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CITY SPACE STORAGE LIMITED
WOBURN PLACE CAR PARK
CAMDEN, LONDON WC1H 0ND

TRANSPORT STATEMENT

MAY 2015

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Project Code:	**B/DDWoburnPl.1**
Prepared by:	**RB**
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City Space Storage Limited
Woburn Place Car Park
Camden, London WC1H 0ND
Transport Statement

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1 INTRODUCTION

1.1 Mayer Brown Limited has been appointed by City Space Storage Limited to prepare this Transport Statement in respect to the proposed change of use of Woburn Place Car Park, located within the London Borough of Camden, to provide a new class B8 self-storage centre.

1.2 The site in relation to the regional and local highway network is illustrated at **Figure 1.1** and **Figure 1.2** respectively.

1.3 Woburn Place Car Park is operated by National Car Parks Ltd (NCP) and currently has a total of 90 parking spaces, spread over a single underground parking level. The car park is accessed at the corner of Coram Street and Woburn Place with separate entry and exit vehicular access points.

1.4 Public car parks within Central London are increasingly being underutilised, which is consistent with the growing trends in reducing private car use. Operators such as NCP are now seeking alternative uses to maximise the efficiency of any car parks.

1.5 Mayer Brown are advised that Woburn Place Car Park currently only operates at around 31% of capacity during peak periods and therefore NCP have investigated the potential for alternative uses for the site.

1.6 Self-storage centres have been growing in popularity since the mid-1990s with a large number of planning consents granted during the last 15 years, with a large number of these occupying underutilised space within public car parks.

1.7 The development proposals require a change of use of Woburn Place Car Park to create a new class B8 self-storage facility to serve private residents and domestic businesses located within the London Borough of Camden and immediate area.

1.8 The proposed self-storage centre will comprise a Gross Internal Area (GIA) of 2,105sqm / 22,658sqft. The proposals will retain the existing vehicular access arrangement from the public highway, with amendments to the internal highway and parking layout to facilitate the development proposals.

1.9 Mayer Brown Ltd has extensive experience of working on class B8 self-storage centres within Greater London, as well as throughout the wider U.K. Having advised operators such as Shurgard and Personal Storage.

1.10 Mayer Brown therefore benefit from a detailed understanding of this unique type of class B8 operation and specifically the limited vehicular trip generation and minimal car parking requirements at such facilities.

1.11 As set out later in this Transport Statement, the development proposals are likely to generate very limited levels of vehicular trips during the weekday peak periods and throughout the day.

1.12 The proposed vehicular trip generation is likely to be far lower than the 2007 Department for Transport thresholds, above which a Transport Assessment and junction capacity modelling is typically required, being any development that generates over 30 two-way vehicle movements per hour or over 100 vehicle trips per day, and also below the London Borough of Campden TA thresholds, being less than 2,500sqm of class B8 Gross Floor Area.

1.13 Following the closure of the Woburn Place Car Park there are sufficient alternative car parks located in close proximity with spare capacity to accommodate people needing to access the local area via private car.

1.14 It is reasonable to conclude that the development proposals will have limited, if any impact, to the adjacent transport infrastructure and therefore accord with the sustainable development criteria set out within the National Planning Policy Framework (NPPF).

1.15 This report considers the development proposals in a transport planning context, with review of the site accessibility to all modes of transport, internal layout and necessary amendments to the car park, in addition to trip generation, to demonstrate to the Council and its Committee Members that all matters relating to transport planning have been appropriately assessed.

1.16 This Transport Statement is divided in to the following sections:

- Site Location & Accessibility;
- Development Proposals;
- Trip Generation Assessment;
- Parking Assessment; and
- Summary and Conclusions.

2 SITE LOCATION & ACCESSIBILITY

2.1 This section considers the application site location and the accessibility to the local transport infrastructure, subdivided as follows:

- Existing Site Description;
- Adjacent Highway Infrastructure;
- Accessibility via walking, cycling and public transport; and
- Site Location & Accessibility Summary.

Existing Site Description

2.2 Woburn Place Car Park is an underground car park operated by NCP and currently provides parking provision for 90 cars, including 1 allocated disabled space spread over a single parking level.

2.3 The entrance to the car park comprises a ground-level structure located at the corner of Coram Street and Woburn Place, with a vehicular entry point provided from Coram Street and vehicular exit point provided onto Woburn Place with barriers controlling access to the car park.

2.4 Headroom clearance permits access for vehicles up to 2.06m in height, which includes most cars and vans up to a low roof transit-van type vehicle. Ramped access is provided from the ground level structure to the existing car park with separate entry and exit lanes.

Adjacent Highway Infrastructure

2.5 Coram Street is a single carriageway highway with a mix of parking restrictions, in addition to single and double yellow waiting restrictions located on the south west side of the carriageway various parking bays are also provided along Coram Street, including:

- Permit Holder Bays: Restricted to resident permit holders only between 08:30 – 18:30 Monday to Friday and 08:30 – 13:30 Saturdays;
- Doctor Bay: Restricted to Doctors vehicles only between 08:00 – 20:00;
- Pay and Display Bays: Restricted to Pay and Display charges between 08:30 – 18:30 Monday to Friday and 08:30 – 13:30 Saturdays, maximum stay of 2 hours;
- Disabled Blue Badge Bays: Restricted to disabled use only at any time;
- Allocated Car Club Bays, accommodating approximately 2 vehicles; and,
- Taxi Parking Bay, accommodating approximately 3 vehicles.

2.6 To the east Coram Street provides access to local residential roads via a one-way system, whilst to the west Coram Street provides access to Woburn Place.

2.7 Woburn Place provides a north / south link between Tavistock Square and Russell Square respectively. Located only 480m south of the A501, less than a 1 minute drive, the application site is directly accessible to the principal highway network.

2.8 There is no on-street parking provided along Woburn Place. Two traffic lanes are provided in each direction, although a bus lane utilises a majority of one of the southbound lanes and a number of marked on-street bus stops/stands are located along the nearside northbound carriageway.

Accessibility

2.9 By the very nature of the existing use and proposed development, the majority, if not all of visitors, by necessity, will arrive to the site by private car. There is however, opportunity for existing and future staff to travel by non-car modes. With this in mind, the site's accessibility to all forms of transport are summarised herein.

Walking and Cycling

2.10 Direct access is provided to the adjacent pedestrian infrastructure with existing footways running alongside the eastern side of Woburn Place and to the southern side of Coram Street. The adjacent highway infrastructure benefits from a number of pedestrian crossing points provided within the vicinity of the site and is well lit, with regularly spaced street lighting.

2.11 In the vicinity of the application site cycle hire docks are located at Russell Square Station and Bedford Way, located within 250m, equivalent to around a 3 minute walk (assuming a comfortable walking pace of 80m per minute).

Public Transport

2.12 Bus stops are located adjacent to the site along Woburn Place, with southbound and northbound stops located within 80m / 1 minute walk of the site and provide access to numerous London Bus services, with frequencies of up to every 5 minutes.

2.13 An uncontrolled pedestrian crossing point with dropped kerbs and central refuge is provided in the immediate vicinity of Woburn Place Car Park, providing appropriate access to stops located along the northbound carriageway.

2.14 Russell Square Station is located around 250m / 3minutes walk from the site, providing access to the London Underground Piccadilly line. In turn, within 1 stop of Russell Square Station the Piccadilly line provides access to the Central line via Holborn to the south and numerous underground and national rail services via Kings Cross Station to the north.

