CANEPARO ASSOCIATES
Transport Planning & Highway Design

Reef Estates Limited

Plot B and C of the Ugly Brown Building, 2-6 St Pancras Way, London, NW1 0TB

Transport Assessment Addendum

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Contents

Appendices

1 INTRODUCTION

1.1 This Transport Assessment Addendum has been prepared on behalf of Reef Estates Limited (the "Applicant") in support of the following application to London Borough of Camden Council ("LBC or the "Council") for detailed planning permission (the "Application") for redevelopment of The Ugly Brown Building, 2-6 St Pancras Way, London NW1 0TB (the "Site").

1.2 The proposed description of development is:

'Demolition of existing building, and redevelopment to provide a nine-storey building with two basement levels for flexible Class E and Sui Generis Use, a two-storey Pavilion for flexible Class E and Sui Generis Use, along with associated cycle parking, servicing, hard and soft landscaping, public realm, and other ancillary works, alongside amendments to Plot C within planning permission 2017/5497/P, namely increase of affordable housing provision' (the "Proposed Development").

Planning Context

1.3 Application 2017/5497/P was granted full planning permission on the 17th March 2020 for the following development:

'Demolition of the existing building (Class B1 and B8) and erection of 6 new buildings ranging in height from 2 storeys to 12 storeys in height above ground and 2 basement levels comprising a mixed-use development of business floorspace (B1), 73 residential units (C3) (10xstudio, 29x1 bed, 27x2 bed 7x3 bed), hotel (C1), gym (D2), flexible retail (A1 - A4) and storage space (B8) development with associated landscaping work.'

1.4 This permission grants consent for the use of Plot B as a nine-storey building with a single basement, which would be used as a hotel at lower levels, with office use above. The entire building was to be occupied by Ted Baker, who would operate the hotel and occupy the office space.

1.5 In the time since the permission was granted, changing economic circumstances and the Covid-19 pandemic mean that a hotel no longer represents the optimal use of the site. Furthermore, Ted Baker will no longer be retained as occupiers of the proposed building.

1.6 As a result, the applicant is now proposing a single application for the following works:

- A new proposal for the Plot B and Plot C (including Plot C4) elements of the site, which will remove the hotel, and create a building comprising flexible commercial space, offices, and ancillary storage, along with design and landscaping revisions.

- Amendments to the Plot C element of the site, comprising changes to the design, to align with the revised Plot B proposal, and changes to the affordable housing provision on Plot C2, increasing the provision of affordable housing to 50.8%.

Proposed Development

1.7 A Transport Assessment (TA) for the 2017/5497/P planning application was prepared by Caneparo Associates. The Applicant, in consultation with the local planning authority (and other stakeholders) is amending the planning application, with the proposals seeking to demolish the existing building and redevelop the Site, to create Class E, flexible Class E and B8, and flexible Class E and Sui Generis floorspace (herein known as the Proposed Development).

1.8 The Proposed Development will create the following new development on Plots B and C4 of the 2017/5497/P development site:

- Plot B: A nine-storey building, plus two basement levels, which will be occupied as flexible Class E and B8 Use at sub-basement level, flexible Class E and Sui Generis Use at basement and ground floor level, and Class E upper levels. The façade of the building will be composed of dark brickwork on base volume, with metal fins on the upper volume of the building. This building will be located at the centre of the site and will be bound by Plot A to the north, St Pancras Way and the Regents Canal to the west and east, and Plot C and public realm to the south.

- Plot C4: A two-storey pavilion building, which will be occupied as Class E/Sui Generis Use. The façade of the building will be comprised of serrated brickwork at ground level, matching the Plot B base volume, and corrugated metal cladding at the upper levels. The building will also incorporate large corner windows and metal frames at the upper level. The building will be located to the south of Plot B, adjacent to St Pancras Way.

Report Scope

1.9 This Transport Assessment Addendum (TAA) Report has been written to detail and assess the proposed development changes at Plot B and Plot C4. The wider changes to residential accommodation within Plot C do not result in change from a transport perspective and have therefore not been included in this TAA focus.

1.10 This TAA has been prepared with the benefit of comments received from LBC during pre-application discussions. It also considers comments from LBC Highways on the previously consented TA and subsequent Transport Response Notes. The TAA addresses the benefits of the redesigned servicing and cycle parking proposals and assesses the potential impacts of the changes with regards to trip generation, parking, servicing and waste storage and collection.

1.11 In addition to the information and assessments set out within this TAA, relevant aspects of the revised scheme have been factored into an updated Framework Employee Travel Plan (ETP) and Delivery and Servicing Plan (DSP).

1.12 In consideration of this TAA, it has been determined that the revised scheme will not substantively alter the findings and conclusion of the original TA, which is that there will not be a material impact on the local highway and public transport network.

Report Structure

1.13 The remainder of this document is structured as follows:

- Section 2 – outlines the proposed amendments to Plots B and C4;
- Section 3 – provides a new trip generation assessment;
- Section 4 – assesses the effects of the proposed amendments;
- Section 5 – sets out mitigation measures; and,
- Section 6 – provides a summary and conclusion.

2 PROPOSED AMENDMENTS

2.1 This section summarises the alterations to the development. A copy of the associated Architect's layout plans is included at **Appendix A**.

Development Proposals

2.2 The amended development proposals are for the:

'Demolition of existing building, and redevelopment to provide a nine-storey building with two basement levels for flexible Class E and Sui Generis Use, a two-storey Pavilion for flexible Class E and Sui Generis Use, along with associated cycle parking, servicing, hard and soft landscaping, public realm, and other ancillary works, alongside amendments to Plot C within planning permission 2017/5497/P, namely increase of affordable housing provision' (the "Proposed Development").

2.3 The material changes to the proposals from the consented Plot B centres around the redesign of basement and ground floor provisions and change of use of the 5,237sqm (GEA) of hotel use to office space, with the proposals now comprising a total of 20,763sqm (GEA) of office led, mixed use commercial space (Use Class E), in place of the consented 14,159sqm (GEA) of office space and the aforementioned 5,237sqm (GEA) of hotel use.

2.4 The proposed Pavilion building to be delivered at Plot C4 will comprise a circa 941sqm (GEA) building, delivering flexible Class E / Sui Generis use space. The internal areas of the Pavilion will remain unchanged from the consented (LPA Ref: 2017/5497/P).

Access Arrangements

2.5 The proposed access arrangements for the revised Plot B development take a largely similar approach to pedestrian, cyclist and vehicle access to that of the consented development. The pedestrian entrance to the development will be taken from the southern frontage onto the central public realm area, in a similar location to the consented hotel entrance. Cyclist access will be achieved through a dedicated cycle access at the western frontage adjacent to St Pancras Way. Cyclists are provided with a stairway featuring cycle channels, as well as direct access to the goods lift, suitable for use by cycles down to the basement level cycle store.

2.6 The consented development provided a single width vehicle ramp from St Pancras Way down to a basement level car park and single servicing bay. As part of the development changes, it is understood that the previously retained car parking spaces to be for use by retained tenants at the development will no longer be required. As such, the proposals now remove the ramp and basement parking, facilitating the provision of a larger and improved at-grade servicing yard.

Car Parking

2.7 The consented development provided 27 on-site car parking spaces, to be for use by retained tenants at the development from the existing office on the site. It was stated by TfL within their response to the consented application that should the retained tenant no longer occupy the site or require car parking, the parking spaces should be repurposed to other uses, which was noted and agreed as part of the consented proposals.

2.8 It is understood that as part of the revised scheme, car parking at the site is no longer required. As such, the revised proposals come forward as car-free, with basement space now to be utilised for high quality cycle parking and ground floor space gained through the removal of the vehicle ramp now facilitating the provision of a larger servicing yard.

Cycle Parking

Long-Stay Cycle Parking

2.9 Cycle parking for the new scheme will be provided within a secure and sheltered cycle store, to be located at basement level and accessible via cycle suitable lift, as well as a stairway featuring cycle channels. The cycle store will provide cycle parking in-line with draft New London Plan standards, providing 330 cycle parking spaces in total at basement level.

2.10 Showers, lockers and changing facilities are provided for cyclists to utilise, located adjacent to the cycle store.

Short-Stay Cycle Parking

2.11 Short-stay cycle parking provision will be retained from the consented development, with 55 Sheffield stands (110 spaces) to be provided within the vast on-site public realm space to be delivered.

Servicing and Waste

2.12 The consented development provided a single on-site servicing bay within the basement car park, facilitating servicing by vehicles up to a 3.5T Transit Van. It was proposed that all other deliveries to Plot B would be undertaken from the proposed (and consented) loading bay to be provided on-street on St Pancras Way.

2.13 As a benefit to the removal of the vehicle ramp to the basement, the revised scheme now provides a larger on-site servicing yard at ground floor level, capable of accommodating 2-3 servicing vehicles simultaneously, with sufficient space for use by vehicles up to and including 7.5T box vans. Should deliveries be required by vehicles larger than a 7.5T Box Van, they will be able to utilise the consented loading bay to be provided on-street on St Pancras Way adjacent to the site, retained as part of the wider development.

2.14 Waste storage will be provided at basement level, as per the arrangement for the consented development. Upon waste collections, bins will be brought up to the servicing yard via goods lift, with site management ensuring waste bins are moved to within 10m of the retained loading bay to be provided on St Pancras Way as part of the development.

2.15 Servicing and Waste collection for Plot C remains unchanged from the consented planning permission.

3 TRIP GENERATION AND DISTRIBUTION

3.1 This section sets out the trip generation assessment comparing the consented development with the new development at Plot B. The trips generated by the new development have then been carried forward to assess the distribution of public transport trips on local services.

Consented Development Trip Generation

Methodology

3.2 The methodology for the trip generation utilises the same approach as the TA submitted as part of the consented development (LPA Ref: 2017/5497/P).

3.3 A multi-modal trip generation assessment has been undertaken using TRICS, the industry standard tool for estimating trip generation. The trip generation assessment takes the consented development trip generation approach to office and hotel uses, and compares this to the proposed office only development.

3.4 For each of the assessments below, comparable sites have been identified within the TRICS database according to size, location, parking provision and access to public transport.

3.5 The trip generation has been assessed for the typical weekday peak periods of 08:00 to 09:00 in the morning (AM peak) and 17:00 to 18:00 in the evening (PM peak). Where floor areas are referred to it should be noted that these are given as the Gross External Area (GEA) in square metres (sqm).

3.6 The proposed Plot C4 Pavilion will provide the same lettable internal space as the consented development Pavilion and as such, no further trip generation assessment has been undertaken for this space.

Consented Office Space

3.7 The consented Plot B of the development provides 14,159sqm (GEA) of office space. A multi-modal trip generation assessment was undertaken for the AM and PM peak periods and the total person trip rates and trip generation is summarised in **Table 3.1**, with the full TRICS report provided at **Appendix B**.

Table 3.1: Total Person Trip Generation for Consented Office Space (14,159sqm GEA)						
	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Trip Rates	2.319	0.115	2.434	0.201	2.319	2.52
Trip Gen	328	16	345	28	328	357

3.8 **Table 3.1** indicates that the total person trips generated by the consented development would equate to 345 two-way trips in the AM peak and 357 two-way trips in the PM peak.

3.9 To determine the modal split of trips to and from the office, 2011 Census Method of Travel to Work data for the Workplace Zone E33029536 (daytime population), which contains the site, was obtained. The Census modal split has been adjusted to reflect the car free nature of the office. The modal share for car drivers has consequently been reduced to 0% and redistributed proportionally to other modes. The Census and adjusted modal splits for the office use are set out in **Table 3.2**.

Table 3.2: Office Use Modal Splits		
Mode	**Census Mode Split**	**Adjusted Mode Split**
Underground	34%	38%
Rail	26%	29%
Bus	13%	14%
Taxi	0%	<1%
Motorcycle	1%	1%
Car Driver	11%	0%
Car Passenger	1%	1%
Cycle	6%	7%
Walk	8%	9%
Total	100%	100%

3.10 **Table 3.2** indicates that the majority of trips generated by the office, both consented and proposed, will be made by public transport, accounting for 81% and comprising 38% by underground, 29% by rail and 14% by bus. The remainder of trips are anticipated to be walking or cycling, with a minimal proportion by car passenger and motorcycle.

3.11 The person trip generation for the consented office (**Table 3.1**) has been applied to the adjusted modal split (**Table 3.2**) to determine the number of trips by mode in **Table 3.3** below.

Table 3.3: Consented Office Use Trip Generation by Mode							
Mode	Modal Split	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Underground	38%	126	6	132	11	126	137
Rail	29%	94	5	99	8	94	102
Bus	14%	46	2	49	4	46	51
Taxi	<1%	0	0	1	0	0	1
Motorcycle	1%	5	0	5	0	5	5
Car Driver	0%	0	0	0	0	0	0
Car Passenger	1%	3	0	3	0	3	3
Cycle	7%	23	1	24	2	23	25
Walk	9%	31	2	32	3	31	33
Total	100%	328	16	345	28	328	357

3.12 **Table 3.3** indicates that the largest number of trips associated with the consented office would be by public transport, including up to 137 underground trips, 102 rail trips and 51 bus trips in the PM peak (two-way) when trip generation is highest. A smaller number of active mode trips would be expected including 33 walking trips and 25 cycle trips in the PM peak (two-way).

Consented Hotel Use

3.13 Trip rates for the consented hotel (5,237sqm GEA) have been calculated using the TRICS database. It is relevant to note that the majority of hotels within TRICS are budget hotels, whereas the consented hotel is for a boutique hotel geared more towards the higher end of hotel standard. However, in terms of trip generation, it is not considered that this has a material effect on the peak hour trip rates and, as such, the TRICS data is appropriate to use.

3.14 For the purposes of the consented application TA, the restaurant and bar associated with the hotel had been included within the hotel floor area rather than assessed separately. For this reason, the hotel has been assessed by floor area rather than by number of rooms.

3.15 The hotel trip rates are set out in **Table 3.4** below with the full TRICS data included at **Appendix C**.

Table 3.4: Total Person Trip Generation for Consented Hotel (5,237 sqm)						
	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Trip Rates	0.577	1.265	1.842	1.163	0.935	2.098
Trip Gen	29	66	96	61	49	110

3.16 **Table 3.4** indicates that the hotel (including restaurant and bar) would generate 96 two-way trips in the AM peak and 110 two-way trips in the PM peak.

3.17 With regards to the modal split for the hotel, it was stated within the consented application TA that there is a paucity of comparable information within the TRICS database due to other surveyed hotels being in different locations and/or with a lower level of accessibility. The sites in TRICS do not accurately reflect the location of the application site which is close to Kings Cross/St Pancras and has a high level of accessibility (also being car free). The consequence of this is that the modal splits do not reflect the local conditions in the area for travel, resulting in unrealistic numbers of trips being allocated to different modes. Given that Census data is also not available / applicable to hotel use; modal split data from the TRAVL database has been reviewed and considered acceptable in this instance. Whilst it is acknowledged that TRAVL (and its survey data) is generally outdated and largely superseded by TRICS, it reasonable to assume that the modal split data for hotels will not have changed materially. The hotels used from TRAVL are similar to the application site being (a) located close to major rail/underground terminals, (b) car free, (c) of a higher end standard of hotel, and (d) of the same PTAL rating (PTAL 6).

3.18 The modal splits for the hotel use from TRICS and TRAVL are set out in **Table 3.5**. As shown, the TRAVL modal split has a higher proportion of trips by public transport and taxi and a lower proportion by private car, which is considered to be more reflective of the site. As the hotel use is car-free (i.e. no dedicated parking), it is not considered that there would be any car driver trips to the site. Therefore, the TRAVL modal split has been adjusted to show the car driver trips as taxi trips.

Table 3.5: Hotel Modal Split			
Mode	**TRICS Mode Split**	**TRAVL Mode Split**	**Adj TRAVL Mode Split**
Underground	25%	30%	30%
Rail		25%	25%
Bus	4%	16%	16%
Taxi	0%	11%	13%
Motorcycle	0%	0%	0%
Car Driver	18%	2%	0%
Car Passenger	14%	2%	2%
Cycle	1%	0%	0%
Walk	43%	12%	12%
Total	100%	100%	100%

3.19 The hotel trip generation by mode based on the person trip generation from TRICS (**Table 3.4**) and modal splits from TRAVL (**Table 3.5**) is set out in **Table 3.6**.

Table 3.6: Hotel Trip Generation by Mode							
Mode	**Mode Split**	**AM Peak Hour**			**PM Peak Hour**		
		In	**Out**	**Total**	**In**	**Out**	**Total**
Underground	30%	9	20	29	18	15	33
Rail	25%	7	17	24	15	12	27
Bus	16%	5	11	15	10	8	18
Taxi	13%	4	9	12	8	6	14
Motorcycle	0%	0	0	0	0	0	0
Car Driver	0%	0	0	0	0	0	0
Car Passenger	2%	1	1	2	1	1	2
Cycle	0%	0	0	0	0	0	0
Walk	12%	4	8	11	7	6	13
Total	100%	29	66	96	61	49	110

3.20 **Table 3.6** indicates that the majority of trips generated by the hotel would be public transport trips including 33 underground trips, 27 rail trips and 18 bus trips during the PM peak when trip generation is highest. There would also be expected to be up to 13 pedestrian trips in the PM peak. There are not expected to be any car driver trips associated with the hotel. However, a number of taxi trips would be expected including up to 14 trips in the PM peak.

