105 JUDD STREET

TRANSPORT STATEMENT

PROJECT NO. 2480-2004 DOC NO. D001

DATE: MARCH 2022

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CLIENT: 105 JUDD STREET LIMITED

Velocity Transport Planning Ltd

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EXECUTIVE SUMMARY

This Transport Statement details the transport implications and strategies associated with the proposed redevelopment at 105 Judd Street. It assesses the impacts of the development on the transport networks.

The site is in a highly accessible location for travel by sustainable transport modes. It has a PTAL of 6b (excellent) and is situated close to multiple underground and rail stations, including Euston and Kings Cross St Pancras.

The proposed development will provide cycling facilities and prioritise healthy and active travel in line with the London Plan and MTS.

The proposed development will lead to a small increase in trips using the transport networks. The local public transport network has significant station and service capacity, and which can accommodate the increase in trips without perceptible impact.

The proposed development is designed to maximise the potential for sustainable travel and will minimise impacts on the local transport networks through appropriate access, public realm, parking and servicing strategies.

1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 Velocity Transport Planning has been appointed by 105 Judd Street Limited to prepare this Transport Statement (TS) supporting redevelopment proposals located at 105 Judd Street. The site is situated within the London Borough of Camden.

1.2 SITE LOCATION

1.2.1 **Figure 1-1** indicates the location of the site. It is bound by Hastings Street to the north, Judd Street to the east, and Thanet Street to the west.

Figure 1-1: Site Location and Local Context

1.3 PROPOSED DEVELOPMENT

1.3.1 The proposal seeks to redevelop 105 Judd Street by retaining the majority of the existing building fabric and providing a two-storey extension to enable the delivery of workspace suitable for knowledge quarter users. This would be the first redevelopment of an existing building for lab-enabled Knowledge Quarter uses within the Knowledge Quarter.

1.3.2 The development would provide commercial, business and service uses (Class E) comprising knowledge quarter employment space and a café. The proposal would provide a total floor area of 8,989 sqm GIA which is an increase of 1,872 sqm relative to the existing building. **Table 1-1** shows the floor area, and **Figure 1-2** shows the proposed ground floor plan. A copy of the basement and ground floor layouts are provided in **APPENDIX A**.

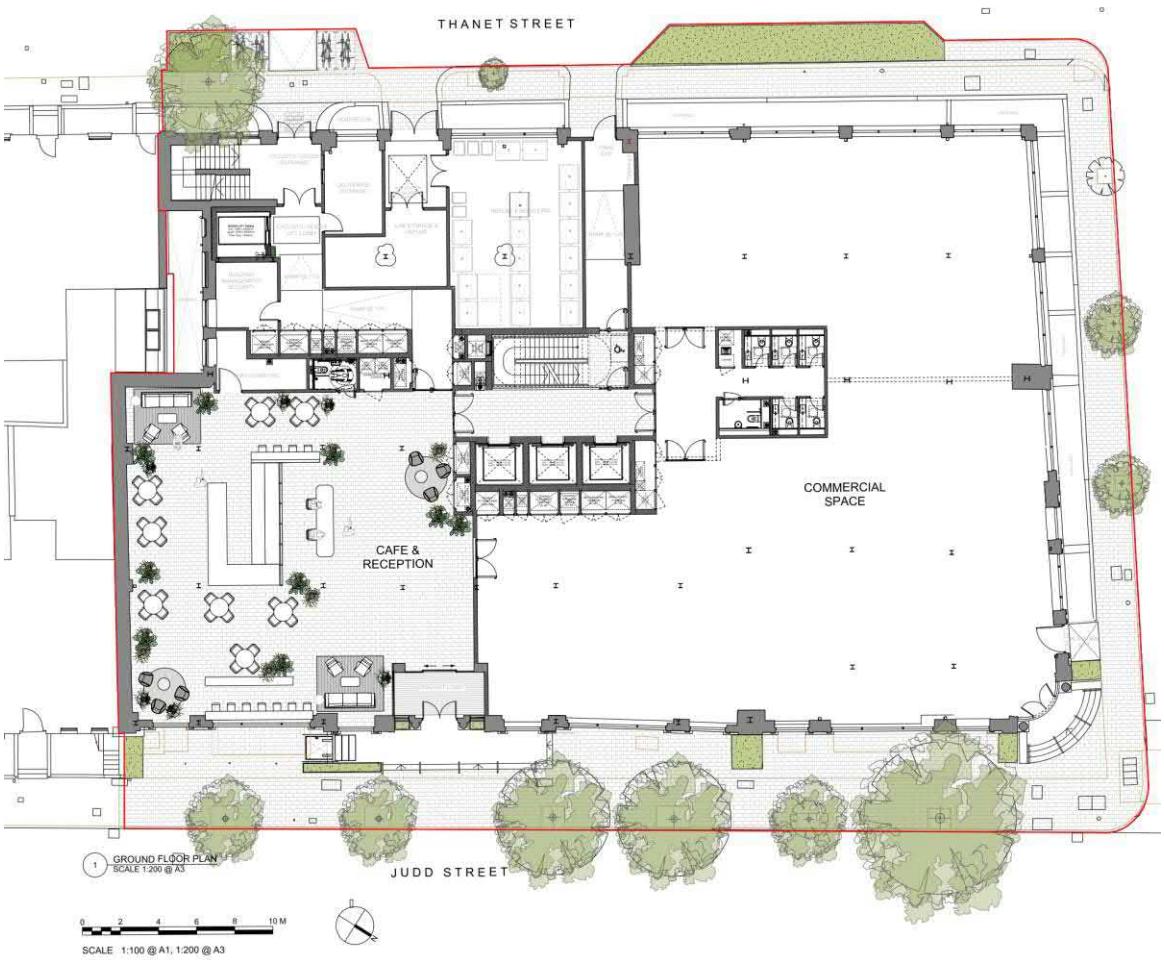
1.3.3 The development description is as follows:

> *'Partial demolition and erection of extension at part third floor, fourth floor, fifth floor and rooftop plant in connection with the ongoing use of the building for commercial, business and service uses (Class E); associated external alterations to the elevations, improvements to the public realm and replacement of the existing ramp; roof terraces at levels three, four and five; provision of cycle parking, waste/recycling storage and other services; associated external alterations'.*

Table 1-1: Existing, Proposed and Change in Floor Areas

AREA TYPE	EXISTING	PROPOSED	CHANGE
NIA	5,311	6,323	+1,012
GIA	7,026	8,989	+1,872
GEA	7,474	9,365	+1,891

Figure 1-2: Proposed Ground Level Plan



1.3.4 This Transport Statement (TS) assesses the transport impacts of the proposed development and details the access, parking and servicing facilities. The TS is supported by an appended Framework Travel Plan and Outline Delivery and Servicing Plan.

1.3.5 Pre-application engagement has been undertaken with Camden Council transport officers to agree the principles of the transport strategy and approach to assessment.

2 POLICY CONTEXT

2.1 INTRODUCTION

2.1.1 This section sets out details of relevant transport-related policies. National and local planning policies place a focus on encouraging development that maximises the use of sustainable travel modes in areas with good public transport connectivity and which reduces the need to travel by car.