Site Location & Accessibility Summary

2.15 The application site location and accessibility to all modes of transport as summarised below:

- Directly connected to the existing highway infrastructure with the principal road network accessible within a 1 minute drive;
- Connection to the adjacent pedestrian infrastructure with footways located on Woburn Place and Coram Street, plus easy access to a number of cycle hire docks within a 3 minute walk; and
- Access to frequent London Bus services and London Underground Piccadilly line services via Russell Square station, all located within a short 3 minute walk.

3 DEVELOPMENT PROPOSALS

3.1 This section provides a transport planning review of the development proposals subdivided in to the following headings:

- Development Background;
- Development Proposals, including parking provision, vehicular access arrangement and internal highway layout;
- Operational Details;
- Servicing & Refuse Collection Arrangement; and
- Development Proposals Summary.

Development Background

3.2 Public car parks located within Central London are increasingly becoming underutilised, which is consistent with the growing trends in reducing private car use. Operators such as NCP, being the operator of the Woburn Place Car Park, are now seeking alternative uses to maximise the efficiency and cost-effectiveness of their sites.

3.3 Current parking demand levels at Woburn Place Car Park have been calculated from entry and exit barrier control data collected between June and August 2014. A summary of hourly average demand levels for each day of the week for this period is provided in **Appendix A** of this report.

3.4 Analysis of parking demand levels at Woburn Place Car Park demonstrates that the 90 space car park presently operates at 31% of capacity during peak times, indicating at least 62 unoccupied spaces during peak periods. This level of parking demand represents a long-term underutilisation of the site and suggests the need for the tenant to identify potential alternative uses.

3.5 Self-storage centres have been growing in popularity since the mid-1990s with a large number of planning consents granted during the last 15 years. Since 2009, three examples of self-storage centres having gained planning consent to occupy underutilised space within public car parks within the nearby City of Westminster include:

- Harley Street underground car park: approved 6 August 2009 (ref: 09/03914/FULL);
- Queensway car park: approved 28 January 2014 (ref: 13/10259/FULL); and
- Clipstone Mews car park: approved 11 December 2012 (ref: 11/11265/FULL).

Development Proposals

3.6 The development proposals seek a change of use of Woburn Place Car Park to create a new class B8 self-storage facility for City Space Storage Limited, to serve private residents and domestic businesses located within the London Borough of Camden and the immediate area.

3.7 The proposed self-storage centre will comprise of 2,105sqm / 22,658sqft GIA. Approximately 60% of the total GIA will be dedicated to the self-storage units, with the remaining area being allocated to reception and storage back-up. The proposed site layout, illustrating the proposed internal highway and car parking layout, is provided in **Appendix B** and detailed herein.

Parking Provision

3.8 The self-storage centre will benefit from 3 parking/loading bays, located adjacent to the proposed reception office and customer entrance to permit visitors to load/unload or visit the site as necessary.

3.9 Proposed parking/loading bays will be larger than standard spaces, in order to comfortably accommodate a longer transit-van type vehicle in addition to providing space either side of each bay to allow vehicle doors to be opened whilst adjacent bay is occupied.

3.10 2 Sheffield stands, equating to 4 cycle spaces will be provided within the site to facilitate use of non-car modes of travel by staff and customers where appropriate.

Vehicular Access Arrangement

3.11 The proposed self-storage centre will seek to retain the existing vehicular access arrangements with the public highway. Existing height restrictions (2.06m) will be retained, permitting most cars and vans up to a low roof transit-van type vehicle to access the site.

Internal Layout

3.12 The self-storage units and associated reception area, offices and storage back–up will occupy a majority of the existing car park, with the remaining area utilised as loading bays and vehicle manoeuvring space. The swept path of a transit van entering and exiting the site / loading bays is illustrated at **Figure 3.1** and demonstrates that the proposed arrangement is acceptable in transport planning terms.

Operational Details

3.13 The proposed self-storage centre will provide flexible storage units ranging in size between 1sqm (10sqft) to 6sqm (65sqft), in accordance with customer requirements. City Space Storage estimates that use will be split approximately 70% / 30% between domestic and business individuals respectively.

3.14 City Space Storage Limited typically employs around 4 staff at any one time to assist with storage solution services onsite with kitchen and washroom/toilet facilities provided.

3.15 With the self-storage centre being located below ground, marketing and advertising will be essential for the business to be identified. Advertising of the facility and services available will be promoted by means of tabloid advertising, leaflets, billboards, limited signage, Internet and also radio. The impetus of the marketing strategy will be to direct customers to the interactive website and call centre in order to book appointments. Walk-in customers will be actively discouraged however staff will be on hand to facilitate appointments at short notice.

3.16 By appointment, customers will be directed to enter the Woburn Place Car Park either by vehicle or by foot and advised to follow internal directional signage to the appropriate area. If the customer chooses to arrive by vehicle, staff will inform the customer of the process and also of the physical height restrictions that limit the type of vehicles that can access the site, prohibiting vehicles larger than this from visiting the site or unloading on the adjacent highway.

3.17 Customers will be required to bring proof of identification and address otherwise no contracts will be entered into.

3.18 New customers, on their first visit will only be able to enter the reception where they are greeted by staff and then shown around the facility. Staff will complete a contract after which the customer obtains a dedicated entry keypad code / security card, to allow the customer to access the secure site as frequently as they choose within the operational hours established.

3.19 An alarm feature is specific to each individual unit or locker that is activated and deactivated upon entering a customers unique code. The alarm system is linked to a BT RedCARE line that is monitored remotely 24 hours per day.

Servicing & Refuse Collection Arrangement

3.20 As set out previously, the headroom restrictions (maximum 2.06m height clearance) upon entry to the car park restrict vehicles to motorcycles, cars and vans. This restriction will be communicated through the marketing process, website and over the phone. Vehicles larger than a transit van will be denied access to the self-storage centre.

3.21 City Space Storage Limited will actively advocate the use of the company's fleet of environmentally friendly vehicles (up to the maximum size of a low roof transit van accordingly) to provide a full collection and delivery service for both domestic and commercial customers, if required.

3.22 These dedicated company delivery vehicles will remove / replace the requirement for customers to visit the site themselves and will be able to visit numerous sites on a single delivery run. The dedicated operations team will utilise the vehicle fleet to manage any service provisions and stock requirements transporting goods from a nearby location.

3.23 The self-storage industry in general produces limited volumes of commercial waste. The majority of commercial waste associated with the self-storage industry takes the form of disused boxes and packing materials, which are typically collected on a weekly or fortnightly basis, depending on the scale of the operation on-site. Any commercial waste will be removed by the operators accordingly, using their vehicle fleet and transported to a recycling facility as appropriate.

Development Proposals Summary

3.24 To summarise the development proposals:

- The development proposals seek a change of use of Woburn Car Park to create a new class B8 self-storage facility, to serve private residents and domestic businesses located within the London Borough of Camden and immediate area;
- The proposed self-storage centre will comprise a GIA of 2,105sqm / 22,658sqft with 3 parking bays to permit visitors to load and unload as necessary;
- The proposed self-storage centre will seek to retain the existing vehicular access arrangements from the public highway with minor internal alterations to facilitate circulation and manoeuvring requirements; and
- The proposals facilitate on-site deliveries by vehicles up to the maximum size of a transit van, with a dedicated vehicle fleet available to customers and utilised to transport commercial waste away from the site accordingly.

4 TRIP GENERATION ASSESSMENT

4.1 This section considers the potential vehicle trip generation and parking demand likely to be associated with the proposed development, which is subdivided as follows:

- Trip Assessment Methodology;
- Vehicle Trip Generation; and
- Trip Generation Summary.

