Uchaux Limited

REGENTS PARK HOTEL, CAMDEN

Transport Assessment (TA)

002
FEBRUARY 2021

PUBLIC

Uchaux Limited

REGENTS PARK HOTEL, CAMDEN

Transport Assessment (TA)

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70059971

OUR REF. NO. 002

DATE: FEBRUARY 2021

WSP

WSP House
70 Chancery Lane
London
WC2A 1AF

Phone: +44 20 7314 5000

Fax: +44 20 7314 5111

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Issue	Scheme update		
Date	July 2019	February 2021		
Prepared by	A Rashid	N Sunderland		
Signature	A R	N S		
Checked by	N Sunderland	Doug McDougall		
Signature	N S	D McD		
Authorised by	S Foxcroft	Doug McDougall		
Signature	S F	D McD		
Project number	70059971	70059971		
Report number	001	002		
File reference	\\uk.wspgroup.com\central data\Projects\700599xx\70059971 - Regents Park Road Hotel - Camden\03 WIP\DE Development\05 Reports\Transport Assessment			

CONTENTS

APPENDICES

1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 This Transport Assessment ('TA') is submitted in support of a detailed planning application ('the Application') made on behalf of Uchaux Limited ('the Applicant') for the Proposed Development at Regents Park Road Hotel, 155 - 157 Regents Park Road, London, NW1 8BB.

1.1.2 The Proposed Development comprises a ground plus six storey building, comprising a 59-key micro hotel.

1.1.3 This TA assesses the transport considerations associated with the Development in the context of national, regional and local planning policy and guidance. This TA should be read in conjunction with other documents, plans and studies submitted to accompany the Planning Application.

1.2 THE SITE

1.2.1 The site comprises a four-storey building on the corner of Regent's Park Road, Adelaide Road and Haverstock Hill. The building fronts Haverstock Hill and is set back from the main road by an area of public realm. The site comprises a mix of uses including retail at ground floor with office accommodation at ground, first and second floors and a single residential unit on the top floor.

1.2.2 The London Borough of Camden (LBC) is the local planning authority and the local highway authority.

1.2.3 The location of the site is illustrated in Figure 1-1.

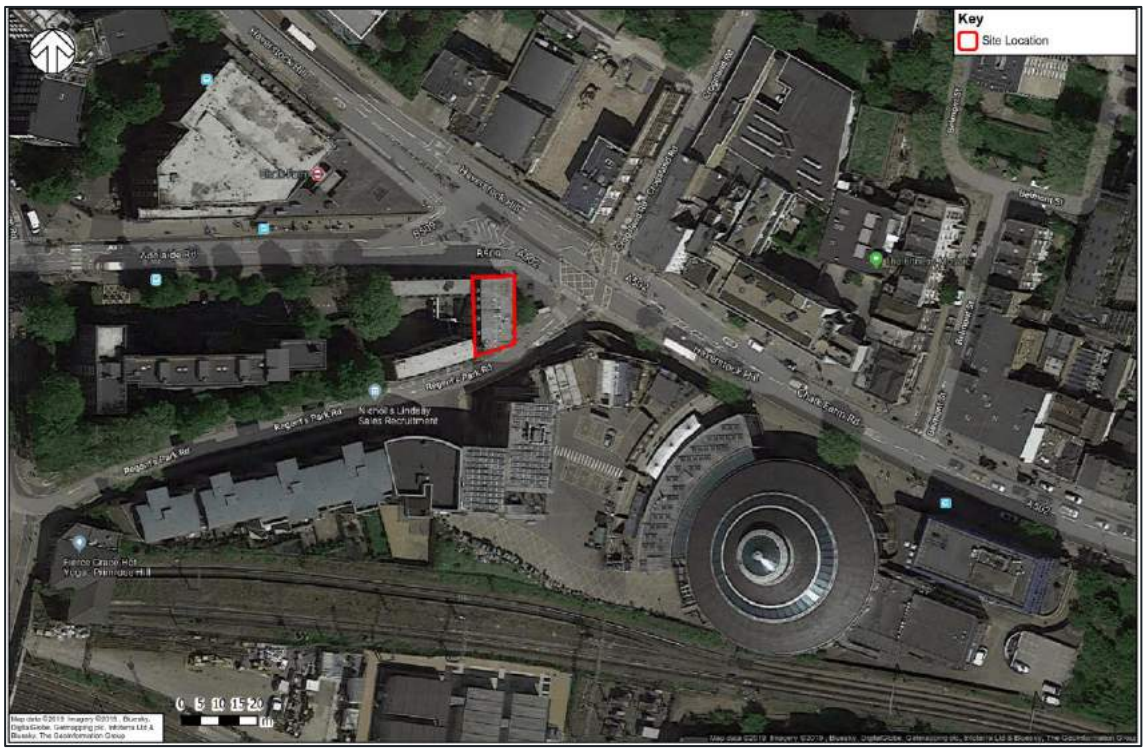


Figure 1-1 Site Location

1.2.4 The Site is within a Neighbourhood Centre. The site is immediately adjacent to Chalk Farm Station and is located next to the Roundhouse Arts venue. The site is not located within the Conservation Area but is in close proximity to the Primrose Hill, Eton and Regents Canal Conservation Area.

1.3 DEVELOPMENT PROPOSALS

1.3.1 The Proposed Development comprises the following:

"Redevelopment to provide a part ground plus 6-storey building and part ground plus 3-storey building comprising a hotel with associated works."

1.3.2 The development will be 'car-free' apart from a single blue badge car parking space which will be available for the hotel.

1.3.3 Cycle parking spaces will be provided in line with the minimum Publication London Plan and Camden Planning Guidance.

1.4 REPORT PURPOSE

1.4.1 This TA has therefore been prepared to provide supporting information to the planning applications and concentrates on the key transport aspects of the development.

1.4.2 The remainder of this report has been structured as follows:

- Section 2: Planning Policy;
- Section 3: Baseline Conditions – Pedestrian and Cycle Network;
- Section 4: Baseline Conditions – Public Transport;
- Section 5: Baseline Conditions – Highway Network;
- Section 6: Trip generation;
- Section 7: Development Proposals;
- Section 8: Assessment Summary and Mitigation;
- Section 9: Management Plans; and
- Section 10: Summary and Conclusions.

1.4.3 This TA should be read in conjunction with the submitted plans that accompany the planning application drawings prepared by Piercy & Company.

1.5 ADDITIONAL DOCUMENTS

1.5.1 In terms of highway and transport inputs, a Framework Travel Plan (FTP), Delivery and Servicing Management Plan (DSMP) and Outline Construction Logistics Plan (CLP) have been submitted as part of this planning application and should be read alongside this TA.

2 PLANNING POLICY

2.1.1 This chapter summarises relevant transport policy documents against which the development proposals will be considered at a national, regional and local level. Key policy documents include the following:

- National Planning Policy Framework (February 2019);
- National Planning Practice Guidance (March 2014);
- London Plan (April 2016);
- Publication London Plan (December 2020);
- Mayor's Transport Strategy (2018);
- London Borough of Camden Local Plan (July 2017); and
- Camden Planning Guidance – Transport (January 2021).

2.2 NATIONAL POLICY

National Planning Policy Framework (February 2019)

2.2.1 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.2.2 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways, (so that opportunities can be taken to secure net gains across each of the different objectives):

- 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;
- 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
- 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.

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

- The potential impacts of development on transport networks can be addressed;
- 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;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;

- 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
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.2.4 Planning policies should:

- Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- Be prepared with the active involvement of local highway authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- Provide for high quality walking and cycling networks and supporting facilities such as cycle parking, (drawing on Local Cycling and Walking Infrastructure Plans); and
- Provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.

2.2.5 If setting local parking standards for residential and non-residential development, policies should take into account: a) the accessibility of the development; b) the type, mix and use of development; c) the availability of and opportunities for public transport; d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

2.2.6 Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

2.2.7 Applications for development should:

- 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;

- Address the needs of disabled people and reduced mobility in relation to all modes of transport;
- 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 and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

NATIONAL PLANNING POLICY GUIDANCE (MARCH 2014)

2.2.8 In March 2014 the Department for Communities and Local Government launched the National Planning Practice Guidance (NPPG) to provide web-based guidance in support of the NPPF. The NPPG details the overarching principles on TAs and Travel Plans.

2.2.9 Paragraph 15 (Ref. ID: 42-015-20140306) of the NPPG notes that the scope and level of detail of a TA will vary from site to site. It lists matters to be considered when setting the scope of a TA. The following matters are considered to be of relevance to the assessment of the Proposed Development:

- Information about the Proposed Development, site layout and access arrangements for all modes of transport;
- Information about the neighbouring uses, amenity and character, and existing functional classification of the nearby road network;
- Data about existing public transport provision including the provision and frequency of services and proposed public transport changes;
- A qualitative and quantitative description of the travel characteristics of the Proposed Development including movements across all modes of transport that would result from the development and in the vicinity of the site;
- An analysis of the injury accident records on the public highway in the vicinity of the site access;
- An assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);
- Measures to improve accessibility;
- A description of parking facilities in the area and the parking strategy of the development; and
- Ways of encouraging environmental sustainability by reducing the need to travel.

2.3 REGIONAL POLICY

LONDON PLAN (2016)

2.3.1 The London Plan was initially published in July 2011 with subsequent alterations since adopted; Revised Early Minor Alterations to the London Plan in October 2013, Further Alterations to the London Plan (FALP) in March 2015 and Minor Alterations to the London Plan in March 2016. The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone and actively encourages more walking and cycling.

2.3.2 The London Plan recognises that transport plays a fundamental role in addressing the whole range of spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants, having major effects on places,

especially around interchanges and in town centres and on the environment, both within the city itself and more widely.

2.3.3 Policy 6.1 states the importance of closer integration of transport and development and hopes to encourage this by (inter alia):

- "Encouraging patterns of development that reduce the need to travel, especially by car;
- Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;
- Supporting development that generates high levels of trips only at locations with high levels of public transport accessibility, either currently or via committed, funded improvements;
- Improving interchange between different forms of transport, particularly around major rail and underground stations, especially where this will enhance connectivity in outer London;
- Facilitating the efficient distribution of freight whilst minimising its impacts on the transport network;
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management;
- Promoting greater use of low carbon technology so that CO2 and other contributors to global warming are reduced;
- Promoting walking by ensuring an improved urban realm; and
- Seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable".

2.3.4 Policy 6.3, regarding the effects of development on transport capacity, states that new developments which will give rise to significant numbers of new trips should be located either where there is already good public transport provision with capacity adequate to support the additional demand, or where such high-quality provision is being introduced. Phasing development, the use of Travel Plans and addressing freight issues may all help reduce the impact of the development.

2.3.5 Policy 6.10, relating to walking, states that "development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space."

PUBLICATION LONDON PLAN (DECEMBER 2020)

2.3.6 The Publication London Plan has been approved as the new London Plan by the Mayor, and was issued to the Secretary of State for consideration. It is expected to be formally adopted in early 2021.

2.3.7 The document aims to ensure that London's transport is easy, safe and convenient for everyone, and encourages the use of cycling, walking and public transport. The Mayor's key target, as set out in Policy T1 is that:

- 80% of all trips in London are to be made by foot, cycle or public transport by 2041.

2.3.8 The Publication London Plan recognises that London's challenges of guaranteeing its status as an efficient, well-functioning globally-competitive city are intertwined with the obstacles and opportunities that transport brings. It states that the integration of land use and transport is essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way.

2.3.9 In order to achieve this, the Publication London Plan acknowledges that a strategic shift is needed to reduce Londoners' dependency on the car, creating a healthy, pleasant and sustainable street environment in which people can walk, cycle and use public transport.

2.3.10 'Policy T2 Healthy Streets' outlines that development proposals should:

- Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London Guidance;
- Reduce the dominance of vehicles on London's streets whether stationary or moving; and
- Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Source: Lucy Saunders

Figure 2-1: Ten Healthy Streets Indicators

2.3.11 'Policy T4 Assessing and mitigating transport impacts' states that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. It is acknowledged that TAs should be submitted with development proposals where appropriate and 'focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development.'

2.3.12 Where parking is provided, electric vehicle charging infrastructure should be implemented. In total, 20% of all car parking spaces should have acting charging facilities, with passive provision for all remaining spaces.

2.3.13 Car parking standards for the proposed hotel use are set out below:

"In the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.

B In locations of PTAL 0-3, schemes should be assessed on a case-by-case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels.

C All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.

D Disabled persons parking should be provided as set out in Policy T6.5 Non-residential disabled persons parking."

2.3.14 Policy T6 Car Parking has been changed to include that:

"Car-free development has no general parking but should still provide disabled persons parking in line with part E of this policy.

An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets."

2.3.15 New car parking standards are shown below.

Table 2-3: Publication London Plan Car Parking Standards

Land Use	London Plan Maximum Car Parking Standards
Hotel and Leisure Uses	In the CAZ and locations with a PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.

2.3.16 Policy T5 Cycling has been states that:

"Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Development Plans requiring more generous provisions of cycle parking based on local evidence will be supported"

2.3.17 Cycle parking standards relevant to the Proposed Development are summarised below.

Table 2-4: Publication London Plan Cycle Parking Standards

Land Use-Class		London Plan Minimum Cycle Parking Standards	
		Long-Stay	Short-Stay
C1	Hotels (bars, restaurants, gyms etc. open to the public should be considered individually under relevant standards)	1 space per 20 bedrooms	1 space per 50 bedrooms

MAYOR'S TRANSPORT STRATEGY (MARCH 2018)

2.3.18 The Mayor's Transport Strategy (MTS) 2018 focuses on the Healthy Streets Approach, aimed at improving London's Streets in terms of the following:

- Active, inclusive and safe travel;
- Making more efficient use of the street network; and
- Improve air quality and the environment.

2.3.19 The Healthy Streets Approach focuses on reducing car dependency by creating a better and healthier approach to street design. The Healthy Streets Approach provides the framework for putting human health and experience at the heart of planning the city.

2.3.20 The Mayor's transport strategy which outlines an updated vision for London in the next 25 years, mainly centred round the reduction of car dependency and the Healthy Streets Approach.

2.3.21 The Major, through TfL and the boroughs, and working with stakeholders, will reduce Londoners dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

2.3.22 In relation to new homes and jobs, the Mayor writes to ensure developments are delivered in line with transport principles of good growth by using transport to – create high-density, mixed-use places and unlocking growth potential in underdeveloped parts of the city.

2.3.23 The MTS notes that transport has a role to play in delivering good growth that satisfies the following principles:

- Good access to public transport
- High-density, mixed use developments
- People choose to walk and cycle
- Car-free and car-lite places
- Inclusive, accessible design
- Carbon-free travel
- Efficient freight

THE POLICIES OF THE MTS SEEK TACKLE THE CHALLENGES THROUGH:

- "making London a city where people choose to walk and cycle more often by improving street environments and promoting the benefits of active travel.
- Aiming for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

- Prioritising space efficient modes of transport to tackle congestion and improve the efficiency of streets for the movement of people and goods, with the aim of reducing overall traffic levels by 10-15 per cent by 2041.
- Seeking to make London's transport network zero emission by 2050.
- Using the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.

Supporting mode shift away from car travel: new transport services should not encourage more car journeys, especially where there are good walking, cycling or public transport options."

2.4 LOCAL POLICY

LONDON BOROUGH OF CAMDEN LOCAL PLAN (JULY 2017)

2.4.1 On the premise of improving health and wellbeing, air quality and sustainable communities, the Camden Local Plan seeks to prioritise sustainable transport such as walking, cycling and public transport and to minimise the use of motor vehicles to transport both people and freight. The following policy are relevant to the Grand Union House site.

2.4.2 Policy T1 regarding 'Prioritising walking, cycling and public transport' seeks to ensure that developments:

- improve the pedestrian environment by supporting high quality public realm improvement works;
- make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;
- are easy and safe to walk through ('permeable');
- are adequately lit;
- provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and
- contribute towards bridges and water crossings where appropriate;
- provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;
- provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;
- makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;
- is easy and safe to cycle through ('permeable'); and
- contribute towards bridges and water crossings suitable for cycle use where appropriate.

2.4.3 With regards to 'Public Transport', Policy T1 also states:

"The borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services

generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

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

2.4.4 Policy T2 addresses 'Parking and Car-free Development'. The council intends to limit the availability of parking and require all new developments in the borough to be car free. On-site parking will be limited to spaces designated for disabled parking and/or essential operational or servicing needs.

2.4.5 In relation to the 'Sustainable movement of goods and materials', Policy T4 seeks to reduce the movement of goods and materials by road. Instead, the council will:

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

Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

- Minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;
- Accommodate goods vehicles on site; and
- Provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate."

CAMDEN PLANNING GUIDANCE (JANUARY 2021)

2.4.6 Camden Planning Guidance (CPG): Transport is a supplementary document which provides transport advice, with a particular focus on mitigating transport related issues such as poor air quality and congestion in the borough. The guidance is in line with the Local Plan policies.

2.4.7 The guidance states that TAs should enable the council to consider whether:

- the development is acceptable in its proposed form and without any alterations to existing transport arrangements;
- some alteration would be needed to the development or to transport facilities or networks in order to accommodate the travel it would generate in an acceptable way;
- the development could not proceed without unacceptable harm to travel or the transport network, in which case the proposal would be contrary to Policy A1 (Managing the Impact of a Development).

The Key Messages within the CPG: Transport document with respect to cycling facilities include:

The Council will seek high quality cycle parking facilities for development, including redevelopments and in applications that change travel patterns and the travel profile or increase the numbers of people travelling to a site.

Applicants must provide, as a minimum, the quantity of cycle parking spaces as set out in the London Plan; and

Applicants will provide cycling facilities that are fully inclusive and accessible by step free access.

3 BASELINE CONDITIONS – PEDESTRIAN AND CYCLE NETWORK

3.1 INTRODUCTION

3.1.1 This chapter sets out the existing conditions in the vicinity of the site in the context of pedestrian and cycle accessibility.

3.1.2 The review of planning guidance contained in the preceding section highlights the emphasis being placed on the integration of land use, transport and planning decisions. In accordance with the underlying principles within the NPPF, this section considers the accessibility of the site to local facilities on foot and by bicycle.

3.2 PEDESTRIAN ACCESSIBILITY

3.2.1 The site has access to a number of public transport services including Chalk Farm London Underground (LU) station which is situated immediately north of the site.

3.2.2 The street network surrounding the site has an established network of footways which provide access to the proposed development, nearby facilities and amenities, local bus stops and Chalk Farm LU station.

3.2.3 A signalised crossing is provided across Adelaide Road provided a direct connection from the site to Chalk Farm LU station.

3.2.4 The primary pedestrian access to the site is via Haverstock Hill and Adelaide Road.

3.2.5 Pedestrian isochrones have been generated for the Site as shown in Figure 3-1. They show pedestrian accessibility to the surrounding area based on the average walking speed of 4.8 km/h.

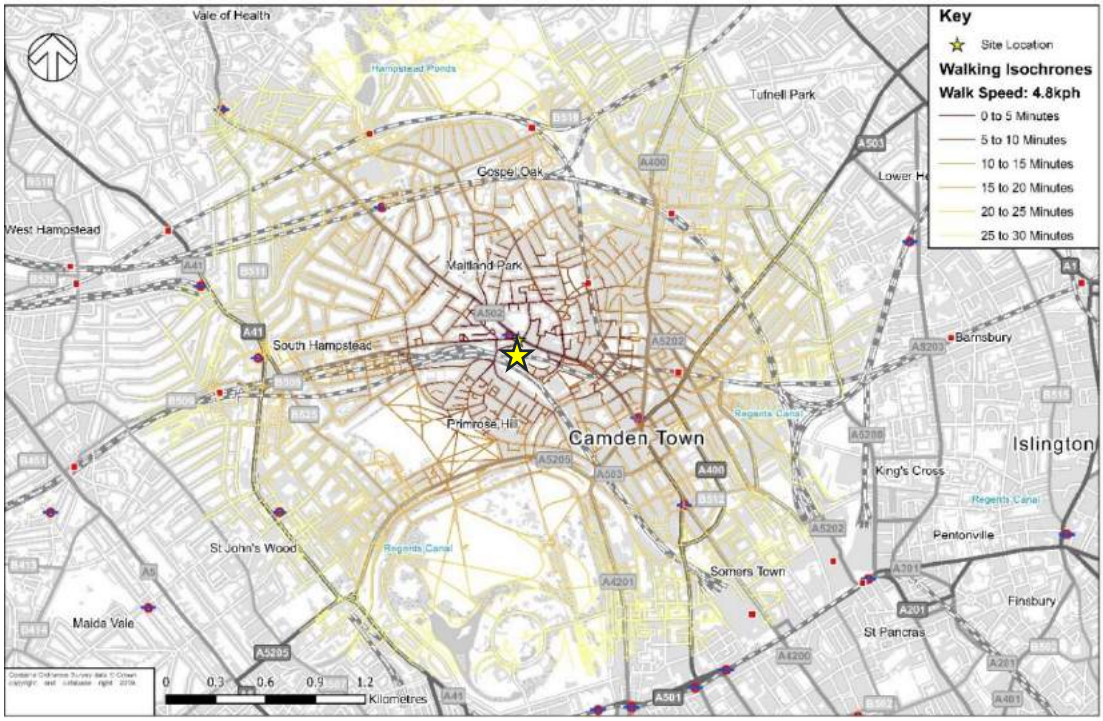


Figure 3-1: Pedestrian Isochrones

3.2.6 Figure 3-1 shows that the Site is a very short walk to Chalk Farm LU Station (less than one minute), and between a 15 and 20-minute walk from Camden Town LU Station.

3.3 CYCLE ACCESSIBILITY

3.3.1 Figure 3-2 shows the cycle isochrones for the Site in 5-minute increments up to a 30-minute cycle ride. The cycle isochrones show cycle accessibility to the surrounding area based on an average cycling speed of 16 km/h.

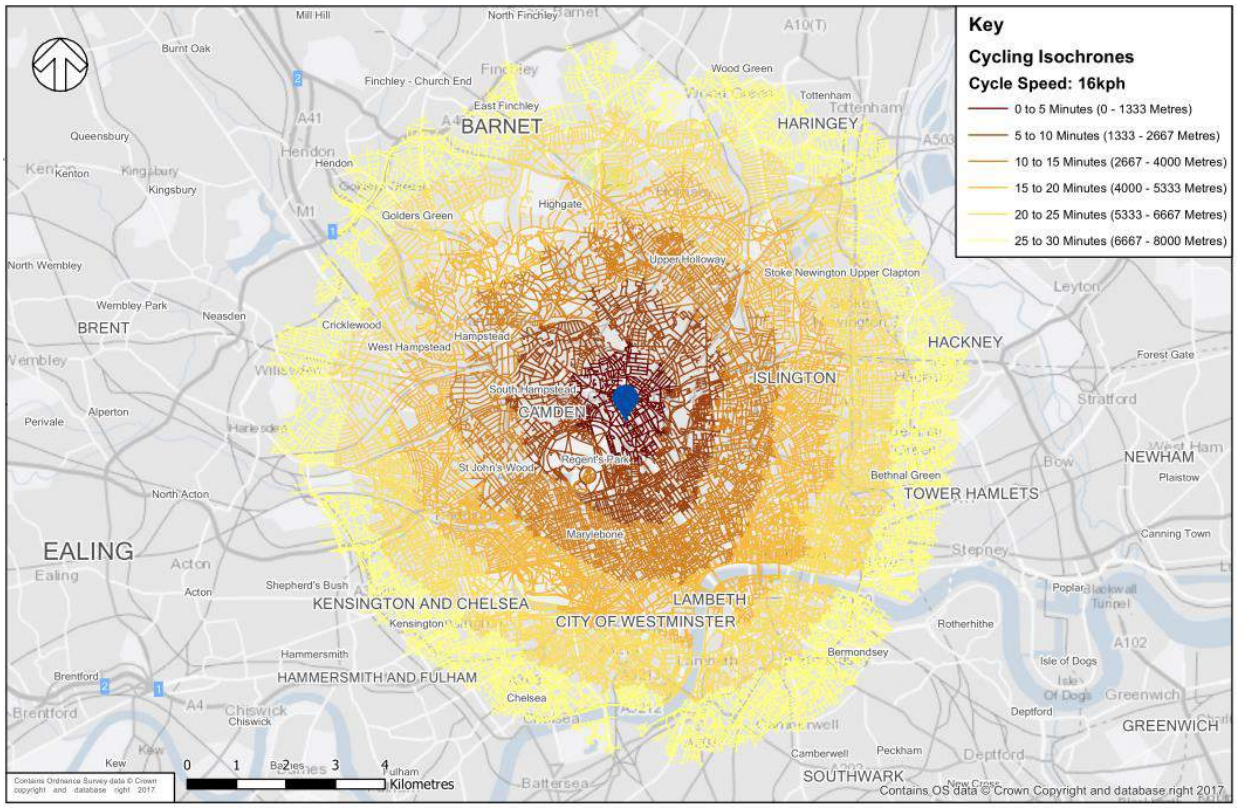


Figure 3-2: Cycle Isochrones

3.3.2 Figure 3-2 shows that the Site is well connected by bicycle, particularly to and from Central London.

CYCLE ROUTES

3.3.3 The Site is conveniently placed within an efficient network of on and off-road cycle routes. To the south west of the Site, routes lead to Regents Park and Primrose Hill, providing cyclists with a safe and scenic throughway to Central London.

