Camden Mixed Developments Limited

GRAND UNION HOUSE

Transport Assessment Addendum

001
SEPTEMBER 2021

PUBLIC

Camden Mixed Developments Limited

GRAND UNION HOUSE

Transport Assessment Addendum

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70009120

OUR REF. NO. 001

DATE: SEPTEMBER 2021

WSP

WSP House
70 Chancery Lane
London
WC2A 1AF

Phone: +44 20 7314 5000

Fax: +44 20 7314 5111

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Issue			
Date	September 2021			
Prepared by	N Thomas			
Signature				
Checked by	B Vaughan			
Signature				
Authorised by	J Johnson			
Signature				
Project number	70009120			
File reference	\\uk.wspgroup.com\central data\Projects\70075xxx\70075698 - Grand Union House\03 WIP\Transport Planning\Transport Assessment Addendum			

CONTENTS

APPENDICES

APPENDIX A

GROUND FLOOR LAYOUT

APPENDIX B

REFUSE SWEPT PATH ANALYSIS

APPENDIX C

CONSTRUCTION SWEPT PATH

1 INTRODUCTION

1.1 BACKGROUND

1.1.1 WSP has been appointed by Camden Mixed Developments Limited to provide transport consultancy advice to support the planning application for the adaptive re-use, alterations and extensions to Grand Union House (the Proposed Development), 16-20 Kentish Town Road, London ('the Site')", located in the London Borough of Camden (LBC).

1.1.2 A Transport Assessment (TA) was originally prepared for the site (application reference 2021/0911/P), dated February 2021. This was written with reference to Transport for London's (TfL) Healthy Streets Best Practice Guidance (February 2019). The Proposed Development comprised of the part-demolition, re-build and upward extension to provide additional Class E office and commercial floorspace, six residential units (Class C3), new areas of landscaping and public realm.

1.1.3 This Transport Assessment Addendum (TAA) document briefly outlines the alterations that are proposed to be made to the submitted Transport Assessment, with revision to the proposed landscaping and retention of existing on street car parking spaces and responding to TfL and LBC Highway comments.

1.2 POLICY COMPLIANCE

1.2.1 The revised development proposals consider the Healthy Streets indicators and aim to achieve active modes prioritisation ahead of vehicular transport.

1.2.2 The development will still be 'car-free' in line with the London Plan guidance and will attract residents who do not require a car, other than those who require a blue badge bay. Improvements to pedestrian infrastructure such as separate access points for each ground floor unit and new pedestrian crossing on Kentish Town Road have been proposed.

1.2.3 The provision of 108 long-stay, covered and secure office cycle parking, 3 retail long-stay and 11 residential long-stay cycle parking adheres to LBC and London Plan cycle parking standards for all land uses provision. The 36 short-stay (visitor) cycle parking will be provided within the public realm in the form of 18 Sheffield stands. The development proposals for pedestrian and cycle infrastructure will prioritise active travel mode over vehicular transport.

1.3 CHAPTERS TO BE ADJUSTED

1.3.1 A review of the TA has been undertaken to identify areas of the report that may need to be updated as a result of the revised scheme. A summary of this is set out in **Table 1-1.**

