 | 6-10 | 11-12 |
| 253 | Euston - Hackney Central | 4-8 | 5-8 | 6-10 |
| 274 | Islington - Lancaster Gate | 7-11 | 7-11 | 7-10 |
| 393 | Clapton Pond – Chalk Farm | 9-12 | 10-14 | 20 |
| C2 | Oxford Circus - Parliament Hill Fields | 6-10 | 7-10 | 8-12 |

London Underground Services

- 3.10 The site is located within 250m of Camden Town Underground Station, which is served by both the Bank and Charing Cross branches of the Northern Line.

Rail Services

- 3.11 The site is located approximately 450m from Camden Road Railway Station. The station and trains serving it are operated by London Overground.
- 3.12 The typical weekday service in trains per hour is:
- 4 westbound to Richmond via Willesden Junction
 - 2 westbound to Clapham Junction also via Willesden Junction
 - 6 eastbound to Stratford via Highbury & Islington

Public Transport Accessibility Level (PTAL) Rating

- 3.13 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.
- 3.14 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility.
- 3.15 The assessment methodology reflects:
- Walking time from the point of interest to the 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 time.
- 3.16 The PTAL rating of the centre of the site is 6b, meaning the site has an excellent level of accessibility to public transport. **Appendix C** contains the TfL PTAL summary.

4 POLICY CONTEXT

- 4.1 This Section provides a summary of the relevant transport policies at a national (Central Government), regional (London) and local (LBH) level.

National Transport Policy

National Planning Policy Framework (NPPF)

- 4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

- 4.3 Chapter 4 – 'Promoting Sustainable Transport' sets out central government national transport policy:

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."

- 4.4 Chapter 4 – 'Promoting Sustainable Transport' continues by stating:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- safe and suitable access to the site can be achieved for all people; and*
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

Regional Guidance

The London Plan (2011 (including REMA (2013)))

- 4.5 The London Plan (2011) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.
- 4.6 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following with regards to transport:
- "Ensuring London is a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."*
- 4.7 Chapter 6 (Transport) states that:
- "The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effect – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely. Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport"*
- 4.8 Policy 6.1 sets out a number of strategic aims, with those relevant to the proposals as follows:
- a) *"encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
 - b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
 - c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
 - d) *promoting walking by ensuring an improved urban realm."*
- 4.9 Table 6.3 of the London Plan (REMA) sets out the cycle parking minimum standards.

Table 6.3 (of the London Plan) Cycle Parking minimum standards

| Use Class | Minimum Cycle Parking |
|------------------------|--|
| B1 (Business / Office) | 1 per 150 square metres (sqm) for staff and visitors |

Draft Further Alterations to the London Plan (January 2014)

- 4.10 The Draft Further Alterations to the London Plan (FALP) were published by the Mayor on 15th January 2014. The report was prepared primarily to address the key housing and employment issues emerging in the capital. The FALP also develops the concept of the London Plan as the 'London expression of the National Planning Policy Framework'.
- 4.11 On 15th December 2014, the Mayor wrote to the Secretary of State for Communities and Local Government to give his response to the FALP EiP inspector's recommendations and to enclose the Further Alterations to the London Plan (FALP) as he intends to publish it.
- 4.12 The updated FALP document includes proposed changes to cycle parking standards, although these have not yet been adopted. Table 6.3 of the London Plan (FALP) sets out the revised cycle parking minimum standards.

Table 6.3 (of the London Plan) FALP Cycle Parking minimum standards*

| Use Class | Long-stay | Short-stay |
|------------------------|--|---|
| B1 (Business / Office) | inner/ central London: 1 space per 90 sqm outer London: 1 space per 150 sqm | first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm |

*currently unadopted (as of February 2015)

The Mayor's Transport Strategy (MTS, 2010)

- 4.13 The Mayor's Transport Strategy (MTS) was published in May 2010 and is a policy document developed in conjunction with the London Plan and the Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. The document outlines the Mayor's vision and how TfL and its partners will achieve the vision.
- 4.14 The Mayor's vision states that:

"London's transport system should excel among those of global cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century"

- 4.15 The MTS stresses the importance of integrating development with transport infrastructure and locating development in areas with the widest possible opportunities for sustainable travel.

Local Guidance

Camden Local Development Framework (Core Strategy and Development Policies)

- 4.16 LB Camden policy guidance is set out in the Core Strategy and Development Policies, both of which were adopted in November 2010 with policies DP16 through DP19 covering transport related issues.
- 4.17 Policy DP16 states that:
- "The Council will seek to ensure that development is properly integrated with the transport network. We will resist development that fails to assess and address any need for the following:*
- *Movements to, from and within the site;*
 - *Links to existing transport networks;*
 - *Additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet additional need generated by the development; and*
 - *Safe pick-up, drop-off and waiting areas for taxis, private cars and coaches where this activity is likely to be associated with the development."*
- 4.18 Policy DP17 encourages walking, cycling and the use of public transport in all new developments and policies DP18 ("Parking standards and limiting the availability of car parking") and DP19 ("Managing the impact of parking") look to minimise the impact and amount of parking that comes forward as part of any new scheme.

Camden Transport Strategy

4.19 Camden's Transport Strategy was published in 2011 as part of the Local Implementation Plan. It sets out the direction the Council want to take on transport and puts in place objectives accordingly. The objectives relevant to the planning application site are as follows:

1. *"Reduce motor traffic levels and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a low carbon and low waste borough."*
2. *"Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden."*

Camden Planning Guidance

4.20 Camden's Planning Guidance 7 document provides information on a number of transport related issues including cycling facilities.

5 PROPOSED DEVELOPMENT

- 5.1 The proposed development seeks to infill the existing courtyard with four levels of office floor space (Class B1) and reconfigured service space.
- 5.2 **Table 5.1** sets out the development schedule and a copy of the architect's ground floor layout plan has been included at **Appendix D**.

| Table 5.1: Development Schedule | |
|--|----------------------------|
| Proposed Extension | |
| Level | m² (GEA) |
| Ground | 333 |
| Level 1 | 333 |
| Level 2 | 333 |
| Level 3 | 465 |
| Level 4 | 465 |
| Roof | 35 |
| Total | 1,964 |
| Total Building Area | |
| Existing | 9,413 |
| New Proposed | 1,964 |
| Total | 11,377 |

Parking

Vehicle Parking

- 5.3 No off-street car parking spaces are present within the curtilage of the site and none are proposed as part of this application.

Cycle Parking

- 5.4 Cycle parking for approximately 70 bicycles is currently provided within the courtyard area. These spaces will be re-provided within the reconfigured service space.

- 5.5 Associated with the proposals, an additional 22 spaces for employees and 4 spaces for visitors will also be provided within the reconfigured service space, in accordance with London Plan (FALP) cycle standards.
- 5.6 The location of the cycle parking is shown on the plans included at **Appendix D**.

Vehicular and Pedestrian Access

- 5.7 Vehicle and cycle access into the reconfigured courtyard will continue as per the existing situation, to / from Hawley Crescent via the existing footway crossover.
- 5.8 Pedestrian access would also continue to be to / from Hawley Crescent, as per the existing situation.
- 5.9 The servicing / loading area and the location of the cycle parking and pedestrian accesses can be seen in the site layout plans provided at **Appendix D**.

Servicing and Refuse Collection

- 5.10 The servicing, refuse and recycling collection regime would continue to be undertaken off-street within the reconfigured courtyard that has capacity for two vehicles. Vehicles would access the site via the existing access on Hawley Crescent.
- 5.11 Some servicing activity would also continue to take place on-street, on Hawley Crescent, as per the existing situation.
- 5.12 Servicing is discussed further in Section 6.

