CANEPARO ASSOCIATES
Transport Planning & Highway Design

Derwent Valley Property Developments Ltd

Network Building, Tottenham Court Road

Reserved Matters Application 2 –
Class E(g)(i)(ii) Lab-enabled/Office Use

Transport Compliance Statement

November 2020

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

Contents

Appendices

1 INTRODUCTION

1.1 This Transport Compliance Statement (TCS) has been prepared by Caneparo Associates on behalf of Derwent Valley Property Developments Ltd ('the Applicant') in support of a Reserved Matters Application (RMA) for the redevelopment of The Network Building ('the Site') which is located within the London Borough of Camden ('LBC').

1.2 The Site comprises The Network Building (95-100 Tottenham Court Road and 76-80 Whitfield Street), and 88 Whitfield Street, London, W1T. It is located within Fitzrovia, and is bordered by Tottenham Court Road to the east, Whitfield Street to the west and Howland Street to the south. Cypress Place, which is an adopted highway, runs through the centre of the site.

1.3 The application site occupies the southern half of the block bounded by Tottenham Court Road on the east, Whitfield Street to the west and Howland Street to the south. The existing building is a six-storey office building with retail units at ground level. A basement car park is also currently provided with car parking spaces also located at ground floor, which all take access from Cypress Place.

1.4 This RMA seeks permission for "*Details of layout and appearance associated with the erection of a life science building (E Class) comprising one basement level, ground floor and seven upper floors and associated cycle parking, servicing and all necessary enabling works.*"

1.5 This TCS should be read in conjunction with the submitted Outline Planning Application (OPA) Transport Assessment (TA) report, which established the principles and assessment of the maximum land use floor areas proposed. The OPA TA set out the policy content governing development in this location and addressed the transport aspects relating to access, car and cycle parking, servicing and waste strategy, trip generation, Healthy Streets, and public realm.

1.6 The OPA reserved layout and appearance matters for further approval under the RMA. This statement therefore assesses the details of the layout of the proposed development submitted under the RMA, while matters relating to appearance are not considered relevant for the purposes of transport related assessment.

1.7 This TCS reviews the detail of the layout against the parameters and assessment of the OPA; it does not seek to replicate the assessment of the OPA TA, with the exception of any areas in which the detail of layout differs from the principles or assessment contained therein.

1.8 Detailed floor plans of the proposed development layout are included at **Appendix A**. This TCS is also supported by a Draft Delivery, Servicing, and Waste Management Plan (DSWMP) submitted separately as part of this RMA planning application.

1.9 The remainder of this report is structured as follows:

- Section 2 provides a review of the development proposal;
- Section 3 reviews the mitigation measures;
- Section 4 provides a summary and conclusion.

2 REVIEW OF DEVELOPMENT PROPOSAL

2.1 This proposal seeks outline planning permission for "*Details of layout and appearance associated with the erection of a life science building (E Class) comprising one basement level, ground floor and seven upper floors and associated cycle parking, servicing and all necessary enabling works.*"

2.2 **Table 2.1** below summarises the development proposal in terms of maximum Net Internal Area (NIA, Gross Internal Area (GIA), and Gross External Area (GEA).

Table 2.1 Summary of Proposed Land Use Floor Areas			
Land Use	**NIA**	**GIA**	**GEA**
Class E (a)(b) Retail	403 sqm	487 sqm	519 sqm
Class E (g)(i) Office	2,240 sqm	4,211 sqm	5,223 sqm
Class E (g)(ii) Life-science	7.767 sqm	11,374 sqm	12,188 sqm
Total	**10,410 sqm**	**16,072 sqm**	**17,930 sqm**

2.3 The following sub-sections of this report assess the layout of the proposed development against the OPA parameters and assessment in terms of access, car parking, cycle parking, delivery and servicing strategy, waste strategy, stopping-up, public realm, and trip generation.

Access

2.4 Pedestrian, cyclist and vehicular access remains as outlined and assessed within the OPA TA, therefore the access layout of the proposed development is in accordance with the principles outlined and assessed within the OPA.