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2021)

2.2.1 The National Planning Policy Framework (NPPF) was revised in July 2021 and sets out the Government's planning policies for England and provides a framework within which locally prepared plans for housing and other development can be produced. At its heart the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

2.2.2 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.

2.2.3 Chapter 9 of the NPPF sets out the requirements for promoting sustainable transport advising that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

2.2.4 In Paragraph 108 the NPPF sets out that maximum parking standards should only be set when there is clear justification that they are necessary to manage the local road network or optimise the density of development in urban areas that are well served by public transport services. The London Plan sets out maximum parking standards for London, which will be discussed below.

2.2.5 Paragraph 110 states that when considering development proposals, it should be ensured that:

a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*

b) *safe and suitable access to the site can be achieved for all users;*

c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code*

d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree*

2.2.6 Paragraph 111 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."

2.2.7 Paragraph 112 states that applications for developments should:

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

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

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

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.3 LONDON PLAN (2021)

2.3.1 The London Plan was published in March 2021. The London Plan is part of the statutory development plan and aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages more walking and cycling.

2.3.2 Policy T1 notes that development proposals should target 80% of all trips in London are to be made by foot, cycle or public transport by 2041. It states that:

> *"All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

2.3.3 Policy T2 relates to 'Healthy Streets' and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle, with reduced vehicle dominance.

2.3.4 Policy T2 also sets out how development proposals should demonstrate how they will:

- Deliver improvements that support the ten Healthy Streets indicators, in line with TfL Guidance.
- Reduce the dominance of vehicles on London's streets
- Be permeable by foot and cycle and connect to local walking and cycling networks, as well as public transport.

2.3.5 Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Transport Assessments are required to support development proposals assessing any impacts on the capacity of the transport network and should focus on embedding the Healthy Streets approach within, and in the vicinity of the new development.

2.3.6 Policy T5 sets out that development should encourage cycling and provides minimum cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for larger and adapted bikes and all cyclists. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers and shower facilities. The policy also states that all cycle parking should be designed in accordance to the guidance contained within the London Cycle Design Standards (LCDS).

2.3.7 Table 10.2 of the London Plan provides the minimum cycle parking standards for land use classes prior to changes to use classes arising from the Town and Country Planning (Use Classes) (Amendment) (England) regulations 2020. Relevant cycle parking standards are shown in **Table 2-1:**

Table 2-1: London Plan – Minimum Cycle Parking Standards

LAND USE CLASS		LONDON PLAN MINIMUM CYCLE PARKING STANDARDS	
		Long-Stay	Short-Stay
B1	Business Office	Areas with higher cycle parking standards (such as the site): 1 space per 75 sqm (GEA)	First 5,000sqm: 1 space per 500sqm (GEA) Thereafter: 1 space per 5,000sqm (GEA)
A2-A5	Café and Restaurant	1 space per 175 sqm (GEA)	For area with higher cycle parking standards (such as this site) 1 space per 20 sqm (GEA)

2.3.8 Policy T6 sets out that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport. Policy T6.5 states that all non-residential elements of a development should provide at least one on or off-street disabled persons parking bay.

2.3.9 Policy T7' Deliveries, Servicing and Construction', sets out inter alia:

> *"Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."*
>
> *"Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night-time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing."*

2.4 MAYOR'S TRANSPORT STRATEGY (2018)

2.4.1 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.

2.4.2 The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport y 2041.

2.4.3 Three key themes are at the heart of the strategy:

1. Healthy Streets and healthy people

The MTS promotes a new Healthy Streets approach to reduce car dependency and increase active, efficient and sustainable travel. Street environments should be designed to encourage walking and cycling to assist Londoners with staying healthy.

2. A good public transport experience

For longer trips, public transport is the most efficient way for people to travel and should be attractive to facilitate a mode shift away from car use. Improvements to the public transport network are outlined including new infrastructure.

3. New homes and jobs

This section of the MTS highlights the projected growth of London's population, over the coming decades and sets out the need for the city's growth to be shaped by the Good Growth principles. Promoting high density, mixed use and well-connected developments that enable the city to grow sustainably and positively.

2.4.4 The MTS outlines transport principles of Good Growth as being:

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

2.5 LB CAMDEN LOCAL POLICY

CAMDEN LOCAL PLAN (2017)

2.5.1 The Camden Local Plan sets out the Council's vision for the borough for the period from 2016-2031.

2.5.2 The transport chapter of the Plan states that encouraging and facilitating mode shift away from motor vehicles toward walking and cycling is a key aim. This mode shift also enables two of the Council's other goals; improving air quality and improving health and wellbeing through promoting physical activity.

2.5.3 Policy T1 'Prioritising walking, cycling and public transport' promotes sustainable travel within the borough. The policy sets out requirements for developments to provide high-quality public realm and to improve the pedestrian environment. The Council seeks to promote and facilitate cycling within developments through the provision of cycle storage and infrastructure. Finally, Policy T1 states that development should promote the provision of public transport and contribute towards improvements where future travel demands exceed capacity.

2.5.4 Policy T2 'Parking and car-free development' limits car parking availability for new development. New development within the borough is required to be car-free, other than spaces designated for disabled people where necessary and/or essential operational or servicing needs.

2.5.5 Policy T4 'Sustainable movement of goods and materials' states that the Council will promote sustainable means of freight transport and seek to minimise the movement of goods and materials by road. Developments of over 2,500sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

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

2.5.6 The Council's preference is for servicing bays to be accommodated within a development.

CAMDEN SUPPLEMENTARY PLANNING GUIDANCE – TRANSPORT (2021)

2.5.7 The Camden Planning Guidance (CPG) on Transport was adopted in 2021 and provides detailed guidance on transport matters, in line with the Camden Local Plan policies.

2.5.8 The Guidance cover a range of transport issues including assessing transport impact, Travel Plans, Delivery and Servicing Plans, car parking, vehicle access, cycling facilities and pedestrian/cycle movement. The Guidance sets out expectations for Transport Statements/Assessments Travel Plans, Delivery and Servicing Plans and Car Parking Management Plans.

2.5.9 Car-free development is expected through the Borough with onsite parking limited to spaces designated for disabled people where these are needed. Paragraph 5.20 notes that for minor development the Council will seek to accommodate Blue Badge parking on-street. As Blue Badge / Green Badge holders are able to use parking spaces in Controlled Parking Zones without a parking permit, providing disabled parking provision on-street may be considered acceptable if the on-street provision is adequate.

2.5.10 The Guidance refers to the London Plan minimum cycle parking standards and Paragraph 8.6 of the SPG notes that the Council will seek an additional 20 per cent of spaces above the London Plan minimum quantum to support the expected growth in the borough.

2.5.11 Section 4 of the CPG covers servicing and states that developments with no access to on site loading facilities should clearly state via a Delivery and Servicing Plan where deliveries would occur, as well as details of existing kerbside restrictions within the immediate vicinity.

