

1.0 Introduction

- 1.1 Motion has been appointed by CHH London Ltd to advise on highways and transport matters associated with the proposed mixed use development proposals at 294-295 High Holborn, within the London Borough of Camden (LB Camden).
- 1.2 The site is located to the south of High Holborn (A40) and is bound by office and commercial units to the east and west, while Lincolns Inn Gardens forms the southern boundary of the site. The site is located approximately 250 metres to the west of Chancery Lane underground station and approximately 350 metres to the east of Holborn underground station.
- 1.3 Planning permission was granted in September 2003 (Ref: PSX0304010) for the demolition of the original structure and redevelopment comprising basement, ground and 8 upper storeys with retail use on the ground/ basement floor and office use on the upper floors. The demolition has since been completed and the site is currently vacant.
- 1.4 A planning application was submitted to LB Camden in May 2017 (Planning Ref: 2017/1827/P) comprising the *"Erection of a 9 storey building comprising retail use (Classes A1-A3) at basement and ground floor levels, office use (Class B1) at first and second floor levels and 10 residential units (2 x 2-bed and 8 x 1-bed) (use class C3) above including plant and associated works"*. The planning application was supported by a Transport Statement.
- 1.5 Following submission of the planning application comments were received from Highways Officers at LB Camden dated 30 May 2017. This Technical Note has been prepared in response to the comments received from LB Camden and, in particular, provides additional detail in relation to the proposed servicing and delivery arrangements for the development including the likely number servicing and delivery trips and locations where servicing activity can be undertaken.
- 1.6 Since the submission of the planning application there have been some minor amendments to the gross internal area of the proposed scheme. These amount to changes of 1-2 square metres and as such do not result in material change to the scheme and would not change the expected person or servicing trip attraction of the scheme.

2.0 Servicing Trip Attraction

- 2.1 The proposals would provide the following floorspace/ units:
 - ▶ 257 square metres GIA Retail/ Restaurant Use;
 - ▶ 419 square metres GIA Office Use; and
 - ▶ 10 residential units comprising 8 x 2-bedroom units and 2 x 1-bedroom units.

Office Use

- 2.2 The development would provide a total of 419 square metres GIA of office use. The TRICS database provides no information in relation to servicing trips associated with office uses. As such reference has been made to information from the TRAVL database.

- 2.3 A sample of servicing information associated with central London office sites from the TRAVL database is attached at [Appendix A](#) and a summary of the servicing trip rates established from that data is provided at Table 2.1 below. It is acknowledged that the servicing information available from the TRAVL database is based on sites with larger floorspace than the proposed office space. However, this is considered the most comparable information available and provides an appropriate estimate of likely servicing trips associated with the proposed office space.

Vehicle Type	Servicing Trip Rate	Servicing Trips
Pedestrian/ Cycle / Motorcycle	0.067	0.28
Car/ Small Van	0.043	0.18
Transit Type Van	0.118	0.50
Rigid Lorry	0.071	0.30
Total		1.25

Table 2.1 – Office Space Servicing Trip Rates and Trips

- 2.4 The analysis demonstrates that the proposed office space is likely to attract 1 to 2 servicing trips per day. It is considered that servicing trips associated with an office use are most likely to occur during the typical working day and will likely comprise deliveries such as post, couriers and stationary deliveries. It is highlighted that some deliveries being undertaken to the office, including post, will be undertaken as an extension of existing post deliveries being undertaken in the local area and, as such, would not comprise an additional servicing trip to the area.

Residential Use

- 2.5 The development would provide a total of 10 residential units. The TRICS database provides no information in relation to servicing trips associated with office uses. As such reference has been made to information from the TRAVL database.
- 2.6 A sample of servicing information associated with central London residential sites from the TRAVL database is attached at [Appendix B](#) and a summary of the servicing trip rates established from that data is provided at Table 2.2 below. It is acknowledged that the servicing information available from the TRAVL database is based on sites a greater number of units than the proposed development. However, this is considered the most comparable information available and provides an appropriate estimate of likely servicing trips associated with the proposed office space.

Vehicle Type	Servicing Trip Rate	Servicing Trips
Pedestrian/ Cycle / Motorcycle	0.002	0.02
Car/ Small Van	0.006	0.06
Transit Type Van	0.038	0.38
Rigid Lorry	0.005	0.05
Total		0.52

Table 2.2 – Residential Units Servicing Trip Rates and Trips

- 2.7 The analysis demonstrates that the proposed residential units are likely to attract less than 1 to 1 servicing trip per day. It is considered that servicing trips associated with the proposed residential use are likely to deliveries such as post and online shopping deliveries. Deliveries associated with the residential use are likely to occur throughout a typical working day, however, some deliveries such as online food shopping may occurring during the evening period, after the typical working day and evening peak period.
- 2.8 It is highlighted that some deliveries being undertaken to the proposed residential use, including post, will be undertaken as an extension of existing post deliveries being undertaken in the local area and, as such, would not comprise an additional servicing trip to the area.

