



The Diorama
No 17, 18 and 19 Park Square East,
Regent's Park, London

Transport Statement

for The Diorama Estates Limited

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Document Control Sheet

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1.0 Introduction

1.1 Motion is instructed by The Diorama Estates Limited to prepare this Transport Statement (TS) to accompany a planning application relating to The Diorama, No.18 Park Square East (herein referred to as 'the site'). This report considers highways and transport related matters in respect of the proposed development.

1.2 The site is located to the south-east of Regent's Park and is bounded by Albany Terrace/Peto Place to the east. The site is approximately 230 metres north east of Regent's Park Underground station and 210 metres north west of Great Portland Underground station. The site is well located with regard to the wider road network with the A501 located to the south. The administrative boundary is the London Borough of Camden.

1.3 The development of the Diorama site comprises of works to Nos. 17 – 19 Park Square East as follows:

No. 17 Park Square East

Change of use from institutional use to residential (Class C3) to form a self-contained dwelling over B, G + 3 storeys, excavation of existing vaults, extension at ground floor level to provide a single storey rear extension, internal subdivision and refurbishment and associated works.

No. 18 Park Square East

Change of use of building from institutional use (SG) to be used as Offices (Class B1a), extension at roof level to provide new third floor, internal subdivision, infilling, refurbishment and associated works.

No. 19 Park Square East

Change of use from offices to residential (Class C3) to form a self-contained dwelling over B, G + 3 storeys, excavation of existing vaults, extension at ground floor level to provide a single storey rear extension, internal subdivision and refurbishment and associated works.

1.4 This TS has been prepared to address the highway aspects relating to the above proposal for No. 18 Park Square East, namely the proximity of the site to sustainable modes of travel, as well as the impact of the proposal in traffic terms.

1.5 The proposals for No. 17 and No. 19 Park Square East seek to revert the existing office-based use in the two properties to individual residential-use and a Transport Statement is not required to support these applications.

1.6 The remainder of this TS is arranged as follows:

- ▶ Section 2 considers relevant transport policy at a national and local level;
- ▶ Section 3 identifies the baseline transport conditions in the area;
- ▶ Section 4 explains the development proposals;
- ▶ Section 5 considers the trip generation and potential impact of the development proposal;
- ▶ Section 6 summarises the proposed delivery and servicing plan;
- ▶ Section 7 presents the waste management strategy for the scheme;
- ▶ Section 8 sets out the general details of the Construction Management Plan;
- ▶ The Framework Commercial Travel Plan is considered in Section 9;
- ▶ Section 10 outlines the provisional comments from LBC Highways and consultant responses; and
- ▶ Section 11 provides a summary and conclusion.

2.0 Policy Context

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework – July 2019;
- ▶ The Draft New London Plan – July 2019; and
- ▶ The Camden Local Plan – July 2017.

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) was published on 24 July 2018 to replace the previous version, from 2012. The 2019 version incorporates further changes made on 19 February 2019 and 19 June 2019.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Section 9 of the NPPF deals with 'Promoting Sustainable Transport', with Paragraph 102 stating:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.4 Off-street parking provision is referred to by Paragraph 105 which states that local planning authorities should take into account the following if setting local parking standards for development:

"a) the accessibility of the development;

b) the type, mix and use of the development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra low emission vehicles."

2.5 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.

2.6 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.7 Paragraph 109 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.8 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

2.9 Paragraph 111 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Regional Policy

The Draft New London Plan (July 2019)

2.10 The draft New London Plan will replace the current London Plan, which was published in March 2016. The purpose of the replacement plan is to promote economic and social development and the environmental improvement of Greater London.

2.11 With regard to a strategic approach to transport, Policy T1 states:

- ▶ *"Development Plans and development proposals should support the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made on foot, cycle or public transport by 2041.*
- ▶ *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

2.12 With regard to healthy streets, Policy T2 states that development proposals should:

- ▶ *"Reduce the dominance of vehicles on London's streets whether stationary or moving.*
- ▶ *Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

2.13 With regard to assessing and mitigating transport impacts, Policy T4 states:

- ▶ *"Development Plans and development proposals should reflect and be integrates with current and planned transport access, capacity and connectivity.*

- ▶ *Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new developments. Travel Plans, parking design and management plans, construction logistics plans and delivery and servicing plans will be required in accordance with relevant Transport for London guidance.*
- ▶ *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highway improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.*
- ▶ *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
- ▶ *Development proposals should not increase road danger”.*

2.14 With regard to cycling, Policy T5 states:

“Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

- ▶ *Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure,*
- ▶ *Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking in accordance with the minimum standards...and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.”*

2.15 With regard to residential parking, Policy T6.1 states:

- ▶ *“New residential development should not exceed the maximum parking standards...These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.*
- ▶ *All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles, At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.*
- ▶ *Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum...ensure that at least one designated disabled persons parking bay per dwelling for three per cent of dwellings is available from the outset.”*

Local Policy

Camden Local Plan

2.16 The Camden Local Plan was adopted in July 2017. It sets out key planning policies for the borough, Section 10 sets ‘Transport’ provides related policies.

2.17 Policy T1 – ‘Prioritising walking, cycling and public transport’ states:

“The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

Walking

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

- a. *improve the pedestrian environment by supporting high quality public realm improvement works;*
- b. *make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*
- c. *are easy and safe to walk through ('permeable');*
- d. *are adequately lit;*
- e. *provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*
- f. *contribute towards bridges and water crossings where appropriate.*

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

- g. *provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;*
- h. *provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*
- i. *makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*
- j. *is easy and safe to cycle through ('permeable');* and
- k. *contribute towards bridges and water crossings suitable for cycle use where appropriate.*

Public Transport

In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort."

2.18 Policy T2 – 'Parking and car-free development' states:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free.

We will:

- a. *not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
- b. *limit on-site parking to:*
 - i. *spaces designated for disabled people where necessary, and/or*

- ii. essential operational or servicing needs;*
- c. support the redevelopment of existing car parks for alternative uses; and*
- d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

2.19 Policy T3 – 'Transport Infrastructure' states:

"The Council will seek improvements to transport infrastructure in the borough.

We will:

- a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and*
- b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance."*

Summary

- 2.20 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.
- 2.21 The following sections of this report reviews the accessibility of the site and evaluates whether the development proposals will encourage sustainable modes of transport. In addition to this, a further assessment had been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Existing Conditions

- 3.1 The site is located to the south-east of Regent's Park and is bounded by Albany Terrace/Peto Place to the east. The site is approximately 230 metres north east of Regent's Park Underground station and 210 metres north west of Great Portland Underground station. The site is well located with regard to the wider road network with the A501 located to the south. The administrative boundary is the London Borough of Camden. The site in relation to strategic transport links is shown in **Figure 3.1**.