Trip Assessment Methodology

4.2 When considering the highways and transportation impact of any development, it is important to assess the vehicle trip generation potential associated with any existing use.

4.3 Once an appropriate allowance has been made for trips associated with the existing use it is very likely that the proposed self-storage centre will have little or no additional trip generation, possibly even resulting in an overall reduction in vehicular trips.

4.4 By virtue of the site's existing and proposed operation, it is reasonable to assume that the majority, if not all, trips will be made by vehicles with exception of a nominal level of non-car trips potentially associated with the limited number of staff on-site. This assessment therefore considers vehicle trips alone.

4.5 In addition to daily trip generation, this assessment also considers the vehicular trip generation associated with the existing and proposed development during the critical weekday morning (08:00-09:00) and evening (17:00-18:00) peak periods, when baseline network demand on the surrounding highway infrastructure is likely to be at its highest.

4.6 It follows that should the impact of development traffic on the local road network be considered acceptable during these critical periods then it would also be acceptable during other, less busy, periods of the week.

Existing Trip Generation

4.7 Average occupancy data for Woburn Place Car Park indicates that throughout the week peak demand occurs during weekdays with a maximum occupancy level of 31%, equivalent to 28 of 90 spaces provided being occupied.

4.8 It could be assumed that this could equate to at least 28 vehicle trips (including an arrival and departure) per day, assuming each space currently being utilised turns over only once.

4.9 In reality these spaces could turn over on a far more frequent basis and therefore the actual trip rate per space is likely to be higher. In addition, it should be noted that this is a robust calculation for comparison with the proposed development as in the event the existing car park did return to full capacity, resulting vehicular trips would be significantly higher than set out above.

Proposed Trip Generation

4.10 Predicted vehicle trip generation associated with the proposed self-storage centre has been calculated with reference to the TRICS (Trip Rate Information Computer System) database, being a widely adopted program to assist with the assessment of trip generation at development sites located within the U.K.

4.11 TRICS sites have been selected to include self-storage centres which benefit from on-site car parking, and were surveyed between 2005 and 2014. Given the vehicle-based nature of the development proposals, it is considered appropriate to consider sites located within Greater London and throughout South East of England.

4.12 A full TRICS output is contained within **Appendix C** of this Transport Statement, alongside calculations detailing the predicted trip generation and parking demand for the proposed 2,105sqm GIA development.

Vehicular Trip Generation

4.13 Resulting vehicular trip generation associated with the existing and proposed development is set out within **Table 4.1**, outlining vehicular arrivals and departures on a weekday during the morning peak, evening peak and throughout the day.

Land Use	Weekday Morning Peak (08:00-09:00)		Weekday Evening Peak (17:00-18:00)		Daily (00:00-24:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Proposed B8 Self-Storage (2,105sqm GIA)	2	1	1	1	20	20

Table 4.1: Vehicular Trip Generation

4.14 **Table 4.1** indicates that the proposed self-storage centre is expected to result in around 8 fewer vehicular trips throughout the day compared to the existing use.

4.15 The proposed level of vehicular trip generation certainly falls below the 2007 Department for Transport thresholds of 30 two-way vehicle movements per hour or 100 vehicle trips (an arrival and departure movement) per day, which typically requires a Transport Assessment or highway/junction capacity modelling to be undertaken.

4.16 In addition, as set out previously, City Space Storage operate a number of eco-friendly vehicles which can be used to transport goods directly to/from a client, thereby removing the requirement for a customer to visit the site. This service replaces / removes trips that would otherwise be made by a customer traveling to the site, and hence has potential to reduce vehicular trip generation associated with proposed development.

4.17 In light of the above assessment, it is therefore reasonable to conclude that the development proposals will not generate any material increase of trips to the site and could possibly give rise to a reduction of vehicles on the adjacent highway network.

4.18 The proposals therefore generate no transport impact and accord with the sustainable transport policies contained within the NPPF.

Trip Generation Assessment Summary

4.19 To summarise the trip generation assessment:

- During a weekday, Woburn Place Car Park currently generates around 28 trips (consisting of an arrival and departure movement) per day;
- The proposed self-storage centre is likely to generate around 3 vehicle movements during the morning peak, 2 vehicle movements during the evening peak with up to 20 trips (consisting of an arrival and departure movement) per weekday; and
- The proposals will not generate any material increase of trips to the site and could possibly give rise to a reduction of vehicles on the adjacent highway network and therefore accord with the sustainable transport policies contained within the NPPF.

5 PARKING ASSESSMENT

5.1 This section considers the potential vehicle trip generation and parking demand likely to be associated with the proposed development, which is subdivided as follows:

- Existing Parking Demand;
- Development Parking Demand; and
- Local Parking Standards.

Existing Parking Demand

5.2 As set out previously, Woburn Place Car Park currently provides a total of 90 parking spaces. Car park barrier control data collected between June and August 2014 indicates that currently at most 28 spaces are utilised during peak demand periods, with the remaining 62 spaces being unoccupied.

5.3 Development proposals will result in closure of Woburn Place Car Park to create a new class B8 self-storage facility. Subsequently customers currently utilising the existing car park will have to find an alternative to park or look at an alternative mode of travel other than private car to access the local area.

5.4 This removal of existing parking and subsequent reduction of vehicular trips that could be associated with these spaces is consistent with the generally accepted objective of reducing reliance on the private car throughout the UK.

Alternative Travel Modes

5.5 As previously outlined, the site location has excellent sustainable transport linkages with regular London Bus and Underground services within a convenient walking distance, in addition to existing infrastructure to facilitate travel on foot or by cycle and car club bays being located in close proximity to the site. Therefore alternative, more sustainable travel modes to private car usage are a viable option for people wishing to access this location.

Alternative Parking Provision

5.6 The area in and around the site is covered by a Controlled Parking Zone (CPZ) where all streets are subject to parking controls, in particular a majority of parking bays in the vicinity of the site are restricted to resident permit holders between 08:30 – 18:30 Monday to Friday and either 08:30 – 13:30 or 08:30 – 18:30 on Saturdays, depending on specific location.

5.7 Therefore it is reasonable to assume that displaced vehicles following the closure of the car park would not adversely affect availability of on street parking due to existing CPZ restrictions in place.

5.8 A review of available car parks located within 1km of Woburn Place Car Park has been undertaken, with numerous car parks identified, including those detailed in **Table 5.1**.

Car Park Name	Operator	No. Spaces
Bernard Street	RCP	136 spaces
London Brunswick Square	NCP	155 spaces
London Judd Street	NCP	35 spaces
Royal National Hotel	CC Parking	120 spaces
Imperial Hotel	CC Parking	140 spaces
Bedford Hotel	CC Parking	40 spaces
Bloomsbury Square	Secure Parking Ltd	450 spaces

Table 5.1: Car Parks Located in the vicinity of Woburn Place

5.9 Car park barrier control data collected between November 2014 and February 2015 at the nearby London Brunswick Square car park indicates that this car park currently operates at a maximum peak occupancy of 44%, indicating around 68 occupied spaces, with remaining 87 spaces remaining vacant.

5.10 Therefore following the closure of the Woburn Place Car Park there are sufficient alternative car parks located in close proximity with spare capacity to accommodate people needing to access the local area via private car.

