Transportation Planning : Infrastructure Design

Transport Assessment

Proposed Office Development

75 Farringdon Road, London

St. James's Place Property Unit Trust

October 2016

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APPENDICES

1.0 INTRODUCTION

Context

1.1 This Transport Assessment has been prepared on behalf of St James's Place Property Unit Trust and provides a review of the transport and highway matters relating to the proposed refurbishment (plus the addition of a 7th floor of B1 office space) at 75 Farringdon Road, located within the London Borough of Camden.

1.2 The application site in the context of the surrounding transport network is provided at **Figure 1.1.** The application site is located on the corner of St Cross Street and Farringdon Road.

Figure 1.1: Site Location Plan (Source: Googlemaps)

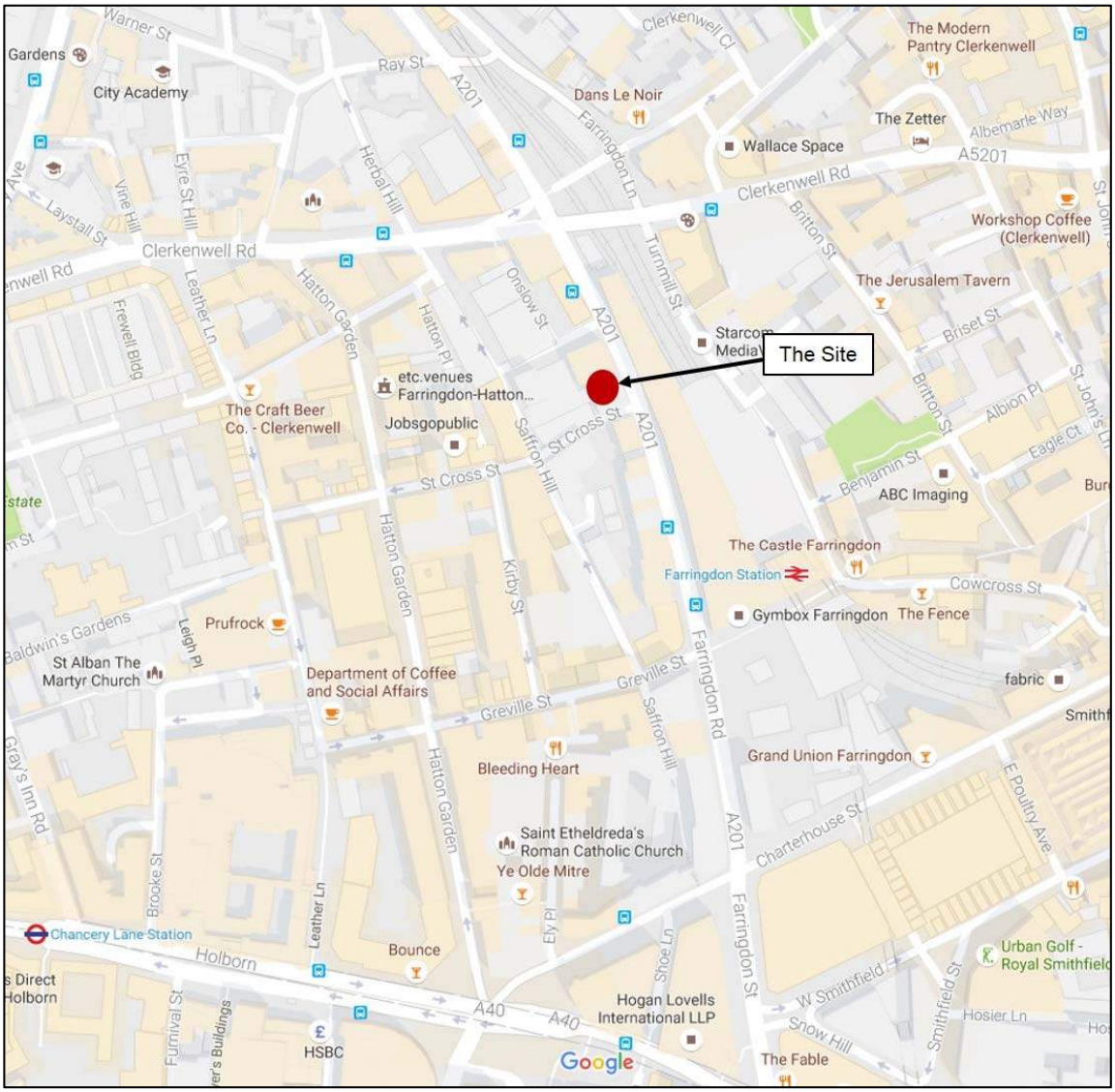


Figure 1.2: Existing Office Building / Application Site

Description of development proposals

1.3 The proposed development comprises the refurbishment of the existing office building at 75 Farringdon Road, including the addition of a new floor at 7th floor level.

1.4 The latest architect plans are attached at **Appendix 1** and show that the proposed development would provide an additional 247m^2 gross external area (GEA) of B1 office space.

1.5 Currently there is no general car parking provision provided on site and this will remain the case for the newly refurbished office building.

1.6 Pedestrian and cycle access to the proposed site will be from Farringdon Road and St Cross Street respectively. Appropriate cycle storage will be provided in line with London Plan standards.

Scoping

1.7 We have referred to Transport for London's transport assessment best practice guidance (TABPG) when preparing the content for this Transport Assessment document.

1.8 In summary, this Transport Assessment provides the appropriate assessment for determining the significance of potential transport impacts that could result from the Proposed Development. In addition, the layout of the Application Site in terms of access, parking provision, and servicing / delivery vehicle arrangement is assessed.

Report Structure

1.9 This report is formed of five sections in addition to the Introduction.

- **Section 2** includes a review of the local highway network, highway safety and opportunities to access the site by non-car modes of transport.

- **Section 3** outlines the transport and land use planning policies which are relevant in the context of the development proposals.

- **Section 4** will describe the development proposals including access, site layout, parking provision (for bicycles) and servicing / delivery arrangement.

- **Section 5** calculates the additional trip generation which could arise from the proposed refurbishment / development compared to the existing / consented use of the site.