2.5.12 Paragraph 4.17 states that *"When considering the location of the on-street loading, applicants should try to avoid, where possible, high streets or busy main roads where loading could be carried out from the rear or a side road as an alternative, or within close proximity to bus stops and junctions. Loading must also not prevent the safe operation of highways infrastructure such as cycle lanes and crossing facilities."*

3 TRANSPORT PLANNING FOR PEOPLE

3.1 INTRODUCTION

3.1.1 This section summarises who the development proposal will be for and when they will travel based on TfL London Travel Demand Survey (LTDS) data.

3.2 WHO THE DEVELOPMENT IS FOR?

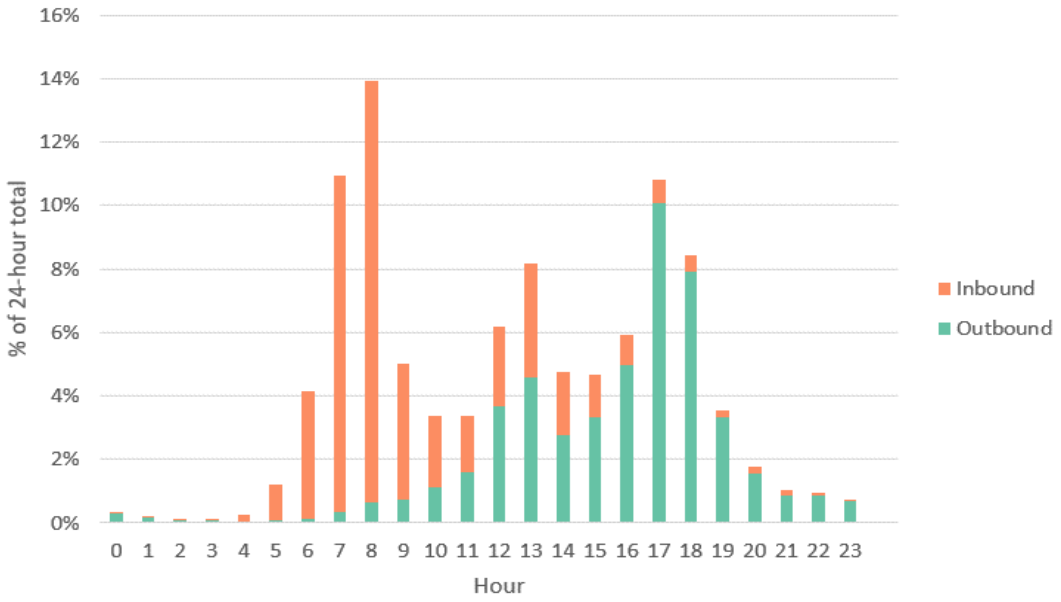
3.2.1 The proposed development will be for employees and their visitors and will be experienced by people travelling past the development.

3.3 WHEN WILL THEY TRAVEL?

EMPLOYEES

3.3.1 Data from the LTDS has been analysed to indicate when users of the Judd Street development may travel. A daily profile of journeys being made to and from their 'usual workplace' or 'other work related' locations is shown in **Figure 3-1.** The highest number of employee trips are undertaken between 08:00 and 09:00 (trips to work) and between 17:00 and 18:00 (trips from work). There are an increased number of trips at the lunchtime period, which are primarily local trips and on foot.

Figure 3-1: Inbound/Outbound trips by start time (weekday) – Employees



VISITORS

3.3.2 Office visitors will travel to and from the development throughout the working day, primarily associated with attending meetings. Furthermore, some visitors to the site may use the in house café, however it is expected that the café would primarily be used by staff of this office.

4 BASELINE TRANSPORT NETWORK

4.1 INTRODUCTION

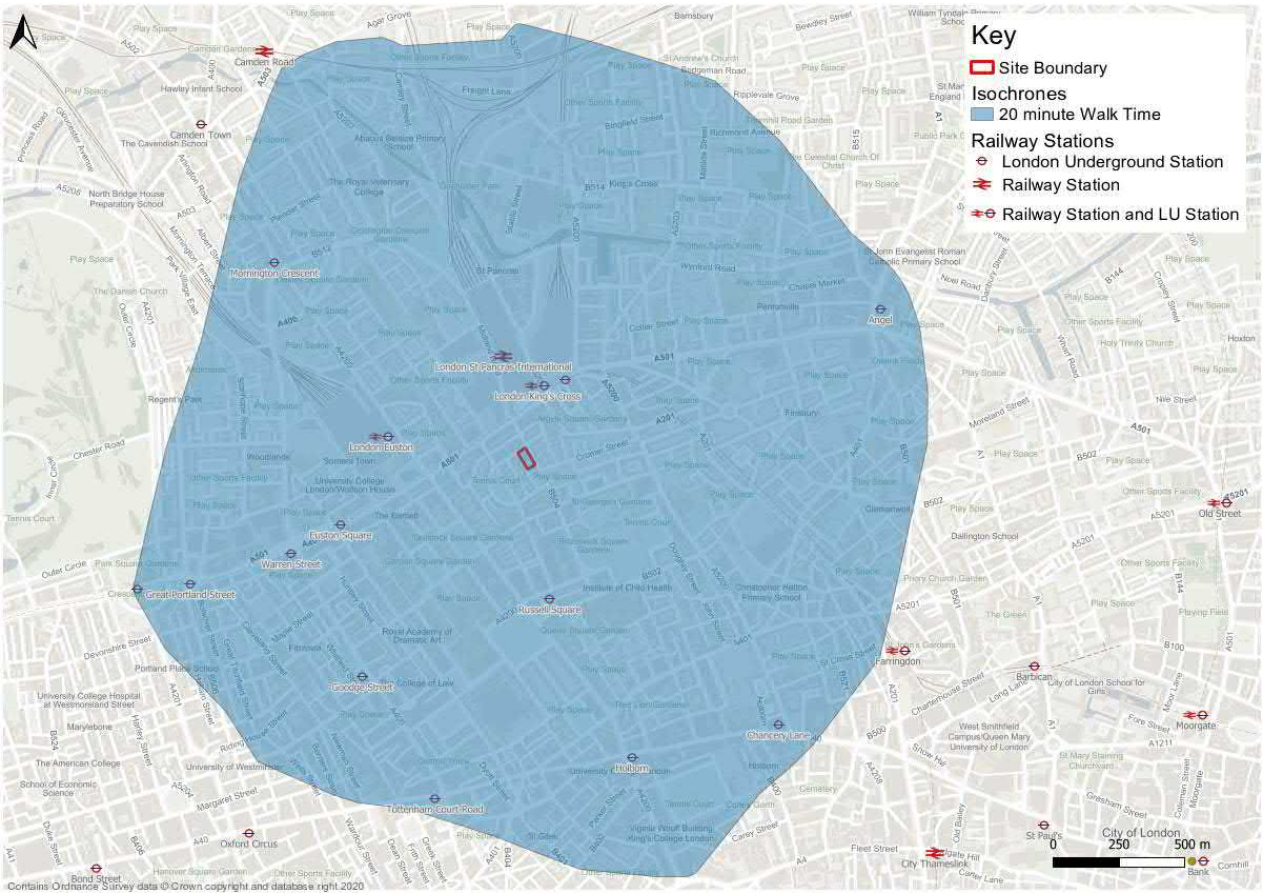
4.1.1 This section sets out the transport conditions before the proposed development is built. It considers the site and its immediate surroundings.