6 EFFECTS OF THE PROPOSAL

6.1 This section considers the potential traffic and transport effects of the planning application proposal.

Trip Generation

6.2 To establish a comprehensive multi-modal trip generation scenario for the additional office floor space, the TRAVL database was interrogated. For consistency, the TRAVL sites selected and therefore the trip rates are the same that were used in the November 2010 application (LPA Ref: 2010/6203/P) that sought permission to provide 865m² of additional office floorspace at the site. The TRAVL Output is provided at **Appendix E**.

6.3 A summary of the person trip rates is shown in **Table 6.1** below.

| Table 6.1: Person Trip Rates – Office (/100sqm) | | | |
|--|-----------|------------|--------------|
| TIME | In | Out | Total |
| 08:00-09:00 | 1.7 | 0.1 | 1.8 |
| 17:00-18:00 | 0.2 | 3.1 | 3.3 |

6.4 **Table 6.2** below provides a summary of the peak hour person trip generation for 1,964sqm of additional office floor space.

| Table 6.2: Person Trip Generation – 1,964sqm Office Floor Space | | | |
|--|-----------|------------|--------------|
| TIME | In | Out | Total |
| 08:00-09:00 | 34 | 2 | 36 |
| 17:00-18:00 | 4 | 60 | 64 |

6.5 **Table 6.2** indicates that the additional office space would generate 36 two-way person movements in the AM peak hour and 64 two-way person movements in the PM peak hour.

Mode Split

6.6 As the relevant data has not yet been released from the 2011 Census, **Table 2.2** (in Section 2) sets out 'travel to work' for the daytime population data from the 2001 Census. Consequently as the 2001 Census data is now 14 years old and does not reflect changes to

the local and wider area, the predicted mode split for employees has been amended to reflect the following points:

- The level of on-site car parking and the positioning of the site within a CPZ;
- Recent infrastructure and capacity improvements to the London Overground;
- The increase in the cycling mode share across London.

6.7 On this basis car driver mode split has been reduced to 0% to reflect the number of on-site parking spaces and the difference has been applied to the public transport and active modes.

Table 6.3 sets out the resulting modal split.

| Table 6.3: Amended Office Modal Split | |
|--|-----------------------|
| Mode | Percentage (%) |
| Car Driver | 0 |
| Car passenger | 0 |
| Taxi | 0 |
| Motorcycle | 2 |
| Bus | 15 |
| Underground | 35 |
| Rail | 27 |
| Walk | 15 |
| Cycle | 6 |

6.8 The predicted trip generation for the additional 1,964sqm of office floor space, is shown in **Table 6.4**.

| Table 6.4: Office Multi Modal Person Trip Generation | | | | | | | | | |
|---|-------------------|------------------|-------------|--------------------|------------|---------------------|-------------|-------------|--------------|
| | Car Driver | Car Pass. | Taxi | Motor Cycle | Bus | Under-ground | Rail | Walk | Cycle |
| 08:00-09:00 | | | | | | | | | |
| In | 0 | 0 | 0 | 1 | 5 | 12 | 9 | 5 | 2 |
| Out | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| 17:00-18:00 | | | | | | | | | |
| In | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 |
| Out | 0 | 0 | 0 | 1 | 9 | 21 | 16 | 9 | 4 |

- 6.9 **Table 6.4** illustrates that the additional office floor space would generate minimal increases in person trips across the various modes during the weekday morning and evening peak hours. Therefore given the site's excellent accessibility to public transport (as set out in Section 3) the development proposals will not have a noticeable effect on the operation of the local highway or public transport network on a day to day basis.

Servicing and Refuse

- 6.10 Existing vehicular access into the site is taken to / from Hawley Crescent to a centrally located courtyard that facilitates off-street servicing. As previously detailed, the proposed development seeks to infill the existing courtyard accessed from Hawley Crescent with four levels of office floor space (Class B1) and reconfigured service space at ground floor level. The ground floor layout plan at **Appendix D** illustrates the reconfigured service space.
- 6.11 The servicing, refuse and recycling collection regime therefore would continue to be undertaken off-street within the reconfigured courtyard. Vehicles would access the site via the existing access / crossover on Hawley Crescent; vehicles would reverse in and drive out in forward gear. Track plots provided at **Appendix F** illustrate a 7.5t Panel Van and a refuse vehicle accessing and exiting the courtyard.

Servicing Demand

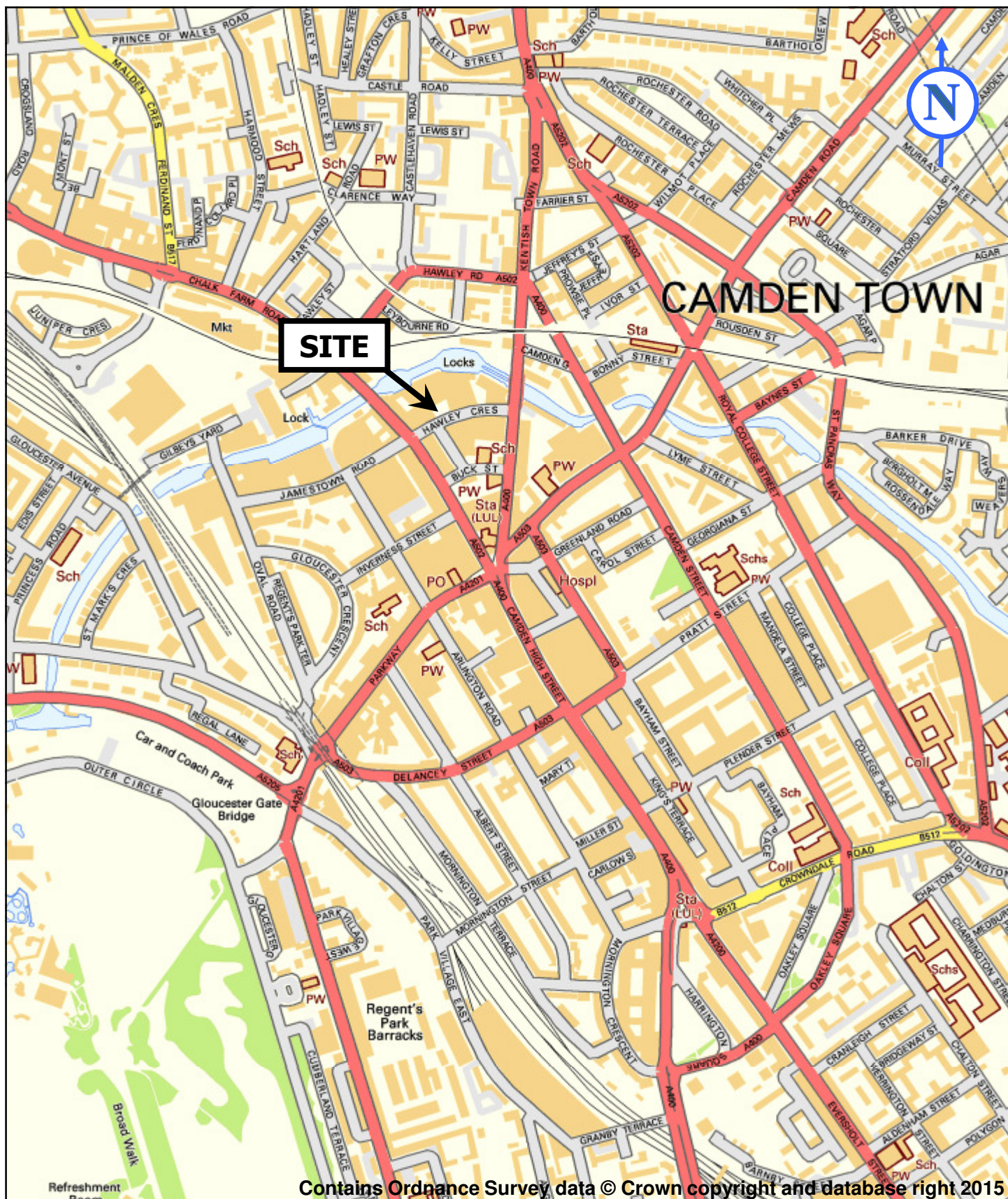
- 6.12 Based on the uplift in office floor space, the site is expected to generate approximately 5 additional deliveries a day (or approximately 35 deliveries per day in total). As in the existing situation, a number of these would be by motorbike or bicycle.
- 6.13 The reconfigured courtyard would have sufficient capacity to accommodate the additional deliveries associated with the planning application proposal in addition to the majority of the existing servicing demand generated by the existing site.
- 6.14 The Applicant confirms that it is willing to accept a Condition to set up and implement a Delivery and Servicing Plan (DSP), a draft of which is attached at **Appendix G**.
- 6.15 Our view is that the implementation of a DSP will result in an arrangement that will be better than the existing situation (in terms of managing the times of deliveries and, also, ensuring that the majority of servicing activity takes place off-street/ on-site, rather than on-street, as per the existing situation).

