

Job Title: CAA Space House
Job No: 2018-3758
File Ref: N15-DP-Transport Statement Addendum (200304) F1
Date: March 2021

Subject: **Transport Statement Addendum: Space House – Minor Material Amendments to Planning Permission Ref: 2019/2773/P and Listed Building Consent Ref: 2019/2790/L**

Introduction

1. Caneparo Associates is appointed by SLQR Trustee No.1 Limited & SLQR Trustee No.2 Limited as Co-Trustees of SLQR Trustee No.3 ('the Applicant') to provide traffic and transport advice associated with the Section 73 application at Space House, 1 Kemble Street & 45-49 Kingsway ('the Site'), in the London Borough of Camden ('LBC').
2. The 'Approved Scheme' was granted planning permission (Ref: 2019/2773/P) and listed building consent (Ref: 2019/27890/L) subject to a Section 106 Agreement on 26th November 2019 for the:
'Removal of existing roof plant equipment at 1 Kemble Street and erection of a single storey facsimile floor plus one setback floor; removal of roof plant from 43-59 Kingsway and erection of a single storey set-back extension; enclosure of the southern external stair at ground floor level on Kingsway with slimline glazing replacement windows and new glazing at ground floor level across the site; enclosing the redundant petrol filling station area with slimline glazing; façade cleaning; new landscaping and public realm works and internal alterations to both buildings in connection with their refurbishment and change of use from Class B1 offices to Class A1/A3 and flexible Class B1/B1 and events space (sui generis) at part ground and basement levels'.
3. This Transport Statement Addendum has been prepared to consider the effects of the minor-material amendment ('MMA') application under Section 73 of the Town and Country Planning Act 1990 and the application under Section 19 of the Planning (Listed Buildings and Conservation Areas) Act 1990, when compared with the Approved Scheme.
4. **Table 1** summarises the change in development quantum as a result of the MMA. The floor areas have been updated following a further building survey undertaken after the Approved Scheme. The amendments result in an increase in floorspace (+708sqm GIA) owing to more accurate building measurements and the inclusion of a missing mezzanine level in both buildings.

Table 1: Net Change in Floor Space compared to Approved Scheme (sqm GIA)			
Proposed Use	Approved Scheme (2019)	MMA (2021)	Net Change
Retail	329	219	-110
Restaurant	905	749	-156
Office	26,854	27,470*	+616
Commercial Core / Plant / Goods / Car & Cycle Parking / Changing Rooms	4,268	5,138	+870
Commercial / Sui Generis Event Space	1,952	1,481	-472
UKPN	1,122	1,083	-39
Total Floorspace	35,430	36,138	+708
<i>*includes the reception area which was previously omitted within the Transport Statement for the Approved Scheme.</i> <i>Note: discrepancies relate to the rounding of numbers</i>			

5. The MMA results in a reduction in the approved flexible commercial / Sui Generis floor space and flexible retail / restaurant floor space. The office use floor space has increased when compared to the Approved Scheme due to the inclusion of the reception area within this floor space category (this reception space was previously assessed within the Approved Scheme Transport Statement as Commercial Core / Plant / Goods / Car & Cycle Parking / Changing Rooms floor space) and the previously omitted mezzanine floorspace, which was discovered on site during detailed site investigations following the receipt of planning permission and listed building consent.

Transport Implications

6. The proposed amendments have been assessed taking into consideration policy guidance, existing conditions, and information included within the Approved Transport Statement. The changes relevant to transport are summarised as follows:
- The approved 4 No. basement parking spaces (including the 2 No. electric vehicle charging points) have been relocated to ground floor level within the site ownership boundary.

- The basement cycle store has been expanded and the total number of cycle spaces increased from 429 to 536 to account for the rising demand for cycling by tenants and their employees. This represents a 25% increase on the approved cycle parking space provision. This has been matched by an increase in supporting facilities such as showers, lockers and changing rooms.
 - The amendments result in an increase in the total back of house area within the building to accommodate the increase in cycle parking, changing rooms and showers, alongside a minor increase in the total quantum of commercial floorspace (now covered within Class E but indicated during this planning application as retail and office). As a result, there will be a minor increase in delivery demands and trip generation when compared with the figures presented in the Approved Transport Statement although as noted this increase relates to the inclusion of the reception which is unlikely to generate a demand for deliveries / trips by itself. To be thorough, the trip generation assessment has been updated later within this note.
7. This Transport Statement Addendum concludes that the MMA is in accordance with relevant adopted national, regional and local policy guidance and will not result in any material effects on the surrounding transport network. The above matters are discussed in further detail in the sections below.

Relocation of Car Parking from Basement to Ground Floor Level

8. The Approved Scheme includes for the provision of 4 No. parking spaces (including 1 no. disabled space) at Basement Level 1 and accessed via the existing vehicular ramp. It was agreed with Camden planning and transport officers during pre-application discussions (ref: 2020/4002/PRE, dated 23 September) that the parking spaces could be relocated to ground floor level amounting to 4 No. parking spaces, as detailed in **Appendix A**.
9. The relocation of the 4 No. parking spaces would maintain the reduction in car parking at the site as secured under the Approved Scheme i.e. a total reduction of 44 spaces. This arrangement has a number of benefits for the operation of the building including reduced transfer distances for mobility impaired drivers to the main reception, and the ability to dedicate the vehicular ramp for pedestrian and cyclist use only thus reducing potential conflict at this location.

10. The 2 No. electric vehicle charging points located within the basement level within the Approved Scheme will also be relocated to ground floor level to support the 4 No. parking spaces; this will require an update to Condition 7 of the extant planning permission. As per the Approved Scheme, a further 1 No. electric vehicle charging point will be provided adjacent to the 3 loading bays at ground level.
11. Swept path analysis included at **Appendix B** confirms that the relocation of the parking spaces to ground floor level does not affect manoeuvring associated with the loading bays, and each parking space can be safely and independently accessed.

Cycle Parking Alterations

12. The Approved Scheme includes for the provision of 429 long-stay cycle parking spaces within the Basement Level 1 cycle store. This provision aligned with the cycle parking requirements detailed within the New London Plan (2017), which was in draft format at the time of submitting the Approved Scheme.
13. Since the approval of the scheme, the London Plan (2021) has been revised with new minimum cycle parking standards. The proposed MMA change in office and retail floorspace results in the following minimum requirement for cycle parking in line with the London Plan (2021):
 - Office + Flexible Commercial / Sui Generis (29,514 sqm GEA): 394 long-stay + 15 short-stay spaces
 - Retail (223sqm GEA): 1 long-stay space + 4 short-stay spaces
 - Restaurant (768sqm GEA): 5 long-stay spaces + 39 short-stay spaces
 - Total required spaces: 399 long-stay spaces + 58 short-stay spaces
14. A key aim of the MMA is to increase the total number of cycle parking spaces over and above policy minimum requirements to reflect the rising demand for cycle facilities by tenants. This results in the proposed provision of 536 long-stay cycle parking spaces within Basement Level 1:
 - 514 two-tier josta stand spaces; and
 - 22 enlarged Sheffield stand spaces capable of accommodating non-standard/adapted bicycles.
15. In light of the above, Condition 5 of the extant planning permission will require amendments to reflect the increase in long-stay cycle parking spaces.

16. The 22 enlarged Sheffield stand spaces accord with the London Cycle Design Standards which recommends 5% of cycle parking to be provided for non-standard cycles such as tandems and recumbent bicycles. The calculation is based on 5% of the long-stay requirement when based on the Approved 429 long-stay spaces to accord with the London Plan (2021) standards ($429 * 5\% = 22$ enlarged spaces) rather than the total amount of long-stay spaces which is in fact in excess of requirements. This is considered a robust approach as the new office floorspace (sqm GEA) proposed under this amendment application, results in an reduction in the demand for cycle parking when compared with the Approved Transport Statement such that a lower level of enlarged spaces ($399 * 5\% = 19$ enlarged spaces) is required.
17. In addition to the increase in cycle parking spaces, a cycle maintenance station and additional showers and lockers are also provided amounting to a total of 65 showers (1 shower per 9 cycle spaces) and 536 lockers (1 locker per cycle space).
18. As per the Approved Scheme, a total of 34 external short-stay cycle spaces (17 Sheffield stands) will be provided at ground floor along the northern boundary to Keeley Street and in the south-west corner of the Site near to Kemble Street. It is noted that, following the reduction in the approved flexible retail/restaurant space, the minimum requirement for short-stay cycle parking has also decreased from 74 to 58 spaces. The proposal to maintain the same number of short-stay spaces as indicated within the Approved Scheme is therefore considered to actively support cycle travel by visitors to the Site.

Deliveries & Servicing

19. The servicing strategy remains unchanged when compared to the Approved Scheme, with the use of three on-site loading bays accessible from Keeley Street and located within the internal public realm. The addition of the parking spaces at ground floor level does not impact the use of the loading locations, as demonstrated within swept path analysis included at **Appendix B**.
20. The change in commercial floorspace (GIA) due to the expanded cycle facilities will result in a minor reduction in the frequency of deliveries to the development per day, as set out in **Table 2** using the same methodology as included within the Transport Statement for the Approved Scheme.

Table 2: Summary of Daily Servicing Vehicles (one-way)						
Land Use	Trip Rate (veh/ 100 sqm)	Approved Scheme (2019)		MMA (2021)		Net Change in Daily Servicing Vehicles
		Floor Area (sqm GIA)	Daily Servicing Vehicles	Floor Area (sqm GIA)	Daily Servicing Vehicles	
Office	0.25	26,854	67	27,470	69	+2
Commercial / Sui generis events space	0.25	1,952	5	1,481	4	-1
Retail	-	329	2	219	2	0
Café / Restaurant	1.33	905	12	749	10	-2
Total	-	-	86	-	85	-1

21. The conclusions of the servicing trip generation assessment within the Approved Transport Statement therefore remains valid and can be considered a robust assessment of future trips as the MMA is forecast to result in a minor reduction in deliveries.
22. The Servicing Management Plan (July 2020) which was approved pursuant to the S106 obligation clause 4.12 will require re-discharge to reflect the revised basement layout proposed under this MMA.

Trip Generation Assessment

23. As discussed in reference to Table 1, a combined uplift in Office and Commercial/Sui Generis Event floorspace of 144sqm (+616sqm Office – 472sqm Commercial / Sui Generis) when compared with the Approved Scheme is considered within this Transport Statement Addendum. Therefore, an increase in the total number of person trips is predicted. When applied to the approved trip rates, this increase in office floorspace amounts to 3 two-way person trips in the AM peak hour, 3 two-way person trips in the PM peak hour, and 30 two-way person trips across the day.
24. This additional level of trip generation is negligible and remains largely in line with that which was agreed within the Approved Transport Statement.
25. It should be noted that the increase in office floorspace relates solely to the inclusion of the reception area and mezzanine floors into the 'Office' floorspace which is unlikely to generate additional trips. In reality, the MMA will result in a decrease in trips with the flexible retail/restaurant and Commercial / Sui Generis Event floorspaces reducing in size.

Summary & Conclusion

26. The MMA amendments have been assessed taking into consideration policy guidance, existing planning conditions, and information included within the Approved Scheme Transport Statement. This Transport Statement Addendum concludes that the MMA will not result in a material impact on the local transport network.
27. In addition, the MMA amendments are in accordance with relevant adopted national, regional and local policy guidance, including proposing cycle parking in excess of the London Plan (2021) minimum requirements. As a result, it is concluded that the MMA amendments are acceptable on transport grounds.