Car Parking

2.5 The layout of the reconfigured parking area within Cypress Place, including the one additional disabled parking bay required under the OPA, is included within the plans at Appendix A. The approach to car parking for the proposed development remains as set out within the OPA TA, however the revised servicing arrangement (discussed later in this report) results in the loss of one additional standard parking space serving the 90 Whitfield Street development.

2.6 The Applicant is also the owner of this property and has confirmed that it is content to lose this additional parking bay. It is also noteworthy that the loss of further surface level standard car parking bays is supported by local and regional planning policy, which seeks to reduce car travel

and encourage the use of sustainable modes. It is therefore considered that the design change resulting in the loss of one additional standard parking bay is acceptable in planning terms.

Cycle Parking

2.7 It is noted that Cypress Place will be shared with vehicles using parking and loading bays, therefore undertaking reversing manoeuvres throughout the day. The need for vehicles to utilise the same access and egress route as cyclists poses a safety risk for which mitigation will be required. In order to remove the potential for cyclist-vehicle conflict, a 1.5m wide cycle lane is proposed through the servicing areas as shown in **Figure 2.1** below.

2.8 In addition, the use of signage, line markings and other mitigation measures will be considered. Delivery vehicle movements in the service yard will be overseen by the Dock Manager / FM team to ensure pedestrian management and cyclist safety is maintained.

Figure 2.1: Cycle Lane within Cypress Place and Cyclist Access

2.9 All deliveries will be scheduled to avoid peak cyclist arrival and departure times, which are expected to correspond to the peak hours for general road traffic in the vicinity of the building. This conforms to TfL's Code of Practice for Quieter Deliveries, and will avoid the potential for conflict between reversing servicing vehicles and cyclists.

2.10 The OPA TA set out the minimum cycle parking requirements for the maximum floor areas of the proposed development. The floor areas proposed sit within the maximum floor space parameters of the OPA, and the cycle parking requirements for this RMA are summarised in **Table 2.2** below.

Table 2.2: Minimum Cycle Parking Requirements (Draft London Plan Intend to Publish, 2019)

Use Class	London Plan Category	Floor Space (GEA sqm)	Minimum long-stay cycle parking requirement	Minimum short-stay cycle parking requirement
Class E(a)(b) Retail	A1 (Food Retail)	519	3	26
	A1 (Non-Food Retail)	519	3	9
	A2-A5 (Restaurant/ Café)	519	3	26
Class E (g) (i) Office	B1 Business Offices	5,223	70	11
Class E (g)(ii) Research and Development	B1 Light Industry and Research and Development	12,188	49	13

2.11 The table above demonstrates that in taking a worst-case assessment for the retail use, a total of 122 long-stay and 50 short-stay cycle parking spaces are required for the proposed development.

Long-Stay Cycle Parking

2.12 Long-stay cycle parking will be provided at basement level and will be accessed will be via a dedicated cycle access from Cypress Place. Access to the basement will be via a dedicated cycle lift with minimum dimensions of 1.2. x 2.3m to accord with London Cycle Design Standards (LCDS) requirements. A stair with cycle channel will also be provided.

2.13 A minimum of 122 long-stay cycle parking spaces will be provided, which accords with the minimum requirement of 122 spaces, as specified within the OPA TA. A total of 5% of these spaces will be provided at-grade to accommodate larger/adapted cycles. A further provision of

12 folding-cycle lockers will also be provided (over and above the required 122 spaces), therefore increasing the total provision to cycle spaces. The mix of cycle spaces is summarised as follows:

- Two-tier racks – 116 spaces
- Larger/adapted spaces – 6 spaces
- Folding cycle lockers – 12 spaces

2.14 The proposal will also include provision of showers at a minimum ratio of 1:10 cycle parking spaces (minimum 12 showers), lockers at a ratio of 1 locker per cycle parking space (minimum 122 lockers), and associated changing facilities.