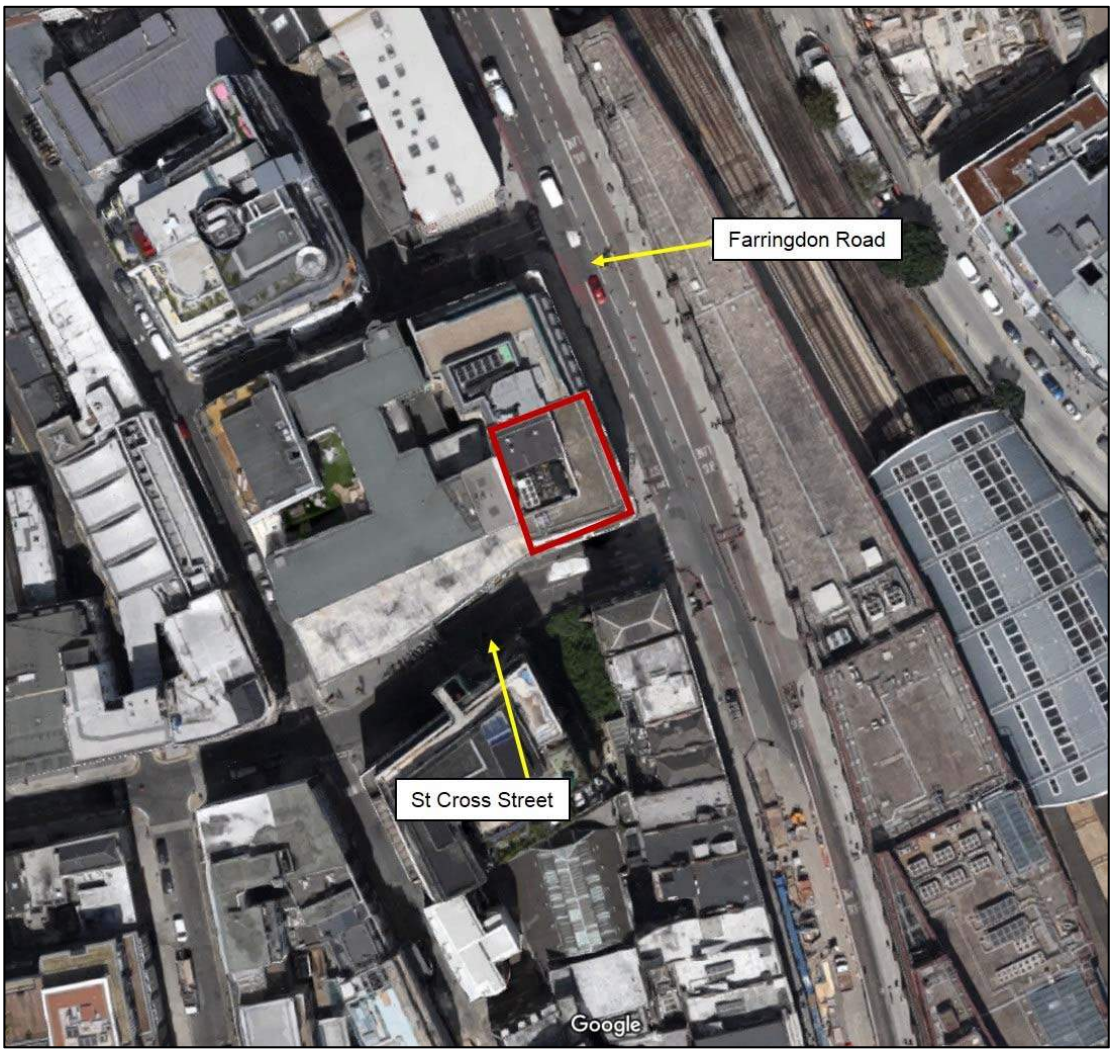
- **Section 6** provides a summary and conclusion to the report.

2.0 BASELINE CONDITIONS

Existing Site

2.1 The existing building on site is a 6 storey office block (75 Farringdon Road) with a main pedestrian entrance provided from Farringdon Road. The existing building has a total GEA of 3,308m^2.

Figure 2.1: Application Site Boundary (Approximate) – Aerial View



2.2 There is currently no on site car parking provided. The site lies within a controlled parking zone (permit holder only) and a TfL red route along Farringdon Road. As such opportunities for on street car parking in the local area are limited.

2.3 Notwithstanding the above, there is a multi level NCP car park (Saffron Hill Car Park) nearby allowing for off street pay and display car parking.

Local Highway Network

2.4 The Application Site is bound by Farringdon Road and St Cross Street to the east and south respectively. St Cross Street forms the minor arm of a priority control junction with Farringdon Road (classified 'A201') at the south east corner of the site.

2.5 Off street servicing takes place from Farringdon Road using the existing loading bay provided on street directly adjacent to the site. The majority of the remaining on street space along Farringdon Road is set within a TfL bus lane and / or red route (no waiting permitted at any time).

Figure 2.2: Existing Loading Bay on Farringdon Road

2.6 There is some available permit holder only car parking (Mon – Fri, 0830 – 1830 and Saturday 0830 – 1330, max stay 2 hour) along St Cross Street, Saffron Hill and Kirby Street. There is also motorcycle parking and cycle parking facilities on street in close proximity of the site.

Figure 2.3: On Street Car Parking to rear of site along Saffron Hill

Figure 2.4: On Street Car Parking and Cycle Parking along Kirby Street

Accessibility by Non-Car Modes of Transport

2.7 The accessibility of the Application Site by non-car modes is a key consideration in the planning process. The requirement to ensure that sites are accessible by non-car modes of transport is set out in both local and national planning policy (National Planning Policy Framework).

2.8 Access between the site and local areas by non-motorised modes has been assessed by comparison with the following widely used threshold distances, as displayed below in **Table 2.1.**

Table 2.1 Widely Used Threshold Distances

Threshold Distance	Significance
800m	Motorised modes are rarely used for trips of around 800m or less
2km	Walking offers the greatest potential to replace short car trips, particularly those under 2km
5km	Cycling also has potential to substitute for short car trips, particularly those under 5km and form part of a longer journey by public transport

Pedestrians

2.9 The Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to 800m) walking distance which site users may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

2.10 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walking distance of 2km of the site. The accessibility figure illustraiting 2km walking catchment area is located within **Appendix 2.**

2.11 The GIS data at **Appendix 2** demonstrates that a large surrounding area consisting of a number of local amenities, including public transport facilities are within acceptable walking distance of the site. As a result, there are numerous opportunities for non-motorised access to retail, education, health, and other facilities.

2.12 A summary of these local facilities surrounding the development site is presented in **Table 2.2** below:-

Table 2.2 - Accessibility to Local Facilities from the Development Site

Facility	Name	Distance from the Development Site
Rail/Underground Station	Farringdon Station	250m
Bus Stop	Various Stops	<100m
Supermarket	Tesco express	115m
Post Office	Old Street Post Office	125m
Bank	LLoyds Bank	650m
Pharmacy	Boots Pharmacy	170 m
Primary School, nursery	St Albans's C of E Primary and Nursery School	380m
	Christopher Hatton Primary School	470m
Secondary School	City of London School for Girls	1450m
	Central Foundation Boy's School	1770m
Medical Centre	Harley Medical Group	480m
Leisure Facility	Soho Gym	150m
Community Centre	St Luke's Community Centre	1250m
Public House	The Sir John Oldcastle	150m

2.13 Pedestrian footways are situated along all the routes that surround the site and connect the development to various services, as listed above, for example, local schools, pharmacies, railway station, post office, bus stops, foodstores and other facilities.

2.14 The development site is surrounded by a number of existing office buildings and approximately 250 metres walk distance from the cafés, shops and restaurants along Leather Lane to the west. There is a Tesco's Express and a Sainsbury's local foodstore both within approximately 200 metres walk distance to the south of the site.

Cyclists

2.15 Transport Policy identifies that cycling represents a realistic and healthy option to use than the private car for making journeys up to 5000m as a whole journey or as part of a longer journey by public transport.