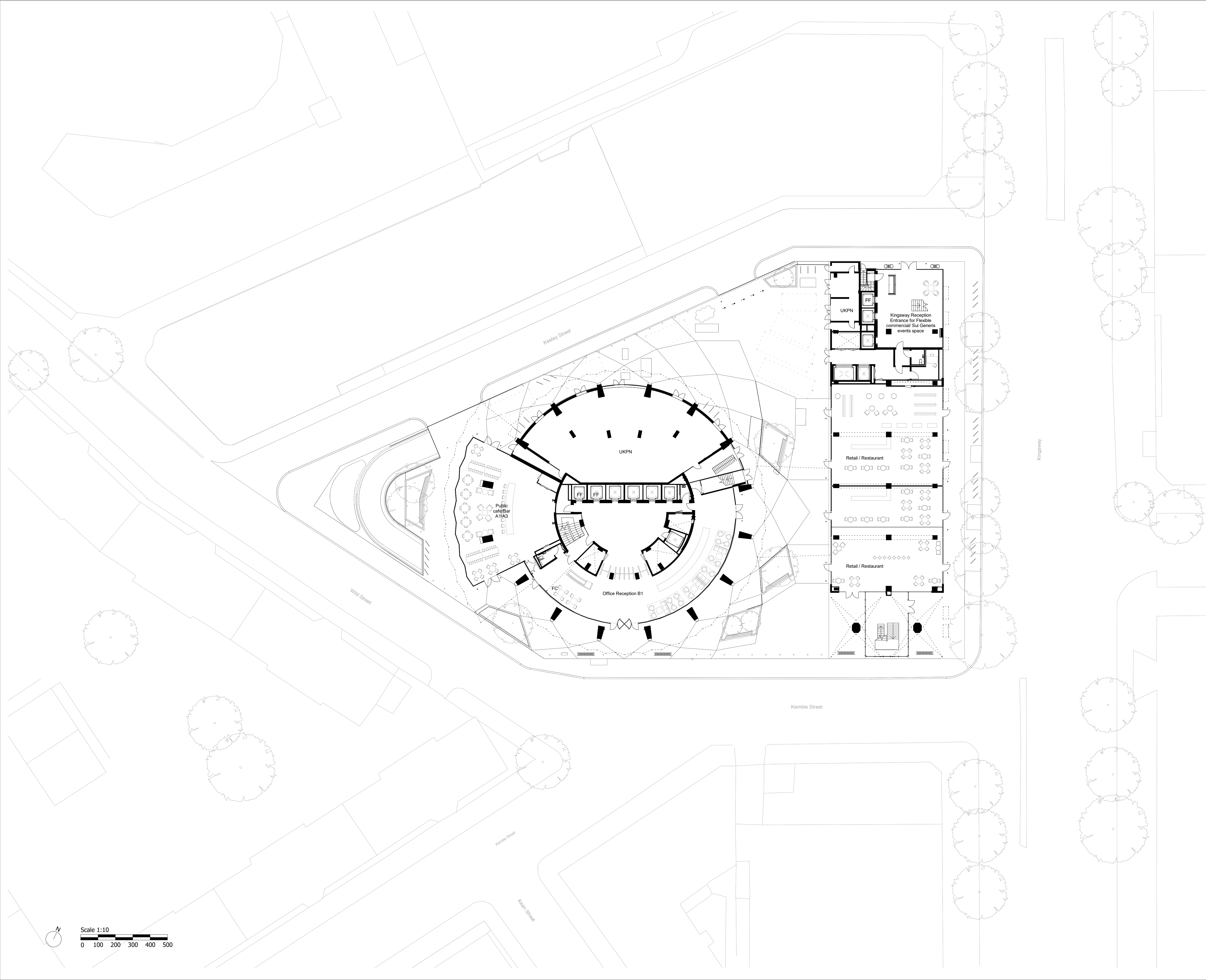
APPENDIX A

Proposed Layout Plans

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- Notes:
- Internal furniture layout is indicative
 - Landscaping layout is subject to planning permission condition 18



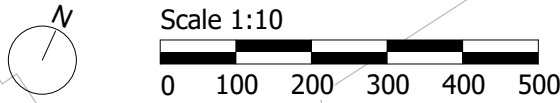
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Listed Building and Planning Application	Jan 2021	SQP	Rev-D
Pre-Application Advice	08/07/20	SQP	Rev-C
Planning Substitution	20/09/19	SQP	Rev-B
Planning Submission	24/05/19	SQP	Rev-A
Planning Substitution (no revision bubbles)	20/09/19	SQP	
Description	Date	Dm/Chk	Rev

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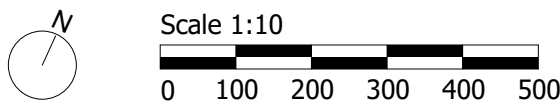
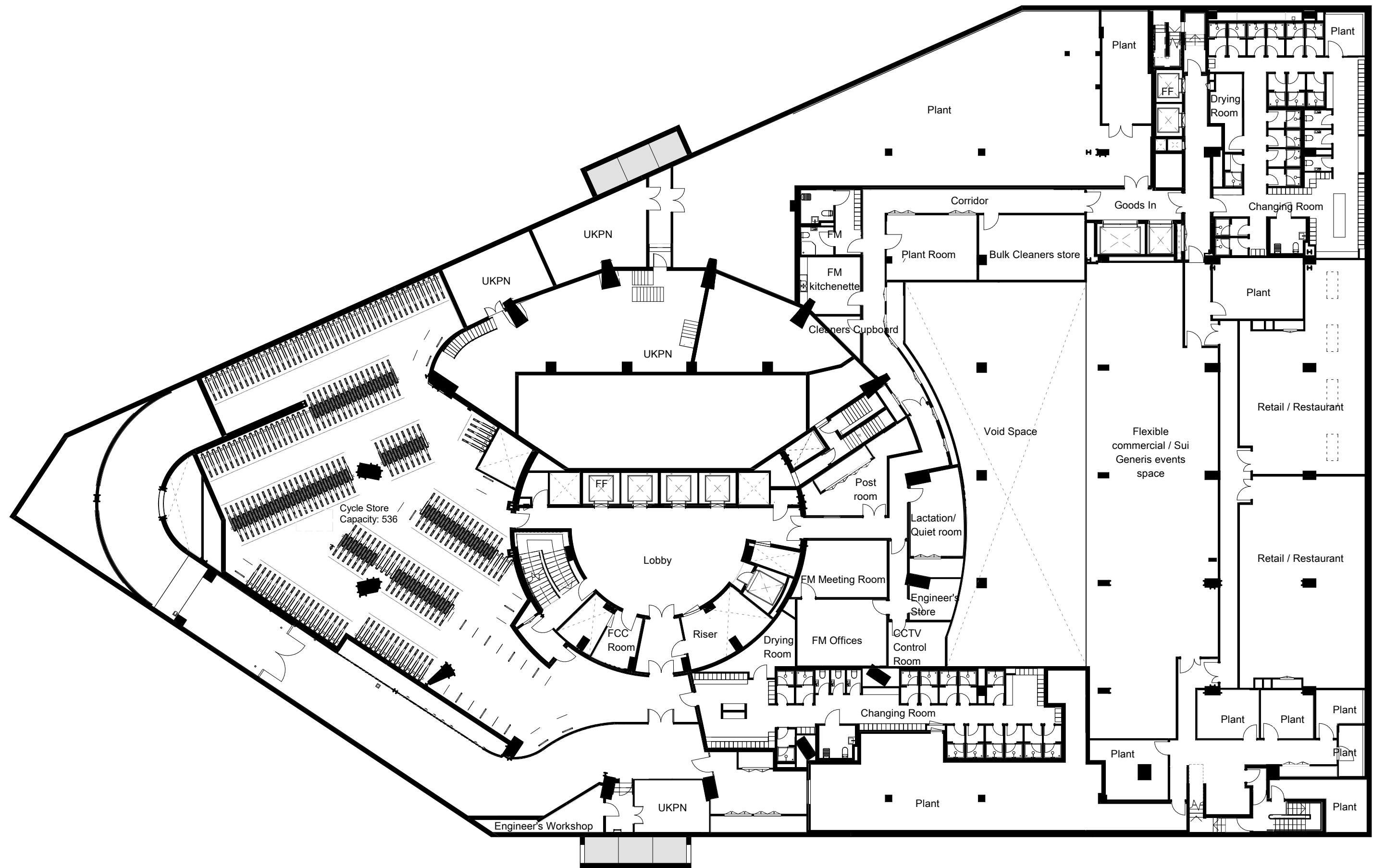
info@squireandpartners.com
www.squireandpartners.com

Project			
Space House			
London			
WC2			
Title			
Ground Floor			
GA Plan			
Proposed			
Status			
Date	Scale @ ISO A1	Job Number	
24/05/19	1:250	18077	
Drawing Number	Revision		
18077-SQP-ZZ-00-DP-A-PL20004	Rev-E		



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Section 73 / 19 Application	Mar 2021	SQP	Rev-C
Pre-Application Advise	25/08/20	SQP	Rev-B
Planning Submission	24/05/19	SQP	Rev-A
Description	Date	Dm/Chk	Rev

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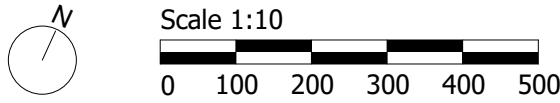
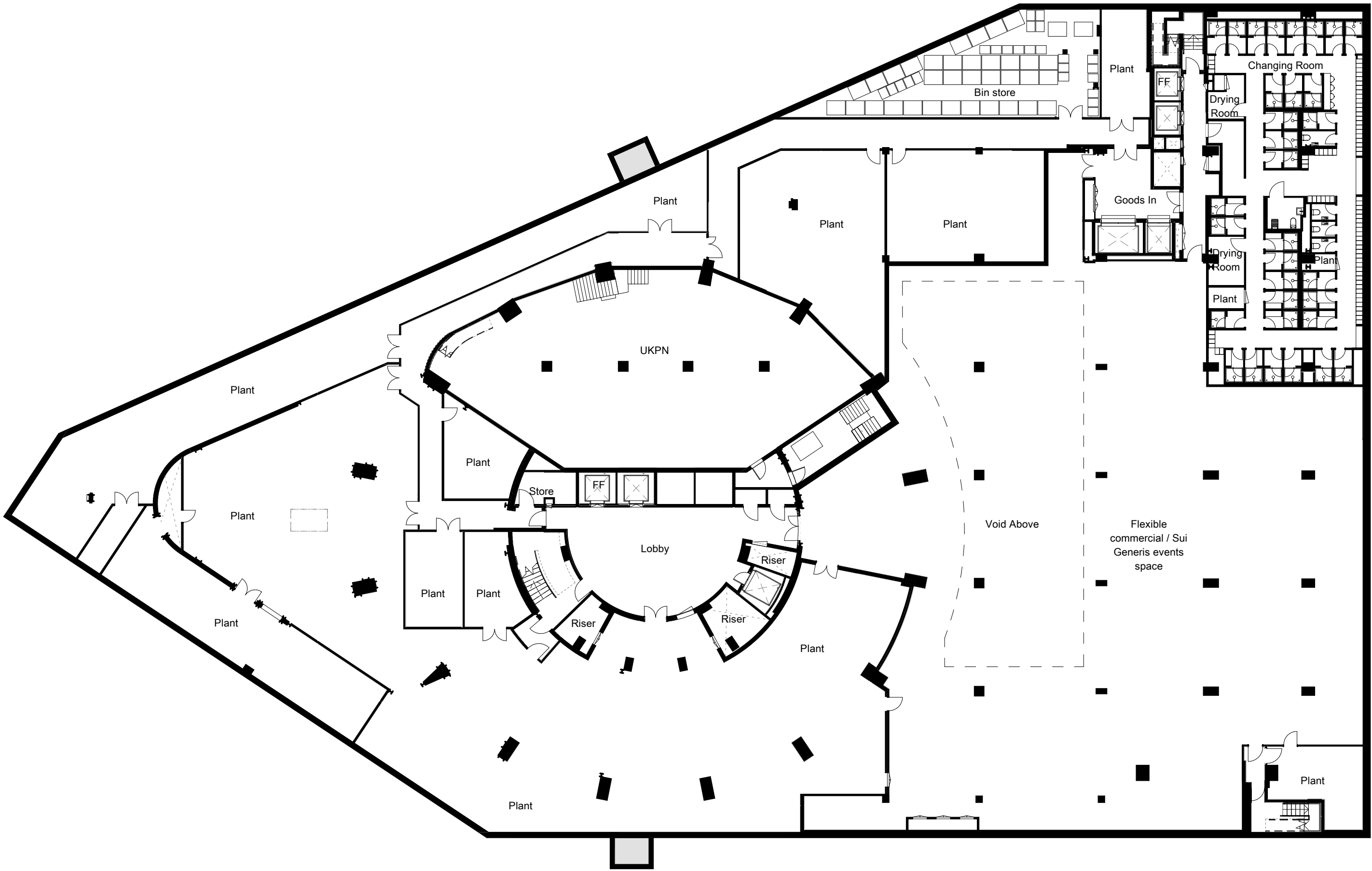
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Project			
Space House			
London			
WC2			
Title			
Basement 1			
GA Plan			
Proposed			
Status			
Date	Scale @ ISO A1	Job Number	
24/05/19	1 : 250	18077	
Drawing Number		Revision	
18077-SQP-ZZ-B1-DP-A-PL20003		Rev-C	