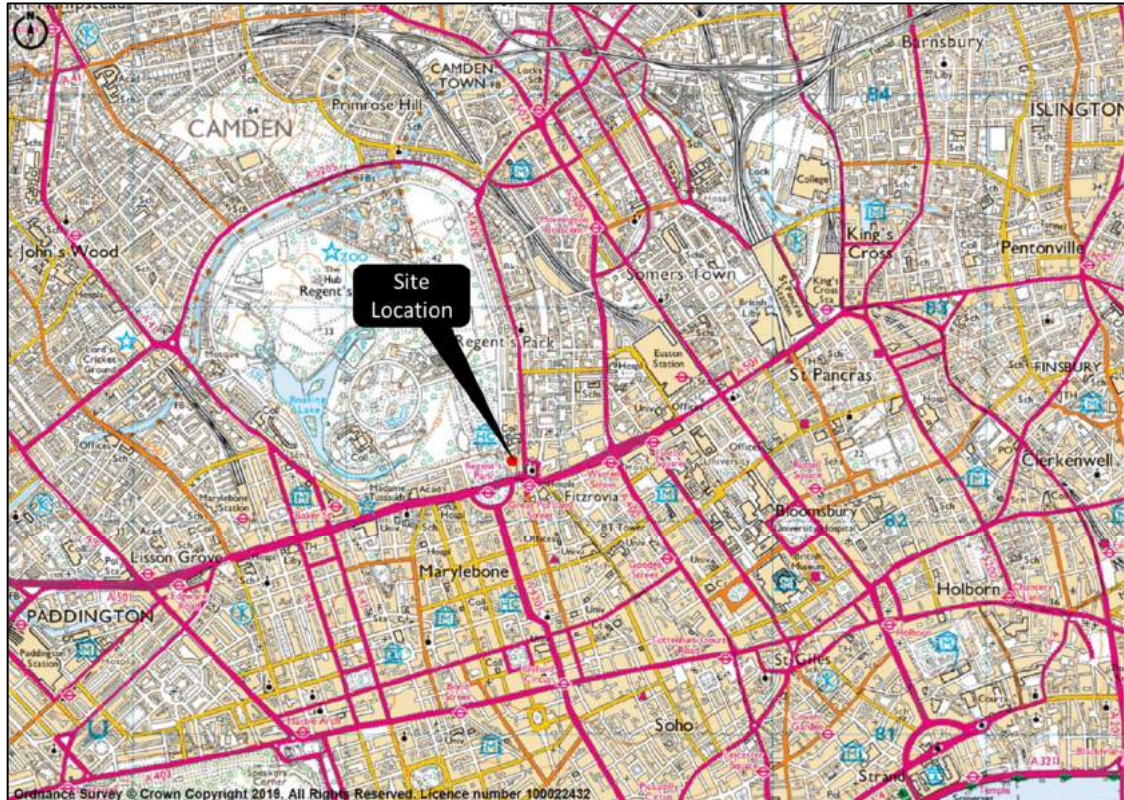


Figure 3.1: Strategic Site Location Plan

- 3.2 The A501 Marylebone Road is a main distributor road within the area, providing a link between Paddington to the west and Shoreditch to the east. The A501 connects with the A41 to the west, which provides a link northbound towards the M1. Whilst the M5 to the west of the site provides a link southbound into central London. To the east of the site the A501 connects with the A1 which also provides a link northbound towards the M1.
- 3.3 Albany Terrace/Peto Place which lies to the rear of the site is part of the Crown Estate, therefore not part of the London Borough of Camden's Road Network. Restrictions throughout the Crown Estate include no trade or business vehicles unless authorised and roads closed between midnight and 07:00 hours. Park Square East to the front of No 18, is also part of the Crown Estate and offers direct access to the footway. No vehicle access to No 18 and The Diorama is available from Park Square East.
- 3.4 The surrounding local area can be characterised as mainly residential and commercial in nature, with Regent's Park providing a large open space to the west of the site. The site in relation to its local area and public transport facilities is shown in **Figure 3.2**. The local highway network serving the Diorama buildings is presented on **Motion Drawing 1907072-GA01A**.

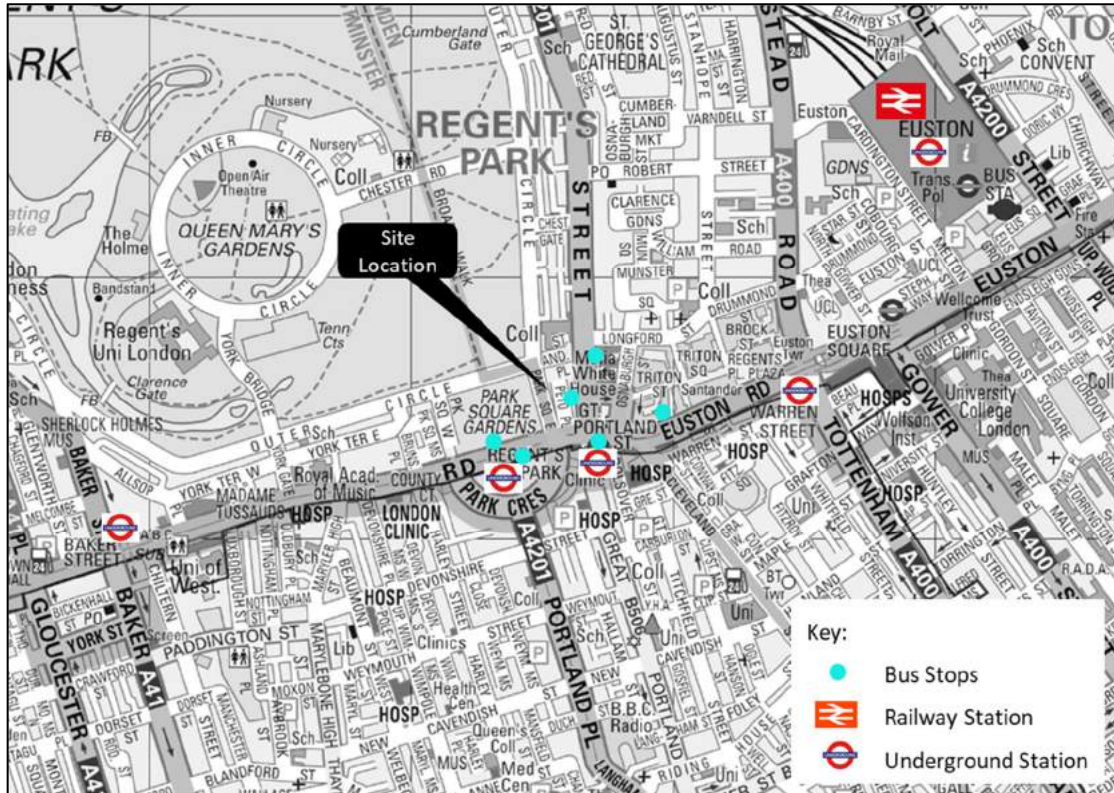


Figure 3.2: Local Site Location Plan

Accessibility by Non-Car Modes

Accessibility on Foot

- 3.5 The site is easily accessible on foot via the adjacent footways on all local roads. Lit footways provide access from the site to local bus stops and railway/underground stations. A signalised pedestrian crossing is located approximately 120 metres both south west and south east of the site along Marylebone Road. Both are provided with dropped kerbs, tactile paving and refuge islands. Many other local roads are also provided with signalised pedestrian crossings.

Accessibility by Cycle

- 3.6 TfL cycling guide 1 provides information pertaining to safe cycling in the vicinity of the site, including signed cycle paths, advised quieter routes, greenways and station protocols on cycle parking. There are numerous networks in the area supported by either route marked for cyclists or quiet roads recommended by cyclists. Albany Terrace/Peto Place and Park Square East is classed as 'quieter roads that have been recommended by other cyclists'. A number of 'routes signed or marked for cyclists' are also located within the vicinity of the site.

London Cycle Hire facilities

- 3.7 London / Santander Cycle Hire stations are located near to the development site as follows:

- ▶ Longford Street (21 spaces) – 153m from the site;
- ▶ Bolsover Street (16 spaces) – 240m from the site;
- ▶ Beaumont Street (21 spaces) - 640m from the site;
- ▶ Portland Place (34 spaces) – 550m from the site; and
- ▶ Albany Street, The Regent's Park (27 spaces) – 420m-500m from the site.

3.8 The locations of the nearby Santander cycle hire docking stations in relation to the proposed development site are presented in **Figure 3.3**.