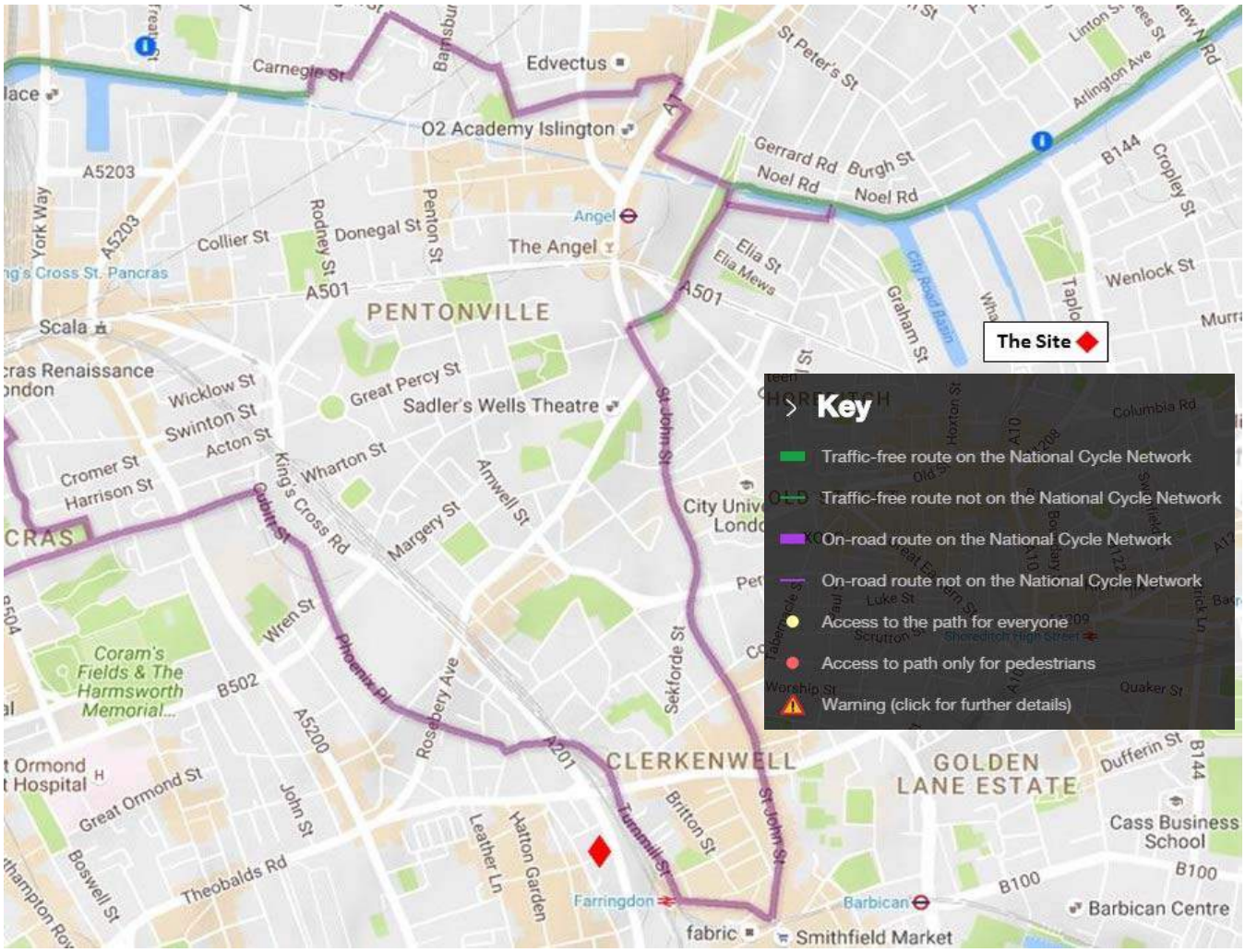
2.16 GIS software has also been used to model a 5km cycle catchment from the site and is shown in the figure provided within **Appendix 2.** The plans demonstrate that a number of locations such as Camden, Holloway, Knightsbridge, Southbank, Walworth, Shadwell and Dalston are within 5km of the development.

2.17 In terms of the existing cycle infrastructure surrounding the site, an on-road cycle route is located close by to the proposed development site. This route runs north-south on Turnmill Street, 150m to the northeastern of the development site.

2.18 The cycle route on St John Street connects to a traffic free route that runs from east to west along the Regents Canal. This is a good surface cycle route and connects the development site with various locations along Regents Canal up to Victoria Park in the east.

2.19 **Figure 2.5** below displays cycle routes surrounding the site, providing good connections to the neighbouring areas.

Figure 2.5- Local Cycle Routes



Source: Sustrans

Public Transport

Bus and Rail

2.20 GIS software has again been used to model a 60 minute public transport catchment using bus, underground and rail facilities within the vicinity of the site, and is shown in **Appendix 2.**

2.21 The figure located in **Appendix 2** illustrates the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to the bus stops and demonstrates that areas as far away as Stevenage, Heathrow Airport, Croydon and Harlow are all within 60 minute travel time by public transport.

2.22 The nearest bus stops to the site are located on Farringdon Road within 100m of the development site. Bus stops on Farrindgon Road are served by regular bus service No.63. Two additional bus services (No.243 and and No.55) route along Clerkenwell Road to the north of the site (a walk distance of approximately 200 metres from the site). The three available bus services highlighted above provide connections to a range of nearby areas such as Leyton Hackney, Finsbury Park, Waterloo, Shoreditch, Peckham and Hoxton.

2.23 A summary of accessibility by bus is provided in **Table 2.3** below.

Table 2.3 - Bus Accessibility from the Development Site

Service Number	Route	Average Service Frequency (mins)		
		Mon-Fri	Sat	Sun
63	Honor Oak - Peckham - Trafalgar Avenue - Elephant & Castle - Blackfriars - King's Cross	4-8	5-8	6-10
243	Wood Green- Tottenham-Stamford Hill-Dalston-Shoreditch-Holborn-Waterloo	7	12	10
55	Leyton Green-Hackney-Shoreditch- Holborn-Oxford Circus	7	10	12

2.24 In terms of railway facilities, Farringdon railway station is the closest station to the site. The distance to the station from the site is approximately 250m.

2.25 Farringdon station is served by services which operate to St Albans, Brighton, Sutton, Luton, Bedford and Three Bridges on a half hourly basis. These services stop at a number of destinations on this line including Loughborough Junction, London St Pancras, Mitcham Junction and Gatwick Airport.

2.26 A summary of the train services accessible from the development is provided in **Table 2.4** below.

Table 2.4 Train Services from Farringdon Station

Route	Average Service Frequency
St Albans- Sutton (reverse)	30mins
Brighton- Bedford (reverse)	30mins
West Hempstead- Sevenoaks (reverse)	30mins
Luton- Sutton (reverse)	30mins
Three Bridges- Bedford (reverse)	30mins
Sevenoaks (reverse)	30mins

London Underground

2.27 A summary of London Underground services available from Farringdon Station is provided in **Table 2.5.**

Table 2.5 London Underground Services from Farringdon Station

Route	Average Service Frequency
Hammersmith Edgware	10mins
Barking-Hammersmith	10mins
Hammersmith-Plaistow	60mins
Aldgate-Amersham	60mins
Chesham-Aldgate	60mins
Uxbridge-Aldgate	12mins
Watford Aldgate	17mins
Aldgate- Harrow Hill	45mins
Edgware-Morden	7mins