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Section 73 / 19 Application	Mar 2021	SQP	Rev-C
Pre-Application Advise	25/08/20	SQP	Rev-B
Planning Submission	24/05/19	SQP	Rev-A
Description	Date	Dm/Chk	Rev

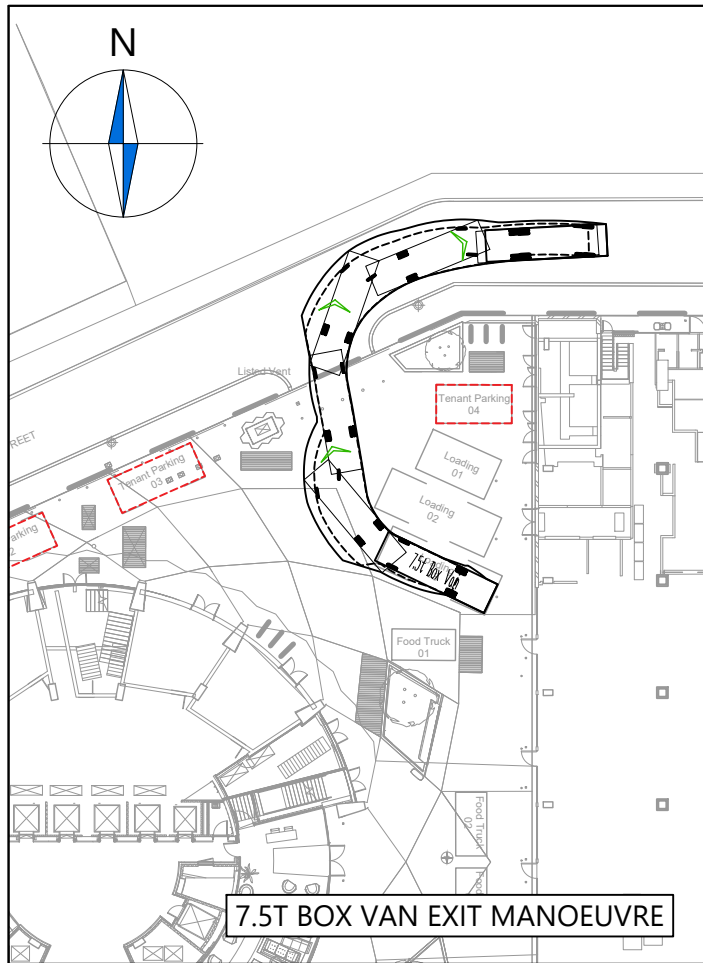
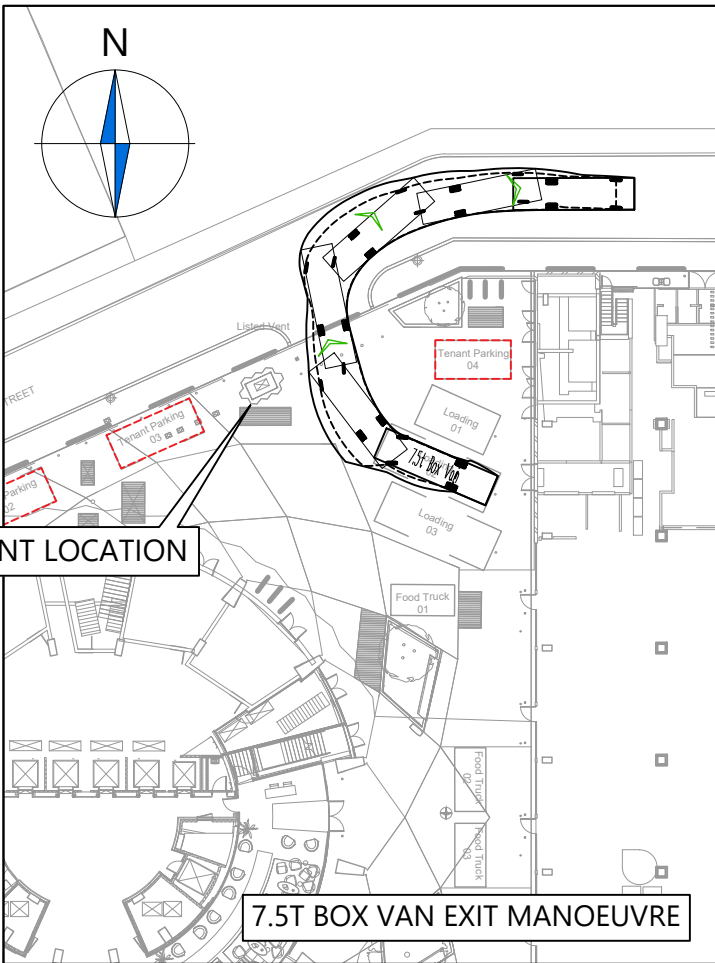
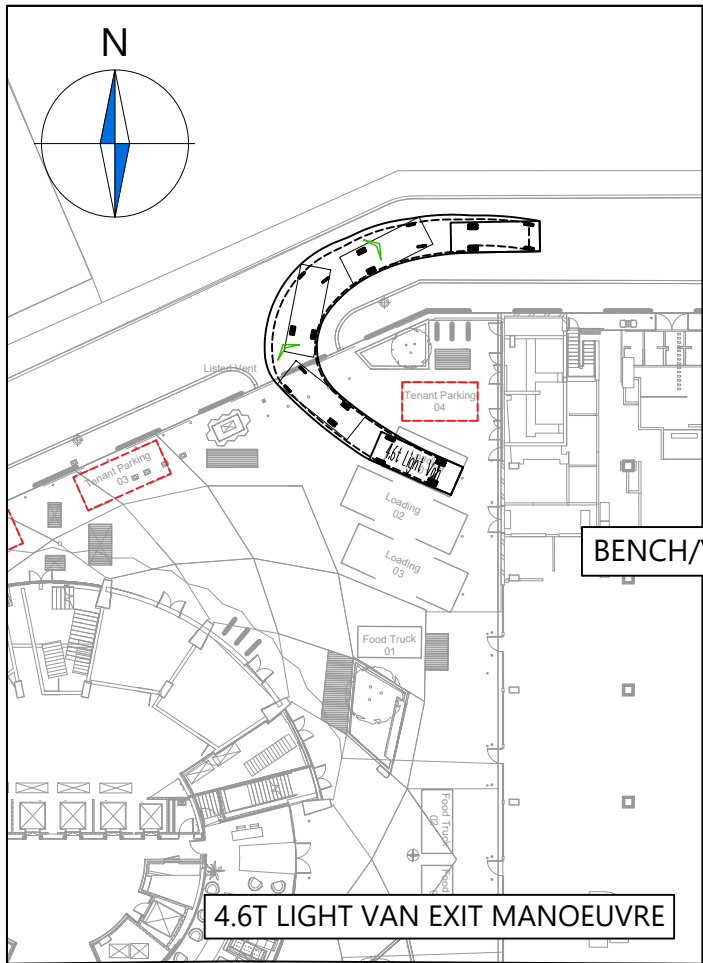
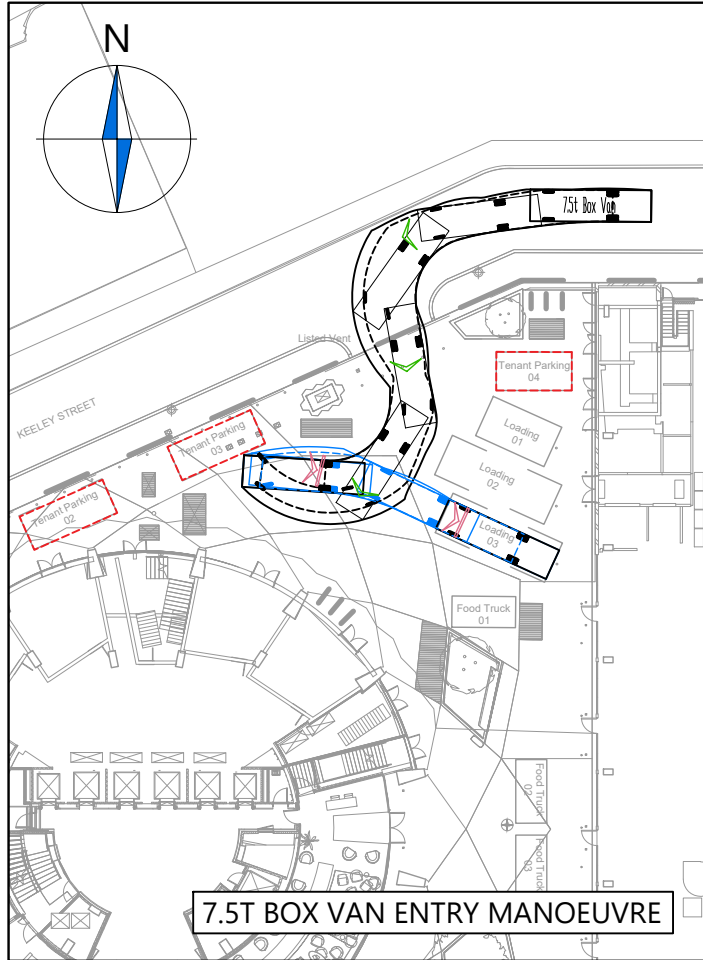
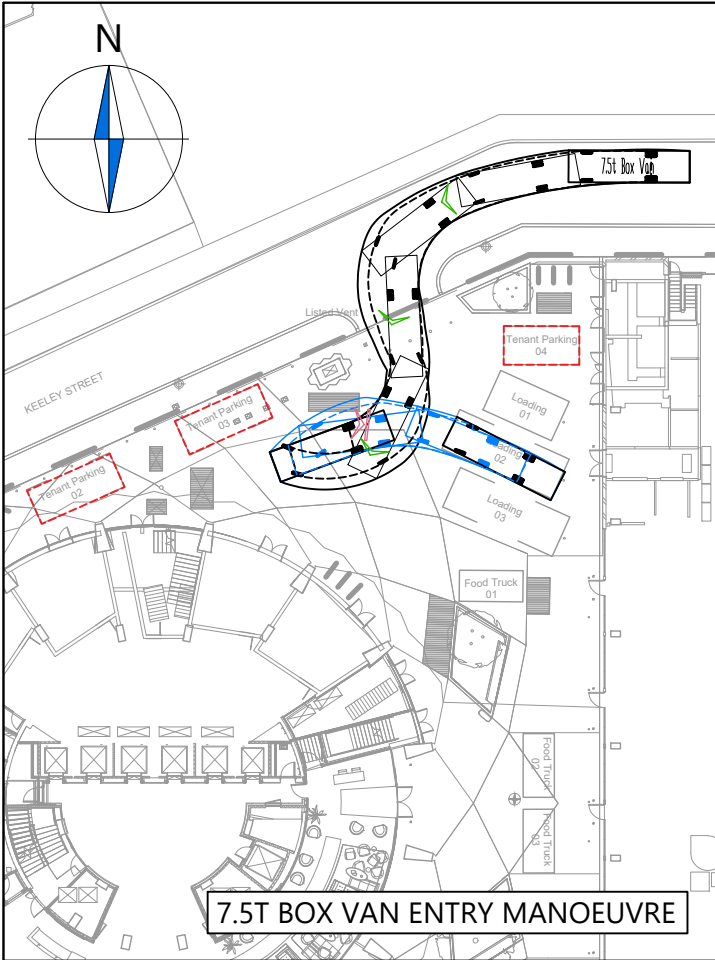
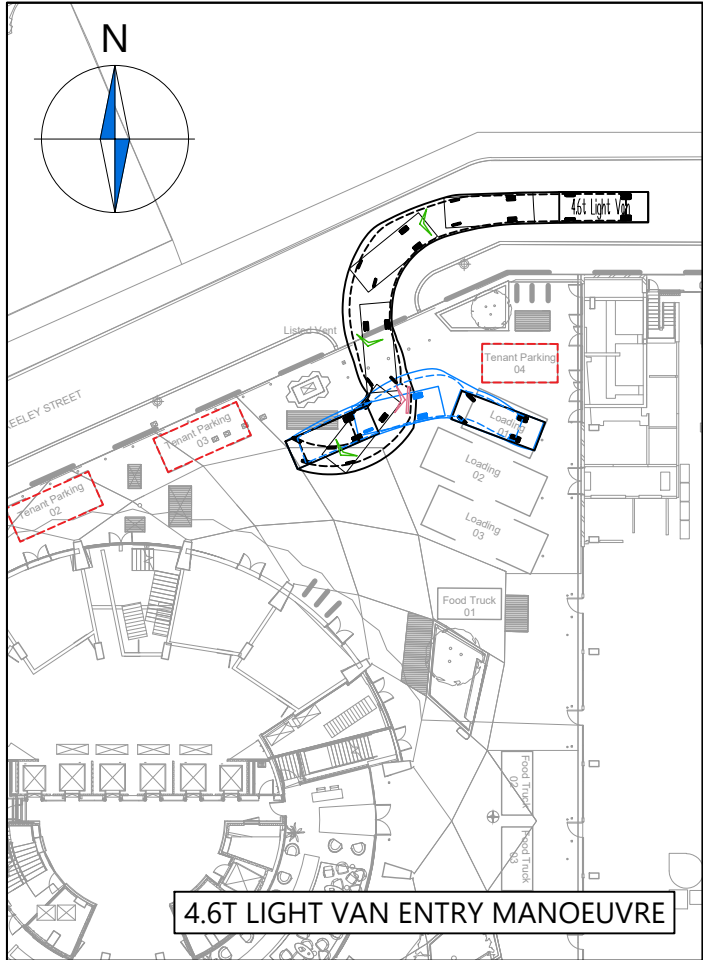
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Project			
Space House			
London			
WC2			
Title			
Basement 2			
GA Plan			
Proposed			
Status			
Date	Scale @ ISO A1	Job Number	
24/05/19	1 : 250	19077	
Drawing Number	Revision		
18077-SQP-ZZ-B2-DP-A-PL20002	Rev-C		