Total Consented Plot B Trip Generation

3.21 **Table 3.7** below summarises the total trip generation for the AM peak and PM peak hours for the consented office and hotel uses within Plot B.

Table 3.7: Total Consented Plot B Development Trip Generation						
Mode	**AM Peak Hour**			**PM Peak Hour**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Underground	135	26	161	29	141	170
Rail	101	22	123	23	106	129
Bus	51	13	64	14	54	69
Taxi	4	9	13	8	6	15
Motorcycle	5	0	5	0	5	5
Car Driver	0	0	0	0	0	0
Car Passenger	4	1	5	1	4	5
Cycle	23	1	24	2	23	25
Walk	35	10	43	10	37	46
Total	357	82	441	89	377	467

Proposed Development Trip Generation

3.22 The proposed development comprises the provision of 20,763sqm (GEA) of office space. In order to assess the office use proposed, the consented office trip rates and modal splits have been utilised, ensuring a direct comparison between the consented and proposed schemes can be made. **Table 3.8** below summarises the AM and PM peak hour trip generation for the proposed office.

Table 3.8: Proposed Office Trip Generation by Mode (20,763sqm GEA)							
Mode	**Modal Split**	**AM Peak Hour**			**PM Peak Hour**		
		In	**Out**	**Total**	**In**	**Out**	**Total**
Underground	38%	185	9	194	16	185	201
Rail	29%	138	7	145	12	138	150
Bus	14%	68	3	72	6	68	74
Taxi	<1%	1	0	1	0	1	1
Motorcycle	1%	7	0	7	1	7	7
Car Driver	0%	0	0	0	0	0	0
Car Passenger	1%	4	0	4	0	4	5
Cycle	7%	34	2	35	3	34	37
Walk	9%	45	2	47	4	45	49
Total	100%	481	24	505	42	481	523

3.23 As can be seen in **Table 3.8**, it is estimated that the proposals will generate up to 201 two-way underground trips during the busiest peak (PM peak), with 150 two-way trips estimates for rail trips and 74 two-way trips by bus. It is also estimated that there will be 49 two-way trips by walking and up to 37 two-way trips during the PM peak by cycles.

Net Change in Trip Generation

3.24 **Table 3.9** below summarises the net change in trip generation between the consented office and hotel at Plot B and the proposed office only development at the revised Plot B site.

Table 3.9: Net Change in Trips Between Consented and Proposed Plot B						
Mode	**AM Peak Hour**			**PM Peak Hour**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Underground	+50	-17	+33	-13	+44	+31
Rail	+37	-15	+22	-11	+32	+21
Bus	+17	-10	+8	-8	+14	+5
Taxi	-3	-9	-12	-8	-5	-14
Motorcycle	+2	0	+2	+1	+2	+2
Car Driver	0	0	0	0	0	0
Car Passenger	0	-1	-1	-1	0	0
Cycle	+11	+1	+11	+1	+11	+12
Walk	+10	-8	+4	-6	+8	+3
Total	+124	-58	+64	-47	+104	+56

3.25 As can be seen within Table 3.9, it is anticipated that the proposed change to office only at the development (Plot B) will generate an increase in trips during the peak hour of up to 64 additional total person trips during the AM peak. The primary increase in trips generated relate to public transport, with up to 33 additional two-way underground trips, up to 22 additional rail trips and up to 8 additional bus trips.

Sustainable Travel Trip Distribution

3.26 To assess whether the proposals will result in a material impact on the local public transport network a trip distribution assessment has been undertaken for each mode of public transport. The assessment utilises service frequency information provided within the PTAL report for the site, with the peak one-directional trips for the busiest peak hour then applied to the number of services to determine the potential passenger per service uplift.

Underground Trips

3.27 The proposed development has been calculated to generate up to 185 AM peak arrival trips and 185 PM peak departure trips. It has been determined that up to 145 underground services are available within the PTAL defined walking distance of the site during the peak hours, recognising both King's Cross St Pancras Underground Station and Mornington Crescent Underground Station. It is estimated that the peak trips of 185 per hour will equate to an uplift of underground passengers of circa 1.28 additional passengers per service.

Rail Trips

3.28 It is estimated that the AM peak arrival and PM peak departure trips by rail will be 138 trips respectively. It has been determined that the up to 45 rail services are available within the PTAL defined walking distance of the site, accounting for King's Cross Station and St Pancras Station. The anticipated peaks of 138 rail trips per hour will equate to an uplift in rail trips of circa 3.07 additional passengers per service.

Bus Trips

3.29 As outlined above, the proposed development has been calculated to generate up to 68 arriving and departing bus trips during the AM and PM peaks respectively. It has been determined that up to 89 bus services are available within what is considered a reasonable walking distance of the site, extending beyond the PTAL rating walking maximum of 640m to include services available at Mornington Crescent, located circa 700m from the site. The addition of 68 arriving / departing trips during the peak hours results in an additional 0.78 passengers per bus, which is considered to represent a negligible change.

Sustainable Travel Summary

3.30 It is considered that the increase in employees using public transport, walking and cycling as their main mode of travel at the proposed development can be accommodated on the local transport network. It is anticipated that bus and underground services will receive circa 1 additional passenger per service, with an addition of circa 3 passengers per rail service. It is recognised that rail services typically have larger capacity than bus and underground services and as such, the uplift in passengers is anticipated to be similarly negligible to that of the bus and underground services.

3.31 To ensure the proposals have as limited an impact on the local public transport network as possible, modal shift targets towards active travel have been set within the Framework Employee Travel Plan for the whole development, a copy of which is appended to this TAA at **Appendix D**.

4 EFFECTS OF THE REVISED SCHEME

4.1 This section considers the potential traffic and transport effects of the revised scheme, also taking into account previous comments from LBC Highways.

Access

4.2 As detailed in Section 2 of this TAA, the proposals will retain a similar means for access into the site by cyclists and pedestrians, with cycle access taken directly from St Pancras Way to a stairwell and lift down to the basement store and pedestrian access taken via the public realm area south of Plot B, with the access in a similar location to the consented hotel entrance.

4.3 The main change to the scheme in terms of access relates to servicing vehicle access. The consented scheme provided a single servicing bay at basement level, accessed via a ramp to basement level, as shown within the consented plan extracts at **Figure 4.1** below.

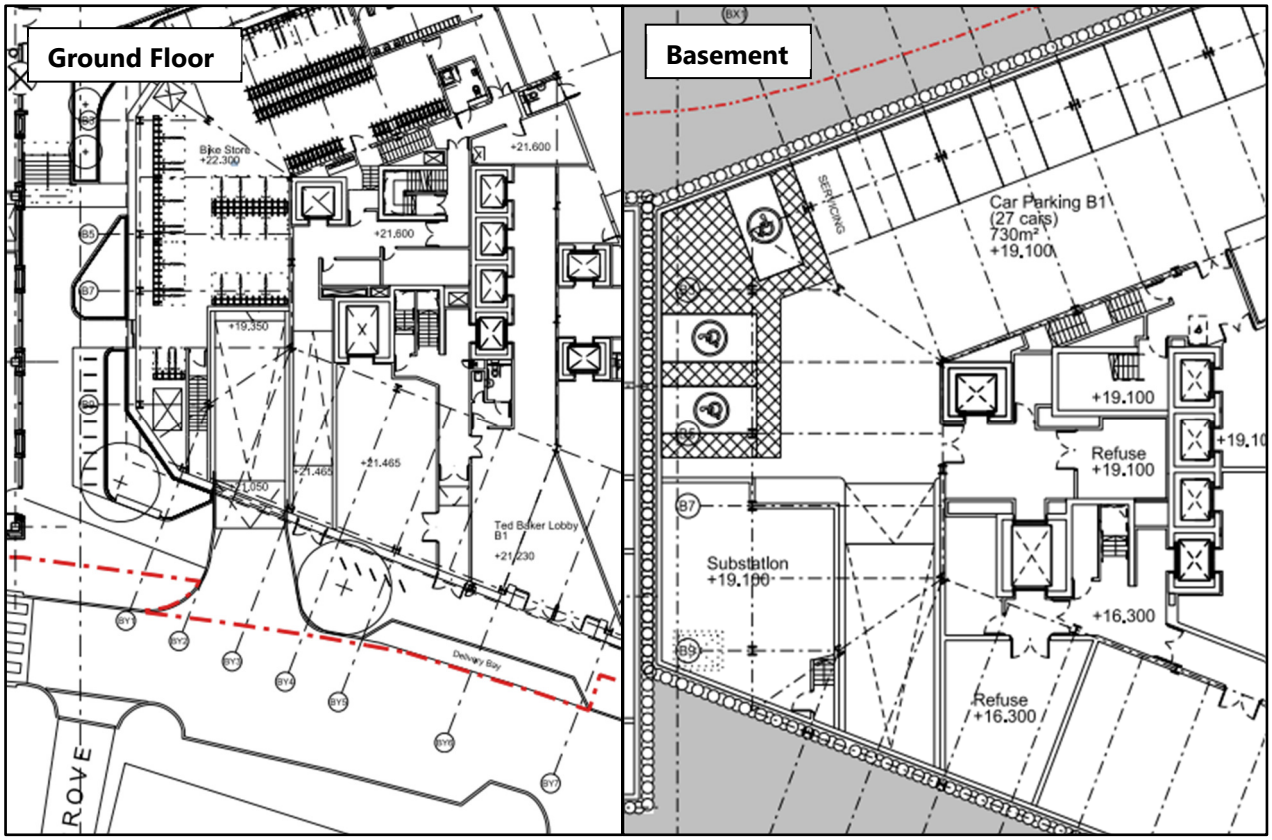


Figure 4.1: Extract of Consented Plot B Ground Floor and Basement Plans showing Servicing Area

4.4 As can be seen from **Figure 4.1**, access to the servicing bay at the consented scheme restricted servicing activity on-site to small/medium sized vans, due to the narrow turning space and ramp width, as well as bay size.

4.5 **Figure 4.2** below provides an extract from the Architect's ground floor plan for the new proposal, presented in detail at **Appendix A**. The extract shows the proposed larger servicing yard to be provided at ground floor level. The new servicing yard access will be provided in a similar location to the consented vehicle access ramp, retaining the loading bay on-street on St Pancras Way.

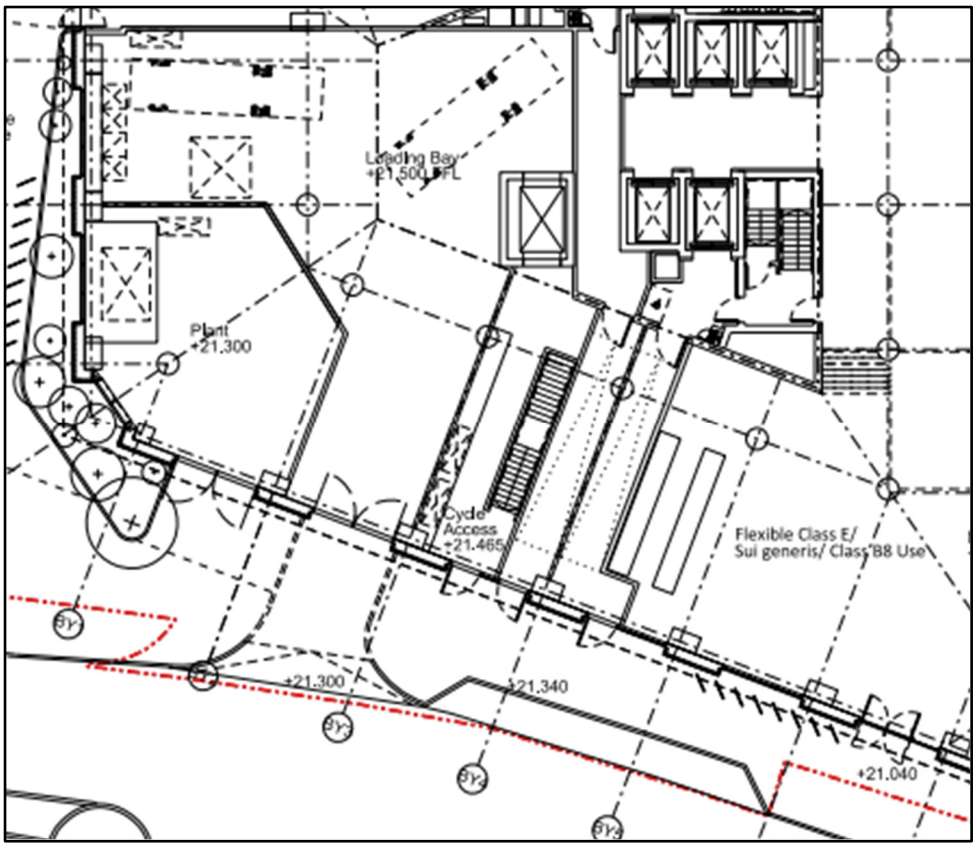


Figure 4.2: Proposed servicing yard access and retained on-street loading bay

Car Parking

4.6 The consented development includes 27 car parking spaces for the existing retained office tenant. This was permissible under LBC planning policy as a necessary retention of car parking for an existing office tenant. During determination, TfL requested a parking management condition to ensure that should the existing retained tenant vacate the site, the parking spaces should be converted to other uses, bringing the scheme forward in the future with zero on-site car parking.

4.7 As a result of the above and with the future office tenant expected to be a new tenant, the proposals now remove on-site car parking, enabling the provision of high-quality basement end of trip user amenities, as well as a large at-grade servicing area.

4.8 Should future office tenants require disabled car parking, it is envisaged that disabled drivers will be able to make use of the numerous on-street parking bays located along St Pancras Way, adjacent to the development.

Cycle Parking

4.9 Cycle parking for employees will be provide in line with draft New London Plan standards, with 330 spaces to be provided within a dedicated basement level cycle store. The cycle store will primarily be comprised of two-tier cycle stands, with 5% cycle parking provision to comprise accessible cycle parking, in the form of Sheffield stands with extra access space, in line with the London Cycle Design Standards (LCDS).

4.10 The proposals also feature 34 showers (17 male and 17 female, 2 of which are DDA compliant), as well as lockers and changing facilities, located adjacent to the proposed cycle store and lifts up to the office accommodation.

4.11 Short-stay cycle parking will be retained as per the consented scheme, with 110 cycle parking spaces provided in the form of Sheffield stands across the on-site public realm space.

Servicing and Waste

Servicing Arrangement

4.12 As summarised within Section 2, the proposals will provide a completely redesigned approach to servicing, for the betterment of the scheme and local highway network.

4.13 The consented development provided a single loading bay at basement level, to be located within the car park and accessed via the car ramp. The proposals seek to provide a larger servicing yard at ground floor level, to be accessed in a similar location to the consented car park ramp, as demonstrated between **Figures 4.1 and 4.2**. The servicing yard will be capable of accommodating 2-3 servicing vehicles at once, with sufficient space for arrival and departure in forward gear by vehicles up to and including 7.5T box vans, as demonstrated by the servicing vehicle swept path analysis included at **Appendix E**.

4.14 Should deliveries by vehicles larger than a 7.5T Box Van be required, vehicles will be able to utilise the consented loading bay to be provided adjacent to the site on St Pancras Way. This bay will be retained as part of the proposed changes to Plot B.

4.15 Also included within the swept path analysis at Appendix E (sheet 7 of 7) is analysis of a 10T Rigid Gas Tanker vehicle, demonstrating the means in which gas tankers will access the on-site tanks within the plant storage for infrequent servicing.

Servicing Demand

4.16 Servicing demand estimations within the consented development TA suggested that the proposed 14,159sqm (GEA) of office space was not considered to generate an increase in servicing movements from the previously existing office space, as the total office space within the consented development of Plot B was to be under occupation by the retained office tenant. Surveys of the office tenant to be retained recognised an average level of daily servicing movements at 38 deliveries per day.

4.17 The consented hotel was estimated to generate 0.15 deliveries per 100sqm, with 8 deliveries per day. It is therefore considered that the consented Plot B development would generate circa 44 deliveries per day.

4.18 Estimates for future servicing of the proposed office have been based on a City of London servicing survey, which assumes 0.22 deliveries per 100sqm (GEA), therefore the proposed 20,763sqm (GEA) of commercial space will generate approximately 45 deliveries per day.

4.19 The lettable internal areas of the proposed Plot C4 pavilion will remain unchanged from the consented development and therefore, servicing trips are not expected to change from the consented.

4.20 It is therefore considered that the proposals will not result in a material change in servicing activity to that of the consented development. Furthermore, the revised servicing yard will provide increased capacity for on-site deliveries, including larger vehicles, which is a benefit of the new scheme.

Waste Storage and Collection

4.21 As detailed in Section 2, waste storage will continue to be located at basement level, with direct lift access now provided to the ground floor servicing yard, where waste bins can be made available within 10m of the consented loading bay on St Pancras Way.

4.22 To ensure servicing activity and waste storage and collections are managed effectively, the previously submitted (as part of the consented development) Draft Delivery & Servicing Plan has been updated to set in place details of the proposed new servicing arrangements and management tools necessary to control and manage deliveries and waste. A copy of the Draft Delivery & Servicing Plan is included at **Appendix F**.