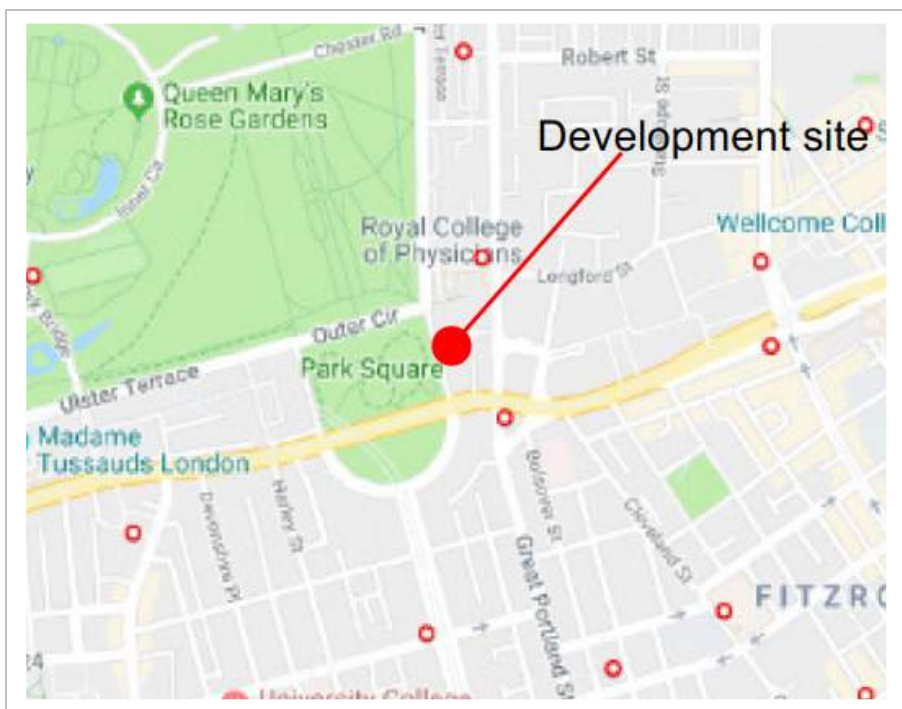


Figure 3.3: Local Santander Cycle docking stations

Accessibility by Bus

3.9 The nearest bus stops are located approximately 120 metres to the north east of the site along Albany Street, illustrated on Figure 3.2 above. Additional stops are located along Marylebone Road approximately 140 metres south of the site. A summary of the destinations served, and the frequency of the local bus services is provided below in **Table 3.1**.

Service Number	Route	Approximate Frequency	
		AM Peak	PM Peak
Albany Street			
88	Parliament Hill Fields – Kentish Town – Camden Town – Regent’s Park – Oxford Circus – Piccadilly Circus – Charing Cross – Westminster – Vauxhall – Stockwell – Clapham – Clapham Common	Every 5-7 minutes	Every 7-10 minutes
Marylebone Road			
18	Sudbury & Harrow Road - Wembley – Tokyngton – Stonebridge – Harlesden – Kensal Green – Kensal Town – Maida Hill – Paddington – Euston	Every 3-6 minutes	Every 3-6 minutes
27	Primrose Hill – Camden Town – Paddington – Kensington – Hammersmith	Every 6-8 minutes	Every 6-8 minutes
205	Bow Church Station – Mile End – Stepney Green – Whitechapel – Aldgate – Liverpool Street – Shoreditch – Hackney – Kings Cross – Paddington	Every 7-10 minutes	Every 7-10 minutes

Table 3.1: Local Bus Services

Accessibility by Rail and Underground

3.10 The closest railway station to the site is London Euston, located approximately 1 kilometre to the east, which is approximately a 13-minute walk or an 8 minute cycle. Euston Station provides numerous services, including Liverpool, Milton Keynes, Northampton, Manchester, Birmingham, Glasgow and Lancaster.

- 3.11 The closest Underground station is Great Portland Street approximately 140 metres south of the site. Great Portland is located on the Circle, Hammersmith & City and Metropolitan Lines. The Bakerloo Line can also be accessed within a 5 minute walk of the site via Regent's Park Station south west of the site. Furthermore, the Jubilee Line can be accessed from Baker Street Station approximately 900 metres west of the site.

Transport Connectivity

- 3.12 Public Transport Accessibility Levels (PTAL's) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.
- 3.13 Walk times are calculated from the specified point of interest to all public transport access points including bus stops and stations within pre-defined catchments. The PTAL incorporates a measure of service frequency to calculate an average wait time based on frequency of service at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give a single value. The PTAL is categorised in nine levels, 1a to 6b where 6b represents a high level of accessibility and 1a, a low level of accessibility.
- 3.14 The site is classified as a PTAL 6b location, which reflects the site's proximity to various bus and rail services. The full PTAL output is included at **Appendix A**.

The Diorama Building – Existing Facilities

Pedestrian/Service Access

- 3.15 The Diorama building is currently vacant but may be occupied if required. The main pedestrian entrance is from Park Square East via the doorway to No. 18 and a secondary pedestrian access is available from Albany Terrace/Peto Place which also provides a service entrance for inbound and outbound goods. Under the existing conditions, the refuse collection bin is stored outside the building (see Figure 3.4)

Parking

- 3.16 There is one allocated accessible car parking space for The Diorama building located to the south-east of the building on Albany Terrace. The space is provided under agreement of the adjacent land-owner. There is no allocated cycle parking in The Diorama building but there is an agreement for an occupier to use 8 no. cycle parking spaces within the Which? Building immediately to the east of The Diorama.
- 3.17 The rear pedestrian/service entrance and the existing accessible car parking bay adjacent to the Diorama Building on Albany Terrace are presented in **Figure 3.4**.



Figure 3.4 – Existing Rear Pedestrian/Service Access and Accessible Car Parking Bay

4.0 Proposed Development

General

- 4.1 The Diorama is an existing office building located on the south-eastern corner of Regent's Park in the London Borough of Camden. The proposals included as part of the planning application are to refurbish the existing buildings, No. 17, No. 18 and No. 19 Park Square East/The Diorama. The development proposals will be submitted as three separate planning applications, one for each building.
- 4.2 The general arrangements for No. 18 The Diorama are presented on **Figure 4.1** with the full architectural ground floor and basement plans provided in **Appendix B**.