7 SUMMARY AND CONCLUSION

- 7.1 The proposed development seeks to infill the existing courtyard at the site which is accessed from Hawley Crescent with four levels of office space and a reconfigured service space. The courtyard functions as service space and this would be recreated under the new office floors.
- 7.2 The site has an excellent level of public transport accessibility and this is demonstrated by its PTAL rating of 6b. In addition to the bus, Overground and Underground services available, the local area is also well suited to pedestrians and cyclists with appropriate facilities and routes provided.
- 7.3 There would be minimal increases in person trips across the various modes during the weekday morning and evening peak hours associated with the additional office floor space and therefore the development proposals will not have a noticeable impact on the local highway and public transport network.
- 7.4 The servicing, refuse and recycling collection regime for the site would continue to be undertaken off-street within the reconfigured courtyard accessed via an existing access / crossover on Hawley Crescent. The Applicant confirms that it is willing to accept a Condition to set up and implement a Delivery and Servicing Plan.
- 7.5 The proposals also include 26 additional cycle spaces within the reconfigured service space, in accordance with London Plan (FALP) cycle standards.
- 7.6 In conclusion, it is considered that the development proposals are suitable for the location and that it accords with transport policy objectives.

Figure 1

Location Plan



TITLE:
Site Location Plan

PROJECT:
17-29 Hawley Crescent

CLIENT:
Viacom Camden Lock Ltd

DRAWN: M.T. CHECKED: P.C. DATE: 050315 SCALE: NTS



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Figure 1

REVISION:
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Appendix A

Delivery and Servicing Survey

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 11TH FEBRUARY 2015

LOCATION : 17 - 29 HAWLEY CRESCENT, CAMDEN, LONDON NW1 8TT

SURVEY OF VEHICLE DELIVERIES TO VIACOM SERVICE YARD

| VEHICLE TYPE | ARRIVAL TIME | DEPART TIME | DURATION OF STAY | WHERE PARKED ON HAWLEY CRESCENT | |
|--------------|--------------|-------------|------------------|---------------------------------|----------------|
| LGV | 09:19 | 09:27 | 00:08 | NORTH SIDE | PARKING BAY |
| HGV | 09:26 | 09:37 | 00:11 | NORTH SIDE | PARKING BAY |
| MCY | 09:38 | 09:50 | 00:12 | NORTH SIDE | SINGLE YELLOW |
| LGV | 10:09 | 10:11 | 00:02 | NORTH SIDE | SINGLE YELLOW |
| LGV | 10:24 | 10:27 | 00:03 | NORTH SIDE | SINGLE YELLOW |
| LGV | 10:34 | 10:35 | 00:01 | NORTH SIDE | SINGLE YELLOW |
| MCY | 10:48 | 10:50 | 00:02 | NORTH SIDE | SINGLE YELLOW |
| LGV | 10:48 | 10:51 | 00:03 | NORTH SIDE | SINGLE YELLOW |
| LGV | 10:52 | 11:04 | 00:12 | NORTH SIDE | SINGLE YELLOW |
| LGV | 11:09 | 11:10 | 00:01 | NORTH SIDE | SINGLE YELLOW |
| LGV | 11:12 | 11:21 | 00:09 | NORTH SIDE | PARKING BAY |
| LGV | 11:22 | 11:28 | 00:06 | NORTH SIDE | SINGLE YELLOW |
| LGV | 11:44 | 11:51 | 00:07 | NORTH SIDE | SINGLE YELLOW |
| PCY | 11:45 | 11:48 | 00:03 | SOUTH SIDE | SINGLE YELLOW |
| CAR | 11:56 | 12:24 | 00:28 | NORTH SIDE | PARKING BAY |
| LGV | 12:34 | 12:37 | 00:03 | NORTH SIDE | SINGLE YELLOW |
| LGV | 13:07 | 13:45 | 00:38 | NORTH SIDE | SINGLE YELLOW |
| LGV | 13:15 | 13:22 | 00:07 | NORTH SIDE | SINGLE YELLOW |
| LGV | 13:28 | 13:32 | 00:04 | NORTH SIDE | SINGLE YELLOW |
| LGV | 13:46 | 13:56 | 00:10 | SOUTH SIDE | SINGLE YELLOW |
| LGV | 13:58 | 14:02 | 00:04 | NORTH SIDE | PARKING BAY |
| MCY | 14:49 | 15:01 | 00:12 | NORTH SIDE | MOTORCYCLE BAY |
| MCY | 14:53 | 14:58 | 00:05 | SOUTH SIDE | PARKING BAY |
| MCY | 15:11 | 15:14 | 00:03 | NORTH SIDE | PARKING BAY |
| LGV | 15:28 | 15:30 | 00:02 | NORTH SIDE | PARKING BAY |
| MCY | 16:15 | 16:21 | 00:06 | NORTH SIDE | SINGLE YELLOW |
| LGV | 16:34 | 16:43 | 00:09 | NORTH SIDE | SINGLE YELLOW |
| LGV | 16:54 | 16:58 | 00:04 | NORTH SIDE | SINGLE YELLOW |

