vectos.

TRANSPORT STATEMENT

SEGRO

3-6 Spring Place, Kentish Town, Camden

18/12/2020

Transport Statement

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1 Introduction

1.1 SEGRO has appointed Vectos to provide advice on highways and transport related to the proposals at 3-6 Spring Place, Kentish Town within the London Borough of Camden (LBC).

1.2 The site is located in an accessible Central London location with a number of bus stops located within 550m of the site and Kentish Town West Overground station located approximately 500 metres south of the site and Kentish Town railway and underground station located 650m to the east. There are also a number of local amenities in close proximity to the site such as Lidl Supermarket and Tesco Express to the east.

1.3 The site is currently vacant but comprises circa 1,900sqm of B2 industrial floorspace that was in use by an industrial operator (Addison Lee). Addison Lee used the site to service and repair their fleet of cars.

1.4 The proposals comprise the change of use from industrial (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E), refurbishment of existing building and associated works.

1.5 The proposals comprise a car-free scheme, excluding vehicles associated with the operation use of the site. This is considered appropriate given the highly accessible Central London location of the site. Any vehicle requiring access to the site will do so via the existing access arrangements from Spring Place.

1.6 Extensive pre-application scoping discussions have taken place with LBC and the results of these discussions have been taken into account when producing this report.

1.7 The remainder of this report is set out as follows:

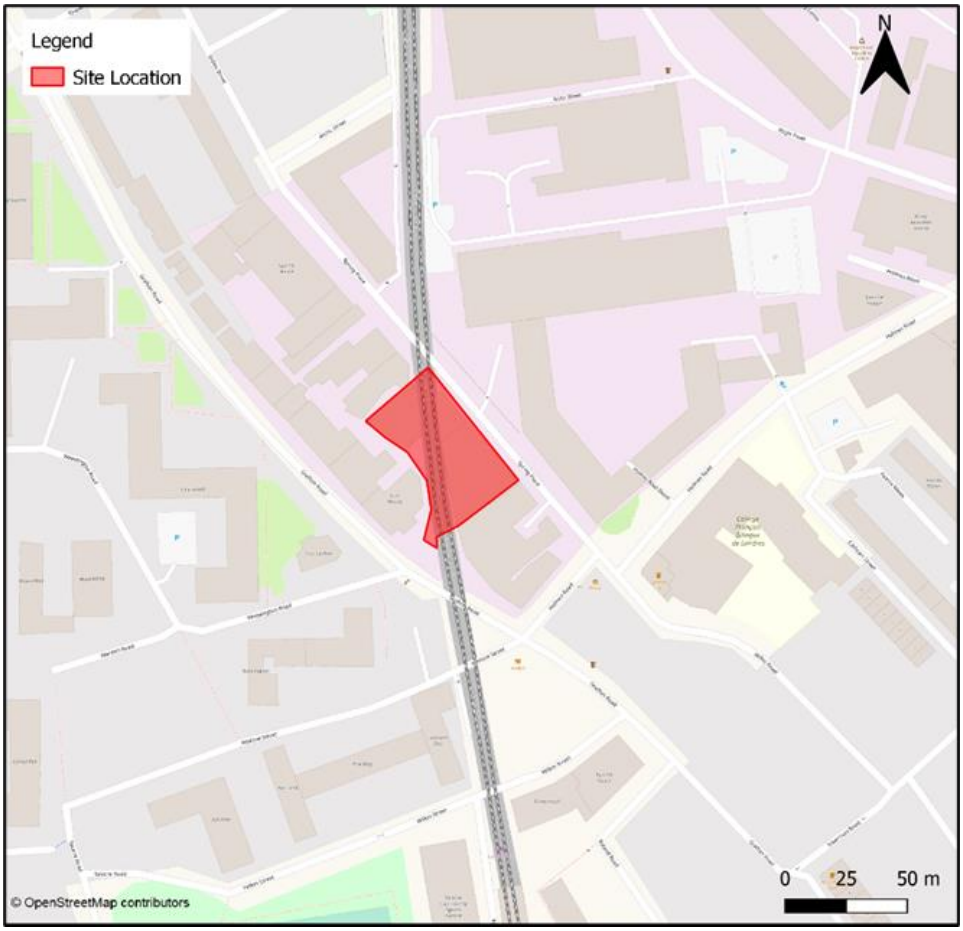
- **Section 2 – Baseline Conditions:** Provides a description of the existing transport conditions;
- **Section 3 – Policy Context**: Provides an overview of transport policy;
- **Section 4 – Development Proposals**: Describes the proposed development including, access, parking and servicing arrangements;
- **Section 5 – Effect of Development**: Sets out the trip generation and traffic impact related to the development proposals; and,
- **Section 6 – Summary and Conclusions**: Provides a summary and findings of the Transport Statement.

2 Existing Conditions

Site and Surroundings

2.1 The site is bounded by Spring Place to the north, further industrial/office uses to the east office buildings and Grafton Road to the south and residential properties to the west. The location of the site is illustrated in **Figure 2.1**.

Figure 2.1: Site Location Plan



2.2 The site is currently vacant but comprises circa 1,900sqm of B2 industrial floorspace that was in use by an industrial operator (Addison Lee).

Highway Network

Spring Place

2.3 Spring Place is a single carriageway road bounding the north of the site. Adjacent to the site, on the western side of Spring Place a loading only parking restriction is present for a length of approximately 70m. The remaining parking restrictions on Spring Place comprise a combination of double yellow, permit (Monday-Friday, 08:30-18:30) and paid parking (Monday-Friday, 08:30-18:30) with a maximum stay of two hours.

Grafton Road

2.4 Grafton Road is located within a Controlled Parking Zone (Monday-Friday, 08:30-18:30) with speed bumps along its length. In proximity to the junction with Inkerman Road, a central island is present which reduces the width of the carriageway.

2.5 North of the site on Grafton Road there are two 'no through route' sections in place Monday-Friday 07:00-10:00 and 15:00-19:00 alongside reduced road width at pinch points (2.1m).

Queens Crescent

2.6 Queens Crescent is a single carriageway road with car parking permitted along both sides of the carriageway for varying lengths. This road provides a direct connection to the B517 to the west of the site.

Gilles Street

2.7 Gilles Street forms a short solely residential street to the north of Spring Place. Car parking is permitted on both sides of the carriageway with a parking permit (Monday-Friday, 08:30-18:30).

Recent Planning History

Most Recent Use

2.8 The site is currently vacant but comprises circa 1,900sqm of B2 industrial floorspace that was in use by an industrial operator (Addison Lee). Addison Lee used the site to service and repair their fleet of cars.

Extant Planning Consent

2.9 More recently a planning application (planning ref: 2016/5181/P) for the redevelopment of the site to comprise approximately 3,400sqm of office space and 125sqm of restaurant/café use was granted planning approval in December 2017. However, it is understood that this has not been built (as the scheme was not commercially attractive/ there was insufficient occupier demand) and the necessary conditions associated with this permission have not been discharged.

Nearby Applications

2.10 Future development in the vicinity of the site includes the Veolia Council Depot Site, which is located to the north of 3-6 Spring Place and is identified as an allocated site within the Camden Local Plan through Policy SSP6.

2.10.1 The Veolia site is allocated as a predominately C3 residential led mixed-use scheme including active frontages along Holmes Road and Spring Place. The Council has stated that an enhanced public realm including improved pavements, tree planting and cycle lane links should be considered. This is likely to improve the area for non-motorised users.

Kentish Town Planning Framework (2019)

2.11 It is noted that the site is in an area of changing character as identified through the Kentish Town Planning Framework (July 2020). Within the framework area there are two principle development areas that are expected to come forward for comprehensive redevelopment: the Regis Road Growth Area and Murphy's Yard.

2.12 As a result of the redevelopment of the area, a number of improved connections are suggested such as the new access points via Gordon House Road, York Mews, Holmes Road, Spring Place, Arctic Street and Kentish Town City Farm. Additional access points in the area will open up the road network and could provide easier connections to and from the site.

2.13 The area has a significant industrial and commercial presence. Given that the industrial nature of the area is noted within the framework, it is considered that the creation of industrial uses in this location is acceptable. The use of a freight consolidation centre is also strongly encouraged within the framework. It is also noted that the document sets out that new development should continue the Central Activity Zones (CAZ) supporting role for the area, in particular 'last mile' storage and logistics/ distribution and 'just in time' servicing.

2.14 It is also noted that businesses that require low frequency servicing, that can be serviced by clean vehicles or bike couriers, should be prioritised.

Walking and Cycling

2.15 The site is well connected to a network of good quality footways in the vicinity of the site. Uncontrolled pedestrian crossing facilities are provided across Grafton Road north of Queens Crescent. Three controlled pedestrian crossings are also available across Grafton Road at the junction with Prince of Wales Road; across Prince of Wales Road at the junction with Grafton Road; and opposite Kentish Town Station, enabling safe pedestrian connections to shops, bus stops and Kentish Town Station.

2.16 It is noteworthy that there is dropped kerb provision on crossings in the vicinity of the site as well as the wider area.

2.17 Cycleway 6 is located approximately 700m south of the site providing connections to St Pancras, Farringdon and Elephant and Castle. Grafton Road also has an on-road cycle route.

Public Transport

2.18 The Transport for London (TFL) online calculator, WebCAT, indicates that the site achieves a PTAL of 5. This indicates a 'very good' level of accessibility to public transport services. The full PTAL output report is attached at **Appendix A**. Further details of the public transport opportunities in the vicinity to the site are set out below.

Bus

2.19 The closest bus stops to the site are located to the south on Prince of Wales Road (Kentish Town West Station Stop) and to the east on the A400 Kentish Town Road (Kentish Town Station Stop). These stops are served by bus routes 46, 88, 134, 214, 393 and N20. Table 3.1 provides a summary of local bus routes in the area.

Table 2.1: Local Bus Routes

Service Number	Route	Weekday (mins)
46	Lancaster Gate Station - St Bartholomew's Hospital	8-12
88	Parliament Hill Fields - Omnibus Clapham	6-10
134	North Finchley Bus Station - University College Hospital / Euston Road	6-10
214	Highgate School / Hampstead Lane - Finsbury Square	6-10
393	Upper Clapton Road / Brooke Road - Chalk Farm / Morrisons	10-13
N20	Barnet High Street / Barnet Church - Whitehall / Trafalgar Square	30

Rail

2.20 Kentish Town West Overground Station and Kentish Town railway and underground station are located approximately 500m south and 650m east of the site respectively. Kentish Town railway and underground station is served by Thameslink and the northern line.

2.21 Combined, these stations provide frequent services to a number of local and regional destinations such as Hampstead Heath, Euston/ St Pancras, Willesden Junction, London Bridge, London Waterloo, Luton and Bedford.

Local Amenities

2.22 The site is located adjacent to Kentish Town Centre and as such a number of retail, restaurant and services including banks are all within a reasonable walking distance from the site enabling convenient destinations within walking distance on a lunch break.

Car Club

2.23 Car Clubs can help to reduce car ownership by offering the convenience of a car, without the costs of repairs, servicing, insurance and parking. The nearest car club bay to the site is located on approximately 500m to the south on Prince of Wales Road.