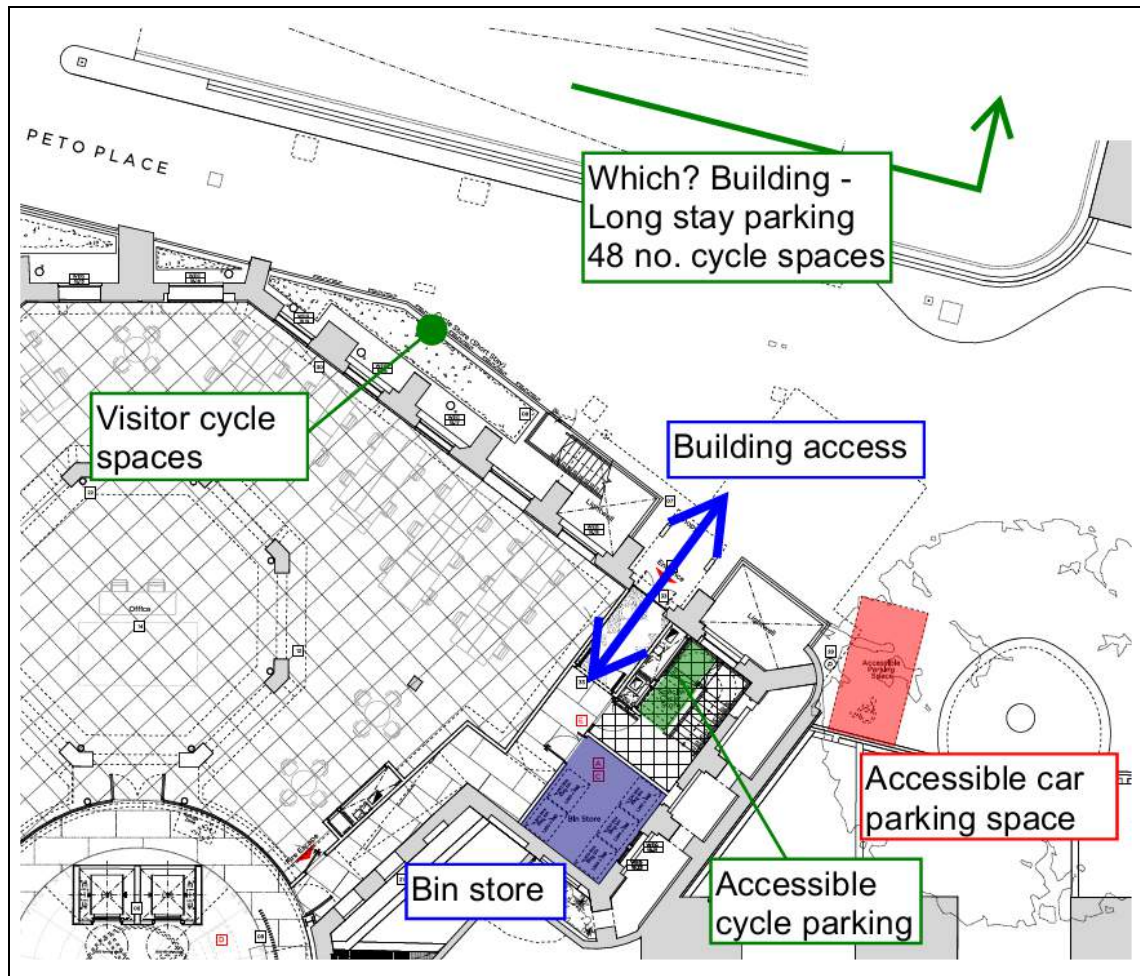


Figure 4.1 – Site Ground floor layout - Proposed

- 4.3 The three properties front onto Park Lane East, with the Diorama located at the rear of the terrace. The Diorama was the first building to be constructed with the terraces to the west being developed outwards from there. The Diorama building was converted to office-use after 1945 and has been used as offices ever since. The terrace properties have a main pedestrian entrance off Park Street East through three separate doorways, serving No. 17, No. 18 and No. 19 respectively.
- 4.4 The development proposals are to undertake internal alterations to create three separate properties, with the flanking buildings being converted back to independent residential properties (subject to separate planning applications). The central section (No. 18, The Diorama) is to be refurbished, converted and extended for modern office floor space.
- 4.5 The development floor space for No. 18 will be provided as follows:

Property	Floor Area (NIA - sqm)	Floor Area (GEA - sqm)
Basement	44 sqm	324 sqm
Ground Floor including reception	434 sqm	827 sqm
Floors 1 – 3	1,592 sqm	2,244 sqm
TOTAL	2,070 sqm	3,395 sqm

Table 4.1 – Summary of No 18, The Diorama Floor space

- 4.6 It is proposed to maintain pedestrian access from Park Square East for No. 18 as well as the access to the rear of the property via Albany Terrace/Peto Place.

Summary of change in floor area

- 4.7 The proposed changes to No. 17, No. 18 and No. 19 Park Street East are set out in **Table 4.2**.

Property	Existing		Proposed		Change in floor area (sqm)
	Land use	Floor Area (sqm)	Land use	Floor Area (sqm)	
No 17 Park Street East	Sui generis - Institutional Office	3,721 sqm	Residential	521 sqm	+521 sqm
No 18 Park Street East – The Diorama			Office B1	3,395 sqm	-326 sqm
No 19 Park Street East			Residential	493 sqm	+493 sqm

Table 4.2 – Summary of Existing and Proposed Floor areas (GEA)

- 4.8 The development proposals for the office related use will marginally reduce the total usable office space by 326 sqm.

Parking

Car parking - office

- 4.9 The development proposals will not require any alteration to the existing parking arrangements to the rear of the office building. The current car parking will be maintained including the dedicated accessible parking space on Peto Place adjacent to the rear entrance of The Diorama building.
- 4.10 The London Borough of Camden SPG on Transport (March 2019) indicates that development should be car-free particularly buildings where new occupants are proposed. The policy indicates that the reduction of parking should be considered where the space may be converted for a more appropriate use it is considered that there is no better use for the existing accessible parking space than for it to be retained for those who may need it in the future. The full justification for the proposed accessible car parking and the proposed management of the space is provided in the Car Parking Management and Reduction Plan provided in **Appendix C**.
- 4.11 The Draft New London Plan promotes car-free developments but Policy T6 states that appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.5 for non-residential development.

Cycle provision - office

- 4.12 The cycle parking provision for The Diorama development will be provided in accordance with the current local and regional policy, summarised in **Tables 4.3 – 4.5**:

Land Use	LB Camden SPG (minimum)		Dev Quantum	Long Stay (min)	Short Stay (min)
	Long Stay	Short Stay			
B1 Office	1 space / 90 sqm	1 space / 500 sqm	3,395 sqm	37 spaces	7 spaces
TOTAL				37 spaces	7 spaces

Table 4. 3 – Camden SPG - Cycle Parking Standards

Land Use	London Plan Standard (minimum)		Dev Quantum	Long Stay (min)	Short Stay (min)
	Long Stay	Short Stay			
B1 Office	1 space / 90 sqm	1 space / 500 sqm	3,395 sqm	37 spaces	7 spaces
TOTAL				37 spaces	7 spaces

Table 4. 4– London Plan (2016) - Cycle Parking Standards

Land Use	Draft London Plan Standard (minimum)		Dev Quantum	Long Stay (min)	Short Stay (min)
	Long Stay	Short Stay			
B1 Office	1 space / 75 sqm	1 space / 500 sqm	3,395 sqm	45 spaces	7 spaces
TOTAL				45 spaces	7 spaces

Table 4. 5 – Draft New London Plan (2019) - Cycle Parking Standards

- 4.13 It is proposed to deliver the most onerous cycle parking requirements set out in the draft New London Plan policy; therefore the cycle parking provision will be split into long-term and short-term provision.
- 4.14 The scheme will deliver 48 no. long-term cycle parking spaces which will be contained within a secure store within the Which? Building adjacent to the Diorama. This is an existing arrangement for the Diorama building which will be retained as part of the development proposals. This strategy has been agreed with LB C Planning officers. The original proposal to incorporate the majority of long-stay cycle parking has been reviewed further to comments from the LBC Design & Conservation officer relating to the potential impact of increased partitioning of the ground floor on the general fabric of the Grade 1 listed building.
- 4.15 The proposed cycle store will be within the space of three converted car parking spaces in the basement of the Which? Building and within a separate cycle store nearby. The store will be accessed via the existing basement ramp (gradient 1:10) which is currently used as a cycle access for the Which? Building tenant cyclists. The Diorama tenant cycle areas will be created as secure cycle storage areas (within cages) so they will be only accessible by Diorama tenants. The cycle store would be some 80m from the Diorama rear entrance doorway. The cycle store details and the proposed access route are presented in **Figure 4.2.**