Development Parking Demand

5.11 Development proposals will provide a total of 3 parking spaces/loading bays, located in the vicinity of the proposed reception office and customer entrance to permit visitors to load/unload or visit the site as necessary

5.12 It is clear from Mayer Brown's extensive experience that self-storage centres generate considerably less vehicular trips than other types of storage and distribution (Class B8) facilities.

5.13 Furthermore, the large majority of trips to a self-storage centre occur outside of peak traffic hours, with virtually all trips occurring during the daytime, as demonstrated within the trip generation assessment undertaken within this Transport Statement. Consequently, self-storage centres only require a minimum level of car parking.

5.14 Notwithstanding this, local parking standards, as set out within Appendix 2 of the adopted document 'Camden Development Policies 2010-2025' permit a maximum of 1 space per 1,500sqm for B8 - Storage and distribution land uses. Given the unique nature of a self-storage centre and that it does not represent a typical B8 land use, it is however considered necessary to ensure any proposed level of parking meets the operational requirements of the business.

5.15 To estimate the operational parking demand and therefore a suitable parking requirement associated with the proposed development, the aforementioned TRICS data has been interrogated.

5.16 In summary, utilising predicted arrival and departure vehicular trip rates indicates that that the proposed development is likely to generate a peak parking demand of around 3 vehicles at any given time.

5.17 It is therefore reasonable to conclude that the proposed level of parking provision, 3 spaces, is appropriate to meet the operational requirements of a typical self-storage facility of this scale and nature.

5.18 Whilst the majority of visitors, by necessity, are likely to travel to the site by car, staff will be encouraged to travel by non-car modes as appropriate. Secure cycle parking will be provided onsite with 2 Sheffield stands, equating to 4 sheltered and secure cycle spaces, which is considered acceptable based upon the number of staff members onsite at any one time and predicted limited use by visitors.

Parking Assessment Summary

5.19 To summarise the parking assessment:

- This removal of existing parking and subsequent reduction of vehicular trips associated with these spaces is consistent with the generally accepted objective of reducing reliance on the private car throughout the UK;
- Sustainable travel modes are a realistic and viable alternative to travel via single occupancy private car for people wishing to access this location;
- CPZ parking restrictions and alternative car parks located in the vicinity of Woburn Place indicates that sufficient controls and alternative provision is in place to accommodate displaced vehicles with no overspill onto the surrounding highways;
- The level of car parking proposed is considered appropriate to meet the operational requirements of a self-storage facility of this scale and nature; and
- Cycle parking will be provided to facilitate travel by non-car modes.

6 SUMMARY & CONCLUSIONS

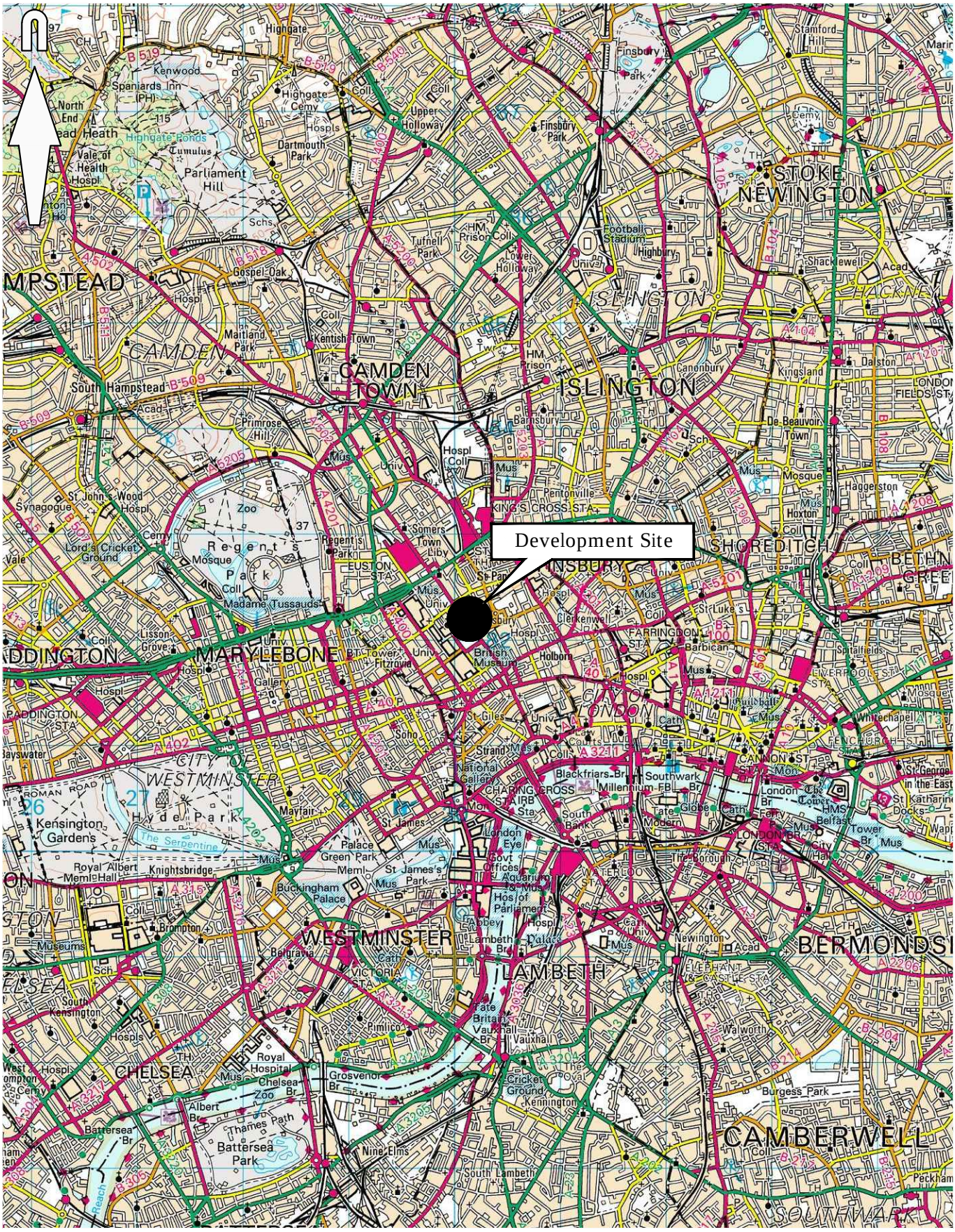
6.1 Mayer Brown Limited was appointed by City Space Storage Limited to prepare a Transport Statement in respect to the proposed change of use of Woburn Place Car Park to create a new class B8 self-storage facility, to serve private residents and domestic businesses located within the London Borough of Camden and immediate area.

6.2 This Transport Statement demonstrates:

- The application site is directly connected to the existing highway infrastructure with the principal road network accessible within a 1 minute drive;
- The site is accessible via sustainable modes of travel, including connections to pedestrian infrastructure, access to nearby cycle hire docks and convenient access to frequent London Bus services and London Underground Piccadilly line services via Russell Square station, located within a 3 minute walk;
- The proposed self-storage centre will comprise a Gross Internal Area of 2,105sqm / 22,658sqft;
- The proposals will seek to retain/reutilise existing vehicular access arrangements from the public highway whilst the existing internal highway/parking layout will be reconfigured to accommodate appropriate vehicular manoeuvring requirements;
- The proposals facilitate on-site deliveries by vehicles up to the maximum size of a low roof transit van and will utilise the dedicated vehicle fleet to transport commercial waste away from the site accordingly;
- The development proposals are not expected to generate any material increase of trips to the site and nil detriment to the adjacent highway network;
- The self-storage centre will include 3 parking/loading bays, to meet operational requirements and peak demand; and
- Cycle parking will be provided to facilitate travel by non-car modes.