3.3.4 There are recommended roads for cycling which lead to Euston, St Pancras and Kings Cross Stations towards the south east, and various routes into the London Borough of Hackney further afield. Routes to the north of the Site provide direct access to Hampstead Heath and Finsbury Park. A plan illustrating the cycling facilities within the local area including local cycle routes is shown is Figure 3-3.

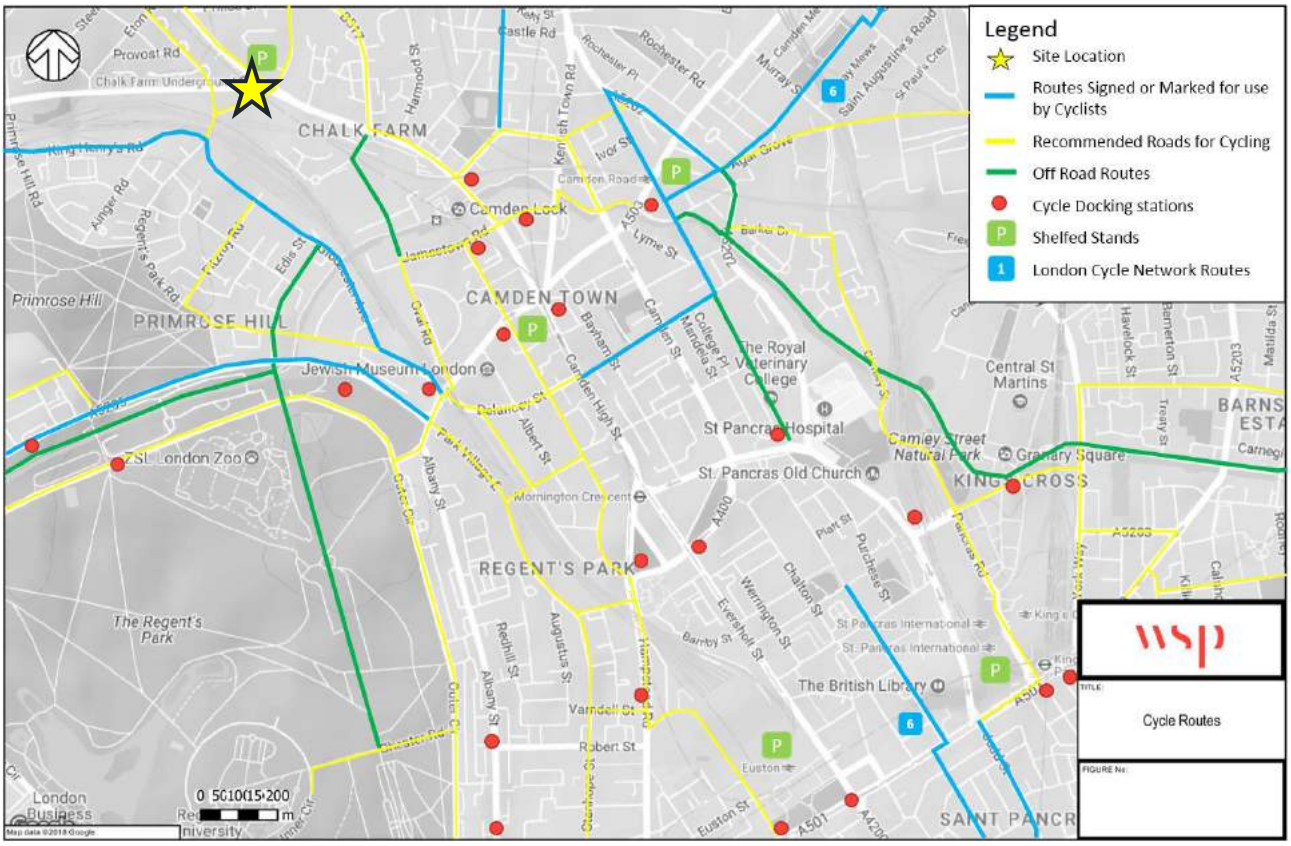


Figure 3-3: Cycle Routes

SANTANDER CYCLE ACCESSIBILITY

3.3.5 The nearest Santander Cycle Hire Docking points are located on Hawley Crescent, Greenland Road and Arlington Road. These are shown on Figure 3-4, while Table 3-1 details each docking point within close proximity to the Site.

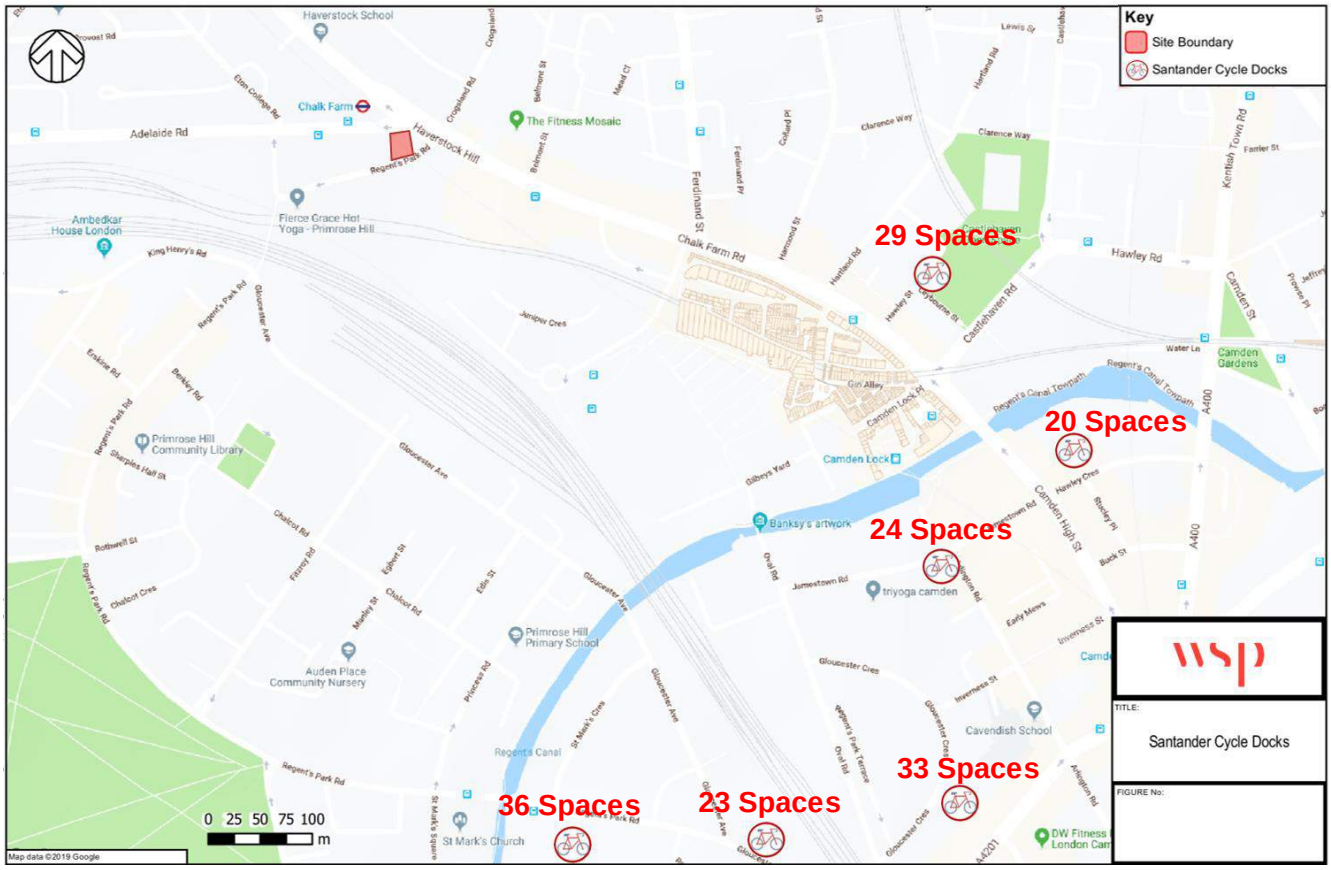


Figure 3-4: Santander Cycle Docks

Table 3-1: Docking Points 500m from Site

Docking Point Location	Number of Docking Points	Distance from Site	Walking time from Site
Castlehaven Road	29	600m	8 minutes
Hawley Crescent	20	800m	10 minutes
Arlington Road	24	800m	10 minutes
Parkway, Camden Town	33	1.2km	15 minutes
Gloucester Avenue, Camden Town	23	1.0km	12 minutes
The Regent's Park	36	1.2km	16 minutes

3.4 LOCAL AMENITIES AND FACILITIES

3.4.1 The Site is conveniently located close to various amenities and facilities. These are discussed in more detail overleaf.

RETAIL AND COMMERCIAL

3.4.2 There are various supermarkets nearby, the nearest of which is a Sainsbury's Local, which is approximately 150m from the Site, on Chalk Farm Road. Figure 3-5 shows other supermarkets within the vicinity of the Site. There is a large Morrison's supermarket approximately 400m from the Site.

3.4.3 Along Chalk Farm Road, Kentish Town Road and Camden High Street, there are also smaller independent convenient stores, as well as retail shops, bars and restaurants. The renowned Camden Market is located around Camden Lock, providing additional recreational and employment opportunities.

3.4.4 Given the Site's proximity to Central London and the excellent transport links, the Site also benefits from an array of retail, commercial and employment opportunities in Oxford Street, the West End and the City.

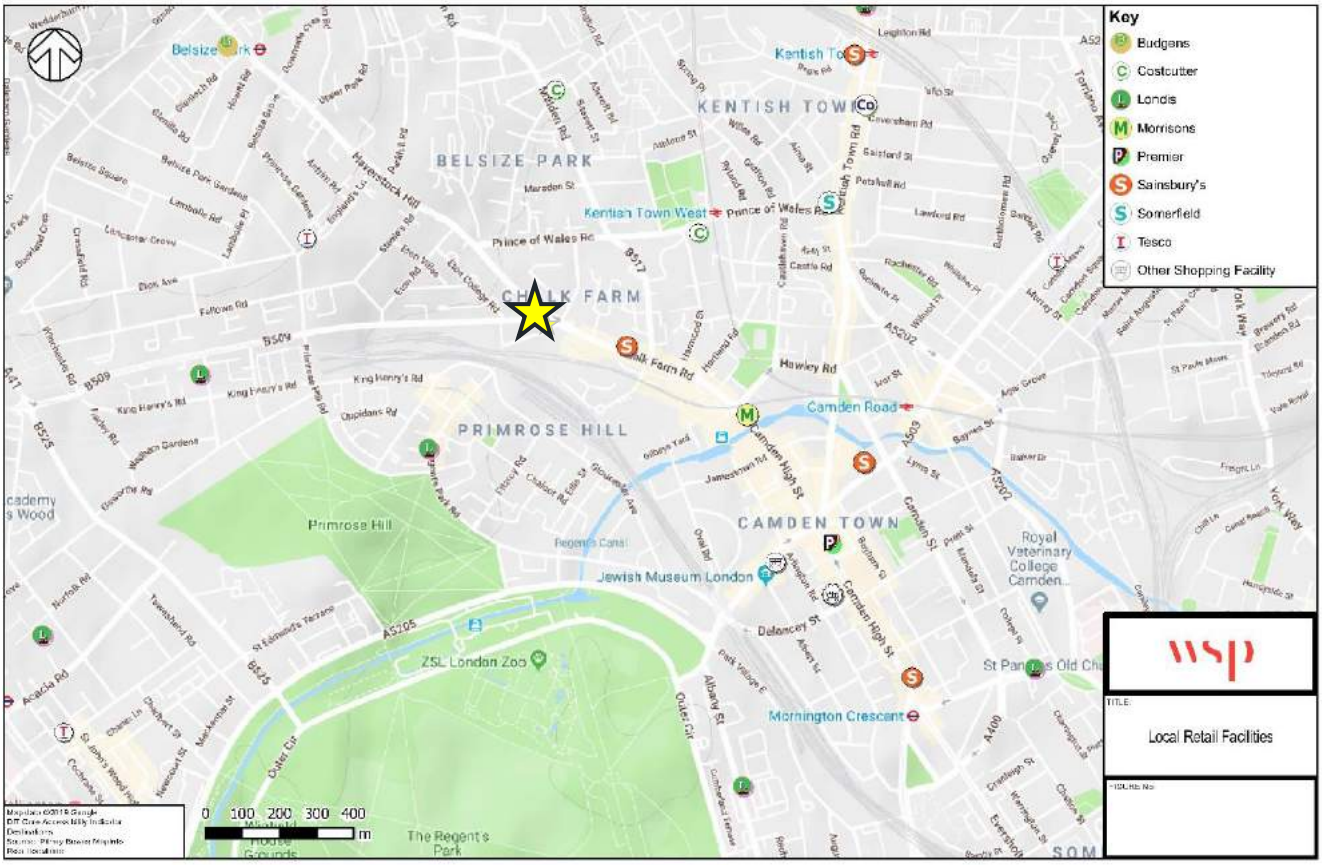


Figure 3-5: Local Supermarkets

HEALTH

3.4.5 The nearest pharmacy to the Site is Primrose Hill Surgery, located a 300m south or 4-minute walk away. The closest hospital to the Site is St Pancras Hospital located 1.3km or a 25-minute walk away, and there is an NHS Service Centre for Ageing and Mental Health situated at the same distance from the Site. There are also various opticians and dentists within a 10-minute walk.

3.4.6 Figure 3-6 below illustrates the local health and wellbeing facilities surrounding the Site.

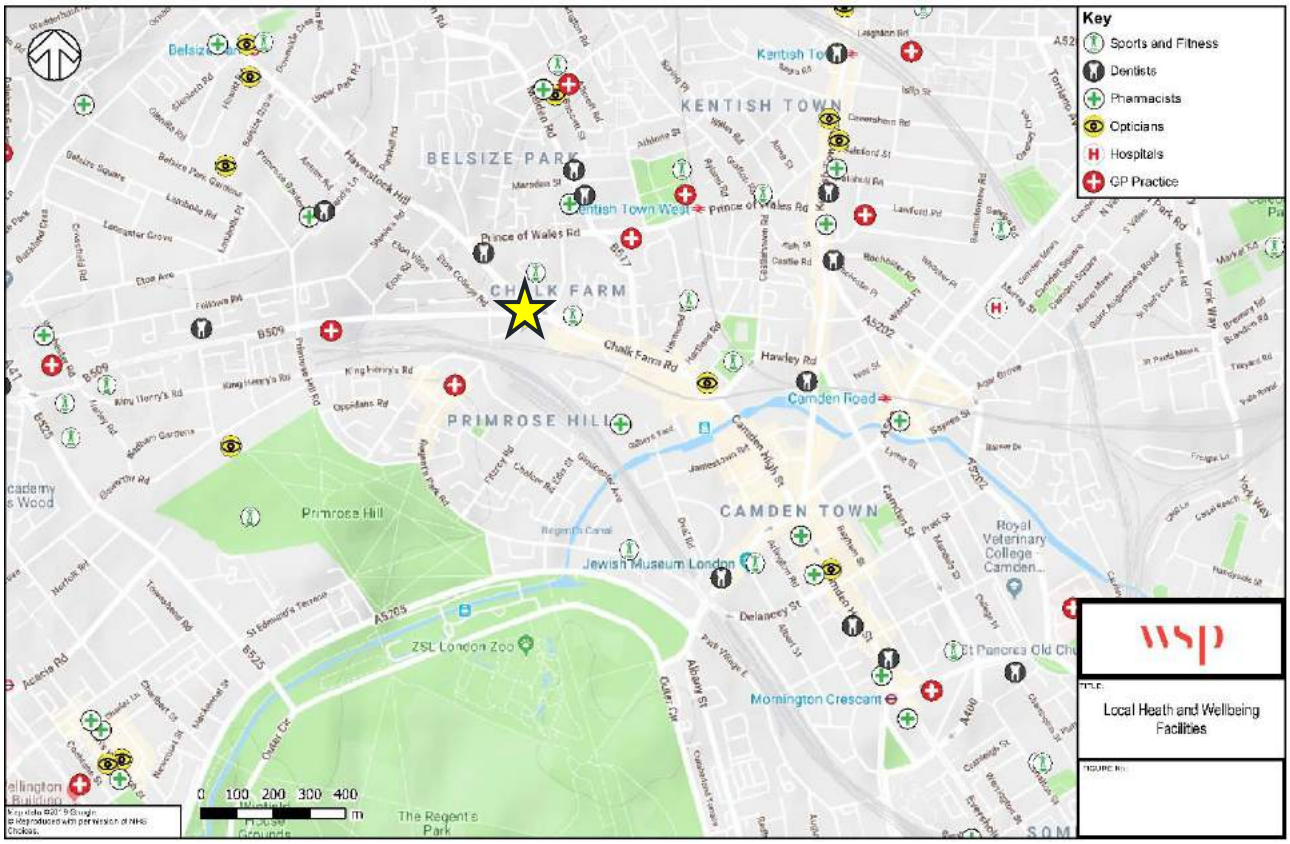


Figure 3-6: Local Health and Wellbeing Facilities

EDUCATION

3.4.7 The nearest Primary School is Primrose Hill Primary School, which is located 805m south or a 9-minute walk away from the Site. Haverstock school is the closest secondary school, only 160m or a 3minute walk from the site. There are several other educational facilities within the vicinity of the Site, including other primary, secondary and private schools.

3.4.8 Figure 3-7 illustrates the local educational facilities in the area surrounding the Site.

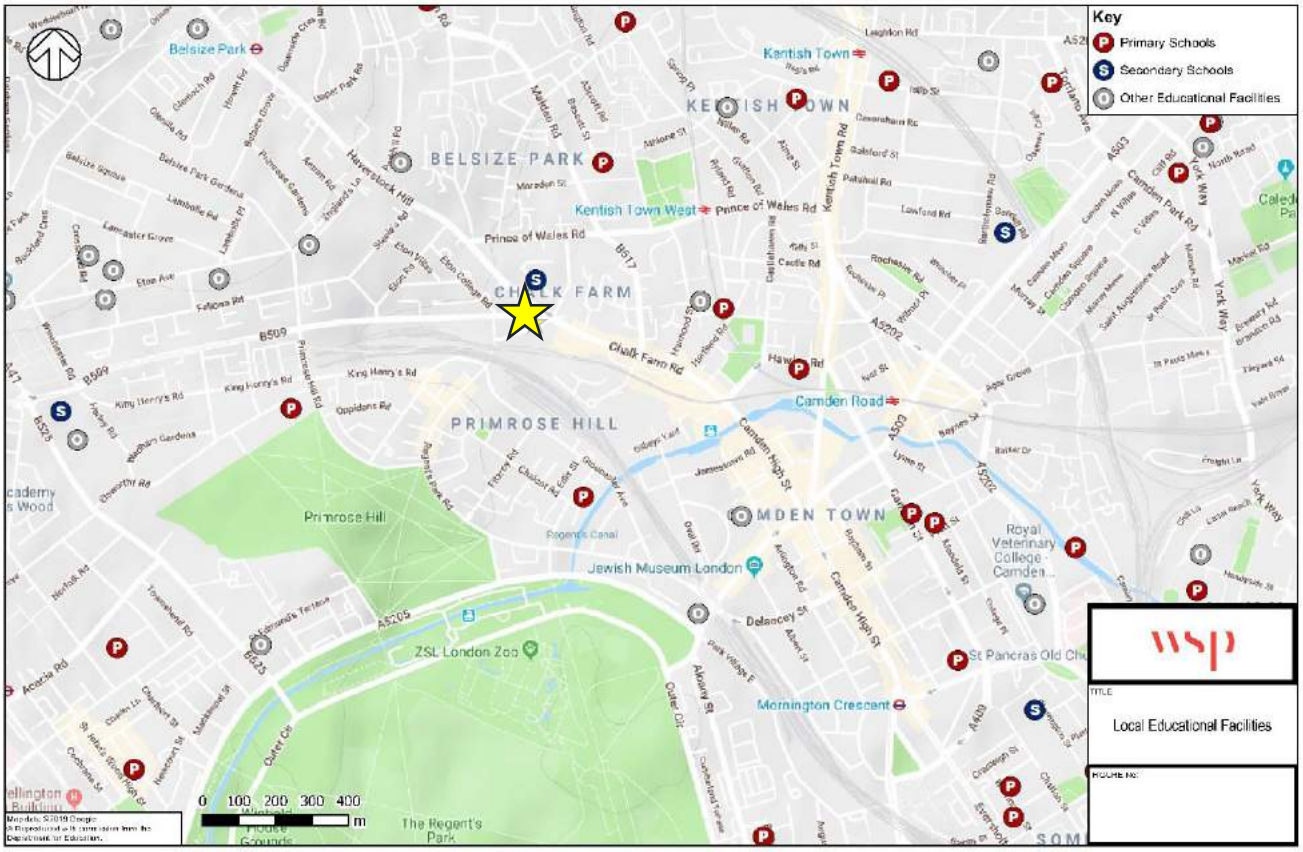


Figure 3-7: Local Educational Facilities

4 BASELINE CONDITIONS – PUBLIC TRANSPORT

4.1 BUS

4.1.1 There is a number of bus stops within close proximity to the Site served by numerous bus routes. These are located on Kentish Town Road and Camden Road, as shown in Figure 4-1. The nearest bus stop is adjacent to the Site and is served by bus routes 31, N28 and N31.