4.2 PEDESTRIAN NETWORK

4.2.1 The National Travel Survey notes that walking is the most frequent travel mode used for short-distance trips (within 1 mile / 1.6km). Infrastructure that supports efficient travel on foot is therefore of great importance to promoting sustainable and active travel and walking as a viable alternative to trips by car.

4.2.2 **Figure 4-1** shows the 1.6km / 20 minute walk catchment of the site and illustrates that various public transport nodes can be easily accessed on foot. There is a network of footways and crossings catering for pedestrian movement throughout the local area.

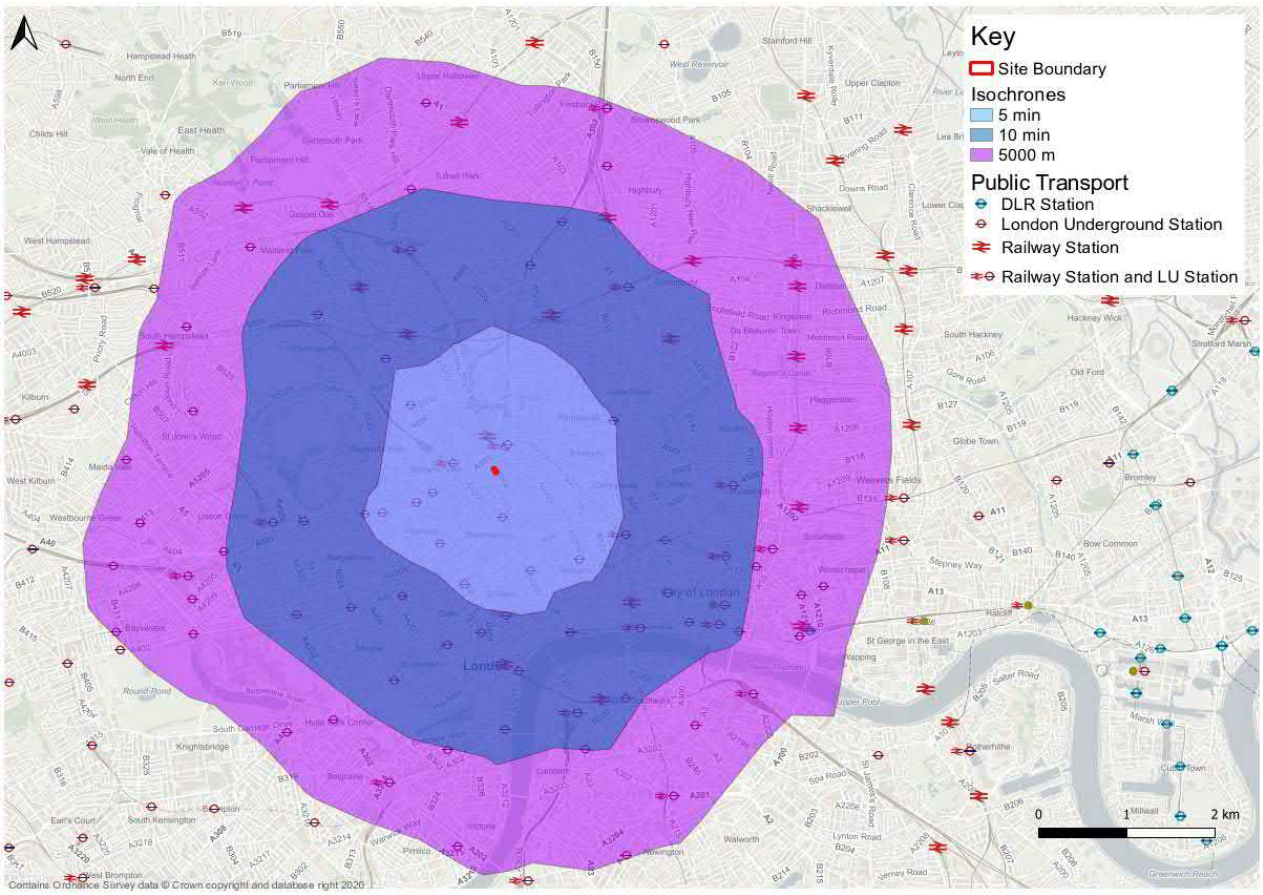
Figure 4-1: Walk catchment – 20 minute travel time



4.3 CYCLING NETWORK

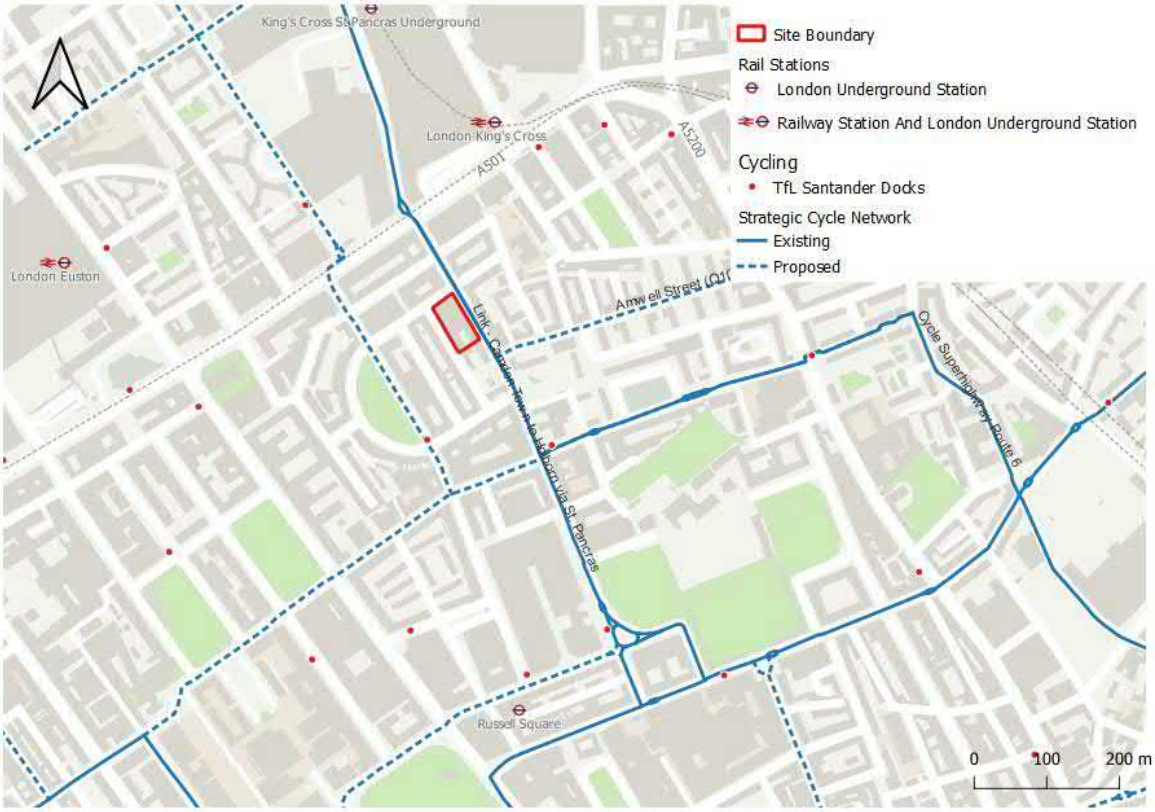
4.3.1 Cycling is a healthy means of travel and has the potential to substitute for short car and public transport trips, particularly those less than five kilometres in length albeit many cyclists will travel further when commuting. **Figure 4-2** shows the 10 and 20 minute cycle catchment from the site.

