

PLANNING APPLICATION 2018/0201/P – CHANGE OF USE AT ESAVIAN HOUSE: TRANSPORT STATEMENT (MARCH 2018)

Introduction

Indigo Planning has prepared this Statement following a request from the LPA for a Transport Statement to demonstrate how future staff will commute to and from the site should the change of use to B1 offices be implemented. The statement is required due to the size of the site extending just over 500sqm.

Transport Statement

The applicant in this instance is not the end user of the proposed B1 office space and, therefore at this time, the number of staff is unknown as this will be dictated by the end user.

However, the number of employees visiting the site will not adversely impact upon the existing highways. Due to the highly sustainable location of the building, within Central London, it is expected staff will commute to and from the site by public transport means. It is understood that the current staff over the remaining floors at Esavian House, which are also office uses, commute by public transport.

There is a choice of public transport facilities located conveniently within the vicinity of the site, including bus services along Drury Lane and Holborn station less than 300m to the east. Cycle parking is available both along Stukeley Street and High Holborn (circa 44 spaces) and bikes can be stored at the entrance to the site at Stukeley Street if required.

Transport for London's Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a point to the public transport network. The measures reflect the following criteria and are graded between 0 and 6b, where 6b is excellent access to public transport:

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

The site offers a PTAL level of 6b, the best access to public transport. This reinforces the sustainable nature of the site and the fact that public transport is likely to be the predominant mode of travel by employees to the site.

Furthermore, as with the remainder of Esavian House, there is no car parking for any occupier of the building. The commuting strategy for the site will therefore remain as existing (and as previously approved). The proposed development does not need to provide car parking because it is located in such an accessible location within Central London.

Occupiers of the floors are expected to utilise the vast amount of public transport available in the vicinity, as is currently the case for staff at the rest of Esavian House.

Conclusion

The application is a minor development proposing the change of use of the first and second floors of 7-11 Stukeley Street from the mixed use of warehouse, workrooms and showrooms to offices (Use Class B1).

The site is in a very accessible and sustainable location with numerous public transport links within walking distance.

The access and servicing for the site will remain unaltered by the application. As the current arrangements are considered acceptable, we consider that there is no reason why an alternative B1 Use, in place of an existing employment use would be unacceptable.

Esavian House offers a public transport accessibility level of 6b; the best category (as defined by Transport for London). The site is in a highly sustainable location and it is expected that most trips generated by the proposed office use would be undertaken by foot or public transport, thus having little impact on the existing traffic network.