
3 - 6 Spring Place
Spring Place Ltd

Appendix #3
Transport Assessment
Note

Transport
Planning Practice
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3-6 Spring Place, Camden

Material Amendments - Transport Aspects

Introduction

1. Transport Planning Practice (TPP) was appointed by Spring Place Limited to provide advice on transport issues associated with the proposed redevelopment of 3-6 Spring Place within the London Borough of Camden (LBC).
2. The development site is located at 3-6 Spring Place. The site has very good public transport accessibility, being located within walking distance of Kentish Town Underground Station and Kentish Town West London Overground Station as well as six regular bus services. Furthermore, both stations mentioned provide mainline rail services. The site also benefits from a good pedestrian and cycling environment and connections.
3. This note has been prepared in support of the latest proposals in relation to the demolition of existing buildings and structures and erection of a new (up to) six storey building (plus basement) to provide flexible office floorspace (Use Class B1) with ground floor flexible café, restaurant (Use Class A1 / A3) and event space (Sui Generis) and other associated works.
4. The proposals will also provide cycle storage, staff showers and lockers. The development will be car-free and cycle parking will be provided in excess of the London Plan and LBC standards. This is likely to encourage walking, cycling and public transport use.

Material Amendments

5. Since Planning consent was granted the brief has evolved and the design team have explored reducing the size of the basement. As a result the cycle parking has been moved from the basement to ground level. The latest proposals incorporate improvements to the design which have some minor transport implications.

Purpose of this note

6. The purpose of this note is to explain the changes to the scheme design which are of relevance from a transport perspective. The note also sets out the implications of these changes which are all considered to be positive.