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 11TH FEBRUARY 2015

LOCATION : 17 - 29 HAWLEY CRESCENT, CAMDEN, LONDON NW1 8TT

SURVEY OF VEHICLE ACTIVITY AT VIACOM SERVICE YARD

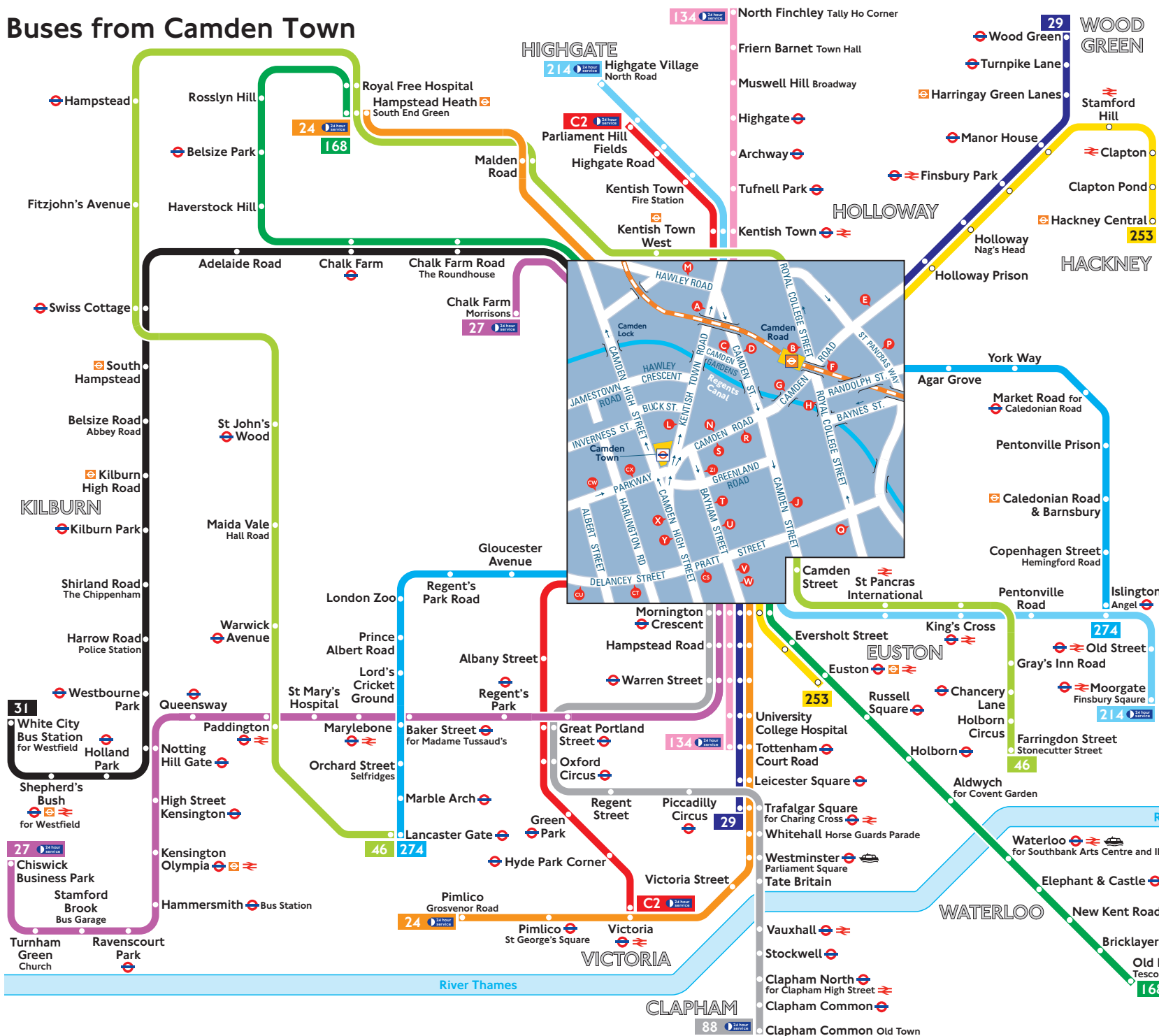
| VEHICLE TYPE | ARRIVAL TIME INTO VIACOM SERVICE YARD | DEPART TIME OUT OF VIACOM SERVICE YARD | DURATION OF STAY |
|--------------|---------------------------------------|--|------------------|
| LGV | 08:59 | 15:10 | 06:11 |
| LGV | 09:26 | 09:37 | 00:11 |

DURING THE SURVEY PERIOD 17 CYCLES WENT INTO SERVICE YARD & 5 CYCLES DEPARTED

Appendix B

TfL Bus Spider 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 |
| 29 | 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 Hackney Central | F, R, T, W E, G, N, Y |
| 274 | Islington Lancaster Gate | B, CW, CX, G, N, R CS, CT, CU, H, R, T |
| C2 | 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 | U, X |
| N253 | Aldgate Tottenham Court Road | E, G, N, Y F, S, W |
| N279 | Trafalgar Square Waltham Cross | F, S, V E, G, N, Y |

Information correct from 10 November 2012
© Transport for London TFL25197.11.12 (P)

Appendix C

TfL PTAL Calculation

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20151102142225
Description 20151102142225
Run by user PTAL web application
Date and time 11/02/2015 14:22

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: 528838, 184096

| Mode | Stop | Route | Distance (metres) | Frequency (vph) | Weight | Walk time (mins) | SWT (mins) | TAT (mins) | EDF | AI |
|------|----------------------------|-------|----------------------|--------------------|--------|------------------------|---------------|---------------|------|------|
| BUS | CAMDEN TN KENTISH TN RD | 88 | 225.15 | 9.0 | 0.5 | 2.81 | 5.33 | 8.15 | 3.68 | 1.84 |

| | | | | | | | | | | |
|--------|--------------------------------|--|--------|------|-----|------|------|-------|------|------|
| BUS | CAMDEN TOWN BAYHAM ST | 29 | 374.75 | 15.0 | 0.5 | 4.68 | 4.0 | 8.68 | 3.45 | 1.73 |
| BUS | CAMDEN TOWN STN HIGH ST | 24 | 232.61 | 12.0 | 0.5 | 2.91 | 4.5 | 7.41 | 4.05 | 2.02 |
| BUS | CAMDEN TOWN STN HIGH ST | 27 | 232.61 | 8.0 | 0.5 | 2.91 | 5.75 | 8.66 | 3.47 | 1.73 |
| BUS | CAMDEN TOWN BAYHAM ST | 253 | 374.75 | 12.0 | 0.5 | 4.68 | 4.5 | 9.18 | 3.27 | 1.63 |
| BUS | CAMDEN TN KENTISH TN RD | 214 | 225.15 | 8.0 | 0.5 | 2.81 | 5.75 | 8.56 | 3.5 | 1.75 |
| BUS | CAMDEN TN KENTISH TN RD | 134 | 225.15 | 12.0 | 1.0 | 2.81 | 4.5 | 7.31 | 4.1 | 4.1 |
| BUS | CAMDEN TOWN STN HIGH ST | 168 | 232.61 | 9.0 | 0.5 | 2.91 | 5.33 | 8.24 | 3.64 | 1.82 |
| BUS | CAMDEN TOWN STN HIGH ST | 31 | 232.61 | 10.0 | 0.5 | 2.91 | 5.0 | 7.91 | 3.79 | 1.9 |
| BUS | CAMDEN TOWN PARKWAY | 274 | 313.88 | 8.0 | 0.5 | 3.92 | 5.75 | 9.67 | 3.1 | 1.55 |
| BUS | CAMDEN TN KENTISH TN RD | C2 | 225.15 | 8.0 | 0.5 | 2.81 | 5.75 | 8.56 | 3.5 | 1.75 |
| BUS | CAMDEN ST CAMDEN GARDENS | 46 | 306.72 | 6.0 | 0.5 | 3.83 | 7.0 | 10.83 | 2.77 | 1.38 |
| BUS | CHALK FM RD FERDINAND ST | 393 | 579.27 | 5.0 | 0.5 | 7.24 | 8.0 | 15.24 | 1.97 | 0.98 |
| LU LRT | Camden Town | Northern Line Mill Hill East to Kennington | 272.18 | 4.3 | 0.5 | 3.4 | 7.73 | 11.13 | 2.7 | 1.35 |
| LU LRT | Camden Town | Northern Line Edgware to Morden | 272.18 | 8.3 | 0.5 | 3.4 | 4.36 | 7.77 | 3.86 | 1.93 |
| LU LRT | Camden Town | Northern Line High Barnet to Kennington | 272.18 | 5.4 | 0.5 | 3.4 | 6.31 | 9.71 | 3.09 | 1.55 |