5 MITIGATION MEASURES

Delivery and Servicing Plan

5.1 In order to ensure that the impact of deliveries and servicing associated with the development is minimised, an updated Draft Delivery and Servicing Plan (DSP) has been prepared for the revised scheme and is included at **Appendix F**. It is envisaged that a final DSP will be secured by way of a legal agreement or planning condition.

5.2 The primary objectives of the DSP are to manage deliveries and servicing to, from and within the premises in order to ensure that servicing activity is undertaken successfully and without conflict between vehicles and/or pedestrians.

Framework Employee Travel Plan

5.3 An updated draft Framework Employee Travel Plan has been prepared to support the revised scheme which also covers other employment space at the wider development (see **Appendix D**). The primary objective of the Travel Plan is to set out a long-term strategy to facilitate and encourage active modes of travel to the development by means other than the private car and public transport, which reflects current central Government policy.

5.4 A final version of the Travel Plan will be secured by planning condition or S106 agreement.

6 SUMMARY AND CONCLUSION

Summary

6.1 In March 2020, full planning permission (LPA Ref: 2017/5497/P) was granted for the redevelopment of 2 – 6 St Pancras Way, NW1 0TB, located within the London Borough of Camden. The amended development proposal is for:

6.2 Detailed planning permission (the "Application") for redevelopment of The Ugly Brown Building, 2-6 St Pancras Way, London NW1 0TB (the "Site"). The proposed description of development is:

'Demolition of existing building, and redevelopment to provide a nine-storey building with two basement levels for flexible Class E and Sui Generis Use, a two-storey Pavilion for flexible Class E and Sui Generis Use, along with associated cycle parking, servicing, hard and soft landscaping, public realm, and other ancillary works, alongside amendments to Plot C within planning permission 2017/5497/P, namely increase of affordable housing provision' (the "Proposed Development").

6.3 The new proposed development at Plot B (including minor amendments to Plot C and C4) will provide flexible commercial space, removing the previously consented hotel use, as well as designing the office provisions around a new future office tenant/s with improved facilities. The key points in summarising this TAA include:

- Trip generation and trip distribution of the proposed development is expected to result in a small increase in peak hour trips, primarily by public transport modes. The trip distribution assessment indicates that the proposals will generate a negligible uplift in passenger numbers per service.
- The proposals remove the consented car parking from the basement to facilitate improved ground floor servicing and high-quality end of trip amenities at basement level such as cycle parking, showers and lockers.
- Cycle parking will be provided in line with draft New London Plan standards, with the cycle store being accessible by lift and stairway with cycle channel. The cycle store benefits from 5% provision of accessible cycle parking and associated amenities.

- Servicing at the proposed development will now be undertaken at ground floor level, with space for 2-3 delivery vehicles simultaneously, up to and including 7.5T box vans. The proposals are anticipated to generate a similar servicing demand to that of the consented development, however, as the proposals will enable almost all servicing activity to be undertaken on-site, it is considered that the proposals will be of a net benefit to the local highway network, with less servicing activity requiring to be undertaken from the retained loading bay on St Pancras Way.

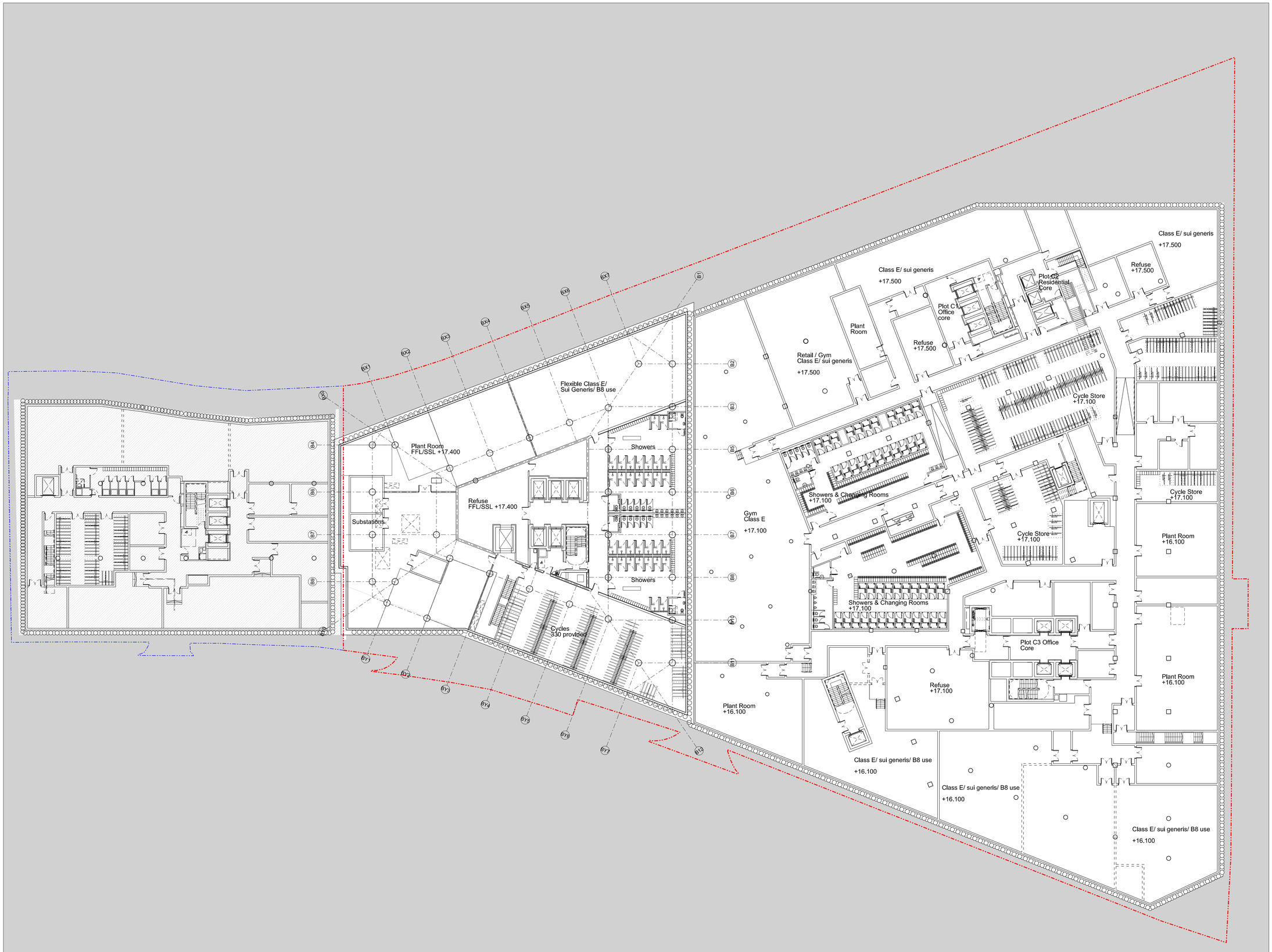
Conclusion

6.4 In consideration alongside the consented TA and proposals, it has been demonstrated that the effects of the development are acceptable in both traffic and transport terms. Furthermore, the revised scheme delivers new benefits and improvements that were not in the original scheme.

6.5 The development is therefore considered to accord with relevant adopted national, regional and local policy guidance. It meets the test of the NPPF and paragraph 109, which states that:

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

Appendix A



Revisions		By	Chk
\	170130 Stage 2 GA Issue	JS	DK
A	170221 Stage 2 GA Issue Plot A & C Grids Revised; Plot A & C basement layouts and core locations amended; general amendments	RM	DK
B	170322 Stage 2 GA Issue - Design freeze	RM	DK
C	170428 Issued for Information	JS	DK
D	170526 Issued for Planning	AD	DK
E	170714 Issued for Planning	JS	DK
F	170721 Use classes added Issued for Planning	AD	DK
G	170913 Boundary line amended Issued for Planning	AD	DK
H	180223 Issued for Planning	JS	DK
J	180614 Issued for Planning	DK	SE
K	190530 Draft issue for Planning	ED	AB
L	201218 Draft Issue for Planning	MS	IW
M	210125 Issued for Planning	MS	IW
N	210513 Issued for Planning	IW	DK

Notes

Application Boundary

0m 2m 10m

BENNETTS ASSOCIATES

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Project

The Ugly Brown Building

Reef Estates

Project No. 1603

Drawing Title

Proposed
Basement Level B1

Drawing Number
1603_P_099

Revision/Suitability
N

Scale @ A3
1 : 500

Scale @A1
1 : 250

Revision Date
210513
YY MM DD

PLOT A

PLOT A PLOT B

PLOT B PLOT C

PLOT C

REGENTS CANAL

GRANARY STREET

COLLEGE GROVE

ST PANCRAS WAY

Cycle route

Loading Bay +21,500 FFL

Plant +21,300

Flexible Class E/ Sui generis use

Notional FFL +22,600

Notional FFL +23,600

Cycle Access +21,465

Flexible Class E/ Sui generis/ Class B8 Use

Notional FFL +21,050

Foyer +22,600

Entrance Lobby Class E +22,000

Flexible Class E/ Sui generis use FFL +21,900

Class E/ Sui generis use +23,600

Class E/ Sui generis use +23,600

Class E +23,100

+23,100

Class E/ Sui generis use +23,600

Class E/ Sui generis use +23,200

Class E/ Sui generis use +23,000

Class E/ Sui generis use +23,000

Loading Bay +22,000

Class E/ Sui generis use +20,400

Class E/ Sui generis/ B8 use +20,275

Class E/ Sui generis/ B8 use +20,275

+22,600

+22,376

+21,425

+21,900

+21,300

+21,340

+21,040

+21,000

+20,790

+20,450

+21,815

+21,665

Revisions		By	Chk
\	170130 Stage 2 GA Issue	JS	DK
A	170221 Stage 2 GA Issue Plot A & C Grids Revised; Plot A & C1 core locations amended; general	RM	DK
B	170322 Stage 2 GA Issue - Design Freeze	RM	DK
C	170428 Issued for Information	JS	DK
D	170526 Issued for Planning	AD	DK
E	170601 Issued for Planning	JS	DK
F	170714 Issued for Planning	JS	DK
G	170721 Use classes added Issued for Planning	AD	DK
H	170810 Final comments from DP9 & Reef Issued for Planning	AD	DK
J	180223 Issued for Planning	JS	SE
K	180614 Issued for Planning	DK	SE
L	190530 Draft Issue for Planning	ED	AB
M	201218 Draft Issue for Planning	MS	IW
N	210125 Issued for Planning	MS	IW
P	210513 Issued for Planning	IW	DK

Notes

Application Boundary

Refer to Landscape Architect's drawings and report for full landscaping information

0m 2m 10m

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Project

The Ugly Brown Building

Reef Estates

Project No. 1603

Drawing Title

Proposed
Level 00 Ground Floor Plan

Drawing Number
1603_P_100

Revision/Suitability
P

Scale @ A3
1:500

Scale @A1
1:250

Revision Date
210513
YY MM DD

Appendix B

Calculation Reference: AUDIT-358901-210520-0539

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	1 days
	CN	CAMDEN	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 4062 to 9803 (units: sqm)
Range Selected by User: 1386 to 26639 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 06/12/17

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

Selected survey days:

Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 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:

Town Centre	2
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:

Commercial Zone	1
Built-Up Zone	2

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

Secondary Filtering selection:

Use Class:

Not Known	3 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	3 days

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

Population within 5 miles:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 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	3 days

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

PTAL Rating:

No PTAL Present	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 CI-02-A-02 OFFICES CITY OF LONDON
GRACECHURCH STREET
CITY OF LONDON
MONUMENT
Town Centre
Commercial Zone
Total Gross floor area: 9803 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

2 CN-02-A-01 OFFICES CAMDEN
ELY PLACE
HOLBORN
HOLBORN CIRCUS
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 4062 sqm
Survey date: THURSDAY *23/10/08* *Survey Type: MANUAL*

3 CN-02-A-02 OFFICES CAMDEN
GRAYS INN ROAD
CLERKENWELL

Town Centre
Built-Up Zone
Total Gross floor area: 6056 sqm
Survey date: WEDNESDAY *22/10/08* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CI-02-A-01	.
CI-02-A-03	.
CN-02-A-03	.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	6640	0.512	3	6640	0.095	3	6640	0.607
08:00 - 09:00	3	6640	2.319	3	6640	0.115	3	6640	2.434
09:00 - 10:00	3	6640	1.933	3	6640	0.241	3	6640	2.174
10:00 - 11:00	3	6640	0.688	3	6640	0.472	3	6640	1.160
11:00 - 12:00	3	6640	0.547	3	6640	0.858	3	6640	1.405
12:00 - 13:00	3	6640	1.175	3	6640	1.797	3	6640	2.972
13:00 - 14:00	3	6640	1.727	3	6640	1.606	3	6640	3.333
14:00 - 15:00	3	6640	1.170	3	6640	0.658	3	6640	1.828
15:00 - 16:00	3	6640	0.743	3	6640	0.653	3	6640	1.396
16:00 - 17:00	3	6640	0.432	3	6640	0.914	3	6640	1.346
17:00 - 18:00	3	6640	0.201	3	6640	2.319	3	6640	2.520
18:00 - 19:00	3	6640	0.090	3	6640	1.109	3	6640	1.199
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.537			10.837			22.374

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

Calculation Reference: AUDIT-358901-210520-0515

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	GR	GREENWICH	2 days
	HK	HACKNEY	2 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	2800 to 7402 (units: sqm)
Range Selected by User:	2800 to 7402 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 22/11/13

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:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 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:

Town Centre	3
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:

Built-Up Zone	1
High Street	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C1	4 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 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	4 days

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

Population within 5 miles:

500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 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	4 days

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

PTAL Rating:

No PTAL Present	2 days
4 Good	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 GR-06-A-01 IBIS GREENWICH
STOCKWELL STREET
GREENWICH

Town Centre
No Sub Category
Total Gross floor area: 2800 sqm
Survey date: MONDAY *19/10/09* *Survey Type: MANUAL*

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

Edge of Town Centre
No Sub Category
Total Gross floor area: 3304 sqm
Survey date: FRIDAY *22/11/13* *Survey Type: MANUAL*

3 HK-06-A-01 EXPRESS HOL.INN HACKNEY
OLD STREET
SHOREDITCH

Town Centre
High Street
Total Gross floor area: 7125 sqm
Survey date: THURSDAY *06/11/08* *Survey Type: MANUAL*

4 HK-06-A-02 HOTEL HACKNEY
GREAT EASTERN STREET
SHOREDITCH

Town Centre
Built-Up Zone
Total Gross floor area: 7402 sqm
Survey date: WEDNESDAY *05/11/08* *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 TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	5158	0.397	4	5158	0.640	4	5158	1.037
08:00 - 09:00	4	5158	0.577	4	5158	1.265	4	5158	1.842
09:00 - 10:00	4	5158	0.562	4	5158	0.960	4	5158	1.522
10:00 - 11:00	4	5158	0.451	4	5158	0.630	4	5158	1.081
11:00 - 12:00	4	5158	0.514	4	5158	0.780	4	5158	1.294
12:00 - 13:00	4	5158	0.490	4	5158	0.562	4	5158	1.052
13:00 - 14:00	4	5158	0.606	4	5158	0.611	4	5158	1.217
14:00 - 15:00	4	5158	0.693	4	5158	0.523	4	5158	1.216
15:00 - 16:00	4	5158	0.519	4	5158	0.751	4	5158	1.270
16:00 - 17:00	4	5158	0.911	4	5158	0.664	4	5158	1.575
17:00 - 18:00	4	5158	1.163	4	5158	0.935	4	5158	2.098
18:00 - 19:00	4	5158	1.110	4	5158	1.091	4	5158	2.201
19:00 - 20:00	4	5158	1.435	4	5158	0.843	4	5158	2.278
20:00 - 21:00	4	5158	0.722	4	5158	0.693	4	5158	1.415
21:00 - 22:00	4	5158	0.756	4	5158	0.470	4	5158	1.226
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.906			11.418			22.324

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 D

CANEPARO ASSOCIATES
Transport Planning & Highway Design

Reef Estates Limited

Transformation of the Ugly Brown Building, 2-6 St Pancras Way, London, NW1 0TB

Framework Employee Travel Plan

May 2021

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

www.caneparoassociates.com

Registered in England: 9930032

Contents

Appendices

1 INTRODUCTION

1.1 Caneparo Associates has been appointed by Reef Estates Limited ("the Applicant") to provide transport advice in association with the proposed transformation of the Ugly Brown Building on St Pancras Way, in the London Borough of Camden (LBC), henceforth referred to as 'the Site'.

1.2 The proposed description of development is:

'Demolition of existing building, and redevelopment to provide a nine-storey building with two basement levels for flexible Class E and Sui Generis Use, a two-storey Pavilion for flexible Class E and Sui Generis Use, along with associated cycle parking, servicing, hard and soft landscaping, public realm, and other ancillary works, alongside amendments to Plot C within planning permission 2017/5497/P, namely increase of affordable housing provision' (the "Proposed Development").