Cycle parking/storage

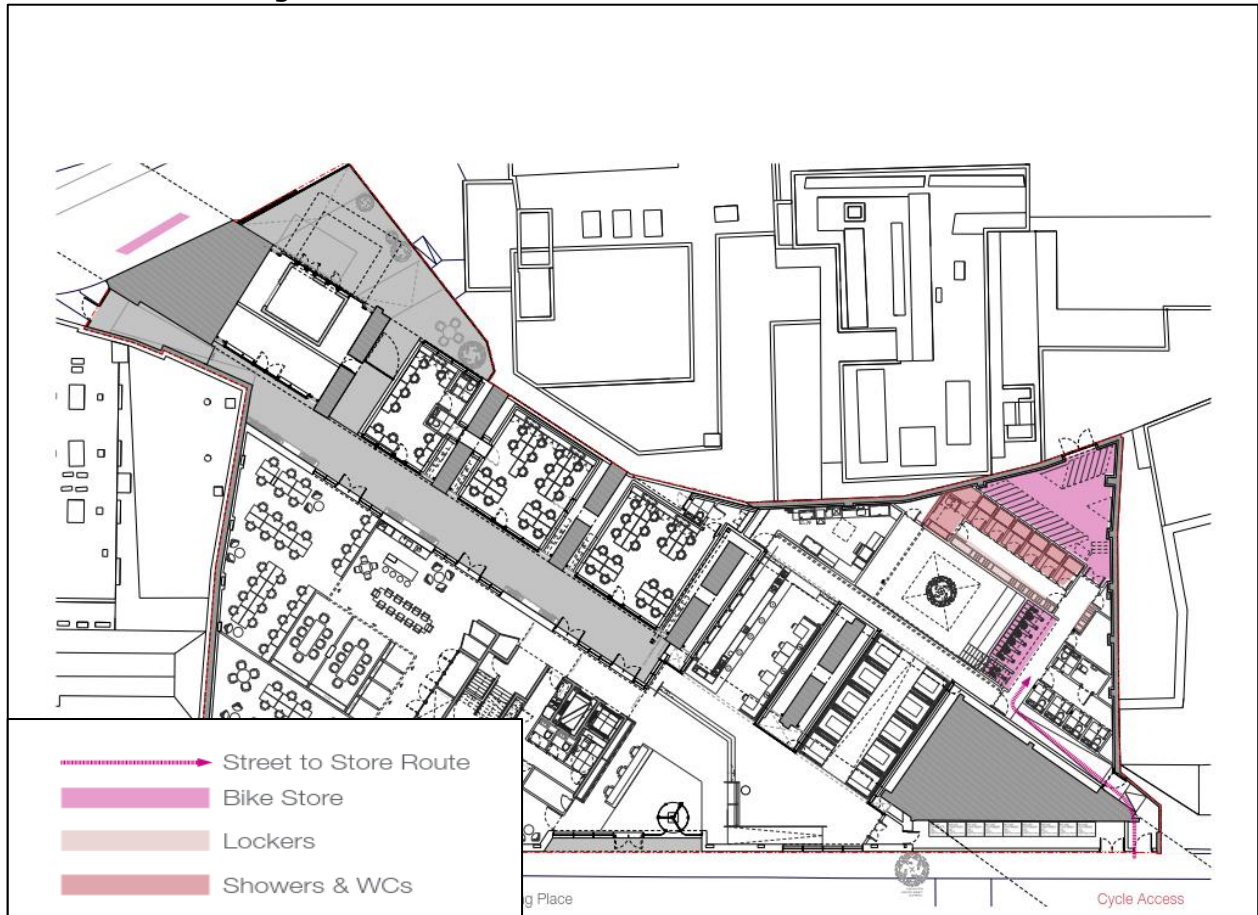
Previous scheme

7. It was proposed to provide secure and covered staff cycle parking spaces in the basement. The proposed level of provision was in excess of the London Plan standards for B1 Office use which requires a minimum of 54 (for 4,825m² of office use). In addition, the proposals were to provide 16 cycle parking spaces (eight Sheffield stands) to accommodate visitors as required by the London Plan standards. Cyclists would have accessed the basement level cycle parking spaces via the goods lift provided.

Material Amendments

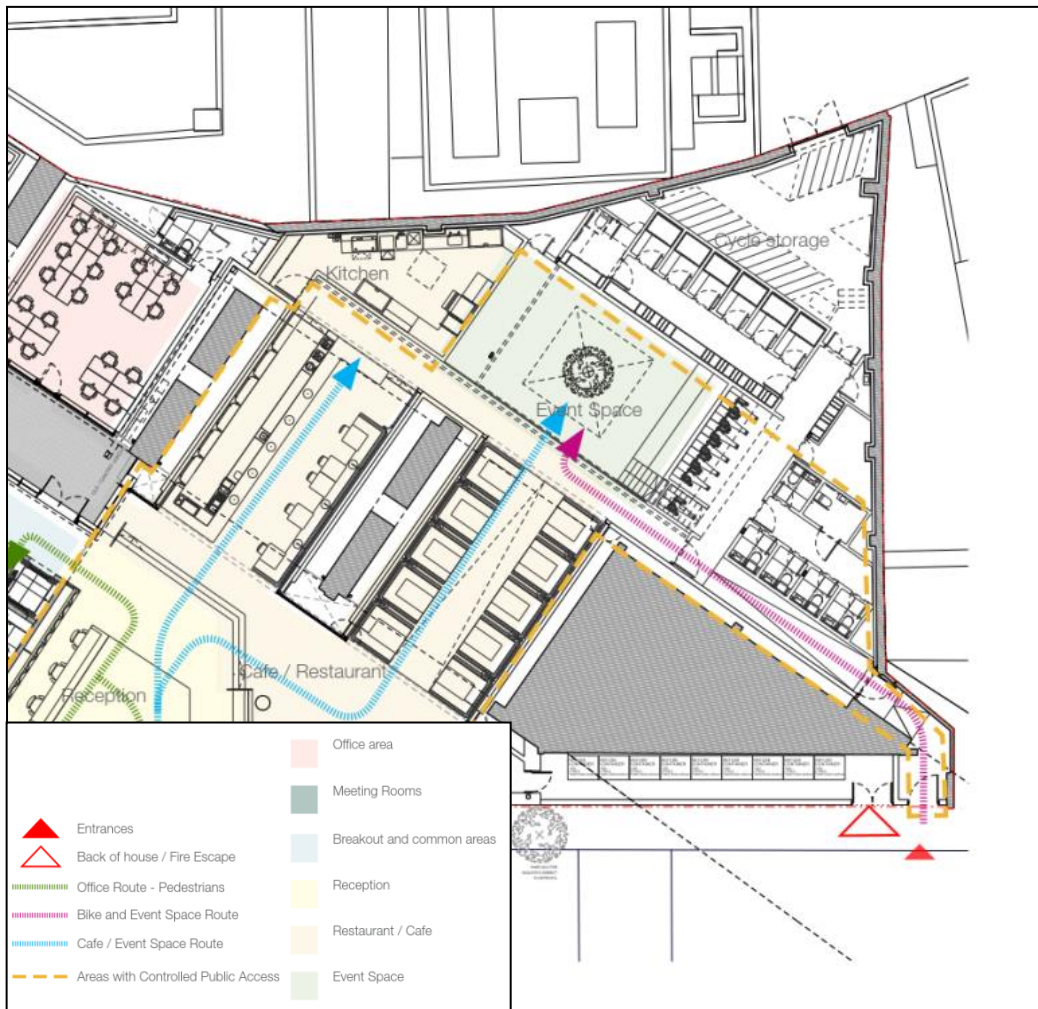
8. It is now proposed that cycle parking will be provided at ground level as shown below. This will improve ease of access as there remains step-free access throughout the ground floor. The proposed cycle parking location and layout is shown below.