| | | | | | | | | | | |
|---------------|-------------|--|--------|-----|-----|------|-------|-------|------|------|
| LU LRT | Camden Town | Northern Line Kennington to Edgware | 272.18 | 5.0 | 0.5 | 3.4 | 6.75 | 10.15 | 2.96 | 1.48 |
| LU LRT | Camden Town | Northern Line Morden to Mill Hill East | 272.18 | 1.0 | 0.5 | 3.4 | 30.75 | 34.15 | 0.88 | 0.44 |
| LU LRT | Camden Town | Northern Line Morden to High Barnet | 272.18 | 3.7 | 0.5 | 3.4 | 8.86 | 12.26 | 2.45 | 1.22 |
| LU LRT | Camden Town | Northern Line High Barnet to Morden | 272.18 | 9.0 | 0.5 | 3.4 | 4.08 | 7.49 | 4.01 | 2.0 |
| LU LRT | Camden Town | Northern Line Edgware to Morden | 272.18 | 9.7 | 1.0 | 3.4 | 3.84 | 7.25 | 4.14 | 4.14 |
| LU LRT | Camden Town | Northern Line Morden to Mill Hill East | 272.18 | 2.7 | 0.5 | 3.4 | 11.86 | 15.26 | 1.97 | 0.98 |
| NATIONAL_RAIL | CAMDEN ROAD | CLAPHAM JUNCTION to STRATFORD | 443.91 | 2.0 | 0.5 | 5.55 | 15.75 | 21.3 | 1.41 | 0.7 |
| NATIONAL_RAIL | CAMDEN ROAD | CAMDEN ROAD to STRATFORD | 443.91 | 2.0 | 0.5 | 5.55 | 15.75 | 21.3 | 1.41 | 0.7 |
| NATIONAL_RAIL | CAMDEN ROAD | RICHMOND to STRATFORD | 443.91 | 4.0 | 1.0 | 5.55 | 8.25 | 13.8 | 2.17 | 2.17 |

Total AI for this POI is 42.84.

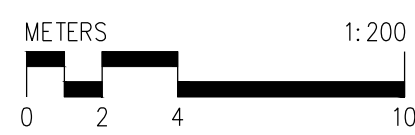
PTAL Rating is 6b.

Appendix D

Ground Floor Plan



1 GROUND FLOOR LEVEL
1 : 200



| issues revisions | | |
|--------------------|------|-------|
| no. | date | issue |

NOT FOR CONSTRUCTION

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Do not Scale. All dimensions to be checked on site. All information on these drawings are for aesthetic content only.

notice



- AREA OF SITE WITHIN CURRENT OWNERSHIP
- AREA OF FOCUS FOR THE PLANNING APPLICATION
- PLANNING APPLICATION BOUNDARY

schematic design | not for construction

WATG

strategy planning architecture landscape interiors

london | 44 0 20 7906 6600 watg.com

VIACOM
17-29 HAWLEY CRESCENT
LONDON

ARCHITECTURE
FLOOR AND ROOF PLANS
PROPOSAL GROUND
FLOOR
sheet title

project no. 147115 27-02-2015

drawn by: CK
checked by: RC
scale: 1 : 200 @ A1 /
revision

A2-DPA-007
sheet no.

Appendix E

TRAVL Output

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

| Name | Address | Postcode | Survey Date |
|-------------------------------|-----------------------------|----------|-------------|
| Assoc of London Government | 59.5 Southwark Street | SE1 0AL | 02/12/2004 |
| Baltic Exchange | 38 St Mary Axe | EC3A 8BH | 08/02/2005 |
| Highbury House Communications | 1 - 3 Highbury Station Road | N1 1SE | 23/04/2001 |
| Usborne Publishing | 83-85 Saffron Hill | EC1N 8RT | 15/05/1996 |

Number of sites considered 4

Counts By Mode:

Mode: All Modes

| Time Band | No of Sites | Trip Rate In | Trip Rate Out | Total Trip Rate | Predicted Trips In | Predicted Trips Out | Predicted Trips Total |
|-------------|-------------|--------------|---------------|-----------------|--------------------|---------------------|-----------------------|
| 07:00-07:30 | 2 | 0.11636 | 0.17455 | 0.29091 | 0.0 | 0.0 | 0.0 |
| 07:30-08:00 | 3 | 0.41905 | 0.03810 | 0.45714 | 0.0 | 0.0 | 0.0 |
| 08:00-08:30 | 4 | 0.67007 | 0.05679 | 0.72686 | 0.0 | 0.0 | 0.0 |
| 08:30-09:00 | 4 | 1.06758 | 0.05679 | 1.12436 | 0.0 | 0.0 | 0.0 |
| 09:00-09:30 | 4 | 1.49915 | 0.07950 | 1.57865 | 0.0 | 0.0 | 0.0 |
| 09:30-10:00 | 4 | 1.30608 | 0.14764 | 1.45372 | 0.0 | 0.0 | 0.0 |
| 10:00-10:30 | 4 | 0.60193 | 0.13629 | 0.73822 | 0.0 | 0.0 | 0.0 |
| 10:30-11:00 | 4 | 0.37479 | 0.23850 | 0.61329 | 0.0 | 0.0 | 0.0 |
| 11:00-11:30 | 4 | 0.42022 | 0.12493 | 0.54514 | 0.0 | 0.0 | 0.0 |
| 11:30-12:00 | 4 | 0.43157 | 0.27257 | 0.70415 | 0.0 | 0.0 | 0.0 |
| 12:00-12:30 | 4 | 0.59057 | 0.57922 | 1.16979 | 0.0 | 0.0 | 0.0 |
| 12:30-13:00 | 4 | 0.70415 | 1.26065 | 1.96479 | 0.0 | 0.0 | 0.0 |
| 13:00-13:30 | 4 | 1.05622 | 1.24929 | 2.30551 | 0.0 | 0.0 | 0.0 |
| 13:30-14:00 | 4 | 1.05622 | 0.49972 | 1.55593 | 0.0 | 0.0 | 0.0 |
| 14:00-14:30 | 4 | 0.76093 | 0.17036 | 0.93129 | 0.0 | 0.0 | 0.0 |
| 14:30-15:00 | 4 | 0.43157 | 0.64736 | 1.07893 | 0.0 | 0.0 | 0.0 |
| 15:00-15:30 | 4 | 0.36343 | 0.63600 | 0.99943 | 0.0 | 0.0 | 0.0 |
| 15:30-16:00 | 4 | 0.34072 | 0.61329 | 0.95400 | 0.0 | 0.0 | 0.0 |
| 16:00-16:30 | 4 | 0.28393 | 0.37479 | 0.65872 | 0.0 | 0.0 | 0.0 |
| 16:30-17:00 | 4 | 0.28393 | 0.56786 | 0.85179 | 0.0 | 0.0 | 0.0 |
| 17:00-17:30 | 4 | 0.06814 | 0.99943 | 1.06758 | 0.0 | 0.0 | 0.0 |
| 17:30-18:00 | 4 | 0.13629 | 2.06701 | 2.20329 | 0.0 | 0.0 | 0.0 |
| 18:00-18:30 | 4 | 0.00000 | 0.63600 | 0.63600 | 0.0 | 0.0 | 0.0 |
| 18:30-19:00 | 2 | 0.05818 | 0.52364 | 0.58182 | 0.0 | 0.0 | 0.0 |

Peak Period For All Modes

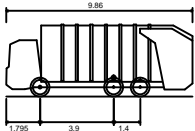
| | | |
|-------|-------------|------|
| In | 09:00-09:30 | 1.50 |
| Out | 17:30-18:00 | 2.07 |
| Total | 13:00-13:30 | 2.31 |