3 Policy Context

3.1 The planning application for the proposals will be prepared in accordance with the relevant national, regional and local planning policy, which includes:

- National Planning Policy Framework (NPPF, 2019);
- London Plan (2016);
- Intend to Publish London Plan (2019);
- Camden Local Plan (2017); and
- Kentish Town Planning Framework (Final Draft November 2019)

National Planning Policy Framework (NPPF) (February 2019)

3.2 The National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government in February 2019. This replaces the previous version of the NPPF which was updated in July 2018 after it was originally published in March 2012.

3.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

3.4 The three overarching objectives to achieve sustainable development outlined within the NPPF include:

a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

3.5 Chapter 9 covers the promotion of 'Sustainable Transport' and states in paragraph 102 that transport issues should be considered in the earliest stages of plan-making and 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.'

Considering Development Proposals

3.6 NPPF states that 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.'

3.7 Guidance is provided on the consideration of proposals. It is mentioned that *"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".*

3.8 Within the above context it is stated that all applications for developments should:

'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character.'

The London Plan (2016)

3.9 The London Plan is the central document setting out targets for the development of London over the next 25 years. This has been updated on repeat occasions since its first publication in 2004.

3.10 In terms of transport, the London Plan contains a series of policies within Chapter 6 in relation to developments within London. These attempt to ensure that developments:

- Do not have an adverse effect upon the transport network and that impacts are assessed within a Transport Assessment (Policies 6.3A, 6.3B and 6.3C);
- Operate Travel Plans, Delivery Service Plans and Construction Logistics Plans to encourage less reliance upon motor vehicles and to ensure that servicing and construction activities are undertaken safely (Policy 6.3C);
- Provide secure, integrated and accessible cycle parking facilities, together with on-site changing facilities (Policy 6.9B);
- Incorporate high quality pedestrian links that link with and enhance the current pedestrian environment (Policy 6.10B);

- Adopt a parking strategy that accords with adopted parking standards (Policy 6.13C) and make suitable provision for electric charging points as well as parking for disabled people (Policy 6.13D);
- Locate developments that generate high numbers of freight movements close to major transport routes (Policy 6.14B); and,
- Operate Delivery and Service plans and Construction Logistics Plans to minimise disruption associated with larger vehicles (Policy 6.14B).

The Intend to Publish London Plan (2019)

3.11 This London Plan was published in 2019, revised from the 2016 edition, aiming like its' predecessors to guide the development of London in the future.

3.12 Chapter 10 sets out some similar policies seen in the 2016 edition, and includes:

- Developments should be supporting overall schemes and targets (Policy T1.A) and ensuring developments have taken into account the mitigations needed to reduce impacts (Policy T1.B).
- Developments should promote cycling and walking, along with how they fit into TfL guidance on Healthy Streets (Policy T2).
- Developments should submit transport assessments/statements to ensure impacts are assessed (Policy T4B), along with the addition of relevant mitigation (Policy T4C).
- For industrial sites the parking provision should be decided on a case-by-case basis, starting with standards given in Table 10.4 within the document (Paragraph 10.6.18).

The Camden Local Plan (2017)

3.13 The aim of the Camden Local Plan with regard to transport is:

"to ensure that growth is supported by healthy and sustainable transport choices"

3.14 Policy T1 focuses on sustainable transport, specifically on the prioritisation of walking, cycling and public transport. Particular focus is given to the improvement of the "*pedestrian environment"* (Policy T1a and T1b) and promoting cycle usage within the borough (T1g-k), along with public transport.

3.15 Policy T2 states that:

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

3.16 Policy T3 states:

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

We will:

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

3.17 Policy T4 states:

"The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We will:

- *Encourage the movement of goods and materials by canal, rail and bicycle where possible;*
- *Protect existing facilities for waterbourne and rail freight traffic and;*
- *Promote the provision and use of freight consolidation facilities".*

3.18 It should be noted that Policy T4 sets out that for developments of over 2,500sqm likely to generate significant movement of goods or materials, then they would be expected to accommodate goods vehicles on-site. It is important to note that the proposed development at this site falls below this threshold.

The Kentish Town Planning Framework (2020)

3.19 The Kentish Town Planning Framework was published in July 2020 and focuses specifically on the land area in two sites within the area, known as the Regis Road Growth Area, and the Kentish Town Industry Area. This vision seeks to fix certain problems brought up by public engagements and area analysis, along with creating a new neighbourhood, with access routes across the area, parks, and new renovations.

3.20 It states in Section 3.1.1:

"To create a distinct new neighbourhood, development is expected to:

- *Create a network of streets and spaces,*
- *Respond to the edges of the framework area,*
- *Define distinct character areas.*

Proposals should demonstrate a coherent network of streets and spaces that consider how movement and activity throughout the framework area will link into the surrounding context."

3.21 In Section 3.3, it sets out the objective towards sustainable transport:

- *"Address the local area priorities identified by Transport for London,*
- *Create a walking and cycling neighbourhood that prioritises inclusive and active travel choices,*
- *Improve connections to a range of public transport hubs around the area to ease pressure on Kentish Town underground station at peak hours*
- *Encourage use of electric vehicles and charging points to improve the area's air quality."*

3.22 It is also stated in Section 3.3.1:

"Development in the area must deliver:

- *Pedestrian and cycle connections to surrounding public transport, communities and existing cycle routes…,*

- *…New access points into the site, where possible, via Gordon House Road, York Mews, Holmes Road, Spring Place, Arctic Street, and Kentish Town City Farm,*
- *Servicing for industry via Sanderson Close and Regis Road,*
- *Car-free development other than for those with disabilities and for the essential operational and/or servicing requirements."*

3.23 Further comments in relation to industry are also provided in the Framework as follows:

"Industrial and commercial floorspace will require special servicing arrangements so that the negative impacts of servicing are managed and mitigated. The use of a freight consolidation centre is strongly encouraged… Less frequent and small/medium servicing vehicles can use the proposed junctions off Holmes Road, Spring Place, Gordon House Road and Greenwood Place, subject to analysis and the submission of a Servicing Plan to justify each access. A full transport assessment will be required to support any planning application."

4 Development Proposals

4.1 The proposals comprise the change of use from industrial (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E), refurbishment of existing building and associated works.

4.2 The proposed site layout is attached at **Appendix B**.

Access

4.3 It is proposed pedestrian and vehicular access to the site will be from Spring Place via the existing arrangements.

4.4 In the vicinity of the site, the surrounding roads are considered suitable to carry future traffic associated with industrial uses, given that the surrounding area and past uses at the site have these type of vehicle movements associated with them.

4.5 It is also noteworthy that there are a number of routes available to access the site depending upon the direction from which the driver is travelling. For example, routes on roads such as Holmes Road, Willes Road, Grafton Road, Malden Road, Southampton Road and Queen's Crescent are all considered suitable for industrial vehicles. It is also noted in the Kentish Town Planning Framework that less frequent and small/medium servicing vehicles can use the proposed junctions off Holmes Road, Spring Place, Gordon House Road and Greenwood Place, subject to analysis and the submission of a Servicing Plan.

4.6 Notwithstanding the above, a dedicated routing strategy will be implemented as to avoid roads which may be considered to be more sensitive. Further details of the routing strategy is provided later in this Section.

Parking

4.7 It is the intent of this application to be car free for all staff with parking only reserved for the operational use of the site. It should be noted that there is adequate space on-site (within the fabric of the building / internally) for operational vehicles to park.

4.8 It is important to note that vehicles associated with this use are likely to come forward as a fully electric fleet, and appropriate provision is made for electric vehicle charging within the site accordingly to encourage/enable the future occupier of the site to use electric vehicles.

4.9 The site is located within the West Kentish Town: Inner (CA-L) controlled parking zone and has a PTAL rating of 5 (very good). This means that the site is easily accessible by public transport and the restrictions on the surrounding roads prohibit parking. It is therefore considered that staff associated with the site will travel to the site via sustainable modes and would not contribute to vehicle movements at the site.

4.10 It is also noted that a Travel Plan Statement has been produced and is submitted under separate cover. This document introduces measures to encourage staff to use sustainable modes of travel.

Delivery and Servicing

4.11 Deliveries and servicing have most recently taken place from the single yellow lines along Spring Place in front of the site. It is evident from the vehicle movements associated with past use at the site (set out in the next Section) that the existing use experienced four daily HGV movements and a number of LGV movements, which indicate the existing servicing arrangement and road network can accommodate these types of vehicles. Surrounding uses also undertake servicing activity on-street such as the adjacent Autograph Sound Studios and the Veolia Depot opposite is regularly serviced by medium to large sized HGVs (18 tonne vehicles and 16.5m articulated lorries).

4.12 As part of the consented development (planning ref: 2016/5181/P) it is noted that an on-street loading bay was proposed on Spring Place adjacent to the site, which was deemed acceptable in principle by the Council. The wording in the Officer's report is as follows:

"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 has been proposed by the applicant on Spring Place adjacent to the site. This will be subject to consultation but is deemed in principal acceptable."

4.13 It is therefore considered that loading on-street should not be a material concern to the Council, particularly given past uses at the site. It is also important to note that the past B2 use could resume operation and with it resume on-street loading. The proposed development will provide a formal loading bay and as such will formalise any potential on-street loading that may occur. It is also important to note that a Delivery and Servicing Management Plan (DSMP) will be implemented as part of the proposals as to appropriately manage deliveries at the site.

4.14 Notwithstanding this, where possible, on-site (within the fabric of the building / internally) loading will take place. For example, LGVs and smaller HGVs (up to 7.5 tonnes) will be accommodated on site. It is proposed that smaller HGVs will reverse into the site from Spring Place, which will be managed by banksmen. The vehicle movement is demonstrated in the drawing attached at **Appendix C.** This drawing also demonstrates that there is sufficient space on-site to accommodate the smaller HGV whilst operational vehicles are parked on-site (within the fabric of the building / internally).

4.15 If medium sized HGVs, (up to 18tonne vehicles) come to the site, and they are unable to unload internally, then they will utilise the proposed on-street loading bay as illustrated on the drawing attached at **Appendix C**.

4.16 An external loading bay able to accommodate medium size HGVs is required to provide flexibility for the potential operation and will encourage consolidation of movements. It is important to note that larger HGVs (above 18 tonnes) including articulated vehicles are not anticipated to serve the site.

Last Mile Type Operation

4.17 It is noted that the site may attract demand for use as a last mile 'micro' depot, under the B8 land use. This operation is the last stage of the supply chain in urban locations, focused on final mile delivery to local residents and businesses, and by nature is a much lighter operation. This is not to be confused with large National / Regional distribution centres which sort and then redistribute goods to smaller facilities.

4.18 With particular regard to a potential last mile operation, small/medium HGVs will unload pre-organised and packaged goods to smaller LGVs that form the delivery fleet. Vehicles associated with the proposed last mile type operation are likely to comprise cargo bikes, car derived vans and transit vans. The type of vehicles that will serve the development are attached at **Appendix D.**

4.19 Delivery fleet vehicles are parked and stored on-site (within the fabric of the building / internally) overnight before undertaking deliveries throughout the day. As noted above, delivery vehicles will be parked in a way to enable small HGVs (7.5t vehicle) to service on-site (as shown at **Appendix C**). Medium sized HGVs (up to 18 tonne) which cannot turn or unload on site, will service on-street in a dedicated loading bay. The likely number of HGVs that will serve the site is not considered to be significant and therefore is unlikely to cause a detrimental impact on Spring Place. Further details of the likely movements the development will generated is detailed in **Section 5**.