Retail/ Restaurant Use

- 2.9 The development would provide a total of 257 square metres of retail/ restaurant use. The TRICS database provides no information in relation to servicing trips associated with office uses. Neither the TRICS or TRAVL database include any relevant information regarding servicing trip attraction of a small restaurant or retail unit. As such, a first principles assessment has been undertaken to consider the likely servicing trip attraction of the proposed restaurant or retail unit.
- 2.10 It is envisaged that if the space is occupied by a retail unit then this could likely result in 1 daily servicing movement associated with the delivery of goods. If the space is occupied by a restaurant use the it is envisaged that this could result in 1 to 2 daily servicing movement associated with the delivery of fresh food and beverages.
- 2.11 It is envisaged that servicing trips associated with either a retail or restaurant use would occur outside the standard opening hours of the unit, so as not to interfere with the operation of the unit. To this extent deliveries associated with either a retail or restaurant use would likely be undertaken in the morning and prior to the morning peak period.

3.0 Servicing Locations

- 3.1 Drawing 170131-01, attached, details the existing kerbside loading opportunities in the vicinity of the site. On the southern kerbside of High Holborn, directly adjacent to the application site, loading is restricted with no loading between 7am and 7pm Monday to Saturday. Loading associated with the proposed office use, which is likely to be undertaken during the standard working day would therefore not be able to be undertaken from this kerbside. However, loading associated with the proposed retail or restaurant use, which would likely be undertaken in the early morning prior to the opening of the unit, could potentially be undertaken from this kerbside, subject to signed restrictions. In addition, online food deliveries for the residential units may be undertaken during the evening period and as such could also be undertaken from this loading opportunity. This would be directly adjacent to the unit and, as such, trolley distance for goods would be minimal which would assist in quick and efficient servicing.
- 3.2 On the northern kerbside of High Holborn, directly opposite the application site, loading is restricted with no loading between 7am-10am and 4pm-7pm Monday to Saturday. As such, on weekdays and Saturdays, servicing can be undertaken on the northern kerbside of between the hours of 10am to 4pm. As such, it is this loading opportunity provides an appropriate loading opportunity for deliveries and servicing associated with the office space, the residential use and the retail/ restaurant use.
- 3.3 Whilst the loading opportunity is on the northern side of High Holborn, opposite the application site, there is a signal controlled pedestrian crossing a short distance west of the site and the loading opportunity which provides a convenient opportunity for deliveries to be trolleyed or carried across High Holborn to the site. Given floorspace of each of the uses on site it is likely that deliveries to the site will be small and as such the trolley distance between the loading opportunity and the site is considered reasonable and is comparable with other existing uses in the area.

4.0 Summary and Conclusions

- 4.1 This Technical Note has been prepared in response to comments received from LB Camden and, in particular, provides additional detail in relation to the proposed servicing and delivery arrangements for the development and the likely number of servicing and delivery trips associated with the development.
- 4.2 The analysis presented in this Note has demonstrated that the development proposals will not result in a significant number of servicing or delivery trips, with a total of 3 to 5 deliveries per day expected associated with all uses at the site.
- 4.3 It is highlighted that some deliveries to the site, including post, will be undertaken as an extension of existing deliveries/ servicing activity being undertaken in the local area and, as such, would not comprise an additional servicing trip to the area.
- 4.4 Deliveries and servicing associated with the proposed uses would be spread throughout a typical day with deliveries associated with the retail or restaurant use likely occurring early in the morning, prior to the opening of the unit and deliveries associated with the office use occurring during the typical working day. Some deliveries associated with the residential use, such as online food deliveries, may be undertaken during the evening period, after the typical working day and evening peak period.
- 4.5 There are appropriate on-street loading opportunities within the vicinity of the site for deliveries and servicing to be undertaken from street and within a convenient trolley/ carry distance of the site.
- 4.6 On that basis, it is concluded that deliveries and servicing associated with the site can be undertaken utilising the existing on-street loading opportunities in the vicinity of the site without a material effect on the operation of the highway network local to site.

Appendix A

Office Servicing Trips

TRAVL Office Servicing Trips

Site	Size	Pedestrian	Car	Pedal Cycle	M/C	Small Van	sit (Single Rear	Transit 2 Axle	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Total
Baltic Exchange	3809	0	0	0	0	0	0	0	0	13	0	13
Buckingham Palace Road	5337	2	1	0	1	2	9	0	0	0	0	15
Eccleston Place	6323	0	1	1	0	0	10	2	2	1	0	17
Faith Lawson	4568	0	0	0	0	1	4	1	0	0	0	6
Winsdor House	5468	3	2	1	9	4	2	2	0	1	1	25
Average	5101	1	1	0	2	1	5	1	0	3	0	
Trip Rate		0.020	0.016	0.008	0.039	0.027	0.098	0.020	0.008	0.059	0.004	

Floorspace 421

Vehicle Type	Trip Rate	Trips
Ped/ Cycle/ Motor Cycle	0.067	0.28
Car/ Small Van	0.043	0.18
Transit	0.118	0.50
Rigid	0.071	0.30
Total	0.298	1.25