Appendix F

Swept Path Analysis



| Rev | Details | Drawn | Checked | Date |
|-----|---------|-------|---------|------|
| | | | | |



| | |
|-------------------------------|--------|
| Large Refuse Vehicle (3 axle) | |
| Overall Length | 9.860m |
| Overall Width | 2.450m |
| Overall Body Height | 3.814m |
| Min Body Ground Clearance | 0.366m |
| Track Width | 2.450m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
**Viacom International
Media Networks**

Project
17-29 Hawley Crescent, Camden

Drawing Title
**Swept Path Analysis Using a
Large Refuse Vehicle**

Scale
1:250 at A3

| | | |
|---------|----|----------|
| Drawn | MW | 19.02.15 |
| Checked | MT | 19.02.15 |



111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

| | |
|-------------------------|-----|
| Drawing Number | Rev |
| 2015-2267-AT-101 | . |



| Rev | Details | Drawn | Checked | Date |
|---|---------|-------|----------|------|
| | | | | |
| <div><div><div><div><div></div><div>8.01</div></div><div><div></div><div>1.21</div><div>4.25</div></div></div><div><div>7.5t Box Van</div><div>Overall Length</div><div>Overall Width</div><div>Overall Body Height</div><div>Min Body Ground Clearance</div><div>Track Width</div><div>Lock to Lock Time</div><div>Kerb to Kerb Turning Radius</div></div><div><div>8.010m</div><div>2.100m</div><div>3.556m</div><div>0.351m</div><div>2.064m</div><div>4.00 sec</div><div>7.400m</div></div></div></div> | | | | |
| <div>Notes:</div> <div>1. This is not a construction drawing and is intended for illustrative purposes only.</div> | | | | |
| <div>Client</div> <div>Viacom International Media Networks</div> | | | | |
| <div>Project</div> <div>17-29 Hawley Crescent, Camden</div> | | | | |
| <div>Drawing Title</div> <div>Swept Path Analysis Using a 7.5t Box Van</div> | | | | |
| <div>Scale</div> <div>1:250 at A3</div> | | | | |
| Drawn | | MW | 19.02.15 | |
| Checked | | MT | 19.02.15 | |
| <div><div><div><div></div><div>ttp consulting</div><div>transport planning specialists</div></div><div>111 - 113 Great Portland Street London W1W 6QQ Tel. No. 0207 1000 753</div></div></div> | | | | |
| Drawing Number | | | | Rev |
| 2015-2267-AT-102 | | | | |



| Rev | Details | Drawn | Checked | Date |
|-----|---------|-------|---------|------|
| | | | | |

3.5t Panel Van based on a long wheelbase Ford Transit

| | |
|-----------------------------|----------|
| Overall Length | 5.350m |
| Overall Width | 1.970m |
| Overall Body Height | 2.562m |
| Min Body Ground Clearance | 0.335m |
| Track Width | 1.970m |
| Lock to Lock Time | 4.00 sec |
| Kerb to Kerb Turning Radius | 5.850m |

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
Viacom International Media Networks

Project
17-29 Hawley Crescent, Camden

Drawing Title
Swept Path Analysis Using a 3.5t Panel Van

Scale
1:250 at A3

| | | |
|---------|----|----------|
| Drawn | MW | 19.02.15 |
| Checked | MT | 19.02.15 |

transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

| | |
|---|-----------------|
| Drawing Number 2015-2267-AT-103 | Rev . |
|---|-----------------|

Appendix G

Delivery and Servicing Plan



ttp consulting
transport planning specialists

Viacom Camden Lock Ltd

**17-29 Hawley Crescent,
Camden**

Delivery and Servicing Plan

March 2015

TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 7441800

Contents

| | | |
|----------|---|----------|
| 1 | EXECUTIVE SUMMARY | 1 |
| 2 | DEVELOPMENT PROPOSAL | 2 |
| 3 | PROPOSED SERVICING ARRANGEMENTS..... | 3 |
| | Servicing Demand | 3 |
| | Types of Vehicles | 4 |
| | Vehicle Routing | 4 |
| | Initiatives..... | 4 |
| 4 | PROPOSED REFUSE & RECYCLING ARRANGEMENTS | 6 |
| 5 | MONITORING AND REVIEW OF SERVICING ACTIVITY | 7 |

Figures

Figure 1 - Site Location Plan

Appendices

| | | |
|------------|---|-----------------------------------|
| Appendix A | - | Ground Floor Layout Plan |
| Appendix B | - | Track Plot – 7.5t Panel Van |
| Appendix C | - | Servicing Survey |
| Appendix D | - | Supplier Instructions |
| Appendix E | - | Track Plot – Large Refuse Vehicle |

1 EXECUTIVE SUMMARY

- 1.1 This Delivery and Servicing Plan (DSP) has been prepared by TTP Consulting in support of the planning application by Viacom Camden Lock Ltd ("the applicant") submitted to the London Borough of Camden (the Council) for their proposed development at 17-29 Hawley Crescent (the Site). The proposed development seeks to infill the existing courtyard with four levels of office floor space (Class B1) and reconfigured service space.
- 1.2 The proposed ground floor plan is included at **Appendix A** and the location of the site in the context of the surrounding area is shown at **Figure 1**.
- 1.3 This DSP takes into account the circumstances on the surrounding highway network and seeks to outline how delivery traffic will be managed.
- 1.4 The remainder of the DSP is set out as follows:
- Section 2 provides an introduction to the development proposal;
 - Section 3 sets out the proposed servicing arrangements;
 - Section 4 sets out the proposed refuse and recycling arrangements; and
 - Section 5 details the monitoring and review of the plan.

2 DEVELOPMENT PROPOSAL

Schedule

- 2.1 The site is located at 17-29 Hawley Crescent and comprises an existing three storey building incorporating office floorspace and associated plant space. The proposed development seeks to infill the existing courtyard with four levels of office floor space (Class B1) and reconfigured service space.

Location

- 2.2 The site fronts directly onto Hawley Crescent, which is a westbound one-way carriageway between Kentish Town Road and Chalk Farm Road. The location of the site is shown at **Figure 1**.
- 2.3 Hawley Crescent contains a number of on-street pay and display parking bays, a disabled bay, motorcycle parking and a Barclays Cycle Hire Stand.
- 2.4 The site is located within Controlled Parking Zone CA-F (N) which is in operation Monday to Friday between 08:30 to 18:30, and Saturday / Sunday between 09:30 to 17:30.

Parking

- 2.5 No off-street car parking spaces are present within the curtilage of the site. Cycle parking for approximately 70 bicycles is currently provided within the courtyard area. These spaces will be re-provided within the reconfigured service space. Associated with the development proposals, an additional 22 cycle spaces for employees and 4 cycle spaces for visitors will also be provided within the reconfigured service space, in accordance with London Plan (FALP) cycle standards.

Site Layout

- 2.6 The servicing, refuse and recycling collection regime would continue to be undertaken off-street within the reconfigured courtyard that has capacity for two vehicles. Vehicles would access the site via the existing access on Hawley Crescent.
- 2.7 Pedestrian access would also continue to be to / from Hawley Crescent, as per the existing situation.

3 PROPOSED SERVICING ARRANGEMENTS

- 3.1 Existing vehicular access into the site is taken to / from Hawley Crescent to a centrally located courtyard that facilitates off-street servicing. As previously detailed, the proposed development seeks to infill the existing courtyard accessed from Hawley Crescent with four levels of office floor space (Class B1) and reconfigured service space at ground floor level. The ground floor layout plan at **Appendix A** illustrates the reconfigured service space.
- 3.2 The servicing, refuse and recycling collection regime therefore would continue to be undertaken off-street within the reconfigured courtyard. Vehicles would access the site via the existing access / crossover on Hawley Crescent; vehicles would reverse in and drive out in forward gear. Track plots provided at **Appendix B** illustrate a 7.5t Panel Van accessing and exiting the courtyard.