6.3 In light of the above and preceding assessment, it is reasonable to conclude that the development proposals are fully acceptable in transport planning terms and do not generate any significant impact to the local transport network and therefore accord with the principles of sustainable development set out within the National Planning Policy Framework.

FIGURES



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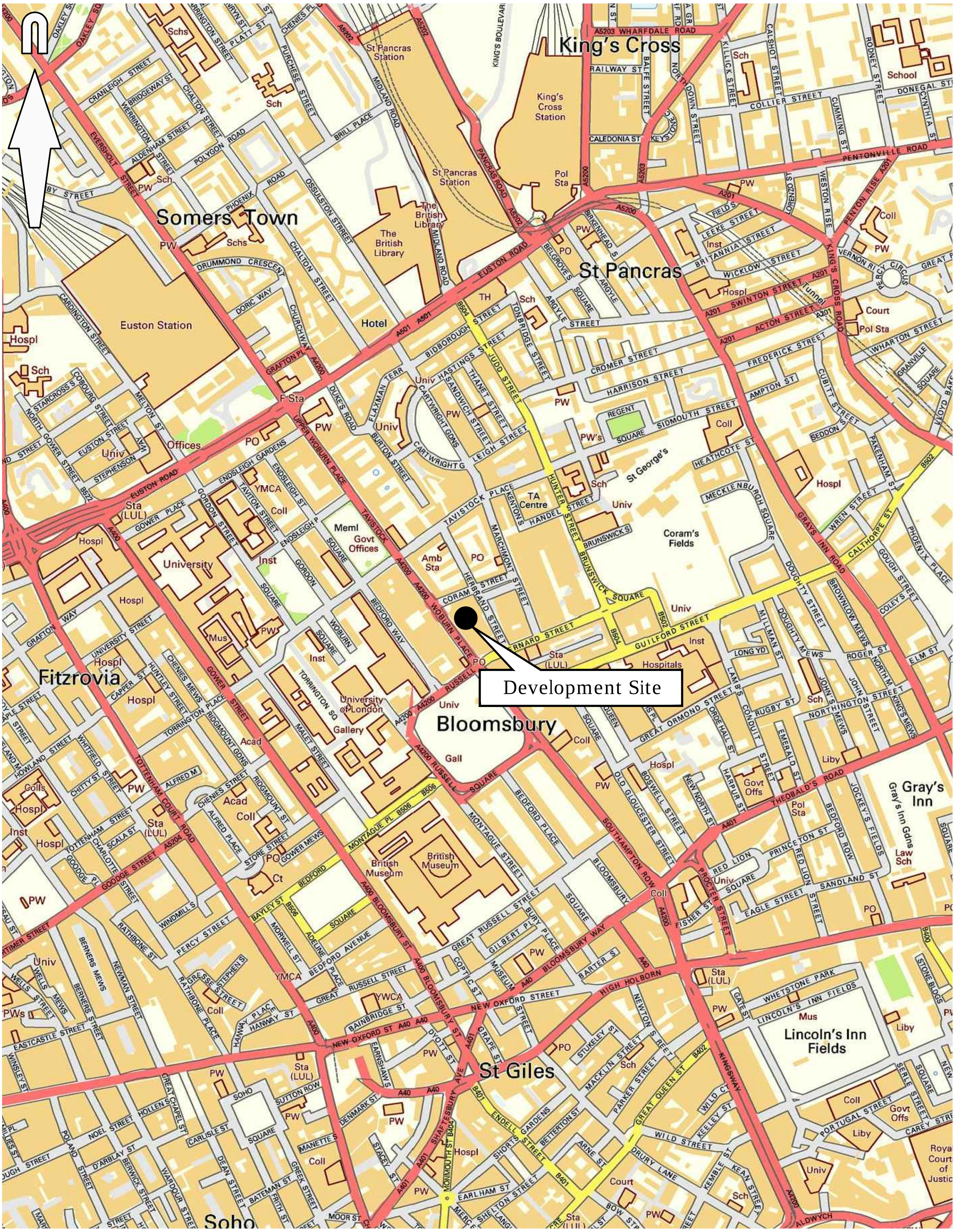
Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 1.1



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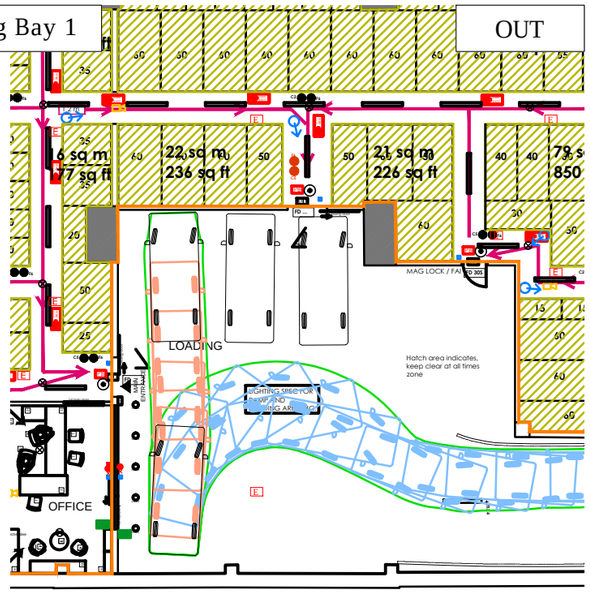
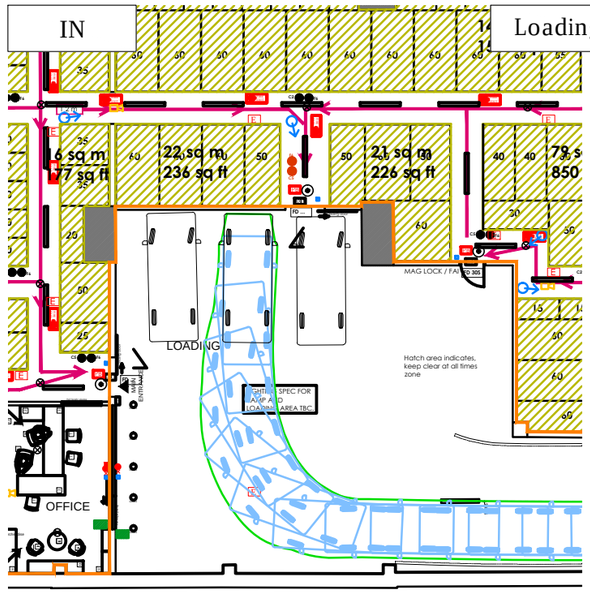
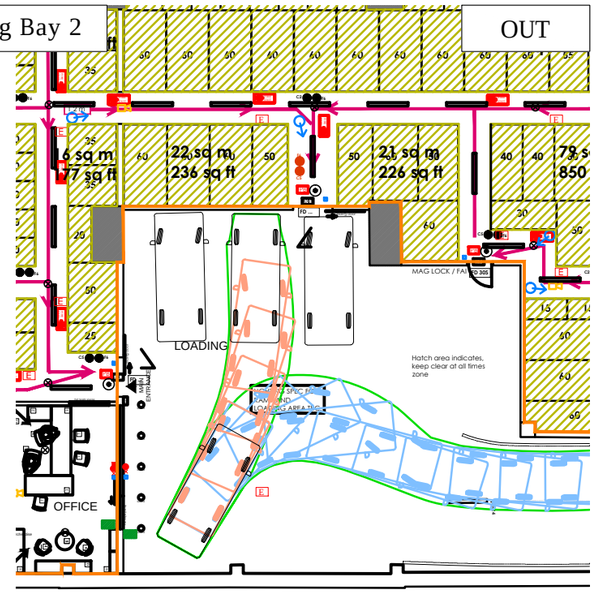
Site in Relation to the Local Highway Network