APPENDIX B

Vehicle Swept Path Analysis – Ground Floor Servicing Yard & Parking Spaces



NOTES

1. Do not scale from this drawing.

2. This drawing to be read & printed in colour.

3. This drawing is for illustrative purposes only.

4.6T LIGHT VAN

5.885

3.7

0.72

0.72

Overall Length

5.885m

Overall Width

2.000m

Overall Body Height

2.526m

Min Body Ground Clearance

0.299m

Track Width

1.765m

Lock to Lock Time

4.00s

Kerb to Kerb Turning Radius

6.000m

7.5T BOX VAN

8.01

4.25

1.21

4.25

Overall Length

8.010m

Overall Width

2.100m

Overall Body Height

3.556m

Min Body Ground Clearance

0.351m

Track Width

2.064m

Lock to Lock Time

4.00s

Kerb to Kerb Turning Radius

7.400m

FORWARD MOVEMENTS ARE SHOWN
IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN
IN BLUE (design speed - 2.5kph)

A

New Layout and Changes to Swept Paths

COS

RB

18.02.2021

Rev

Details

REVISION HISTORY

Drawn

Checked

Date

Status:

☐ Preliminary

☐ For Approval

☐ For Construction

☒ For Information

☐ For Tender

☐ As Built

Client:

Seaforth Land

Project:

Space House

Drawing Title:

External Service Yard Vehicular
Swept Path Analysis
using a 4.6T Light Van and 7.5T
Box Vans

Scale:

1:500

Size:

A3

Drawn by:

RB

Checked by:

SMcC

Date:

01.09.2020

CANEPARO

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Transport Planning & Highway Design

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Scheme Ref:

3758

Drawing No:

TR034

Sheet :

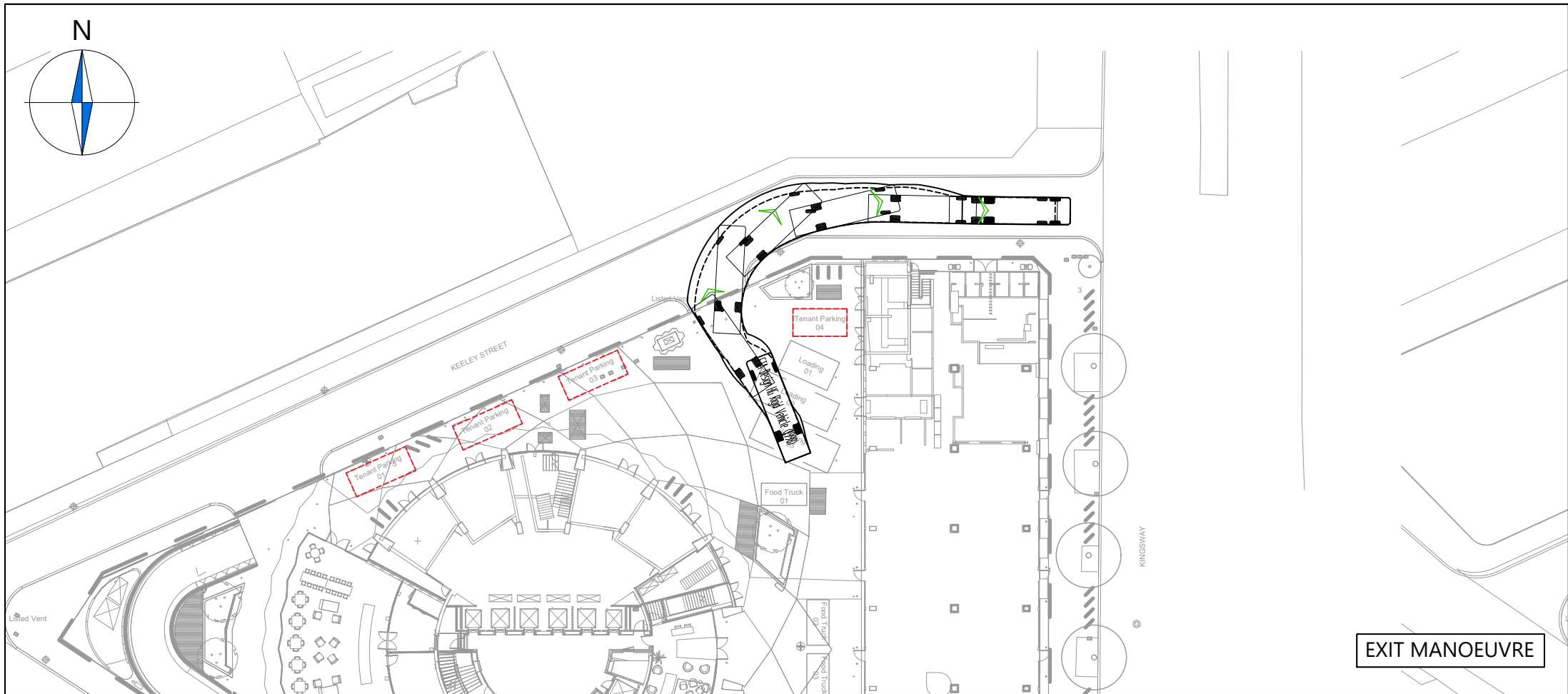
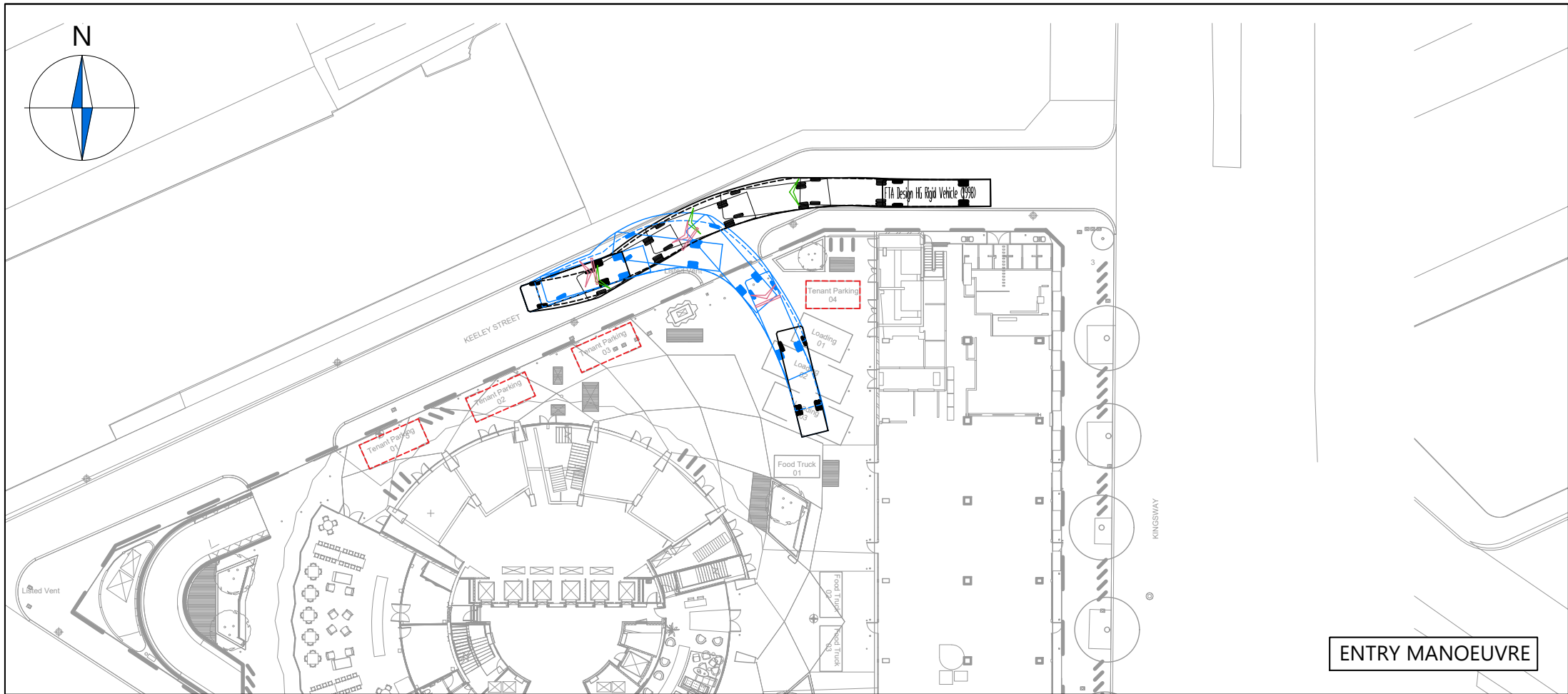
1 of 8