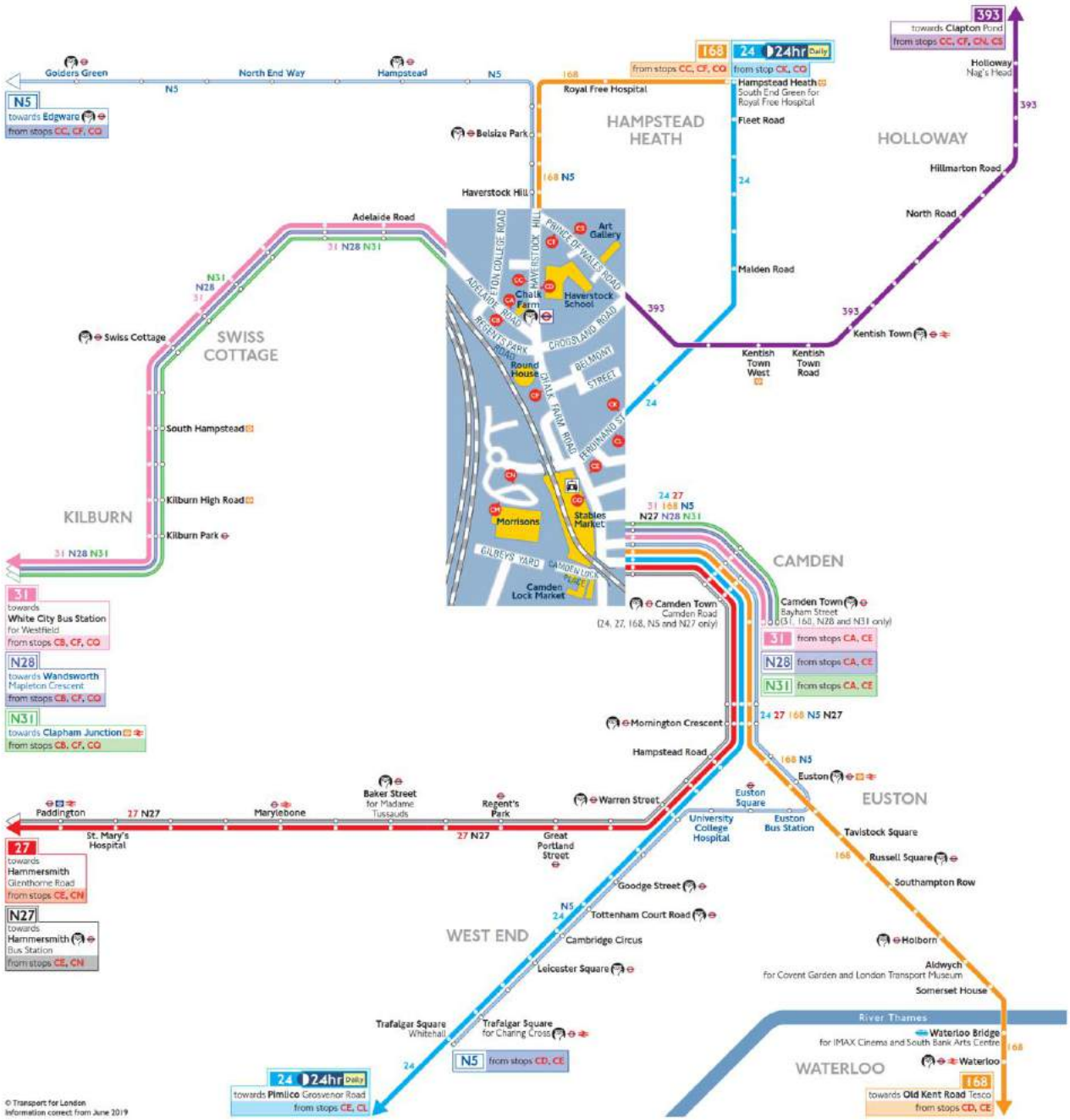


Figure 4-1: Local Bus Routes

Table 4-1: Bus Route Summary

Bus Service	Bus Stop	Route	AM Peak (08:00-09:00) Frequency	PM Peak (17:00-18:00) Frequency
24	Ferdinand Street (Stop CK)	Hampstead Health – Pimlico	9	9
	Ferdinand Street (Stop CL)	Grosvenor Road (Pimlico) – Royal Free Hospital (Hampstead Heath)	7	7
31	Chalk Farm (Stop CB)	Camden – White City	7	7
	Chalk Farm (Stop CA)	Camden Town	6	6
168	Chalk Farm (Stop CC)	Hampstead Heath – Old Kent Road	8	8
	Chalk Farm (Stop CD)	Old Kent Road – Hampstead Heath	8	8
393	Chalk Farm (Stop CC)	Lower Clapton	5	5
	Chalk Farm (Stop CD)	Terminates here	-	-

Source: Transport for London (TfL)

4.2 UNDERGROUND

4.2.1 The nearest station is Chalk Farm Underground Station, which is located immediately north of the site. The LU station is served by the western branch of the Northern Line, as shown on Figure 4-2. The Site is located within Zone 2 and provides frequent and fast services into Central London. Table 4-2 summarises the frequencies and destinations for the weekday AM and PM Peak hours.

Table 4-2: London Underground Services at Chalk Farm Station

Direction	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
Northbound	Edgware	17	21
Southbound	Kennington (via Tottenham Court Road)	25	24
	Morden (via Bank)	19	18

Source: Transport for London (TfL)

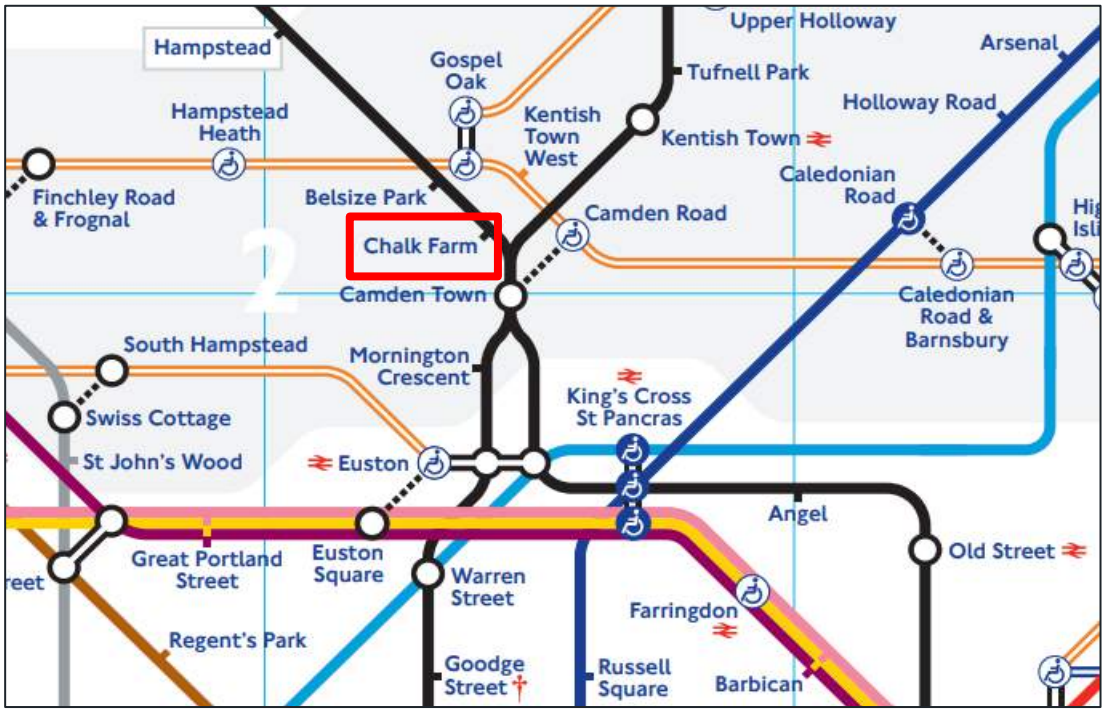


Figure 4-2: Local London Underground Services

4.3 LONDON OVERGROUND

4.3.1 The nearest London Overground station is Kentish Town West Rail Station located approximately 650m in a north-eastern direction from the Site. Details of London Overground frequencies at the station are provided in Table 4-3.

Table 4-3: London Overground Services at Kentish Town Station

Direction	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
East Bound	Stratford	8	8
West Bound	Clapham Junction	4	4
	Richmond	4	4

Source: Transport for London (TfL)

4.4 RAIL

4.4.1 Euston Station is accessible within a 20-minute walk, at a distance of 1.6km south of the Site, with services by Virgin, West Midlands and Caledonian Sleeper Trains, in addition to a different branch of the London Overground. This provides connections to various locations, including Edinburgh, Manchester, Birmingham, Northampton and Watford junction.

4.4.2 Table 4-4 provides a summary of the routing and frequency of direct rail services to and from key destinations during the weekday AM and PM peak hours.

Table 4-4: Rail Services at Euston Station

Operator	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
Overground	Watford Junction	3	3
Virgin	Wolverhampton	3	3
	Edinburgh Waverley	1	2
	Glasgow	1	0
	Holyhead	1	1
	Liverpool Lime Street	1	1
	Manchester Piccadilly	3	3

Source: Transport for London (TfL)

4.5 PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

4.5.1 TfL's online WebCAT tool shows the Site as having a PTAL of 6a as shown in Figure 4-3. A copy of the PTAL report in contained within **Appendix A.**

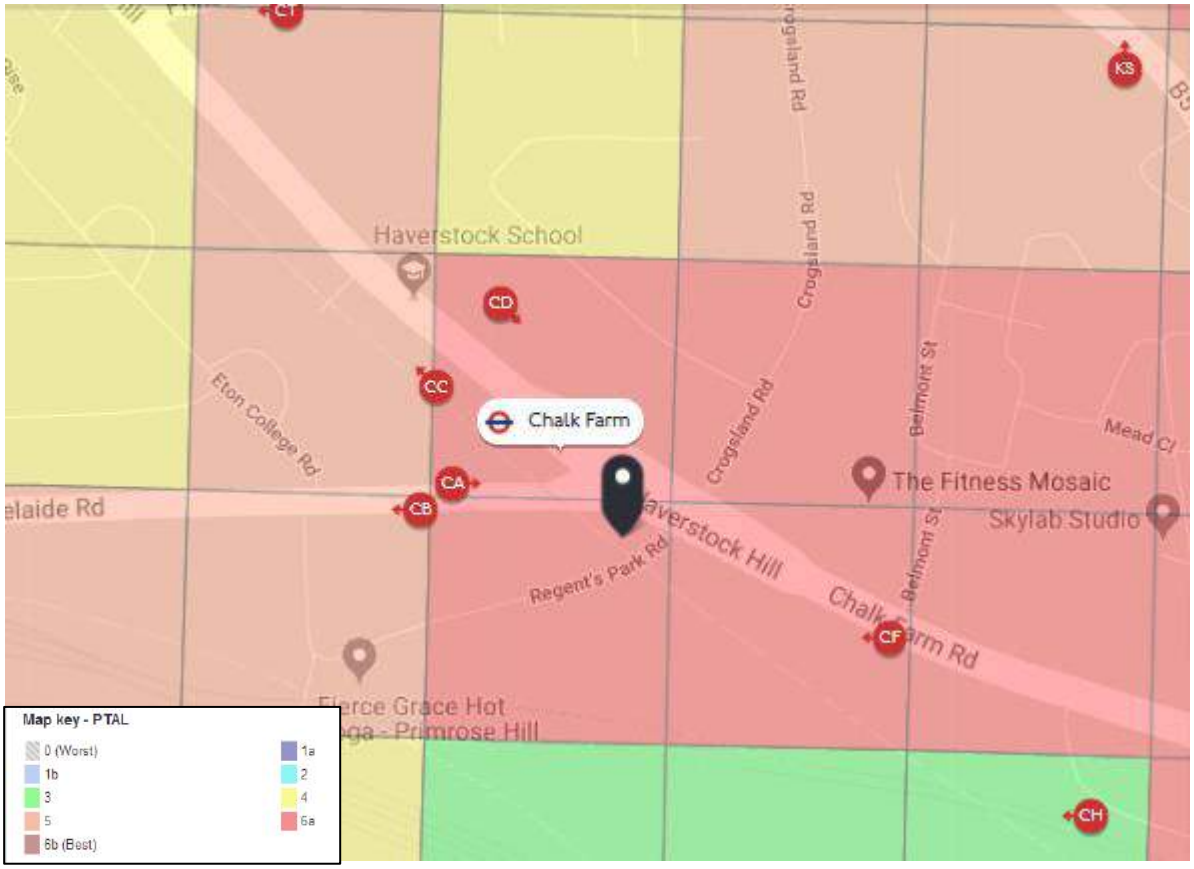


Figure 4-3: PTAL Map

4.6 TIME MAPPING (TIM)

4.6.1 The range and frequency of public transport services and existing connectivity is reflected in the TfL online time mapping calculator as shown in Figure 4-4.

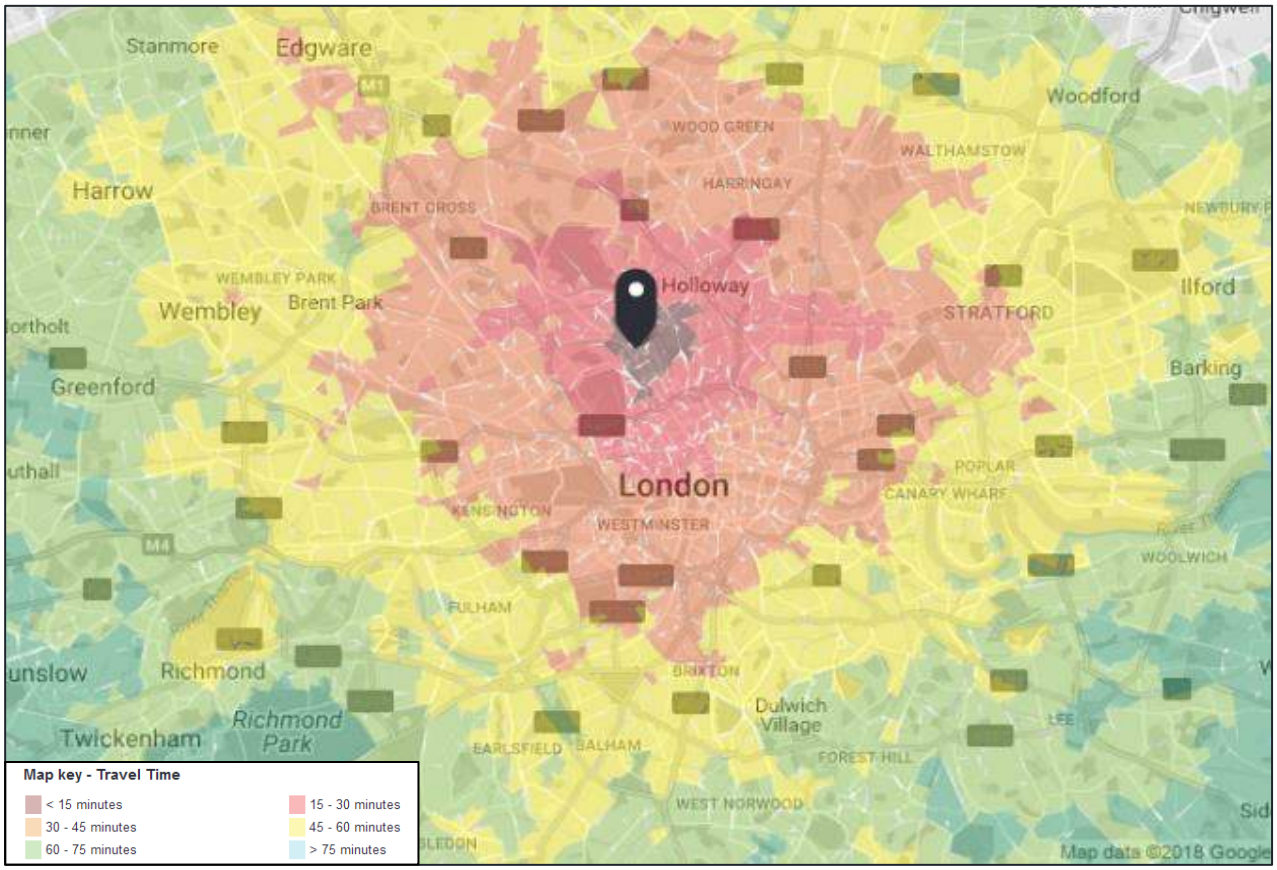


Figure 4-4: Time Mapping

4.6.2 The TIM mapping shows that the Site is within 30-minutes travel time of Holloway, City of London and Whitechapel, and within 30-45 minutes travel time of Wood Green, Brent Cross and Stratford.

5 BASELINE CONDITIONS – HIGHWAY NETWORK

5.1 INTRODUCTION

5.1.1 This chapter provides a description of the existing highway conditions in the vicinity of the Site, including a description of the local road network and a review of personal injury accident records.

5.2 HIGHWAY CONDITIONS

LOCAL HIGHWAY NETWORK

5.2.1 The local highway network surrounding the Site is shown in Figure 5-1. The Proposed Development is bound by Regent's Park Road to the south and Adelaide Road to the north.

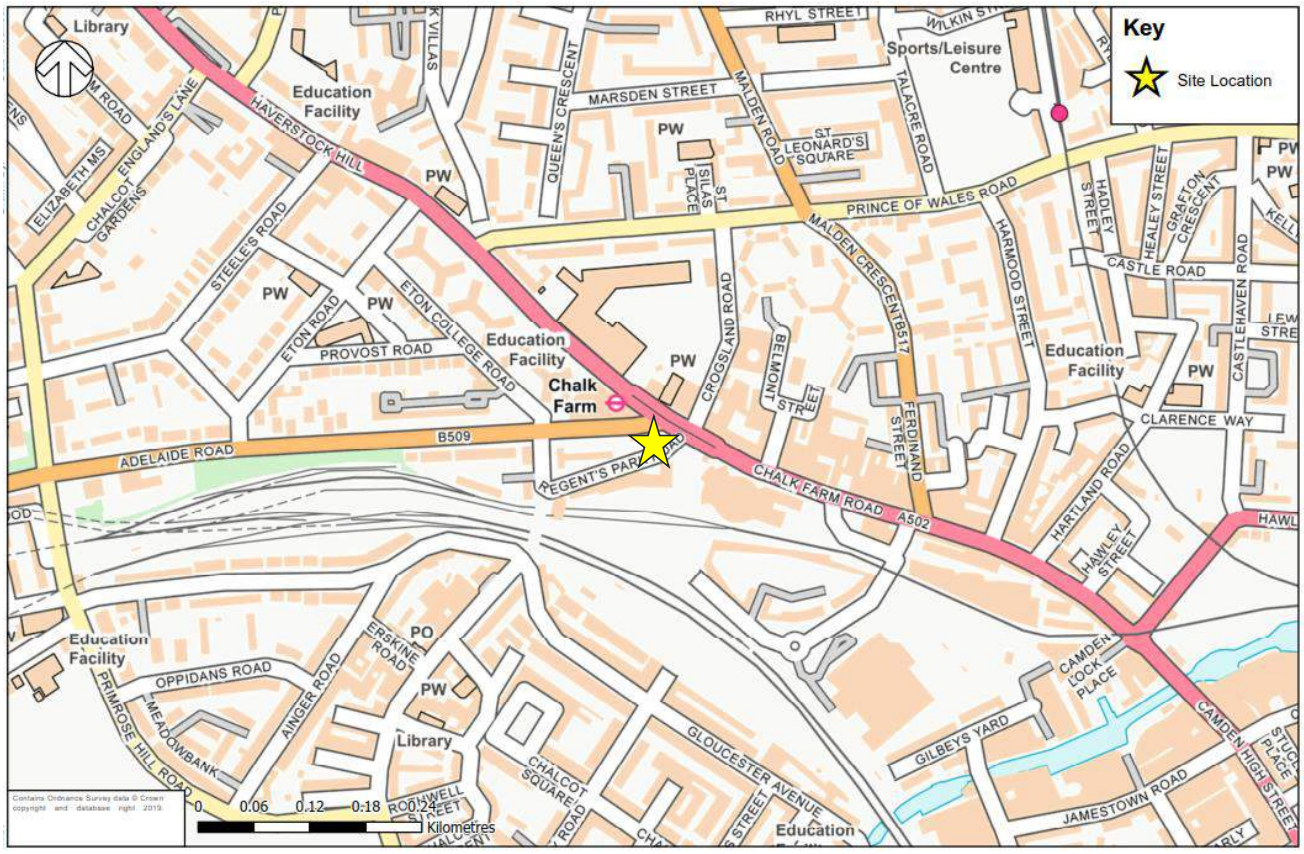


Figure 5-1: Local Highway Network Plan

5.3 ON-STREET PARKING AND LOADING RESTRICTIONS

5.3.1 The Site is within Camden Controlled Parking Zone CA-B Belsize, with adjacent streets in CA-F (nw) – Camden Town North West. The CPZ around the Site provides a mixture of parking conditions which are operational within the hours of 09:30-18:30 Monday to Friday and between 09:30-13:30 on Saturdays and Sundays in CA-B Belsize CPZ.

5.3.2 A map of the CPZs is illustrated in Figure 5-3.

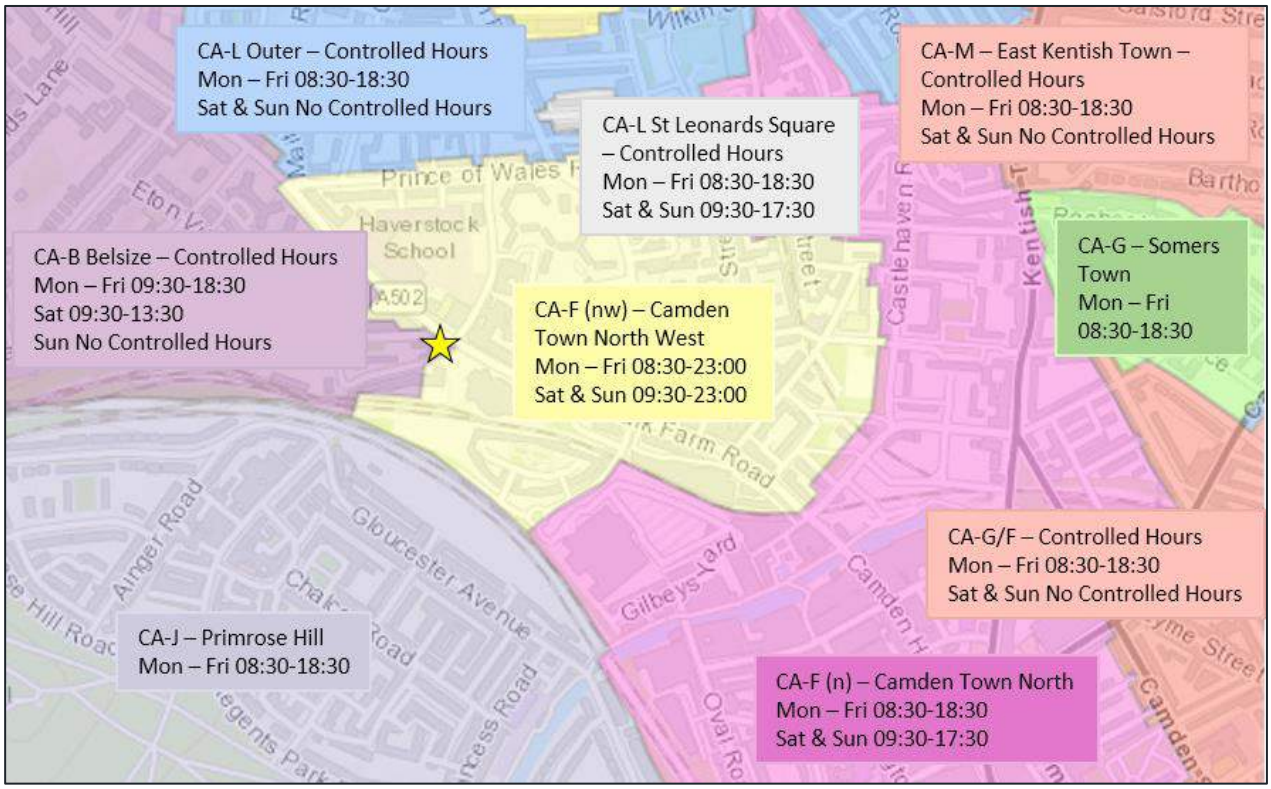


Figure 5-3: Camden Controlled Parking Zones

5.3.3 On Regent's Park Road, there is an advisory east-bound cycle lane against the northern kerb, directly adjacent to the site. Parking is provided for c.15 vehicles further down on Regents Park Road against the southern kerb. These parking bays are subject to 'CA-F (nw)' parking restrictions. No parking is provided in the vicinity of the site on Adelaide Road.