1.3 The proposed development follows recent planning consent at the site. Application 2017/5497/P was granted full planning permission on the 17th March 2020 for the following development:

'Demolition of the existing building (Class B1 and B8) and erection of 6 new buildings ranging in height from 2 storeys to 12 storeys in height above ground and 2 basement levels comprising a mixed-use development of business floorspace (B1), 73 residential units (C3) (10xstudio, 29x1 bed, 27x2 bed 7x3 bed), hotel (C1), gym (D2), flexible retail (A1 - A4) and storage space (B8) development with associated landscaping work.'

1.4 The permission grants consent for the use of Plot B as a nine-storey building with a single basement, which would be used as a hotel at lower levels, with office use above. The entire building was to be occupied by Ted Baker, who would operate the hotel and occupy the office space.

1.5 In the time since the permission was granted, changing economic circumstances and the Covid-19 pandemic mean that a hotel no longer represents the optimal use of the site. Furthermore, Ted Baker will no longer be retained as occupiers of the proposed building.

1.6 As a result, the applicant is now proposing a single application for the following works:

- A new proposal for the Plot B and Plot C (including Plot C4) elements of the site, which will remove the hotel, and create a building comprising flexible commercial space, offices, and ancillary storage, along with design and landscaping revisions.

- Amendments to the Plot C element of the site, comprising changes to the design, to align with the revised Plot B proposal, and changes to the affordable housing provision on Plot C2, increasing the provision of affordable housing to 50.8%.

1.7 This Framework Employee Travel Plan has been prepared for the employment uses of the Proposed Development. Once the Proposed Development proceeds through the construction and occupation process, this document will be used as a framework document to produce an employee Travel Plan for each occupier of the employment floor-space, as appropriate.

1.8 The main aim of this draft Framework Travel Plan (henceforth referred to as "Travel Plan") is to put in place the management tools deemed necessary to enable the employees and visitors of the Proposed Development to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping employees and visitors from using sustainable and active modes.

1.9 It is expected that a final version of this Travel Plan will be agreed with the Council prior to the occupation of the Proposed Development, which will be secured by S106 legal agreement or planning condition.

1.10 This Travel Plan has been prepared in accordance with Travel Plan guidance issued by Transport for London (TfL).

Travel Plan Scope

1.11 The remainder of this document is structured as follows:

- Section 2 – outlines the accessibility and expected travel patterns;
- Section 3 – sets out the objectives and targets;
- Section 4 – outlines the Travel Plan strategy;
- Section 5 – sets out the measures that will be implemented;
- Section 6 – outlines the monitoring and review programme; and
- Section 7 – sets out an Action Plan.

2 ACCESSIBILITY AND TRAVEL PATTERNS

2.1 This section provides a summary of the existing situation and accessibility of the Proposed Development by non-car modes.

Site Location

2.2 The Site is located on land between St Pancras Way and Regent's Canal, to the north of St Pancras International train station. It is bound to the east by Regent's Canal, to the south by Granary Street and St Pancras Hospital, to the west by St Pancras Way (A5202) and to the north by residential developments. The Site lies approximately 600m to the north of St Pancras International train station and approximately 650m to the east of Mornington Crescent underground station.

2.3 The existing Site comprises a large 4-5 storey building, part of which is currently occupied by Ted Baker's Head-Quarters. There is a landscaping area at the southwest of the Site including a raised grassed area. In addition, there are wide footways adjacent to the Site along St Pancras Way comprising circa 2m adopted footway as well as public realm area around the Site.

Local Highway Network

A5202 St Pancras Way

2.4 The existing Site obtains its vehicular and pedestrian accesses from St Pancras Way (A5202) which lies to the west of the Site. St Pancras Way is a one-way strategic road which operates in a broadly north-south orientation. It is a single carriageway road with two southbound lanes of traffic, connecting Kentish Town Road to the north with Pancras Road to the south. There are single yellow lines along the east side of the road and 'pay by phone' parking bays along the west side in the vicinity of the Site. There is also a southbound cycle lane which ends to the north of the Site.

Granary Street

2.5 Granary Street operates in a northeast-southwest orientation to the south of the Site, with a dog-leg to the southeast. It is a single carriageway road with a lane of traffic in each direction. It currently provides restricted pedestrian access to the south side of the Site and joins St Pancras Way to the west and Camley Street to the east. There are single yellow lines on both sides of the road where parking restrictions apply between 08:30 and 18:30.

Camley Street

2.6 Camley Street lies to the east of the Site and operates in the north-south direction. It connects Pancras Road to the south with a cul-de-sac to the north and routes beneath St Pancras railway lines and over Regent's Canal. It is a single carriageway road with one lane of traffic in each direction. There are double yellow lines on both sides of the road.

A501 Euston Road

2.7 Euston Road (A501) is a strategic east-west route through the north of Central London and can be accessed from Pancras Road. It lies approximately 1km to the south of the Site and connects Shoreditch to the east with Edgware Road in the west. Euston Road is a dual carriageway road and, in the vicinity of the Site, there are 2 lanes of traffic and a bus lane in each direction. It is part of a TfL Red Route and no stopping is allowed between Monday and Saturday 08:00 to 19:00.

Parking

2.8 The Site is within a Controlled Parking Zone which is in operation Monday – Friday between 08:30 and 18:30. There are 'pay by phone' bays along St Pancras Way adjacent to the Site which allow a maximum stay of 2 hours.

2.9 There are single yellow lines along St Pancras Way in front of the Site where no parking is allowed between 08:30 and 18:30. However, loading and unloading can take place at any time.

Walking

2.10 It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips and this is set out in the IHT document '*Guidelines for Providing for Journeys on Foot*', which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2 Km.

2.11 The Site benefits from a good pedestrian environment including well maintained footways and consistent street lighting. There are zebra crossings with dropped kerbs and tactile paving across St Pancras Way at the southern end of the Site, in proximity to its junction with Granary Street and at the northern end of the Site, adjacent to College Grove.

2.12 There are numerous local amenities less than 2 Km from the Site, and many within 1 Km (10-12 minutes' walk), including St Pancras and Mornington Crescent stations and several bars and restaurants. **Table 2.1** contains suggested acceptable walking distances for pedestrians without mobility impairment for some common trip purposes.

Table 2.1: Suggested Acceptable Walking Distances

Definition	Walking Distances (metres)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200
Source: Providing for Journeys on Foot, IHT, 2000			

2.13 **Table 2.2** sets out details of approximate distances between the Site and local amenities. The table illustrates that there are a number of local amenities located within the 'preferred maximum' walking distance of the Site.

Table 2.2: Approximate Distances To Local Facilities			
Amenity	**Location**	**Distance (metres)**	**Approx. Walk Time (mins)**
St Pancras Hospital	St Pancras Way	100	1-2
Bus Stops	Crowndale Road	290	3-4
Londis	Crowndale Road	320	3-4
Primary School	Camden Street	430	5-6
Sainsbury's Local	Bayham Street	560	6-7
St Pancras Station	Midland Road	600	7-8
Pharmacy	Camden High Street	650	7-8
Mornington Crescent Underground	Camden High Street	650	7-8
Bars / Restaurants	Camden High Street	650	7-8
Santander / Nationwide / Halifax	Camden High Street	780	9-10
The British Library	Midland Road	950	11-12

Cycling

2.14 '*Cycling Friendly Infrastructure*' guidelines published by the CIHT highlight that there is '*substantial potential for substituting cycling for driving for distances up to 5 miles*'.

2.15 The TfL Cycling Maps mark nearby roads, including St Pancras Road, as *'Other roads that have been recommended by cyclists, may connect other route sections.*' In addition, the Regent's Canal towpath provides an off-road cycle route to the north and south. The TfL cycle map of the area is provided at Appendix B of the Transport Assessment (TA).

2.16 There are several hire bike docking stations in the vicinity of the Site including one on Royal College Street, approximately 320m (4 minutes' walk) to the west of the Site, including 47 spaces and one on Pancras Way approximately 450m (5-6 minutes' walk) to the north of the Site including 16 spaces.

Public Transport

Bus Services

2.17 The Site is well served by local bus routes. The closest bus stops are Royal College Street Stops U (eastbound) and N (westbound) which are approximately 290m from the Site (3-4 minutes' walk).

2.18 The Site is also within walking distance of St Pancras International Stop S (800m) and stops on Euston Road which are served by numerous services. **Table 2.3** sets out the services serving the bus stops closest to the Site. A TfL Bus Map is provided at Appendix C of the TA.

Table 2.3: Summary of Bus Services and Frequencies					
Bus Stop	**Number**	**Route**	**Frequency Weekday**	**Frequency Saturday**	**Frequency Sunday**
Royal College St Stops U and N (290m)	214	Hampstead Lane / Finsbury Square	6-10 mins	6-10 mins	10-12 mins
Royal College St Stops U and P (290m)	46	Lancaster Gate / St Bartholomew's Hospital	7-11 mins	10-14 mins	12-14 mins

Rail Services

Underground

2.19 The closest underground station to the Site is Mornington Crescent which is approximately 650m walking distance (7-8 minutes) to the west. It is served by the Northern Line which offers regular services between Morden and Edgware / High Barnet.

2.20 Kings Cross St Pancras underground station is approximately 700m (8-9 minutes' walk) to the south of the Site, although has numerous accesses. It is served by the Victoria, Northern, Piccadilly, Hammersmith & City, Metropolitan and Circle lines which all operate regular services towards numerous locations in London. The underground services available in the vicinity of the Site are set out in **Table 2.4**.

Table 2.4: Summary of Underground Services and Frequencies			
Station	**Line**	**Route**	**Frequency**
Mornington Crescent	Northern	Edgware / High Barnet - Morden	5-6 mins
Kings Cross St Pancras	Northern	Edgware / High Barnet - Morden	5-6 mins
	Victoria	Walthamstow Central - Brixton	2-3 mins
	Piccadilly	Cockfosters - Heathrow	7-10 mins
	Hammersmith & City	Hammersmith - Barking	8-10 mins
	Metropolitan	Aldgate – Amersham / Chesham	4-8 mins
	Circle	Hammersmith – Edgware Road	9-17 mins

Mainline

2.21 The closest mainline railway stations are St Pancras International, the nearest entrance to which is approximately 700m to the south of the Site (8-9 minutes' walk), and King's Cross which is approximately 870m to the south of the Site (10-11 minutes' walk). Both stations offer numerous and frequent services towards local and national destinations.

Baseline Travel Patterns

2.22 **Table 2.5** below shows the assumed modal split for journeys made to and from the Site for the proposed employment uses. The modal split has been determined from 2011 Census data for 'Method of Travel to Work' and is adapted to reflect the zero standard car parking spaces provided (exc. Disabled). The modal split differs slightly to that within the TA (Table 6.3), which applies to the uplift in trips only, of which there are no car driver trips.

2.23 The modal split will be updated when the initial Travel Survey is carried out, within 3 months of first occupation of the Site. Until that time, this modal split will be used for monitoring and target setting purposes.

Table 2.5: Predicted Employment Modal Split

Mode	Percentage (%)
Underground	38%
Rail	29%
Bus	14%
Taxi	<1%
Motorcycle	1%
Car Driver	<1%
Car Passenger	1%
Cycle	7%
Walk	9%
Total	100%

2.24 The initial Travel Survey will accurately identify how employees at the Site travel and the results will be known as Year 0. The survey will cover employees and will be undertaken once the Site is occupied. Occupation is defined as no later than three months after any employment unit is occupied. The monitoring surveys for the employment units will be carried out independently of each other and will be the responsibility of the occupier.

3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in **Chapter 6**.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the Site will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.

Objectives

3.2 The Travel Plan's overriding objective is:

To engage with and encourage employees to use more sustainable ways of travelling to / from the Proposed Development through more effective promotion of active modes. This will minimise the impact of the Proposed Development on the surrounding public transport network.

3.3 The sub-objectives are:

- Sub-objective 1: To provide a framework, from which individual travel plans can be based;
- Sub-objective 2: To increase employee awareness of the advantages and availability of sustainable/ active modes of transport;
- Sub-objective 3: To promote the health and fitness benefits of active travel to all users;
- Sub-objective 4: To introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and therefore,
- Sub-objective 5: To reduce unnecessary use of the car for the journey to and from the Site by employees.

Targets

3.4 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and the success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

3.6 The key action targets are set out below:

- Where appropriate each occupier Travel Plan Coordinator (TPC) will be appointed prior to the occupation of each employment unit by the tenant;
- Baseline travel surveys will be undertaken 3 months from occupation of the commercial floor space, as required; and
- Each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year (as detailed in the Monitoring section).

Aim Targets

3.7 The aim targets of this Travel Plan are focused on the employees who will be based at the Site.

3.8 TfL's Travel Planning Guidance outlines "London wide" targets, as set out in the Mayor's Transport Strategy, in order to help set targets for mode shift. Those relevant to this Travel Plan are to: achieve a 5% modal share increase for cycling, a significant modal share increase for walking, and to balance capacity and demand for public transport.

3.9 **Table 3.1** outlines the Aim Targets set out for the Site. The targets are set to measure progress towards the main objectives over five years once the Proposed Development has been fully built out.

3.10 The baseline figures are taken from the expected mode split, as detailed in section 2. This Travel Plan recognises that it is not possible to set out accurate targets far in the future, even when based on actual modal share data (i.e. when the baseline survey has been undertaken). Given this, it should be acknowledged that the targets may change over time as results from on-going monitoring become available.

Table 3.1: Travel Plan AIM Targets

Target	Indicator	Mode Split		
		Baseline (Year 0)	**Interim (Year 3)**	**Final (Year 5)**
Employees				
Achieve a 6% decrease in public transport trips by Year 5	Modal split monitoring surveys for PT use	81%	78%	75%
Achieve a 3% increase in the mode share for cycling by Year 5	Modal Split monitoring surveys for cycling	7%	9%	10%
Achieve a 3% increase in the mode share for walking by Year 5	Modal split monitoring surveys for walking	9%	11%	12%
Visitors				
Increase the awareness of cycling and walking as viable options available to access the Site	No surveys necessary	-	-	-

3.11 It is more constructive to set Action type targets for measures aimed at promoting sustainable transport to visitors to the various land uses of the Proposed Development, rather than a mode split Aim Target.

4 TRAVEL PLAN STRATEGY

4.1 This document has been designed to provide the framework from which individual employee Travel Plans will be prepared. It provides an outline of the general elements that the tenants/occupiers will need to include within their individualised Travel Plans. Occupiers will be expected to adapt these to suit their own circumstances and organisational policies.

4.2 In particular the type of Travel Plan will be dependent on the size of each organisation. The threshold for business use is set out in the following **Table 4.1** will be used for determining these. The Travel Plan thresholds are based on those set out in TfL's Travel Planning Guidance.

Table 4.1 – Travel Plan Type Thresholds		
Land Use	**Travel Plan Statement**	**Full Travel Plan**
B1 Business	More than 20 staff but less than 2,500sqm	Equal or more than 2,500sqm

Full Travel Plan

4.3 Applicants for developments at or above the strategic-level thresholds must by default submit a Full Travel Plan and contain all relevant information as per the TfL guidance.

Travel Plan Statement

4.4 Smaller developments that fall below the strategic-level Full Travel Plan threshold but which typically employ 20 or more staff should submit a Travel Plan Statement. It may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation.

4.5 The scheme includes a large amount of business floor space which will be split across a number of tenants. It is therefore proposed that a number of smaller Travel Plan Statements would be prepared by the individual occupants as required, which will be able to benefit from the use of this Framework Travel Plan.

4.6 The level of information required should be agreed with the local authority planning officer at the earliest opportunity.

Travel Plan Coordinator

4.7 Each occupier/tenant of the employment space which meets the above threshold will appoint a Travel Plan Coordinator (TPC) to develop and manage the Travel Plan.

4.8 The TPC is the most important aspect of a Travel Plan and their willingness and enthusiasm will be a key factor in the successful implementation of a Travel Plan that will achieve good modal shift results.

4.9 The main responsibilities of the TPC will consequently be:

- To develop the Travel Plan for their employer based on this Framework Travel Plan;
- To implement, market and manage the Travel Plan; and
- Act as a point of contact for staff regarding travel and the Travel Plan.

4.10 Each occupier will appoint their TPC upon initial occupation of the Site, and ensure that there is someone actively filling the role throughout the duration of the Travel Plan. Their contact details will be passed to the LBC Travel Plan Team upon their appointment. Each occupier will be responsible for submitting a Travel Plan within 3 months of occupying the Proposed Development (dependent on the size of the organisation as set out in **Table 4.1**).

4.11 The role of the TPC is normally part-time and will have a fluctuating workload throughout the duration of the Travel Plan. The occupier will make sure that the TPC has enough time to undertake his/her duties. The staff member appointed will need to be at a senior enough level to effectively communicate with management within their organisation regarding the Travel Plan.

4.12 The funding of each TPC is the responsibility of the occupier and will be developed using the latest version of TfL guidance.

Marketing Strategy

4.13 Employees based at the Site will be made aware of the existence of the Travel Plan upon the commencement of their employment. The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will be explained upon acceptance of job offers and noted in job interviews or similar.

4.14 The following could be used as a means of disseminating information to employees to promote events/campaigns/promotions/services/initiatives:

- Induction pack;
- Staff notice boards;
- Staff Newsletters; and
- Company internet/intranet sites.

5 MEASURES AND INITIATIVES

5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.