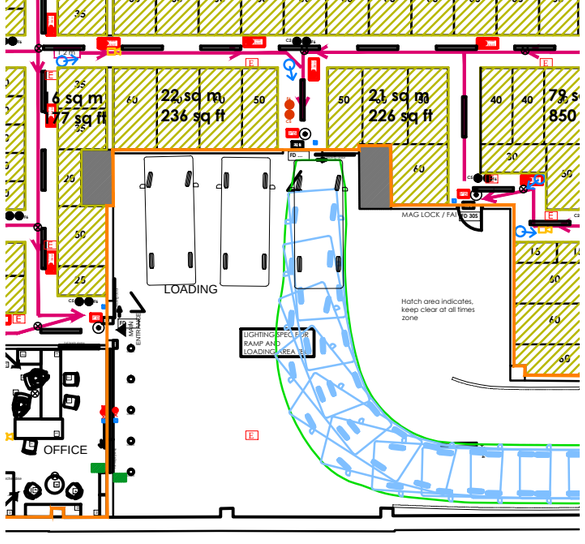
Scale 1:10 000

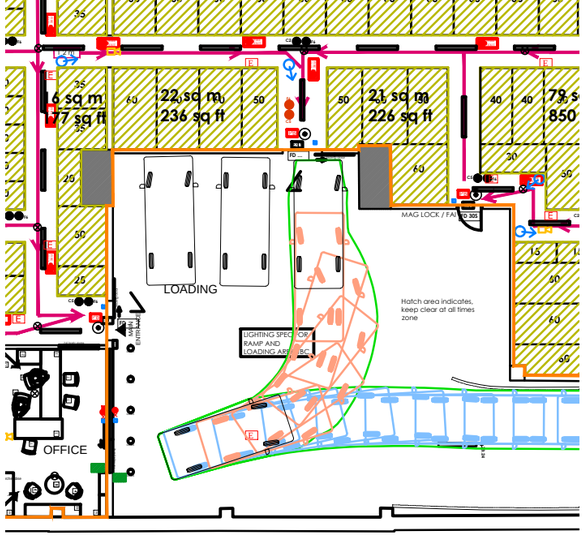
Figure 1.2

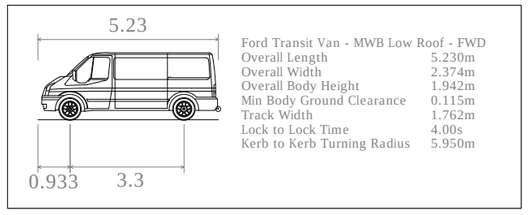


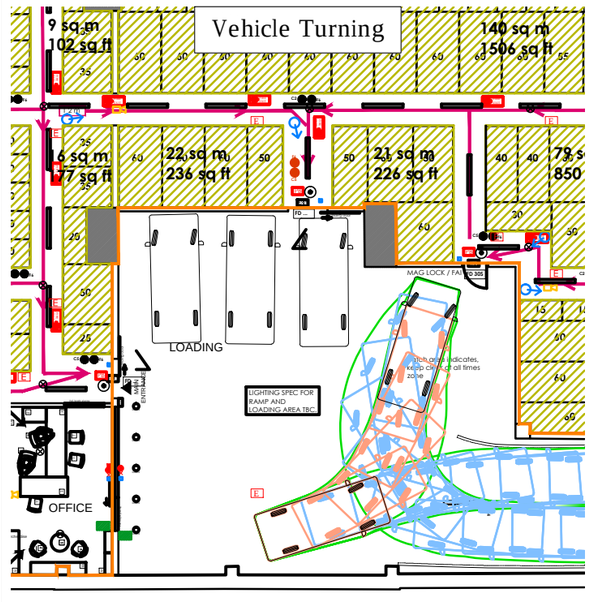












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Mayer Brown Limited
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client
CITY SPACE STORAGE LTD

project
WOBURN PLACE CAR PARK
LONDON BOROUGH OF CAMDEN

title
SWEPT PATH ANALYSIS
FORD TRANSIT VAN - MWB LOW ROOF (1.94m)
ACCESSING LOADING BAYS & TURNING ONSITE

scale	1:250 @ A3	drawn by	RB	checked by	AS
date	APRIL 2015	cad file	FIG 3.1.DWG		

drawing number
FIGURE 3.1

rev.
-

APPENDIX A: Car Park Occupancy Data

Woburn Place Car Park
Occupancy Data

Provision **90** spaces

Average Occupancy

Jun-14

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Mon	1	1	1	1	1	2	3	6	10	15	21	23	23	22	22	17	12	11	11	10	9	9	8	8
Tue	0	0	0	0	0	1	2	6	10	17	20	23	24	25	23	20	16	11	8	7	7	6	6	7
Wed	1	1	2	3	4	3	7	10	15	21	26	27	28	26	25	23	19	16	13	13	12	12	12	12
Thu	1	1	1	1	1	1	4	8	11	14	20	23	25	25	22	17	15	14	14	13	13	14	14	15
Fri	1	2	3	3	3	3	7	10	13	18	23	22	21	17	13	11	9	9	10	8	12	12	13	13
Sat	0	1	1	1	1	1	1	2	4	10	14	18	20	21	22	20	18	16	14	11	10	13	12	11
Sun	0	0	0	0	0	0	0	1	0	2	2	3	4	4	4	4	4	3	1	2	3	3	3	4
MAX	**1**	**2**	**3**	**3**	**4**	**3**	**7**	**10**	**15**	**21**	**26**	**27**	**28**	**26**	**25**	**23**	**19**	**16**	**14**	**13**	**13**	**14**	**14**	**15**

Jul-14

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Mon	1	1	1	1	1	2	3	6	12	15	18	21	21	19	17	13	12	10	8	7	6	6	5	6
Tue	1	1	1	1	1	1	3	6	10	14	19	22	25	23	21	16	12	10	7	6	4	5	4	4
Wed	0	0	1	1	1	1	2	5	10	16	21	24	25	24	22	17	15	12	9	8	7	7	7	6
Thu	0	0	0	1	0	1	2	5	11	15	20	23	22	23	20	15	13	10	8	8	8	7	7	7
Fri	1	1	1	1	1	2	3	7	11	14	14	15	16	15	14	13	12	12	11	11	11	11	10	10
Sat	1	1	1	1	1	2	2	3	7	11	13	16	20	21	24	23	21	20	19	19	16	16	14	14
Sun	0	0	0	0	0	1	1	1	1	1	1	2	2	3	2	2	2	2	1	2	3	3	4	4
MAX	**1**	**1**	**1**	**1**	**1**	**2**	**3**	**7**	**12**	**16**	**21**	**24**	**25**	**24**	**24**	**23**	**21**	**20**	**19**	**19**	**16**	**16**	**14**	**14**