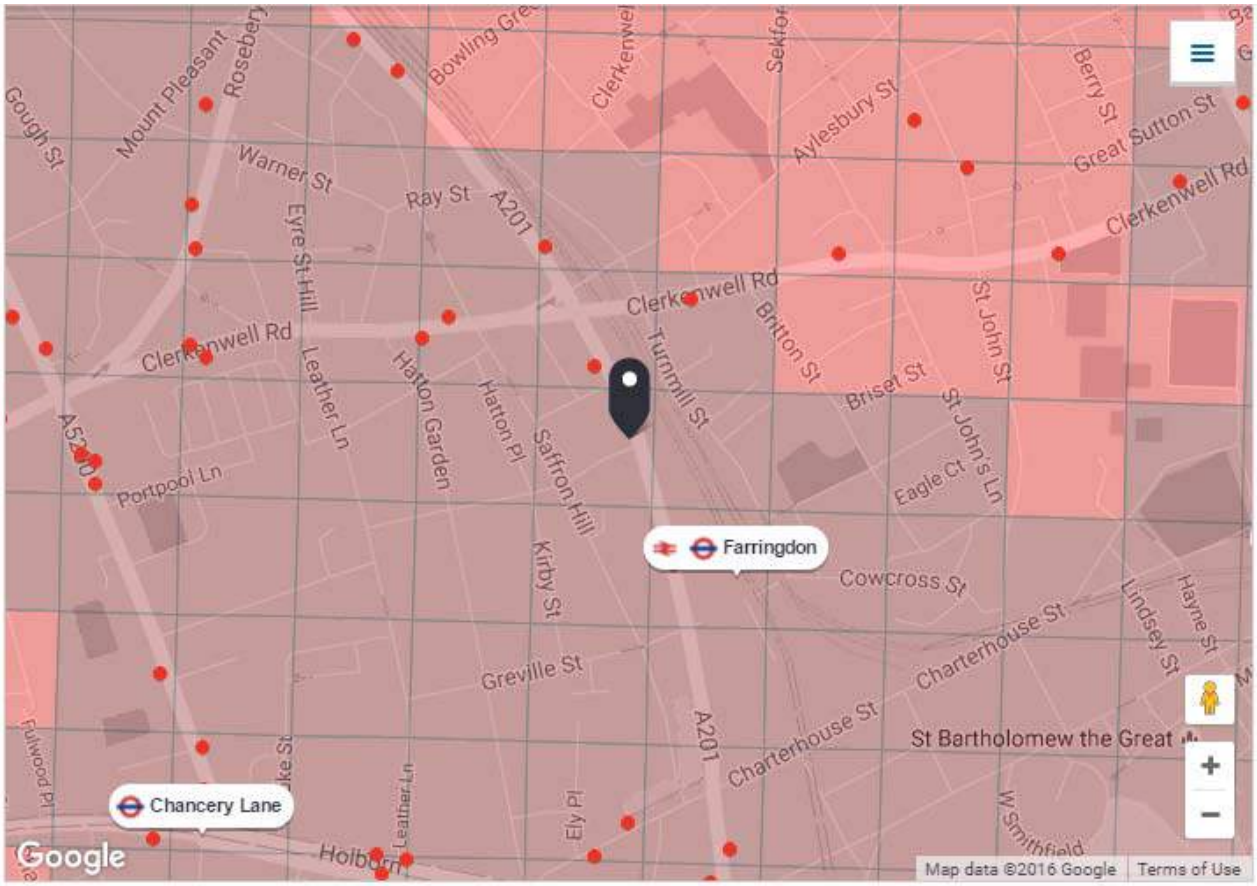
Route	Average Service Frequency
Morden- High Barnet	4mins
Morden- Mill Hill East	15mins

2.28 A Public Transport Accessibility Level (PTAL) assessment is the most widely recognised form of measuring accessibility to the public transport network in London. The PTAL of a site will influence factors such as the appropriate quantum of development on a site, the level of car parking and the need for additional public transport services.

2.29 PTALs effectively measure a combination of how close public transport services are from a given point (ie walking times plus waiting times) and the frequency of services. PTALs range from levels 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility.

2.30 In this case the PTAL assessment was undertaken using TfL's online WebCAT, as shown in **Figure 2.6**.

Figure 2.6: PTAL Assessment



You can click anywhere on the map to change the selected location.

PTAL output for 2011 (Base year)
6b

75 Farringdon Rd, London EC1M 3PS, UK

2.31 The Application Site scores a PTAL rating of '6b – excellent.

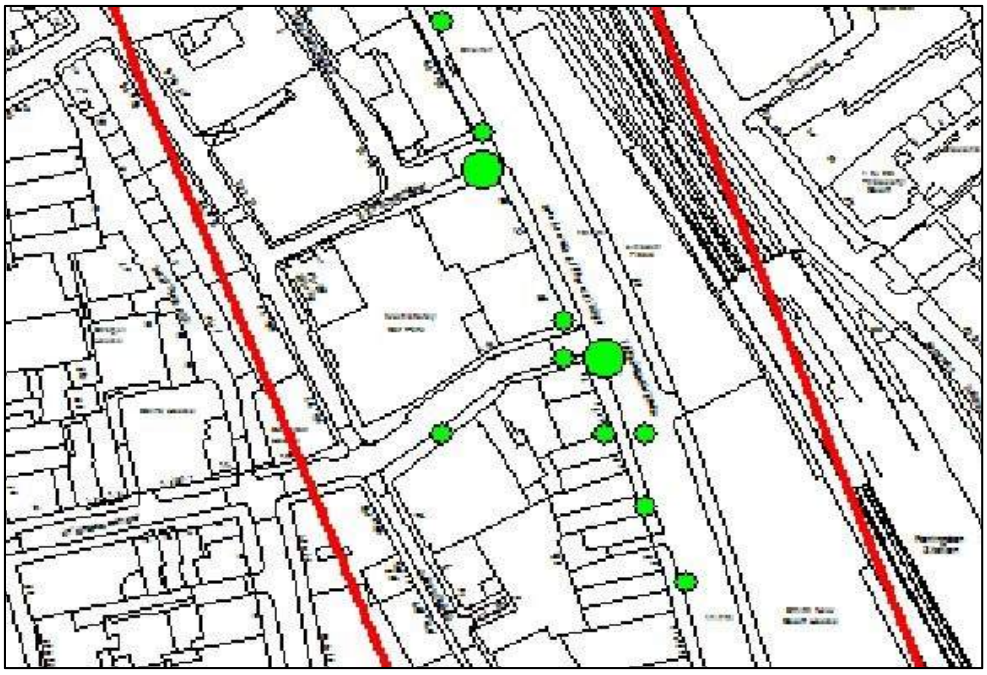
Accessibility Summary

2.32 The site is within reasonable walk and cycle distance of a range of local amenities and facilities within the local surrounding area. The preferable office location and the existing nearby cycle parking facilities encourage and promote the use of sustainable transport such as walking and cycling to access the site. There is a good level of public transport including an effective level of bus, rail and underground tube services. As a result, future occupants of the site are able to access surrounding areas in less than 60 minutes journey time using the existing public transport network.

Highway Safety

2.33 Personal Injury Collision (PIC) data was obtained from TfL which outlines the location and severity of all accidents that have taken place on the adjoining highway network for the most recent five year period available. The study area is outlined in the **Figure 2.7** below:

Figure 2.7: Accident Data - Study Area



2.34 The PIC data shows there has been a total of 17 accidents within the study area over the 5 year study period. All 17 accidents resulted in 'slight' injury. There were no recorded serious or fatal injuries during the five year period.

Accident Clusters

2.35 The recorded accident data has been reviewed for clusters which might suggest a deficiency in highway design at a specific location within the study area. There is no common set of criteria applied across the UK to define an accident cluster. This assessment has used the following criteria:

a junction or 100 metre length of road (in a 3-year period) with:

- *6 or more slight injury accidents;*
- *3 or more fatal or serious accidents; or*
- *5 or more injury accidents providing that one of them is fatal or serious*

2.36 There have been no serious or fatal injures recorded. Reviewing the accident data year on year reveals that there are no clusters that meet the criteria of 6 or more slight injury accidents during a 3 year period.