Table 1-1 Transport Assessment Chapter Review

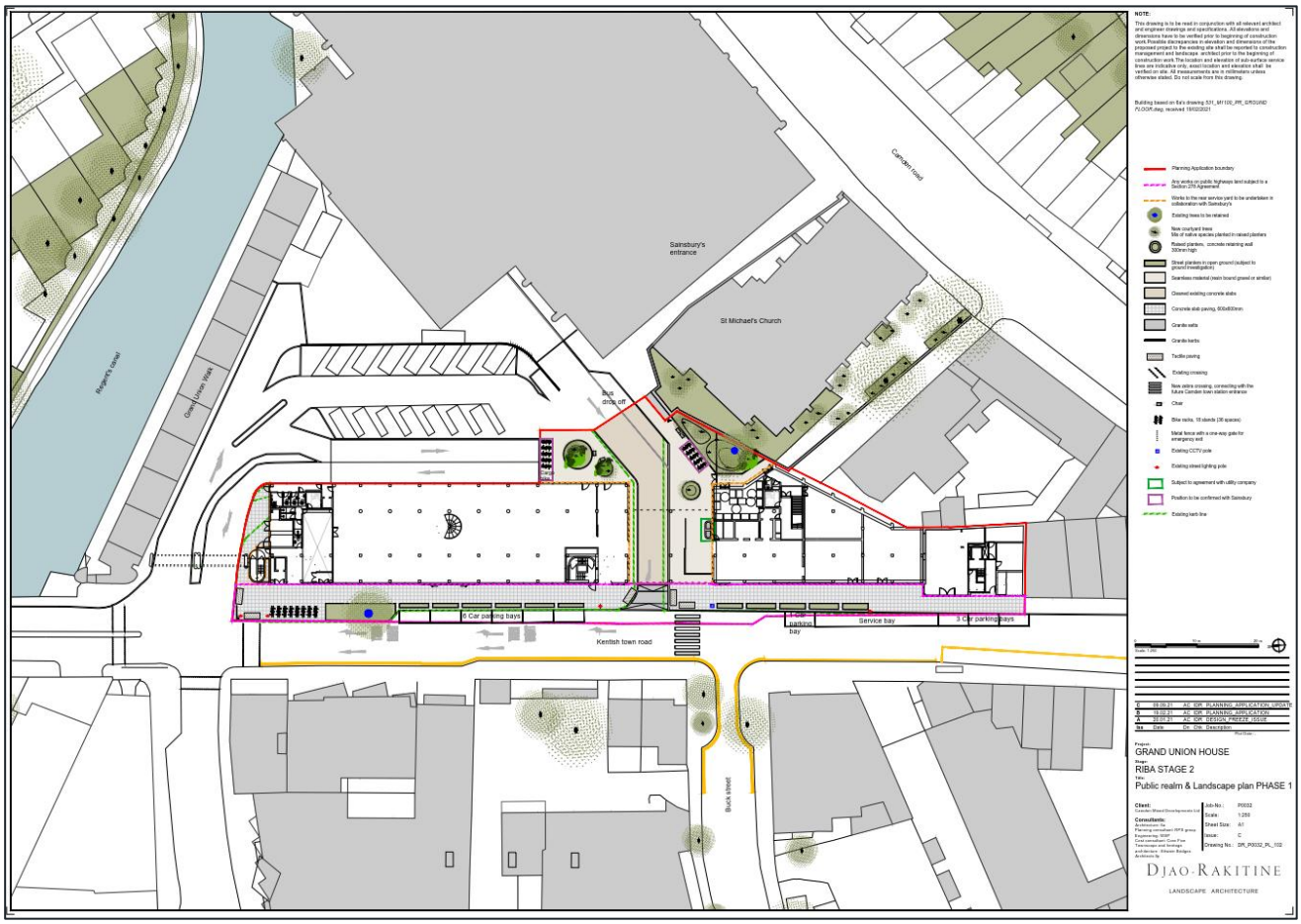
Chapter	To be Updated
Introduction	Yes
Transport Planning for People	No
Surrounding Area	No
Proposed Development	Yes
Active Travel Zone	No
Trip Generation	Yes
Impact Assessment	No
Management Plans	No
Car and Cycle Parking Management Plan	No
Outline Construction Management Plan	Yes
Conclusion	Yes

2 PROPOSED DEVELOPMENT

2.1 INTRODUCTION

2.1.1 The updated site layout for the Proposed Development is illustrated in **Figure 2-1** and **Appendix A.**

Figure 2-1 – Proposed Site Layout



2.2 ACCESS STRATEGY

Pedestrian Access

2.2.1 The proposed pedestrian access points to the residential, office and flexible retail / leisure aspects of the Site will be provided from Kentish Town Road.

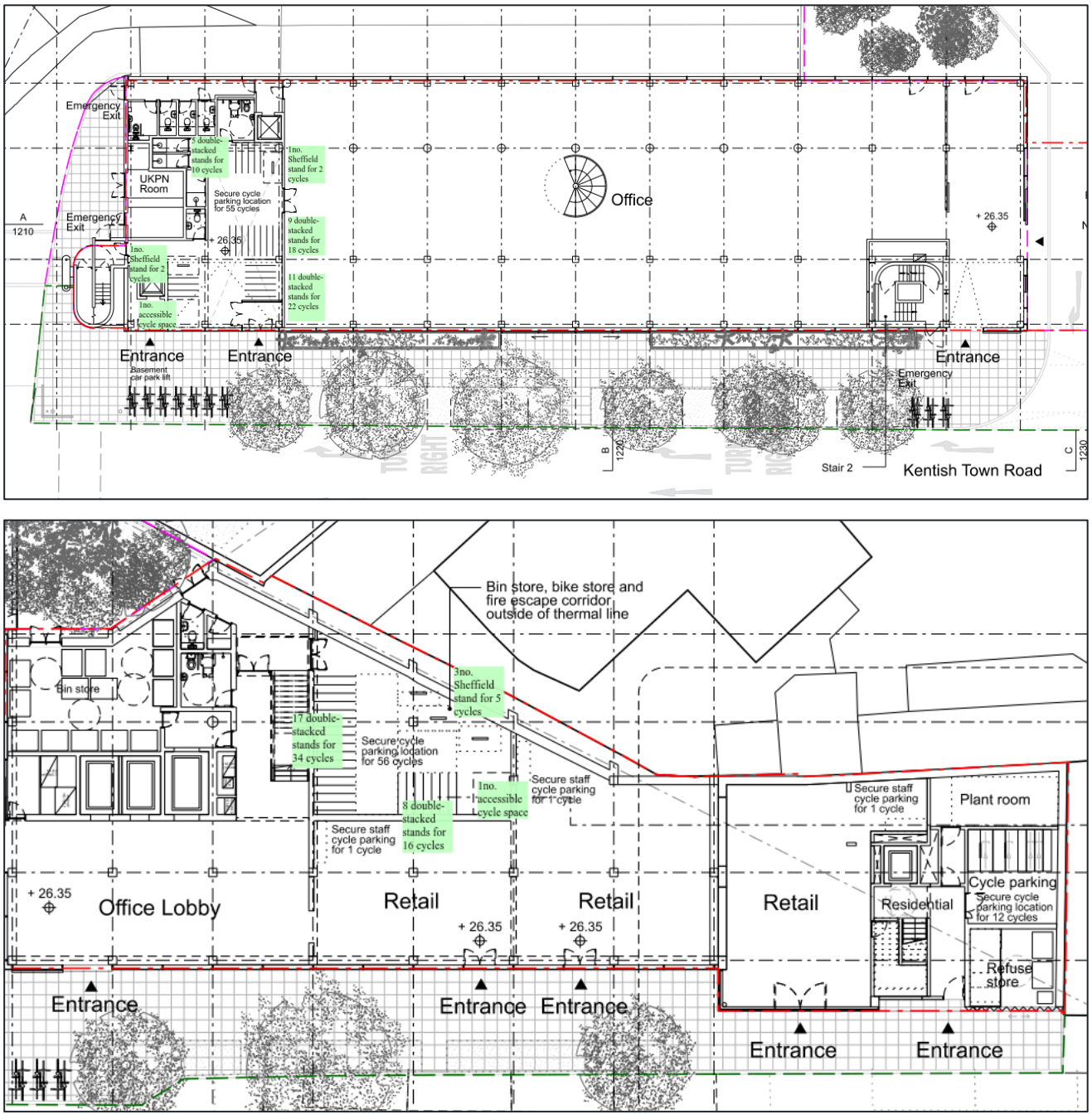
2.2.2 The footways on Kentish Town Road will be resurfaced with landscaping improvements and will continue to be well maintained for enhanced pedestrian usage.