4.20 The proposals will comprise a quick operation to offload and load straight into the delivery fleet and as such larger delivery vehicles will not be required at the site for long periods of time. Given the nature of the product (fast moving goods) expected to be received on site, and then loaded straight onto delivery vehicles for outbound delivery, there will be no internal fit out and minimal storage on-site.

4.21 Any on-street servicing associated with the development would be controlled and managed. HGVs will typically arrive at the site delivering inward mail/parcels in the morning outside of network peak periods and outside of school times. These vehicles are likely to be typically on-site for 15-20 minutes. The deliveries during this period will be staggered so there is only one vehicle attending the site at a time.

4.22 In the event that on-street loading does take place, this will only take a relatively short time and is consistent with loading arrangements for other commercial units across London. This is also a common occurrence across built up urban locations in London. The information contained at **Appendix E** provides evidence obtained from the TRICS database to support this.

4.23 Several retail sites have been interrogated using TRICS and the evidence shows that on-street servicing is commonplace for retail sites located in urban areas in London, and the anticipated servicing movements (no. and type of vehicle) are comparable to the subject site, as summarised below:

- Sainsbury's Local (300sqm), Bayswater: 14 two-way movements
- Sainsburys' Local (550sqm), Fitzrovia: 16 two-way movements
- Tesco Express (310sqm), Wembley: 32 two-way movements

4.24 Given the desire for the site to come forward as an industrial use, it is considered that on-street servicing is acceptable and given the historic use of Spring Place for servicing, it is considered appropriate.

HGV Routing Strategy

4.25 The surrounding roads are considered suitable to carry vehicles likely to serve the site, and there are many examples of other existing local businesses using the road network with these types of vehicles. This is evident given that the past Addison Lee use at the site was not subject to any routing restrictions and vehicles could use any of the surrounding roads to access the site. Notwithstanding this, following consultations with local residents, SEGRO is proposing a routing strategy.

4.26 The proposed routing strategy includes a primary route via Holmes Road to the south east of the site. This route will be for smaller HGVs (7.5 tonnes) that can unload internally on the site. A secondary route will also be implemented as to provide a routing strategy for medium sized vehicles that cannot load/unload on-site. This routing strategy will encourage medium size HGVs to enter the site via Grafton Road and Queens Crescent and exit the site to the south via Grafton Road.

4.27 It should also be noted that the secondary route will be in place during peak school times, i.e. 0830-0900 and 1500-1530 hours. On this basis, the smaller HGVs will not be able to route via Holmes Road during these times.

4.28 The proposed primary and secondary routes that HGV drivers will take is illustrated at **Appendix F**.

4.29 The primary route via Holmes Road is considered appropriate as it is more of a commercial route than others given it serves the Veolia Depot, offices, pubs and restaurants. The Veolia depot access is located off Holmes Road and it has been observed that Veolia trucks currently use this route. On the basis that the routing strategy also prohibits any HGVs travelling along the primary route during school times, this negates any potential impact of HGVs around schools when children are arriving/leaving on Holmes Road.

4.30 The primary and secondary routes have both been tracked by the way of swept path analysis, which ensures that the size of vehicles using the routes can be accommodated.

4.31 A Framework Delivery Servicing Management Plan (DSMP) has also been produced and is submitted under separate cover. This document provides further details on how deliveries to/from the site will be managed.

4.32 It should be noted that as part of the DSMP, the Applicant is willing to commit to the following restrictions (which could be enforced by a condition requiring approval and compliance with the final DSMP for an identified occupier):

- The development shall not be served by vehicles over 18 tonnes or articulated HGVs.
- The development shall be served by a maximum of 9 HGVs (18 two-way trips) per day.
- Prior to occupation of the development, a final Delivery & Servicing Management Plan (DSMP) shall be submitted to the Council and approved in writing. The development must subsequently comply with the provisions of the approved DSMP unless otherwise agreed by the Local Planning Authority. The DSMP shall include details of delivery vehicle routing, and measures to mitigate the potential impacts of on-street servicing for local residents and in relation to highway safety.
- Any external loading in connection with the permitted use shall take place only within the specified loading bay marked out on Spring Place unless otherwise agreed by the Council, and will not be permitted between the hours of 12am and 5am.

4.33 In order to assist with monitoring and compliance with restrictions at the site, a detailed monitoring process including annual monitoring report and survey (a count of commercial traffic at the site) will be undertaken in line with TfL guidance. The first survey will take place 3 months after first occupation and the annual survey will thereby be undertaken on an annual basis from that point. The survey will allow the type of vehicles that are serving the site to be easily recorded and ensure that it is in line with the proposals put forward.

5 Effect of Development

5.1 This section of the report considers the impact the development proposals will have on the surrounding highway network.

Past Use Trip Generation

5.2 As part of the recent application (planning ref: 2016/5181/P) for office floorspace a Transport Assessment (TA) was produced by TPP (dated September 2016). It is noted that this is an approved document listed in the Decision Notice associated with planning application 2016/5181/P and as such the Council have approved the contents of the report.

5.3 The TA included a traffic survey of the existing use (Addison Lee B2 use), which recorded the number of vehicular movements associated with the site. The results of this survey are presented in the table below.

Table 5.1: Movements associated with past Addison Lee use

Mode	Daily		
	In	Out	Total
Cars	156	158	314
LGVs	13	11	24
HGVs	2	2	4
Total	**171**	**171**	**342**

5.4 The table above demonstrates the B2 use results in a total of 342 vehicular movements throughout the day including 314 cars, 24 LGVs and 4 HGVs. It should be noted that the daily movements associated with the past use are recorded from 0600-0000 hours.

Servicing Trips

5.5 The previously submitted TA associated with a proposed office development (planning ref: 2016/5181/P) also provides information on the total number of servicing trips associated with the past Addison Lee use at the site, which is summarised in the table below.

Table 5.2: Total servicing trips associated with past Addison Lee use (average weekday)

Mode	Daily		
	In	Out	Total
LGVs	21	19	40
HGVs	6	6	12
Total	**27**	**25**	**52**

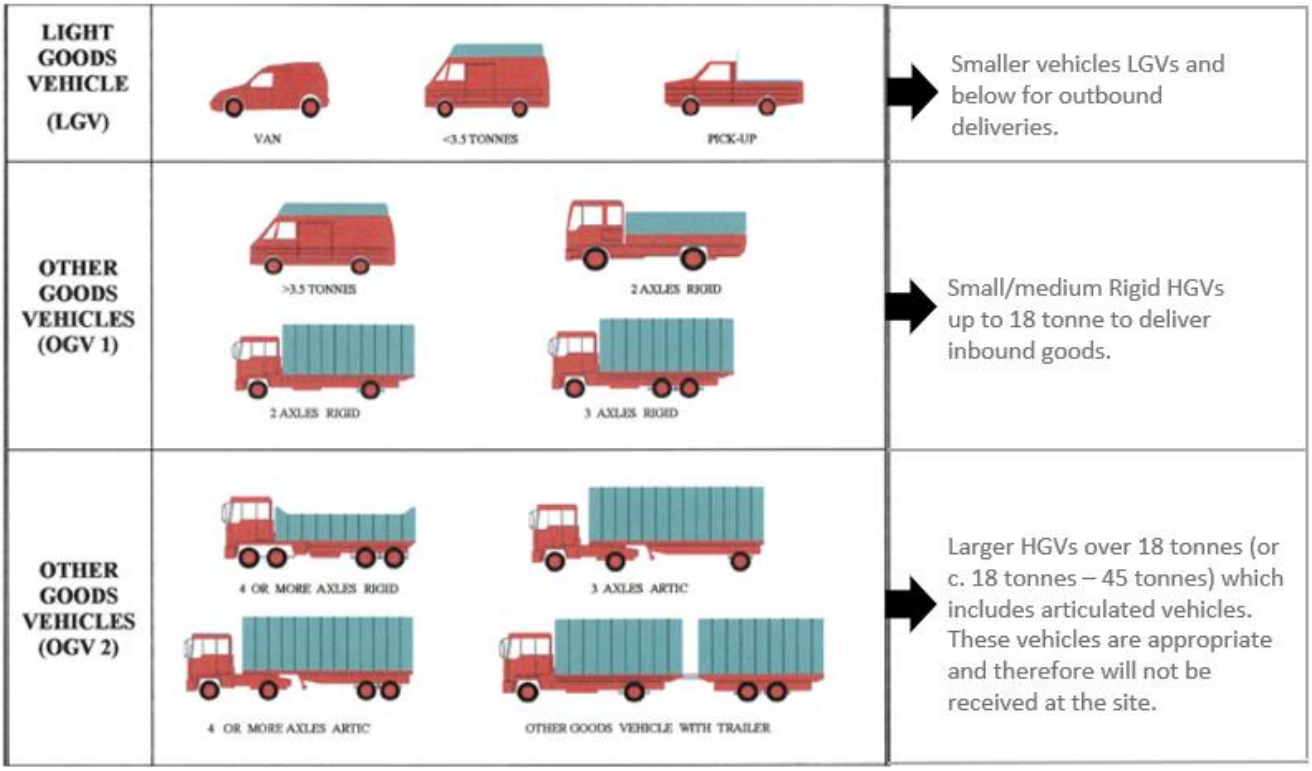
5.6 The TA sets out that a mix of on-street and on-site servicing took place with a total of 28 two-way servicing movements (24 LGV and 4 HGV) being undertaken on-site and 24 two-way servicing movements (16 LGV and 8 HGV) being undertaken on-street.

5.7 It is therefore apparent that almost half of all servicing vehicles utilised the existing delivery and servicing arrangement from the single yellow line arrangement on Spring Place.

Proposed Trip Generation

5.8 The text below considers the likely movements associated with the proposals at the site. When referring to the assessment below, it is important to note the type of vehicles being referred to, i.e. cars, LGVs and HGVs. Therefore, for reference an extract from COBA Vehicle Categories is provided at **Figure 5.1** below.

Figure 5.1: COBA Vehicle Categories



Class B2/ Class E (light industrial) Industrial Unit

5.9 An assessment of trip generation has been undertaken using the industry standard TRICS database (Version 7.7.1). It should be noted that the TRICS database (the industry standard database from which trips are derived) has limited information in relation to Class B2/ Class E (light industrial) sites within greater London.

5.10 Notwithstanding this, sites have been selected using the following criteria:

Land Use:	02/C Employment, Industrial Unit;
Calculation Options:	Trip rates for vehicles;
Location:	Greater London;
Size (area):	620-6100sqm;
Day of Week:	Weekday; and
Location Types:	Suburban Area.

5.11 As noted above, TRICS has a relatively small sample size of Class E (light industrial) and B2 and as such sites that are located within outer boroughs such as Hillingdon and Brent have been used. Vehicle use is often more intensive in locations such as these (outer London boroughs) and as such the below is considered robust.

5.12 A summary of the resulting trip generation if the site was to come forward as Class B2/ Class E (light industrial), is provided in the table below. It should be noted that vehicles were not distinguished between cars and LGVs, so they have been grouped together for the purposes of this assessment. The full TRICS output report is attached at **Appendix G**.

Table 5.3: Movements associated with Class B2/ Class E (light industrial)

Mode	Daily		
	In	Out	Total
Cars/LGVs	34	34	68
HGVs	9	9	18
Total	**43**	**43**	**86**

5.13 Table 5.2 indicates that the proposals, if all Class B2/ Class E (light industrial), would result in approximately 86 two-way daily vehicle trips, split between 68 two-way cars/LGV movements and 18 two-way HGV movements.