5.4 CAR CLUB

5.4.1 There are six car clubs located within a 10-minute walking distance from the Site, provided by Zipcar and Enterprise Car Club. The closest are on Adelaide Road and Chalk Farm Road, both 180m away or at a 2-minute walk from the Site. Other nearby locations include Regent's Park Road, 220m away or a 3-minute walk from the Site, and Haverstock Hill, 450m away or a 5-minute walk from the Site. The existing car clubs within the vicinity of the Site are illustrated in Figure 5-4.

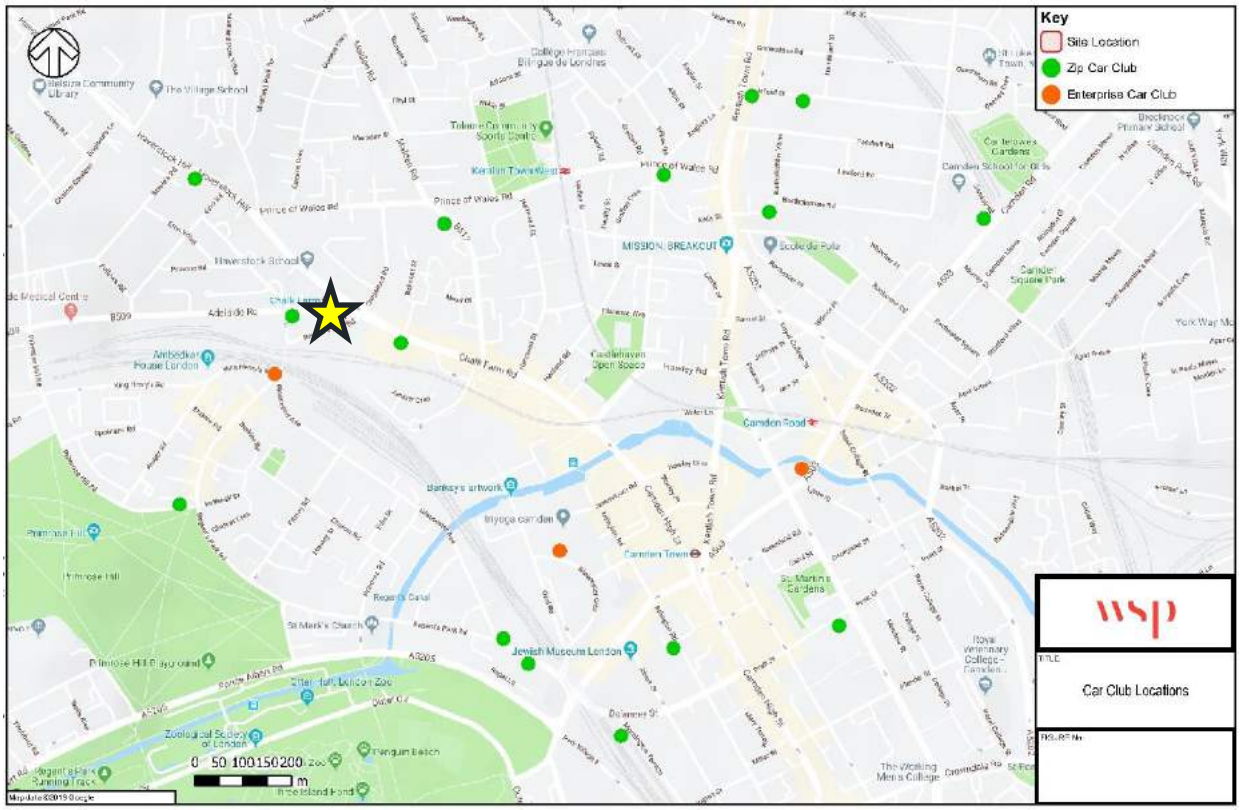


Figure 5-4: Car Club Locations

6 PROPOSED DEVELOPMENT

6.1 INTRODUCTION

6.1.1 This chapter summarises the development proposals at 155-157 Regent's Park Road. The Proposed Development is for the demolition of the existing buildings and the erection of a ground floor plus six-storey building, comprising a 59-bed micro hotel, including 5 accessible rooms.

6.1.2 The proposed development scheme plans prepared by Piercy & Co are provided in **Appendix C**.

6.2 PEDESTRIAN

6.2.1 As shown by Figure 6-1, the Hotel's main building entrance is to be located is to be located on the corner of Adelaide Road / Haverstock Hill / Regent's Park Road.

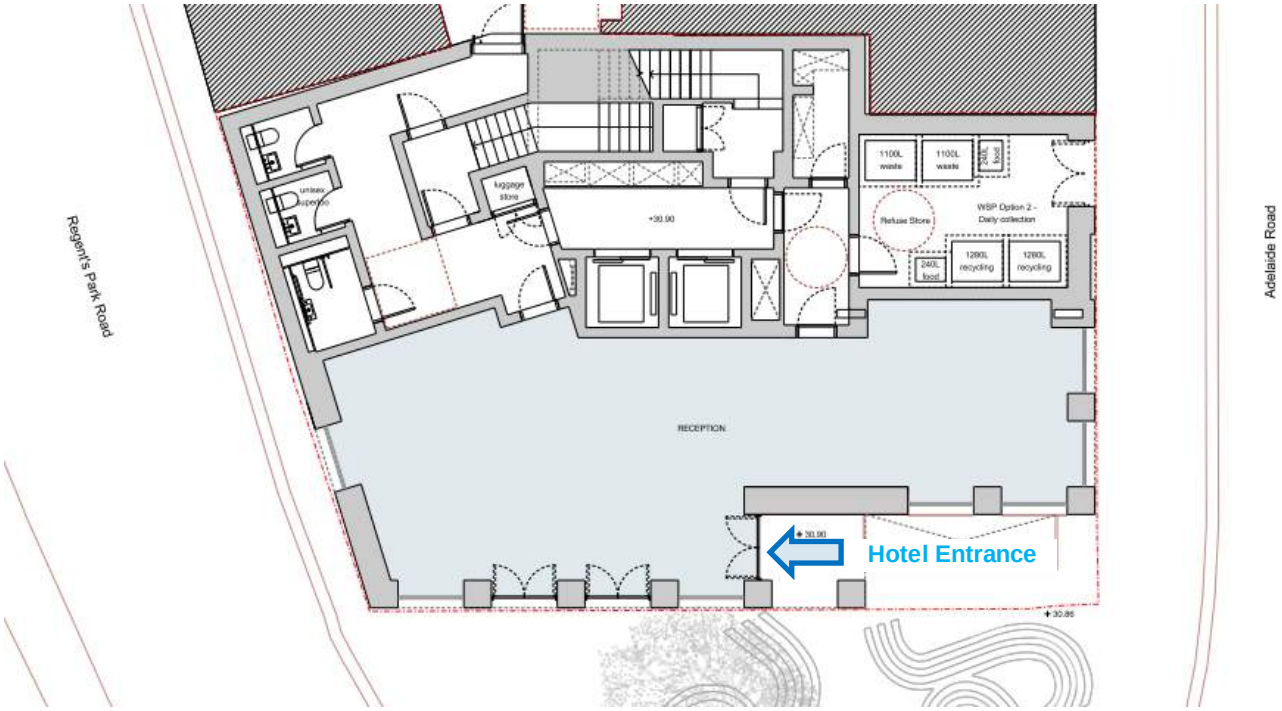


Figure 6-1 Proposed Access Strategy (Ground Floor)

6.3 CYCLE PARKING

6.3.1 Long-stay cycle parking will be provided in a secure location located in the gated courtyard of the site to the north of the site. A total of 4 cycle parking spaces will be provided for the hotel cycle store including one DDA compliant cycle parking space. The cycle store will be covered, and will be covered by CCTV.

6.3.2 There will be a direct route to the hotel reception via an external door to the bike store for cyclists to access the building. When collecting or parking their bicycle, users will access the store with their bike using the existing gate and ramp on Regents Park Road.

6.3.3 A total of 4 short stay cycle parking spaces will be provided to the south of the site within the area of public realm on the corner of Adelaide Road / Regents Park Road and Haverstock Hill.

6.3.3 A total of 4 short stay cycle parking spaces will be provided to the east of the site within the area of public realm on the corner of Adelaide Road / Regents Park Road and Haverstock Hill.

6.3.4 The cycle parking spaces are shown in Figure 6-2.

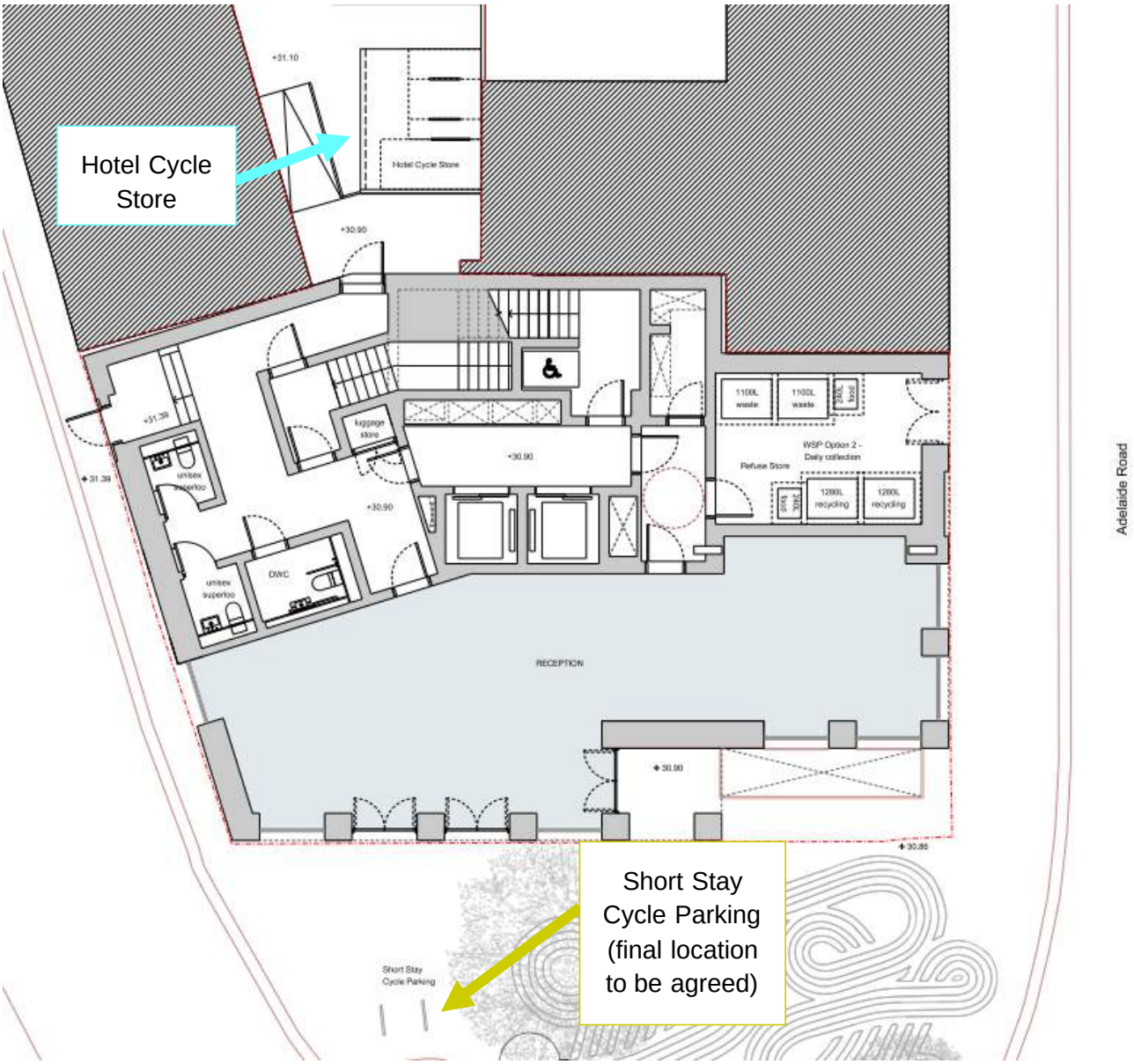


Figure 6-2 Proposed Cycle Parking Locations

6.4 CAR PARKING

6.4.1 As per the existing Site use, no car parking is to be provided on-site for the Proposed Development. This accords with local and regional policy which states that car parking will not normally be permitted for hotel developments and related activities.

6.4.2 One blue badge parking space will be provided on-street. It is proposed that the existing motorcycle bay be converted to provide this single blue badge parking space (subject to agreement with LBC).

The proposed blue badge bay and associated swept path analysis has been shown in Drawing SK-02 provided in **Appendix D**.

6.4.3 It should also be noted that the existing motorcycle parking is used by takeaway riders with the associated pizza restaurant which will not be retained and therefore reduce the requirement for the motorcycle bay. There are additional motorcycle bays located on Regent's Park Road, 50 metres from these bays, which were observed to have spare capacity.

6.4.4 Adjacent parking bays on Regents Park Road may also be considered as an alternative, but will be approximately 60m from the hotel entrance (10m above the recommended 50m travel distance to the hotel entrance). The use and conversion of one of these existing bays, and the distance from the hotel entrance, would need approval from the London Borough of Camden.

6.4.5 The blue badge parking will be provided for the hotel use.

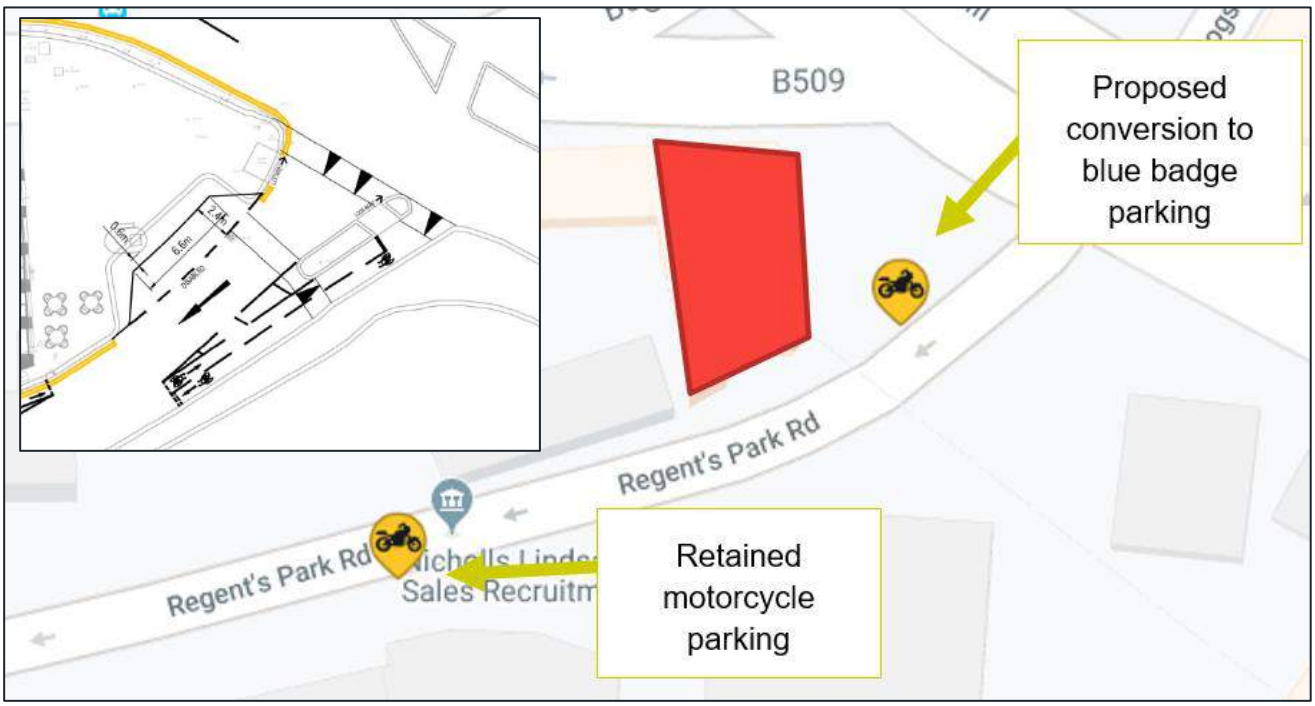


Figure 6-3 Proposed Alterations to Motorcycle Provision (proposed layout inset)

6.5 TAXI PICK-UP AND DROP-OFF POINT

6.5.1 Pick-up and drop-off activity can be provided from a kerbside position either on Regents Park Road or Adelaide Road as there are currently no restrictions for drop off activity. Given the site's proximity to public transport taxi usage is anticipated to be low.

6.5.2 The Drawing SK-04 included in **Appendix D** demonstrates that through traffic can be maintained on Regents Park Road whilst taxi drop-offs occur, an extract of which is provided in Figure 6-4.

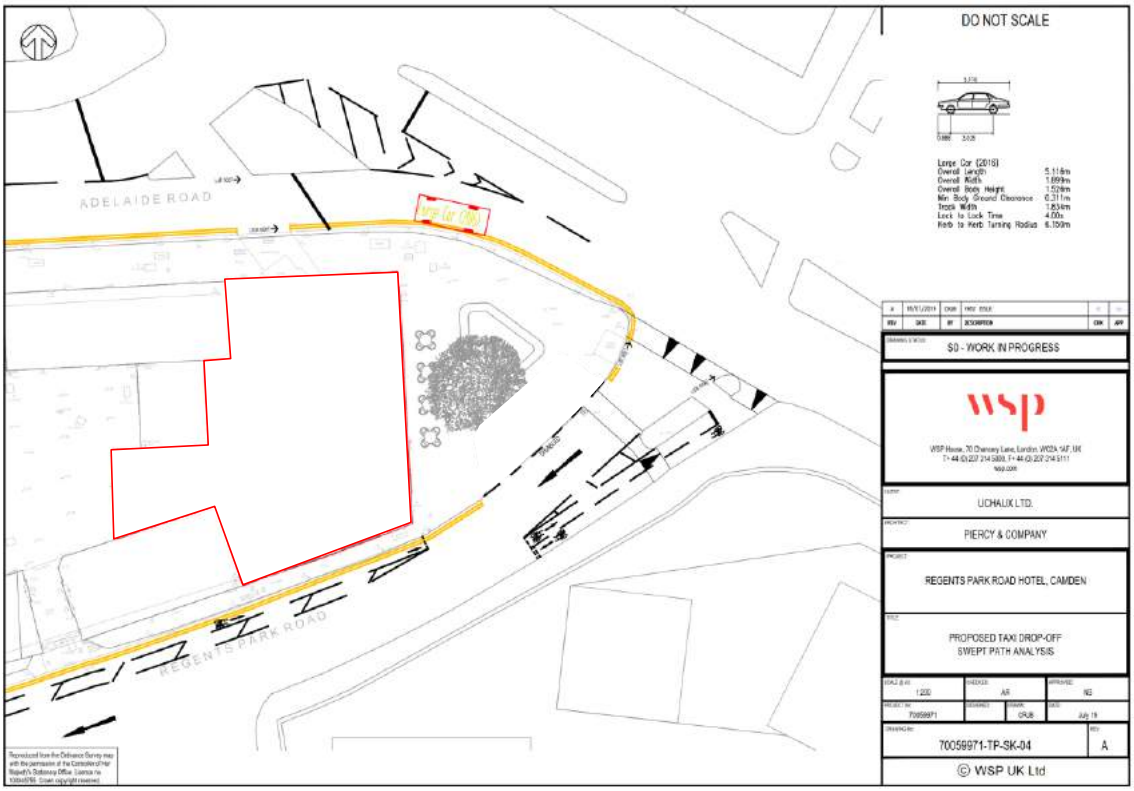


Figure 6-4 On-street Taxi Pick-up / Drop-off Review

6.6 COACH PARKING

6.6.1 The idea of a micro-hotel concept has its base in space-saving, with guest rooms having a smaller floor area that traditional hotel rooms, which attracts solo travellers.

6.6.2 Due to the micro hotel concept, the proposals would not generate a need for coach parking and no dedicated coach drop-off / pick-up facility would therefore be provided.

6.6.3 In the unlikely event of a coach party booking into the site, a coach would be directed to drop-off / pick-up passengers from a suitable location locally. Regents Park Road could be used as a potential location for coach parking.

6.6.4 LBC's guidance on Parking Operations within the borough (May 2019) states that coaches will be permitted to load / unload during operational hours of single/double yellow lines with an observation time of three minutes and a loading / unloading time of 20 minutes.

6.7 SITE SERVICING

6.7.1 Servicing activity will be undertaken on street along Adelaide Road to the north of the site as shown in Figure 6-5.

Figure 6-5 Proposed Servicing Arrangements

6.7.2 It is proposed to introduce a formal loading facility on Adelaide Road, close to the Site. Due to the proximity of the Chalk Farm Road junction, this would be a short distance to the north of the Site, as indicated in Figure 6-5.

6.7.3 In order to maintain vehicle flows on Adelaide Road during the periods when the bay is in use, it is proposed that a half-on / half-off facility be provided, which maintains a footway width of 1.8m.

6.7.4 All deliveries will be managed by site management in line with the Delivery & Servicing Plan.

6.8 REFUSE COLLECTION

6.8.1 A Waste Management Strategy report has been prepared by WSP and submitted as a separate standalone report to accompany the planning application, with a summary of the refuse collection arrangements provided below.

6.8.2 The hotel will be provided with a waste storage area at ground floor level which will have sufficient bins to store two day's waste. The waste storage area will be for the sole use of the hotel.

6.8.3 The hotel operator's staff will be responsible for transporting the waste from the point of generation to the waste storage area.

6.8.4 The hotel operator will appointment a licenced waste management contractor who will park within the loading facility on Adelaide Road and will collect the bins directly from the waste storage area.

6.8.5 Once the bins have been emptied the waste management contractor will return them to the waste storage area.

7 TRIP GENERATION

7.1 INTRODUCTION

7.1.1 The proposed development mix has been reviewed in order to establish the likely effect the development may have on the local transport network.

7.1.2 In order to determine the overall effect of the proposed redevelopment scheme, the net difference between the existing site and application scheme has been established to account for the reduction of land use quantum and change in land-use class.

7.1.3 A trip generation forecast and assessment has therefore been undertaken for the existing and proposed uses below.

7.2 EXISTING TRIP GENERATION

7.2.1 The existing site comprises of a mixture of retail, office and residential units. The trip generation for each of the existing uses is set out in turn below.

Table 7-1 Existing Floor Areas

Use	Area
A3	169sqm
A5	113sqm
A1	59sqm
B1	320sqm
Total (NLA)	**661sqm**

Commercial (B1 Office)

7.2.2 The government employment density indicator (2015) identifies employment densities in per land uses. Density of employees per office sqm according to this guidance is 1 employee per 13 sqm (NIA).

7.2.3 On this basis, it is expected that the existing development would accommodate 25 office employees.

7.2.4 Whilst most of the Central London offices operate flexibly for 7-8 hours a day, the core working hours tend to be focused between 10AM and 4PM. To understand the proposed office travel patterns during the typical morning and evening peak hours of 8-9AM and 5-6PM, a number of studies benchmarking the typical office occupation and arrival/ departure profile were consulted.

7.2.5 The British Council for Office's Occupier Density Study, (2013) identifies that surveys in desk sharing offices find that "mean utilisation rates of 60–70% are commonly observed: utilisation rates of 80% are typically a target rather than a reality in most instances." For the purposes of this

assessment it is assumed that 85% of staff will occupy the building on any given day. Underutilisation of an office may be caused by absence from work, (leave and sickness), as well as longer term absences such as work secondments. Improvements in mobile communication technologies are enabling more staff to work away from their 'base' office on a frequent basis. The 85% daily occupancy assumption is considered to provide a robust assessment beyond the upper range of utilisation rates commonly observed in flexible working offices.