2.37 In this context, there are no existing deficiencies in the safety of the surrounding movement network identified which might worsen as a consequence of intensification of use at the site.

3.0 POLICY

National Planning Policy

3.1 The National Planning Policy Framework (NPPF) was adopted in 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

3.2 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - specific policies in this Framework indicate development should be restricted.

3.3 With regards to 'Promoting sustainable transport' the NPPF states:

"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."*

Local Planning Policy

3.4 Camden's Planning Policies documents sets out planning policies to guide decisions on planning applications, includes The London Plan and Camden's Core Strategy and Development Policies DPD.

Camden's Core Strategy – 2010-2025

3.5 A Core Strategy sets out the key elements of the Council's planning vision and strategy for the borough. It is the central part of the Local Development Framework (LDF), a group of documents setting out our planning strategy and policies. The Core Strategy Policy set in this document related to transport is:

3.6 Core Strategy 'Policy CS 11 – Promoting sustainable and efficient travel *"The Council will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel, and relieve pressure on the borough's transport network"./*

Camden's Development Policies

3.7 Camden Development Policies forms part of the Council's Local Development Framework (LDF), the group of documents setting out our planning strategy and policies

3.8 'Policy DM16 - The transport implications of development "*The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links"*.

3.9 'Policy DM17- Walking, cycling and public transport *"The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport"*

3.10 'Policy DM18– Parking standards and limiting the availability of car parking *"The Council will expect development to be car free in the Central London Area"…*

4.0 THE PROPOSED DEVELOPMENT

Preface

4.1 The proposals seek the refurbishment and extension of the existing office building at 75 Farringdon Road, to provide 247m^2 of additional new office space. The proposed development would also provide new rooftop amenity space for office tenants.

4.2 The completed refurbished / extended site would therefore provide a total of 3,555m^2 GEA of B1 office space.

Access

4.3 No general on site car parking will be provided at the proposed site for staff or visitors. This is the same as existing and therefore no vehicle access to the site is provided.

4.4 The site's main pedestrian access will continue to be from Farringdon Road. In addition a designated cycle access will be provided alongside the building from St Cross Street.

4.5 Deliveries will be made via the main entrance located on Farringdon Road and make use of the existing on street delivery bay.

4.6 There is currently no refuse area within the existing building at the Application Site. In contrast a refuse store is included within the the proposed building in line with Camden's refuse policy, and will be situated along St Cross Street and serviced from kerbside. This will serve the entire building and not just the new floor areas, enhancing the existing situation.

Parking

Car parking

4.7 No general on site car parking is currently provided at 75 Farringdon Road offices. This will remain to be the case at the proposed site with no general on site car parking provided for staff or visitors.

4.8 Those seeking to visit the site by car would be required to park either in the adjacent NCP car park or on the surrounding streets (where there is pay and display and / or permit holder only parking).

Cycle parking

4.9 Presently there is insufficient cycle space and no communal shower or locker provision for the office building's cyclists. The proposed site will therefore provide greater amenity space for cyclists as follows:

- Proposed designated cycle access provided directly from St Cross Street;
- Custom bike ramp installed to existing staircase to enable users to transport cycles downstairs. There is a separate stair case for cyclists to access the offices so that they are not required to enter / exit via the cycle access ramp;
- Cycle storage area with up to 47 cycle spaces;
- Provision of changing facilities; and
- Provision of 3 No' showers.

4.10 The minimum cycle parking standards set out within the latest March 2016 minor alterations to the London Plan (MALP) are outlined in **Table 4.1** below:

Table 4.1: London Plan Minimum Cycle Parking Standards

Land use		Long-stay	Short-stay
B1	business offices	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

4.11 **Table 4.1** demonstrates that the requirement for long-stay / staff cycle parking is 40 spaces (3,555m^2 / 90m^2) which will be provided on site.

4.12 The requirement for short-stay / visitor cycle parking is 7 spaces (3,555m^2 / 500m^2) which will also be provided on site.

Refuse Collection

4.13 Refuse storage will be located adjacent to St Cross Street at street level. The refuse store will therefore be accessed directly from St Cross St with level threshold. This will enable operatives

to transport the containers over a minimal distance (less than 10m) to the collection vehicle waiting on street.

4.14 The quantum of refuse containers has been determined to meet guidance provided by the London Borough of Camden in their Camden Planning Guidance Design 1 (CPG1). The requirement is to provide 1m^3 of waste storage per 500m^2 which results in a requirement for 7 660l Eurobins.

Deliveries

4.15 In order to accommodate safe loading and unloading of deliveries it is proposed to retain the use the existing loading bay located on Farringdon Road. The existing loading bay is situated directly adjacent to the main pedestrian entrance to the 75 Farringdon Road office building.

4.16 Making use of the dedicated loading bay would minimise the risk of vehicles pulling onto the footway on Farrindgon Road or St Cross Street and blocking pedestrian flow or illegally parking on the public highway.

4.17 Further detail relating to delivery and servicing arrangements will be prepared in accordance with BREEAM requirements.

5.0 TRIP GENERATION

Preface

5.1 This section provides an estimate of the trips which could be generated by the proposed development along with a comparison to the trips associated with the existing site.

Existing 75 Farringdon Road Office Building

5.2 The existing site has the ability to attract car based trips due to the potential for on street car parking (permit holder only and pay and display along adjacent local roads) or within the adjacent NCP car park however there is no dedicated on site car parking provided for staff or visitors.

5.3 The existing office building at the application site comprises a total GEA of 3,308m^2. Similar London office site surveys contained within the TRICS database have been selected to generate trip rates which could be applicable to the existing site. This means central / inner London office sites with no dedicated on site car parking have been selected for the purposes of the assessment.

5.4 The multi-modal TRICS outputs are presented in **Appendix 3** and are summarised in **Table 5.1**.

Table 5.1 - Trip Rates (per 100sqm GFA) for B1 Office Space at 75 Farringdon Road

Mode	Peak Hour (0800 – 0900)		Daily (0700 – 1900)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.168	0.049	0.777	0.763
Car Passengers	0.027	0.000	0.097	0.083
Cyclists	0.063	0.000	0.161	0.168
Pedestrians	0.341	0.091	4.911	4.919
Public Transport	1.937	0.049	4.729	4.473
Total	2.536	0.189	10.675	10.406

Source: TRICS 7.3.2
* 'Car Passengers' calculated by subtracting TRICS 'Vehicles' data from TRICS 'Vehicle Occupants' data

5.5 The numbers of multi-modal trips estimated to be generated by the existing site based on the trip rates presented in **Table 5.1** are as follows:

Table 5.2 – Travel Demand Associated with Existing Office Space

Mode	Peak Hour (0800 – 0900)		Daily (0700 – 1900)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	6	2	26	26
Car Passengers	1	0	3	3
Cyclists	2	0	5	6
Pedestrians	11	3	165	165
Public Transport	65	2	159	150
Total	85	6	359	350

5.6 Using the above table it can be calculated that the existing site could attract approximately 8 vehicle movements two way during the peak hour and approximately 52 vehicle movements two way daily (0700 – 1900). The vast majority of trips to / from the offices at 75 Farringdon Road are undertaken on foot or by public transport (90%). In total the existing offices attract approximately 709 trips two way daily (0700 – 1900).