Rev:

A

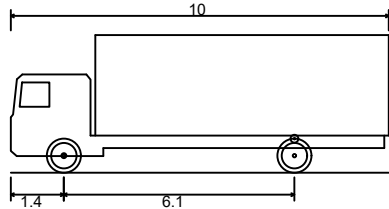
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CA3758-TR034_A - SWEEP PATH ANALYSIS ON SERVICE YARD.DWG



NOTES

FTA DESIGN HG RIGID VEHICLE (1998)



Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

A | New Layout and Changes to Swept Paths | COS | RB | 18.02.2021

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Client:

Seaforth Land

Project:

Space House

Drawing Title:

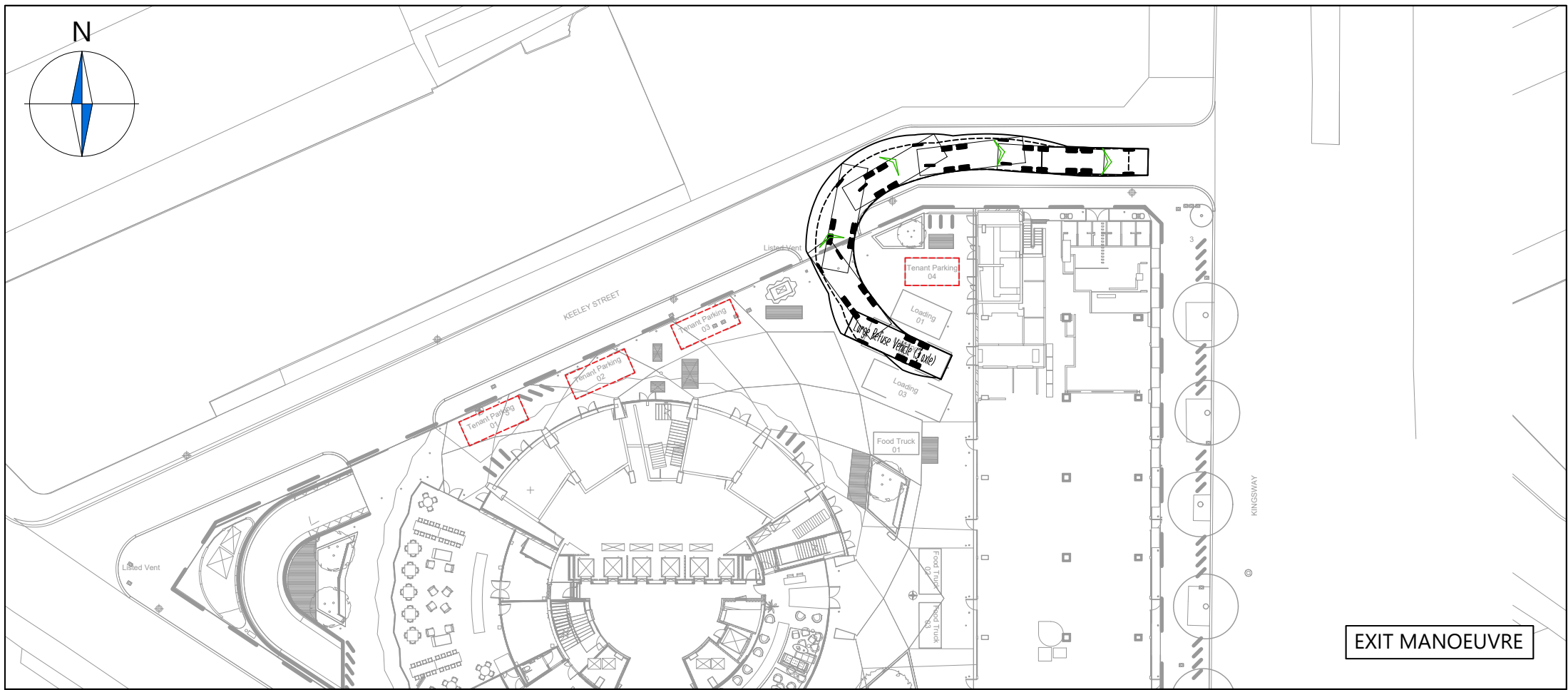
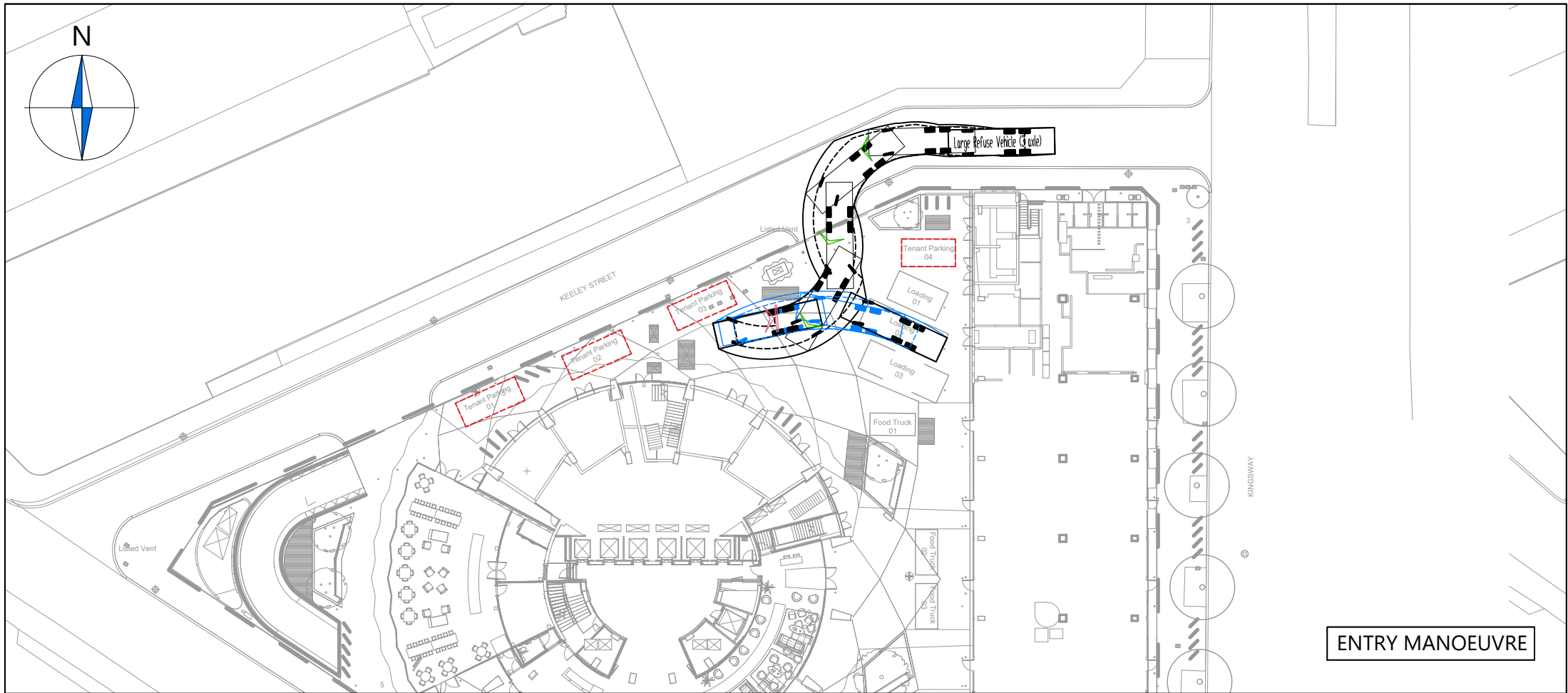
External Service Yard
Vehicular Swept Path Analysis
using a 10m Rigid Vehicle

Scale: 1:500 Size: A3

Drawn by: RB Checked by: SMcC Date: 01.09.2020

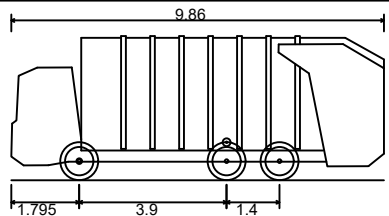
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Scheme Ref: 3758 Drawing No: TR034 Sheet: 2 of 8 Rev: A

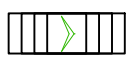


NOTES

LARGE REFUSE VEHICLE (3 AXLE)



Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

A | New Layout and Changes to Swept Paths | COS | RB | 18.02.2021

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Client:

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Project:

Space House

Drawing Title:

External Service Yard
Vehicular Swept Path Analysis
using a Large Refuse Vehicle

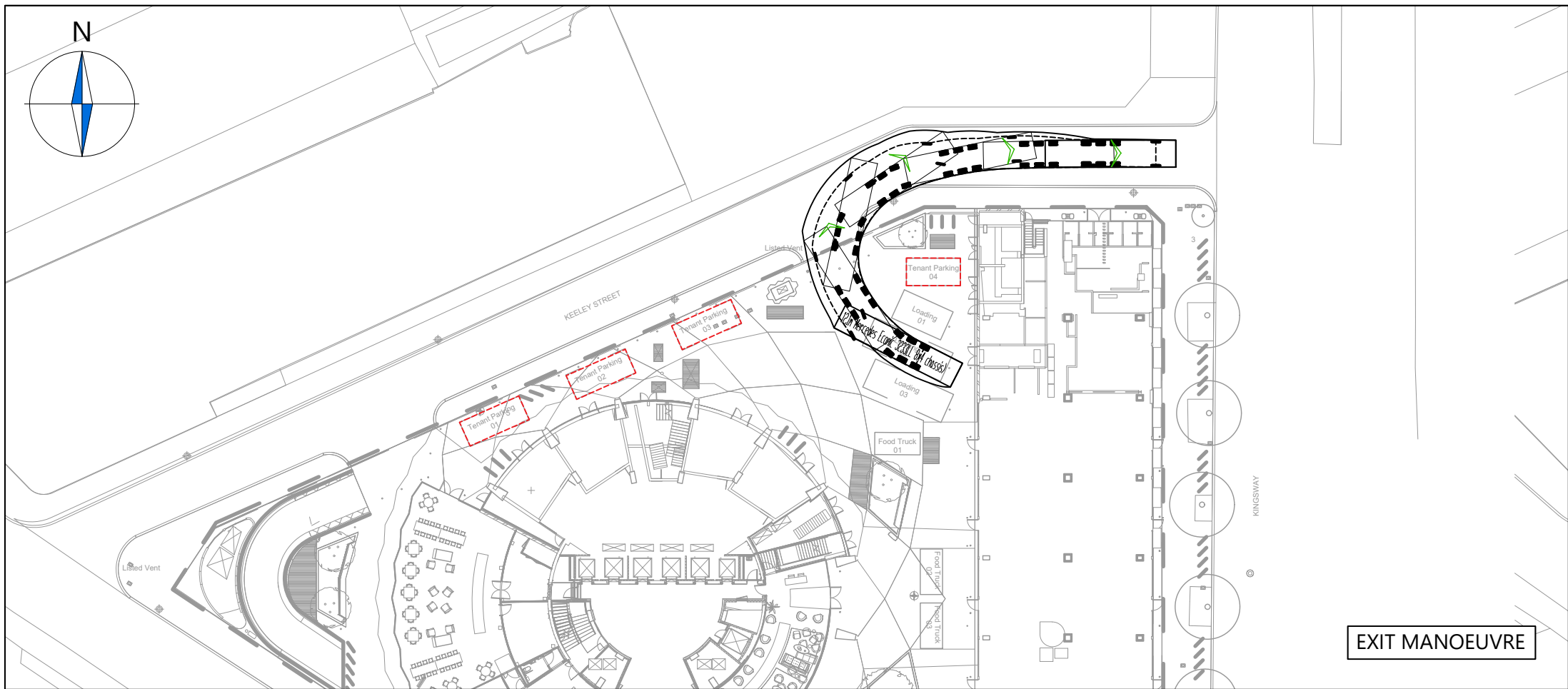
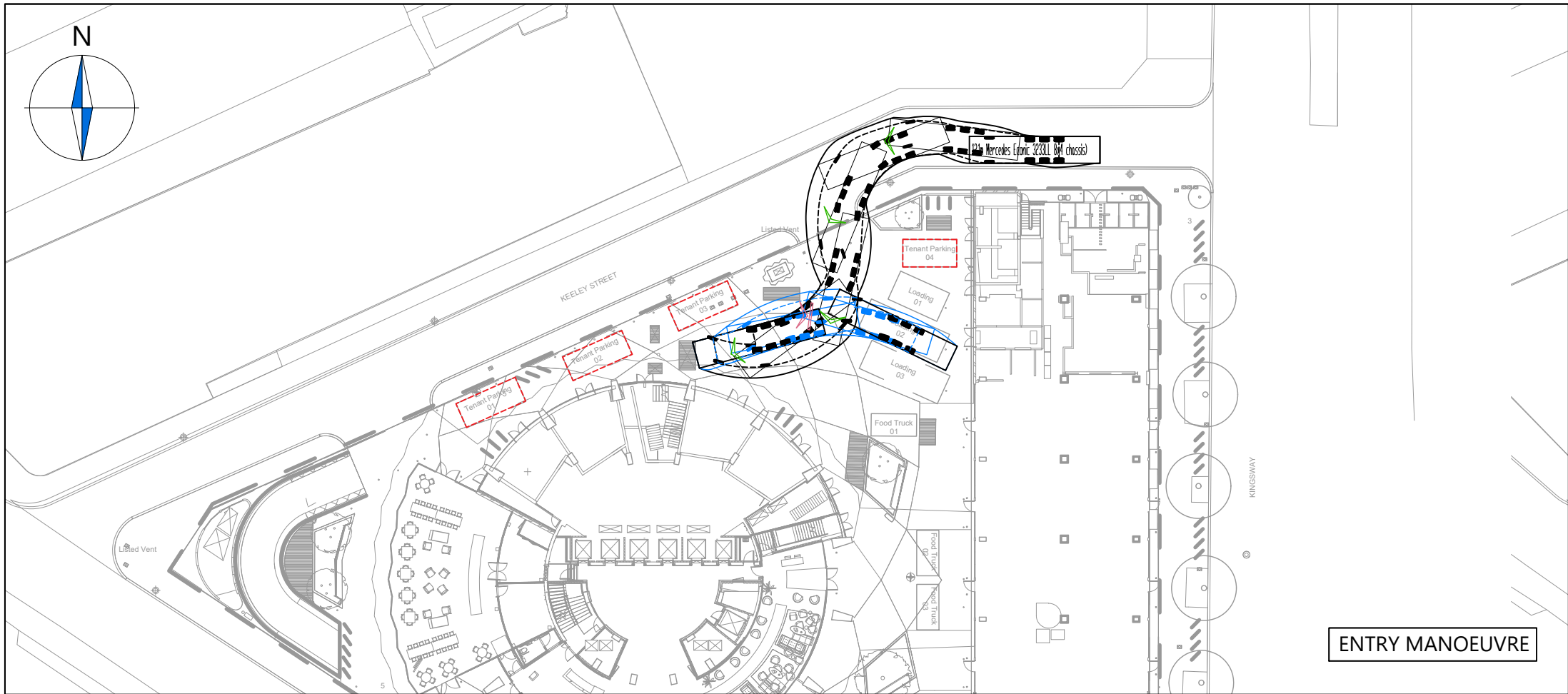
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Drawn by: RB Checked by: SMcC Date: 01.09.2020

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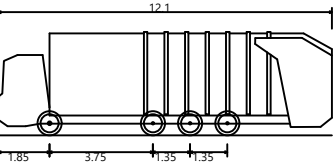
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Scheme Ref: 3758 Drawing No: TR034 Sheet: 3 of 8 Rev: A

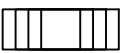


NOTES

12.1m Mercedes Econic 3233LL 8x4 chassis



Overall Length	12.100m
Overall Width	2.490m (3.090m with buffer)
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.250m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

A | New Layout and Changes to Swept Paths | COS | RB | 18.02.2021

Rev Details REVISION HISTORY Drawn Checked Date

Status: ☐ Preliminary ☐ For Approval ☐ For Construction
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Client:

Seaforth Land

Project:

Space House

Drawing Title:

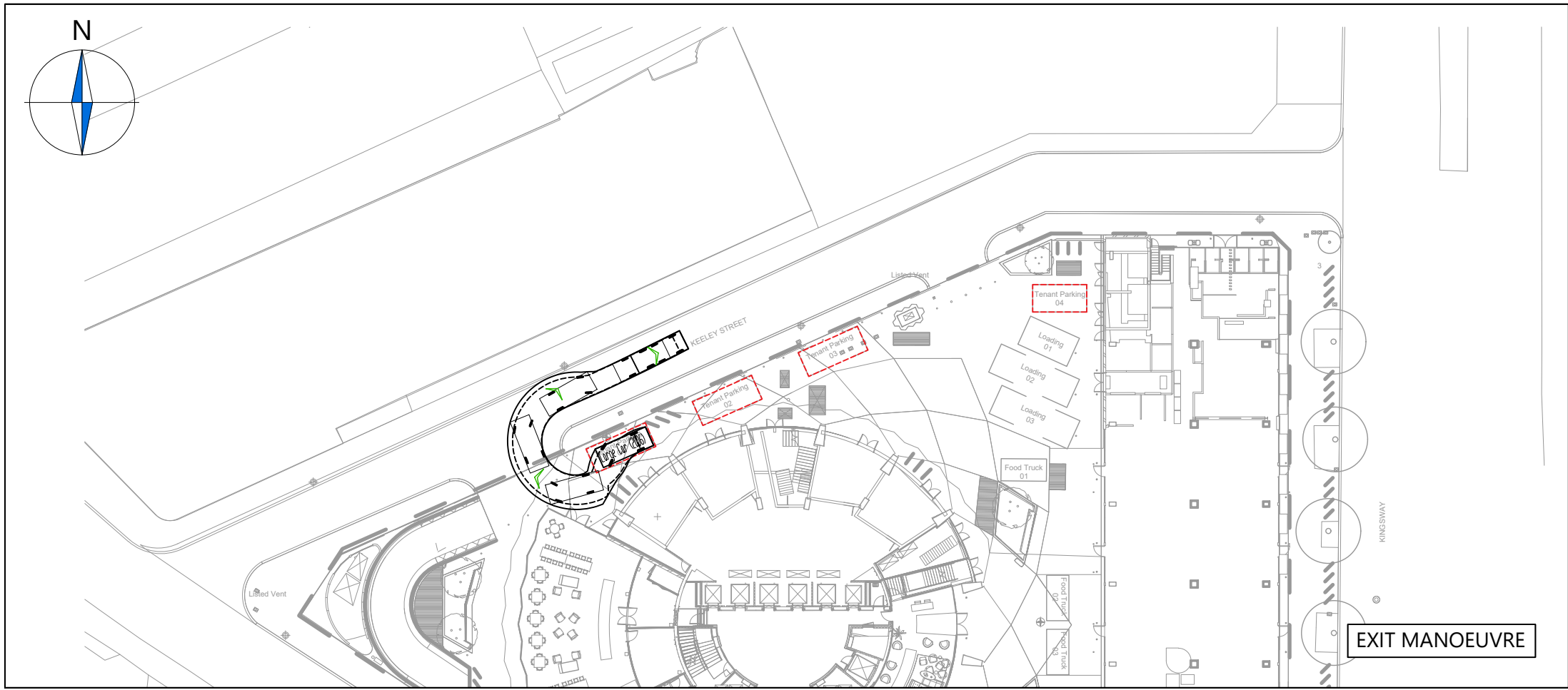
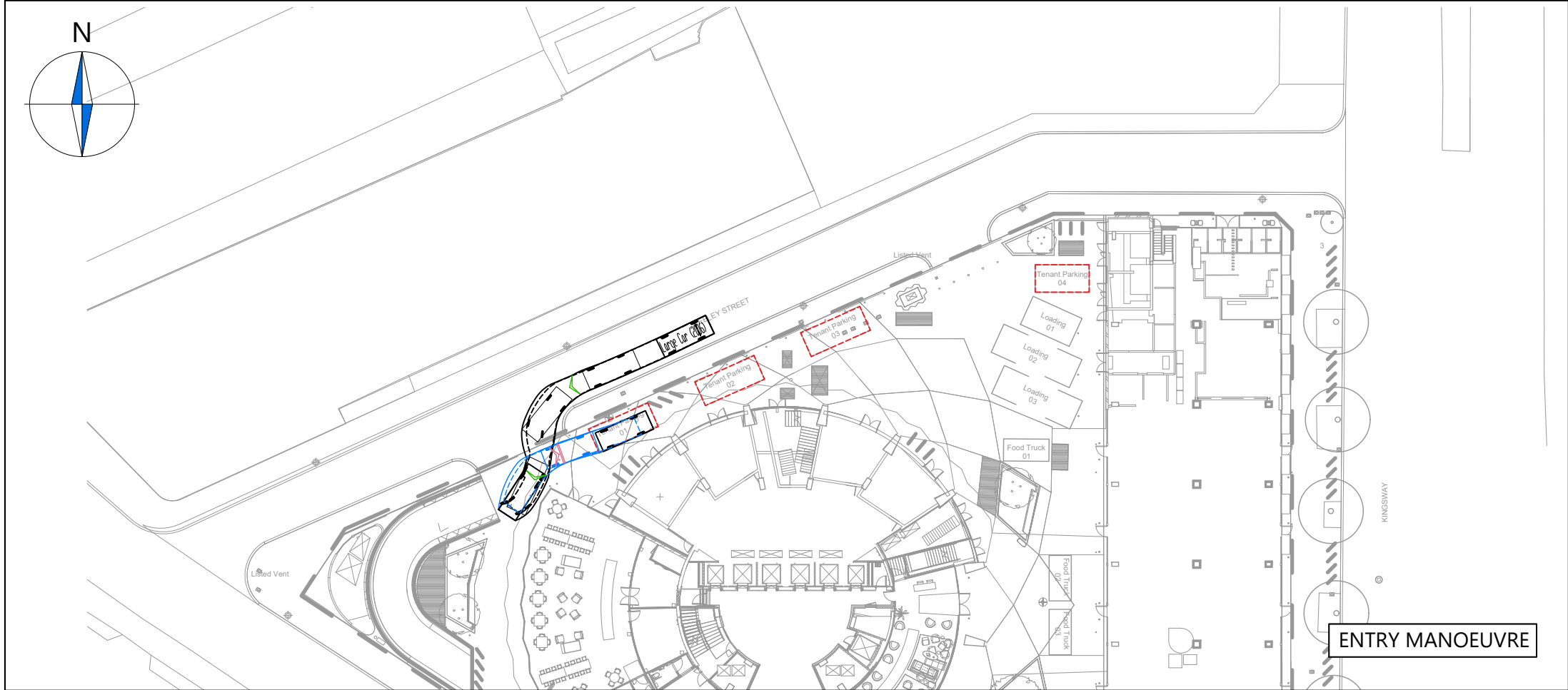
External Service Yard
Vehicular Swept Path Analysis
using a 12.1m Refuse Vehicle