Cycle Access

2.2.3 All cycle parking has been provided in line with the London Cycling Design Standards (LCDS). The proposed 11 residential long-stay cycle parking spaces are located on the ground floor of the residential building.

2.2.4 In addition, 25 double stacked stands (50 cycles) are provided at both North and South of the Grand Union House. All long stay cycle parking spaces are illustrated in **Figure 2-2**.

Figure 2-2 - Cycle Parking Locations



2.2.5 The short stay cycle parking spaces will be located within the public realm of the scheme and on Kentish Town Road. Eight sheffield stands (16 spaces) are provided in front of the office units on Kentish Town Road and 10 normal spaced sheffield stands (20 spaces) are within the public realm of the scheme located towards the rear of the Site, along with one wider spaced bay for cargo-bikes as per TfL's request. The sheffield stands on Kentish Town Road are sufficiently offset from the kerbline with appropriate spacing in-between with a 3m wide footway.

2.3 CAR PARKING

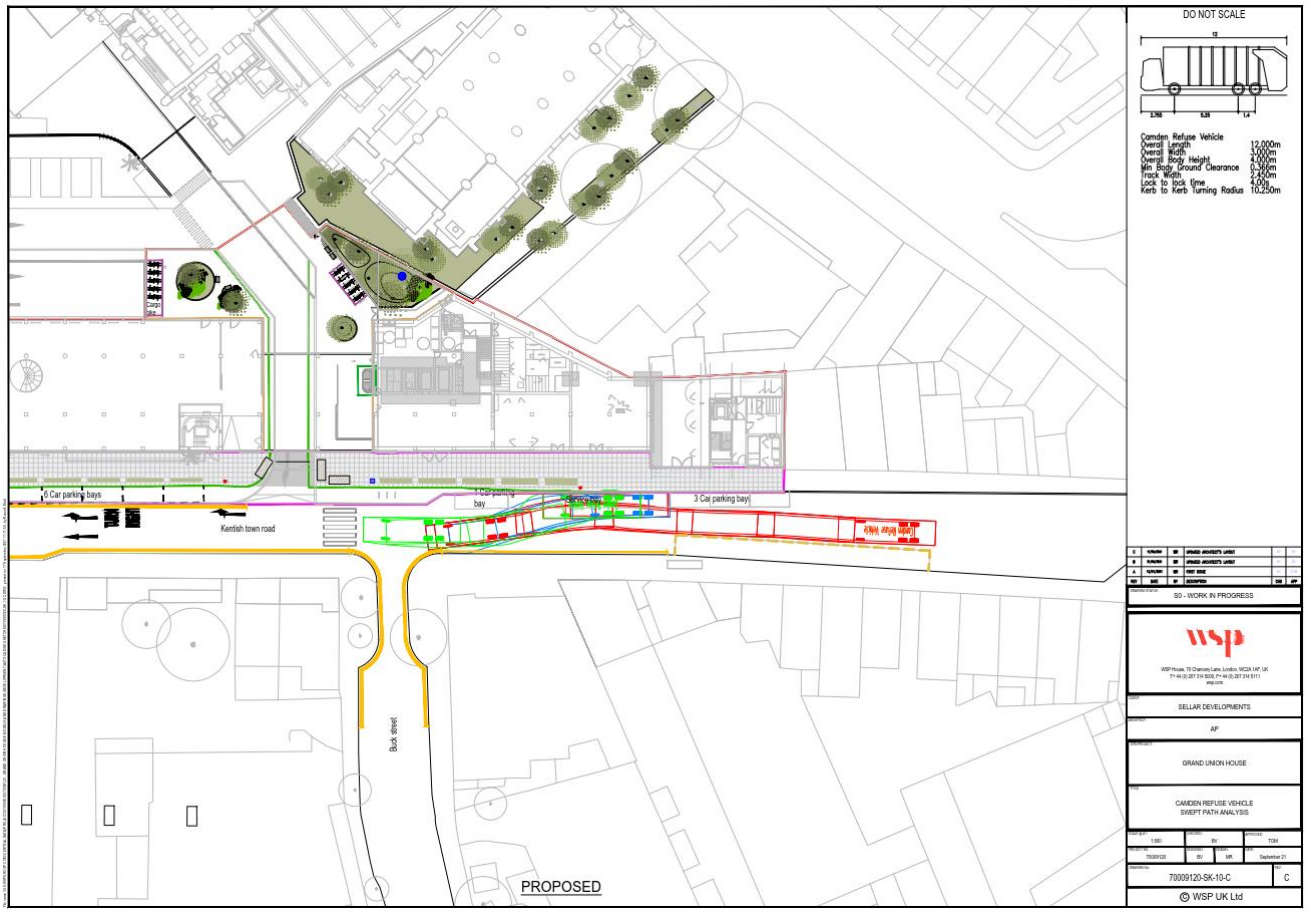
2.3.1 The development will be ‘car-free’. The existing on street parking bays on Kentish Town Road will be retained with six bays at the northern boundary of the Site and four bays at the southern boundary of the Site. Blue Badge holders can use bays on Buck Street or Hawley Crescent, which are within short distances of the entrances to the residential, office and retail elements of building.