Appendix B

Residential Servicing Trips

Calculation of Residential Servicing/ Delivery Trips

TRAVL Site	Size (units)	Car	Pedal Cycle	Motor Cycle	Ped	Small Van	Transit	Rigid
Albion Wharf	45	0	0	0	0	0	0	3
Chelsea Bridge Wharf	893	1	0	4	0	12	52	5
Parliament View	190	0	0	0	0	0	0	3
St Georges Wharf	927	0	0	0	0	0	27	0
Average	514	0	0	1	0	3	20	3
Trip Rate		0.000	0.000	0.002	0.000	0.006	0.038	0.005

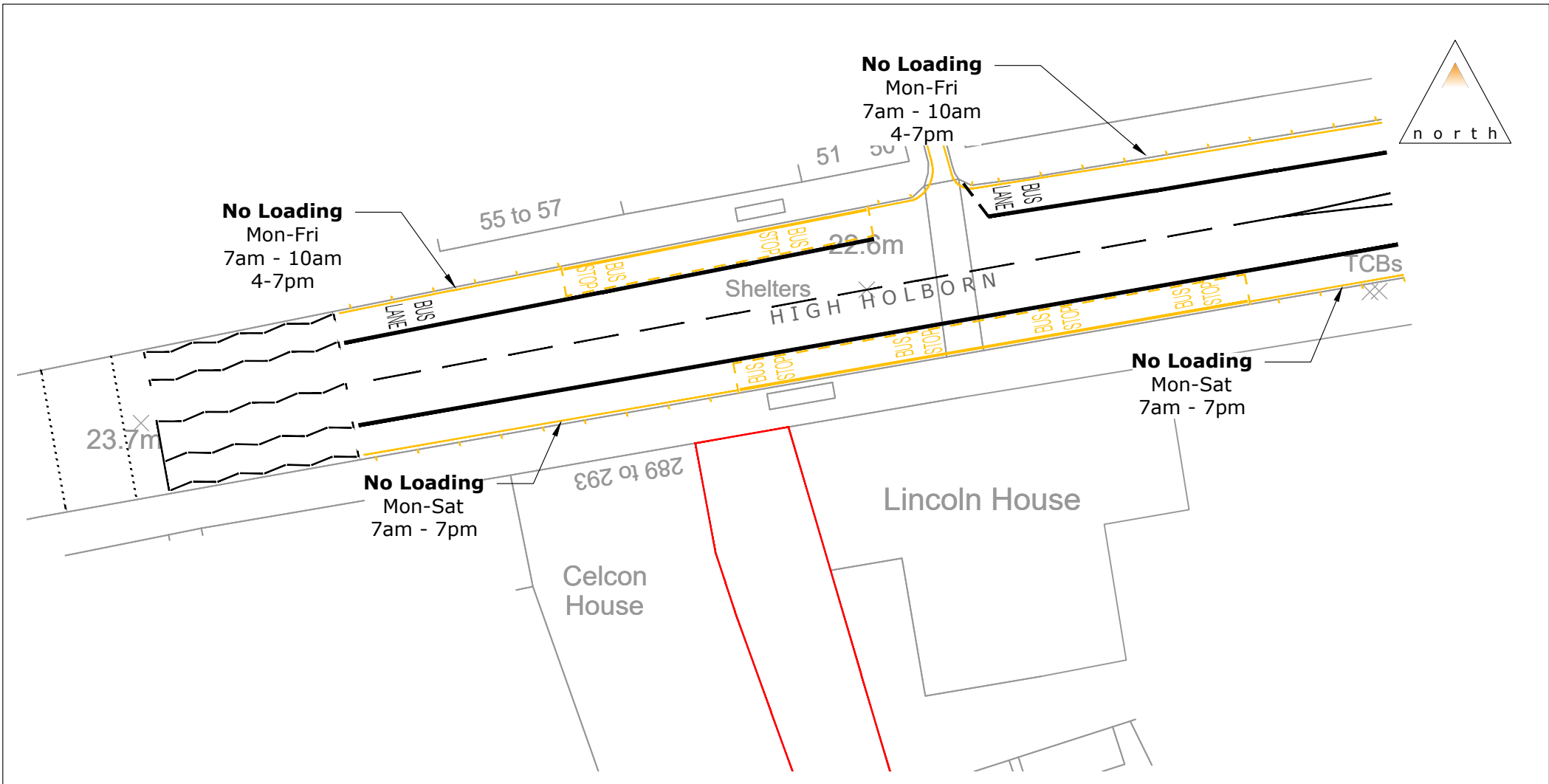
Residential Units		10
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Mode	Trip Rate	Trips
Ped Cycle/ Motor Cycle	0.002	0.02
Car/ Small Van	0.006	0.06
Transit	0.038	0.38
Rigid	0.005	0.05
Total		0.52

Appendix C

Existing Highway Layout

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Legend

Site Boundary —



84 North Street
Guildford
Surrey
GU1 4AU

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 01483 531 300

T: 020 7031 8141

www.motion.co.uk

Project:
294-295 High Holborn

Title:
Existing Highway Arrangement

Scale: 1:500 (@ A4)

Drawing:
170131-01

Revision:

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