Scale: 1:500 Size: A3

Drawn by: RB Checked by: SMcC Date: 01.09.2020

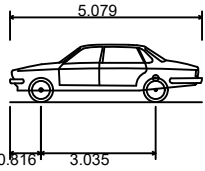
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Scheme Ref: 3758 Drawing No: TR034 Sheet: 4 of 8 Rev: A

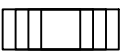


NOTES

LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

A | New Layout and Changes to Swept Paths | COS | RB | 18.02.2021

Rev Details REVISION HISTORY Drawn Checked Date

Status: ☐ Preliminary ☐ For Approval ☐ For Construction
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Client:

Seaforth Land

Project:

Space House

Drawing Title:

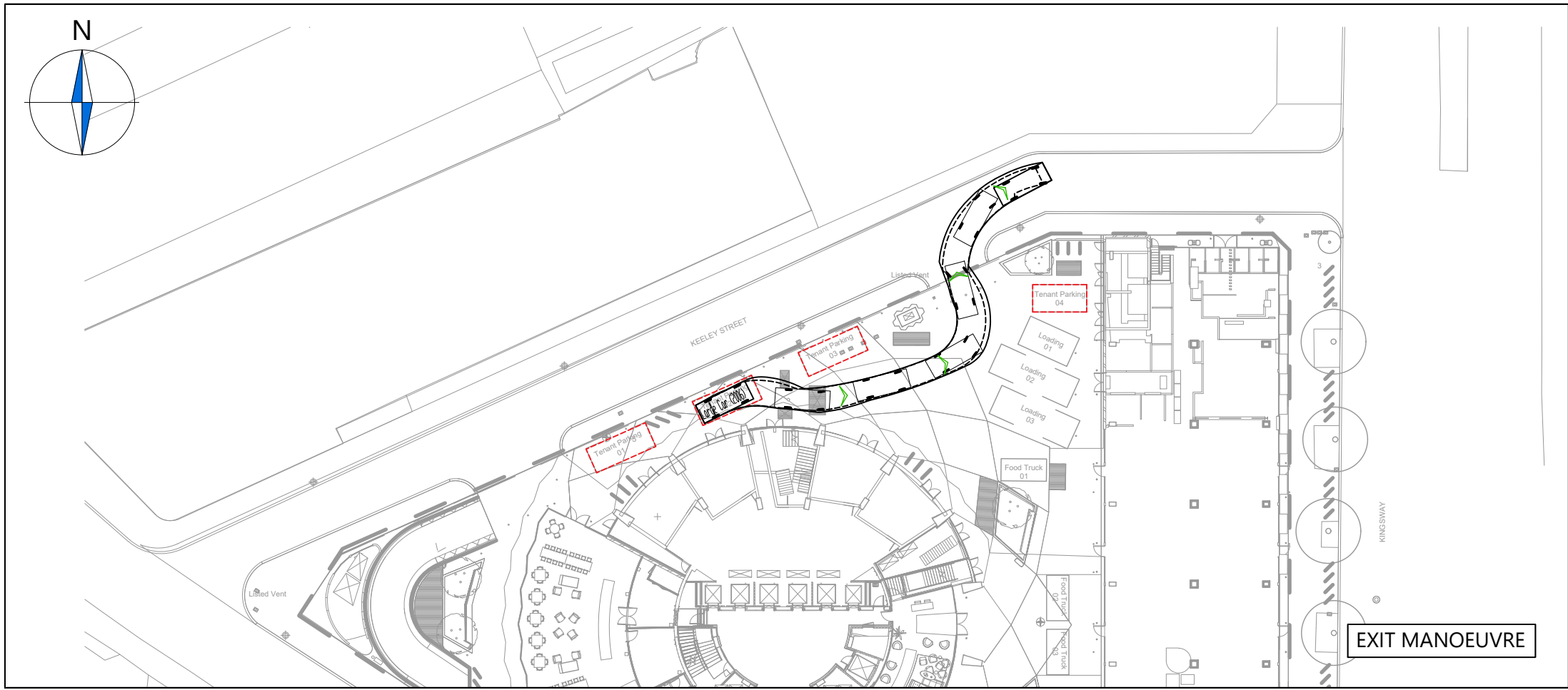
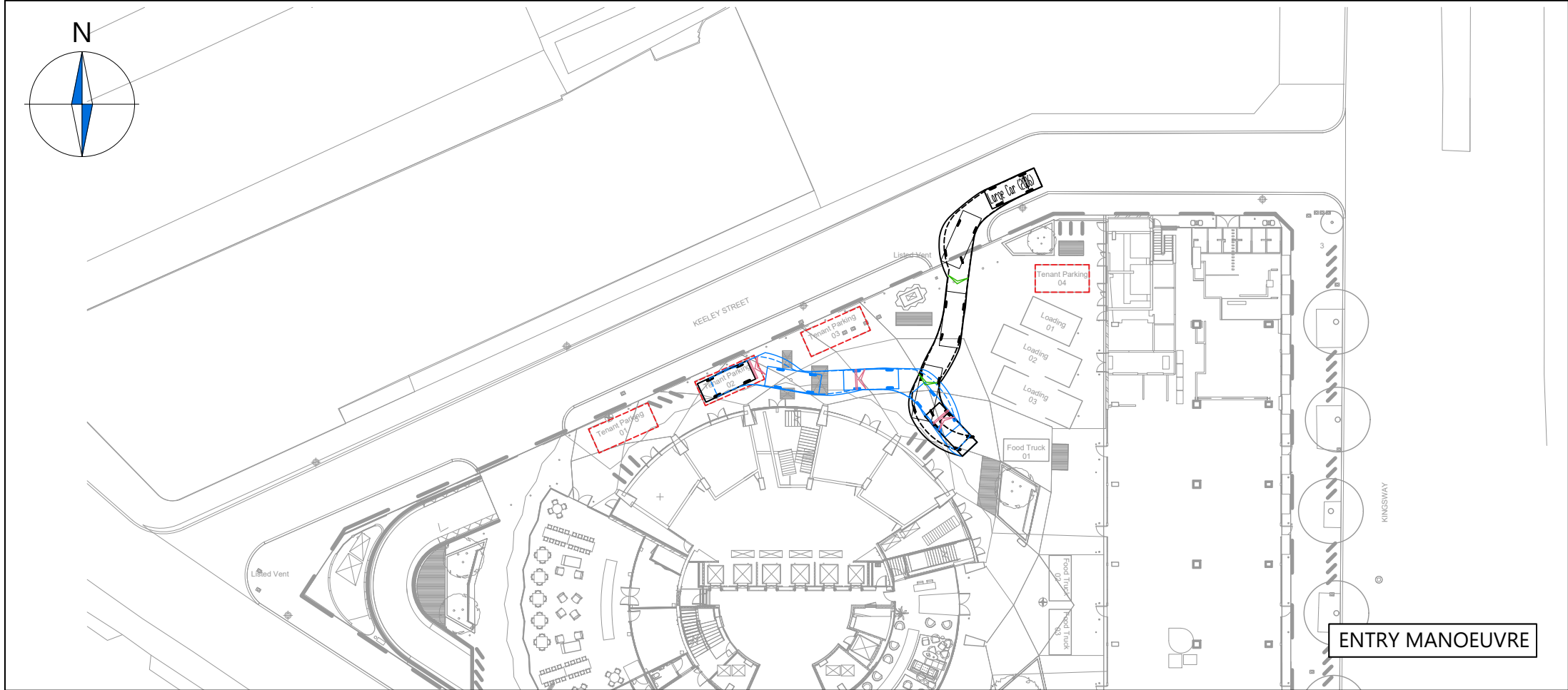
Swept Path Analysis
using a Large Car

Scale: 1:500 Size: A3

Drawn by: RB Checked by: SMcC Date: 01.09.2020

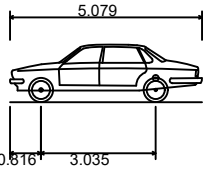
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 3758 Drawing No: TR034 Sheet: 5 of 8 Rev: A

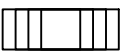


NOTES

LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

A	New Layout and Changes to Swept Paths	COS	RB	18.02.2021
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Rev	Details	REVISION	HISTORY	Drawn	Checked	Date
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	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client:

Seaforth Land

Project:

Space House

Drawing Title:

Swept Path Analysis
using a Large Car

Scale:

1:500

Size:

A3

Drawn by:

RB

Checked by:

SMcC

Date:

01.09.2020



Transport Planning & Highway Design

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Scheme Ref:

3758

Drawing No:

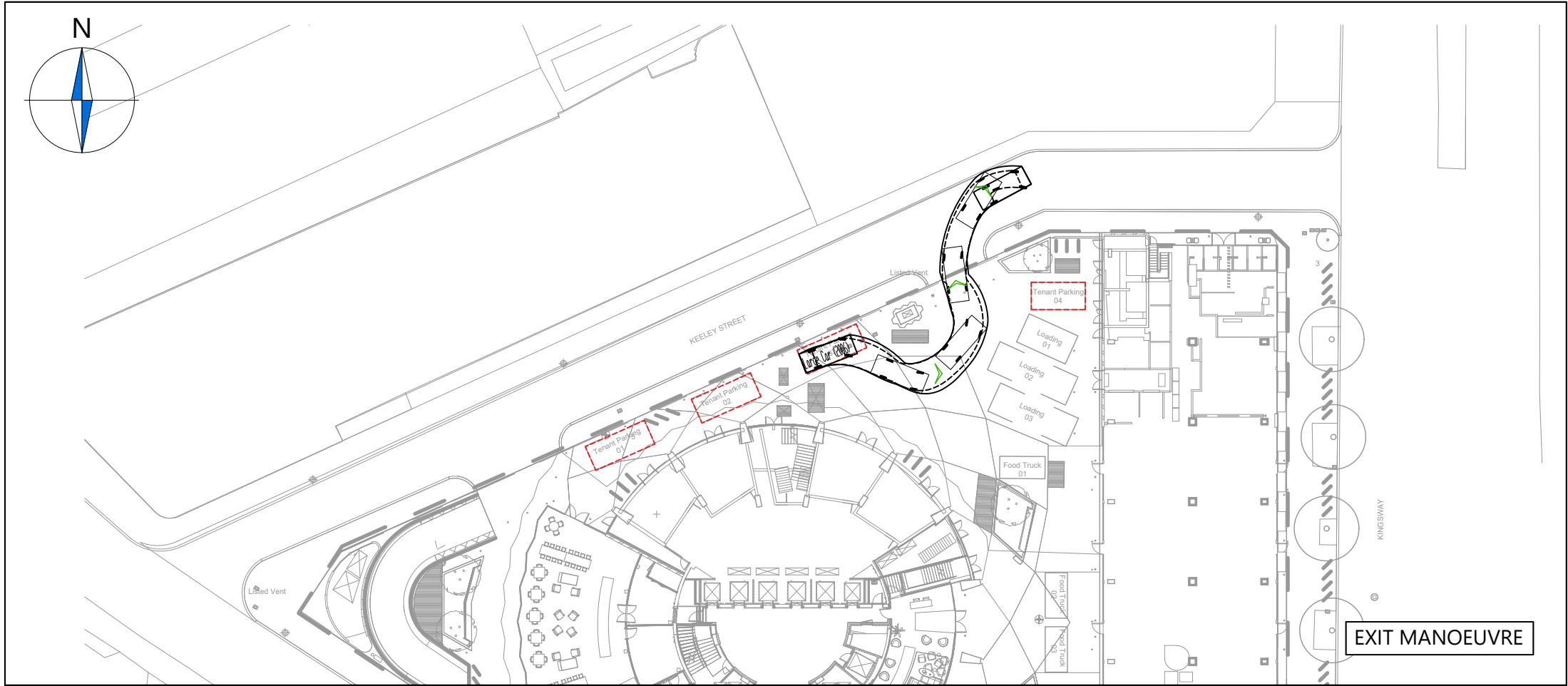
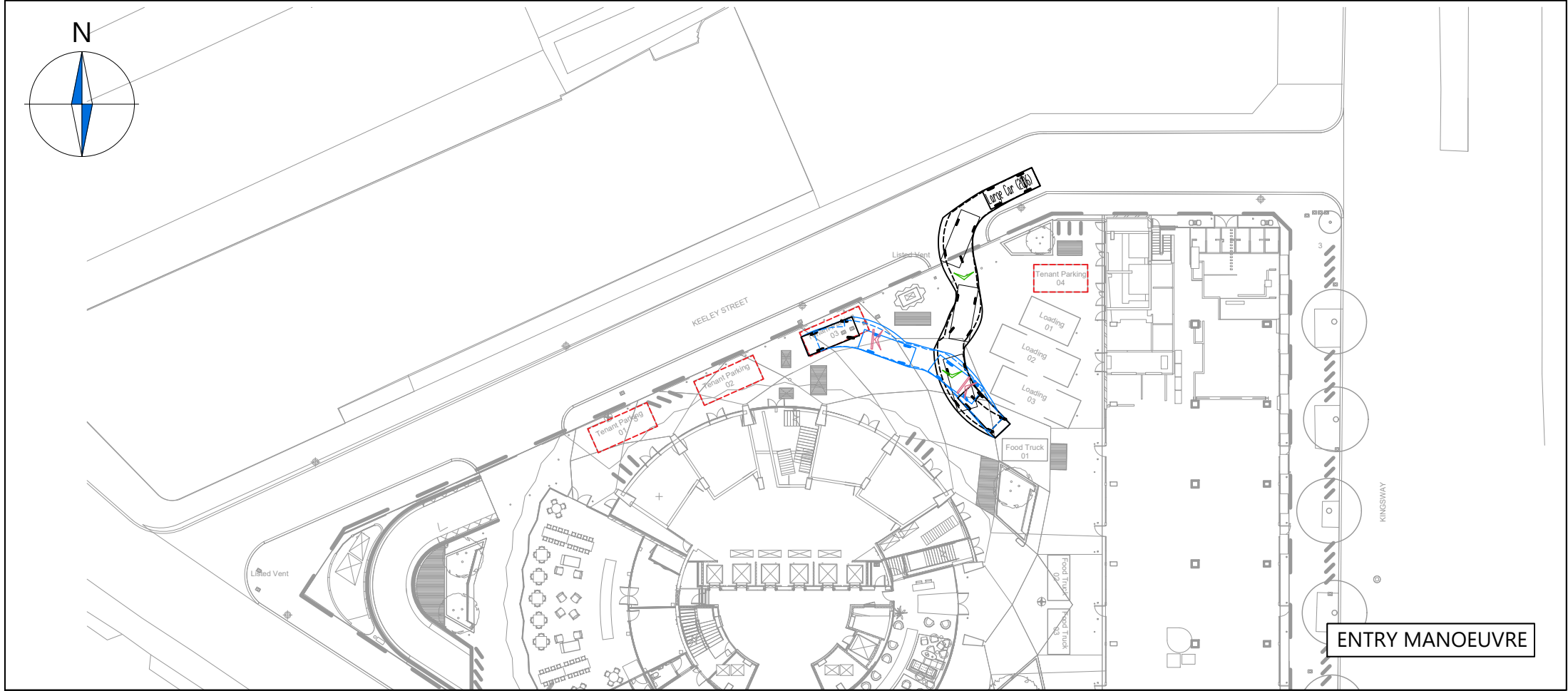
TR034

Sheet :

6 of 8

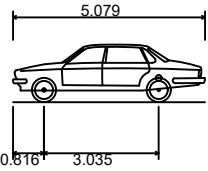
Rev:

A

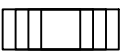


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A	New Layout and Changes to Swept Paths	COS	RB	18.02.2021
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Rev	Details	REVISION	HISTORY	Drawn	Checked	Date
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Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
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Client:

Seaforth Land

Project:

Space House

Drawing Title:

Swept Path Analysis
using a Large Car

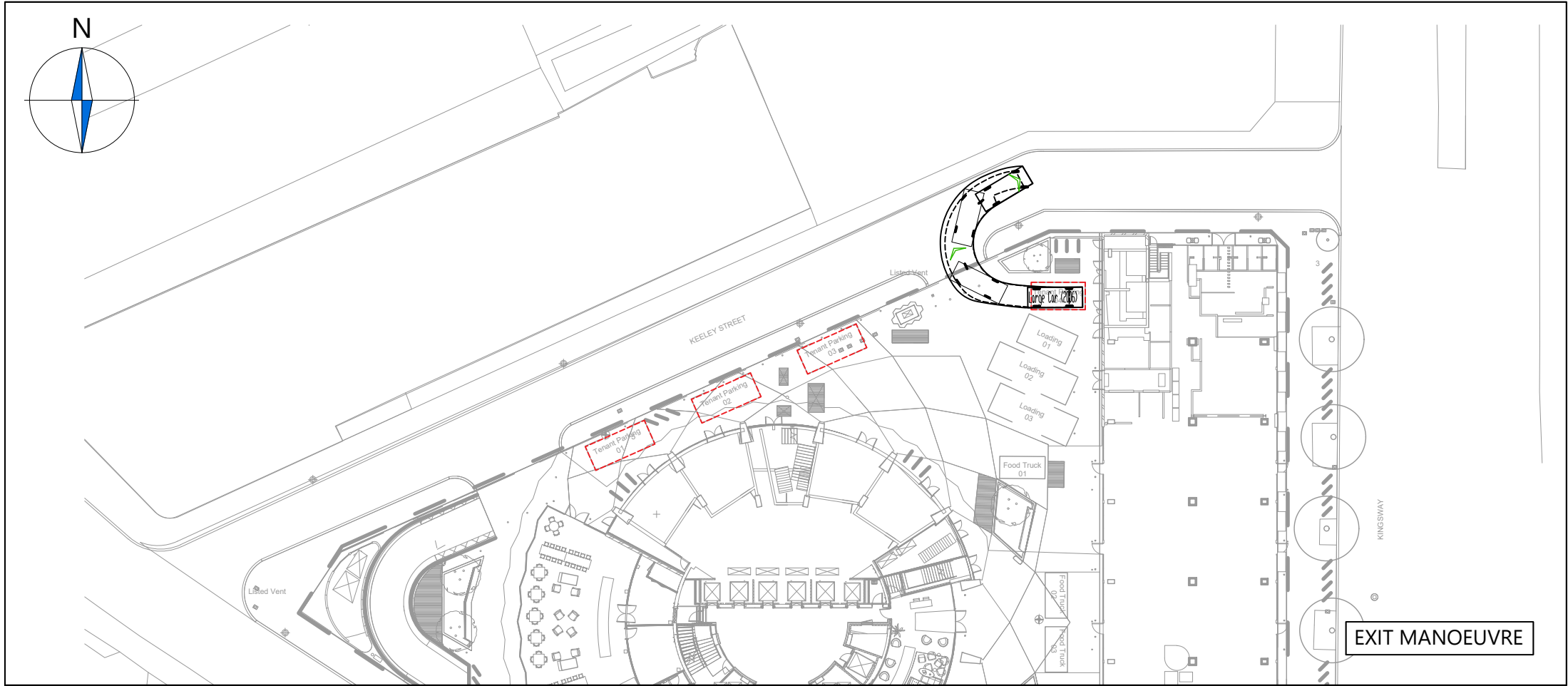
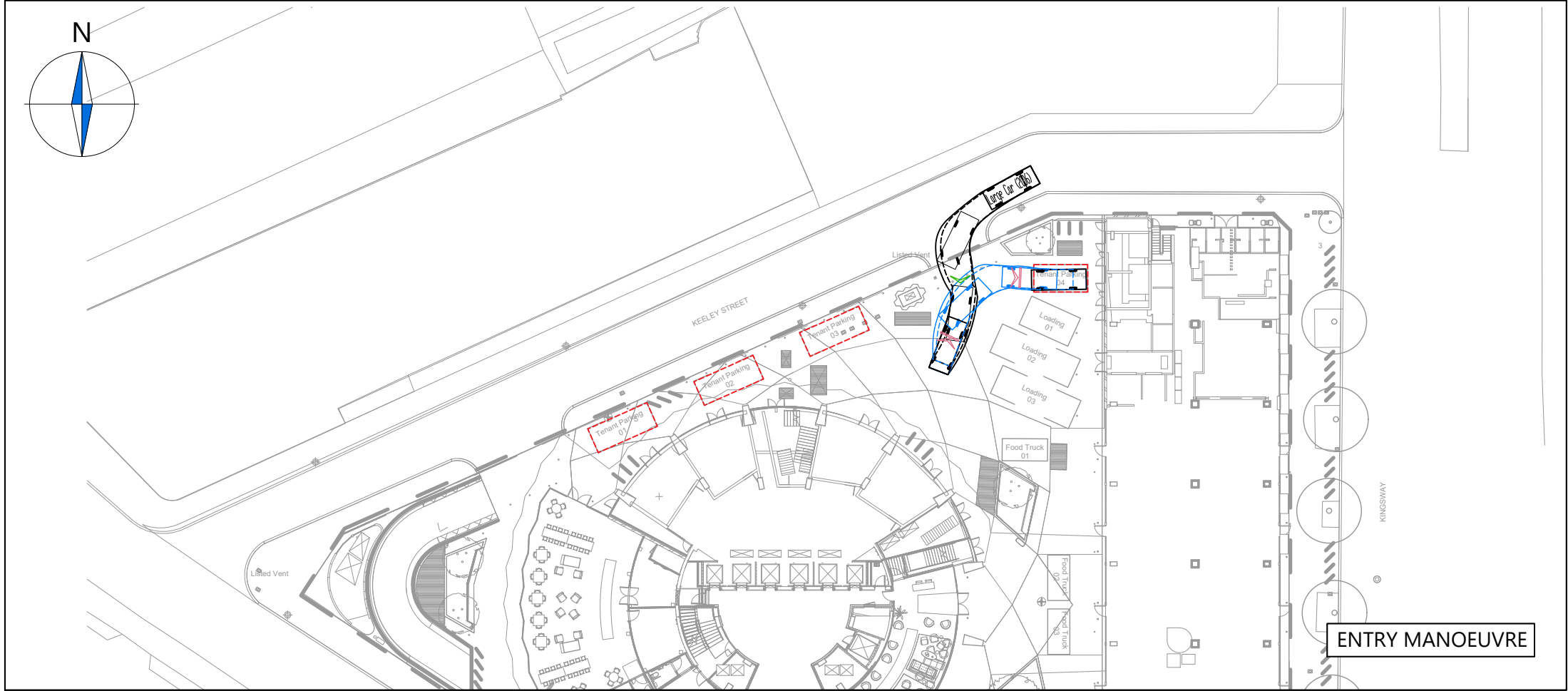
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Drawn by:	Checked by:	Date:
RB	SMcC	01.09.2020



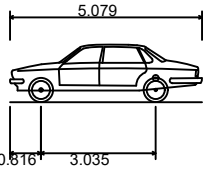
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Scheme Ref:	Drawing No:	Sheet :	Rev:
3758	TR034	7 of 8	A

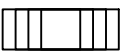


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A New Layout and Changes to Swept Paths COS RB 18.02.2021

Rev Details REVISION HISTORY Drawn Checked Date

Status: ☐ Preliminary ☐ For Approval ☐ For Construction
☒ For Information ☐ For Tender ☐ As Built

Client:

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Project:

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Drawing Title:

Swept Path Analysis
using a Large Car

Scale: 1:500 Size: A3

Drawn by: RB Checked by: SMcC Date: 01.09.2020

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Scheme Ref: 3758 Drawing No: TR034 Sheet: 8 of 8 Rev: A