2.3.2 Modifications to the location of the southern existing parking bays have been made to accommodate the proposed pedestrian crossing and refuse bay within 10m trolleying distance to the residential bin store as shown in **Appendix A**.

2.4 REFUSE AND SERVICING ACCESS

2.4.1 Refuse collection currently takes place on Kentish Town Road and it is intended for this to remain unchanged for the development proposals. It is proposed for servicing activity to also take place on street and therefore a waiting vehicle will not impede the free-flow of vehicles travelling on the road network on double yellow lines. A copy of the updated refuse swept path is provided in **Figure 2-3** and **Appendix B.**

Figure 2-3 - Updated Refuse Swept Path



2.4.2 Deliveries to Sainsbury's will continue to take place in the Sainsbury's Delivery Yard to the rear of the Site and accessed via Hawley Crescent.

2.4.3 One cargo bike will be provided behind the Site to accommodate servicing trips undertaken by larger bicycles.

2.5 EMERGENCY ACCESS

2.5.1 A fire tender will access the Site via Kentish Town Road in the event of an emergency. A fire management strategy has been produced which sets out the details of the fire strategy for the whole Site. Two emergency exits are provided towards the west of the office building.

3 TRIP GENERATION

3.1 INTRODUCTION

3.1.1 The same trip generation methodology for the site has been utilised as provided in the consented TA.

3.2 EXISTING TRIP GENERATION

3.2.1 Revised existing floor space (2,651 sqm GIA) has been considered and updates have been made the existing trip generation.

3.2.2 The same trip generation parameters (trip rates from TRICS) have been used for the existing and proposed office uses since it was not possible to undertake a survey at the time of the last planning application due to COVID restrictions.

3.2.3 The average modal split was applied to the total person trip generation to determine the AM, PM peak hour trips and the daily 12 hour traffic flow for the office use are as detailed in **Table 3-1.**

Table 3-1 - Existing Trip Generation (2,651sqm)

Mode	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Daily Flow (07:00-19:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Underground	29	1	30	2	27	29	101	99	200
Train	24	1	25	2	22	24	82	81	163
Bus	8	1	9	1	7	8	29	29	58
Taxi	0	0	0	0	0	0	1	1	2
Motorcycle	1	0	1	0	1	1	4	4	8
Car Driver	10	0	10	1	9	10	35	34	69
Car Passenger	1	0	1	0	1	1	2	2	4
Bicycle	4	0	4	1	3	4	12	13	25
On foot	5	0	5	0	5	5	19	18	37
Other	0	0	0	0	0	0	1	1	2
Total	**82**	**3**	**85**	**7**	**75**	**82**	**287**	**282**	**568**

3.3 PROPOSED TRIP GENERATION

Office

3.3.1 The forecast total person trips by mode of travel for office floorspace during peak hours and total daily flow as requested by LBC are shown in **Table 3-2**.

Table 3-2 - Forecast Multi-Modal Trip Generation – Office Use

Mode	Car Trips Redistributed	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Daily Flow (07:00-19:00)		
		In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Underground	41%	85	3	88	7	78	85	297	292	589
Train	34%	69	3	72	6	64	69	242	238	480
Bus	12%	25	1	26	2	23	25	87	85	172
Taxi	0%	1	0	1	0	1	1	2	2	4
Motorcycle	1%	3	0	3	0	3	3	10	10	20
Car Driver	0%	0	0	0	0	0	0	0	0	0
Car Passenger	0%	0	0	0	0	0	0	0	0	0
Bicycle	4%	9	0	10	1	8	9	32	32	64
On foot	6%	13	1	14	1	12	13	47	46	93
Other	0%	1	0	1	0	1	1	2	2	4
Total	**100%**	**206**	**8**	**215**	**17**	**190**	**206**	**719**	**707**	**1426**

3.3.2 In total 719 arrival trips and 707 departure trips are forecasted during the 12-hour period. The majority of trips by employees during these hours are undertaken on public transport services.