5.2 The list of measures described below is by no means exhaustive and it will be the responsibility of the appointed TPCs to investigate other potential measures. It is important to add that in the longer term other measures may be more suitable for the users depending on their needs and demands. This will be evident from the proposed regular monitoring results and measures will be implemented and/or altered accordingly.

General Measures

Hard / Physical Measures

5.3 It is recognised that physical aspects of the design can influence travel patterns and will have an impact upon the mode and extent of use of sustainable transport from the outset. The measures that will be incorporated into the design are set out below:

- An expansive public realm around and through the Site including landscaping which will encourage pedestrian activity and movement.
- A wide cycle path / foot path along Regent's Canal to the east of the building, which will improve connectivity to and from the Site for pedestrians and cyclists;
- Cycle parking provided in secure and sheltered areas, including visitor parking at accessible locations;
- Showers, lockers and changing facilities provided for the staff where possible / appropriate.

Cycle Parking

5.4 Cycle parking will be provided for employees and visitors to the Site. Long-stay cycle parking will be provided within secure and sheltered areas at basement and ground floor level and short-stay cycle parking will be provided at ground floor level at locations accessible for each use.

5.5 The use of the cycle parking will be monitored by the TPC, who will seek to provide additional cycle parking spaces should demand arise.

Active Modes

5.6 Both walking and cycling are cheap, convenient and reliable methods of transport. Cycling is particularly valuable in addressing congestion and pollution as it can replace many journeys which would otherwise be made by vehicular and public transport.

5.7 The TPC(s) will encourage walking by providing information about the most suitable / appropriate pedestrian routes to / from the Site, and also to local amenities.

5.8 The TPC(s) will:

- Report the results of the travel surveys to the relevant local authority officer and will liaise with that officer to establish the potential for improvements to existing off-site facilities; and
- Seek to ensure that pedestrian and cycle routes are appropriately maintained which will be achieved through a regular dialogue with the Highway Authority. For example, they will seek to identify any particular safety hazards, poorly lit areas, 'missing links' etc.

5.9 There are free cycle training courses for adults and children who live, work or study in Camden. Courses are run by National Standards approved, trained and experienced instructors. The TPC(s) will be responsible for researching courses and establishing whether there is demand for cycle training.

Public Transport

5.10 The TPC(s) will ensure that the following tasks are undertaken:

- All underground, train and bus services are well publicised and promoted to all employees;
- Route and timetable information will be included within the Welcome Packs/Induction Packs and on travel notice boards; and
- Contact details will be provided for public transport operators such as TfL (Journey Planner) and National Rail.

Taxis

5.11 Taxis have an important role in providing for employee trips, in particular when other modes of transport may not be available (e.g. overnight or when stations/services are temporarily unavailable). The TPC(s) will ensure that the contact details for local taxi operators are available on-site.

Measures for Employees

5.12 In addition to the general measures described above, other possible measures specifically aimed at employees are detailed below.

Induction Packs

5.13 All employees of the Proposed Development will be given information about the Travel Plan and travel options in the form of an induction pack. The pack will contain at least the following information:

- A summarised version of the Travel Plan document, that sets out the purpose and benefits etc;
- Timetables and route maps for public transport, particularly buses;
- Contact numbers and web details for the TfL Journey Planner and National Rail Enquiries;
- Local taxi company details;
- Car Club information;
- Cycling and walking maps for the local area; and
- Any relevant employer specific company policies related to transport.

5.14 Personalised journey planning sessions will be offered by the TPC if required.

Walking and Cycling

5.15 Both walking and cycling are cheap, convenient and reliable methods of transport. Cycling is particularly important in promoting a move from Public Transport towards active modes due to the greater distance that can be covered at a faster speed compared to walking.

5.16 The TPC(s) will encourage walking by providing information about the most suitable/appropriate pedestrian routes to/from the Site, and also to local amenities. The health benefits of walking are to be promoted through things such as Walk to Work Week, which usually falls in the month of May.

5.17 The TPC(s) will administer and promote travel by bicycle primarily through information provision, however, the following measures will also be considered:

- Holding cycle maintenance sessions in association with local cycle retailers or similar organisations/companies that offer 'Dr Bike' services;
- Investigating whether tax incentives schemes such as the Government's Cycle Scheme are appropriate for the employers of the Site; and
- Organisation of social cycling events, e.g. lunch time or after work/shift rides, or participation in cycle-related events such as the London to Brighton bike ride.

5.18 The TPC(s) will provide information on the safest cycle routes in the area and promote the use of cycling to access the Site. In addition, the TPC(s) will explore with local bicycle retailers the possibility of providing discounts on cycling equipment to employees.

Travel Information Provision

5.19 Dedicated Travel Notice Boards will be installed at key locations within the Site such as near the employee entrance to the office block. An Information Point will be at the Site from the outset and will display material designed to promote not only sustainable travel modes such as public transport, walking and cycling but also details of the Travel Plan itself and the contact details of the TPC(s).

5.20 The Travel Notice Board can also be used as a marketing tool to promote associated transport events and the implementation of new initiatives.

5.21 A personalised journey planning service will be offered to employees by the TPC(s) and advice will be given on how to plan journeys by sustainable modes of transport.

Visitor Travel

5.22 Employees will be provided with advice to ensure that visitors are advised to travel by modes other than the private car wherever possible, ideally utilising active modes of travel over public transport. Where travel by private car is required, advice will be provided so that visitors can be directed to the nearest appropriate on-street spaces, and the use of car clubs will also be encouraged.

Provision for People with Disabilities and Visual Impairment

5.23 Provision for people with disabilities has been built into the design of the development.

5.24 The following initiatives / design features / measures are present:

- Stairs have refuge points;
- Entrances have ramped access.
- Wheelchair accessible lifts with accessible floors;
- Blue badge disabled parking; and
- Disabled toilets.

5.25 The TPC(s), through dialogue with the London Borough of Camden (if necessary / appropriate), will also seek to ensure that routes to/from public transport access points have appropriate provision for people with disabilities and people with visual impairment. Specifically provision should include:

- All dropped kerbs to contain tactile paving of the appropriate colour; and
- Rotating cones on signalised pedestrian crossings.

6 MONITORING AND REVIEW

Monitoring

6.1 LBC require that the progress of the Travel Plan is effectively monitored and the results are reported back.

6.2 If required, the employment monitoring programme will begin with the initial baseline travel survey (Year 0), to be undertaken no later than three months after occupation of the employment unit(s).

6.3 The Travel Plan will be monitored on an annual basis for 5 years after full occupation of the Site. The baseline survey represents the start of the Travel Plan for monitoring purposes and is known as Year 0.

6.4 The monitoring process will include, but not be limited to, the following:

- Questionnaire surveys of employees to identify the mode share for travel method to / from work / home, focusing on barriers to more sustainable travel in the longer term, especially active modes of travel. (A copy of the proposed Travel Survey Questionnaire is included at **Appendix I**);
- Changes to any information provided on travel noticeboards, e.g. timetables;
- Cycle parking utilisation survey;
- Demand for additional cycle parking facilities;
- Condition of on and off-site pedestrian and cycle facilities;
- Comments received from employees relating to the operation and implications of the Travel Plan; and

6.5 All monitoring will follow the most up to date TfL best practice guidance, and will be the joint responsibility of the Applicant / the management company and the individual occupier(s).

6.6 The initial baseline travel survey will be marketed by the TPC(s) to encourage a high response rate. According to TfL guidance, organisations should aim to achieve a response rate of at least 30%. The results will be discussed with the Council and action taken if considered necessary or appropriate.

6.7 The monitoring surveys for the commercial units will be carried out independently of each other and will be the responsibility of the occupier.

Review

6.8 The TPC(s) will compile a report each year (Annual Monitoring) for a period of 5 years that will include the results of any monitoring. The report will be issued to LBC by email.

Securing and Funding

6.9 The Site Owner/Occupiers will be fully committed to the implementation of the Travel Plan and will provide all reasonable necessary funding to ensure that the agreed targets are achieved. This will include funding the TPC(s), travel surveys and implementation of all reasonable necessary measures.

6.10 This Travel Plan will be secured via Condition or Legal Agreement.

7 ACTION PLAN

7.1 The Travel Plan Action Plan is outlined in **Table 7.1** below. The Action Plan will be revised every year following each Annual Travel Plan Review.

Table 7.1: Travel Plan Action Plan				
Measures	**Notes**	**Status / Target Date**	**Method of Monitoring**	**Responsibility**
General				
Appointment of Travel Plan Coordinator (TPC)	TPC will be a part-time role (if required)	Prior to occupation	N/A	Occupier
Development of employee Travel Plans	TPCs will develop the subsequent Employee Travel Plans if required according to the thresholds	Prior to occupation	Provision of a Travel Plan	Occupier/TPC
Information Provision				
Travel/Induction Packs for all Employees	All employees will receive a travel pack outlining the sustainable options for travelling to the site, company policy related to transport (for employees), the existence and purpose of the Travel Plan and location of cycle parking etc.	Prior to commencement of employment	N/A	TPC
Information Boards	Travel information boards will be placed in a prominent location near the main entrance to the building, accessible by employees	Installed with building development	N/A	TPC to update information when necessary
Personalised Travel Planning Sessions	The TPC will offer planning services during induction sessions	When necessary upon recruitment and initial point of occupation	The TPC will keep a record of which employees have utilised the service as well as the nature of the service (group, one on one).	TPC
Cycling				
Provision of cycle racks / stands	Cycle parking to be provided for Employees	Provided as part of development process	Spot checks as part of maintenance rounds	Site Owner/developer
Employee discount on cycle and safety equipment	Cycle to Work Scheme (if appropriate)	Within 6 months of first occupation	Uptake of offer monitored by TPC	TPC
Provide cycle route maps and other information relating to cycle facilities	Greater cost if bespoke information needs to be printed. Less if existing map etc. is used	Within 6 months of first occupation	TPC to monitor uptake	TPC
Walking				
Employees to be provided with information related to safe walking routes.	As part of the induction sessions	At initial occupation	N/A	TPC
Walk to Work days and social walking events	Health and financial benefits advertised	Spring and Summer (Annually)	TPC to monitor uptake	TPC

Public Transport				
Notice board with timetable information for Employees	Located in visible public area	Upon building completion	Administrative - TPC	TPC
Taxi Services	Ensure that taxi contact details are available for Employees	Upon occupation	TPC to ensure details are kept up to date	TPC
Monitoring				
Baseline Survey	Year 0	If required, no later than three months after occupation of the employment unit(s)	Survey	TPC
Interim Surveys	Years 1, 3 and 5	If required, Anniversary of Baseline Survey	Survey	TPC
Review of Travel Plan	At Year 5	Receipt of Year 5 survey results	N/A	TPC

Appendix I

Ugly Brown Building
Employee Travel Survey Questionnaire

A travel survey is being undertaken so we can understand your travel patterns. We would therefore appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. Thank you in advance for your help.

1. What is your home postcode? _____

2. What time do you normally arrive at work?

00:00 – 06:00 (01) ☐ 06:00 – 12:00 (02) ☐ 12:00 – 18:00 (03) ☐ 18:00 – 24:00 (04) ☐

3. What time do you normally leave work?

00:00 – 06:00 (01) ☐ 06:00 – 12:00 (02) ☐ 12:00 – 18:00 (03) ☐ 18:00 – 24:00 (04) ☐

4. On average, how long does your journey take?

0 – 15min (01) ☐ 16 – 30min (02) ☐ 31 – 45min (03) ☐ 46 – 60min (04) ☐

61 – 75min (05) ☐ 76 – 90min (06) ☐ Over 90min (07) ☐

5. Approximately how far is your journey?

0 – 1 mile (01) ☐ 1 – 2 miles (02) ☐ 2 – 5 miles (03) ☐ 5 – 10 miles (04) ☐

>10 miles (05) ☐

6. What is your MAIN mode of transport (i.e. the longest part of your journey)?

Drive alone (01) ☐ Car share - driver (02) ☐ Car passenger (03) ☐ Bus (04) ☐

Train (05) ☐ Underground (06) ☐ Walk (07) ☐ Cycle (08) ☐

Motorbike (09) ☐ Taxi (10) ☐ Other (11) ☐

7. What alternative mode of transport would you consider if your usual mode wasn't available?

Drive alone (01) ☐ Car share -driver (02) ☐ Car passenger (03) ☐ Bus (04) ☐

Train (05) ☐ Underground (06) ☐ Walk (07) ☐ Cycle (08) ☐

Motorbike (09) ☐ Taxi (10) ☐ Other (11) ☐

8. In what age category do you fall?

Under 25 (01) ☐ 26 – 40 (02) ☐ 41 – 60 (03) ☐ Over 60 (04) ☐

Appendix E

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. Caution: Note that the scheme layout was issued as scaled up data so has been rescaled to fit using a previous layout and site boundary (Rev. G).

Rev	Details	Drawn	Checked	Date
G	Revised scheme layout and swept paths.	HE	DB	18.05.2021
F	Revised scheme layout and swept paths.	HE	GS	19.02.2021
E	Revised scheme layout.	HE	GS	13.01.2021
D	Revised swept paths and column location.	HE	GS	15.12.2020
C	BOC Cryospeed vehicle added.	HE	GS	14.12.2020
B	Revised crossover details.	HE	GS	07.12.2020
A	Revised scheme base plan.	HE	GS	25.11.2020

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

Reef Estates Limited

Project:

The Ugly Brown Building

Drawing Title:

General Arrangement
Proposed Crossover

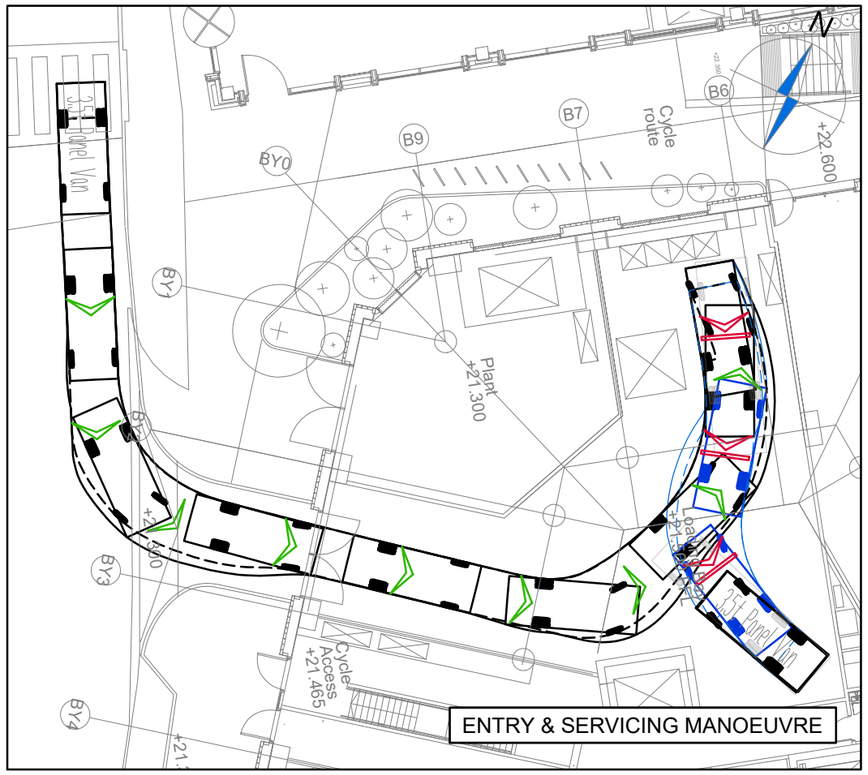
Scale:	Size:
1:200	A3

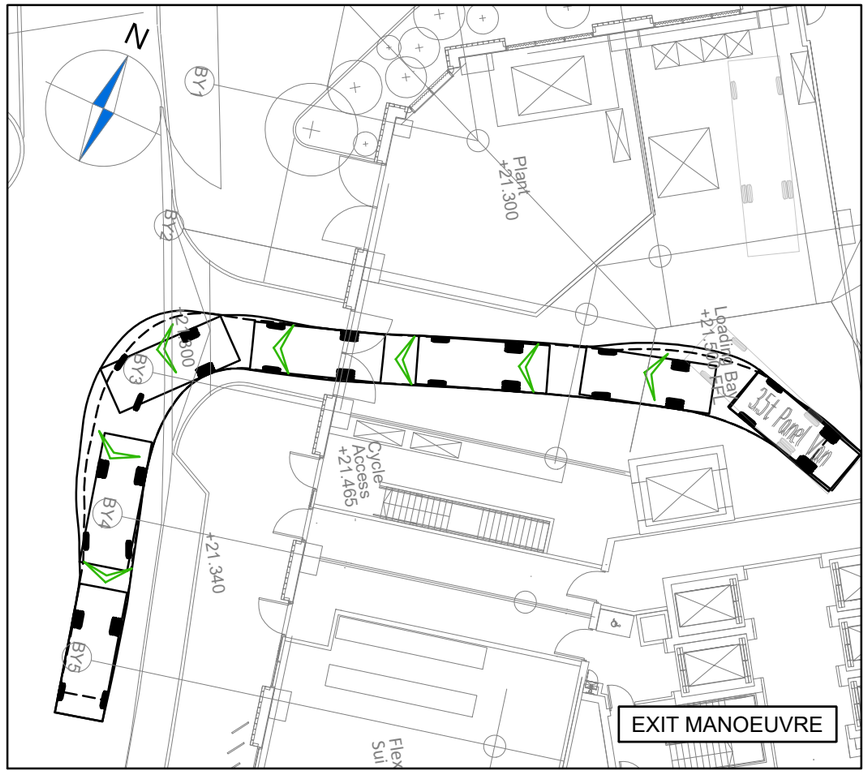
Drawn by:	Checked by:	Date:
HE	GS	24.11.2020