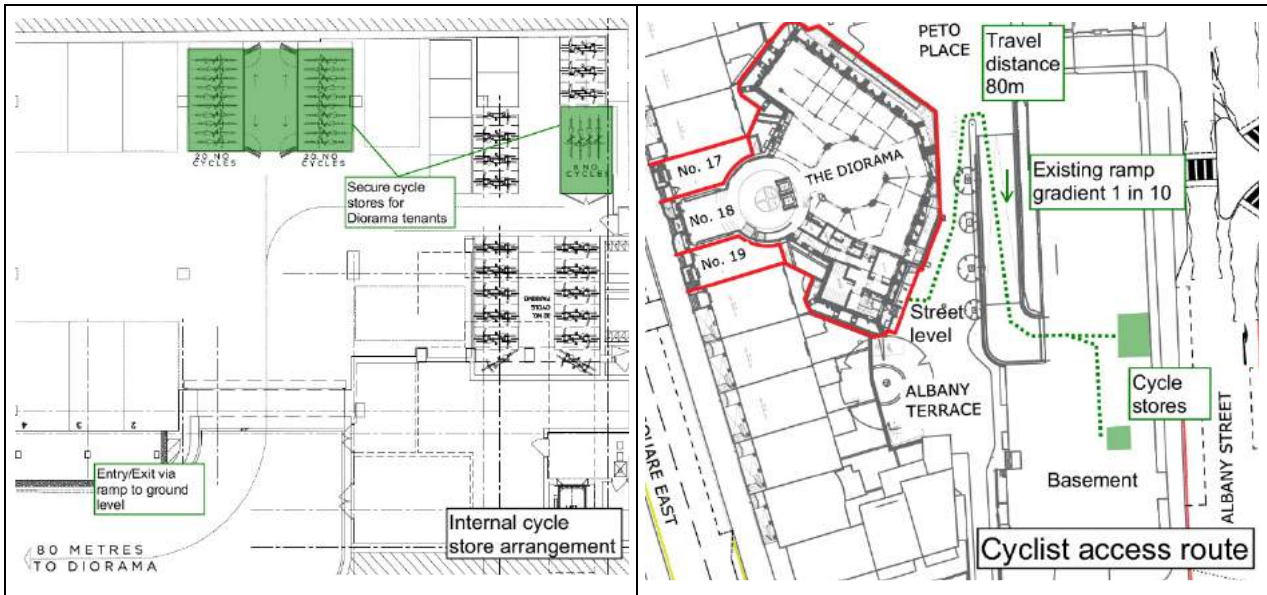


Figure 4.2 – Proposed office cycle parking to be located in The Which? Building

- 4.16 The Which? Building is owned by the Crown Estate (as is the Diorama building) so there would not be any issue of the basement space becoming unavailable in the future.
- 4.17 The proposed cycle provision within the development building will include provision for larger cycles (accessible/recumbent/cargo cycles). The arrangement will also be provided for two special/accessible cycles to park within the Diorama building. In total, 50 no. long-stay cycle parking spaces will be available to staff working and will exceed the draft New London Plan standards requiring a total of 45 cycle parking spaces.
- 4.18 Full changing facilities and showers for the office use will be conveniently provided in the basement of the building, thereby further encouraging cycling to work.
- 4.19 The short stay parking will be provided adjacent to the building on Petto Place offering 7 spaces for visitors to securely park a bicycle during visits to the building in line with the London Plan / draft New London Plan.

Cycle parking – residential dwellings

- 4.20 The residential cycle parking provision properties Nos. 17 and 19 will be provided in accordance with the current local and regional policy, summarised in **Tables 4.6 – 4.8:**

Land Use	LB Camden SPG (minimum)	Dev Quantum	Long Stay (min)
C3 Residential	1 space per studio & 1 bed unit, 2 spaces per unit for all other units	1 dwelling, 2 bedrooms	2 spaces
TOTAL			2 spaces

Table 4.6 – Camden UDP - Cycle Parking Standards (for No.17 and No.19)

Land Use	London Plan Standard (minimum)	Dev Quantum	Long Stay (min)
C3 Residential	1 space per studio & 1 bed unit, 2 spaces per unit for all other units	1 dwelling, 2 bedrooms	2 spaces
TOTAL			2 spaces

Table 4. 7– London Plan (2016) - Cycle Parking Standards (for No.17 and No.19)

Land Use	Draft London Plan Standard (minimum)		Dev Quantum	Long Stay (min)	Short Stay (min)
	Long Stay	Short Stay			
C3 Residential	1 space per studio 1.5 spaces per 1 bed 2 spaces per unit for all other units	1 space per 40 units for visitors	1 dwelling, 2 bedrooms	2 spaces	N/A
TOTAL				2 spaces	-

Table 4. 8 – Draft New London Plan (2019) - Cycle Parking Standards (for No.17 and No.19)

4.21 The proposed converted residential dwellings (Nos. 17 and 19) will be provided with two dedicated cycle spaces within each of the vaults in the basement area for each property with access provided through the building. The proposed location of the spaces for both of the properties are identified on **Figure 4.3**.

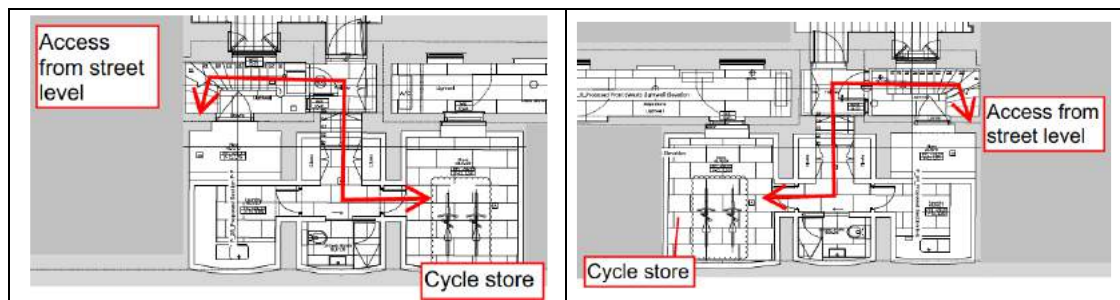


Figure 4.3 – Cycle Parking – residential (No 17 left, No 19 right)

4.22 The proposed residential cycle parking provision accords with the current LBC and London Plan standards as well as the standards set out in the draft new London Plan.

Taxi drop off/pick up

4.23 The office-use may potentially attract taxi trips associated with office staff activities or visitors. The proposed strategy for taxi drop-off is for passengers to be dropped off outside the front entrance on the Park Square East. The road is some 10.5m wide close to the development site frontage and on-street parking is available. The road width and the traffic volumes on Park Square East are considered to be low enough to not cause an issue for local traffic movements.

4.24 Passenger pick-up is likely to be made from simply hailing a black cab on A501 Marylebone Road to the south of the development site. The road is a TfL Red Route but taxis are permitted to stop briefly to pick up a passenger when required.

4.25 In the event where an extended drop-off or pre-booked taxi pick up requires a vehicle to wait, there is the potential for the driver to be directed to the rear of the Diorama building and wait in Peto Place. The taxi passenger drop-off and pick-up arrangements reflect the existing office-use operations.

5.0 Trip Generation Review

5.1 The proposed changes in trip demands for The Diorama will be negligible. A statement on the likely changes in trips for each of the land uses are set out in this section.

Office-use

5.2 The proposed net decrease in the office related use is 14 sqm GFA as presented in Table 4.1. For the purpose of this assessment, it is assumed that the existing 'Sui generis – Institutional office' use has similar trip generation characteristics as 'B1 office' use. The likely change in trip demands from the current office-use will be negligible and there will not be any perceptible impact on the local transport network.