5.14 As stated above the TRICS sites used do not separate LGVS and cars so these have been grouped together.

5.15 It is also important to note that of the HGV movements at the TRICS sites used, an average of 61% are attributed to OGV1 and 39% are attributed to OGV2 vehicles. However, as set out in this report, larger HGVs will not serve the site and any HGV movement will comprise smaller to medium sized HGVs.

B8 Last Mile Depot

5.16 In order to inform the anticipated trip generation associated with the potential B8 Last Mile Depot use, real data from existing sites within London has been provided by the Applicant. Three similar operations located within Central London have been referenced and as such are considered a good comparison to the site in Kentish Town. The location and size of these sites are detailed below.

- DPD, Hyde Park, Westminster – 780sqm;
- DPD, Vandon Street, Westminster – 465sqm; and,
- Royal Mail Depot, Poplar, Tower Hamlets – 2,000sqm.

5.17 Vehicle trip information has been extracted from relevant planning applications and information provided by the Applicant for each Central London site as set out in the text below.

DPD, Hyde Park (780sqm)

5.18 Information provided by the Applicant in relation to an approved last mile DPD scheme in Hyde Park (planning reference: 19/03539/FUL) indicates that delivery vehicles leave the site at 09:30 hours and return between 16:00 and 18:00 hours whilst HGV deliveries occur between 08:00 and 10:00 hours. Although, it should be noted that the operation is 24/7, information submitted as part of the application indicates that no vehicle trips occur during the overnight period.

5.19 The DPD unit is to occupy an area within a car park equivalent to approximately 780sqm and would expect in the region of 32 two-way movements throughout a day (between 00:00 and 00:00 hours), but as set out above are not actually anticipating any movements between 23:00 and 07:00 hours. The site is an example of an urban last mile distribution depot which delivers into the city centre being served by smaller electric HGVs.

5.20 The vehicle profile of the proposed DPD development at Hyde Park can be summarised as per the table below.

Table 5.4: Daily DPD Hyde Park Vehicle Trip Generation (780sqm)

Mode	Daily		
	In	Out	Total
Cars	0	0	0
LGVs	15	15	30
HGVs	1	1	2
Total	**16**	**16**	**32**

Note: Errors due to Rounding

DPD, Vandon Street (465sqm)

5.21 Another similar operation to the DPD Hyde Park scheme is a DPD unit on Vandon Street, Westminster, which comprises approximately 465sqm. This unit is another example of an urban last mile distribution depot in Central London that delivers into the city centre. It is understood that vehicles operating from the Vandon Street site include two fully electric 7.5t vehicles that deliver parcels to the depot each day. Last mile deliveries are then carried out by a fleet of 10 smaller (around 3.6t) all-electric vans.

5.22 The vehicle profile of the proposed DPD development at Vandon Street can be summarised as per the table below.

Table 5.5: Daily DPD Vandon Street Vehicle Trip Generation (465sqm)

Mode	Daily		
	In	Out	Total
Cars	0	0	0
LGVs	10	10	20
HGVs	2	2	4
Total	**22**	**22**	**24**

Note: Errors due to Rounding

Royal Mail Depot, Poplar (2,000sqm)

5.23 Further to the sites outlined above, the Applicant has also provided information in relation to a Royal Mail operation comprising 2,000sqm at Docklands Depot in Poplar, Tower Hamlets. The unit is served by a total fleet of 39 vehicles (made up of 26 car derived vans and 13 transit vans), which remain on the site overnight. There are also six 7.5t vehicles that serve the site. The 7.5t vehicles arrive at the site delivering inward mail between the hours of 04:30 and 08:30 and are typically on-site for 15-20 minutes. The deliveries during this period are generally staggered so there is only one vehicle attending the site at a time.

5.24 With regard to the vehicle fleet, the 10 transit vans leave at 07:30 and return by 09:00 to deliver priority larger parcels. The full fleet of 39 then leave between 09:30 and 10:00 hours and return from 13:30 and 14:30 hours.

5.25 The vehicle profile of the Royal Mail Deport at Poplar can be summarised as per the table below.

Table 5.6: Daily Royal Mail Poplar Vehicle Trip Generation (2,000sqm)

Mode	Daily		
	In	Out	Total
Cars	26	26	52
LGVs	23	23	46
HGVs	6	6	12
Total	**55**	**55**	**110**

Note: Errors due to Rounding

Summary for B8 Last Mile Use

5.26 On the basis of the information provided above, we have been able to calculate a trip rate (per 100sqm) for each of the sites.

Table 5.7: Summary of Data for Central London Sites

Site	Floor Area (Sqm)	Daily Trips	Daily Trip Rate (per 100sqm)
DPD, Hyde Park	780	32	4.103
DPD Vandon Street	465	24	5.161
Royal Mail, Poplar	2000	110	5.500
		Average	**4.921**

5.27 When applying the average trip rate to the floor area of the building, the B8 last mile is likely to result in 92 two-way trips.

5.28 In order to understand how these 92 trips will be split across different vehicle types as presented above, vehicle percentages associated with each of the sites identified above have been averaged. This results in the following vehicle type split:

- HGV: 11%
- LGV: 73%
- Cars: 16%

5.29 It is again important to highlight that the majority of HGVs associated with this use refer to smaller vehicles such as 7.5t vans.

5.30 These percentage splits have then been applied to the proposed 92 two trips. The table below provides the likely split of vehicle types.

Table 5.8: Vehicle Trip Generation for 1,914sqm of B8/Last Mile use

Mode	Daily		
	In	Out	Total
Cars	7	7	14
LGVs	34	34	68
HGVs	5	5	10
Total	**46**	**46**	**92**

5.31 The table above indicates that the proposals, if it were to come forward as a B8 last mile depot, would result in approximately 92 two-way daily vehicle trips, split between 14 two-way car movements, 68 two-way LGV movements and 10 two-way HGV movements.

5.32 With the significant increase in last mile deliveries in recent years, emphasised during the COVID-19 pandemic, last mile deliveries are already happening in the wider area. As a result of this development coming forward as a potential B8 last mile use, it will bring more localised movements but not take trips off the wider network.

5.33 It is also important to note that as part of the Applicants refurbishment proposals it will be providing the necessary infrastructure to support and encourage the use of an electric delivery fleet. This is often standard practice for last mile deliveries and there is ample evidence demonstrating that new last mile logistics centres are contributing to improvements to air quality. For example, DPD's all-electric vehicles and micro-depot strategy across London has resulted in its miles travelled per parcel being almost halved. This more efficient operation now produces just 0.138 tonnes of CO2 per month, versus 8.67 tonnes of CO2 before the sites opened.

Additional Movement Information

5.34 In addition to the above, the Applicant has provided additional information with regard to other industrial operations they have data for. These include larger industrial estates, which although are not directly comparable to the scheme at 3-6 Kentish Town, give an indication of the type of vehicle movements associated with the type of industrial uses they operate. The information relates to the following sites:

- Deptford Industrial Estate (17 units);
- Victoria Industrial Estate (32 units);
- Yeovil Road, Slough Estate Enterprise Quarter (24 units);
- Tudor Gate (23 units); and
- Plymouth Road, Slough Estate Enterprise Quarter (19 units).

5.35 SEGRO has historic survey data (July – September 2019) at each of these sites, which sets out the vehicle movements associated with each of them. The surveys recorded vehicles as follows>

- Articulated Heavy Goods Vehicle (large HGVs) - Includes all articulated vehicles.
- Rigid Heavy Goods Vehicle (small/medium HGVs)- Includes all rigid vehicles over 3.5 tonnes gross vehicle weight. Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans.

- Light Goods Vehicle- Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans.

- Car - Includes taxis, estate cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate no more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included.

5.36 The table below summarises the vehicle movements from the sites.

Table 5.9: Vehicle Movements of Other SEGRO Industrial Sites

Site	Articulated HGV	Rigid HGV	LGV	Car	Total
Deptford Industrial Estate	2.1%	23.2%	34.0%	40.7%	100%
Victoria Industrial Estate	0.8%	13.3%	44.8%	40.9%	100%
Yeovil Road, Slough Estate Enterprise Quarter	0.4%	9.9%	32.3%	57.8%	100%
Tudor Gate	1.3%	14.9%	42.5%	41.4%	100%
Plymouth Road, Slough Estate Enterprise Quarter	0.0%	6.9%	38.6%	54.5%	100%
Average	**0.9%**	**13.6%**	**38.5%**	**47.1%**	**100%**

5.37 As set out in the table above, the movements associated with other SEGRO industrial uses are predominately dominated by cars and LGVs. Of particular note, the articulated HGV movements across all sites are very low, which when averaged equate to less than 1%. It should also be noted that given the cars are not expected to make up a large proportion of total vehicles as the development is to be car free and employees will travel to work via public transport, whereas the estates reference above have parking allocations for each unit.

5.38 Given these sites are industrial estates with 19+ units with dedicated service yards, and 3-6 Spring Place comprises a total floor area of circa 1,900sqm, it is evident that HGV movements are likely to be higher than at Spring Place. On this basis, in addition to the physical restrictions of the site i.e. that the unit is not designed to receive these deliveries and has no external service yard, it is evident that large articulated lorries will not be frequent at 3-6 Spring Place.

Net Change

5.39 The summary of trip generation possibilities for the proposals at 3-6 Spring Place compared the past use is provided in the tables below. For the purposes of providing a comparison, the Use Class E (light industrial) and B2 LGV and car movements have been split equally 50/50.

Table 5.10: Summary of Trip Generation

Trip Type	Daily		
	In	Out	Total
Past Use – Addison Lee			
Cars	156	158	314
LGVs	21	19	40
HGVs	6	6	12
Total	**183**	**183**	**366**
TRICS - Class B2/ Class E (light industrial)			
Cars	17	17	34
LGVs	17	17	34
HGVs	9	9	18
Total	**43**	**43**	**86**
B8 Last Mile Depot			
Cars	7	7	14
LGVs	34	34	69
HGVs	5	5	10
Total	**47**	**47**	**92**

Table 5.11: Comparison of Past Use trips against Class B2/Class E (light industrial)