2.15 Finally, a cycle repair hub (incorporating stand, pump and basic tools) will be located within the basement cycle store, thus allowing cyclists to undertake basic cycle maintenance and repairs.

Short-stay Cycle Parking

2.16 The OPA proposed the provision of short-stay cycle parking within the public realm at street level, where it will serve the proposed development, along with provide short-stay cycle parking facilities for the benefit of the general public in association with the use of surrounding buildings.

2.17 As noted within the OPA TA, it is not considered warranted to provide short-stay cycle parking for the Class E (G)(a)(b) retail use on the basis that the proposal is for a reduction in retail floor space, and the demand of the existing retail space is already met on-street.

2.18 The proposed development therefore addresses the short-stay cycle parking requirement for the Class E(g)(i)(ii) office/research and development uses only, which equates to a requirement for a minimum of 24 short-stay cycle spaces. A total of 24 short-stay cycle spaces are proposed, and the layout plans included at Appendix A detail the location of 12 Sheffield stands (equating to 24 short-stay cycle parking spaces) adjacent to the Tottenham Court Road, Howland Street and Whitfield Street frontages.

2.19 This approach is proposed to avoid the over-provision of short-stay cycle parking within the public realm and balance the use of this space between pedestrians and cyclists. It is noted that this approach to provision still includes an element of double-provision, as it re-provides additional cycle parking for the existing employment floor space (7,219 sqm GEA), which is

currently being met by existing on-street cycle parking. On this basis, the proposed approach to short-stay cycle parking is considered to be appropriate.

2.20 It is acknowledged that the surrounding footways comprise adopted highway, therefore a discussion with LBC will be required to confirm suitable locations for short-stay cycle parking provision.

Cycle Parking Summary

2.21 In summary, the proposed development layout includes for long-stay cycle parking in excess of policy minimum requirements, and allowance for short-stay cycle parking in accordance with policy minimum requirements for office and research and development land uses. In addition, the proposed development will include end of trip facilities (showers, lockers, and changing space) in accordance with the parameters of the OPA, along with the facility to undertake basic cycle maintenance and repair.

2.22 In light of the above, it is concluded that the detail and layout of the cycle parking for the proposed development is in accordance with the principles outlined and assessed within the OPA.

Delivery and Servicing Strategy

2.23 The OPA parameters included for a 'servicing zone' located within Cypress Place adjacent the northern façade of the building. The layout of this space is included within the plans at Appendix A, which illustrates the provision of two dedicated loading bays of 6m length capable of accommodating a 3.5T Light Van (the largest servicing vehicle forecast to visit the site).

2.24 Swept path analysis of servicing vehicles attending the site has been undertaken to review manoeuvring within the Cypress Place loading bays, as included within **Appendix B**. The swept path analysis has been tested for a 3.5T Panel Van and confirms that the vehicles can safely and independently manoeuvre into their respective loading bays, thus entering and leaving the site in forward gear.

2.25 The level and type of servicing vehicles attending the site is assessed within the DSWMP, which concludes that a maximum of 41 deliveries will occur each day. The provision of two loading bays will provide sufficient capacity to accommodate the servicing demand of the proposed

development. The servicing strategy is in accordance with the principles outlined and assessed within the OPA TA.

2.26 Further details regarding the management of the servicing strategy is set out within the Delivery, Servicing, and Waste Management Plan submitted with this RMA.

Waste Strategy

2.27 Waste will be stored at ground floor level and managed by the Site Management Team (SMT). All waste at the site will be collected by a private waste collection company, with waste collection vehicles able to stop within the servicing zone, immediately adjacent to the waste store.

2.28 Waste collection vehicles will access the site via Cypress Place from Maple Street, as per the existing situation. Given the proposals include the termination of the southern section of Cypress Place, vehicles would then turn and exit Cypress Place onto Maple Street.