Proposed Office Development

5.7 The trip rates presented in **Table 5.1** have been applied to the proposed office building. The results of the assessment are provided in **Table 5.3** below:

Table 5.3 – Travel Demand Associated with the Proposed Development

Mode	Peak Hour (0900 – 1000)		Daily (0700 – 1900)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	6	2	28	27
Car Passengers	1	0	3	3
Cyclists	2	0	6	6
Pedestrians	12	3	177	177
Public Transport	70	2	170	161
Total	91	6	385	375

5.8 Using the above table it can be calculated that the proposed office site at 75 Farringdon Road could attract approximately 51 additional trips over the course of a day compared to the existing offices. Of these 51 additional daily trips approximately 3 would be by car.

5.9 An increase of 22 trips by public transport is forecast over the course of the working day. Given the location of the site within an area with a PTAL rating of 6b is it considered that the high frequency of available services will be able to accommodate the additional number of public transport trips.

6.0 SUMMARY AND CONCLUSIONS

6.1 This Transport Assessment has been prepared on behalf of St James's Place Property Unit Trust and provides a review of the transport and highway matters relating to the proposed refurbishment, including the addition of a 7th floor of B1 office space, at 75 Farringdon Road, located within the London Borough of Camden.

6.2 This Transport Assessment provides the appropriate assessment for determining the significance of potential transport impacts that could result from the proposed development. In addition, the layout of the Application Site in terms of access, parking provision and servicing / delivery vehicle arrangement is assessed.

6.3 The Transport Assessment:

- provides a review of the existing site, local highway network, highway safety and accessibility of the site using sustainable modes of transport (including PTAL assessment).
- outlines the transport and land use planning policies which are relevant in the context of the proposed development scheme.
- describes the proposed development scheme, including access arrangement, site layout and justification of parking provision (including cycle parking).
- calculates the additional trip generation / attraction that could arise as a result of the proposals in comparison to that of the existing site, and assesses the potential impact (if any).

6.4 In the context of the above, this report has fully considered the highways and transport matters relating to the development proposals with the conclusions outlined below.

6.5 The application site has an 'excellent' level of accessibility based on the proximity to public transport services (PTAL rating of 6b) and on the existing provision of appropriate pedestrian and cycle infrastructure in the local area.

6.6 Accident records show that there are no apparent issues with the design of the highway network surrounding the site. There have been no serious or fatal accidents recorded by the police in the past 5 years.

6.7 Currently there is no general car parking provision provided on site and this will remain the case for the newly refurbished office building. Cycle parking at the proposed site would be provided in line with the latest standards set out within the London Plan. The proposed development will also include a designated cycle access provided directly from St Cross Street, a custom bike

ramp installed to the existing staircase (to enable users to transport cycles to the basement level without the need to negotiate stairs or lifts) and the provision of 3 new showers and changing facilities.

6.8 There is currently no refuse area within the existing building at the Application Site. A new refuse store is included within the the proposed building situated along St Cross Street and serviced from kerbside. This will serve the entire building and not just the new floor areas, enhancing the existing situation.

6.9 In order to accommodate safe loading and unloading of deliveries it is proposed to make use of the existing loading bay located on Farringdon Road. This is situated in front of the main entrance to 75 Farringdon Road office building. Further detail relating to delivery and servicing arrangements will be prepared in accordance with BREEAM requirements.

6.10 An additional 51 trips per day could arise as a consequence of the development proposals compared to the existing offices. These could be accommodated within the existing transport network.

6.11 In overall conclusion, this assessment has demonstrated that the residual impacts of the Proposed Development would be within acceptable criteria and that measures have been taken to ensure that the Proposed Development maximises the opportunities for sustainable transport solutions. Therefore in accordance with the National Planning Policy Framework (NPPF) dated March 2012 there are no transport reasons for preventing the Proposed Development at the Application Site.

APPENDICES

APPENDIX 1

PROPOSED DEVELOPMENT LAYOUT

FARRINGDON ROAD

AA
GS.01

West Elevation

Void below

Void below

Reception

Office

Lift
(F/Fl.&
Passenger)

Lift
(Passenger)

Wheelchair
turning space
1500 x 1500

Eurobin
1100L

Eurobin
1100L

Eurobin
1100L

Eurobin
660L

Eurobin
660L

AA
GS.01

South Elevation

CROSS STREET

1 Proposed Ground Floor
Scale: 1:50

0 5 10 M

DRAWING NOTES:

All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.

Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes/dimensions.

Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.

This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information.

All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details.

Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect.

DO NOT SCALE FROM THIS DRAWING.

DRAWING NOTES:

STATUS	REVISION	DATE
P6	Planning Issue 2	7.10.16
P5	Planning Issue	29.09.16
P4	Design Team Issue	06.09.16
P3	Revised core arrangement	02.09.16
P2	Layout updates post pre-app	13.01.16
01	Layout updated to all stairs, LGF and GF secondary entrance	25.01.16

DRAWING: Proposed Ground Floor Plan

SCALE: 1:50@A1, 1:100@A3

DRAWING FILE REF: 000 Drawing Name

DATE: Oct 2015

DRAWN BY: CP

DWG No.: GA.00

REVISION: P6

DRAWING STATUS: INFORMATION

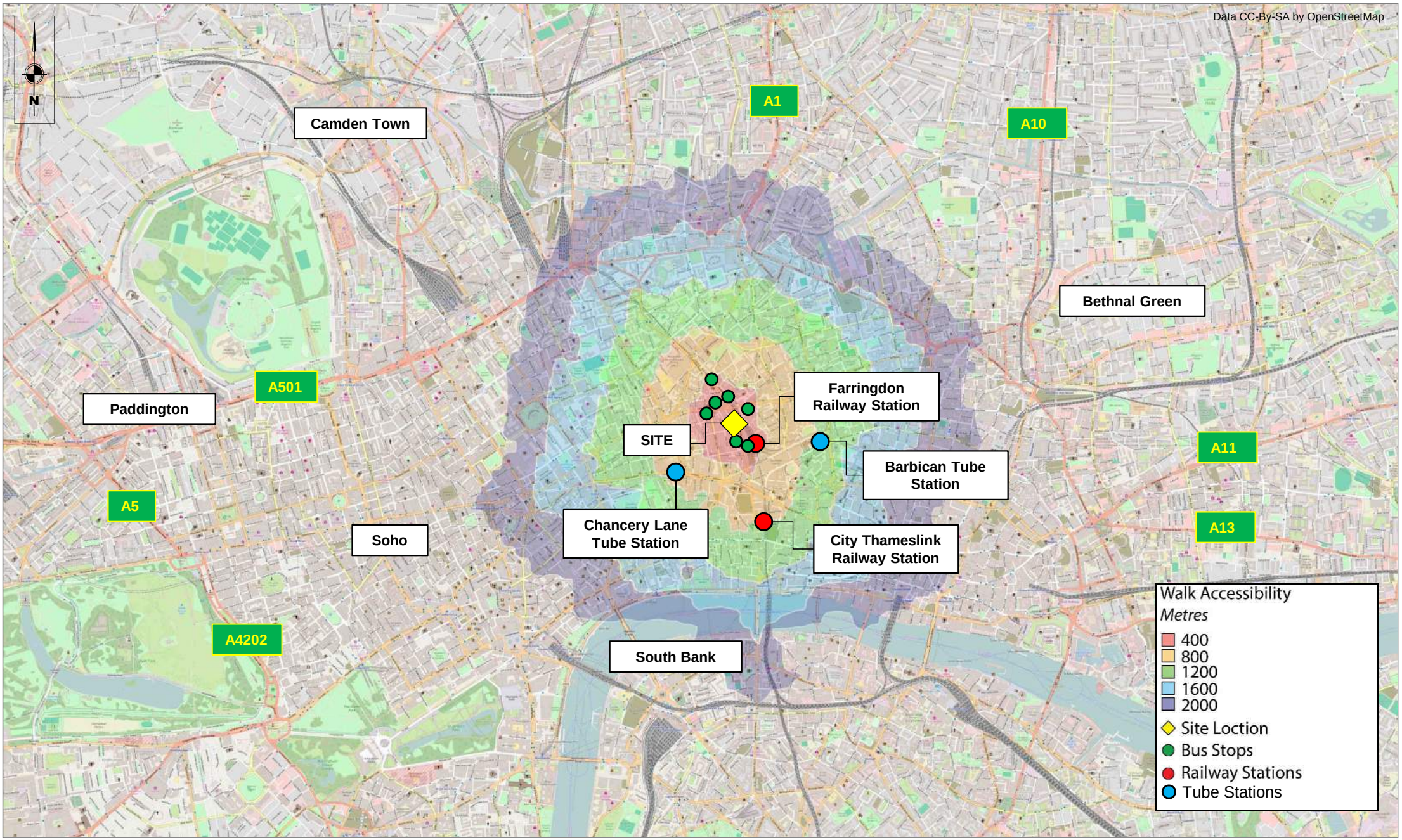
Buckley Gray Yeoman
Studio 4.04 The Tea Building 56 Shoreditch High Street
London E1 6JJ T: 020 7033 9913 F: 020 7033 9914