Inset 1 – Bike Storage



9. The proposed level of provision is 56 spaces. This will exceed the 2015 London Plan and BREEAM requirements. Cycle provision will utilise Josta two tier racks, Sheffield stands and the Streetpods system by Cyclepods. The Streetpods are convenient to use and provide two locking points for both wheels and frames. The proposed racks are BREEAM and Code for Sustainable Homes compliant.
10. Showers and changing facilities will now be provided at ground level, adjacent to the cycle parking provision. Seven separate shower cubicles will be provided which will include one accessible shower. Lockers will also be provided for cyclists at a ratio of one per cycle parking space.
11. Access to the internal cycle parking will be provided via a dedicated route off Spring Place as shown below.

Inset 2 – Internal Flow



12. With regard to short-stay visitor cycle parking, the London Plan requires 10 visitor spaces for the office element and a further five spaces for the Café/restaurant use. Visitors to the office will be able to make use of the internal cycle parking. It is still proposed that additional Sheffield stands are provided on the footway adjacent to the site to meet this requirement, as it is not possible to incorporate the visitor stands at ground level within the development footprint. The Sheffield stands will continue to be provided on Grafton Road, adjacent to the cycle entrance. The footway in this location, particularly under the railway arch is sufficiently wide to ensure that any cycle stands would not hinder the passage of pedestrians.

Car parking

13. There will be no car parking associated with the new office development. The proposals seek to locate an accessible parking bay suitable for use by blue badge holders, on Spring Place as indicated on the diagram below.