Residential

3.3.3 AM and PM peak hour trips and the 12 hour daily flow ss requested by LBC for the residential use is detailed in **Table 3-3.**

Table 3-3 - Proposed Residential Trip Generation

Mode	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Daily Flow (07:00-19:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Underground	0	2	2	1	1	2	7	6	13
Train	0	0	0	0	0	0	1	1	2
Bus	1	1	2	1	1	2	5	5	10
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	0	0
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	0
Bicycle	0	1	1	0	0	0	1	2	3
On foot	0	1	1	0	1	1	4	4	8
Other	0	0	0	0	0	0	0	0	0
Total	**1**	**5**	**6**	**2**	**3**	**5**	**18**	**18**	**36**

3.3.4 In total 18 arrival and departure trips are forecasted during the 12-hour period. All residential trips during peak hours are undertaken on public transport services or by walking.

TOTAL DEVELOPMENT TRIP GENERATION

3.3.5 The total development trip generation for the Proposed Development is summarised in **Table 3-4.** This table combines the trip generation for the proposed commercial and residential floorspace.

Table 3-4 - Total Development Trip Generation

Mode	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Daily Flow (07:00-19:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Underground	85	5	90	8	79	87	304	298	602
Train	69	3	72	6	64	69	243	239	482
Bus	26	2	28	3	24	27	92	90	182
Taxi	1	0	1	0	1	1	2	2	5
Motorcycle	3	0	3	0	3	3	10	10	20
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	0
Bicycle	9	1	11	1	8	9	33	34	67
On foot	13	2	15	1	13	14	51	50	101
Other	1	0	1	0	1	1	2	2	5
Total	**207**	**13**	**220**	**19**	**192**	**211**	**736**	**726**	**1462**

3.4 NET CHANGE IN TRIP GENERATION

3.4.1 **Table 3-5** the expected net trip generation for the Proposed Development compared with the existing site use.

Table 3-5 - Forecast Net Trip Generation

Mode	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Daily Flow (07:00-19:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Underground	56	4	60	6	52	58	203	199	402
Train	46	2	48	4	42	46	161	158	319
Bus	17	2	19	2	16	18	62	61	123
Taxi	0	0	0	0	0	0	2	1	3
Motorcycle	2	0	2	0	2	2	6	6	12
Car Driver	-10	0	-10	-1	-9	-10	-35	-34	-69
Car Passenger	-1	0	-1	0	-1	-1	-2	-2	-4
Bicycle	6	1	7	0	5	5	20	21	41
On foot	8	1	9	1	8	9	32	32	64
Other	0	0	0	0	0	0	1	1	2
Total	**124**	**10**	**134**	**12**	**115**	**128**	**450**	**443**	**893**

3.4.2 **Table 3-5** demonstrates that there will be a net increase of 134 two-way trips in the AM peak and a net increase of 128 two-way trips in the PM peak. 450 arrival trips and 443 departure trips are generated during the 12-hour period. The majority of trips will be spread on the local underground, train and bus networks. There will be a reduction in the number of car driver and car passenger trips as the Proposed Development will not provide any parking.

4 OUTLINE CONSTRUCTION MANAGEMENT PLAN

4.1 BACKGROUND

4.1.1 This chapter provides an update to the outline construction management plan which has been presented in the earlier submitted TA. A separate Construction/ Demolition Management Plan was prepared by Mace in the February 2021 planning application with full details of routing and proposed site and access and egress points.

4.2 UPDATED STRATEGIES

4.2.1 The following planned measures have been identified to assist the contractor achieve the objectives of the outline Construction Management Plan.

Adherence to Bus Operations

4.2.2 Bus operations on the Kentish Road during construction and operation of the development will be protected during construction. The development will not impact the operation of buses, including bus routes and journey times during the construction and operation phase.