CLIENT: St James's Place Property Unit Trust

PROJECT: 75 Farringdon Road

APPENDIX 2

SITE ACCESSIBILITY PLOTS (TRACC / ACCESSION SOFTWARE)



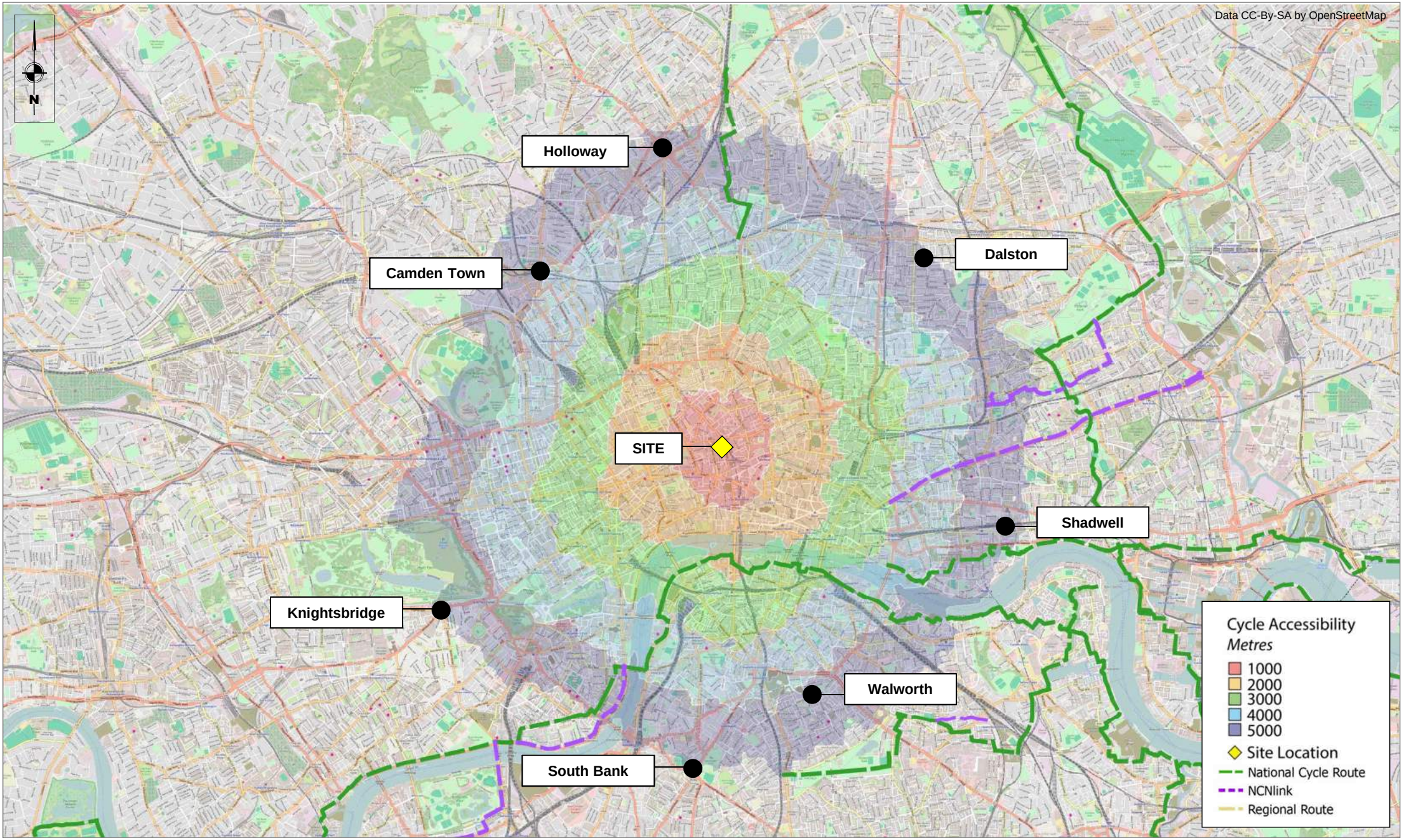
S C P
Transportation Planning : Infrastructure Design
www.scptransport.co.uk

Project Title	75 Farringdon Road, London
Drawing Title	Accessibility: 2km Walking Isochrone
Scale	NTS
By	CR
Date	18.08.2016
Checked	JNR
Approved/Unapproved	-
Status	-

Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No.
APPENDIX 1

Revision
-



S|C|P
Transportation Planning : Infrastructure Design
www.scptransport.co.uk

Project Title	75 Farringdon Road, London
Drawing Title	Accessibility: 5km Cycling Isochrone
Scale	NTS
By	CR
Date	18.08.2016
Checked	JNR
Approved/Unapproved	-
Status	-