7.2.6 The Broadgate Employee Travel Survey (BETS), undertaken at offices around Broadgate Circle in 2004, identified that 47% of morning travel occurs during the AM peak hour and 43% of evening travel occurs during the PM peak hour.

7.2.7 Based on this assumption, a total of 10 office employees would travel to the proposed development during the AM peak hour and 9 would travel in the PM peak hour.

Retail / Restaurant

7.2.8 The existing restaurant / retail site comprises 341sqm floor space (GIA). Given the Site location it is considered that employee trips to the restaurants would be mainly by public transport and that the majority of customer trips would be pass-by trips on foot.

7.2.9 Given that the number of retail units are to reduce as part of the development, there is likely to be a reduction in externally generated trips associated with these land-uses.

Residential (C3 Use)

7.2.10 There is a single existing unit provided on the top floor. Using residential AM and PM trips rates derived from TRICS of 0.083 and 0.104 respectively, the current residential unit is expected to produce less than one trip in both the AM and PM peak.

7.2.11 As the residential unit is not proposed to be retained, this will likely result in a reduction in trips associated with the Site.

7.3 PROPOSED TRIP GENERATION

7.3.1 In order to determine the level of trips associated with the Proposed Development a forecast has been undertaken using the TRICS database.

7.3.2 The TRICS interrogation was based on the following selection criteria:

- Regions: Greater London only;
- Survey Days: Weekdays only;
- Locations: Town centre / edge of town centre; and
- PTAL: 4 and above

7.3.3 The search identified the following comparable hotel site located in the Greater London area.

- Novotel – Greenwich High Road – GR-06-A-03 – PTAL 4.

7.3.4 The full TRICS output for the site and associated trip rates are included as **Appendix B** and Table 7-1 provides a summary of the person trips rates and Table 7-2 provides trip generation associated with a 59-room hotel during AM and PM peak hours.

Table 7.1 Total Person Trip Rates (per key)

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
All Modes	In	Out	In	Out	Total	Total	In	Out	Total
	0.099	0.126	0.225	0.311	0.252	0.563	3.879	3.688	7.567

Table 7.2 Total Person Trips (per key)

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
All Modes	In	Out	In	Out	Total	Total	In	Out	Total
	6	8	14	19	15	34	229	218	447

7.3.5 Modal split data has been taken from the 2011 census for the Camden borough in order to identify the likely method of travel of hotel visitors and employees travelling to the site.

7.3.6 It should be noted that the mode share from the selected TRICS site and other nearby sites was not used due to the hotels all containing large car parks which resulted in a significantly large car mode share which was not comparable to the Proposed Development.

7.3.7 Having reviewed both the census data and the TRICS data, the census data seemed more appropriate given the high PTAL rating and low parking provision as it relates to the Proposed Development.

7.3.8 For the purposes of this assessment, owing to the car-free nature of the site, it is assumed that there will be no car trips to the Site. As such all car trips have been re-assigned to the other various modes. Further to this, the taxi mode share has been increased to 1% from 0% having reviewed nearby MSOAs and the bicycle mode share has been reduced to 1% having reviewed trip rates for selected hotels within the TRICS database.

7.3.9 Table 7.3 provides a summary of the modal split.

Table 7.3 Proposed Modal Split

Mode of Transport	Mode Share %	Adjusted Mode Share (%)
Train / underground	64%	74%
Bus	12%	14%
Taxi	0%	1%
Motorcycle, scooter or moped	1%	1%
Driving a car or van	10%	0%

Passenger in a car or van	1%	0%
Bicycle	5%	1%
On foot	7%	9%
Other method of travel to work	0%	0%
Total	**100%**	**100%**

7.3.10 The modal split has been applied to the total person trip generation shown in Table 7.3. Table 7.4 summarises the multi-modal trip generation for the AM Peak, PM Peak and Daily trips.

7.3.11 The full trip generation data for the Proposed Development is contained within **Appendix B**, with a summary set out in Table 7.5 below.

Table 7.4: Proposed Hotel Trip Generation

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Train / underground	4	6	10	14	11	25	169	161	330
Bus	1	1	2	3	2	5	32	31	63
Taxi	0	0	0	0	0	0	2	2	4
Motorcycle, scooter or moped	0	0	0	0	0	0	2	2	4
Driving a car or van	0	0	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	2	2	4
On foot	1	1	2	2	1	3	21	20	41
Other method of travel to work	0	0	0	0	0	0	0	0	0
Total	**6**	**8**	**14**	**19**	**15**	**34**	**228**	**218**	**446**

7.4 NET TRIP GENERATION

7.4.1 In order to determine the net trip generation the total person trips as it relates to the existing and proposed use has been detailed before with a net change presented in the final table.

7.4.2 The following table provides a summary of the total person trip generation as it relates to the existing site which comprises the existing office space.

Table 7.5: Existing Total Person Trip Generation

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	In	Out	Total	In	Out	Total
Total person trips	10	10	20	9	9	18

7.4.3 The following table provides a summary of the total person trip generation as it relates to the proposed site.

Table 7.6: Proposed Total Person Trip Generation

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	In	Out	Total	In	Out	Total
Total person trips	6	8	14	19	15	34

7.4.4 The net change in total trips as a result of the Proposed Development compared to the existing use is summarised in Table 7-7.

Table 7.7: Net Trip Generation

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	In	Out	Total	In	Out	Total
Total person trips	-4	-2	-6	+10	+6	+16

7.4.5 The net number of trips generated by the Proposed Development over the Existing Use is therefore expected to be negligible during the AM peak with an additional 16 two-way trips during the PM peak hour. However, as highlighted in Table 7.4, the majority of these trips are expected to occur on public transport, on foot or by cycle.

7.5 SERVICING TRIP GENERATION

7.5.1 In order to determine the level of servicing trips associated with Proposed Development, the TRICS database was interrogated to identify comparable existing sites, as described in Section 7.3. The following site was selected:

- Novotel – Greenwich High Road – GR-06-A-03 – PTAL 4.

7.5.2 Whilst the Novotel site is the most comparable site within the TRICS database, it should be noted that it also has conference facilities and a fitness centre, which would also generate trips. The trip rates are likely higher than would be expected at the Proposed Development. The trip rates are therefore considered robust for the purposes of this assessment.

7.5.3 Table 7-8 provides a summary of the servicing trips (LGV and OGV trips) and Table 7-9 provides trip generation associated with a 59-room hotel during AM and PM peak hours.

Table 7.8: Proposed Servicing Trip Rates (Per room)

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
	In	Out	Total	Out	Total	Total	In	Out	Total
LGV	0.007	0.013	0.020	0.000	0.000	0.000	0.088	0.086	0.174
OGV	0.000	0.000	0.000	0.000	0.000	0.000	0.021	0.021	0.042

Table 7.9: Proposed Servicing Trips (59-Rooms)

Mode	AM (08:00-09:00)			PM (17:00-18:00)			Daily		
	In	Out	In	Out	Total	Total	In	Out	Total
LGV	0	1	1	0	0	0	5	5	10
OGV	0	0	0	0	0	0	1	1	2
Total	**0**	**1**	**1**	**0**	**0**	**0**	**6**	**6**	**12**

8 ASSESSMENT SUMMARY & MITIGATION

8.1 INTRODUCTION

8.1.1 This chapter considers the impact of the development on the sustainable transport network within the vicinity of the Site, focusing on sustainable modes of transport, including via foot, by cycle and public transport.

8.1.2 For the purposes of this assessment it is appropriate to consider the net effect of the Proposed Development as a means of determining on the overall effect on the local transport network.

8.2 IMPACTS ON JOURNEYS BY FOOT

8.2.1 The pedestrian network in the vicinity of the Site is of a good standard and benefits from both formal and informal street crossings and convenient access to local facilities and services.

8.2.2 The following impacts comprise of first mode walk trips between the Site and other transport modes. (walking trips and public transport trips that have walking as first mode).

8.2.3 Table 8-1 indicates that the development proposals will generate an additional 14 two-way trips by foot during the AM peak hour, an additional 33 two-way trips by foot during the PM peak hour. This is equivalent to less than one pedestrian per minute during the peak network hours.

8.2.4 It is considered that the local pedestrian infrastructure could accommodate the forecast number of pedestrian trips associated with the development proposals.

8.2.5 The following tables provides a breakdown in the additional pedestrian trips during the AM and PM peak periods.

Table 8-1 Additional Pedestrian Trips AM and PM Peak Hours

Mode	0800-0900			1700-1800		
	In	Out	Total	In	Out	Total
Underground /Train	4	6	10	14	11	25
Bus	1	1	2	3	2	5
Walk	1	1	2	2	1	3
Total	**6**	**8**	**14**	**19**	**14**	**33**

8.3 IMPACTS ON JOURNEYS BY BICYCLE

8.3.1 Cycle parking will be provided in line with Local and Regional policy.

8.3.2 It is considered that the provision of good quality cycle parking facilities will encourage cycling to and from the Site.

8.3.3 These routes will further encourage future users of the Site to cycle as opposed to undertaking shorter journeys via car.

8.3.4 The proposals are not forecast to add any additional trips in the AM and PM peak hour.

8.4 IMPACTS ON JOURNEYS BY PUBLIC TRANSPORT

BUSES

8.4.1 Table 7-4 indicates that the development proposals could generate an additional 2 and 5 two-way bus trips during the AM and PM peak hours respectively.

8.4.2 The minimal additional bus trips will have a negligible effect on the local bus network.

TRAIN / LONDON UNDERGROUND

8.4.3 Table 7-4 indicates that the development proposals could generate an additional 10 and 25 two-way Train / London Underground trips during the AM, PM peak hours respectively.

8.4.4 As detailed in Table 4-2, the Northern Line at Chalk Farm Station provides a high frequency services with trains running every 2-3 minutes. Given this frequency, the development proposals would result in around one additional passenger per train in the peak hours.

8.4.5 These levels of additional passengers on the public transport network are considered to be negligible.

8.5 IMPACTS ON THE LOCAL HIGHWAY NETWORK

8.5.1 No car parking spaces will be provided for Site, with the exception of a single blue badge bay.

8.5.2 As a result, there will be little or no impact on the local highway network and it is therefore considered that the proposals will not impact on the existing highway safety in the vicinity of the Site.

8.5.3 Visitors and employees of the Site will be discouraged from driving and roads surrounding the Site are all subject to CPZ restrictions which restrict parking during the day to local residents with permits.

8.5.4 There is the exception of the allocation of a single blue badge parking space, proposed to be located immediately to the south of the site, where existing motorcycle bays are located,.

8.6 SERVICING AND REFUSE COLLECTION

8.6.1 All deliveries and servicing associated with the Proposed Development will be undertaken on street with a limited number of trips forecast.

8.6.2 A separate Delivery and Servicing Management Plan has been produced for the scheme which includes details of the delivery and servicing arrangements.

9 MANAGEMENT PLANS

9.1 TRAVEL PLAN

9.1.1 The NPPF highlights that Travel Plans are a key tool for facilitating the promotion of sustainable travel choices. Travel Plans have been developed for the purposes of facilitating the use of sustainable modes of travel and reducing the number of single occupancy vehicle trips generated by the Site.

9.1.2 A Travel Plan has been produced for the various land uses across the Site, with the document being prepared in accordance with the best practice guidance.

9.1.3 The Travel Plan sets out the site wide management structure for the Site and outlines the sustainable travel principles and measures to be incorporated within the proposals. Chapters include:

- Introduction
- Policy and Guidance
- Baseline conditions and site assessment
- Travel Plan Strategy

9.2 DELIVERY AND SERVICING PLAN

9.2.1 A Framework Delivery and Servicing Management Plan (DSP) has been prepared to inform the local authority (LBC) of the intent of the applicant in managing servicing vehicle trips to and from the Site to minimise the impact of these goods vehicle trips on the surrounding public highway.

9.2.2 The Delivery and Servicing Plans provides detailed information on the servicing strategy and also follow best practice guidance. Chapters include:

- Introduction
- Policy and Guidance
- Site operation
- Servicing and refuse collection proposals
- Delivery and servicing plan objectives
- Delivery and servicing plan measures
- Monitoring and review

9.3 CONSTRUCTION LOGISTICS PLAN

9.3.1 An outline Construction Logistics Plan (CLP) has been prepared based upon an indicative construction programme and provides details of vehicle routing and access, strategies to reduce vehicle impacts and estimates of the numbers of vehicles.

9.3.2 It has been prepared based on TfL's latest CLP guidance. Chapters include:

- Introduction
- Context, considerations and challenges
- Construction programme and methodology

- Vehicle routing and site access
- Strategies to reduce impacts
- Estimated construction vehicle movements

10 SUMMARY AND CONCLUSIONS

10.1 SITE LOCATION

10.1.1 The existing site comprises a four-storey building on the corner of Regent's Park Road, Adelaide Road and Haverstock Hill. The building fronts Haverstock Hill and is set back from the main road by an area of public realm. The site comprises a mix of uses including retail at ground floor with office accommodation at first and third floors above and a single residential unit on the top floor.

10.2 DEVELOPMENT PROPOSALS

10.2.1 This Transport Assessment (TA) has been prepared by WSP, on behalf of the Uchaux Limited, in support of a full planning application for the Proposed Development at 151-157 Regent's Park Road.

10.2.2 The Proposed Development is for the demolition of the existing buildings and the erection of a ground floor plus six-storey building, comprising a 59-bed micro hotel.

10.2.3 The Proposed Development scheme plans prepared by Piercy & Co are provided in **Appendix C**.

10.3 PLANNING POLICY

10.3.1 A brief appraisal of the Development proposals has been undertaken in respect of the National Planning Policy Framework, the National Planning Practice Guidance, The London Plan, the Camden Local Plan and Camden's Planning Guidance for Transport.

10.3.2 The location, design, scale and land uses for the Development proposals fully accord with current national, strategic and local planning policy guidance. In addition, the proposals will positively contribute to the achievement of the aspirations of sustainable Development within the London Borough of Camden (LBC).

10.4 ACCESSIBILITY

10.4.1 Public transport accessibility of the Site has been assessed using the PTAL methodology. This highlights that at present the Site has excellent public transport accessibility with a PTAL of '6a.'

10.4.2 The Site benefits from excellent pedestrian accessibility from the surrounding area with good linkages to nearby stations and bus stops. It is expected that the environment provided within the Development of the Site will be of a high quality.

10.4.3 An assessment of travel demand, split by mode, has been undertaken for the Proposed Development. This assessment is consistent with hotel redevelopment schemes in the area.

10.4.4 Access to the Chalk Park Underground and Camden Town station provides excellent interchange opportunities with a large number of rail, underground and bus services.

10.5 PARKING PROVISIONS

10.5.1 Cycle parking for the Proposed Development will be provided at a level suitable to cater for the demands of the Development and in accordance with the aims of the policies set out by Camden's Planning Guidance.

10.5.2 It should also be noted that the Site is essentially car-free with no standard car parking spaces for any of the proposed uses. One blue badge parking space will be provided for the hotel use.

10.6 CONCLUSION

10.6.1 In conclusion, the Site benefits from excellent levels of public transport accessibility, pedestrian provision and cycle provision. The proposed number of all mode trips that could be generated by the proposals is predicted to be minimal; as such it can be concluded that there the impact on the surrounding transport infrastructure will be negligible.

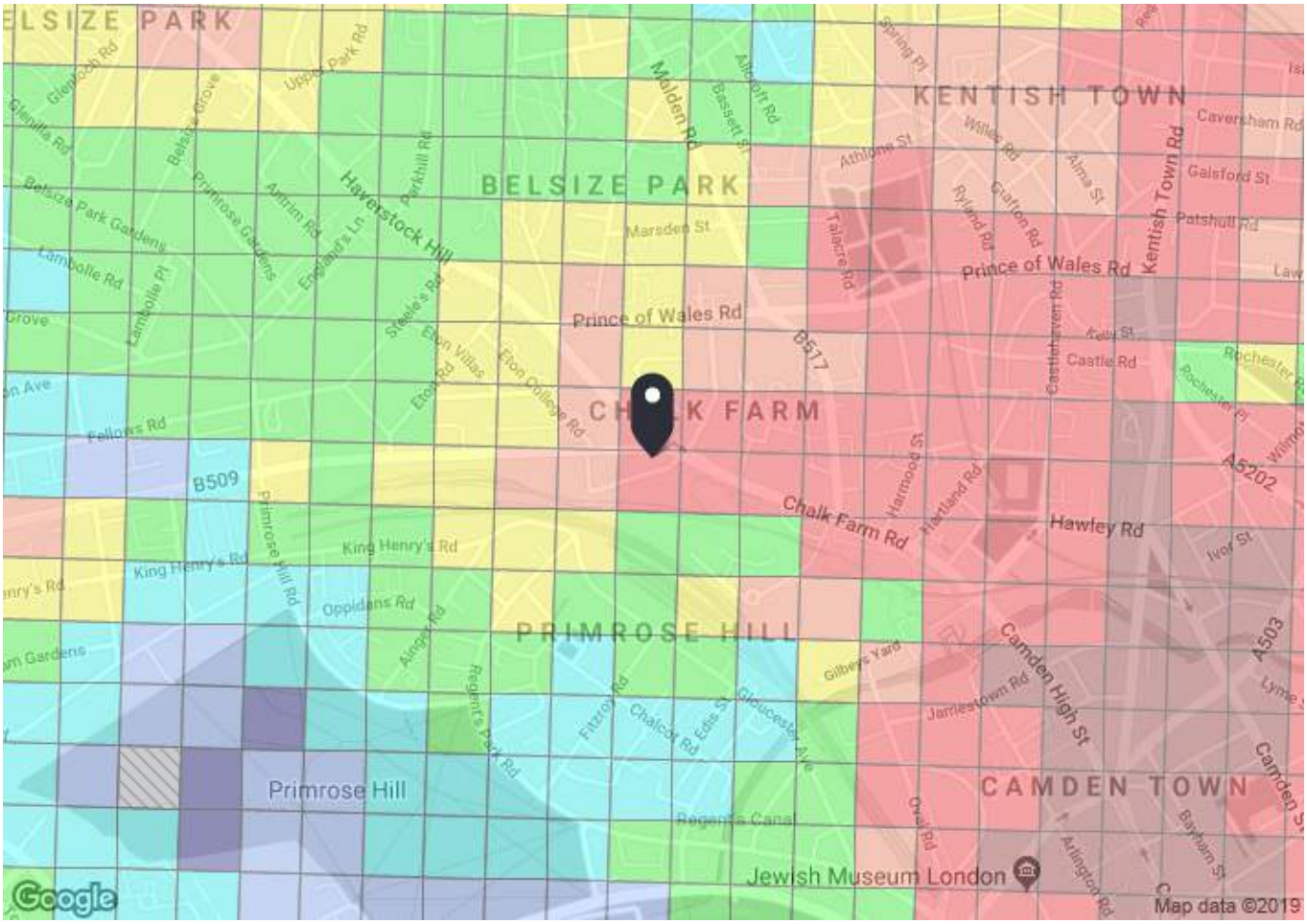
10.6.2 The Proposed Development is considered to meet the transport aspirations of LBC, and current Government guidance in respect of sustainable development and would encourage the use of sustainable modes of transport.

10.6.3 It can therefore be concluded that the Proposed Development is acceptable in terms of highways and transportation.

Appendix A

PTAL

TRANSPORT FOR LONDON



PTAL output for Base Year
6a

NW1 8BB
Regent's Park Rd, Chalk Farm, London NW1 8BB, UK
Easting: 528154, Northing: 184376

Grid Cell: 100362

Report generated: 13/06/2019

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	CHALK FM RD FERDINAND ST	24	242.84	10	3.04	5	8.04	3.73	0.5	1.87
Bus	CHALK FM RD FERDINAND ST	27	242.84	8	3.04	5.75	8.79	3.41	0.5	1.71
Bus	CHALK FARM STATION	393	157.03	5	1.96	8	9.96	3.01	0.5	1.51
Bus	CHALK FARM STATION	31	157.03	10	1.96	5	6.96	4.31	1	4.31
Bus	CHALK FARM STATION	168	157.03	9	1.96	5.33	7.3	4.11	0.5	2.06
Bus	MALDEN ROAD ST LEONARD'S SQUARE	46	521.44	6	6.52	7	13.52	2.22	0.5	1.11
Rail	Kentish Town West	'CLPHMJ2-STFD 2L50 '	876.28	3.67	10.95	8.92	19.88	1.51	1	1.51
Rail	Kentish Town West	'STFD-CLPHMJ2 2Y11 '	876.28	3.67	10.95	8.92	19.88	1.51	0.5	0.75
LUL	Chalk Farm	'Edgware-Morden '	143.87	9	1.8	4.08	5.88	5.1	0.5	2.55
LUL	Chalk Farm	'Morden-Edgware '	143.87	4.67	1.8	7.17	8.97	3.34	0.5	1.67
LUL	Chalk Farm	'Kennington-Edgware '	143.87	14.67	1.8	2.79	4.59	6.53	1	6.53
LUL	Camden Town	'Morden-HighBarnet '	958.12	14.67	11.98	2.79	14.77	2.03	0.5	1.02
LUL	Camden Town	'Morden-MillHillE '	958.12	4	11.98	8.25	20.23	1.48	0.5	0.74
LUL	Camden Town	'HighBarnet-Morden '	958.12	0.33	11.98	91.66	103.64	0.29	0.5	0.14
LUL	Camden Town	'HighBarnet-Kenningt '	958.12	5.33	11.98	6.38	18.36	1.63	0.5	0.82
LUL	Camden Town	'MillHill-Morden '	958.12	1.67	11.98	18.71	30.69	0.98	0.5	0.49
LUL	Camden Town	'MillHillE-Kenningt '	958.12	1.67	11.98	18.71	30.69	0.98	0.5	0.49
									Total Grid Cell AI:	**29.26**

Appendix B

TRICS OUTPUT

Calculation Reference: AUDIT-100309-190618-0658

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
GR GREENWICH 1 days

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

Secondary 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: Number of bedrooms
Actual Range: 151 to 151 (units:)
Range Selected by User: 4 to 227 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 23/10/18

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:
Friday 1 days

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

Selected survey types:
Manual count 1 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:
Edge of Town Centre 1

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:
No Sub Category 1

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:
C1 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®.