Aug-14

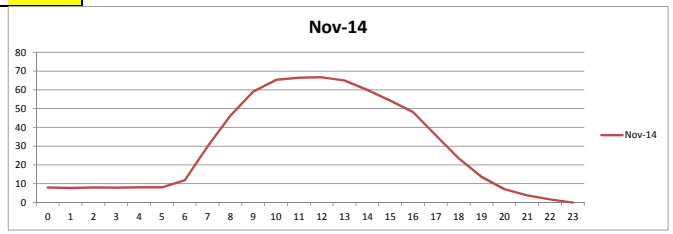
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Mon	1	2	2	2	2	2	2	7	12	15	17	19	19	20	18	14	10	8	8	7	7	6	5	5
Tue	0	1	1	1	1	1	3	8	13	20	25	27	27	27	20	16	12	11	9	8	8	8	8	7
Wed	1	0	0	0	1	1	3	10	16	17	22	24	27	28	22	17	15	11	10	8	7	6	6	6
Thu	0	0	0	0	0	1	5	9	16	20	24	26	24	25	20	16	13	13	12	10	10	9	8	9
Fri	0	0	0	0	0	1	3	8	14	16	19	19	22	21	17	14	13	11	10	9	8	9	9	9
Sat	1	1	1	1	1	1	1	2	3	5	11	14	18	20	22	22	23	23	20	19	19	17	16	15
Sun	1	0	0	0	0	0	1	4	6	7	8	8	8	8	7	6	7	5	5	6	6	7	7	7
MAX	**1**	**2**	**2**	**2**	**2**	**2**	**5**	**10**	**16**	**20**	**25**	**27**	**27**	**28**	**22**	**22**	**23**	**23**	**20**	**19**	**19**	**17**	**16**	**15**

Maximum Average Occupancy

MON	23	=	26%	of capacity	and	67	unoccupied spaces
TUE	27	=	30%	of capacity	and	63	unoccupied spaces
WED	28	=	31%	of capacity	and	62	unoccupied spaces
THU	26	=	29%	of capacity	and	64	unoccupied spaces
FRI	23	=	26%	of capacity	and	67	unoccupied spaces
SAT	24	=	27%	of capacity	and	66	unoccupied spaces
SUN	8	=	9%	of capacity	and	82	unoccupied spaces

BRUNSWICK PLACE

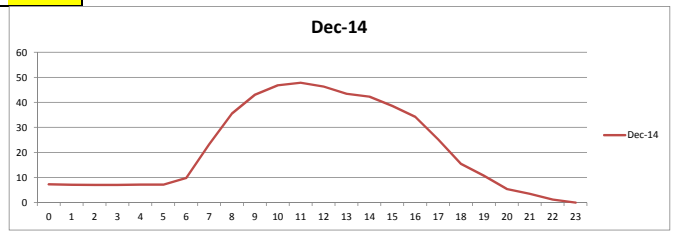
Time	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Nov-14	8	8	8	8	8	8	12	30	46	59	65	67	67	65	60	54	48	36	23	14	7	4	2	0
Over night Stay																								



Spaces	Max	Max percent
155	67	43%

BRUNSWICK PLACE

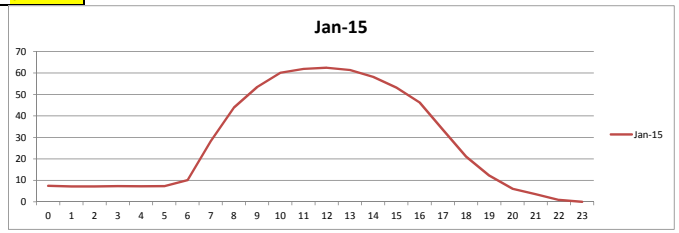
Time	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Dec-14	7	7	7	7	7	7	10	23	36	43	47	48	46	43	42	39	34	25	15	11	5	3	1	0
Over night Stay																								



Spaces	Max	Max percent
155	48	31%

BRUNSWICK PLACE

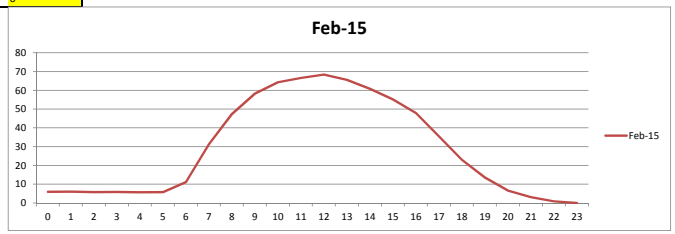
Time	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Jan-15	7	7	7	7	7	7	10	28	44	54	60	62	63	61	58	53	46	34	21	12	6	4	1	0
Over night Stay	0																							



Spaces	Max	Max percent
155	63	40%

BRUNSWICK PLACE

Time	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Feb-15	6	6	6	6	6	6	11	31	47	58	64	67	68	66	61	55	48	36	23	14	7	3	1	0
Over Night Stay	0																							



Spaces	Max	Max percent
155	68	44%

APPENDIX B: Proposed Development Plans

Original Drawing Size A1

Refer to the relevant Construction(Design and Management) documentation where applicable.

Is is assumed that all works on this drawings will be carried out by a competent contractor, working where appropriate to an approved method statement. PLANNING APPLICATION

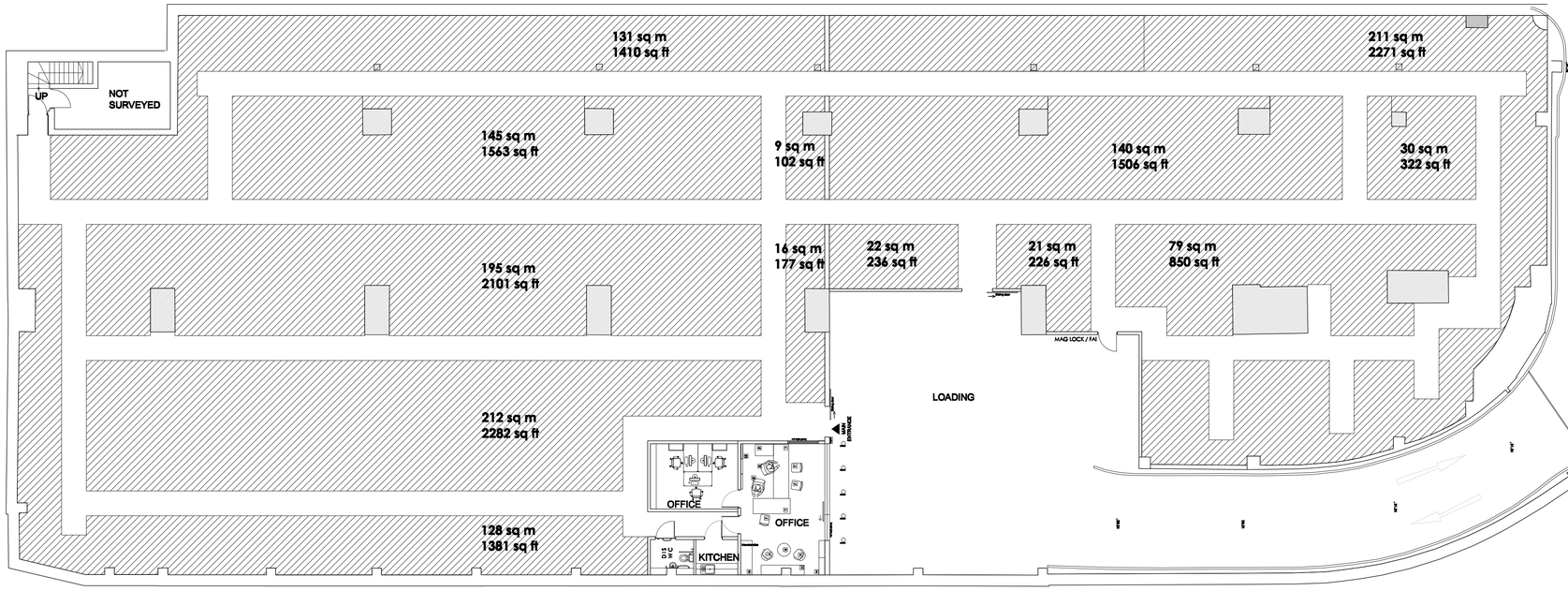
NOTES:

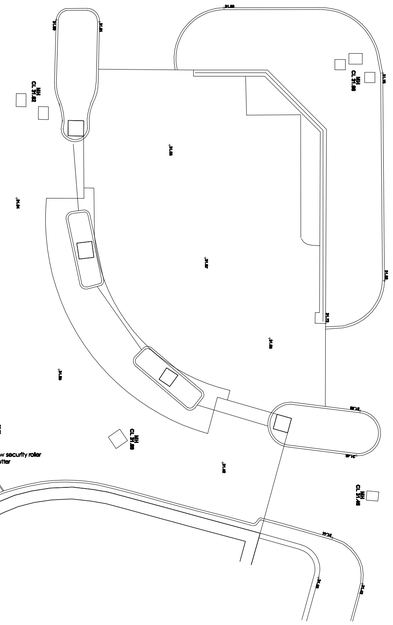
The design must comply in all respects with the requirements of the Building regulations (together with specific "Fire Officer" requirements) except reference is made to other documentation of a higher standard.

Unless otherwise described the installation, all materials and workmanship shall be in accordance with the latest British Standard Codes of Practice where such exist.

The contractor will be required to develop the scheme to comply with planning conditions, Building regulations, relevant British and European standards and in accordance with the best practice including the following technical and regulatory guidance:

- Building Regulations Approved Documents for Emgland & Wales approved documents.





GROSS FLOOR AREA (whitout ramp)- 22 658 sq ft
TOTAL NLA- 13 535 sq ft

SCALE: 1.0cm = 1.0m

1.0 5.0 10.0 20.0

Revision	Date	Description	By	Check

studionesh Limited

Mob: +447763102097 Email: studionesh@gmail.com

Client
CITY SPACE STORAGE LIMITED

Project
PROPOSED STORAGE CENTRE
WOBURN

Drawing Title.
PROPOSED UNITS AREAS

Project No.	Issue Purpose.		
0500	PLANNING		
Scale @ A1	Drawn	Checked	Date
1:150	SS	NP	Feb 2015
Drawing No.			Revision
PL-113			-

DO NOT SCALE FROM DRAWING. ALL DIMS TO BE CHECKED ON SITE REPORT OMISSIONS AND DISCREPANCIES TO ARCHITECT IMMEDIATELY.

APPENDIX C: TRICS Data - Self Storage Facility

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)	
Site Name:	Woburn Place Car Park, Camden, London
Calculation Factor:	100 sqm GFA
Gross Internal Area:	2,105 sqm GFA
Assessment Day:	Weekday

Development Scenario:	PROPOSED CLASS B8 SELF STORAGE FACILITY
Trip Rate for:	Vehicles

	ARRIVALS			DEPARTURES			TOTALS			TRIPS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Arr.	Dep.	Acc.
00:00-01:00	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0
01:00-02:00	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0
02:00-03:00	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0
03:00-04:00	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0
04:00-05:00	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0
05:00-06:00	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0
06:00-07:00	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0
07:00-08:00	3	6001	0.039	3	6001	0.017	3	6001	0.056	1	0	0
08:00-09:00	4	5251	0.081	4	5251	0.043	4	5251	0.124	2	1	1
09:00-10:00	4	5251	0.110	4	5251	0.076	4	5251	0.186	2	2	2
10:00-11:00	4	5251	0.110	4	5251	0.090	4	5251	0.200	2	2	2
11:00-12:00	4	5251	0.067	4	5251	0.076	4	5251	0.143	1	2	2
12:00-13:00	4	5251	0.114	4	5251	0.100	4	5251	0.214	2	2	3
13:00-14:00	4	5251	0.090	4	5251	0.119	4	5251	0.209	2	3	2
14:00-15:00	4	5251	0.086	4	5251	0.090	4	5251	0.176	2	2	2
15:00-16:00	4	5251	0.119	4	5251	0.081	4	5251	0.200	3	2	3
16:00-17:00	4	5251	0.081	4	5251	0.129	4	5251	0.210	2	3	2
17:00-18:00	4	5251	0.043	4	5251	0.057	4	5251	0.100	1	1	1
18:00-19:00	3	6001	0.028	3	6001	0.094	3	6001	0.122	1	2	0
19:00-20:00	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0
20:00-21:00	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0
21:00-22:00	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0
22:00-23:00	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0
23:00-24:00	0	0	0.000	0	0	0.000	0	0	0.000	0	0	0
Daily Trip Rates:			0.968			0.972			1.940	20	20	

Calculation Reference: AUDIT-807403-150227-0201

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : E - WAREHOUSING (SELF STORAGE)
VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	LB	LAMBETH	1 days
02	SOUTH EAST		
	KC	KENT	2 days
	WS	WEST SUSSEX	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	3000 to 6503 (units: sqm)
Range Selected by User:	3000 to 6503 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 01/12/09

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B8	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
101,000 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	KC-02-E-01	EASI STORE		KENT
	LONGFIELD ROAD			
	TUNBRIDGE WELLS			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		5925 sqm	
	Survey date: TUESDAY		01/12/09	Survey Type: MANUAL
2	KC-02-E-03	BIG YELLOW STORAGE		KENT
	LONGFIELD ROAD			
	TUNBRIDGE WELLS			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		5575 sqm	
	Survey date: TUESDAY		01/12/09	Survey Type: MANUAL
3	LB-02-E-01	BIG YELLOW		LAMBETH
	KENNINGTON LANE			
	VAUXHALL			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:		6503 sqm	
	Survey date: TUESDAY		06/10/09	Survey Type: MANUAL
4	WS-02-E-01	SELF STORAGE		WEST SUSSEX
	DURBAN ROAD			
	SOUTH BERSTED			
	BOGNOR REGIS			
	Suburban Area (PPS6 Out of Centre)			
	Industrial Zone			
	Total Gross floor area:		3000 sqm	
	Survey date: MONDAY		06/11/06	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	6001	0.039	3	6001	0.017	3	6001	0.056
08:00 - 09:00	4	5251	0.081	4	5251	0.043	4	5251	0.124
09:00 - 10:00	4	5251	0.110	4	5251	0.076	4	5251	0.186
10:00 - 11:00	4	5251	0.110	4	5251	0.090	4	5251	0.200
11:00 - 12:00	4	5251	0.067	4	5251	0.076	4	5251	0.143
12:00 - 13:00	4	5251	0.114	4	5251	0.100	4	5251	0.214
13:00 - 14:00	4	5251	0.090	4	5251	0.119	4	5251	0.209
14:00 - 15:00	4	5251	0.086	4	5251	0.090	4	5251	0.176
15:00 - 16:00	4	5251	0.119	4	5251	0.081	4	5251	0.200
16:00 - 17:00	4	5251	0.081	4	5251	0.129	4	5251	0.210
17:00 - 18:00	4	5251	0.043	4	5251	0.057	4	5251	0.100
18:00 - 19:00	3	6001	0.028	3	6001	0.094	3	6001	0.122
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.968			0.972			1.940

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	3000 - 6503 (units: sqm)
Survey date date range:	01/01/06 - 01/12/09
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.