Rev	Description	Date	By
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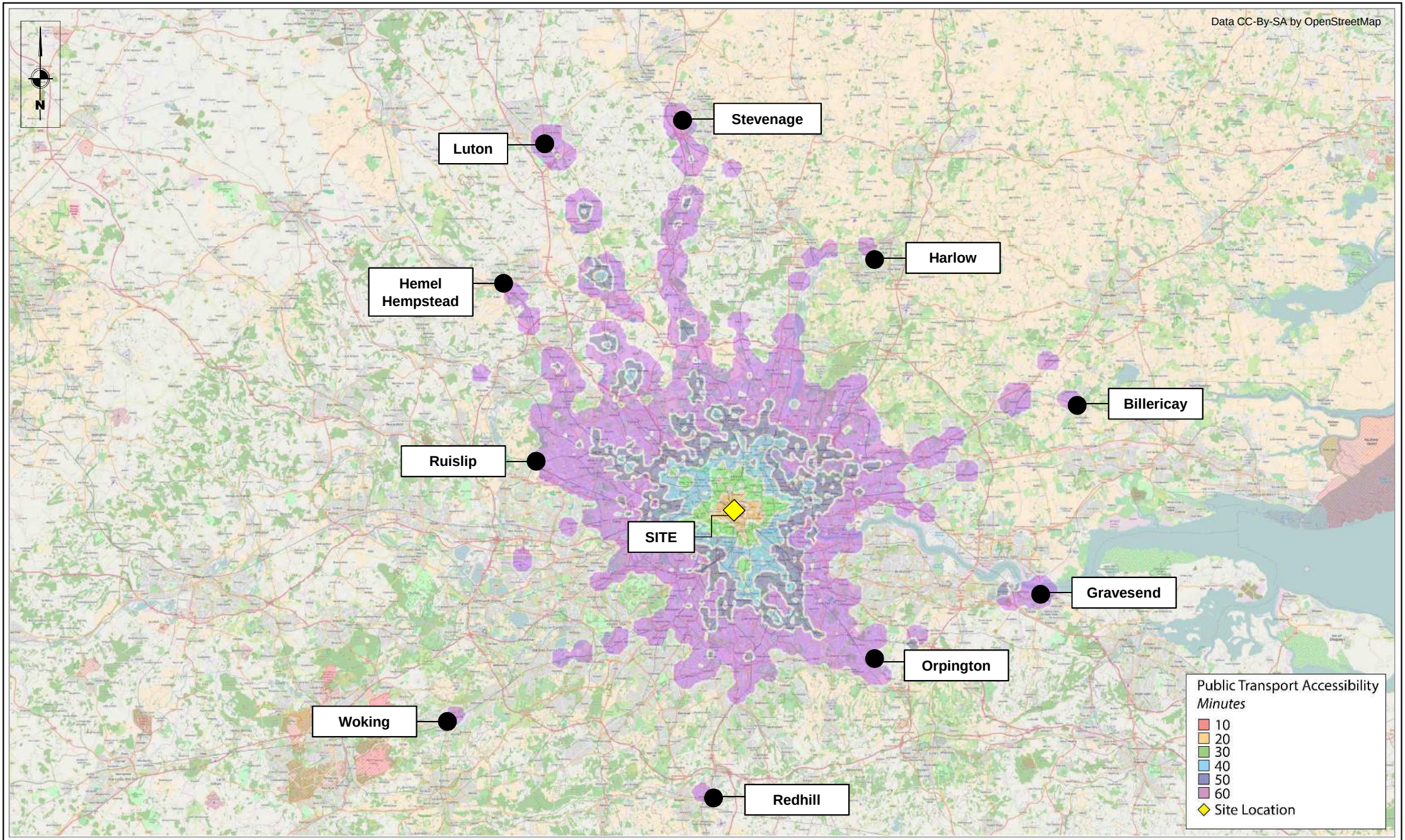
-	-	-	-
-	-	-	-
-	-	-	-

Drawing No.	APPENDIX 2
Revision	-



S|C|P Transportation Planning : Infrastructure Design www.scptransport.co.uk	Project Title: 75 Farringdon Road, London	Drawing Title: Accessibility: 60minute Public Transport Isochrone	Scale: NTS	By: CR	Rev	Description	Date	By	Drawing No.: APPENDIX 3
			Date: 18.08.2016	Checked: JNR	-	-	-	-	
			Approved/Unapproved: -	Status: -	-	-	-	-	Revision: -
					-	-	-	-	
					-	-	-	-	

APPENDIX 3

TRICS DATABASE – B1 OFFICE LONDON TRIP RATES

TRICS 7.2.2
TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm

	Vehicles		Car Passenger		Cyclists		Pedestrians		Public Transport		Total	
Time	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES
07:00-07:30	0.024	0.018	0.000	0.000	0.012	0	0.029	0.024	0.206	0.012	0.271	0.054
07:30-08:00	0.059	0.035	0.012	-0.006	0.018	0	0.047	0.006	0.253	0.018	0.389	0.053
08:00-08:30	0.082	0.059	0.012	0.000	0.029	0	0.076	0.041	0.512	0.035	0.711	0.135
08:30-09:00	0.088	0.029	0.012	0.000	0.065	0.006	0.141	0.059	0.964	0.018	1.270	0.112
09:00-09:30	0.124	0.053	0.011	0.018	0.1	0	0.223	0.071	0.982	0.024	1.440	0.166
09:30-10:00	0.124	0.035	0.011	0.000	0.053	0	0.223	0.159	0.659	0.035	1.070	0.229
10:00-10:30	0.159	0.106	0.047	0.012	0.024	0.018	0.188	0.141	0.253	0.065	0.671	0.342
10:30-11:00	0.071	0.059	0.035	0.017	0.006	0.006	0.147	0.088	0.129	0.082	0.388	0.252
11:00-11:30	0.106	0.094	0.029	0.035	0	0.006	0.106	0.124	0.129	0.053	0.370	0.312
11:30-12:00	0.059	0.082	0.041	0.024	0.012	0.012	0.112	0.247	0.088	0.147	0.312	0.512
12:00-12:30	0.088	0.082	0.030	0.024	0.006	0.006	0.459	0.582	0.071	0.053	0.654	0.747
12:30-13:00	0.071	0.065	0.029	0.035	0.024	0.012	0.547	0.917	0.065	0.124	0.736	1.153
13:00-13:30	0.076	0.047	0.000	0.000	0	0	0.917	1.023	0.082	0.106	1.075	1.176
13:30-14:00	0.053	0.076	0.000	0.006	0.006	0.006	0.547	0.482	0.088	0.082	0.694	0.652
14:00-14:30	0.076	0.071	0.036	0.017	0.006	0	0.435	0.353	0.076	0.065	0.629	0.506
14:30-15:00	0.129	0.059	0.053	0.023	0.006	0	0.594	0.124	0.124	0.135	0.906	0.341
15:00-15:30	0.071	0.082	0.041	0.047	0.024	0.024	0.447	0.153	0.112	0.1	0.695	0.406
15:30-16:00	0.088	0.088	0.030	0.012	0.012	0.024	0.124	0.141	0.082	0.182	0.336	0.447
16:00-16:30	0.029	0.082	0.024	0.030	0.012	0.012	0.129	0.1	0.059	0.347	0.253	0.571
16:30-17:00	0.035	0.024	-0.006	0.000	0.006	0.012	0.094	0.065	0.024	0.229	0.153	0.330
17:00-17:30	0.047	0.071	0.006	0.011	0.006	0.065	0.094	0.129	0.024	0.629	0.177	0.905
17:30-18:00	0.029	0.1	-0.005	0.018	0	0.053	0.018	0.135	0.029	1.17	0.071	1.476
18:00-18:30	0.018	0.071	0.000	0.011	0.006	0.047	0.029	0.118	0.059	0.694	0.112	0.941
18:30-19:00	0.012	0.018	0.000	0.006	0	0.076	0.029	0.071	0.018	0.223	0.059	0.394
Daily Trip Rates:	1.718	1.506	0.448	0.340	0.433	0.385	5.755	5.353	5.088	4.628	13.442	12.212