Figure 4-2: Cycle catchment – 10 and 20 minute travel times



4.3.2 The site is well-connected for cyclists, with several cycle routes in close proximity of the site. **Figure 4-3** shows the local cycle routes.

Figure 4-3: Local Cycling Routes and Docking Stations

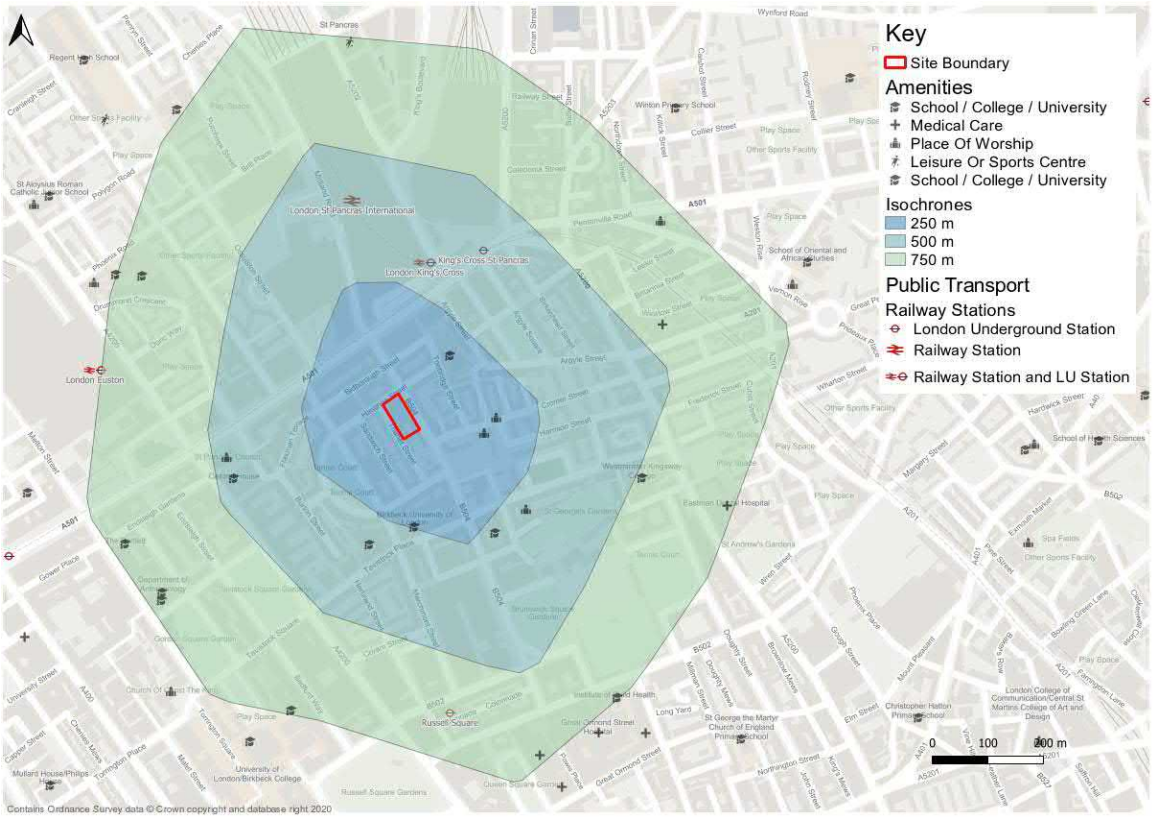


4.3.3 Cycleway 6 runs adjacent to the site on Judd Street and provides a link from Camden Town to the North to Elephant and Castle to the South. Cycleway 27 is approximately 200m to the South of the site on Tavistock Place and connects to Kings Cross to the North and Notting Hill to the West.

4.4 LOCAL AMENITIES

4.4.1 **Figure 4-4** shows the local amenities and facilities that can be reached on foot within 250m, 500m and 750m radius of the site. There are many useful local amenities for employees.

Figure 4-4: Local amenities within 750m of the site



4.5 PUBLIC TRANSPORT NETWORK

PUBLIC TRANSPORT ACCESS LEVEL

4.5.1 PTAL is used to assess the connectivity of a Site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the Site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.

4.5.2 TfL's online WebCAT tool shows the has a PTAL level of 6b (excellent). The WebCAT PTAL output is summarised in **Figure 4-5** and **Table 4-1.**