Population within 1 mile:
50,001 to 100,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
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

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 1 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:
4 Good 1 days

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

LIST OF SITES relevant to selection parameters

1 GR-06-A-03 NOVOTEL GREENWICH
GREENWICH HIGH ROAD
GREENWICH

Edge of Town Centre
No Sub Category
Total Number of bedrooms: 151
Survey date: FRIDAY *22/11/13* *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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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									
07:00 - 08:00	1	151	0.020	1	151	0.020	1	151	0.040
08:00 - 09:00	1	151	0.013	1	151	0.099	1	151	0.112
09:00 - 10:00	1	151	0.046	1	151	0.046	1	151	0.092
10:00 - 11:00	1	151	0.026	1	151	0.026	1	151	0.052
11:00 - 12:00	1	151	0.060	1	151	0.073	1	151	0.133
12:00 - 13:00	1	151	0.013	1	151	0.033	1	151	0.046
13:00 - 14:00	1	151	0.033	1	151	0.026	1	151	0.059
14:00 - 15:00	1	151	0.020	1	151	0.026	1	151	0.046
15:00 - 16:00	1	151	0.066	1	151	0.033	1	151	0.099
16:00 - 17:00	1	151	0.040	1	151	0.026	1	151	0.066
17:00 - 18:00	1	151	0.046	1	151	0.060	1	151	0.106
18:00 - 19:00	1	151	0.066	1	151	0.066	1	151	0.132
19:00 - 20:00	1	151	0.132	1	151	0.040	1	151	0.172
20:00 - 21:00	1	151	0.033	1	151	0.033	1	151	0.066
21:00 - 22:00	1	151	0.026	1	151	0.026	1	151	0.052
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.640			0.633			1.273

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:	151 - 151 (units:)
Survey date date range:	01/01/11 - 23/10/18
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TAXIS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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									
07:00 - 08:00	1	151	0.007	1	151	0.007	1	151	0.014
08:00 - 09:00	1	151	0.000	1	151	0.000	1	151	0.000
09:00 - 10:00	1	151	0.013	1	151	0.013	1	151	0.026
10:00 - 11:00	1	151	0.007	1	151	0.007	1	151	0.014
11:00 - 12:00	1	151	0.020	1	151	0.020	1	151	0.040
12:00 - 13:00	1	151	0.000	1	151	0.000	1	151	0.000
13:00 - 14:00	1	151	0.007	1	151	0.007	1	151	0.014
14:00 - 15:00	1	151	0.000	1	151	0.000	1	151	0.000
15:00 - 16:00	1	151	0.007	1	151	0.007	1	151	0.014
16:00 - 17:00	1	151	0.000	1	151	0.000	1	151	0.000
17:00 - 18:00	1	151	0.020	1	151	0.020	1	151	0.040
18:00 - 19:00	1	151	0.020	1	151	0.020	1	151	0.040
19:00 - 20:00	1	151	0.033	1	151	0.033	1	151	0.066
20:00 - 21:00	1	151	0.013	1	151	0.013	1	151	0.026
21:00 - 22:00	1	151	0.013	1	151	0.013	1	151	0.026
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.160			0.320

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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									
07:00 - 08:00	1	151	0.007	1	151	0.007	1	151	0.014
08:00 - 09:00	1	151	0.000	1	151	0.000	1	151	0.000
09:00 - 10:00	1	151	0.007	1	151	0.007	1	151	0.014
10:00 - 11:00	1	151	0.000	1	151	0.000	1	151	0.000
11:00 - 12:00	1	151	0.000	1	151	0.000	1	151	0.000
12:00 - 13:00	1	151	0.007	1	151	0.007	1	151	0.014
13:00 - 14:00	1	151	0.000	1	151	0.000	1	151	0.000
14:00 - 15:00	1	151	0.000	1	151	0.000	1	151	0.000
15:00 - 16:00	1	151	0.000	1	151	0.000	1	151	0.000
16:00 - 17:00	1	151	0.000	1	151	0.000	1	151	0.000
17:00 - 18:00	1	151	0.000	1	151	0.000	1	151	0.000
18:00 - 19:00	1	151	0.000	1	151	0.000	1	151	0.000
19:00 - 20:00	1	151	0.000	1	151	0.000	1	151	0.000
20:00 - 21:00	1	151	0.000	1	151	0.000	1	151	0.000
21:00 - 22:00	1	151	0.000	1	151	0.000	1	151	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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									
07:00 - 08:00	1	151	0.020	1	151	0.000	1	151	0.020
08:00 - 09:00	1	151	0.000	1	151	0.000	1	151	0.000
09:00 - 10:00	1	151	0.000	1	151	0.000	1	151	0.000
10:00 - 11:00	1	151	0.000	1	151	0.007	1	151	0.007
11:00 - 12:00	1	151	0.000	1	151	0.000	1	151	0.000
12:00 - 13:00	1	151	0.000	1	151	0.000	1	151	0.000
13:00 - 14:00	1	151	0.000	1	151	0.000	1	151	0.000
14:00 - 15:00	1	151	0.000	1	151	0.000	1	151	0.000
15:00 - 16:00	1	151	0.000	1	151	0.000	1	151	0.000
16:00 - 17:00	1	151	0.000	1	151	0.000	1	151	0.000
17:00 - 18:00	1	151	0.000	1	151	0.007	1	151	0.007
18:00 - 19:00	1	151	0.000	1	151	0.000	1	151	0.000
19:00 - 20:00	1	151	0.000	1	151	0.000	1	151	0.000
20:00 - 21:00	1	151	0.000	1	151	0.000	1	151	0.000
21:00 - 22:00	1	151	0.000	1	151	0.000	1	151	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.014			0.034

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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									
07:00 - 08:00	1	151	0.026	1	151	0.033	1	151	0.059
08:00 - 09:00	1	151	0.020	1	151	0.113	1	151	0.133
09:00 - 10:00	1	151	0.066	1	151	0.073	1	151	0.139
10:00 - 11:00	1	151	0.026	1	151	0.033	1	151	0.059
11:00 - 12:00	1	151	0.060	1	151	0.086	1	151	0.146
12:00 - 13:00	1	151	0.026	1	151	0.073	1	151	0.099
13:00 - 14:00	1	151	0.053	1	151	0.040	1	151	0.093
14:00 - 15:00	1	151	0.026	1	151	0.046	1	151	0.072
15:00 - 16:00	1	151	0.079	1	151	0.053	1	151	0.132
16:00 - 17:00	1	151	0.053	1	151	0.033	1	151	0.086
17:00 - 18:00	1	151	0.060	1	151	0.066	1	151	0.126
18:00 - 19:00	1	151	0.106	1	151	0.086	1	151	0.192
19:00 - 20:00	1	151	0.219	1	151	0.040	1	151	0.259
20:00 - 21:00	1	151	0.053	1	151	0.060	1	151	0.113
21:00 - 22:00	1	151	0.033	1	151	0.046	1	151	0.079
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.906			0.881			1.787

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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									
07:00 - 08:00	1	151	0.000	1	151	0.073	1	151	0.073
08:00 - 09:00	1	151	0.013	1	151	0.013	1	151	0.026
09:00 - 10:00	1	151	0.040	1	151	0.139	1	151	0.179
10:00 - 11:00	1	151	0.099	1	151	0.033	1	151	0.132
11:00 - 12:00	1	151	0.119	1	151	0.159	1	151	0.278
12:00 - 13:00	1	151	0.033	1	151	0.060	1	151	0.093
13:00 - 14:00	1	151	0.020	1	151	0.060	1	151	0.080
14:00 - 15:00	1	151	0.060	1	151	0.040	1	151	0.100
15:00 - 16:00	1	151	0.020	1	151	0.113	1	151	0.133
16:00 - 17:00	1	151	0.066	1	151	0.033	1	151	0.099
17:00 - 18:00	1	151	0.126	1	151	0.066	1	151	0.192
18:00 - 19:00	1	151	0.066	1	151	0.132	1	151	0.198
19:00 - 20:00	1	151	0.238	1	151	0.106	1	151	0.344
20:00 - 21:00	1	151	0.132	1	151	0.179	1	151	0.311
21:00 - 22:00	1	151	0.285	1	151	0.060	1	151	0.345
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.317			1.266			2.583

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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									
07:00 - 08:00	1	151	0.000	1	151	0.000	1	151	0.000
08:00 - 09:00	1	151	0.013	1	151	0.000	1	151	0.013
09:00 - 10:00	1	151	0.000	1	151	0.000	1	151	0.000
10:00 - 11:00	1	151	0.007	1	151	0.000	1	151	0.007
11:00 - 12:00	1	151	0.040	1	151	0.026	1	151	0.066
12:00 - 13:00	1	151	0.007	1	151	0.007	1	151	0.014
13:00 - 14:00	1	151	0.013	1	151	0.007	1	151	0.020
14:00 - 15:00	1	151	0.000	1	151	0.007	1	151	0.007
15:00 - 16:00	1	151	0.020	1	151	0.033	1	151	0.053
16:00 - 17:00	1	151	0.007	1	151	0.020	1	151	0.027
17:00 - 18:00	1	151	0.020	1	151	0.026	1	151	0.046
18:00 - 19:00	1	151	0.020	1	151	0.013	1	151	0.033
19:00 - 20:00	1	151	0.046	1	151	0.026	1	151	0.072
20:00 - 21:00	1	151	0.000	1	151	0.026	1	151	0.026
21:00 - 22:00	1	151	0.013	1	151	0.000	1	151	0.013
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.206			0.191			0.397

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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									
07:00 - 08:00	1	151	0.046	1	151	0.099	1	151	0.145
08:00 - 09:00	1	151	0.053	1	151	0.000	1	151	0.053
09:00 - 10:00	1	151	0.033	1	151	0.185	1	151	0.218
10:00 - 11:00	1	151	0.020	1	151	0.219	1	151	0.239
11:00 - 12:00	1	151	0.066	1	151	0.199	1	151	0.265
12:00 - 13:00	1	151	0.053	1	151	0.026	1	151	0.079
13:00 - 14:00	1	151	0.066	1	151	0.007	1	151	0.073
14:00 - 15:00	1	151	0.106	1	151	0.040	1	151	0.146
15:00 - 16:00	1	151	0.053	1	151	0.132	1	151	0.185
16:00 - 17:00	1	151	0.166	1	151	0.053	1	151	0.219
17:00 - 18:00	1	151	0.106	1	151	0.086	1	151	0.192
18:00 - 19:00	1	151	0.172	1	151	0.132	1	151	0.304
19:00 - 20:00	1	151	0.338	1	151	0.106	1	151	0.444
20:00 - 21:00	1	151	0.093	1	151	0.053	1	151	0.146
21:00 - 22:00	1	151	0.060	1	151	0.000	1	151	0.060
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.431			1.337			2.768

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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									
07:00 - 08:00	1	151	0.046	1	151	0.099	1	151	0.145
08:00 - 09:00	1	151	0.066	1	151	0.000	1	151	0.066
09:00 - 10:00	1	151	0.033	1	151	0.185	1	151	0.218
10:00 - 11:00	1	151	0.026	1	151	0.219	1	151	0.245
11:00 - 12:00	1	151	0.106	1	151	0.225	1	151	0.331
12:00 - 13:00	1	151	0.060	1	151	0.033	1	151	0.093
13:00 - 14:00	1	151	0.079	1	151	0.013	1	151	0.092
14:00 - 15:00	1	151	0.106	1	151	0.046	1	151	0.152
15:00 - 16:00	1	151	0.073	1	151	0.166	1	151	0.239
16:00 - 17:00	1	151	0.172	1	151	0.073	1	151	0.245
17:00 - 18:00	1	151	0.126	1	151	0.113	1	151	0.239
18:00 - 19:00	1	151	0.192	1	151	0.146	1	151	0.338
19:00 - 20:00	1	151	0.384	1	151	0.132	1	151	0.516
20:00 - 21:00	1	151	0.093	1	151	0.079	1	151	0.172
21:00 - 22:00	1	151	0.073	1	151	0.000	1	151	0.073
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.635			1.529			3.164

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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									
07:00 - 08:00	1	151	0.093	1	151	0.205	1	151	0.298
08:00 - 09:00	1	151	0.099	1	151	0.126	1	151	0.225
09:00 - 10:00	1	151	0.139	1	151	0.397	1	151	0.536
10:00 - 11:00	1	151	0.152	1	151	0.291	1	151	0.443
11:00 - 12:00	1	151	0.285	1	151	0.470	1	151	0.755
12:00 - 13:00	1	151	0.119	1	151	0.166	1	151	0.285
13:00 - 14:00	1	151	0.152	1	151	0.113	1	151	0.265
14:00 - 15:00	1	151	0.192	1	151	0.132	1	151	0.324
15:00 - 16:00	1	151	0.172	1	151	0.331	1	151	0.503
16:00 - 17:00	1	151	0.291	1	151	0.139	1	151	0.430
17:00 - 18:00	1	151	0.311	1	151	0.252	1	151	0.563
18:00 - 19:00	1	151	0.364	1	151	0.364	1	151	0.728
19:00 - 20:00	1	151	0.841	1	151	0.278	1	151	1.119
20:00 - 21:00	1	151	0.278	1	151	0.318	1	151	0.596
21:00 - 22:00	1	151	0.391	1	151	0.106	1	151	0.497
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.879			3.688			7.567

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL LGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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									
07:00 - 08:00	1	151	0.007	1	151	0.000	1	151	0.007
08:00 - 09:00	1	151	0.007	1	151	0.013	1	151	0.020
09:00 - 10:00	1	151	0.007	1	151	0.000	1	151	0.007
10:00 - 11:00	1	151	0.020	1	151	0.013	1	151	0.033
11:00 - 12:00	1	151	0.020	1	151	0.026	1	151	0.046
12:00 - 13:00	1	151	0.007	1	151	0.007	1	151	0.014
13:00 - 14:00	1	151	0.000	1	151	0.007	1	151	0.007
14:00 - 15:00	1	151	0.000	1	151	0.000	1	151	0.000
15:00 - 16:00	1	151	0.013	1	151	0.013	1	151	0.026
16:00 - 17:00	1	151	0.007	1	151	0.007	1	151	0.014
17:00 - 18:00	1	151	0.000	1	151	0.000	1	151	0.000
18:00 - 19:00	1	151	0.000	1	151	0.000	1	151	0.000
19:00 - 20:00	1	151	0.000	1	151	0.000	1	151	0.000
20:00 - 21:00	1	151	0.000	1	151	0.000	1	151	0.000
21:00 - 22:00	1	151	0.000	1	151	0.000	1	151	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.086			0.174

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.*

Appendix C

PROPOSED DEVELOPMENT SCHEME PLANS

Notes
This drawing is copyright Piercy&Company.

DISCLAIMER
This document may be issued in an editable digital CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version as a record of the original file. It is for those parties making such alterations and/or additions to ensure that they make use of current background information.

Piercy&Company accepts no liability for either: any such alterations and/or additions to the background information by others; or any other changes made by others to the architectural content of the background information itself.

THE INTERNAL LAYOUTS TO THE EXISTING BUILDING ARE SHOWN FOR INFORMATION PURPOSES ONLY AS THE INTERNAL RECONFIGURATION DOES NOT REQUIRE PLANNING PERMISSION AND SHOULD NOT THEREFORE BE CONSIDERED AS PART OF THIS PLANNING APPLICATION

Site own by applicant
Application site extent

Rev	Date	Description
A	17.07.19	Planning

Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Site Location Plan

Drawn NA | **Checked** NH | **Approved** PJ

Date
17.07.19

Scale
1: 1250 @ A1
1: 2500 @ A3

Drawing Status
Planning

Project	Disc	Level	Series	Drg no.	Rev
13545	A	L00	01	010	A

The Centro Building
39 Plender Street
London NW1 0DT

info@piercyandco.com
www.piercyandco.com

Telephone
+44 (0) 2074907546

Piercy & Company

Notes

This drawing is copyright Piercy&Company.

DISCLAIMER

This document may be issued in an editable digital CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version as a record of the original file. It is for those parties making such alterations and/or additions to ensure that they make use of current background information.

Piercy&Company accepts no liability for either: any such alterations and/or additions to the background information by others; or any other changes made by others to the architectural content of the background information itself.

THE INTERNAL LAYOUTS TO THE EXISTING BUILDING ARE SHOWN FOR INFORMATION PURPOSES ONLY AS THE INTERNAL RECONFIGURATION DOES NOT REQUIRE PLANNING PERMISSION AND SHOULD NOT THEREFORE BE CONSIDERED AS PART OF THIS PLANNING APPLICATION

Site own by applicant

Application site extent

Rev	Date	Description
B	11.07.19	Planning
A	14.02.18	First issue

Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Existing Site Plan

Drawn	Checked	Approved
RN	NH	PJ

Date
11.07.19

Scale
1:500 @ A1
1:1000 @ A3

Drawing Status
Planning

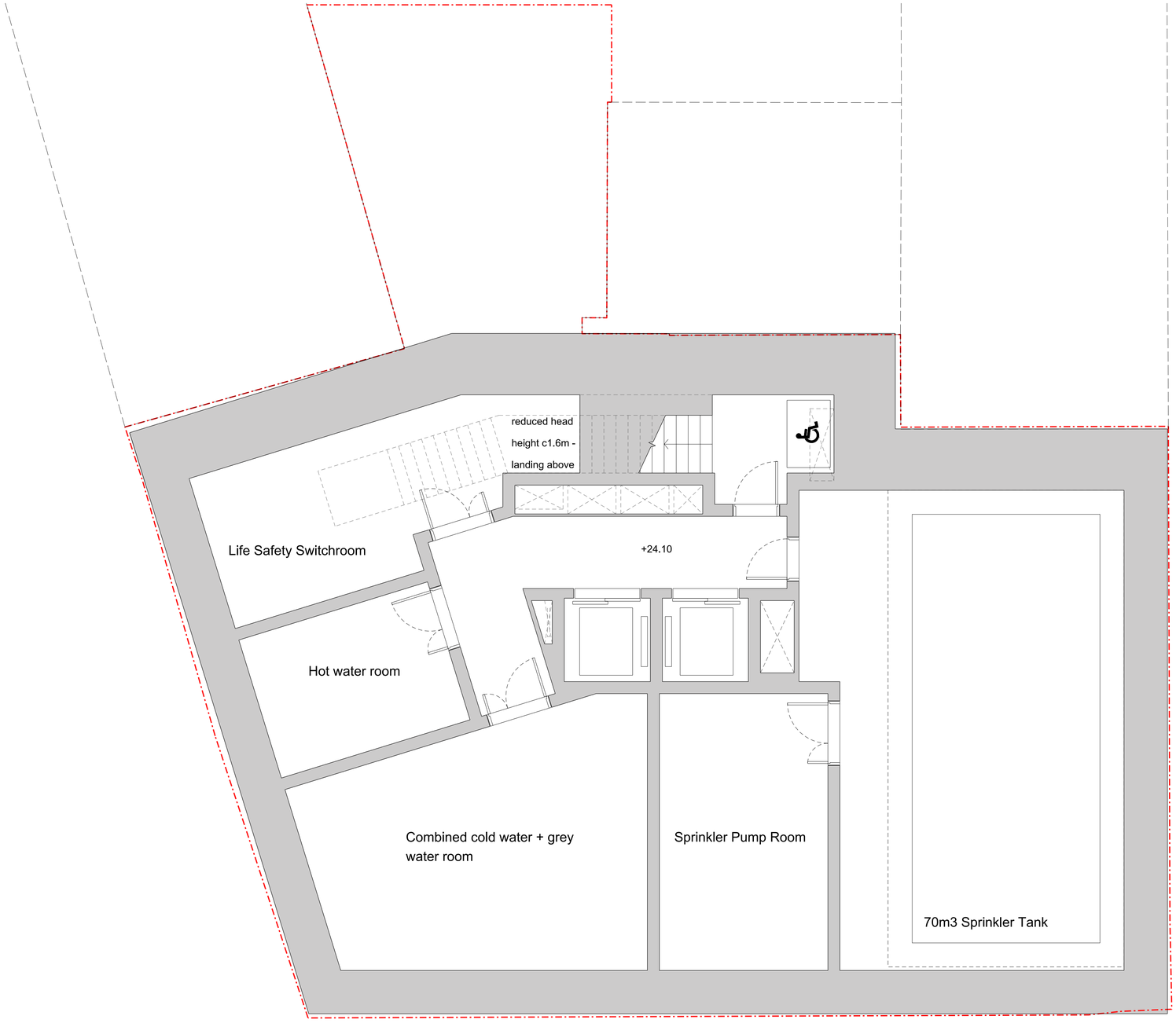
Project	Disc	Level	Series	Drg no.	Rev
13545	A	L00	01	000	B

The Centro Building
39 Plender Street
London NW1 0DT

info@piercyandco.com
www.piercyandco.com

Telephone
+44 (0) 2074907546

Piercy & Company



0m 1m 2m 5m

N

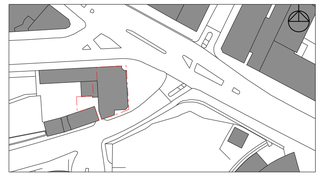
Notes
This drawing is copyright Piercy&Company.

DISCLAIMER
This document may be issued in an editable digital CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version as a record of the original file. It is for those parties making such alterations and/or additions to ensure that they make use of current background information.

Piercy&Company accepts no liability for either: any such alterations and/or additions to the background information by others; or any other changes made by others to the architectural content of the background information itself.

THE INTERNAL LAYOUTS TO THE EXISTING BUILDING ARE SHOWN FOR INFORMATION PURPOSES ONLY AS THE INTERNAL RECONFIGURATION DOES NOT REQUIRE PLANNING PERMISSION AND SHOULD NOT THEREFORE BE CONSIDERED AS PART OF THIS PLANNING APPLICATION

Rev	Date	Description
B	29.01.21	Minor revisions to design freeze
A	22.01.21	Design Freeze



Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed Basement 2 Plan

Drawn	Checked	Approved
NA	LP	NH

Date	Scale
22.01.21	1:50 @ A1 1:100 @ A3

Drawing Status
Planning

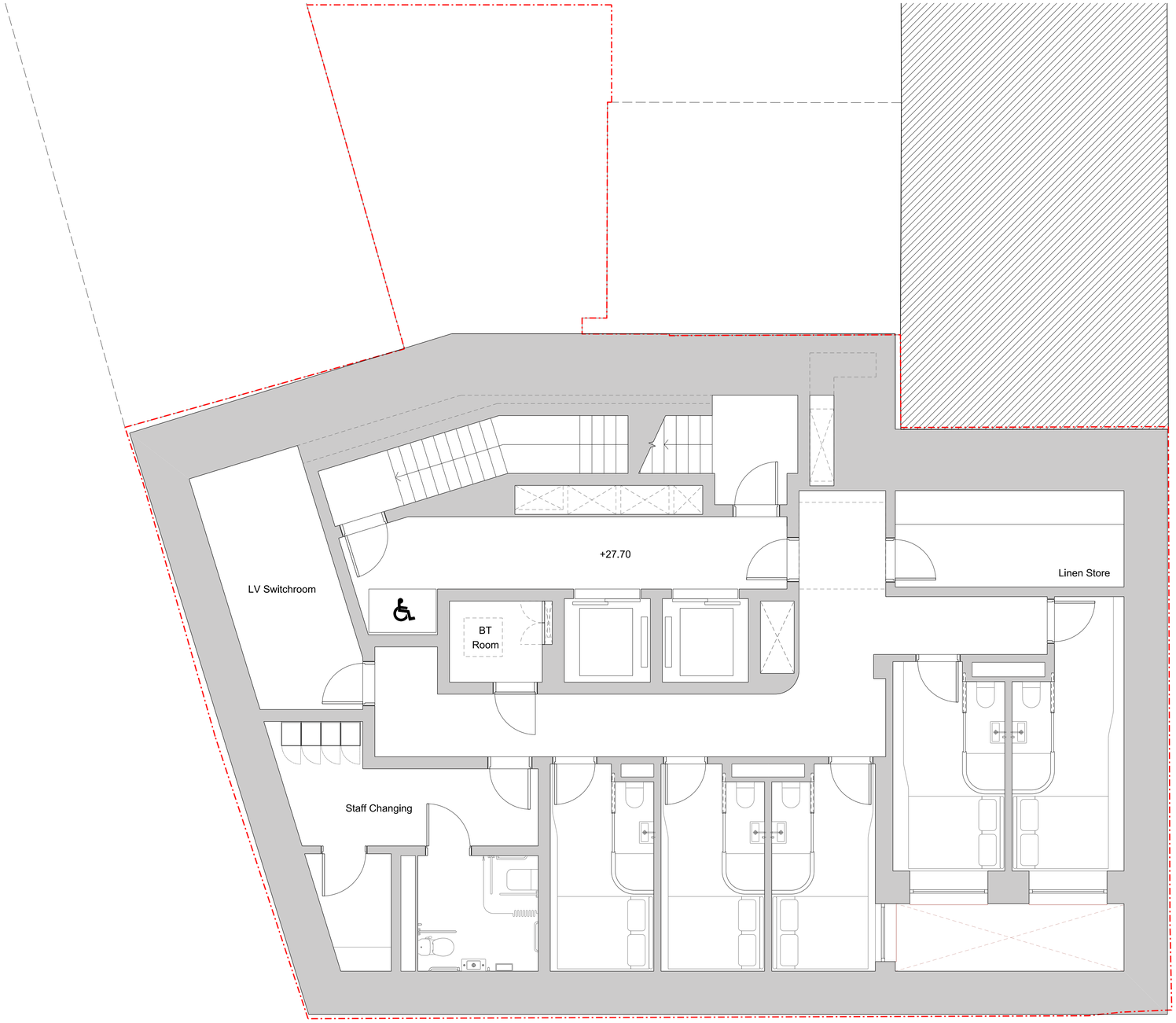
Project	Disc	Level	Series	Drg no.	Rev
13545	A	-2	00	098	B

The Centro Building
39 Plender Street
London NW1 0DT

info@piercyandco.com
www.piercyandco.com

Telephone
+44 (0) 2074907546

Piercy & Company



0m 1m 2m 5m

N

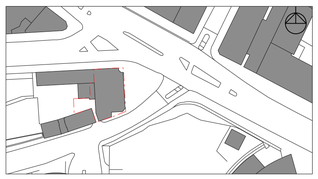
Notes
This drawing is copyright Piercy&Company.