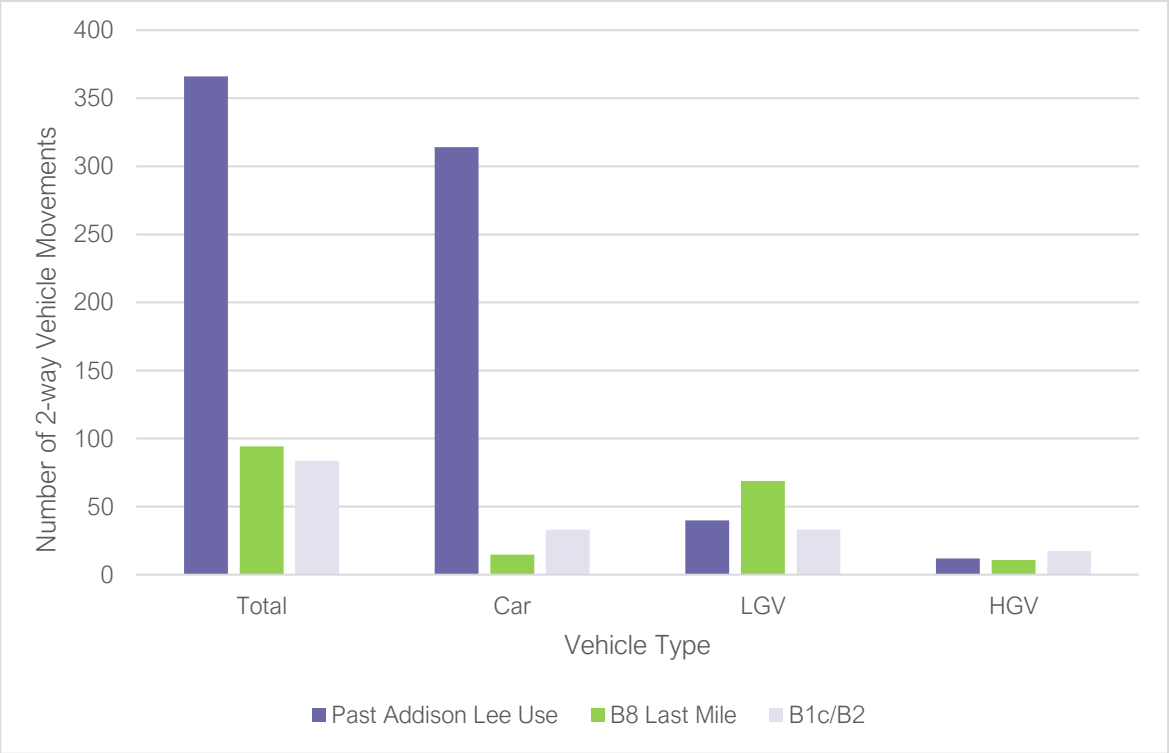
Trip Type	In	Out	Total
Cars	-140	-141	-281
LGVs	-5	-2	-7
HGVs	3	3	6
Total	**-141**	**-141**	**-282**

Table 5.12: Comparison of Past Use trips against B8 Last Mile Use Class

Trip Type	In	Out	Total
Cars	-149	-151	-300
LGVs	13	15	28
HGVs	-1	-1	-2
Total	**-136**	**-136**	**-272**

5.40 The chart below provides a graphic summarising the numbers presented in the tables above.

Chart 5.1: Comparison in Two-Way Vehicle Movements



5.41 The tables and graph above demonstrate that all potential uses would result in a significant reduction in daily total vehicle flows when compared against the past B2 Addison Lee use.

5.42 The Class E (light industrial)/B2 use class would only see an approximate increase of 6 daily two-way HGV movements (i.e. 3 more HGVs per day). As stated throughout this section of the report, it is important to note that these vehicles will not be large HGVs or articulated lorries. With regard to the B8 last mile operation, it would experience a slight reduction in the number of two-way HGV movements from 12 to 10.

5.43 LGV movements associated with the Class E (light industrial)/B2 uses are expected to decrease when compared against the past use. The last mile depot use would see an approximate increase of 28 two-way LGV movements when compared against the past use but as noted above a slight reduction in HGV movements is expected.

5.44 When assessing any increase of LGVs it is important to note that two-way car movements will decrease by approximately 250 to 300 movements.

5.45 Notwithstanding the past use at the site, the proposals are anticipated to generate a negligible number of trips during the course of a day and therefore it is considered that the development would have an immaterial impact on the surrounding road network.

5.46 It is noted that the proposals are seeking 24 hour operation, which would result in the Class E (light industrial)/B2 use generating approximately 4 vehicles every hour (86/24), equating to approximately one vehicle every 15 minutes (60/4). With regard to the B8 last mile use, it would generate approximately 4 vehicles every hour (92/24), equating to approximately one vehicle every 15 minutes.

5.47 Even if we assume a 12 hour day the proposals are likely to generated in the region of 7-8 vehicles an hour equating to approximately one vehicle every 8 minutes.

5.48 These levels of increases are not considered significant and when dispersed across the day will not cause a detrimental impact on the surrounding highway network.

Summary

5.49 The above trip generation assessment indicates that all potential uses at the site would lead to a significant reduction in overall two-way daily vehicle movements, resulting in a significant benefit. Whilst it is noted that LGV and HGV movements may increase for some of the potential land uses, these increases are not considered to be material and would not lead to a detrimental impact on the surrounding highway network.

5.50 It is also important to note that the number of large HGV movements would be low, and the HGV movements would not be attributed to articulated lorries. The majority of the movements would be smaller vehicles under 3.5t, which are considered acceptable on Spring Place.

5.51 Given the other past industrial use at the site and other industrial uses in the vicinity of the site, including the Veolia site located opposite 3-6 Spring Place, the refurbishment of the building to accommodate flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E) is considered to be appropriate with regard to the potential vehicle trip generation of each use.

6 Summary and Conclusions

6.1 SEGRO has appointed Vectos to provide advice on highways and transport issues related to the proposals at 3-6 Spring Place, Kentish Town.

6.2 The site is located in an accessible location with a number of bus stops and rail services including the underground, Overground and national rail located all within 700m of the site. The accessible location is reflected in the PTAL of the site (5). There are also a number of local amenities in close proximity to the site such as Tesco Express and Lidl supermarket located to the east of the site.

6.3 The proposals comprise the change of use from industrial (Class B2) to flexible industrial (Class B2)/ storage or distribution (Class B8)/ light industrial (Class E), refurbishment of existing building and associated works.

6.4 The proposals comprise a car-free scheme excluding vehicles associated with the operation use of the site, which is considered appropriate given the location of the site. Any vehicle requiring access to the site will do so via the existing access arrangements from Spring Place.

6.5 Where possible, on-site (within the fabric of the building / internally) loading will take place. For example, LGVs and smaller HGVs (up to 7.5 tonnes) will be accommodated on site. However, given the constraints of the site, medium sized HGVs cannot be accommodated on site and will therefore undertake servicing on-street. It should be noted that the likely number of small/medium HGVs (up to 18 tonne) that will serve the site is not considered to be significant and therefore will not cause a detrimental impact on Spring Place. In addition, given the past industrial uses at the site and that on-street servicing has taken place previously, it is considered that on-street servicing is acceptable.

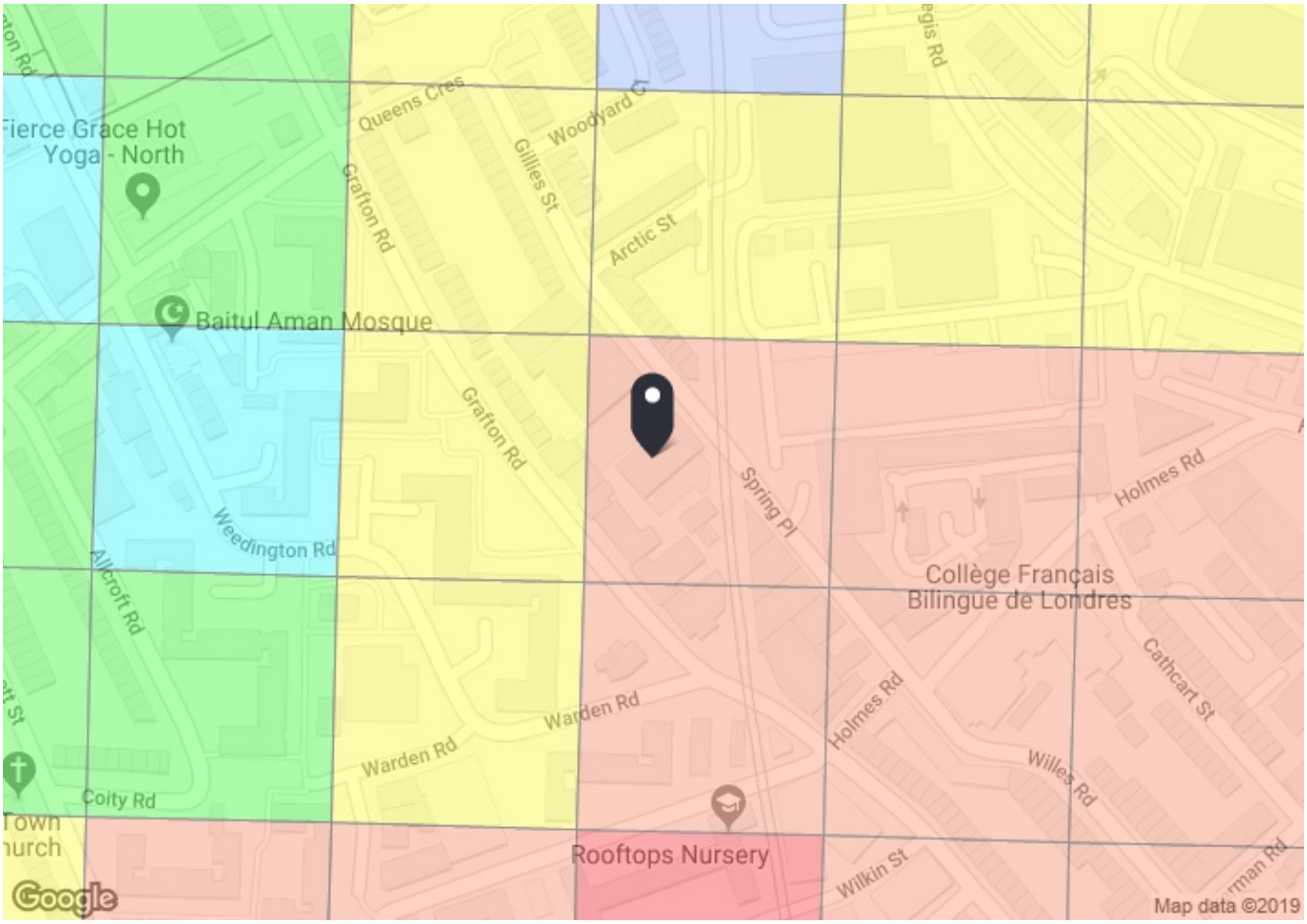
6.6 It is considered that the proposed use at the site will not have a detrimental impact on the surrounding highway network and the overall daily vehicle numbers would significantly decrease when compared against the past use at the site. The anticipated trip generation as a result of the proposals is considered to be negligible when spread across the course of a day.

6.7 This is a recognised employment site that has previously been occupied by industrial uses and this is what is proposed now. In all cases the traffic to a future use is predicted to be less than the previous use on the site with no material increase in servicing vehicles, particularly HGVs.

6.8 On the basis of the above, it is considered that the proposals can be accommodated without detriment to the operation of the local transport networks and there is no technical justification on the grounds of highways or transport to refuse planning permission.