Figure 4-5: Site PTAL Map

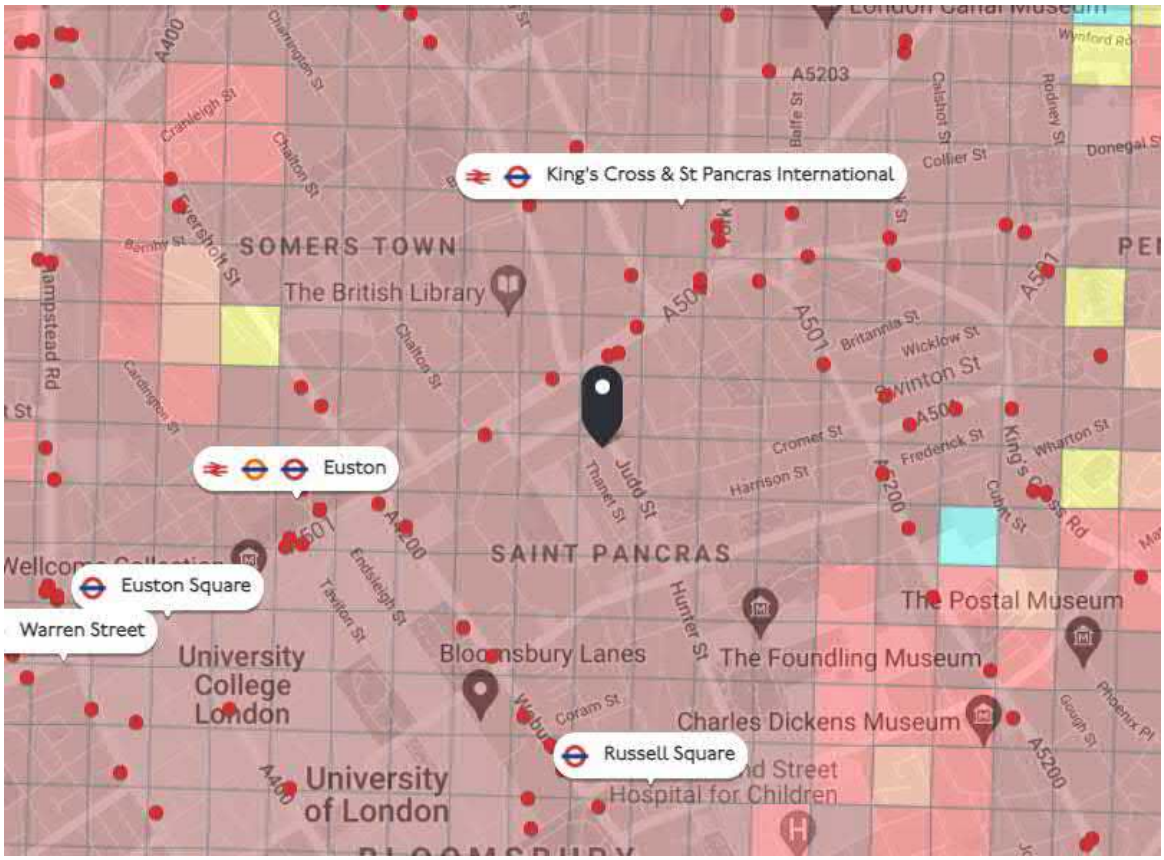


Table 4-1: Summary of PTAL

MODE	STOP	ROUTE	DISTANCE (METRES)	FREQUENCY (VPH)	WALK TIME (MINS)	AI
Bus	Euston Road British Library	30, 73, 91, 205, 390, N73, N91, N205	150	6-10	2	25.23
	Upper Woburn Place	68, 168	587.56	9	7.34	
	Kings Cross Station	259, 17	491.44	7.5 - 8	6.14	
	Euston Road British Library	10, 59, 91, 390, 30, 73, 476, 205	318.9	4.5 - 18	3.99	
	Midland Road - St Pancras Station	46, 45, 63, 214	349.52	6.0 - 12.0	4.37	
Rail	St Pancras	EMR, Eurostar and Thameslink Services	268.27	0.33 - 2	3.35	16.69
Rail	King's Cross Station	Grand Central, Great Northern, Hull Trains, LNER, Thameslink and Lumo Services	291.92	0.3 - 1	3.65	4.78
LUL		Circle, Metropolitan, Piccadilly, Victoria, Northern and Hammersmith and City line services	291.92	0.33 - 15.67	3.65	31.42
Rail	Euston Station	Avanti West Coast, Caledonian Sleeper, Overground and West midlands Rail Services	795.33	0.33 - 2.6	9.94	4.08
LUL		Northern and Victoria Line Services	759.33	0.3 - 14.6	9.94	4.17
		Total Cell AI				86.37
		PTAL				**6b**

BUS NETWORK

4.5.3 The closest bus stops are located to the North of the site on Euston Road, approximately 150-metres from the site, taking a two-minute walk. These bus stops are provided with a shelter, seating, bus flag and timetable and provide services to routes 30, 73, 91, 205, 390, N73, N91 and N205. There are a total of 19 bus services accessible within walking distance of the site, providing access to 139 services/ hour.

LONDON UNDERGROUND

4.5.4 The site is located within walking distance of Euston and Kings Cross St Pancras stations, which provide access to Circle, Metropolitan, Piccadilly, Victoria, Northern and Hammersmith and City lines.

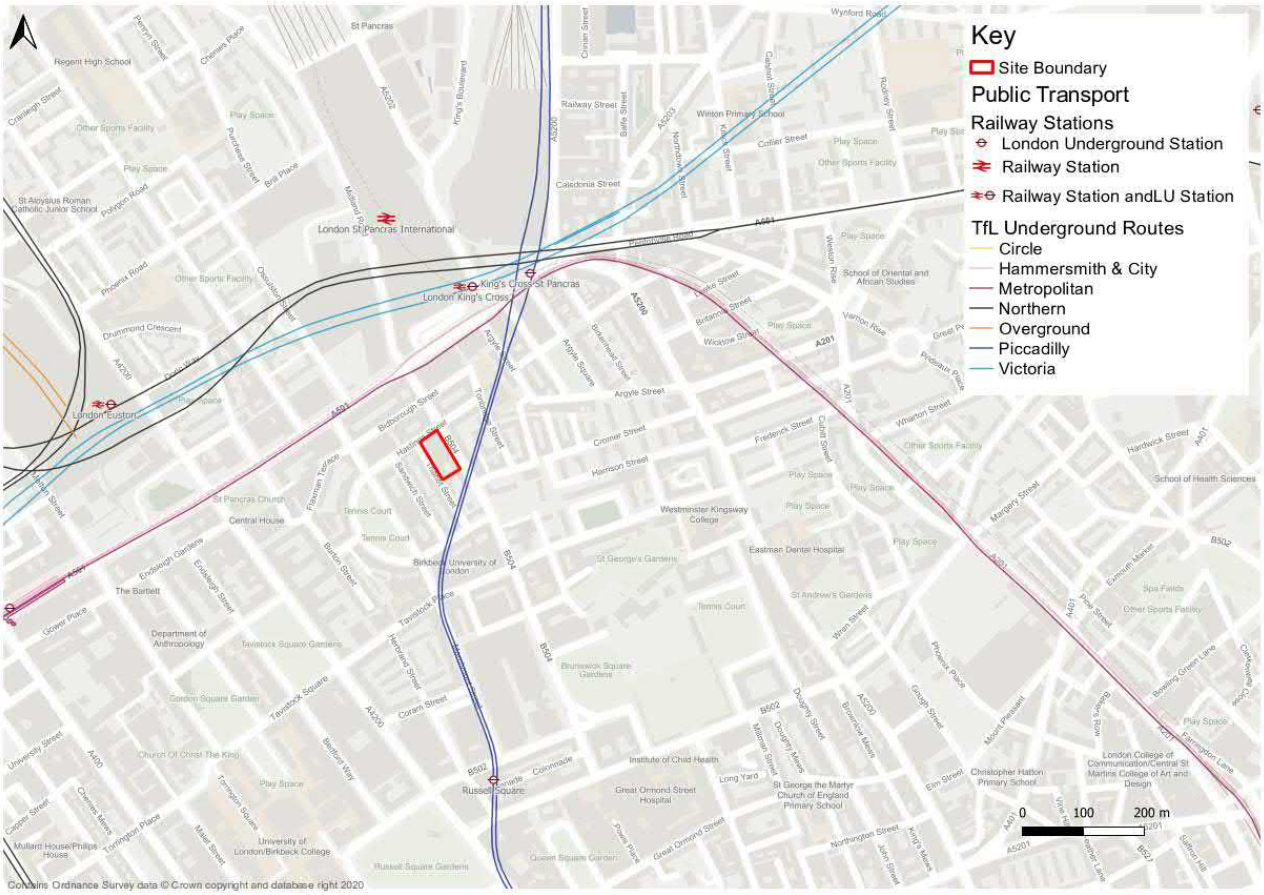
4.5.5 The services available from these stations provide frequent and high capacity connections to various destinations across London and beyond. **Table 4-2** shows the peak hour frequencies of Underground services from Kings Cross St Pancras and Euston Stations. In total there are 204 services during the AM peak hour and 203 in the PM peak hour.