Construction Timelines

4.2.3 The proposed construction is likely to start in April 2022 with project completion no sooner than October 2023.

Construction Access

4.2.4 The proposed construction access and egress points as presented in **Figure 4-1** and **Figure 4-2**.

Figure 4-1 - Proposed Construction Site Access and Egress

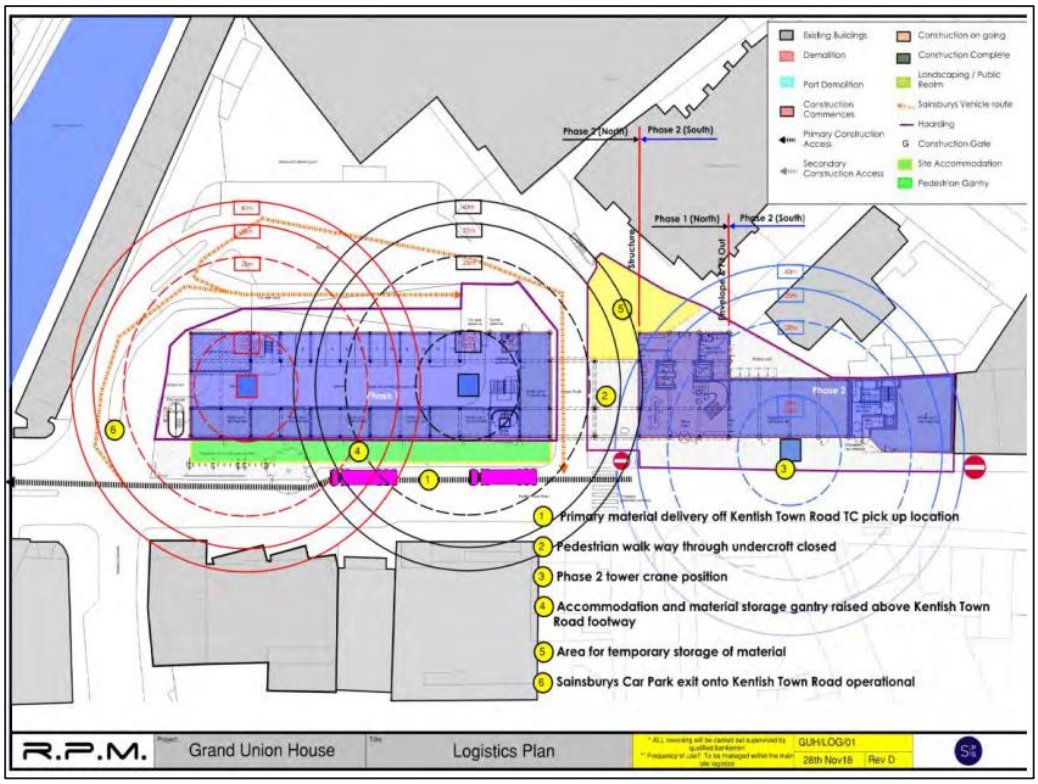
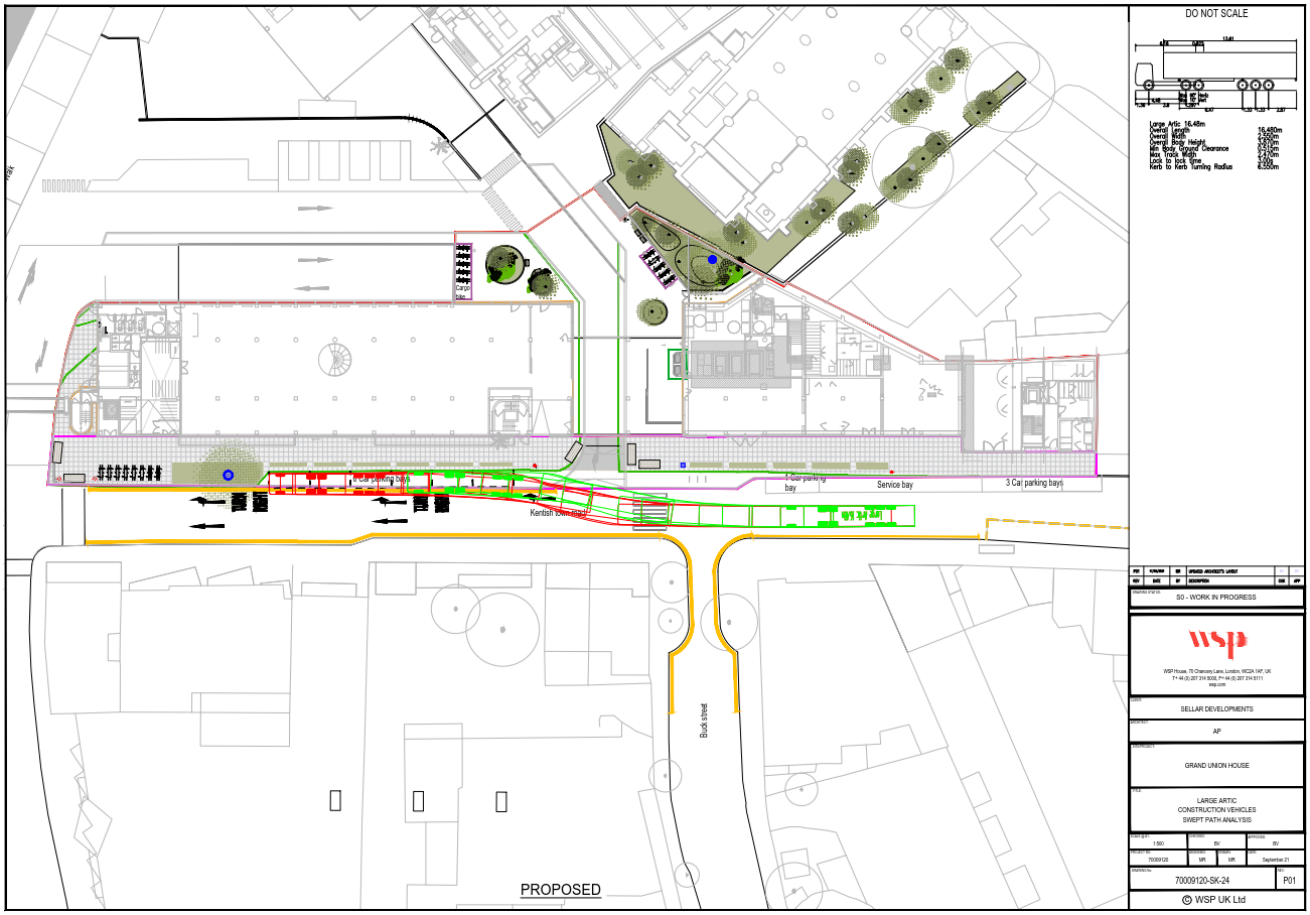


Figure 4-2 - Construction Swept Path



4.2.5 It is anticipated that all deliveries crossing the footway and entering the site will be managed using trained banksman who will maintain the flow of the footway, particularly during peak times. The construction swept path is also provided in **Appendix C**.