Residential-use

5.3 The development proposals will introduce two new single occupancy dwellings and the associated trips will be 'all new' to the local transport network. The typical person trip demand for a typical London property has been determined using the TRICS database using sites of similar type and location. The assessment is based on trip rates derived from the TRICS database using category '03 Residential: A - Houses Privately Owned', using the following selection criteria:

- ▶ Sites located in Greater London;
- ▶ Units between 1 - 11 dwellings;
- ▶ Weekday data only; and
- ▶ Sites in areas classed as suburban;

5.4 A summary of the peak hour total vehicle trip rates and likely trip generation for the existing and proposed dwellings are provided in **Table 5.1** and the full TRICS output for reference included at **Appendix D**.

	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements (07:00-21:00)	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.200	1.087	0.838	0.350	6.625	6.348
Two individual dwellings – Trip Generation	0	2	2	0	13	13

Table 5.1: Residential Trip Generation Rates and Predicted Trips – All modes

5.5 The trip generation analysis identifies that the total peak hour and daily trips associated with the new residential properties will be negligible and there will not be any impact on the local transport network.

Summary

5.6 The trip analysis for The Diorama proposals has included the expected increase in office space as well as the conversion of the existing office space to individual residential properties. The net changes will not impact on the local transport network and it is considered that no further transport analysis is required as part of the proposed planning application.

6.0 Framework Delivery and Servicing Plan

Service vehicle access

Office-use

- 6.1 The proposed access location for the delivery and refuse collection vehicles for the office-use will be on Peto Place with vehicles accessing via A501 Marylebone Road and Albany Terrace. The service corridor into the building will be provided through the rear building access route. Delivery vehicles will park on Peto Place as the existing arrangement and goods will be transferred into the building.

Residential-use

- 6.2 All servicing vehicle activity for the proposed residential dwellings will be provided from the front of the building on Park Square East, similar to the existing properties which have sole access onto the road.

Service Vehicle Generation

- 6.3 The existing and predicted service demand calculations for the office-use and the proposed residential-use are presented in **Appendix E** and are based on typical servicing demands in Central London. The proposed servicing trip rates are summarised below:

- ▶ General Commercial use: 0.20 vehicles per 100 sqm per day (GFA);

- 6.4 The predicted daily and peak hour demands are summarised in **Table 6.1**.

Land Use	Development Quantum (GFA)	Daily Servicing Trip Generation Rate	Daily Demand (vehicles)	Peak Hour (0900-1000)
B1 Commercial	2,889 sqm	0.20 trips per 100 sqm NFA	6	1

Table 6.1 – The Diorama - Summary of Servicing Demands

- 6.5 The predicted servicing vehicle demand for the commercial use has been estimated based on the floor areas provided. The proposed office quantum will require a space for one delivery vehicles to stop on Peto Place at any one time. The predicted demand of the office-use will be 6 vehicles per day (6 movements inbound and 6 movements outbound). The office demand will be the same as the existing use, the only change will be an increase of one service vehicle per day for the proposed residential dwellings.
- 6.6 The delivery zone will require adequate space for 8m long vans for general deliveries and a 10m rigid HGV for occasional deliveries and refuse collection (vehicle up to 11.6m long) on Peto Place. The servicing demands are no different from the movements associated with the existing office-use.
- 6.7 All service vehicle movements in vehicles higher than 2.4m will need to enter/exit via Albany Terrace due to the height restriction for access to/from Albany Street to the east of The Diorama.
- 6.8 The residential servicing/ refuse collection will need to be separate from the office-use. Refuse collections may be tied in with existing waste collections to other commercial uses operating in Albany Terrace.

Swept path Analysis

- 6.9 The existing servicing arrangements will be retained with vehicle access being required from both Peto Place and Park Square East to serve the office and residential-uses. Swept path analysis has been prepared to identify the expected vehicle movements the local roads as follows:

- ▶ **Motion Drawing 1907072-TK101A** – office-use - Swept path of an 8m Box van;

- ▶ **Motion Drawing 1907072-TK102A** – office-use - Swept path of a refuse collection vehicle (11.6m rigid Heavy Goods Vehicle); and
- ▶ **Motion Drawing 1907072-TK103A** – Residential-use - Swept path of a large delivery van (8m Box van).

Servicing Management Strategy

6.10 The office will have a Building Management Team or an appointed Office Manager to deal with goods deliveries and the arrangement of refuse collections. In order to enforce the service and refuse strategy, the following measures will be introduced by Building Management and/or Office Manager:

- ▶ **Communication of Delivery Restrictions:** As part of the appointment of all contracts at the development that would involve deliveries or collections, the company being contracted will be made aware of the delivery access restrictions and be asked to accept these restrictions in writing. It is envisaged that all delivery vehicles, as far as reasonably possible, will be approved and contracted suppliers, with the driver names and vehicle registrations of suppliers held by development security staff;
- ▶ **Accommodating non-regular Deliveries:** Any other occasional delivery companies who do not normally deliver to the development will also be provided with delivery restrictions by the Building Management Team/Office Manager and directed to the appropriate servicing area;
- ▶ **Enforcement:** If a driver does not comply with the delivery access restrictions (as witnessed by Building Management/ Office Manager) the supplier will be informed of the vehicle registration. Non-compliance can then be used as a deciding factor in the appointment of future contracts at the development;
- ▶ **Delivery Scheduling:** Scheduling routine deliveries to occur outside of the network peak hours to avoid congestion and minimise impact on the road network at the busiest and most constrained times;
- ▶ **Synchronising Deliveries:** Synchronisation of deliveries from common suppliers (i.e. for soft drinks, paper supplies, etc.) with other occupiers and land uses within the site, therefore reducing the number of deliveries to the site whilst simultaneously reducing the economic and environmental costs associated with goods vehicle deliveries;
- ▶ **Accommodating Special Deliveries:** Any special deliveries to the site such as plant maintenance vehicles will need to be pre-arranged. The delivery time and duration will be negotiated with the Building Management Team/Office Manager to minimise the impact upon the routine daily servicing requirements of the development. Out of peak deliveries will be encouraged for such deliveries where possible; and
- ▶ **Encouraging Deliveries by Sustainable Modes:** Occupiers of the site will be encouraged to use suppliers who are affiliated to the Freight Operator Recognition Scheme and operating green fleets complying with the emission standards set out by the London Emission Zones. Workplace occupiers will also be encouraged to publicise sustainable 'best practice' measures via the Freight Information Portal. In so doing this measure will contribute towards encouraging more maintenance contractors to use electric vehicles.

6.11 The general servicing management strategy for deliveries for the Diorama scheme is outlined as follows and considers each land use.

Office

6.12 The majority of the office related deliveries will be made in 8m panel vans or smaller. There will be occasions where some goods will be delivered by 10m lorries for large deliveries and refuse collections. The strategy is to maintain on-street servicing for The Diorama with the 'Goods In' access from Peto Place as presented on **Figure 6.1**.