DISCLAIMER
This document may be issued in an editable digital CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version as a record of the original file. It is for those parties making such alterations and/or additions to ensure that they make use of current background information.

Piercy&Company accepts no liability for either: any such alterations and/or additions to the background information by others; or any other changes made by others to the architectural content of the background information itself.

THE INTERNAL LAYOUTS TO THE EXISTING BUILDING ARE SHOWN FOR INFORMATION PURPOSES ONLY AS THE INTERNAL RECONFIGURATION DOES NOT REQUIRE PLANNING PERMISSION AND SHOULD NOT THEREFORE BE CONSIDERED AS PART OF THIS PLANNING APPLICATION

Rev	Date	Description
B	29.01.21	Minor revisions to design freeze
A	22.01.21	Design Freeze



Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed Basement 1 Plan

Drawn	Checked	Approved
NA	LP	NH

Date	Scale
22.01.21	1:50 @ A1 1:100 @ A3

Drawing Status
Planning

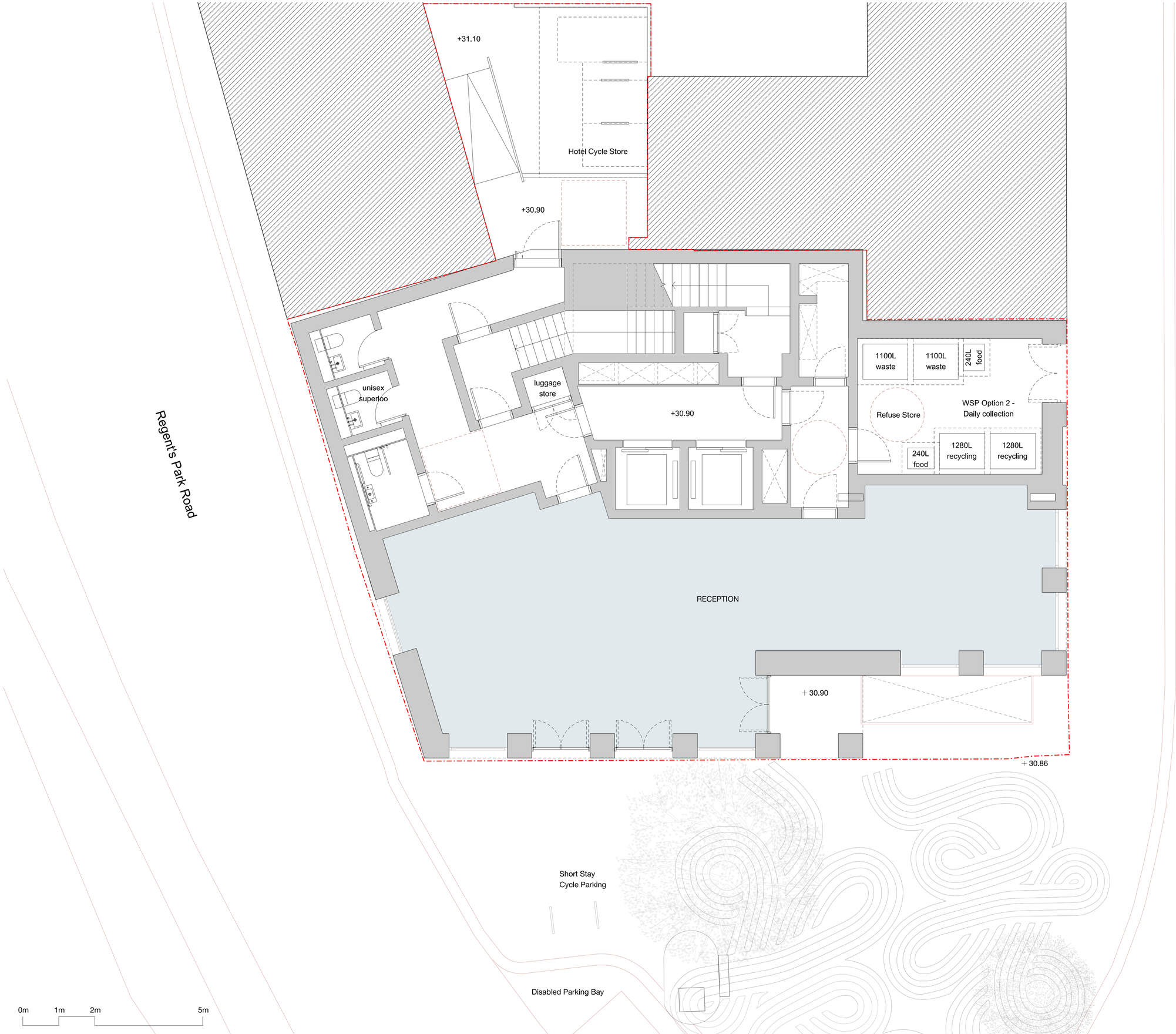
Project	Disc	Level	Series	Drg no.	Rev
13545	A	-1	00	099	A

The Centro Building
39 Plender Street
London NW1 0DT

info@piercyandco.com
www.piercyandco.com

Telephone
+44 (0) 2074907546

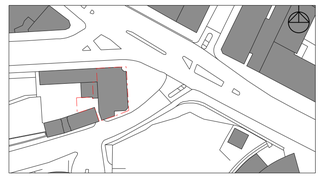
Piercy & Company



Notes

THE INTERNAL LAYOUTS TO THE EXISTING BUILDING ARE SHOWN FOR INFORMATION PURPOSES ONLY AS THE INTERNAL RECONFIGURATION DOES NOT REQUIRE PLANNING PERMISSION AND SHOULD NOT THEREFORE BE CONSIDERED AS PART OF THIS PLANNING APPLICATION

Rev	Date	Description
B	29.01.21	Minor revisions to design freeze
A	22.01.21	Design Freeze



Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed Ground Floor Plan

Drawn	Checked	Approved
NA	LP	NH

Date	Scale
22.01.21	1:50 @ A1 1:100 @ A3

Drawing Status
Planning

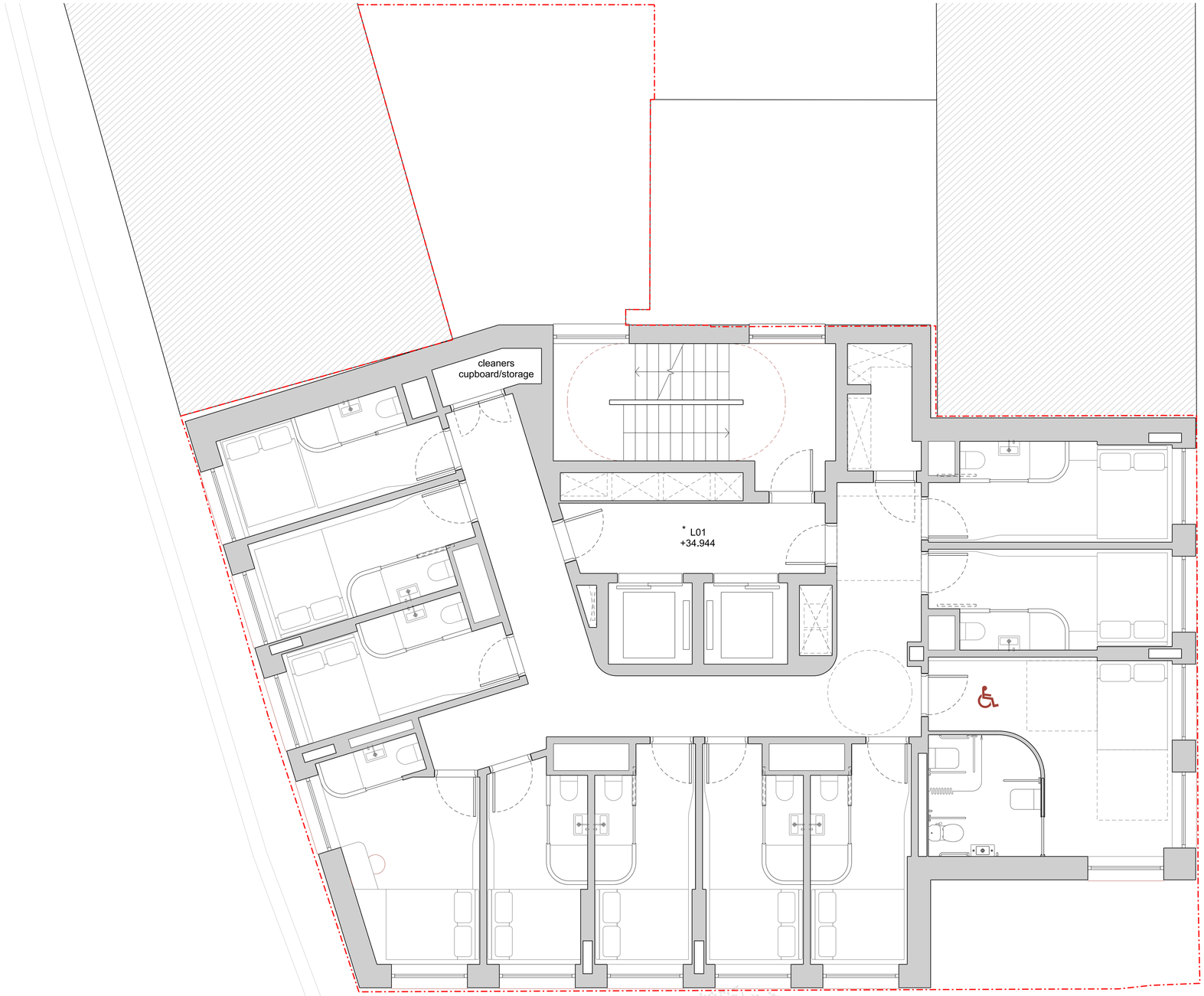
Project	Disc	Level	Series	Drg no.	Rev
13545	A	00	00	100	B

The Centro Building
39 Plender Street
London NW1 0DT

info@piercyandco.com
www.piercyandco.com

Telephone
+44 (0) 2074907546

Piercy & Company



0m 1m 2m 5m

N

Notes

DISCLAIMER
This document may be issued in an editable digital CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version as a record of the original file. It is for those parties making such alterations and/or additions to ensure that they make use of current background information.

Piercy&Company accepts no liability for either: any such alterations and/or additions to the background information by others; or any other changes made by others to the architectural content of the background information itself.

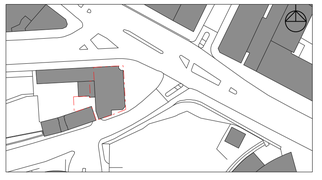
THE INTERNAL LAYOUTS TO THE EXISTING BUILDING ARE SHOWN FOR INFORMATION PURPOSES ONLY AS THE INTERNAL RECONFIGURATION DOES NOT REQUIRE PLANNING PERMISSION AND SHOULD NOT THEREFORE BE CONSIDERED AS PART OF THIS PLANNING APPLICATION

* FINISHED FLOOR LEVELS
(3.2m F-F L01-L06)

L02: +38.144

L03: +41.344

Rev	Date	Description
B	29.01.21	Minor revisions to design freeze
A	22.01.21	Design Freeze



Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed First - Third Floor Plans

Drawn	Checked	Approved
NA	LP	NH

Date	Scale
22.01.21	1:50 @ A1 1:100 @ A3

Drawing Status
Planning

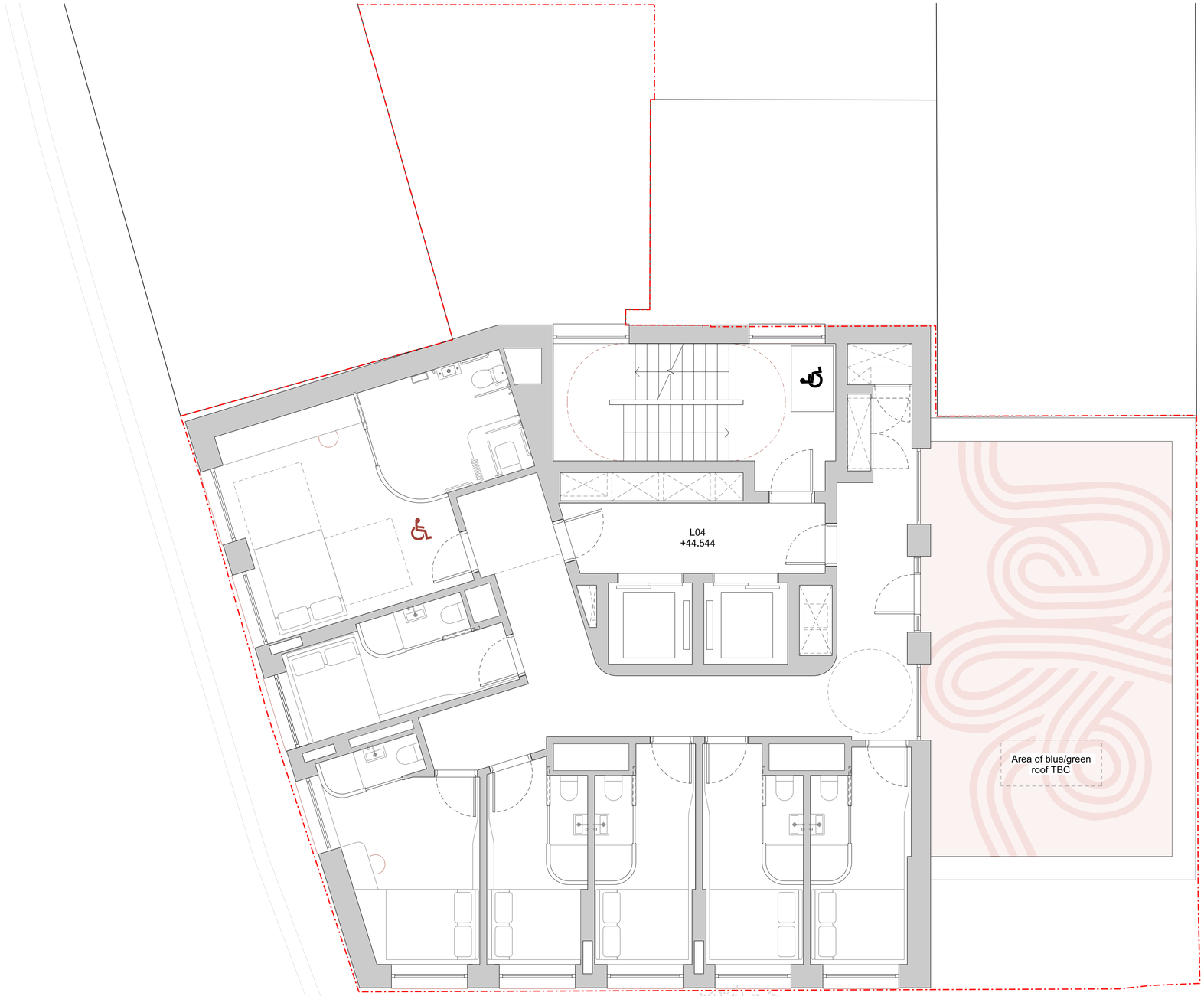
Project	Disc	Level	Series	Drg no.	Rev
13545	A	01-03	00	101-103	B

The Centro Building
39 Plender Street
London NW1 0DT

info@piercyandco.com
www.piercyandco.com

Telephone
+44 (0) 2074907546

Piercy & Company



0m 1m 2m 5m

N

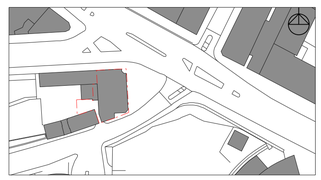
Notes

DISCLAIMER
This document may be issued in an editable digital CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version as a record of the original file. It is for those parties making such alterations and/or additions to ensure that they make use of current background information.

Piercy&Company accepts no liability for either: any such alterations and/or additions to the background information by others; or any other changes made by others to the architectural content of the background information itself.

THE INTERNAL LAYOUTS TO THE EXISTING BUILDING ARE SHOWN FOR INFORMATION PURPOSES ONLY AS THE INTERNAL RECONFIGURATION DOES NOT REQUIRE PLANNING PERMISSION AND SHOULD NOT THEREFORE BE CONSIDERED AS PART OF THIS PLANNING APPLICATION

Rev	Date	Description
B	29.01.21	Minor revisions to design freeze
A	22.01.21	Design Freeze



Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed Fourth Floor Plan

Drawn	Checked	Approved
NA	LP	NH

Date	Scale
22.01.21	1:50 @ A1 1:100 @ A3

Drawing Status
Planning

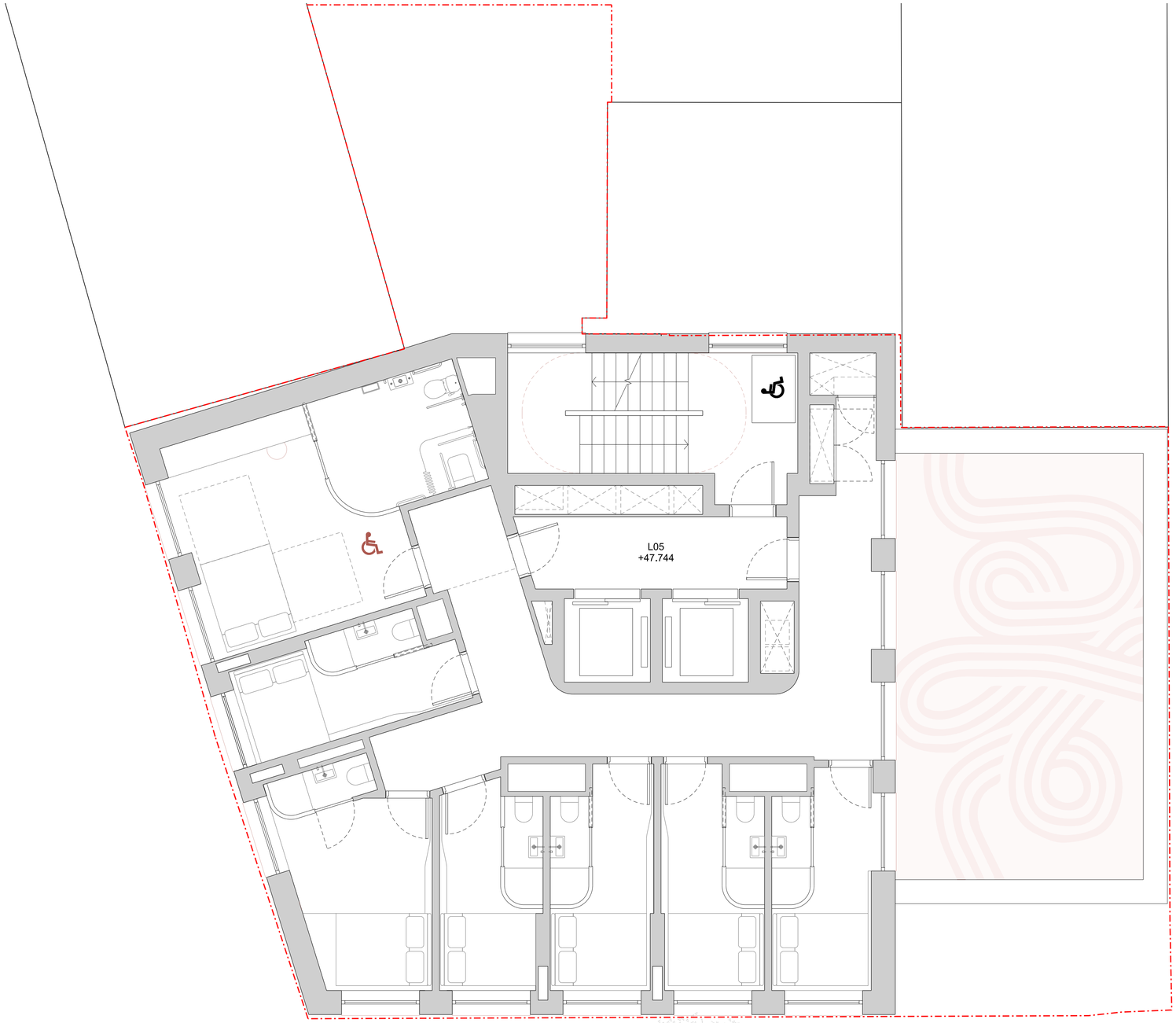
Project	Disc	Level	Series	Drg no.	Rev
13545	A	04	00	104	B

The Centro Building
39 Plender Street
London NW1 0DT

info@piercyandco.com
www.piercyandco.com

Telephone
+44 (0) 2074907546

Piercy & Company



0m 1m 2m 5m

N

Notes
This drawing is copyright Piercy&Company.

DISCLAIMER
This document may be issued in an editable digital CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version as a record of the original file. It is for those parties making such alterations and/or additions to ensure that they make use of current background information.

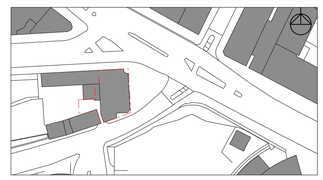
Piercy&Company accepts no liability for either: any such alterations and/or additions to the background information by others; or any other changes made by others to the architectural content of the background information itself.