2.29 Swept path analysis of waste collection vehicles attending the site has been undertaken to review manoeuvring within the Cypress Place servicing zone, as included within **Appendix C**. The swept path analysis has been tested for a small waste collection vehicle and confirms that the vehicle can safely manoeuvre into the servicing zone to collect waste, manoeuvre and exit the site in a forward gear to Maple Street.

2.30 The OPA set out that waste storage will be provided in accordance with British Standard (BS) 5906: 2005. The waste arisings generated by the proposed development are set out in detail within the Deliver, Servicing, and Waste Management Plan, which identify the requirement for the following waste containers:

- 5 No. 1,100 litre Eurobins for residual waste;
- 6 No. 1,000mm x 1,200mm pallets for baled waste (2 No. 100kg bales per pallet);
- 1 No. 1,100 litre Eurobin for aluminium recycling;
- 2 No. 240 litre Eurobins for glass and organic (food) waste.

2.31 Further details regarding the management of the waste strategy is set out within the Delivery, Servicing, and Waste Management Plan submitted with this RMA. This confirms that the layout and operation of the proposed waste strategy is in accordance with the parameters outlined and assessed within the OPA.

Stopping-up

2.32 The detailed layout of the proposed development works within the parameters of the stopping-up of Cypress Place contained within the OPA TA. The proposed servicing and waste strategies both accord with the parameters defined within the OPA for the change in nature of this space from public highway to privately owned space.

Public Realm Improvements

2.33 The proposed public realm improvements outline within the OPA have been included for within this RMA, therefore according with the parameters of the OPA.

Trip Generation

2.34 The OPA TA undertook a detailed assessment of the multi-modal trip generation of the proposed development based on the maximum floor areas within the parameter plans, and assumed the worst case scenario of full building occupation by office use. This assessment concluded that the OPA proposed development will not result in a significant impact on the walking and cycling, public transport, or highway network.

2.35 The OPA TA demonstrated that the trip generation under Class E(g)(ii) life-sciences use is lower than that of Class E(g)(i) office use. In addition, the floor areas proposed under this RMA are lower than the maximum floor areas assessed within the OPA TA, therefore the proposed development will result in reduced trip generation compared to that assessed within the OPA TA.

2.36 In light of the above, it is concluded that the assessment of the effects of the trip generation of the OPA adequately covers the likely effects of the proposed development, therefore no further trip generation assessment is required.

3 REVIEW OF MITIGATION MEASURES

3.1 This section reviews the proposed mitigation measures set out within the OPA TA against the detail of the RMA proposed development; these comprise additional reports that will be implemented to reduce the transport effects of the Proposed Development on the surrounding transport network, both during the construction and operational phases.

Delivery, Servicing, and Waste Management Plan

3.2 The OPA TA set out that in order to ensure that the effect of deliveries and servicing associated with the development is minimised, a Delivery, Servicing, and Waste Management Plan (DSWMP) should be prepared to accompany the RMA; this report has been prepared and submitted with this RMA as a standalone document.

Workplace Travel Plan

3.3 A Draft Workplace Travel Plan has been prepared and submitted as part of the OPA; this document sets out the measures, initiatives and monitoring which will inform the production of the final Travel Plan, which will be secured by way of planning condition or Section 106 agreement. The detail of the RMA proposed development sits within the parameters of the OPA, therefore no changes are deemed necessary to the OPA Travel Plan.

Construction Management Plan Proforma

3.4 The OPA submission contained a Draft Construction Management Plan (CMP) Proforma to reduce the potential effects of demolition and construction process on the highway network. The detailed layout of the RMA Proposed Development sits within the parameters of the OPA, therefore no further detail is required with regard to construction management.

4 SUMMARY & CONCLUSION

4.1 This Transport Compliance Statement (TCS) has been prepared by Caneparo Associates on behalf of Derwent Valley Property Developments Ltd ('the Applicant') in support of a Reserved Matters Application (RMA) for the redevelopment of The Network Building ('the Site') which is located within the London Borough of Camden ('LBC').