5 CONCLUSIONS

5.1.1 In conclusion, this document has outlined the transport related implications to the alteration of the following:

- Existing on street parking bays on the Kentish Town Road will be retained;
- A formal servicing bay is proposed on Kentish Town Road; and
- Cycle parking provisions to the east and west of the Grand Union House.

5.1.2 The alterations have resulted in very less net change in the trips generated. The vehicular access arrangements have remained the same. The 'Servicing and Refuse Collection' strategy will remain as proposed within the TA. One additional cycle accessible bay of 1.8m width will be provided to encourage cargo-bike servicing trips and a separate double yellow line area will be provided for refuse collection.

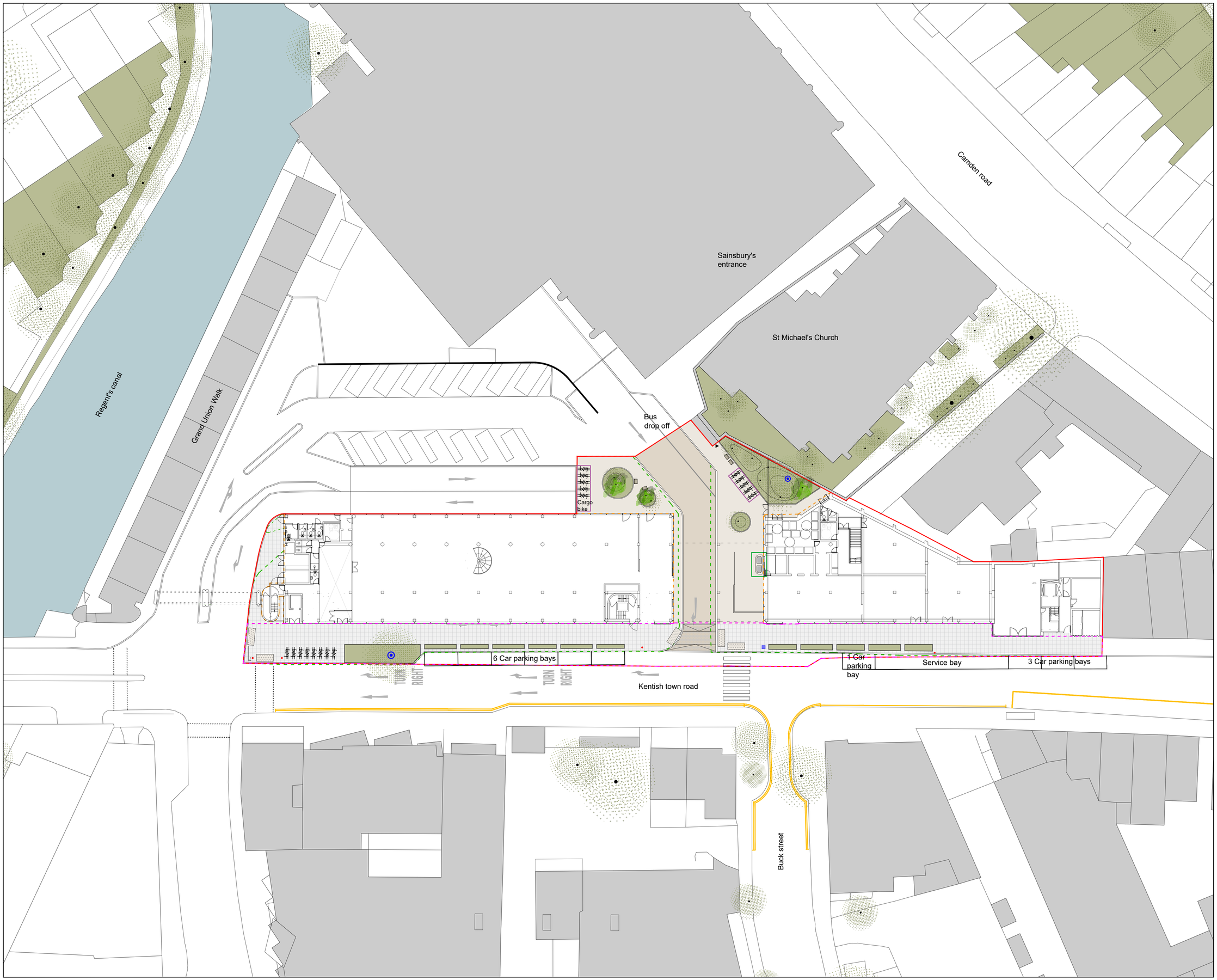
5.1.3 The overall number of cycle parking spaces remains the same and is in line with London Plan 2021 standards.

5.1.4 With regard to trip generation, this has been re-addressed in line with the TRICS rate used for the existing and proposed office trip generation, however there is not expected to be a significant impact on each mode of transport.