THE INTERNAL LAYOUTS TO THE EXISTING BUILDING ARE SHOWN FOR INFORMATION PURPOSES ONLY AS THE INTERNAL RECONFIGURATION DOES NOT REQUIRE PLANNING PERMISSION AND SHOULD NOT THEREFORE BE CONSIDERED AS PART OF THIS PLANNING APPLICATION

* FINISHED FLOOR LEVELS
(3.2m F-F L01-L06)

L06: +50.944

Rev	Date	Description
B	29.01.21	Minor revisions to design freeze
A	22.01.21	Design Freeze



Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed Fifth - Sixth Floor Plan

Drawn	Checked	Approved
NA	LP	NH

Date	Scale
22.01.21	1:50 @ A1 1:100 @ A3

Drawing Status
Planning

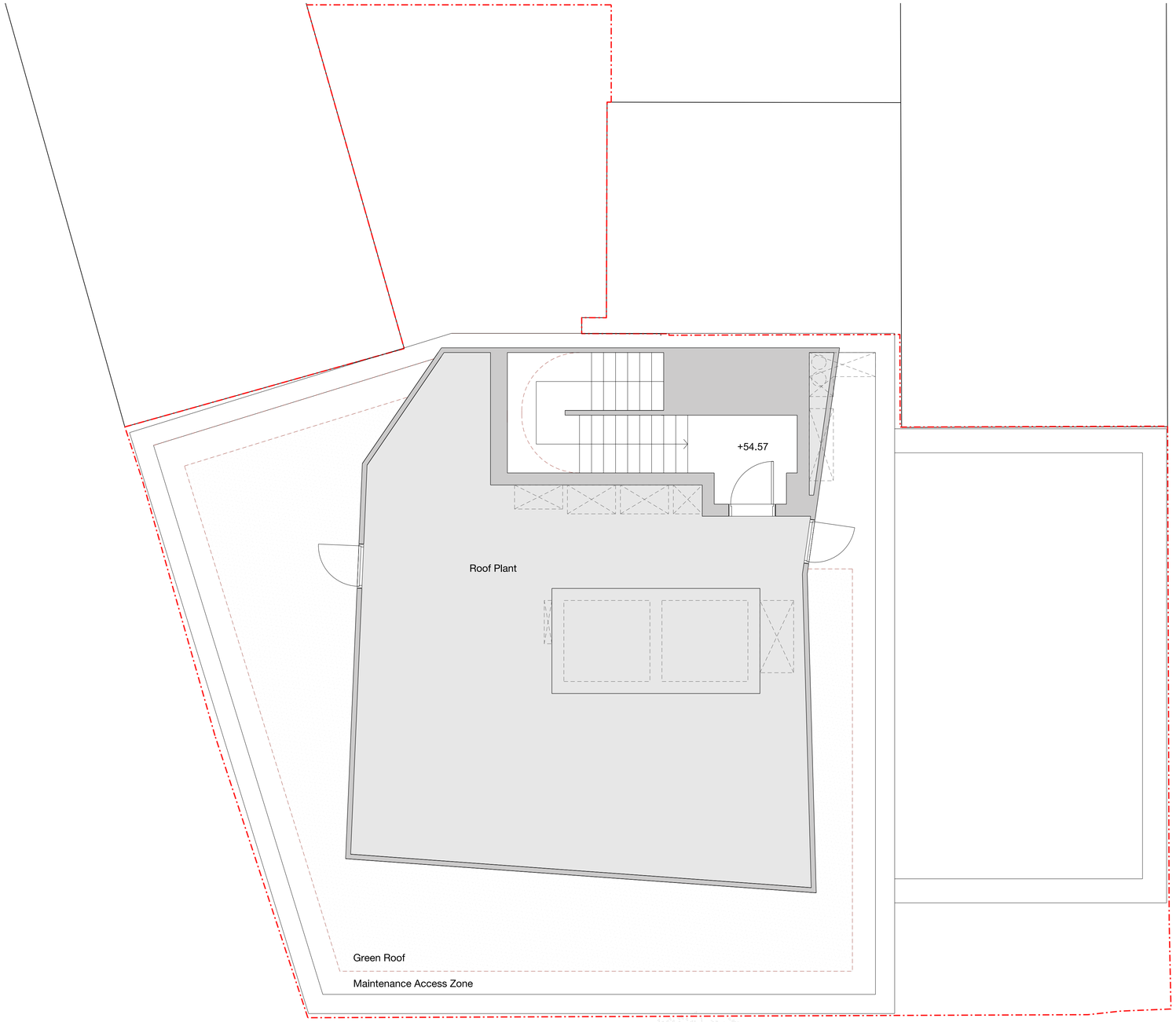
Project	Disc	Level	Series	Drg no.	Rev
13545	A	05-06	00	105-106	B

The Centro Building
39 Plender Street
London NW1 0DT

info@piercyandco.com
www.piercyandco.com

Telephone
+44 (0) 2074907546

Piercy & Company



0m 1m 2m 5m

N

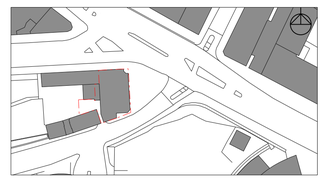
Notes
This drawing is copyright Piercy&Company.

DISCLAIMER
This document may be issued in an editable digital CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version as a record of the original file. It is for those parties making such alterations and/or additions to ensure that they make use of current background information.

Piercy&Company accepts no liability for either: any such alterations and/or additions to the background information by others; or any other changes made by others to the architectural content of the background information itself.

THE INTERNAL LAYOUTS TO THE EXISTING BUILDING ARE SHOWN FOR INFORMATION PURPOSES ONLY AS THE INTERNAL RECONFIGURATION DOES NOT REQUIRE PLANNING PERMISSION AND SHOULD NOT THEREFORE BE CONSIDERED AS PART OF THIS PLANNING APPLICATION

Rev	Date	Description
B	29.01.21	Minor revisions to design freeze
A	22.01.21	Design Freeze



Project
Regents Park Road Hotel

Client
Uchaux LTD.

Drawing Title
Proposed Roof Floor Plan

Drawn	Checked	Approved
NA	LP	NH

Date	Scale
22.01.21	1:50 @ A1 1:100 @ A3

Drawing Status
Planning

Project	Disc	Level	Series	Drg no.	Rev
13545	A	RL	00	107	B

The Centro Building
39 Plender Street
London NW1 0DT

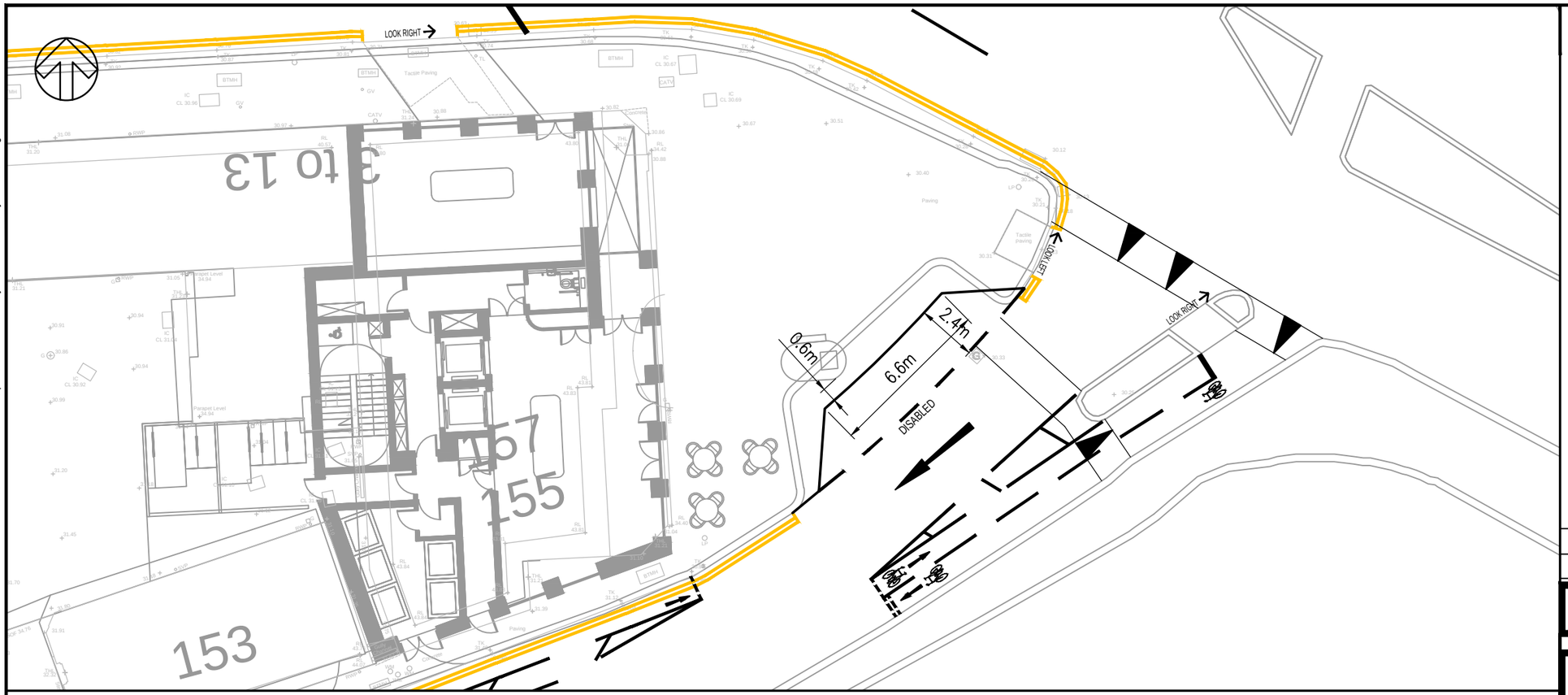
info@piercyandco.com
www.piercyandco.com

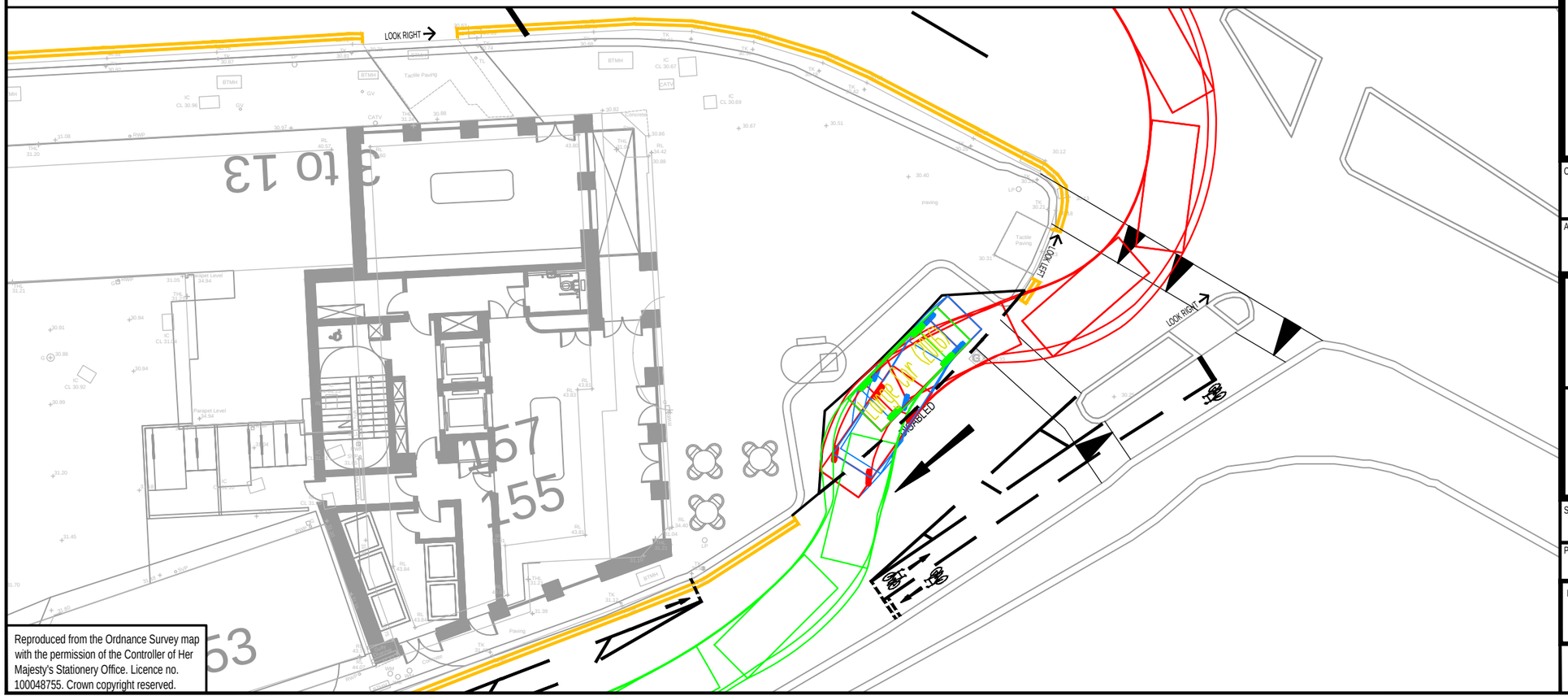
Telephone
+44 (0) 2074907546

Piercy & Company

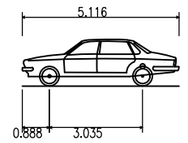
Appendix D

SWEPT PATH ANALYSIS





DO NOT SCALE



Large Car (2016)	
Overall Length	5.116m
Overall Width	1.899m
Overall Body Height	1.526m
Min Body Ground Clearance	0.311m
Track Width	1.834m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.150m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	22/01/2021	CRJB	FIRST ISSUE	NS	MCDD

DRAWING STATUS: S0 - WORK IN PROGRESS

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT: UCHAUX LTD.

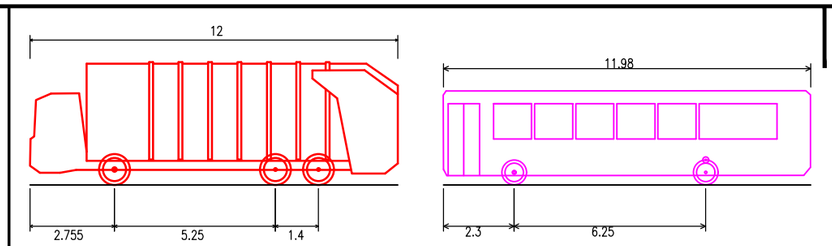
ARCHITECT: PIERCY & COMPANY

PROJECT: REGENTS PARK ROAD HOTEL, CAMDEN

TITLE: PROPOSED BLUE BADGE PARKING BAY WITH PUBLIC TOILET RETAINED AND SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:		APPROVED:
1:200	NS		DMcD
PROJECT No:	DESIGNED:	DRAWN:	DATE:
70059971		CRJB	January 21

DRAWING No: 70059971-TP-SK-13 REV: A



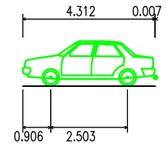
Camden Refuse Vehicle

Overall Length	12.000m
Overall Width	3.000m
Overall Body Height	4.000m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.250m

Single Deck Bus

Overall Length	11.980m
Overall Width	2.440m
Overall Body Height	3.070m
Min Body Ground Clearance	0.306m
Track Width	2.322m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	10.368m

DO NOT SCALE



Medium Sized Car

Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m

REV	DATE	BY	DESCRIPTION	CHK	APP
C	05/02/2021	CRJB	FOOTWAY REDUCED AT INSET LAY-BY	NS	DMcD
B	01/02/2021	CRJB	INSET LAY-BY ADDED	NS	DMcD
A	29/01/2021	CRJB	FIRST ISSUE	NS	DMcD

DRAWING STATUS: S0 - WORK IN PROGRESS

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT: UCHAUX LTD.

ARCHITECT: PIERCY & COMPANY

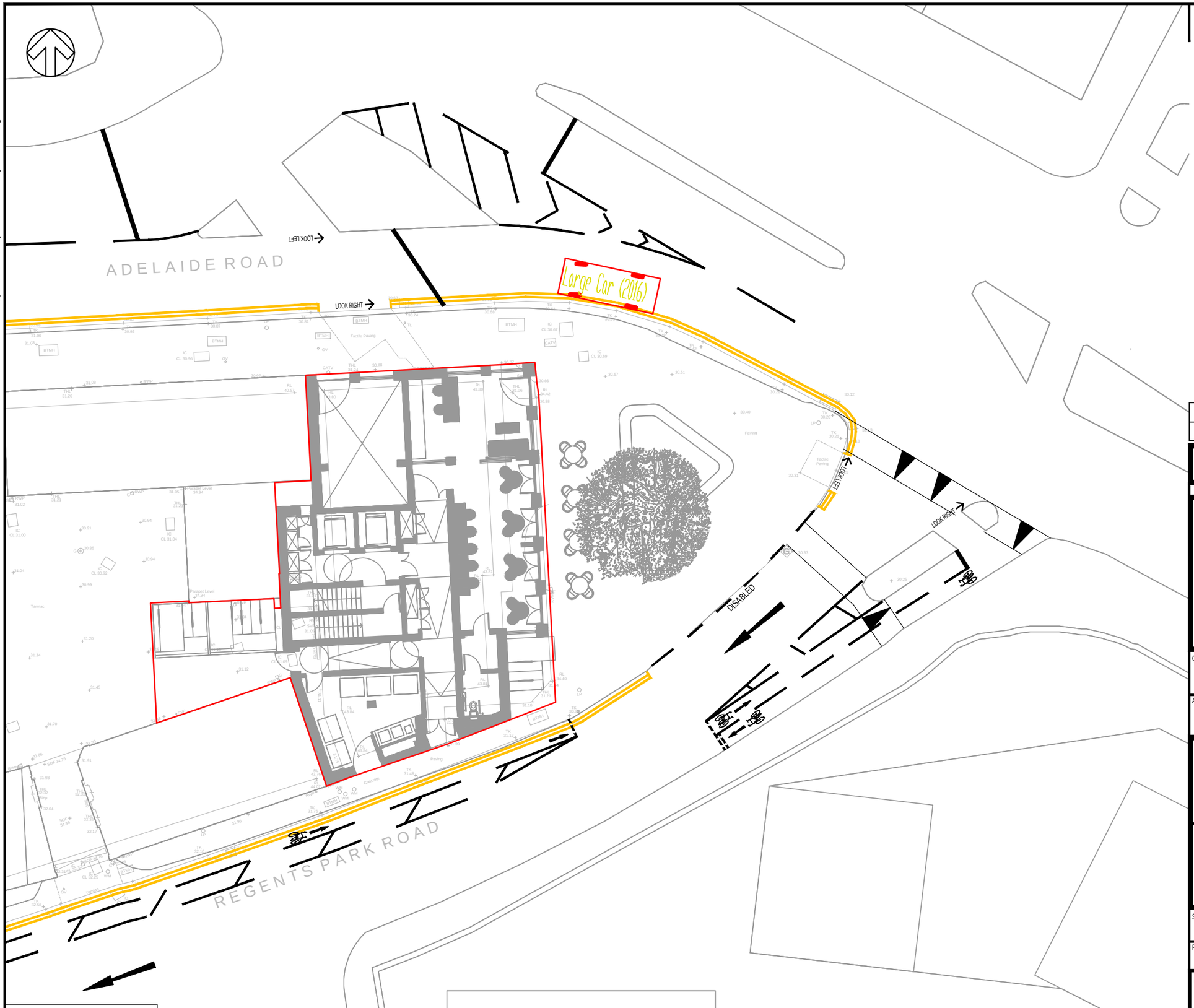
PROJECT: REGENTS PARK ROAD HOTEL, CAMDEN

TITLE: PROPOSED REFUSE COLLECTION CAR PASSING WITH BUS OPPOSITE SWEPT PATH ANALYSIS

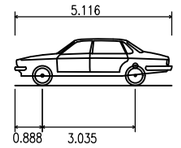
SCALE @ A3:	CHECKED:	APPROVED:
#####	NS	DMcD

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70059971		CRJB	February 21

DRAWING No: 70059971-TP-SK-14 REV: C



DO NOT SCALE



Large Car (2016)	
Overall Length	5.116m
Overall Width	1.899m
Overall Body Height	1.526m
Min Body Ground Clearance	0.311m
Track Width	1.834m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.150m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	18/07/2019	CRJB	FIRST ISSUE	AR	NS

DRAWING STATUS: S0 - WORK IN PROGRESS

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT: UCHAUX LTD.

ARCHITECT: PIERCY & COMPANY

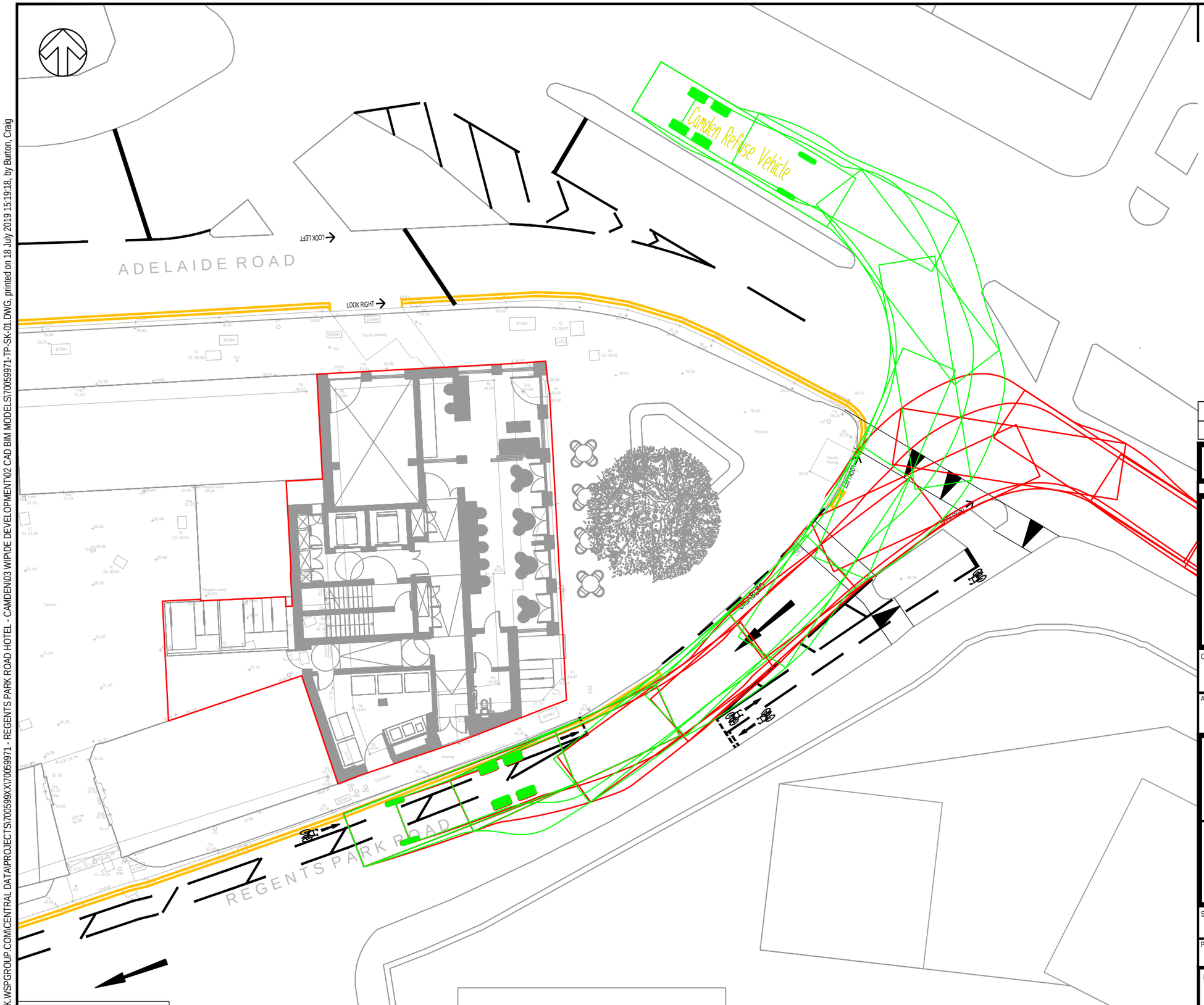
PROJECT: REGENTS PARK ROAD HOTEL, CAMDEN

TITLE: PROPOSED TAXI DROP-OFF SWEPT PATH ANALYSIS

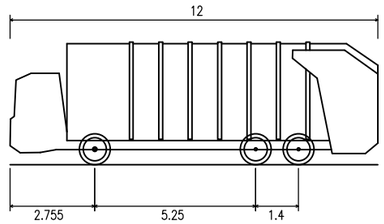
SCALE @ A3:	CHECKED:	APPROVED:
1:200	AR	NS

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70059971		CRJB	July 19

DRAWING No:	REV:
70059971-TP-SK-04	A



DO NOT SCALE



Camden Refuse Vehicle	
Overall Length	12.000m
Overall Width	3.000m
Overall Body Height	4.000m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.250m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	18/07/2019	CRJB	FIRST ISSUE	AR	NS

DRAWING STATUS:
S0 - WORK IN PROGRESS

WSP House, 70 Chancery Lane, London, WC2A 1AF, UK
T+ 44 (0) 207 314 5000, F+ 44 (0) 207 314 5111
wsp.com

CLIENT:
UCHAUX LTD.

ARCHITECT:
PIERCY & COMPANY

PROJECT:
REGENTS PARK ROAD HOTEL, CAMDEN

TITLE:
PROPOSED REFUSE COLLECTION
SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:	APPROVED:
1:200	AR	NS

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70059971		CRJB	July 19

DRAWING No:	REV:
70059971-TP-SK-01	A

WSP House
70 Chancery Lane
London
WC2A 1AF

wsp.com