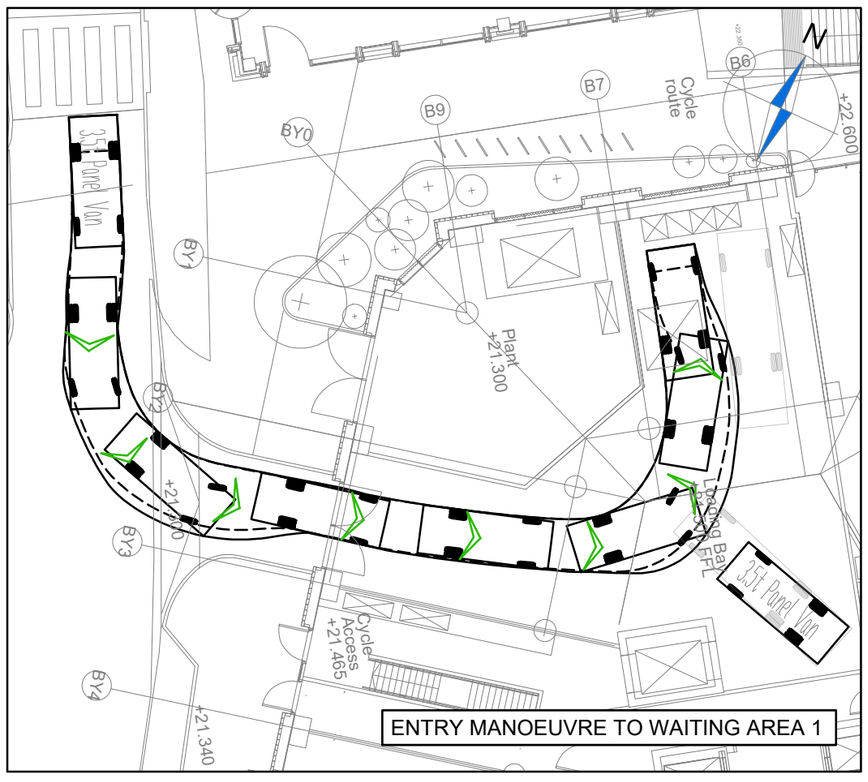
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

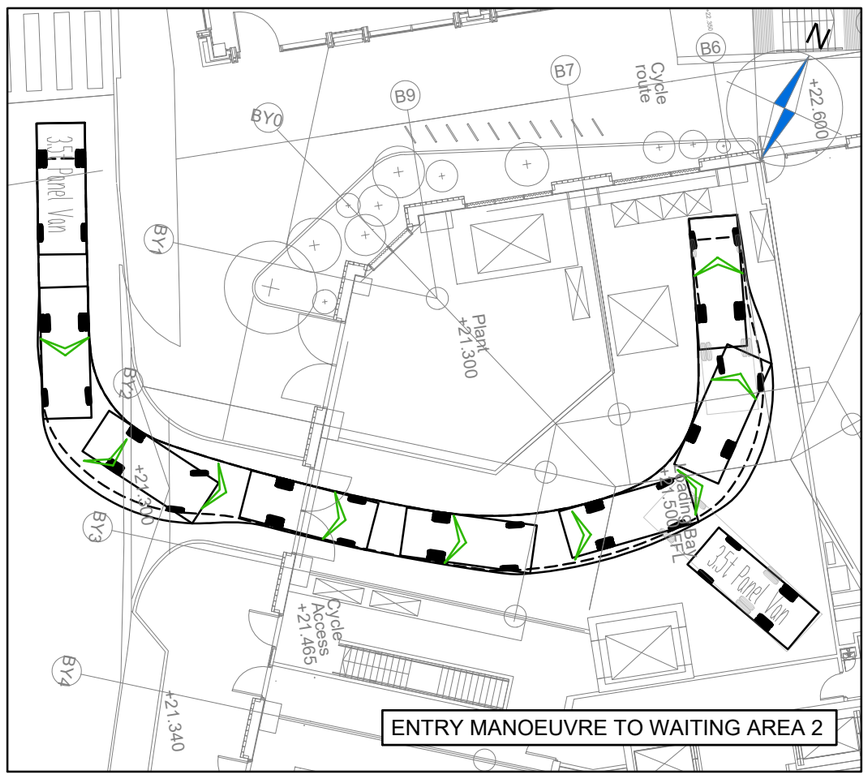
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA2599	TR021	1 of 6	G

CA_2599A_TR021 G - SWEPT PATHS ANALYSIS - PLOT B SERVICING.DWG





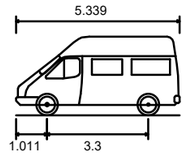




NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

3.5T PANEL VAN



Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.400m

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

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

Rev	Details	Drawn	Checked	Date
G	Revised scheme layout and swept paths.	HE	DB	18.05.2021
F	Revised scheme layout and swept paths.	HE	GS	19.02.2021
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B	Revised crossover details.	HE	GS	07.12.2020
A	Revised scheme base plan.	HE	GS	25.11.2020

REVISION HISTORY

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

Client: Reef Estates Limited

Project: The Ugly Brown Building

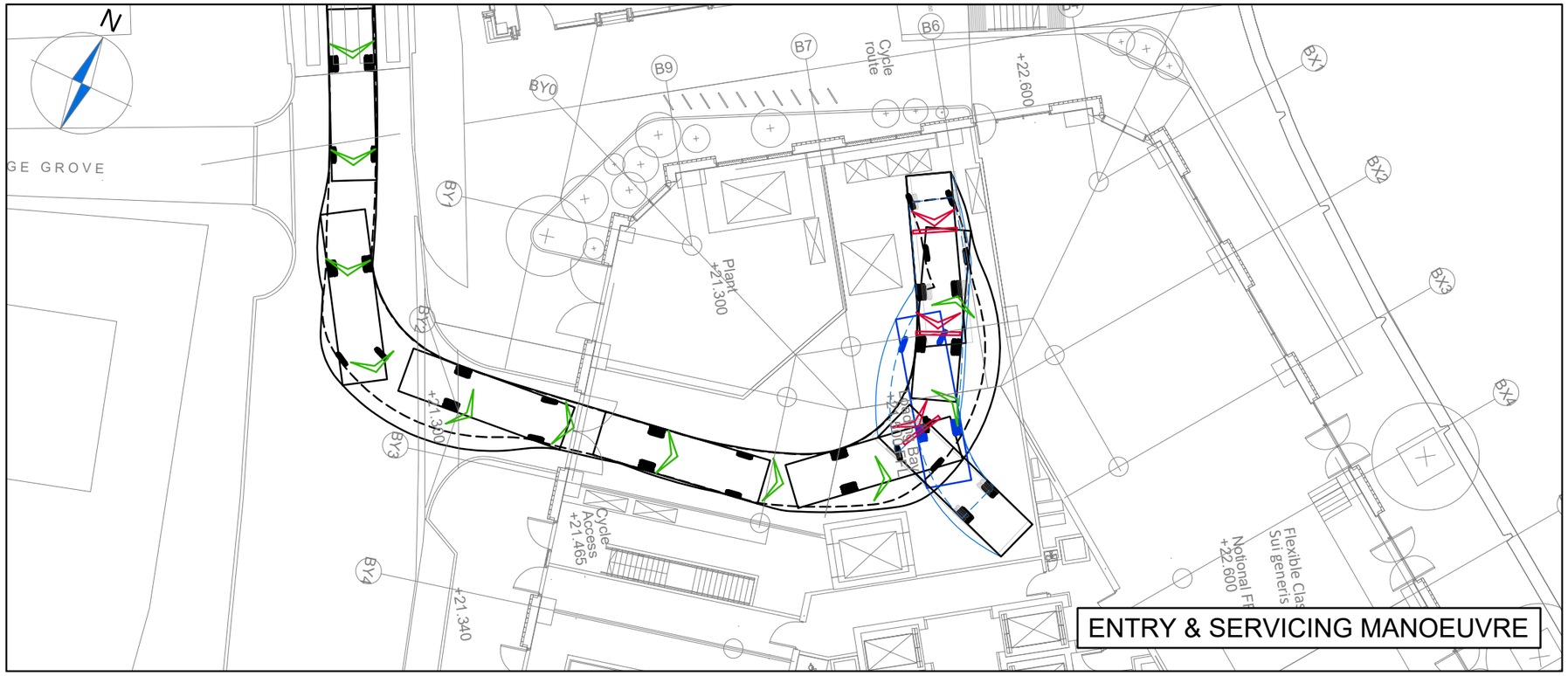
Drawing Title: Swept Path Analysis using a 5.34m 3.5t Panel Van

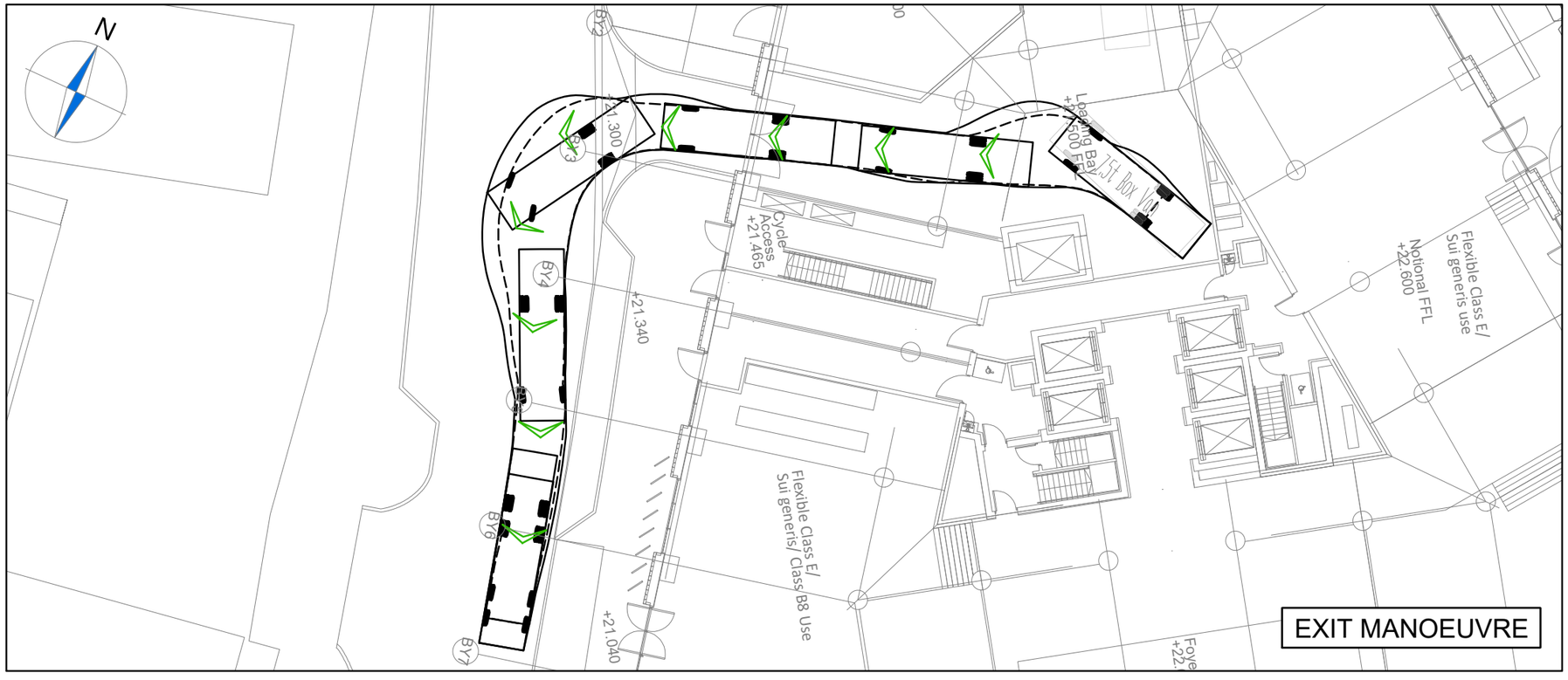
Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	HE	GS	24.11.2020

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA2599	TR021	2 of 6	G

CA_2599A_TR021 G - SWEPT PATHS ANALYSIS - PLOT B SERVICING.DWG

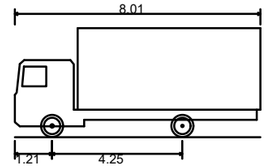




NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

7.5T BOX VAN



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)*

Rev	Details	Drawn	Checked	Date
G	Revised scheme layout and swept paths.	HE	DB	18.05.2021
F	Revised scheme layout and swept paths.	HE	GS	19.02.2021
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D	Revised swept paths and column location.	HE	GS	15.12.2020
C	BOC Cryospeed vehicle added.	HE	GS	14.12.2020
B	Revised crossover details.	HE	GS	07.12.2020
A	Revised scheme base plan.	HE	GS	25.11.2020

REVISION HISTORY

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

Client: Reef Estates Limited

Project: The Ugly Brown Building

Drawing Title: Swept Path Analysis using an 8m 7.5t Box Van

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	HE	GS	24.11.2020

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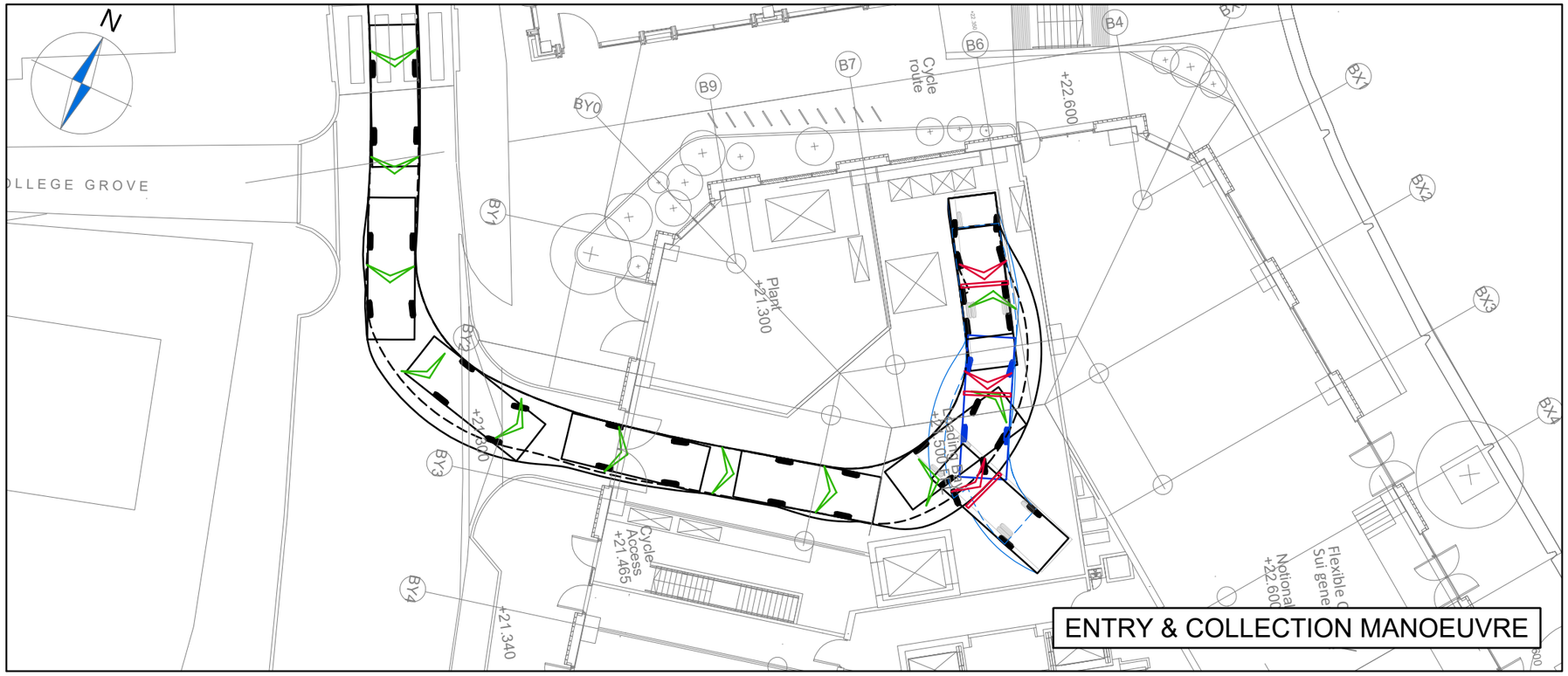
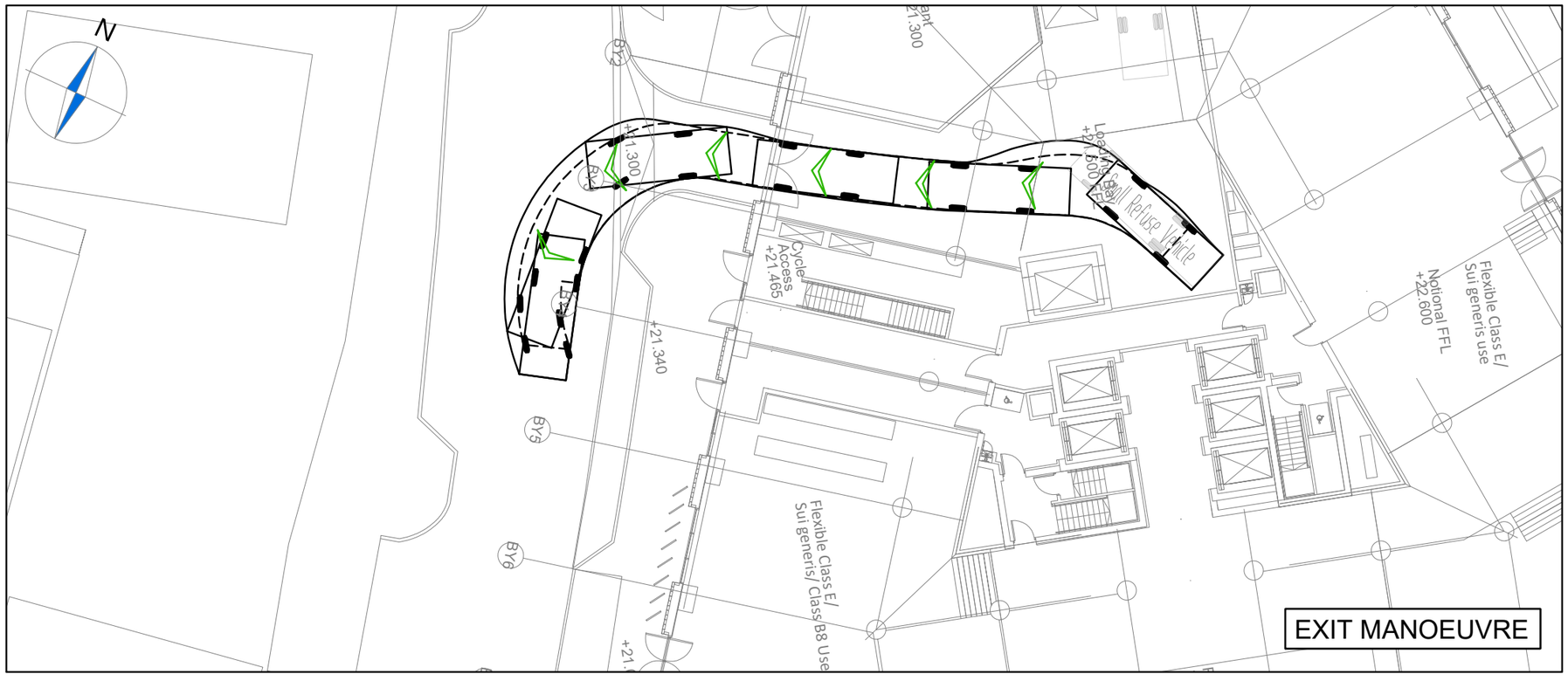
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA2599	TR021	3 of 6	G