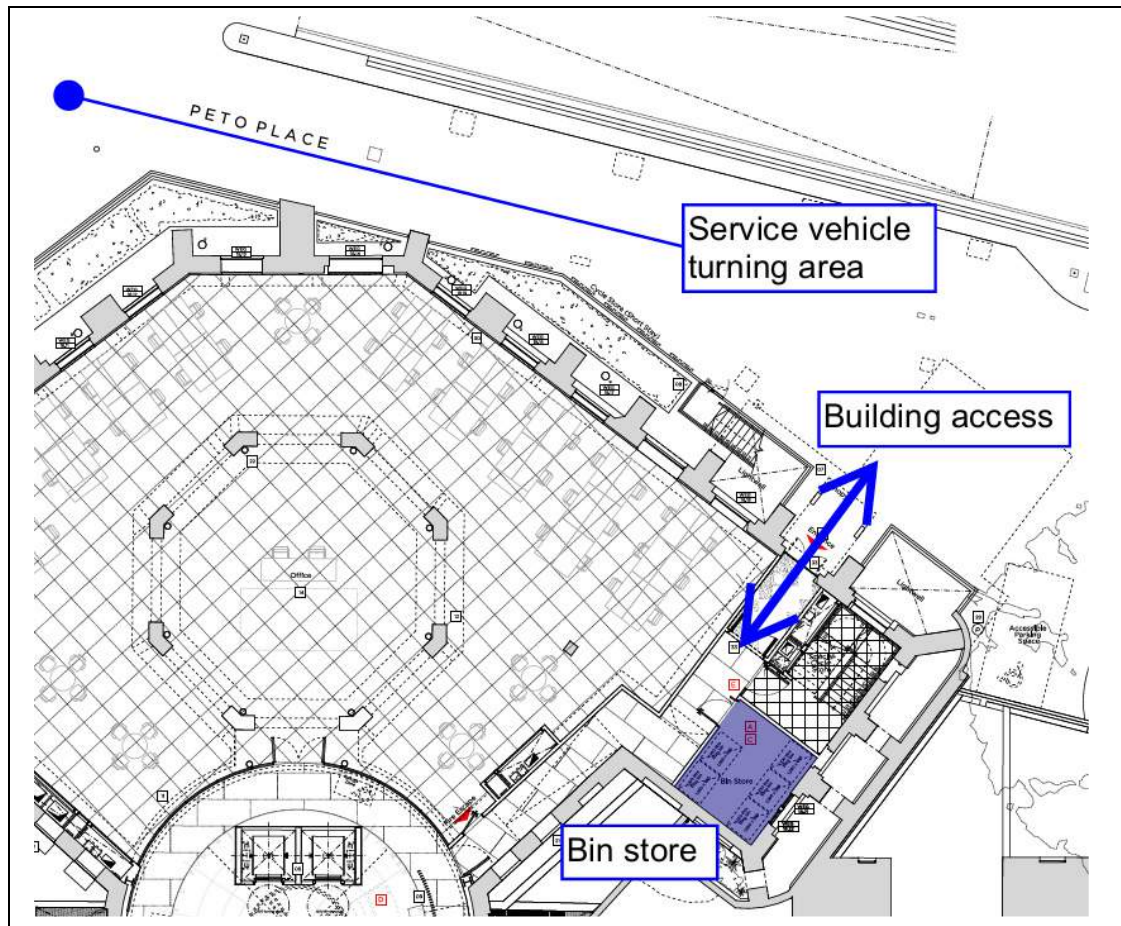


Figure 6.1 – The Diorama - Proposed Office-use Servicing location

6.13 The inbound goods would be recorded by the Building Management Team/Office Manager and the appropriate tenant would be notified to collect from the delivery entrance.

7.0 Waste Management Strategy

7.1 London Borough of Camden does not provide waste generation metrics for commercial waste, and therefore the waste generation volumes for the Proposed Development were calculated using the waste guidance provided in the *British Standard BS5906:2005 Waste management in buildings – Code of practice*.

Office

7.2 On the basis that the office building is part refurbishment and part new build, it is assumed that there will be 1 employee per 10 sqm (NFA) for the commercial use based on the BCO typical occupation rate. This will mean there will be approximately 207 people working in the building. On the basis that the proposed waste arisings are 50 litres per employee per week, the development will need to accommodate a minimum of **4 no. 1,100 litre bins** in the waste store to offer two-day storage. More bins will be required if waste is to be stored for longer periods of time - (see **Table 7.1**).

	Commercial – BS requirement		
	Refuse (1,100 ltr bins)	Recycling (1,100 ltr bins)	TOTAL
Refuse generation (per week)	4,140 litres	6,210 litres	10,350 litres
Four-day Bin storage (1,100 litre bins)	3	4	7
Three-day Bin storage (1,100 litre bins)	2	3	5
Two-day Bin storage (1,100 litre bins)	2	2	4

Table 7.1: Summary of Commercial Bin provision

Waste Storage

7.3 The assumed split of refuse and recycling is 40:60 with refuse and recycling in 1,100 litre bins and for the office-use.

7.4 The provision of 2 refuse bins and 3 dry mixed dry recyclable bins for the office-use is based on un-compacted waste to offer three-day waste storage and this is proposed for the office development. A typical example of a 1,100 litre Eurobin for the office units is shown in **Figure 7.1**.

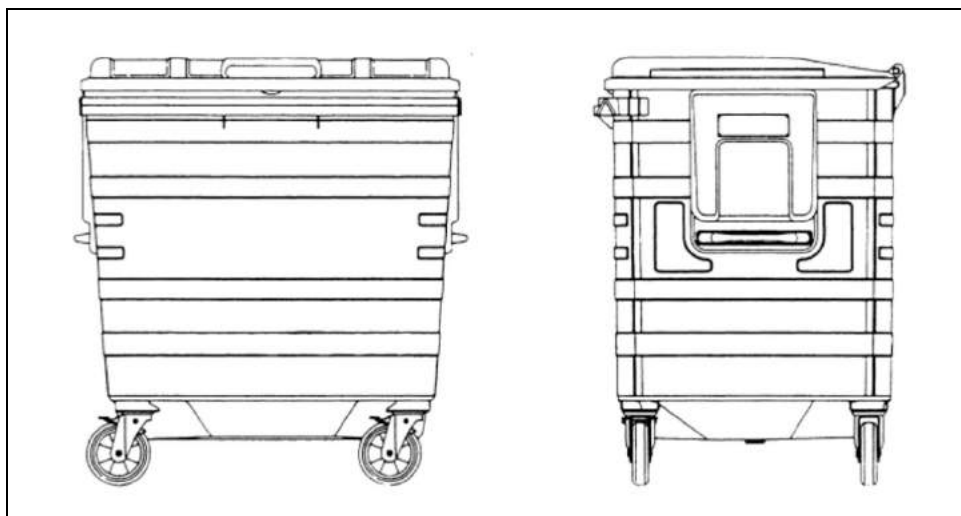


Figure 7.1: Example of a Eurobin

7.5 The dimensions of typical 1,100 litre Eurobins are as follows:

Bin size	Dimensions		
	Width (mm)	Depth (mm)	Height (mm)
1,100 litre	1,250	980	1,370

Table 7.2 – Typical Eurobin Dimensions

7.6 Waste stores will be provided with the appropriate sprinkler systems to prevent fire and adequate wash-down and ventilation arrangements within the waste storerooms as required.

7.7 An indicative refuse store layout and the proposed refuse bin route between the store and the collection point is presented on **Figure 7.2**:



Figure 7.2: The Diorama Waste Store layout – Three-day storage

Waste Room Layout - General

7.8 In line with BS5906:2005, Part H6 of the Building Regulation (2002), the following measures have been designed into the Proposed Development to ensure that all mandatory waste storage requirements are complied with;

- ▶ A minimum of 150mm clearance is required between each bin and wall;
- ▶ The entrance of the waste room will be free from steps and projections;
- ▶ There will not be any routes, where wheeled bins are to be pushed, that will have a gradient of more than 1:12 or that include steps or kerbs;
- ▶ Storage area for waste and recyclable material will be clearly designated for this use only, by a suitable door or wall sign and, where appropriate, with floor markings;

- ▶ The walls and roofs of the waste room will be free from non-combustible and impervious material and be fire resistant;
- ▶ The waste room will have adequate security, lighting, proper ventilation and wash down facilities (waste pipe and drainage);
- ▶ Gullies will be positioned so as not to be in the track of the container trolley wheels;
- ▶ Headroom in the waste room will have a minimum clearance of 2m;
- ▶ Waste collection operatives (designated waste company who will collect waste) will not be required to carry dustbins or up to 360 litre wheelie bins more than 20m in total, carry waste sacks more than 20m in total or transport a Eurobin up to 1,100 litres, more than 10m in total and transport compacted waste or recyclable material along a gradient whether rising or falling;
- ▶ Electrical supplies will be provided as required (e.g. for the installation of a compactor);
- ▶ All bins in the store will need to be accessible;
- ▶ The route between the bin store and the refuse collection point is wide enough to allow bins to pass through easily and does not involve being taken through the non-back of house parts of the building; and
- ▶ The store will contain instructional signage detailing correct use of facilities.