Servicing Demand

- 3.3 A delivery and servicing activity survey was undertaken on Wednesday 11th February 2015 between 07:00 and 19:00 by an independent survey company (K&M Traffic Surveys) to understand the existing level of servicing and delivery activity in both the courtyard and on-street in the vicinity of the site. Full results of the survey are at **Appendix C**.
- 3.4 During the survey 2 vehicles and 17 cycles entered the courtyard and 2 vehicles and 5 cycles exited the courtyard. In addition, 25 vehicles stopped on-street on the northern side of Hawley Crescent and 3 vehicles stopped on-street on the southern side of Hawley Crescent. Of the 28 vehicles that stopped on-street, 6 were motorbikes and one was a bicycle.
- 3.5 Further analysis of the survey indicates that in the existing situation the maximum accumulation of servicing vehicles at the site at any one time was three and the average duration of stay was seven minutes.
- 3.6 Based on the uplift in office floor space, the site is expected to generate approximately 5 additional deliveries a day (or approximately 35 deliveries per day in total). As in the existing situation, a number of these would be by motorbike or bicycle.
- 3.7 The reconfigured courtyard would have sufficient capacity to accommodate the additional deliveries associated with the planning application proposal in addition to the majority of the existing servicing demand generated by the existing site.

Types of Vehicles

3.8 The delivery and servicing activity survey confirms that the site typically generates deliveries by transit sized vehicles. The following vehicle types were recorded during the delivery and servicing activity survey:

- HGV - 1
- LGV - 21
- Car - 1
- Motorcycle - 6
- Bicycle - 1

Vehicle Routing

3.9 The site benefits from good access to the local highway network. Given the number and nature of deliveries anticipated to/from the site, it is not considered that any specific vehicle routing arrangements are required.

Initiatives

3.10 A management system will be put in place to oversee servicing and to ensure its smooth operation. The main aim is ensure that the majority of servicing activity takes place off-street/ on-site, rather than on-street, as per the existing situation.

3.11 Viacom Camden Lock Ltd will designate a Goods In Manager who will schedule deliveries. The Goods In Manager will not necessarily be a full time role and may well be part of another Manager's duties, but will enable deliveries to be managed / controlled and will ensure as far as possible that deliveries do not overlap.

3.12 The management system will enable forthcoming activity within the site's servicing yard to be anticipated, particularly, if / when exceptional activity is planned / expected.

3.13 The following initiatives will be adopted:

- Instructions will be issued to all suppliers who book deliveries setting out the delivery procedures to be adopted by them
- Servicing activity is to take place off-street/ on-site, rather than on-street, whenever possible

- Suppliers will be required to pre-book delivery slots including details of the type of vehicle that will be used to undertake the delivery and the scale / nature of goods to be supplied
- Suppliers will be encouraged to, where possible, use small and fuel efficient vehicles
- Deliveries of non-perishable items, such as leaflets, books, glass and tinned food will be programmed to take place in the afternoon, if necessary, in order to ensure there is sufficient capacity to undertake deliveries of time specific / perishable items in the morning
- Deliveries will be programmed so as to avoid waste / recycling collections
- Drivers will be informed that vehicle engines must be switched off whilst goods are being loaded / unloaded (i.e. when their vehicle is stationary)
- A log book will be maintained and will include a record of any accidents or near misses and, if necessary, will be used to avoid the potential for future problems
- The management system will ensure that goods are appropriately transferred from the point of receipt to their ultimate destination
- The management system will ensure that once goods have been unloaded, the content and quality of the delivery is checked
- Goods and/or storage containers must not remain on the footway once loading/unloading has been completed

3.14 These supplier instructions will be put together in a factsheet, similar to the example at **Appendix D**.

4 PROPOSED REFUSE & RECYCLING ARRANGEMENTS

- 4.1 The refuse and recycling collection regime for the site will be undertaken off-street within the service yard. Vehicles would access the site via the existing access / crossover on Hawley Crescent; vehicles would reverse in and drive out in forward gear.
- 4.2 Track plots provided at **Appendix E** illustrate a large refuse vehicle accessing and exiting the courtyard.

5 MONITORING AND REVIEW OF SERVICING ACTIVITY

5.1 A record of servicing activity will be maintained by Viacom Camden Lock Ltd, which will include the following information:

- Day
- Date
- Delivery slot(s) booked
- Type of vehicle
- Goods carried
- Time of arrival
- Time of departure
- Any other comments

5.2 The 'Manager' will constantly monitor / review the success of the Plan and, if considered necessary / appropriate, will propose changes to the Plan to be approved in writing by the Council.

5.3 The agreed contents of the final Delivery Servicing Plan must be complied with unless otherwise agreed in writing with the Council. Viacom Camden Lock Ltd shall work with the Council to review this Delivery Servicing Plan from time to time when necessary. Any future plan must be approved by the Council and complied with thereafter.

Figures



TITLE:
Site Location Plan

PROJECT:
17-29 Hawley Crescent

CLIENT:
Viacom Camden Lock Ltd



ttp consulting

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111-113 Great Portland Street
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Tel: 020 7100 0753

www.ttp-consulting.co.uk
Registered in England: 7441800

DRAWN: M.T. CHECKED: P.C. DATE: 050315 SCALE: NTS

DRAWING REFERENCE:
Figure 1

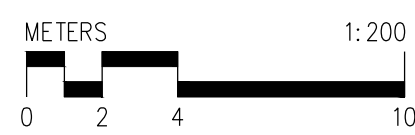
REVISION:
.

APPENDIX A

Ground Floor Layout Plan



1 GROUND FLOOR LEVEL
1 : 200

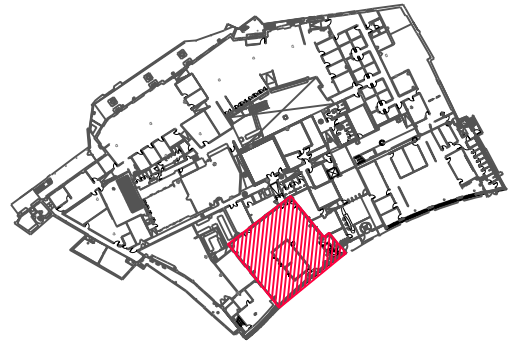


| issues revisions | | |
|--------------------|------|-------|
| no. | date | issue |
| | | |

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Do not Scale. All dimensions to be checked on site. All information on these drawings are for aesthetic content only.

notice



- AREA OF SITE WITHIN CURRENT OWNERSHIP
- AREA OF FOCUS FOR THE PLANNING APPLICATION
- PLANNING APPLICATION BOUNDARY

schematic design | not for construction

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VIACOM
17-29 HAWLEY CRESCENT
LONDON

ARCHITECTURE
FLOOR AND ROOF PLANS
PROPOSAL GROUND
FLOOR
sheet title

project no. 147115 27-02-2015

drawn by: CK
checked by: RC
scale: 1 : 200 @ A1 /
revision

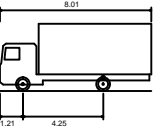
A2-DPA-007
sheet no.