Appendix A

TRANSPORT FOR LONDON



PTAL output for Base Year
5

Wall to Wall Television Ltd, 8-9 Spring Pl, Kentish Town, London NW5 3ER, UK
Easting: 528524, Northing: 185045

Grid Cell: 104193

Report generated: 03/12/2019

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	KENTISH TOWN WEST STN	393	503.24	5	6.29	8	14.29	2.1	0.5	1.05
Bus	KENTISH TOWN WEST STN	46	503.24	6	6.29	7	13.29	2.26	0.5	1.13
Bus	MALDEN ROAD RHYL STREET	24	636.3	10	7.95	5	12.95	2.32	0.5	1.16
Bus	CAVERSHAM ROAD	C2	625.51	8	7.82	5.75	13.57	2.21	0.5	1.11
Bus	CAVERSHAM ROAD	134	625.51	12	7.82	4.5	12.32	2.44	1	2.44
Bus	CAVERSHAM ROAD	214	625.51	8	7.82	5.75	13.57	2.21	0.5	1.11
Rail	Gospel Oak	'BARKING-GOSPLOK 2J00'	835.3	4	10.44	8.25	18.69	1.61	0.5	0.8
Rail	Gospel Oak	'GOSPLOK-BARKING 2J07'	835.3	4	10.44	8.25	18.69	1.61	0.5	0.8
Rail	Kentish Town West	'CLPHMJ2-STFD 2L50 '	357.26	3.67	4.47	8.92	13.39	2.24	1	2.24
Rail	Kentish Town West	'STFD-CLPHMJ2 2Y11 '	357.26	3.67	4.47	8.92	13.39	2.24	0.5	1.12
Rail	Kentish Town	'STALBCY-SVNOAKS 2E11'	689.08	1	8.61	30.75	39.36	0.76	0.5	0.38
Rail	Kentish Town	'STALBCY-SVNOAKS 2E95'	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'SUTTON-STALBCY 2O06 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'SUTTON-LUTON 2O10 '	689.08	1	8.61	30.75	39.36	0.76	0.5	0.38
Rail	Kentish Town	'STALBCY-SUTTON 2O21 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'STALBCY-SUTTON 2O29 '	689.08	0.67	8.61	45.53	54.14	0.55	0.5	0.28
Rail	Kentish Town	'LUTON-BCKNHMJ 2S91 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'STALBCY-BROMLYS 2S93'	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'SUTTON-STALBCY 2V08 '	689.08	0.67	8.61	45.53	54.14	0.55	0.5	0.28
Rail	Kentish Town	'SUTTON-KNTSHTN 2V20 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'STALBCY-SUTTON 2V27 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'SVNOAKS-STALBCY 2E59'	689.08	0.67	8.61	45.53	54.14	0.55	0.5	0.28
Rail	Kentish Town	'SVNOAKS-LUTON 2E61 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E65'	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E67'	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'BROMLYS-LUTON 2E93 '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
Rail	Kentish Town	'ORPNGTN-KNTSHTN 2L65'	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
LUL	Kentish Town	'Morden-HighBarnet '	689.08	14.67	8.61	2.79	11.41	2.63	1	2.63
LUL	Kentish Town	'Morden-MillHillE '	689.08	4	8.61	8.25	16.86	1.78	0.5	0.89
LUL	Kentish Town	'HighBarnet-Morden '	689.08	0.33	8.61	91.66	100.27	0.3	0.5	0.15
LUL	Kentish Town	'HighBarnet-Kenningt '	689.08	5.33	8.61	6.38	14.99	2	0.5	1
LUL	Kentish Town	'MillHill-Morden '	689.08	1.67	8.61	18.71	27.33	1.1	0.5	0.55
LUL	Kentish Town	'MillHillE-Kenningt '	689.08	1.67	8.61	18.71	27.33	1.1	0.5	0.55
									Total Grid Cell AI:	**22.11**

Appendix B

Rev	Date	By	Description
A	24/11/2020	AZ	Parking spaces added;
B	27/11/2020	AZ	Parking spaces arrangement amended; pedestrians walkways added;
C	02/12/2020	AZ	Graphic amendments; van car parking arrangement changed;
D	07/12/2020	AZ	Ground Floor arrangement amended following comments form Client;
E	07/12/2020	AZ	Label amended;

New Proposed Crittal style double door

Office/Reception Area

Crittal style glass wall

railway arches

railway arches

railway arches

railway arches

railway arches

railway arches

WC

Acc WC

WC

WC

WC

AWC

Sh.

Kitchen / Staff

FLEXIBLE OPEN SPACE

FLEXIBLE OPEN SPACE

New opening- reposition existing electrical infrastructure to adjacent warehouse wall. Refer to drawings by Hollis

Reconfiger stair to form straight flight. Additional investigation required

34.50 ramp up to 34.74 at an angle of 2 degrees

34.85 ramp up to 35.16 at an angle of 1 degree

3 LEVEL ACCESS DOOR LOCATIONS RETAINED AND DOORS REPLACED

DOOR 1

DOOR 2

DOOR 3

CORE / CIRCULATION

DOOR 4

1 LEVEL ACCESS DOOR LOCATION RETAINED AND DOOR REPLACED

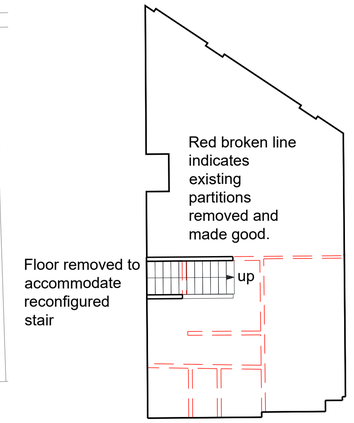
Cycles

Lockers

Sh.

Sh.

PROPOSED GROUND FLOOR PLAN
Scale 1:100 @A1



PROPOSED FIRST FLOOR PLAN
Scale 1:100 @A1

0 1 5 10
Metres at scale 1:100

N

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Architects + Masterplanners

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2a Smith Way
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Refurbishment
3-6 Spring Place
Kentish Town

Drawing Name:
Proposed Floor Plan

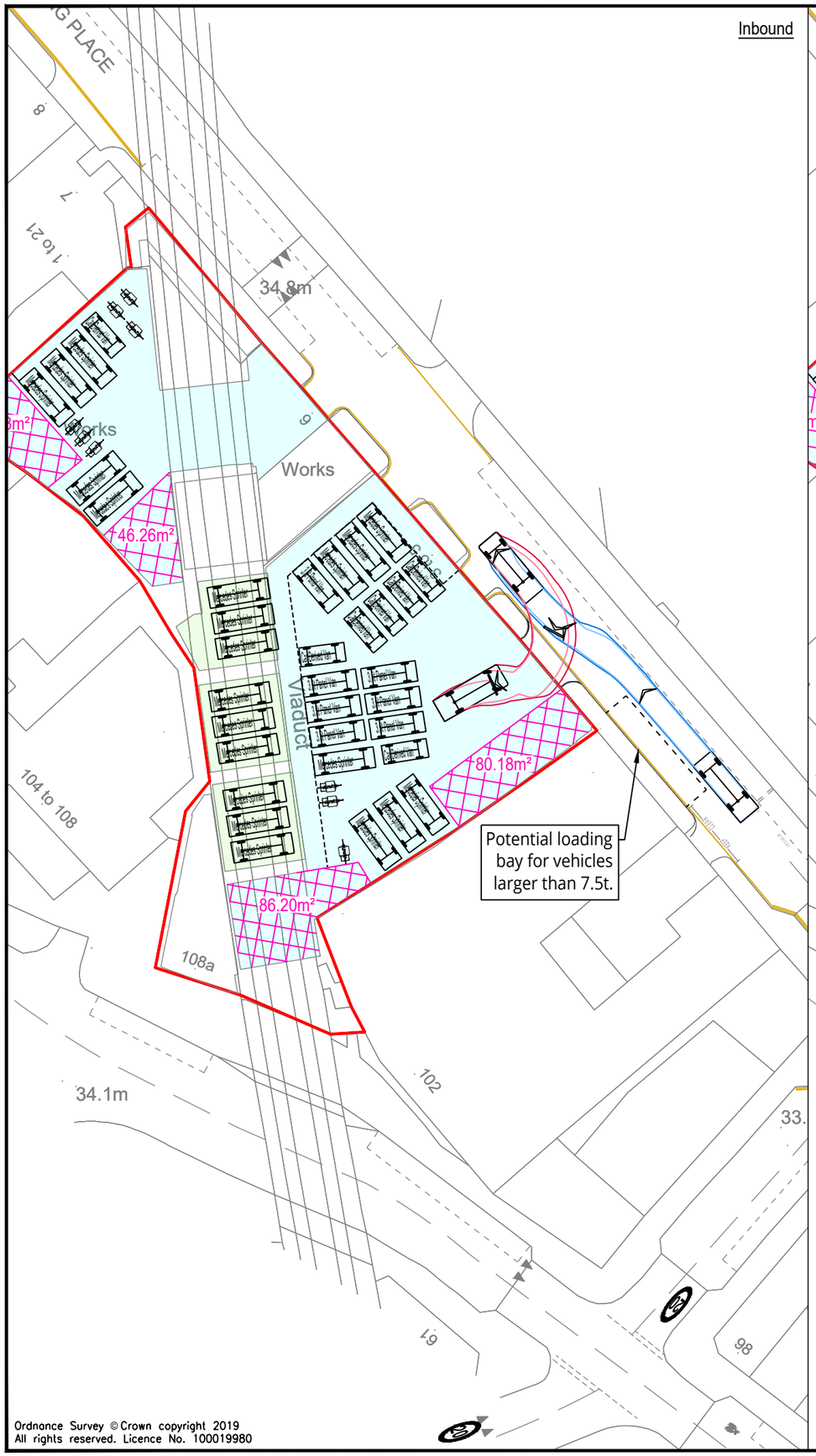
Drawing Stage:	PLANNING
Suitability:	S2 - Information
SGP File Ref:	19-275

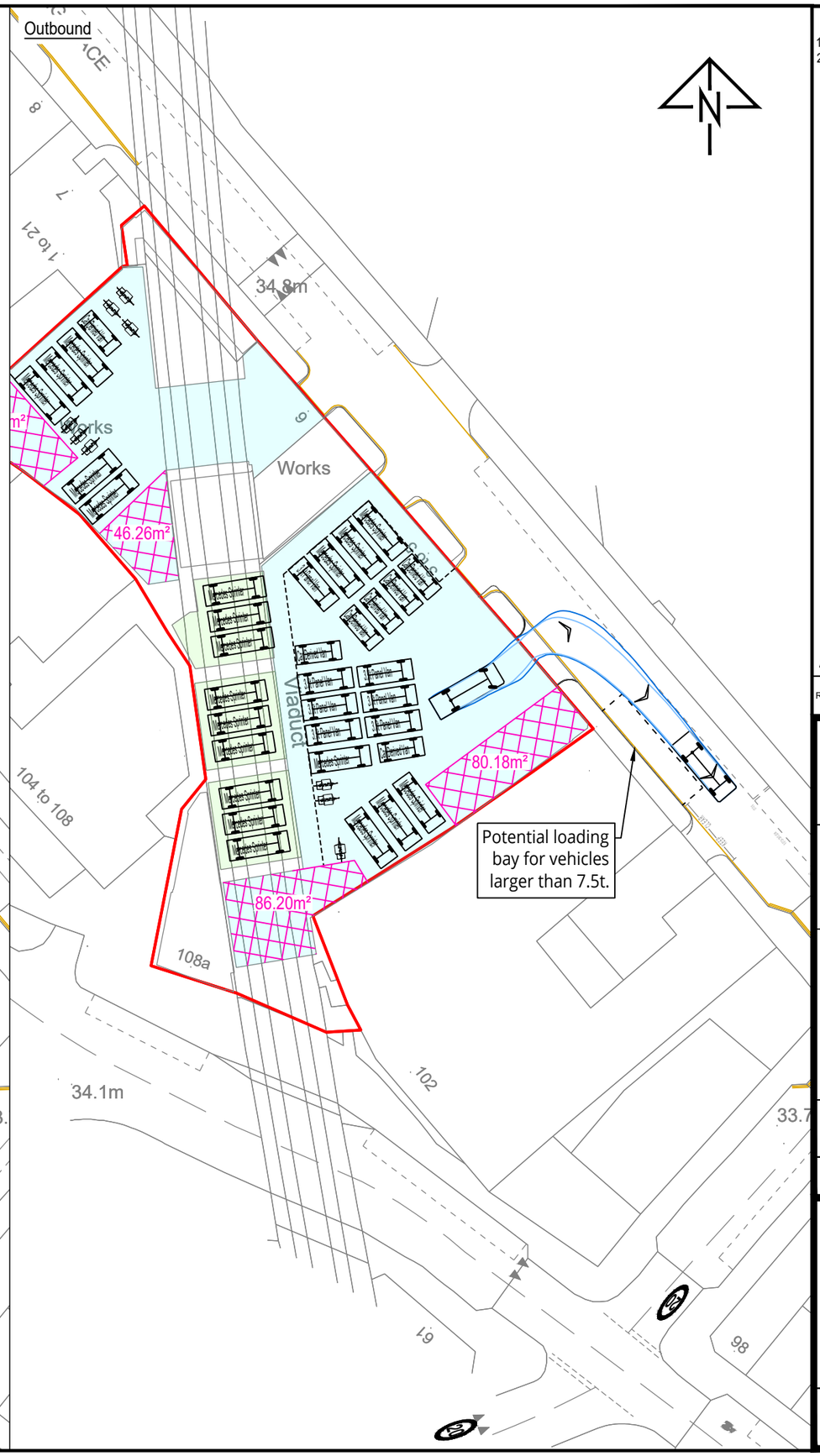
SGP Project No:	Date:	Drawn:	Team:	Scale:	Rev:
19-275	30/09/2020	AZ	JN	1:100 @ A1	E