Proposed Waste Strategy

- 7.9 Refuse and recycling from the offices would be collected internally daily by the Building Management Team/Office Manager, brought down to the ground floor via the lift and manually transferred to the main waste store.
- 7.10 The Building Management Team/Office Manager would ensure there are no other deliveries during the early morning period as part of the managed operations.
- 7.11 On collection days, the appointed waste management contractor will temporarily park their RCV on Peto Place within 10 metres of the presentation point where bins will be unloaded into the vehicle. The general refuse and recycling collections would be separate – Building/Office Management would need to pre-arrange collection times to minimise conflict.

8.0 Construction Management Plan

- 8.1 The London Borough of Camden have their own proforma to set out the proposed Construction Management Strategy for developments.
- 8.2 The appropriate form has been completed as a draft for the Diorama office scheme and this is contained in **Appendix F** to this report.

9.0 Framework Commercial Travel Plan

9.1 Thresholds set out in **Table 9.1** below state which type of Travel Plan is required for developments based on TfL guidance. In cases where occupiers do not meet the thresholds a Travel Plan is not required. Where this is the case it will be encouraged that occupiers take up sustainable transport initiatives. It should also be noted that such occupiers will continue to benefit from the site-wide Travel Plan measures.

Land Use	Travel Plan Statement	Full Travel Plan	TP Requirement for development
B1 Office	> 20 staff but less than 2,500 m ²	>= 2500m ²	Framework Travel Plan

Table 9.1 – TfL Travel Plan Thresholds

- 9.2 The Diorama scheme will include 3,395 sqm GEA space for B1 office-use when complete. When considering the changes to the development and the TfL thresholds, the overall floor area will require a Full Travel Plan to accompany the planning application. Since the proposed occupiers is not known at this stage, a Framework Commercial Travel Plan is provided in **Appendix G** to this report to set out the general structure of the full Travel Plan when the building occupier/occupiers are known.
- 9.3 The Framework Travel Plan also makes reference to the proposed Car Parking Management and Reduction Plan (CMPR) provided in **Appendix C**.

10.0 Consultation with London Borough of Camden Highways and Responses

- 10.1 The London Borough of Camden have received the Transport Statement as part of the submitted planning material to accompany the planning application. The comments provided by the Highways officer for Nos 17, 18 and 19 Park Square East are provided in **Appendix H** of this updated Transport Statement.
- 10.2 The key topics are identified below and reference to the updated sections in the TS are summarised in **Table 10.1**.

LBC officer concern	LBC officer concern	Approach/Section in TS where this is outlined
No 17 and No 19 (Residential)	Car Parking – commitment to prevent future occupants to obtain LBC parking Permits	To be secured by Section 106
	Details of Resident Cycle Parking	See paras 4.20 – 4.22 and Figure 4.3 of the TS
	Construction Management Plan and CMP implementation support contribution (£3,136)	To be secured by Section 106
No 18 (Commercial)	Provision of a Car Parking Management and Reduction Plan	See paras 4.10 and Appendix C of the TS
	Travel Plan and associated monitoring and measure contribution of £9,618 to be made to LBC	To be secured by Section 106
	Construction Management Plan and CMP implementation support contribution (£7,565)	To be secured by Section 106
	Additional Cycle Parking information	See paras 4.12 – 4.19 and figure 4.2 of the TS

Table 10.1: Summary of LBC comments and consultant responses

11.0 Summary and Conclusion

- 11.1 This TS has been prepared on behalf of The Diorama Estates Limited to accompany a planning application for the refurbishment and extension of an existing office building ('Sui generis' – Institutional Office use) located on Park Square East in the London Borough of Camden.
- 11.2 The site is located to the south-east of Regent's Park and is bounded by Albany Terrace/Peto Place to the east. The site is approximately 230 metres north east of Regent's Park Underground station and 210 metres north west of Great Portland Underground station. The site is well located with regard to the wider road network with the A501 located to the south. The administrative boundary is the London Borough of Camden.
- 11.3 The scheme description for No. 18 Park Square East is:
- Change of use of building from institutional use (SG) to be used as Offices (Class B1a), extension at roof level to provide new third floor, internal subdivision, infilling, refurbishment and associated works.*
- 11.4 The proposals seek to refurbish the office-use at No 18 Park Square East/The Diorama and to extend the roof to increase the B1 floor area to provide a total of 3,395 sqm GEA (2,070 sqm NIA). The arrangement will reduce the existing office floor area by some 326 sqm GEA due to the existing adjoining properties, which are currently use for office space, being reverted back to residential-use to provide two dwellings.
- 11.5 Access/egress to and from the front of the building will only be available for pedestrians for Park Square East. Vehicle access is available to the rear of the property from Albany Terrace and Peto Place as per the existing office arrangements.
- 11.6 The proposals will deliver one accessible car parking space adjacent to the rear building access located on Peto Place. A Car Parking Management and Reduction Plan has been prepared to set out the proposed management of the accessible parking space.
- 11.7 The scheme will deliver 48 no. long-term cycle parking spaces which will be contained within a secure store within the Which? Building adjacent to the Diorama. This is an existing arrangement for the Diorama building which will be retained as part of the development proposals. This strategy has been agreed with LBC Planning officers. The original proposal to incorporate the majority of long-stay cycle parking has been reviewed further to comments from the LBC Design & Conservation officer relating to the potential impact of increased partitioning of the ground floor on the general fabric of the Grade 1 listed building. The revised internal arrangements for the Diorama will provide accommodation for two special/accessible cycles to park within the building.
- 11.8 In total, 50 no. long-stay cycle parking spaces will be available to staff working within the building and will exceed the draft New London Plan standards. Seven short term cycle parking spaces are to be provided for visitors.
- 11.9 The two residential dwellings will be both provided with two off-street secure cycle parking spaces to comply with the current local planning policy and the draft New London Plan.
- 11.10 The office-use may potentially attract taxi trips associated with office staff activities or visitors. The proposed strategy for taxi drop-off is for passengers to be dropped off outside the front entrance on the Park Square East. Passenger pick-up is likely to be made from simply hailing a black cab on A501 Marylebone Road to the south of the development site. The road is a TfL Red Route but taxis are permitted to stop briefly to pick up or drop off a passenger when required.
- 11.11 In summary, this report demonstrates that:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ Suitable and appropriate access and egress to the site can be achieved off A501 Marylebone Road and Albany Terrace utilising the existing access arrangements. All vehicles likely to access the development site will be able to enter and exit in a forward gear;

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- ▶ The proposals will make appropriate provision for car and cycle parking having regard to adopted local parking standards;
 - ▶ Appropriate provision is made for servicing and waste management, having regard to relevant design guidance; and
 - ▶ The proposals will result in a negligible impact on traffic flow on the surrounding highway network; and
 - ▶ Additional material has been provided to address the London Borough of Camden Highway officer comments (summary details provided in Chapter 10).

On the basis of the above, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.