APPENDIX B

Track Plot – 7.5t Panel Van



| Rev | Details | Drawn | Checked | Date |
|-----|---------|-------|---------|------|
| | | | | |



7.5t Box Van

Overall Length 8.010m

Overall Width 2.100m

Overall Body Height 3.556m

Min Body Ground Clearance 0.351m


Track Width 2.064m

Lock to Lock Time 4.00 sec

Kerb to Kerb Turning Radius 7.400m

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

| | | | |
|---|--|----------|-----|
| Client | Viacom International Media Networks | | |
| Project | 17-29 Hawley Crescent, Camden | | |
| Drawing Title | Swept Path Analysis Using a 7.5t Box Van | | |
| Scale | 1:250 at A3 | | |
| Drawn | MW | 19.02.15 | |
| Checked | MT | 19.02.15 | |
|  <p>transport planning specialists</p> | | | |
| 111 - 113 Great Portland Street London W1W 6QQ Tel. No. 0207 1000 753 | | | |
| Drawing Number | 2015-2267-AT-102 | | Rev |
| | | | . |



| Rev | Details | Drawn | Checked | Date |
|-----|---------|-------|---------|------|
| | | | | |

3.5t Panel Van based on a long wheelbase Ford Transit

| | |
|-----------------------------|----------|
| Overall Length | 5.350m |
| Overall Width | 1.970m |
| Overall Body Height | 2.562m |
| Min Body Ground Clearance | 0.335m |
| Track Width | 1.970m |
| Lock to Lock Time | 4.00 sec |
| Kerb to Kerb Turning Radius | 5.850m |

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
Viacom International Media Networks

Project
17-29 Hawley Crescent, Camden

Drawing Title
Swept Path Analysis Using a 3.5t Panel Van

Scale
1:250 at A3

| | | |
|---------|----|----------|
| Drawn | MW | 19.02.15 |
| Checked | MT | 19.02.15 |

transport planning specialists

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London
W1W 6QQ
Tel. No. 0207 1000 753

| | |
|---|-----------------|
| Drawing Number 2015-2267-AT-103 | Rev . |
|---|-----------------|

APPENDIX C

Servicing Survey

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 11TH FEBRUARY 2015

LOCATION : 17 - 29 HAWLEY CRESCENT, CAMDEN, LONDON NW1 8TT

SURVEY OF VEHICLE DELIVERIES TO VIACOM SERVICE YARD

| VEHICLE TYPE | ARRIVAL TIME | DEPART TIME | DURATION OF STAY | WHERE PARKED ON HAWLEY CRESCENT | |
|--------------|--------------|-------------|------------------|---------------------------------|----------------|
| LGV | 09:19 | 09:27 | 00:08 | NORTH SIDE | PARKING BAY |
| HGV | 09:26 | 09:37 | 00:11 | NORTH SIDE | PARKING BAY |
| MCY | 09:38 | 09:50 | 00:12 | NORTH SIDE | SINGLE YELLOW |
| LGV | 10:09 | 10:11 | 00:02 | NORTH SIDE | SINGLE YELLOW |
| LGV | 10:24 | 10:27 | 00:03 | NORTH SIDE | SINGLE YELLOW |
| LGV | 10:34 | 10:35 | 00:01 | NORTH SIDE | SINGLE YELLOW |
| MCY | 10:48 | 10:50 | 00:02 | NORTH SIDE | SINGLE YELLOW |
| LGV | 10:48 | 10:51 | 00:03 | NORTH SIDE | SINGLE YELLOW |
| LGV | 10:52 | 11:04 | 00:12 | NORTH SIDE | SINGLE YELLOW |
| LGV | 11:09 | 11:10 | 00:01 | NORTH SIDE | SINGLE YELLOW |
| LGV | 11:12 | 11:21 | 00:09 | NORTH SIDE | PARKING BAY |
| LGV | 11:22 | 11:28 | 00:06 | NORTH SIDE | SINGLE YELLOW |
| LGV | 11:44 | 11:51 | 00:07 | NORTH SIDE | SINGLE YELLOW |
| PCY | 11:45 | 11:48 | 00:03 | SOUTH SIDE | SINGLE YELLOW |
| CAR | 11:56 | 12:24 | 00:28 | NORTH SIDE | PARKING BAY |
| LGV | 12:34 | 12:37 | 00:03 | NORTH SIDE | SINGLE YELLOW |
| LGV | 13:07 | 13:45 | 00:38 | NORTH SIDE | SINGLE YELLOW |
| LGV | 13:15 | 13:22 | 00:07 | NORTH SIDE | SINGLE YELLOW |
| LGV | 13:28 | 13:32 | 00:04 | NORTH SIDE | SINGLE YELLOW |
| LGV | 13:46 | 13:56 | 00:10 | SOUTH SIDE | SINGLE YELLOW |
| LGV | 13:58 | 14:02 | 00:04 | NORTH SIDE | PARKING BAY |
| MCY | 14:49 | 15:01 | 00:12 | NORTH SIDE | MOTORCYCLE BAY |
| MCY | 14:53 | 14:58 | 00:05 | SOUTH SIDE | PARKING BAY |
| MCY | 15:11 | 15:14 | 00:03 | NORTH SIDE | PARKING BAY |
| LGV | 15:28 | 15:30 | 00:02 | NORTH SIDE | PARKING BAY |
| MCY | 16:15 | 16:21 | 00:06 | NORTH SIDE | SINGLE YELLOW |
| LGV | 16:34 | 16:43 | 00:09 | NORTH SIDE | SINGLE YELLOW |
| LGV | 16:54 | 16:58 | 00:04 | NORTH SIDE | SINGLE YELLOW |

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 11TH FEBRUARY 2015

LOCATION : 17 - 29 HAWLEY CRESCENT, CAMDEN, LONDON NW1 8TT

SURVEY OF VEHICLE ACTIVITY AT VIACOM SERVICE YARD

| VEHICLE TYPE | ARRIVAL TIME INTO VIACOM SERVICE YARD | DEPART TIME OUT OF VIACOM SERVICE YARD | DURATION OF STAY |
|--------------|---------------------------------------|--|------------------|
| LGV | 08:59 | 15:10 | 06:11 |
| LGV | 09:26 | 09:37 | 00:11 |

DURING THE SURVEY PERIOD 17 CYCLES WENT INTO SERVICE YARD & 5 CYCLES DEPARTED

APPENDIX D

Supplier Instructions

17-29 Hawley Crescent - Supplier Instructions

1. Servicing activity is to take place off-street/ on-site, rather than on-street, whenever possible.
2. Multiple deliveries that are expected on the same day, they should be scheduled to arrive at different times.
3. Vehicles should only remain in the vicinity of the site whilst goods are being unloaded and engines should be turned off while the vehicle is stationary.
4. Goods and/or storage containers must not left on the footway once loading/unloading has been completed.
5. A record of servicing activity will be maintained by Viacom Camden Lock Ltd, which will include the following information:
 - Day
 - Date
 - Delivery slot(s) booked
 - Type of vehicle
 - Goods carried
 - Time of arrival
 - Time of departure
 - Any other comments

APPENDIX E

Track Plot – Large Refuse Vehicle



| Rev | Details | Drawn | Checked | Date |
|-----|---------|-------|---------|------|
| | | | | |

Large Refuse Vehicle (3 axle)

| | |
|-----------------------------|--------|
| Overall Length | 9.860m |
| Overall Width | 2.450m |
| Overall Body Height | 3.814m |
| Min Body Ground Clearance | 0.366m |
| Track Width | 2.450m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 9.500m |

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
Viacom International Media Networks

Project
17-29 Hawley Crescent, Camden

Drawing Title
Swept Path Analysis Using a Large Refuse Vehicle

Scale
1:250 at A3

| | | |
|---------|----|----------|
| Drawn | MW | 19.02.15 |
| Checked | MT | 19.02.15 |

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