5.1.5 The original conclusions drawn from the TA is therefore considered to be still valid.

Appendix A

GROUND FLOOR LAYOUT



NOTE:

This drawing is to be read in conjunction with all relevant architect and engineer drawings and specifications. All elevations and dimensions have to be verified prior to beginning of construction work.Possible discrepancies in elevation and dimensions of the proposed project to the existing site shall be reported to construction management and landscape architect prior to the beginning of construction work.The location and elevation of sub-surface service lines are indicative only, exact location and elevation shall be verified on site. All measurements are in millimeters unless otherwise stated. Do not scale from this drawing.

Building based on 6a's drawing *531_M1100_PR_GROUND FLOOR.dwg*, received 19/02/2021

- Planning Application boundary
- Any works on public highways land subject to a Section 278 Agreement
- Works to the rear service yard to be undertaken in collaboration with Sainsbury's
- Existing trees to be retained
- New courtyard trees
  Mix of native species planted in raised planters
- Raised planters, concrete retaining wall 300mm high
- Street planters in open ground (subject to ground investigation)
- Seamless material (resin bound gravel or similar)
- Cleaned existing concrete slabs
- Concrete slab paving, 600x600mm
- Granite setts
- Granite kerbs
- Tactile paving
- Existing crossing
- New zebra crossing, connecting with the future Camden town station entrance
- Chair
- Bike racks, 18 stands (36 spaces)
- Metal fence with a one-way gate for emergency exit
- Existing CCTV pole
- Existing street lighting pole
- Subject to agreement with utility company
- Position to be confirmed with Sainsbury
- Existing kerb line

0 10 m 20 m

Scale: 1:250

N

Iss	Date	Dn	Chk	Description
C	09.09.21	AC	IDR	PLANNING_APPLICATION_UPDATE
B	19.02.21	AC	IDR	PLANNING_APPLICATION
A	20.01.21	AC	IDR	DESIGN_FREEZE_ISSUE

Plot Date: -

Project:
GRAND UNION HOUSE

Stage:
RIBA STAGE 2

Title:
Public realm & Landscape plan PHASE 1

Client:
Camden Mixed Developments Ltd

Consultants:
Architecture: 6a
Planning consultant: RPS group
Engineering: WSP
Cost consultant: Core Five
Townscape and heritage architecture : Ettwein Bridges Architects llp

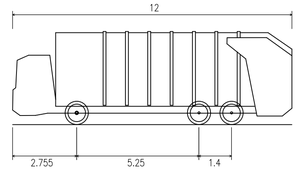
Job-No.:	P0032
Scale:	1:250
Sheet Size:	A1
Issue:	C
Drawing No.:	DR_P0032_PL_102

DJAO-RAKITINE
LANDSCAPE ARCHITECTURE

Appendix B

REFUSE SWEPT PATH ANALYSIS

DO NOT SCALE



Camden Refuse Vehicle

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

Cargo bike

6 Car parking bays

TURN RIGHT

Kentish town road

1 Car parking bay

Service bay

3 Car parking bays

Camden Refuse Vehicle

Buck street

PROPOSED

REV	DATE	BY	DESCRIPTION	CHK	APP
C	17/09/2021	MR	UPDATED ARCHITECT'S LAYOUT	BV	BV
B	01/09/2021	MR	UPDATED ARCHITECT'S LAYOUT	BV	BV
A	12/01/2021	MR	FIRST ISSUE	BV	TOM

DRAWING STATUS: S0 - WORK IN PROGRESS

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

CLIENT: SELLAR DEVELOPMENTS

ARCHITECT: AP

SITE/PROJECT: GRAND UNION HOUSE

TITLE: CAMDEN REFUSE VEHICLE SWEPT PATH ANALYSIS

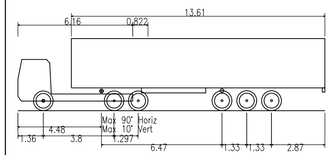
SCALE @ A1:	CHECKED:	APPROVED:	
1:500	BV	TOM	
PROJECT NO: 70009120	DESIGNED: BV	DRAWN: MR	DATE: September 21

DRAWING No: 70009120-SK-10-C REV: C

Appendix C

CONSTRUCTION SWEPT PATH

DO NOT SCALE



Large Artic 16.48m

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

Walk

Cargo bike

6 Car parking bays

TURN RIGHT

TURN RIGHT

Kentish town road

1 Car parking bay

Service bay

3 Car parking bays

Large Artic 16.48m

Buck street

PROPOSED

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	17/09/2021	MR	UPDATED ARCHITECT'S LAYOUT	BV	BV

DRAWING STATUS: S0 - WORK IN PROGRESS

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

CLIENT: SELLAR DEVELOPMENTS

ARCHITECT: AP

SITE/PROJECT: GRAND UNION HOUSE

TITLE: LARGE ARTIC CONSTRUCTION VEHICLES SWEPT PATH ANALYSIS

SCALE @ A1:	CHECKED:	APPROVED:
1:500	BV	BV

PROJECT NO:	DESIGNED:	DRAWN:	DATE:
70009120	MR	MR	September 21

DRAWING No: 70009120-SK-24 REV: P01

WSP House
70 Chancery Lane
London
WC2A 1AF

wsp.com