4.2 This RMA seeks planning permission for "*Details of layout and appearance associated with the erection of a life science building (E Class) comprising one basement level, ground floor and seven upper floors and associated cycle parking, servicing and all necessary enabling works.*"

4.3 A review of the RMA proposed development layout demonstrates that the layout design approach to transport elements including access, car and cycle parking, and servicing and waste strategies comply with design requirements and are in accordance with the parameters outlined and assessed within the OPA.

4.4 There is one design exception to the above in the form of the loss of one standard car parking space associated with the neighbouring property. This have been reviewed and demonstrated as being satisfactory in planning terms, therefore this variation from the OPA parameters is deemed to be acceptable.

4.5 In addition, the floor areas proposed under this RMA sit within the maximums applied for under the OPA, therefore the conclusions of the technical and Healthy Streets assessments within the OPA remain valid for this RMA.

4.6 This RMA submission is supported by a Draft Delivery, Servicing, and Waste Management Plan, which can be secured by either a planning condition or legal agreement.

Conclusion

4.7 In conclusion, the proposed development is in full accordance with the parameters and assessment included within the OPA, and the detail of the layout has been demonstrated to be in accordance with policy and design requirements.

Appendix A

13/11/2020 15:30:12

DERWENT LONDON

Project
NETWORK BUILDING

Prepared For
DERWENT LONDON

HOK International Ltd.
Qube, 90 Whitfield Street
London W1T 4EZ United Kingdom
t +44 (0)20 7636 2006
f +44 (0)20 7636 1987

Notes:

Key Plan

Site verify all dimensions prior to construction
Report all discrepancies to HOK immediately
This drawing is to be read in conjunction with all relevant documents and drawings

Rev.	Description	Date
A	S2 - PLANNING (DRAFT)	27/10/20
B	S2 - PLANNING	18/10/20

Drawn by: MR
Reviewed by: MW
Approved by: AA
Scale @ A1: 1 : 100

Project No: 20.33035.00

Sheet Title

FLOOR PLAN - BASEMENT

Original drawing is A1. Do not scale contents of this drawing.

Sheet Number
NET-HOK-ZZ-DR-A-101

Status: S0
Revision: B

18/11/2020 16:51:44

DERWENT LONDON

Project
NETWORK BUILDING

Prepared For
DERWENT LONDON

HOK International Ltd.
Qube, 90 Whitfield Street
London W1T 4EZ United Kingdom
t +44 (0)20 7636 2006
f +44 (0)20 7636 1987

Notes:

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B	S2 - PLANNING	18/10/20

Drawn by: MR
Reviewed by: MW
Approved by: AA
Scale @ A1: 1 : 100

Project No: 20.33035.00

Sheet Title

FLOOR PLAN - LEVEL 0

Original drawing is A1. Do not scale contents of this drawing.

Sheet Number
NET-HOK-ZZ-DR-A-102

Status: S0
Revision: B

13/11/2020 11:04:35

DERWENT LONDON

Project
NETWORK BUILDING

Prepared For
DERWENT LONDON

HOK International Ltd.
Qube, 90 Whitfield Street
London W1T 4EZ United Kingdom
t +44 (0)20 7636 2006
f +44 (0)20 7636 1987

Notes:

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Rev.	Description	Date
A	S2 - PLANNING (DRAFT)	27/10/20
B	S2 - PLANNING	18/10/20

Drawn by: MR
Reviewed by: MW
Approved by: AA
Scale @ A1: 1 : 100

Project No: 20.33035.00

Sheet Title

FLOOR PLAN - LEVEL 1

Original drawing is A1. Do not scale contents of this drawing.