Table 4-2: Underground Services and Frequencies (2021 timetables)

STATION	SERVICE	DIRECTION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
			AM	PM
Kings Cross St Pancras LU Station	Circle	Eastbound	6	6
		Westbound	6	6
	Metropolitan	Eastbound	16	16
		Westbound	5	6
	Piccadilly	Northbound	16	18
		Southbound	27	23
	Victoria	Northbound	36	36
		Southbound	36	36
	Northern	Northbound	23	23
		Southbound	21	21
	Hammersmith and City	Eastbound	6	6
		Westbound	6	6

4.5.6 **Figure 4-6** shows the approximate site location in context of local Underground services.

Figure 4-6: Local Underground Network



RAIL NETWORK

4.5.7 Kings Cross St Pancras and Euston Station are located within close proximity to the site, approximately 250 metres and 500 metres respectively. Kings Cross St Pancras offers Grand Central, Great Northern, LNER, Thameslink and Lumo Trains that provide high frequency services to a variety of destinations across the Country. Euston Station offers Avanti West Coast, Caledonian Sleeper, West Midlands Trains and Overground services, that provide high frequency services across the UK and within London.

4.5.8 Department for Transport data (Table RAI0123) shows the number of rail services from Kings Cross, Euston and St Pancras Railway Stations, all within walking distance of the site. **Table 4-3** shows there were 78 services in the AM peak hour and 75 in the PM peak hour.

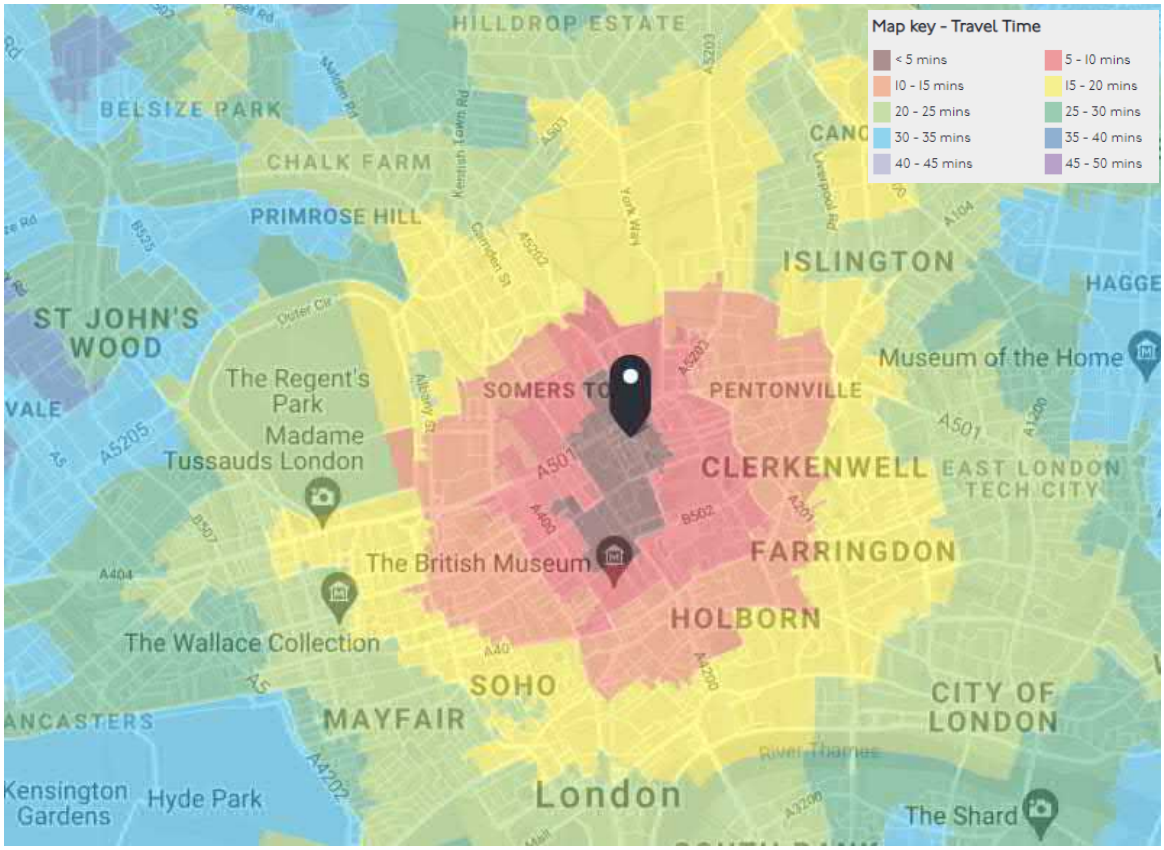
Table 4-3: Local Rail Services (DfT Table RAI0123, 2019)

STATION	AM PEAK ARRIVALS (08:00-08:59)	PM PEAK DEPARTURES (17:00-17:59)
Euston Station	28	26
St Pancras International	34	33
Kings Cross	16	16
Total Services	**78**	**75**

PUBLIC TRANSPORT TIME MAPPING

4.5.9 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity in terms of travel times, taking account of public transport service ranges and interchange opportunities. Time Mapping by public transport during the AM peak is presented in **Figure 4-7.**

Figure 4-7: Public Transport TIM Mapping



4.6 SUMMARY

4.6.1 There is an established network of footways and pedestrian connections surrounding the site, including crossing facilities with tactile paving. The site is located within 200 metres of both Cycleways 6 and 27, providing a link to Elephant and Castle/ Camden Town and Kings Cross/ Notting Hill respectively. A network of local cycle lanes connects to the Cycleways.