CA_2599A_TR021 G - SWEPT PATHS ANALYSIS - PLOT B SERVICING.DWG

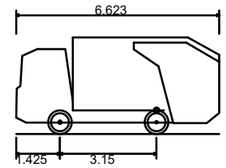




NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

SMALL REFUSE VEHICLE



Overall Length	6.623m
Overall Width	2.200m
Overall Body Height	3.153m
Min Body Ground Clearance	0.358m
Track Width	2.200m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.750m

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

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

Rev	Details	Drawn	Checked	Date
G	Revised scheme layout and swept paths.	HE	DB	18.05.2021
F	Revised scheme layout and swept paths.	HE	GS	19.02.2021
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B	Revised crossover details.	HE	GS	07.12.2020
A	Revised scheme base plan.	HE	GS	25.11.2020

REVISION HISTORY

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

Client: Reef Estates Limited

Project: The Ugly Brown Building

Drawing Title: Swept Path Analysis using a 6.62m Small Refuse Vehicle

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	HE	GS	24.11.2020

CANEPARO ASSOCIATES
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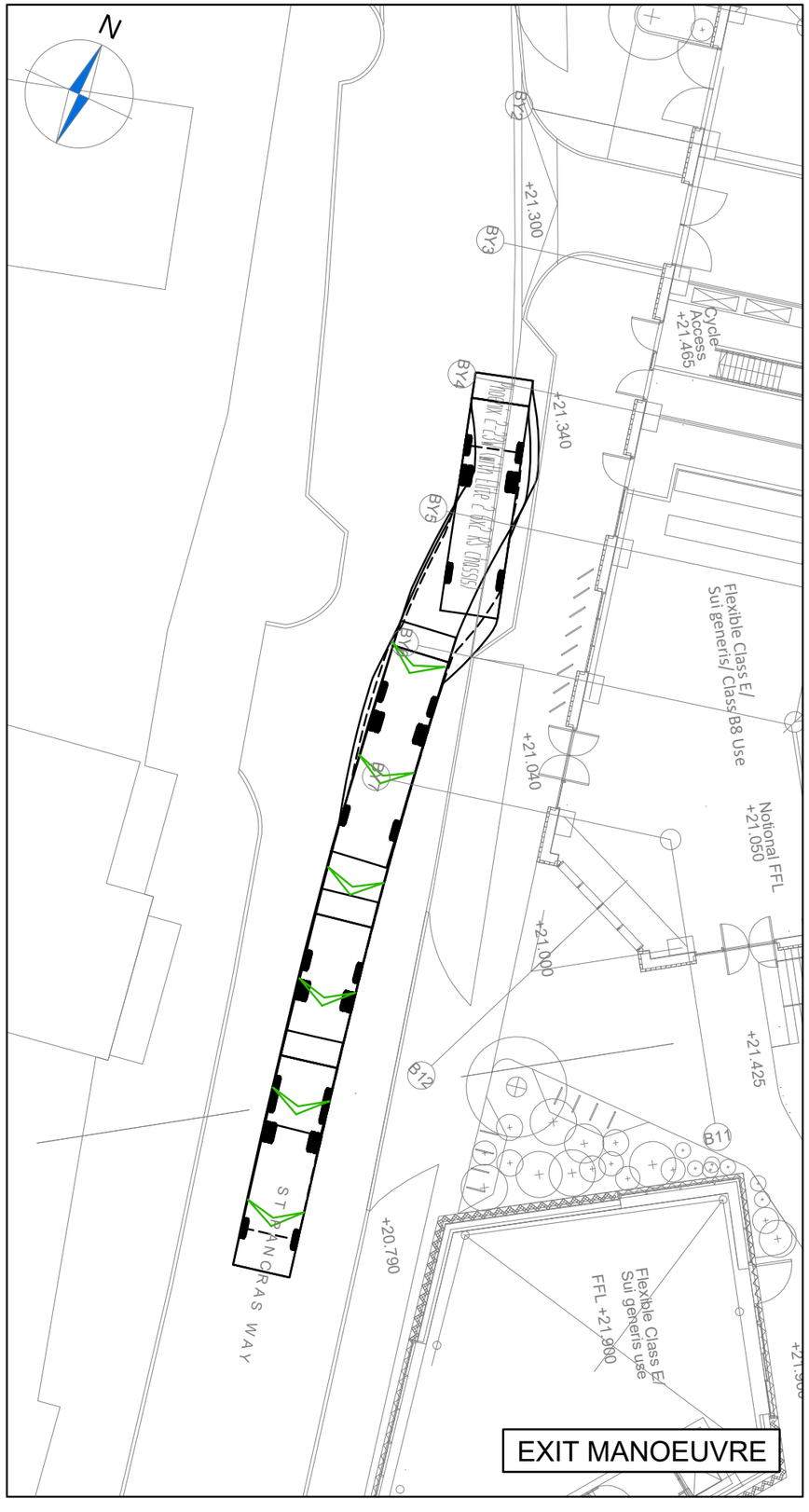
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA2599	TR021	4 of 6	G

CA_2599A_TR021 G - SWEPT PATHS ANALYSIS - PLOT B SERVICING.DWG

ENTRY & COLLECTION MANOEUVRE

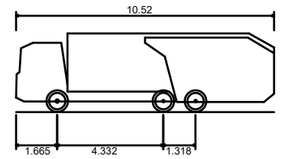


EXIT MANOEUVRE

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.

Phoenix 2-23W (with Elite 2 6x2 RS chassis)



Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m

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

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

Rev	Details	Drawn	Checked	Date
G	Revised scheme layout and swept paths.	HE	DB	18.05.2021
F	Revised scheme layout and swept paths.	HE	GS	19.02.2021
E	Revised scheme layout.	HE	GS	13.01.2021
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B	Revised crossover details.	HE	GS	07.12.2020
A	Revised scheme base plan.	HE	GS	25.11.2020

REVISION HISTORY

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

Client: Reef Estates Limited

Project: The Ugly Brown Building

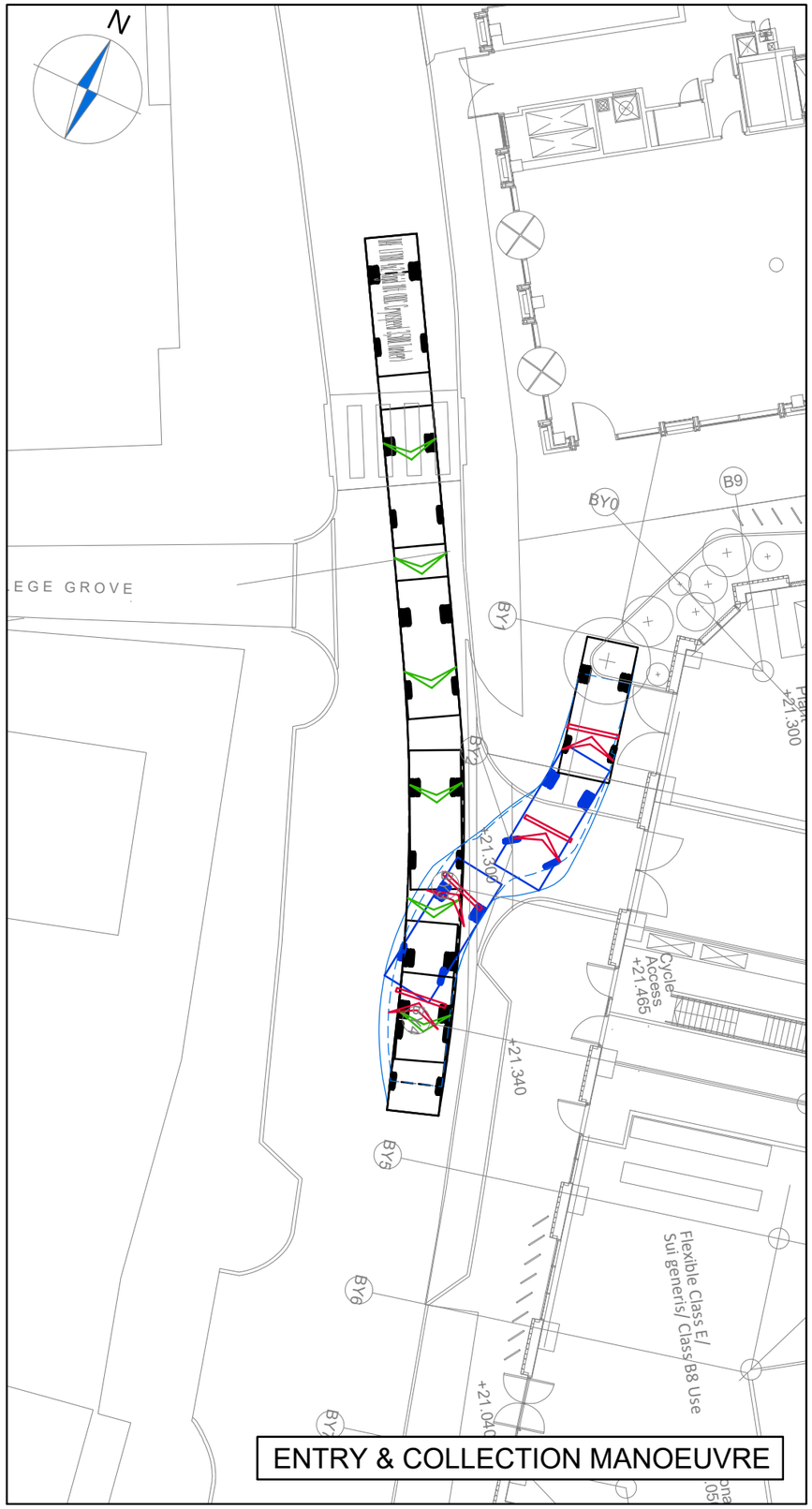
Drawing Title: Swept Path Analysis using a 10.52m Phoenix 2-23W (with Elite 2 6x2 RS chassis)

Scale:	Size:	Drawn by:	Checked by:	Date:
1:250	A3	HE	GS	24.11.2020

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA2599	TR021	5 of 6	G

CA_2599A_TR021 G - SWEPT PATHS ANALYSIS - PLOT B SERVICING.DWG



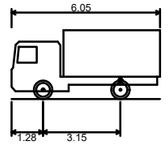
ENTRY & COLLECTION MANOEUVRE

EXIT MANOEUVRE

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.

DAF LF180 4x2 Rigid 10t (BOC Cryospeed 3,500LTanker)



Overall Length	6.050m
Overall Width	2.260m
Overall Body Height	2.800m
Min Body Ground Clearance	0.320m
Track Width	2.260m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.060m

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

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

Rev	Details	Drawn	Checked	Date
G	Revised scheme layout and swept paths.	HE	DB	18.05.2021
F	Revised scheme layout and swept paths.	HE	GS	19.02.2021
E	Revised scheme layout.	HE	GS	13.01.2021
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A	Revised scheme base plan.	HE	GS	25.11.2020

REVISION HISTORY

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

Client: Reef Estates Limited

Project: The Ugly Brown Building

Drawing Title: Swept Path Analysis using a 6m DAF LF180 4x2 Rigid 10t (BOC Cryospeed 3,500LTanker)

Scale: 1:250 | Size: A3

Drawn by: HE | Checked by: GS | Date: 24.11.2020

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

Scheme Ref: CA2599 | Drawing No: TR021 | Sheet : 6 of 6 | Rev: G

CA_2599A_TR021 G - SWEPT PATHS ANALYSIS - PLOT B SERVICING.DWG

Appendix F

CANEPARO ASSOCIATES
Transport Planning & Highway Design

Reef Estates Limited

Transformation of the Ugly Brown Building, 2-6 St Pancras Way, London, NW1 0TB

Draft Delivery and Servicing Plan

May 2021

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

www.caneparoassociates.com

Registered in England: 9930032

Contents

1 INTRODUCTION

1.1 This Delivery and Servicing Plan (DSP) outlines the measures that will be implemented with regards to servicing activity associated with the 'Proposed Development' at 2 – 6 St Pancras Way, NW1 0TB, located within the London Borough of Camden (LBC). In addition, it sets out the way in which delivered goods will be managed and monitored.

1.2 The proposed description of development is:

'Demolition of existing building, and redevelopment to provide a nine-storey building with two basement levels for flexible Class E and Sui Generis Use, a two-storey Pavilion for flexible Class E and Sui Generis Use, along with associated cycle parking, servicing, hard and soft landscaping, public realm, and other ancillary works, alongside amendments to Plot C within planning permission 2017/5497/P, namely increase of affordable housing provision' (the "Proposed Development").

1.3 The proposed development follows recent planning consent at the site. Application 2017/5497/P was granted full planning permission on the 17th March 2020 for the following development:

'Demolition of the existing building (Class B1 and B8) and erection of 6 new buildings ranging in height from 2 storeys to 12 storeys in height above ground and 2 basement levels comprising a mixed-use development of business floorspace (B1), 73 residential units (C3) (10xstudio, 29x1 bed, 27x2 bed 7x3 bed), hotel (C1), gym (D2), flexible retail (A1 - A4) and storage space (B8) development with associated landscaping work.'

1.4 The permission grants consent for the use of Plot B as a nine-storey building with a single basement, which would be used as a hotel at lower levels, with office use above. The entire building was to be occupied by Ted Baker, who would operate the hotel and occupy the office space.

1.5 In the time since the permission was granted, changing economic circumstances and the Covid-19 pandemic mean that a hotel no longer represents the optimal use of the site. Furthermore, Ted Baker will no longer be retained as occupiers of the proposed building.

1.6 As a result, the applicant is now proposing a single application for the following works:

- A new proposal for the Plot B and Plot C (including Plot C4) elements of the site, which will remove the hotel, and create a building comprising flexible commercial space, offices, and ancillary storage, along with design and landscaping revisions.

- Amendments to the Plot C element of the site, comprising changes to the design, to align with the revised Plot B proposal, and changes to the affordable housing provision on Plot C2, increasing the provision of affordable housing to 50.8%.

1.7 This Draft DSP has been prepared to include the changes to servicing and waste management as part of the planning proposal amendments.

1.8 The Proposed Development will accommodate servicing activity in a number of different ways including a dedicated off-street loading bay at Plot C, ground floor loading facilities at Plot B and on-street provision for Plot A.