Drawing Number:
19-275 - SGP - XX - 00 - DR - A - 130100
Project Code | Originator | Volume | Level | Type | Role | Number

Red Line Boundary based on O/S Data and **NOT** confirmed as the Legal Boundary

Appendix C



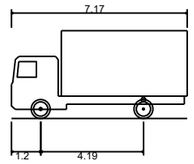


Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Key

- Potential racking / open storage area
- Indicative site boundary



FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Loading bay added	PP	JW	26.11.2020

CLIENT: SEGRO

PROJECT: 3-6 Spring Place, Kentish Town

DRAWING TITLE: Swept Path Analysis
Service Yard Access
7.5t Rigid Vehicle

SCALES: 1:500 at A3

DRAWN:	CHECKED:	DATE:
PP	TF	23/11/2020

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DRAWING NUMBER: 194587-10/AT/K02

REVISION: A

Appendix D

Anticipated Types of Outbound Delivery Fleet

Car Derived Van

Cargo Bikes

Mercedes-Benz Sprinter Van

Anticipated Types of Inbound Goods Vehicles

7.5t Vehicle (circa 7.2m long)

18t Vehicle (circa 10m long)

A few points to note about vehicles likely to serve the development:

- They will be small and medium sized HGVs, which are common place in London.
- They are rigid vehicles.
- The development site will not be served by vehicles larger than these small and medium sized HGVs.

Appendix E

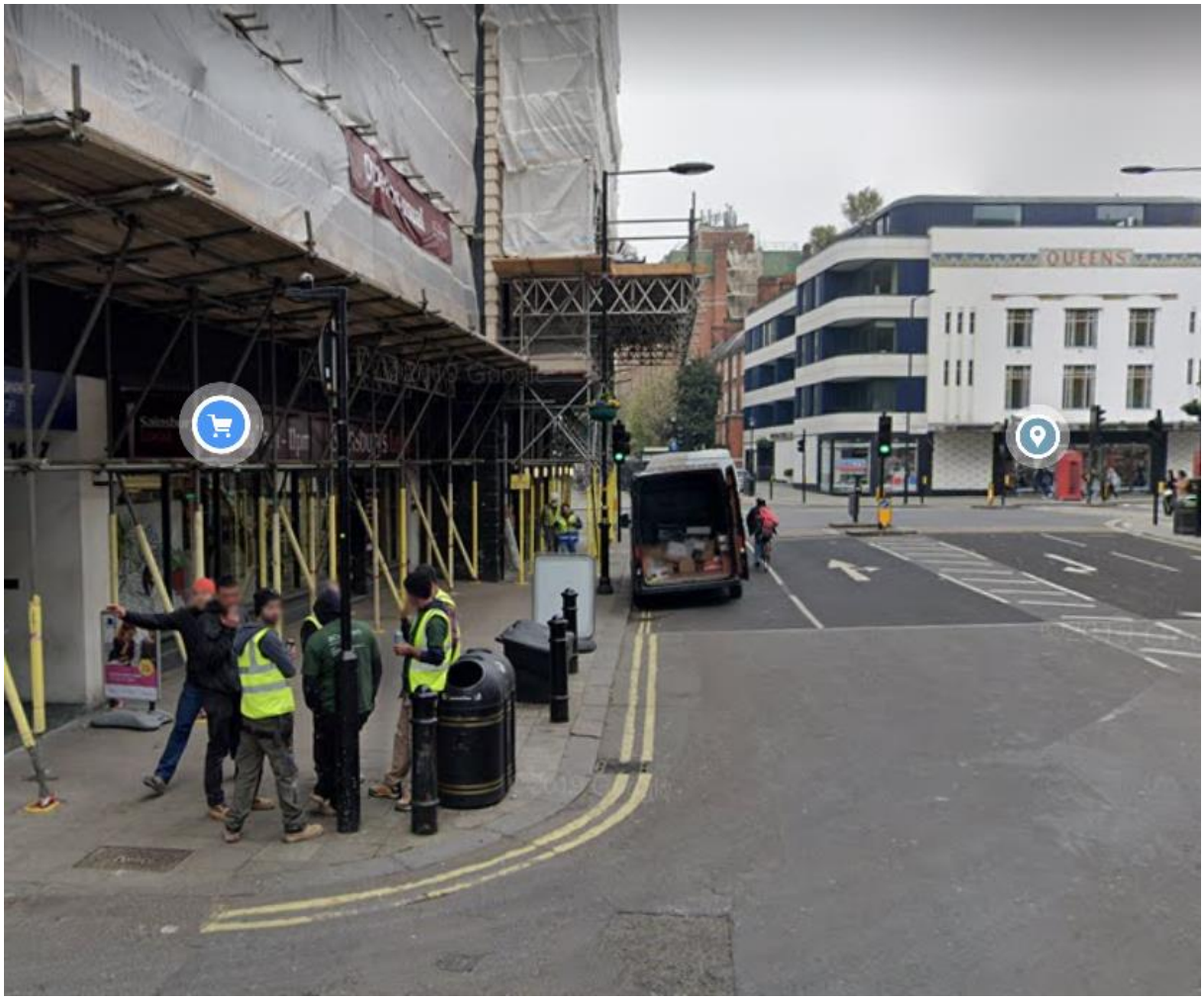
Example of On-Street Loading in Urban Locations

Sainsbury's Local (300sqm)

169 Queensway, Bayswater, London W2 4SB

Daily Trip Information:

Veh Type	2-way movements
Car	0
LGV	6
HGV	8
Total	**14**



Sainsbury's Local (550sqm)

29-35 Mortimer St, Fitzrovia, London W1T 3JG

Daily Trip Information:

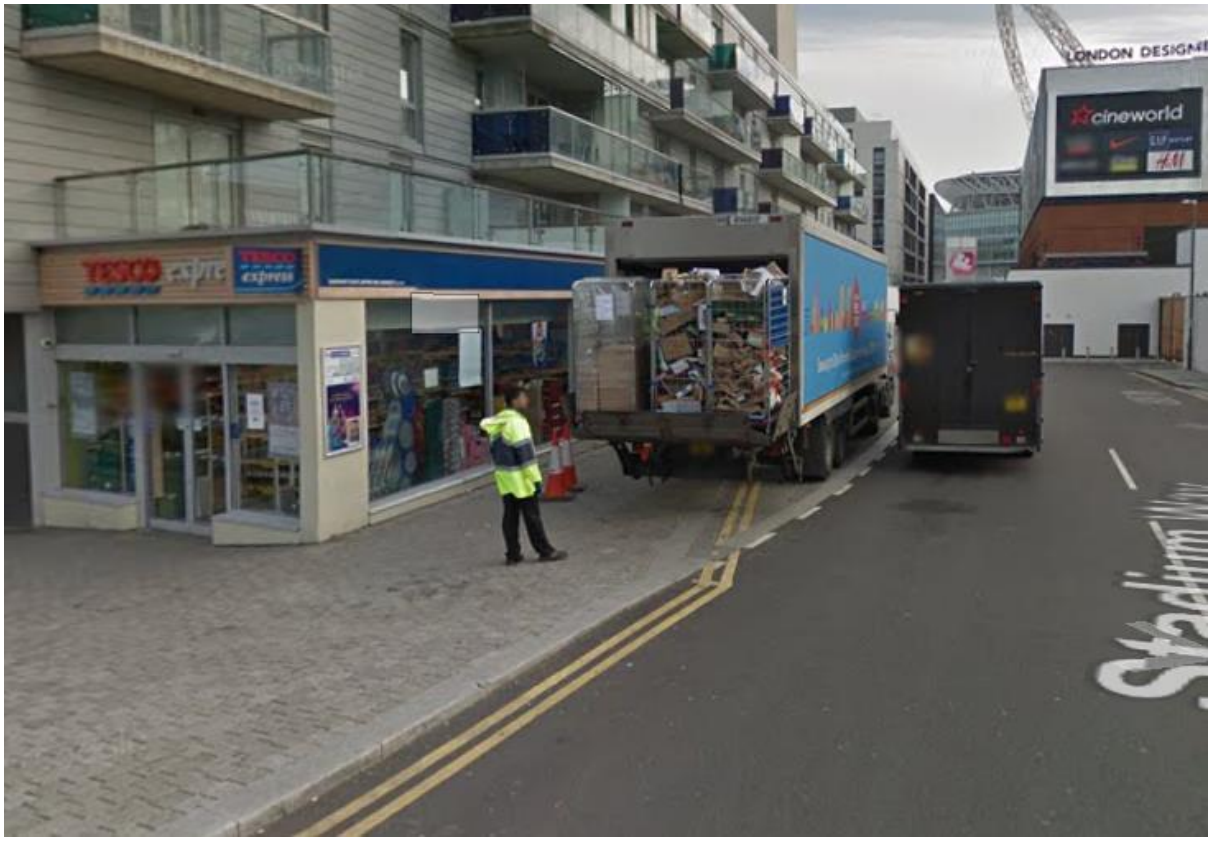
Veh Type	2-way movements
Car	0
LGV	10
HGV	6
Total	**16**

Tesco Express (310sqm)