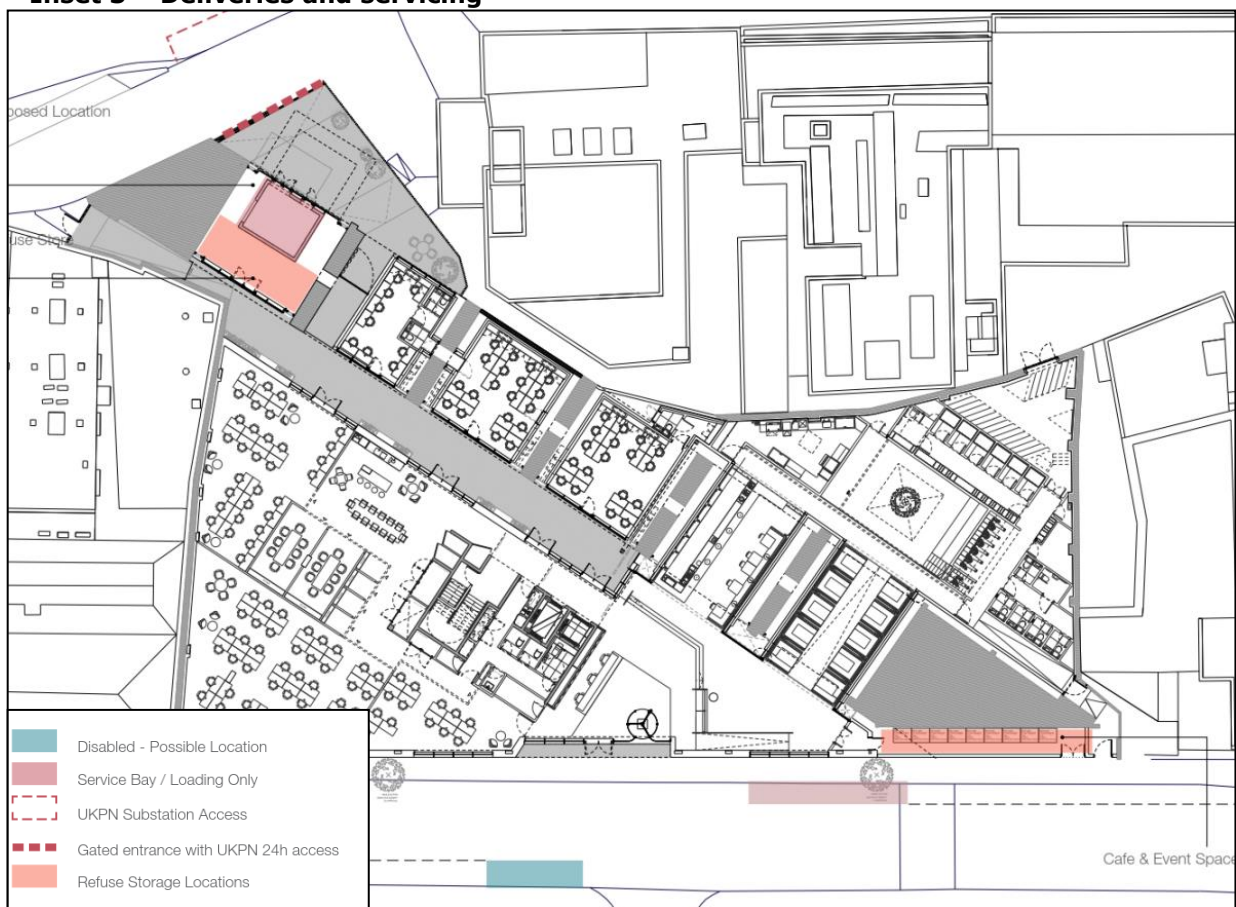
Deliveries and servicing

- There are no changes to the proposals for servicing with the revised scheme. Deliveries and servicing will continue to take place from the single yellow lines along Spring Place, in front of the development, as per the existing situation. To assist the delivery and servicing operation, a loading bay is proposed on Spring Place adjacent to the site. This is shown on the diagram below.

Waste collection

- The proposals will provide two waste storage rooms at ground level, as shown below, with convenient access routes for on-street collection off Spring Place and Grafton Road. The waste stores will be situated within 10m distance of possible on-street collection points.

Inset 3 – Deliveries and servicing



Summary

- This note summarises the amendments proposed to the Consented Scheme where they have transport implications. The most significant change is that cycle parking will now be located at Ground Level rather than in the Basement. This will be considerably more convenient both in terms of access to/from the street and in relation to shower and changing facilities.

17. The development will provide no car parking relating to the office development. However, it is intended that one on-street accessible parking bay will be provided in Spring Place. This would be to accommodate any worker with a blue badge.
18. In respect of servicing, deliveries and waste disposal there are no changes to the development proposals.