Sheet Number
NET-HOK-ZZ-DR-A-103

Status: S0
Revision: B

Appendix B

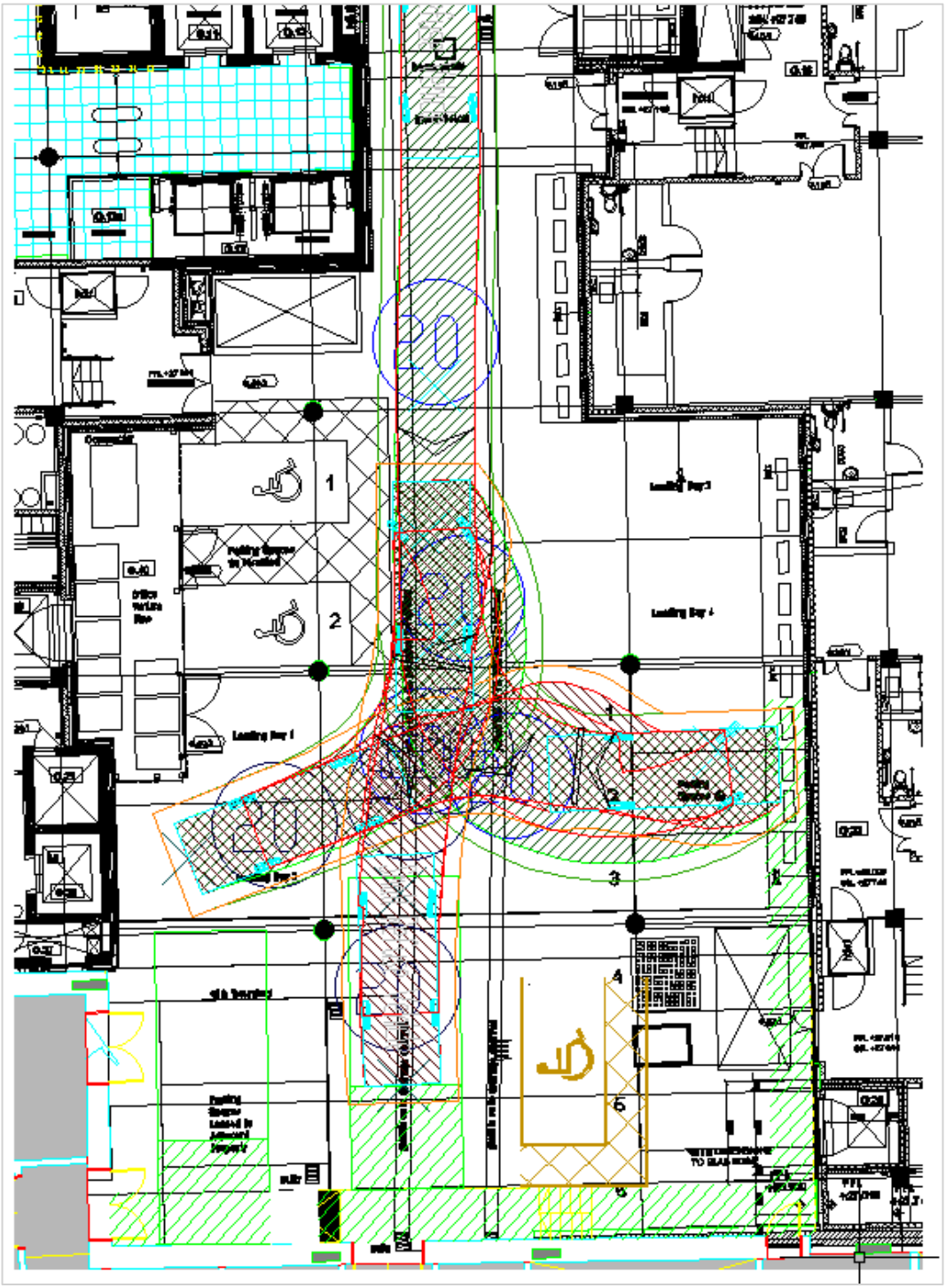
B1 6m Delivery Vehicle In

The scenario provides a 1.5m “cycle lane” around the perimeter of the loading bay. This is to be reviewed at the next design stage.

B2 6m Delivery Vehicle Out

Appendix C

B3 Small Refuse Vehicle In



B4 Small Refuse Vehicle Out