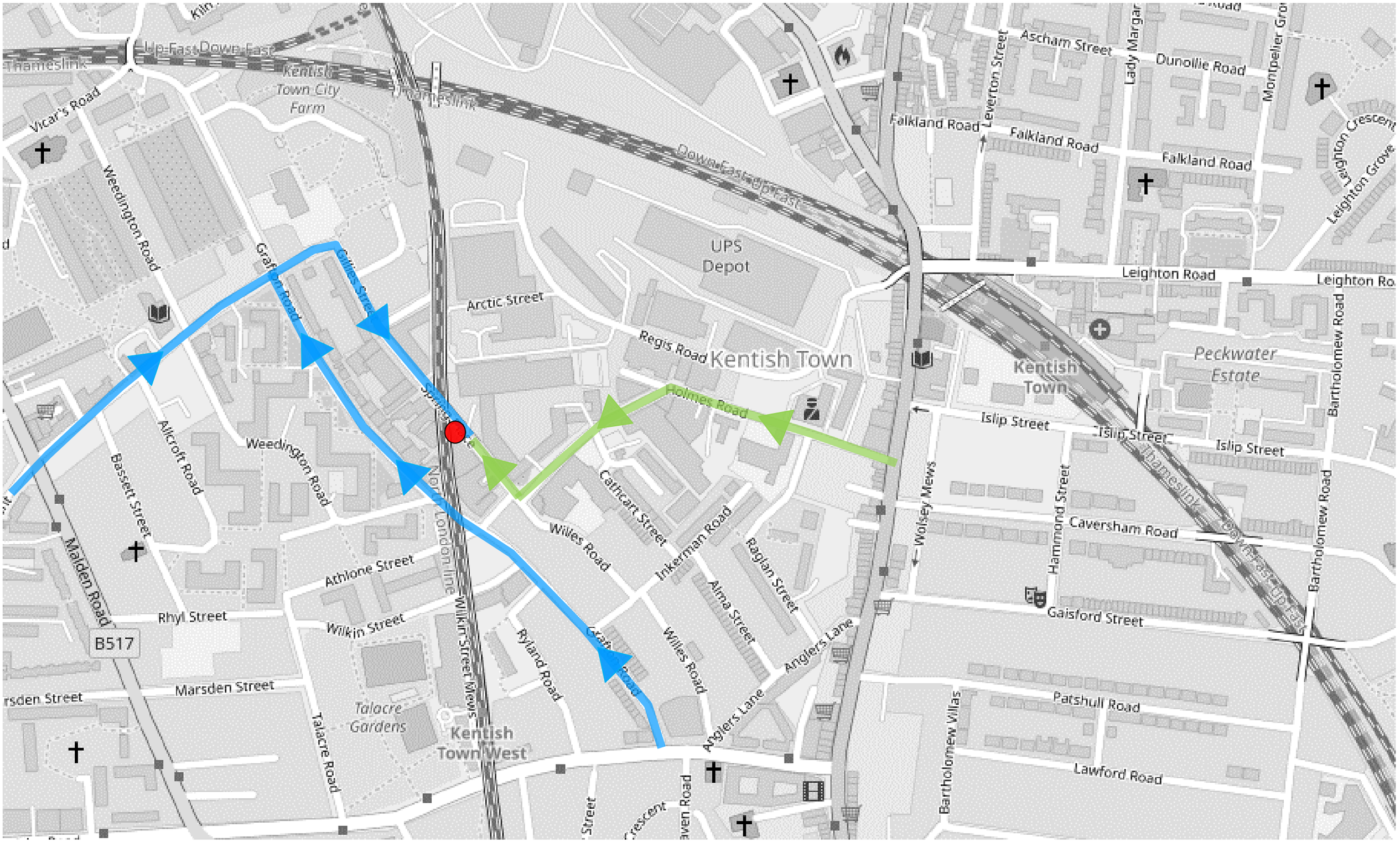
Quadrant Court, Empire Way, Wembley HA9 0EW

Daily Trip Information:

Veh Type	2-way movements
Car	0
LGV	24
HGV	8
Total	**32**



Appendix F



Key:

- Site
- Primary Routes for smaller HGVs (7.5t)
- Secondary Routes for medium HGVs (up to 18t) and route to be used if HGVs arrive/depart during school morning and afternoon peaks

3-6 Spring Place, Kentish Town

HGV Routing Strategy (Coming to Site)

DRAWN:	CHECKED:	DATE:	SCALES:
JW	ID	07/12/2020	NTS

DRAWING REFERENCE:

SEGRO

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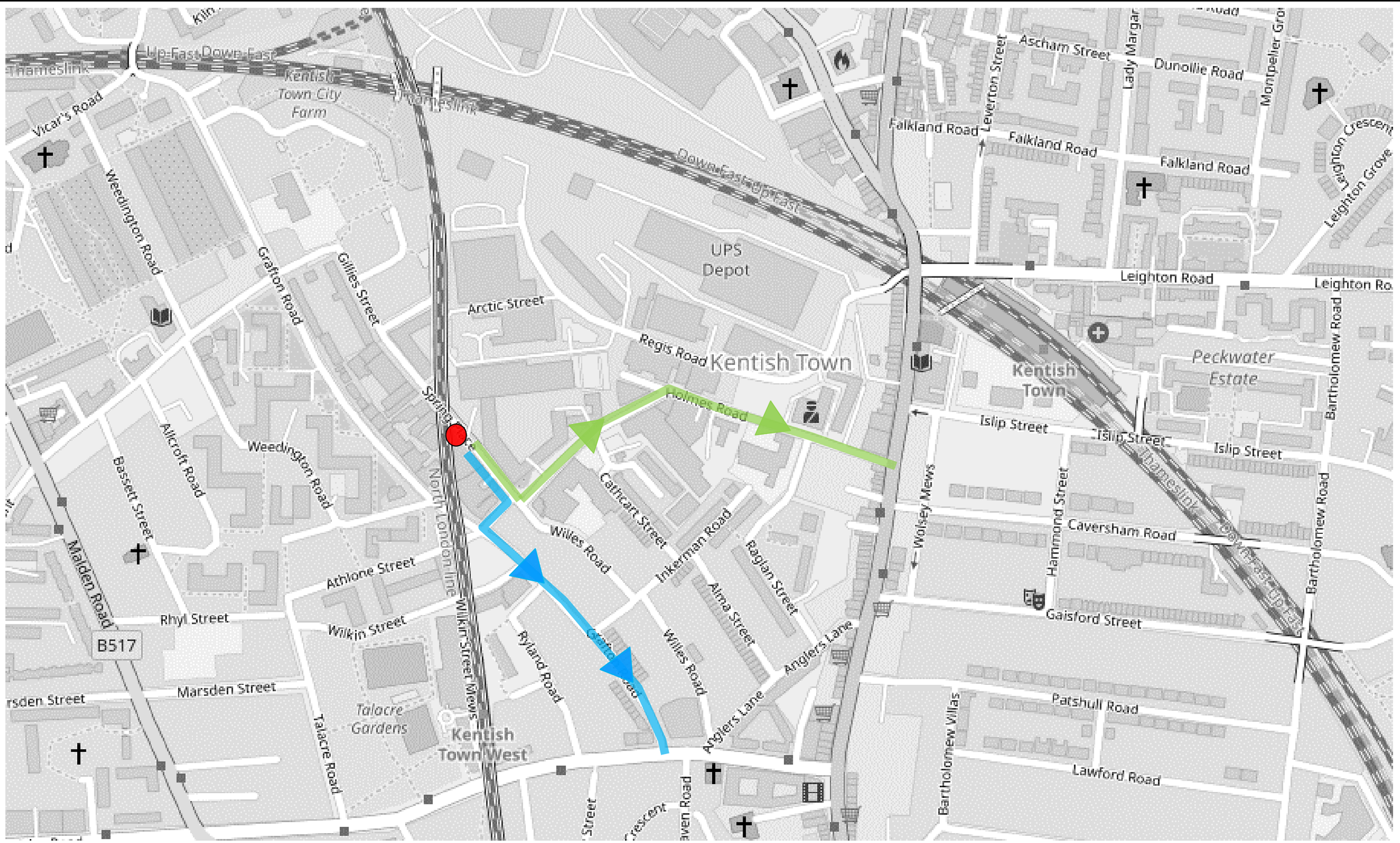

Key:

- Site
- Primary Routes for smaller HGVs (7.5t)
- Secondary Routes for medium HGVs (up to 18t) and route to be used if HGVs arrive/depart during school morning and afternoon peaks

3-6 Spring Place, Kentish Town

HGV Routing Strategy (Leaving Site)

DRAWN:	CHECKED:	DATE:	SCALES:
JW	ID	07/12/2020	NTS

DRAWING REFERENCE:

SEGRO

vectos.
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Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

Appendix G

Calculation Reference: AUDIT-152301-200601-0649

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	HD	HILLINGDON	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 1080 to 6100 (units: sqm)
Range Selected by User: 620 to 6100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 10/09/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	1 days
B2	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	1 days
1b Very poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BT-02-C-02 FOOD PRODUCTION BRENT
ABBEYDALE ROAD
ALPERTON

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6100 sqm
Survey date: WEDNESDAY 10/09/14 Survey Type: MANUAL

2 HD-02-C-02 WINDOW PRODUCTION HILLINGDON
BETAM ROAD
HAYES

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1080 sqm
Survey date: WEDNESDAY 05/12/12 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HD-02-C-01	not a comparable use

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6100	0.443	1	6100	0.164	1	6100	0.607
07:00 - 08:00	2	3590	0.195	2	3590	0.125	2	3590	0.320
08:00 - 09:00	2	3590	0.195	2	3590	0.084	2	3590	0.279
09:00 - 10:00	2	3590	0.167	2	3590	0.097	2	3590	0.264
10:00 - 11:00	2	3590	0.209	2	3590	0.209	2	3590	0.418
11:00 - 12:00	2	3590	0.139	2	3590	0.167	2	3590	0.306
12:00 - 13:00	2	3590	0.084	2	3590	0.111	2	3590	0.195
13:00 - 14:00	2	3590	0.097	2	3590	0.125	2	3590	0.222
14:00 - 15:00	2	3590	0.139	2	3590	0.125	2	3590	0.264
15:00 - 16:00	2	3590	0.125	2	3590	0.070	2	3590	0.195
16:00 - 17:00	2	3590	0.251	2	3590	0.139	2	3590	0.390
17:00 - 18:00	2	3590	0.125	2	3590	0.418	2	3590	0.543
18:00 - 19:00	1	1080	0.000	1	1080	0.370	1	1080	0.370
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.169			2.204			4.373

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	1080 - 6100 (units: sqm)
Survey date date range:	01/01/12 - 10/09/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	6100	0.016	1	6100	0.000	1	6100	0.016
07:00 - 08:00	2	3590	0.042	2	3590	0.028	2	3590	0.070
08:00 - 09:00	2	3590	0.014	2	3590	0.042	2	3590	0.056
09:00 - 10:00	2	3590	0.070	2	3590	0.042	2	3590	0.112
10:00 - 11:00	2	3590	0.070	2	3590	0.097	2	3590	0.167
11:00 - 12:00	2	3590	0.056	2	3590	0.070	2	3590	0.126
12:00 - 13:00	2	3590	0.028	2	3590	0.042	2	3590	0.070
13:00 - 14:00	2	3590	0.056	2	3590	0.028	2	3590	0.084
14:00 - 15:00	2	3590	0.070	2	3590	0.097	2	3590	0.167
15:00 - 16:00	2	3590	0.000	2	3590	0.014	2	3590	0.014
16:00 - 17:00	2	3590	0.014	2	3590	0.000	2	3590	0.014
17:00 - 18:00	2	3590	0.014	2	3590	0.000	2	3590	0.014
18:00 - 19:00	1	1080	0.000	1	1080	0.000	1	1080	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.450			0.460			0.910

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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