Objectives

1.9 The primary objectives of the DSP are to manage deliveries and servicing to, from and within the premises in order to ensure that servicing activity is undertaken successfully and without conflict between vehicles and/or pedestrians.

1.10 The DSP will manage deliveries and servicing to the premises in order to:

- Ensure that, where possible, deliveries are planned so as to minimise the potential for deliveries to coincide, therefore reducing any wait time.
- Ensure that, where possible, deliveries are undertaken off-street.
- Ensure that, where possible, deliveries are undertaken by small to medium sized vehicles.
- Ensure that vehicles load/unload for the minimum time necessary, in order to ensure that the Development and adjacent highway is not obstructed or congested and is available for incoming vehicles whenever possible.

Benefits

1.11 The DSP aims to bring about a continual improvement in the way deliveries and servicing is undertaken by reducing its effect on the environment and local highway. It will also bring about a number of benefits to the organisations, residents and users of the Proposed Development, including the following:

- Opportunities to consolidate deliveries, saving time and money.
- Improve safety by reducing the number of deliveries and overseeing activity on-site.
- Reduce harmful emissions through the use of greener and smaller vehicles.
- Improve the scheduling of deliveries to reduce non-attendances, unsuccessful deliveries or idling vehicles waiting to access the loading facilities.
- Reduce the potential for having to wait/load/unload on-street and/or illegally.
- Reduce congestion and environmental impacts, conversely resulting in improved air quality.
- Improve amenity for users of the Proposed Development and the local area through reduced noise, emissions and intrusion from vehicles.

Scope of the Report

1.12 The remainder of this document is set out as follows:

- Section 2 - describes the site and surrounding highway network;
- Section 3 - summarises the Proposed Development relevant to this DSP;
- Section 4 - outlines the Proposed Development's servicing arrangements;
- Section 5 - identifies the initiatives of the DSP;
- Section 6 - details the monitoring and review of the DSP; and,
- Section 7 - provides a conclusion.

2 THE SITE AND SURROUNDING HIGHWAY

Site Location

2.1 The site is located on land between St Pancras Way and Regent's Canal, to the north of St Pancras International train station. It is bound to the east by Regent's Canal, to the south by Granary Street and St Pancras Hospital, to the west by St Pancras Way (A5202) and to the north by office and residential developments.

Local Highway Network

A5202 St Pancras Way

2.2 The existing site takes vehicular and pedestrian access from St Pancras Way (A5202) which lies to the west of the site. St Pancras Way is a one-way strategic road which operates in a broadly north-south orientation. It is a single carriageway road with two southbound lanes of traffic, connecting Kentish Town Road to the north with Pancras Road to the south. There are single yellow lines along the east side of the road and 'pay by phone' parking bays along the west side in the vicinity of the site. There is also a southbound advisory cycle lane which ends a short distance to the north of the site.

Granary Street

2.3 Granary Street operates in a northeast-southwest orientation to the south of the site, with a dog-leg to the southeast. It is a single carriageway road with a lane of traffic in each direction. It currently provides restricted pedestrian access to the south side of the site and joins St Pancras Way to the west and Camley Street to the east. There are single yellow lines on both sides of the road where parking restrictions apply between 08:30 and 18:30.

Camley Street

2.4 Camley Street lies to the east of the site and operates in the north-south direction. It connects Pancras Road to the south with a cul-de-sac to the north and routes beneath St Pancras railway lines and over Regent's Canal. It is a single carriageway road with one lane of traffic in each direction. There are double yellow lines on both sides of the road.

A501 Euston Road

2.5 Euston Road (A501) is a strategic east-west route through the north of central London and can be accessed from Pancras Road. It lies approximately 1km to the south of the site and connects Shoreditch to the east with Edgware Road in the west. Euston Road is a dual carriageway road and, in the vicinity of the site, there are two lanes of traffic and a bus lane in each direction. It is part of a TfL Red Route and no stopping is allowed between Monday and Saturday from 08:00 to 19:00.

On-Street Parking and Waiting Restrictions

2.6 The site is within a Controlled Parking Zone which is in operation Monday to Friday between 08:30 and 18:30.

2.7 There are single yellow lines along St Pancras Way in front of the site where no parking is allowed between 08:30 and 18:30. However, loading and unloading can take place at any time. Loading and unloading can also be undertaken from the single yellow lines on Granary Street. In addition, there are pay by phone parking bays on St Pancras Way which could be used outside of the restricted hours.

3 PROPOSED DEVELOPMENT

Development Summary

3.1 The Proposed Development is for a mixed-use scheme comprising 3 distinct 'plots' on the same parcel of land. Plot A is rectangular in shape and is located at the northern end of the site. Plots B and C together form a broadly triangular shape and lie immediately to the south of Plot A. Plot C is the largest plot, with a larger floor area than Plots A and B combined.

3.2 The Proposed Development includes 65,192sqm (GEA) of office floor space over all plots, 6,473 sqm (GEA) of retail floor space at Plots A and C and 69 residential units and a gym at Plot C. The Architect's layout plans are included within the original application for Plots A and C and updated Plot B plans are included within the Transport Assessment Addendum Report.

Access

3.3 Pedestrian accesses to the Proposed Development are provided at regular intervals along the site's St Pancras Way and Granary Street frontages. An extensive public realm forms part of the Proposed Development providing pedestrian and cycle connectivity through the site and with the surrounding roads.

3.4 Vehicle access is provided for a ground floor servicing area for Plot B on St Pancras Way and for a service yard on Granary Street serving Plot C. Two disabled parking spaces are also accessed directly from Granary Street as part of Plot C.

Servicing

3.5 Servicing will be undertaken both on-street and on-site. Servicing for Plot A will be undertaken from a proposed footway loading bay on St Pancras Way. Servicing for Plot B will be undertaken predominantly from the ground floor servicing area, while vehicles in excess of 7.5T box vans will make use of the footway loading bay. Servicing for Plot C will be undertaken from the on-site service yard accessed from Granary Street. The servicing arrangements are set out in more detail in Section 4 below.

Waste Storage and Collection

3.6 Waste will be consolidated and stored in dedicated areas at basement level for the residential and office uses, with waste from the retail units stored within the individual units.

3.7 Waste will be collected on-street and on-site in broadly the same manner as servicing will be undertaken as detailed above. The waste strategy is set out in more detail in Section 4.

4 SERVICING ARANGEMENTS

4.1 This section outlines the servicing arrangements for each Plot.

Servicing Strategy by Plot

Plot A

4.2 The development includes a new footway loading bay at the frontage of the site on St Pancras Way which can accommodate large rigid goods vehicles. It is proposed that deliveries and servicing for Plot A are undertaken from this loading bay, the location of which is shown on the architect's plans submitted with the planning application.

4.3 Servicing activity for Plot A is expected to comprise largely office supplies and stock for the retail unit. As the end use and occupier of the retail unit is not known at this stage, it is difficult to estimate the frequency and type of deliveries. However, it is considered that the demand would be comfortably accommodated within the loading bay. There are also alternative on-street loading opportunities along St Pancras Way which can be utilised should the loading bay be occupied.

Plot B

4.4 The consented development provided a single loading bay at basement level, to be located within the car park and accessed via the car ramp. The proposals seek to provide a larger servicing yard at ground floor level, to be accessed in a similar location to the consented car park ramp. The servicing yard will be capable of accommodating 2-3 servicing vehicles at once, with sufficient space for arrival and departure in forward gear by vehicles up to and including 7.5T box vans, as demonstrated by the servicing vehicle swept path analysis included within the Transport Assessment Addendum Report (TAA).

4.5 Should deliveries by vehicles larger than a 7.5T Box Van be required, vehicles will be able to utilise the consented loading bay to be provided adjacent to the site on St Pancras Way. This bay will be retained as part of the proposed changes to Plot B.

4.6 Also included within the swept path analysis appended to the TAA (sheet 7 of 7) is analysis of a 10T Rigid Gas Tanker vehicle, demonstrating the means in which gas tankers will access the on-site tanks within the plant storage for infrequent servicing.

Plot C

4.7 The development includes an on-site service yard at Plot C located at the south of the plot and accessed from Granary Street. The service yard has been designed to accommodate multiple vehicles simultaneously including large goods vehicles. A swept path analysis of the service yard is included in the Transport Assessment.

4.8 Servicing activity for Plot C will in the main comprise office supplies, stock for the retail units and food and internet shopping deliveries for the residential units.

Servicing Demand

4.9 The number of delivery and servicing trips anticipated for each land use has been calculated using industry standard rules of thumb. The rules of thumb are based upon information in TRICS and experience of working on similar development schemes.

4.10 **Table 4.1** has been taken from the Transport Assessment and amended as per the new proposals at Plot B to align with the servicing demand estimates within the TAA. The table sets out the estimated servicing demand for each plot by land use.

Table 4.1 Delivery and Servicing Trip Generation

Land Use	Trips per day Assumed	Plot A	Plot B	Plot C
Office	0.2 trips per 100 sqm	20	45	66
Retail	0.59 trips per 100 sqm	7	-	31
Gym	0.04 trips per 100 sqm	-	-	1
Residential	8 trips per 100 units	-	-	6
Total	-	27	45	104

4.11 **Table 4.1** indicates that Plot A could generate 27 delivery and servicing trips per day, Plot B could generate 45 delivery and servicing trips per day and Plot C could generate 104 delivery and servicing trips per day.

4.12 The largest number of delivery and servicing trips will be generated by Plot C (104 trips). When spread over a typical 12-hour daytime period, this could equate to 8-9 delivery and servicing trips per hour.

4.13 The majority of deliveries are expected to be undertaken within 10 minutes, with a small number expected to take longer. It is considered that, depending on the size of the vehicles, the servicing area will comfortably accommodate around 3 vehicles simultaneously, bearing in mind that some deliveries will be undertaken by bicycles, motorcycles and cars and will require less space. As such, the servicing area would be expected to accommodate circa 18 delivery and servicing trips per hour. On this basis, the estimate of 8-9 deliveries per hour can be accommodated comfortably within the service yard.

Types of Vehicle

4.14 It is anticipated that the vast majority of deliveries to the site will be undertaken by small to medium sized vehicles e.g. transit vans and panel vans. A number of deliveries would also be expected to be undertaken by motorcycle and bicycle (e.g. couriers and 'takeaway' services).

4.15 It is acknowledged that there will be the occasional need for larger delivery vehicles, for example when residents / occupiers are moving in or out. However, it is expected that use of such vehicles will be infrequent.

Vehicle Routing

4.16 The majority of delivery vehicles accessing the site are expected to use St Pancras Way (A5202) which operates alongside the western boundary of the site. St Pancras Way is one-way in a southbound direction.

4.17 Vehicles servicing Plots A and B will use St Pancras Way to access the footway loading bay or the servicing area at Plot B, and exit back on to St Pancras Way to continue travelling in the same direction (i.e. southbound). Vehicles accessing Plot C will need to do so via Granary Street. Granary Street can be accessed from the west via St Pancras Way, or from the south, via Camley Street. It is anticipated that the majority of vehicles will come from St Pancras Way as this is a more strategic road with fewer constraints (e.g. height and width restrictions) than alternative local routes. However, vehicles coming from the A501 may still access the site via Pancras Road and Camley Street.

4.18 Vehicles travelling back to the A501 will use St Pancras Way and Midland Road.

Waste Storage and Collection

Storage

4.19 Waste will be consolidated within dedicated basement level storage areas for the office and residential elements, reducing the number of servicing activities generated by the Proposed Development. The storage areas are indicated on the architect's layout plans included in the planning application.

4.20 Site Managers will be responsible for transferring waste to the basement storage areas prior to collection.

4.21 Waste for the retail elements will be stored within the individual units and will be moved to the kerbside for daily collection by the store managers. Transfer of waste should be undertaken in a timely fashion prior to refuse collection each day to ensure bins are not left out on the street.

4.22 Within each refuse store Eurobins have been provided for general waste and recyclables. Refuse will be stored in ventilated areas with drainage, and which is constructed of a robust material that can be easily maintained, cleaned and washed down.

4.23 The Proposed Development will comply with waste management and recycling best practice, and also, the specific guidance set out by the Council.

Collection

4.24 Waste will be collected on-street from the footway loading bay, or from the kerbside of St Pancras Way for Plots A and B and from the on-site service yard at Plot C.

4.25 Separate collection regimes will be established for the residential and employment/commercial uses upon occupation of the Proposed Development when further details are known about the type and number of tenants. It is expected that residential collection will initially be 2-3 times a week but kept under review in the event more frequent collections are necessary.

5 INITIATIVES OF THE PLAN

Site Managers

5.1 It is expected that there will be Site Managers appointed for the offices. They will be given the responsibility of overseeing servicing operations at the site and ensuring servicing activity is undertaken in a safe and efficient manner, providing assistance where necessary.

5.2 It is anticipated that for the commercial units, 'Store Managers' will be responsible for organising deliveries to their store, as well as overseeing waste collection.

5.3 The appointed persons will be aware of forthcoming servicing activity, particularly, if / when exceptional activity is planned / expected. Furthermore, they will maintain contact with the other site managers / store managers and will be able to coordinate any activity which is out of the ordinary.

5.4 It will be more difficult to manage the timings of deliveries and servicing requirements for the residential element of the Proposed Development as they are likely to occur on an ad hoc basis specific to each residential unit. Residents will nonetheless be informed of the existence of the DSP so that they can inform suppliers of loading facilities available. A concierge will also be available (as detailed below) to receive deliveries on behalf of residents if necessary, reducing the potential for non-delivery of items.

Goods In Manager

5.5 A Goods In Manager will be appointed for Plot C, due to its large size and on-site servicing strategy, to oversee deliveries and ensure the smooth operation of servicing activity in accordance with the DSP.

5.6 The Goods In Manager will be made aware (where possible) and anticipate forthcoming activity, particularly if / when exceptional activity is planned / expected.

Residential Concierge

5.7 It can be more difficult control deliveries and servicing for residential developments given that residents are likely to order independently from numerous suppliers. However, a concierge will be located at the building to assist in managing deliveries in accordance with this DSP where possible.

5.8 To assist with deliveries to the residential units the concierge will be available to receive goods on behalf of residents where practical (i.e. items of a suitable size). The concierge will be able to hold goods in a secure location behind the front desk reception area for collection by residents at a convenient time. This will enable goods to be delivered even when residents are not at home and will generally provide a more efficient means of facilitating deliveries and reducing the wait time for a vehicle.

5.9 The concierge will be able to communicate with residents to ensure the objectives of the DSP are met where possible. He/she will be able to monitor deliveries to residents.

5.10 The concierge will advise residents of the protocols for the deposit of waste within the Proposed Development and when it will be collected by the Council. The concierge will also be available to communicate with the Council's refuse collection team if necessary.

Initiatives

5.11 In order to meet the objectives of the DSP, the following initiatives will be adopted:

(a) The Site Manager or Store Managers / employees will issue written/email instructions to all suppliers setting out the delivery procedures to be adopted by them.

(b) The Site Manager / Store Manager / Concierge will manage any access or egress issues associates with the delivery vehicles servicing in local roads to ensure the amenity of neighbours are unaffected;

(c) Wherever possible, deliveries should be undertaken by vehicles up to 3.5t, outside of the peak hours. Scheduled deliveries should be arranged to avoid the designated refuse collection period.

(d) Drivers will be informed that vehicle engines must be switched off whilst goods are being loaded/unloaded (i.e. when their vehicle is stationary).

(e) At Plot C, the Goods In Manager will be responsible for the transfer of goods from the point of receipt to their ultimate destination.

(f) The Goods In Manager / Site Manager / Store Managers will be responsible for the smooth and efficient operation of the "Plan".

(g) Delivery drivers will be encouraged to advise the relevant Store Manager or Concierge of their impending arrival by telephoning him/her approximately 10-15 minutes before their arrival.

(h) The Site Manager / Store Managers will encourage the use of smaller vehicles for deliveries where possible and subject to the type of goods being delivered.

6 MONITORING AND REVIEW

6.1 The Site Manager(s) will maintain a record of servicing, which will include the following information:

(a) Day

(b) Date

(c) Delivery slot(s) booked

(d) Type of vehicle

(e) Goods carried

(f) Time of arrival

(g) Time of departure

(h) Any other comments

6.2 The Site Manager(s) will constantly monitor/review the success of the DSP and, if considered necessary/appropriate, will propose changes to the document to be approved by the Council.

6.3 As part of the monitoring/review of the DSP, the Site Manager will take into consideration any other developments in the locality which could potentially affect, or be affected by servicing activity associated with the Proposed Development.

6.4 The DSP will be the subject of a regular review (six months after first occupation and annually thereafter) with the Council, unless the Council confirm that a formal review is not necessary.

6.5 The Site Manager(s) will review any comments received from occupants of the Proposed Development and/or third parties regarding servicing activity and notify the Council if necessary/appropriate during the next annual review of the DSP.

7 CONCLUSION

7.1 Overall, the DSP will ensure the successful operation of servicing activity on a day-to-day basis.

7.2 The DSP will ensure that the likelihood of conflicts with pedestrians and other vehicles will be minimised and that the servicing of the Proposed Development will not affect the free flow or environmental condition of the public highway.