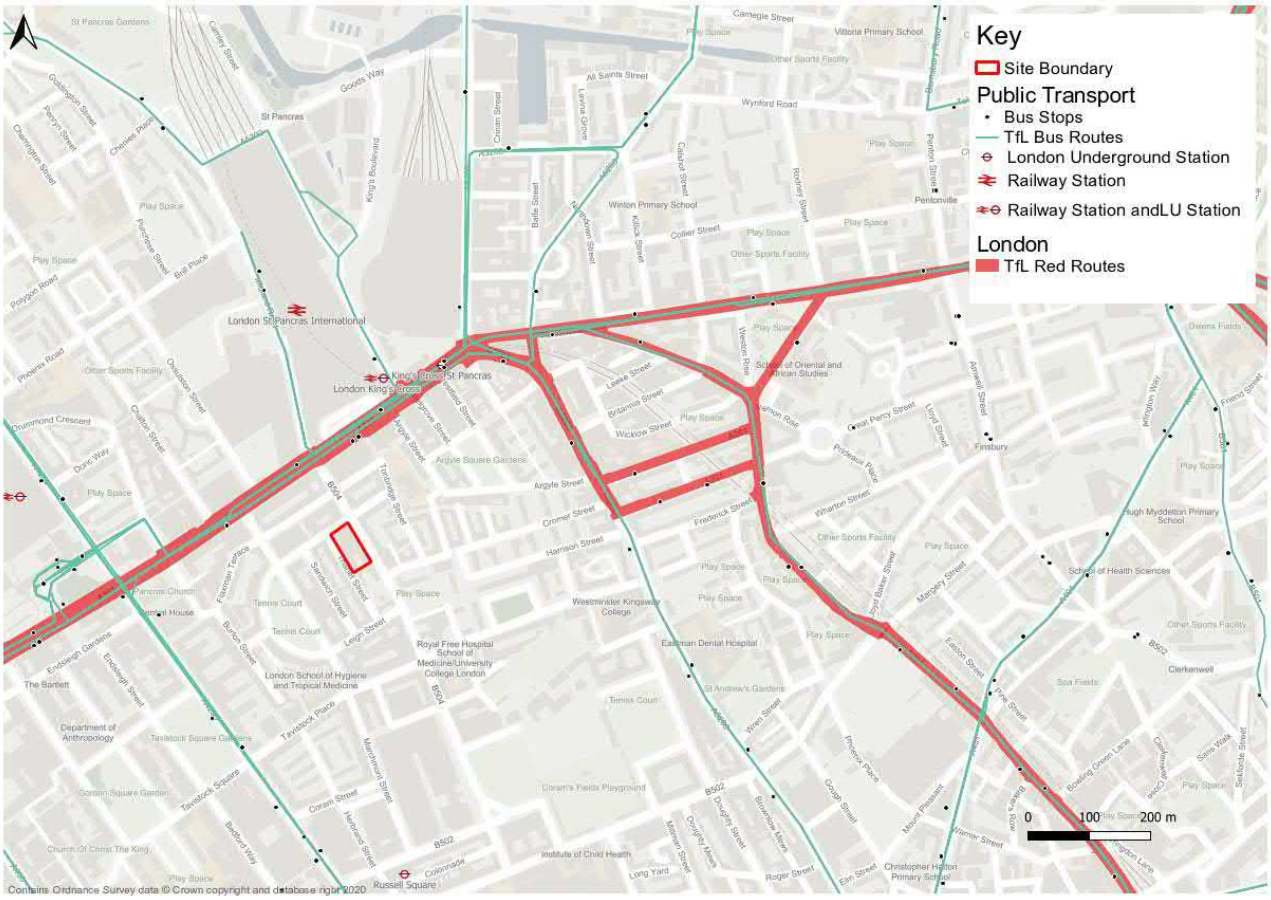
4.6.2 The site is located near to a range of public transport options and has a PTAL of 6b (excellent), demonstrating excellent public transport accessibility and suitability for high-density development.

5 BASELINE HIGHWAYS ACCESSIBILITY

5.1 ROAD NETWORK

5.1.1 The site is located on Judd Street a local road for which the LB Camden is the Highway Authority. The nearest part of Transport for London's Road Network (TLRN) is the A501 Euston Road, located 100 metres to the North of the site, shown within **Figure 5-1**.

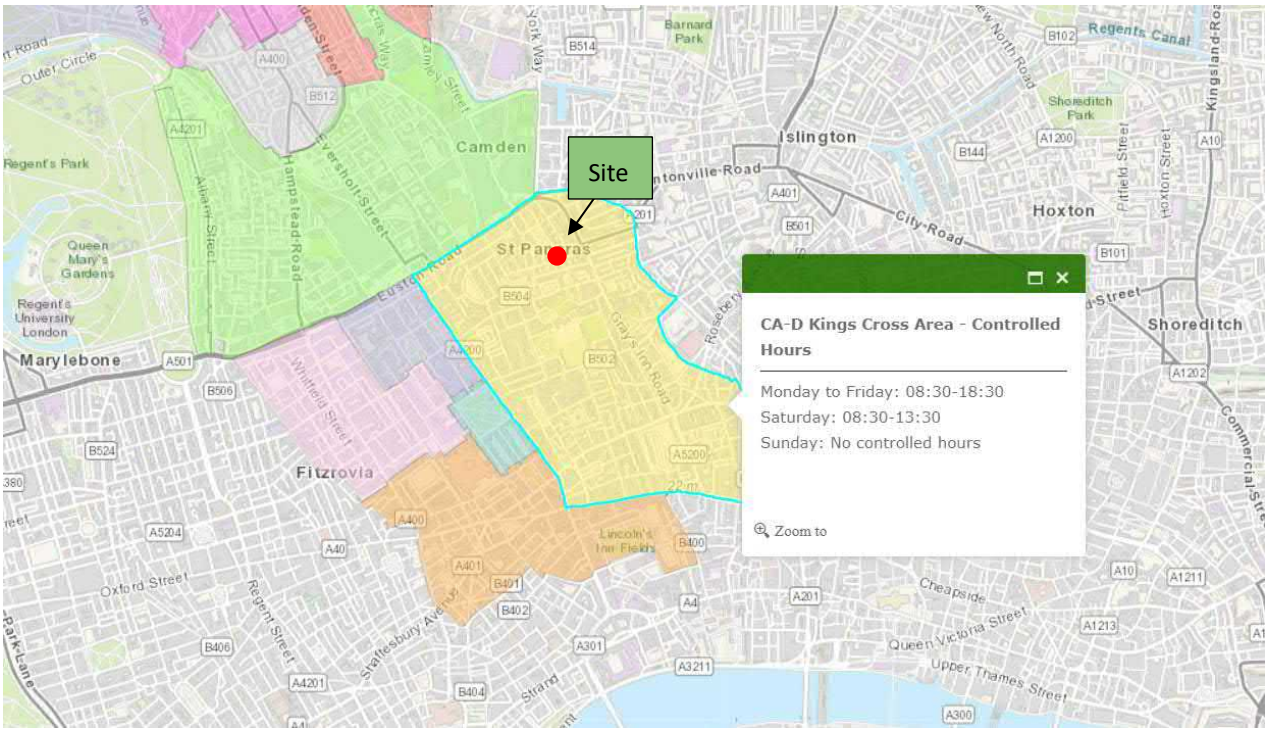
Figure 5-1: Local Road Network



5.2 PARKING AND LOADING PROVISIONS AND RESTRICTIONS

5.2.1 **Figure 5-2** below shows an extract of the LB Camden CPZ Map, the site is located within Controlled Parking Zone 'CA-D', which operates from Monday to Friday: 8:30am – 6:30pm and Saturday: 8:30am – 1:30pm.

Figure 5-2: Local CPZs



5.2.2 There are two pay and display car parking spaces within close proximity to the site, on Hastings Street. Aside from this, there is a large volume of resident permit parking on Hastings Street and Thanet Street. On Judd Street there are no on street parking bays, aside from three blue badge spaces located adjacent to the main entrance of the site.

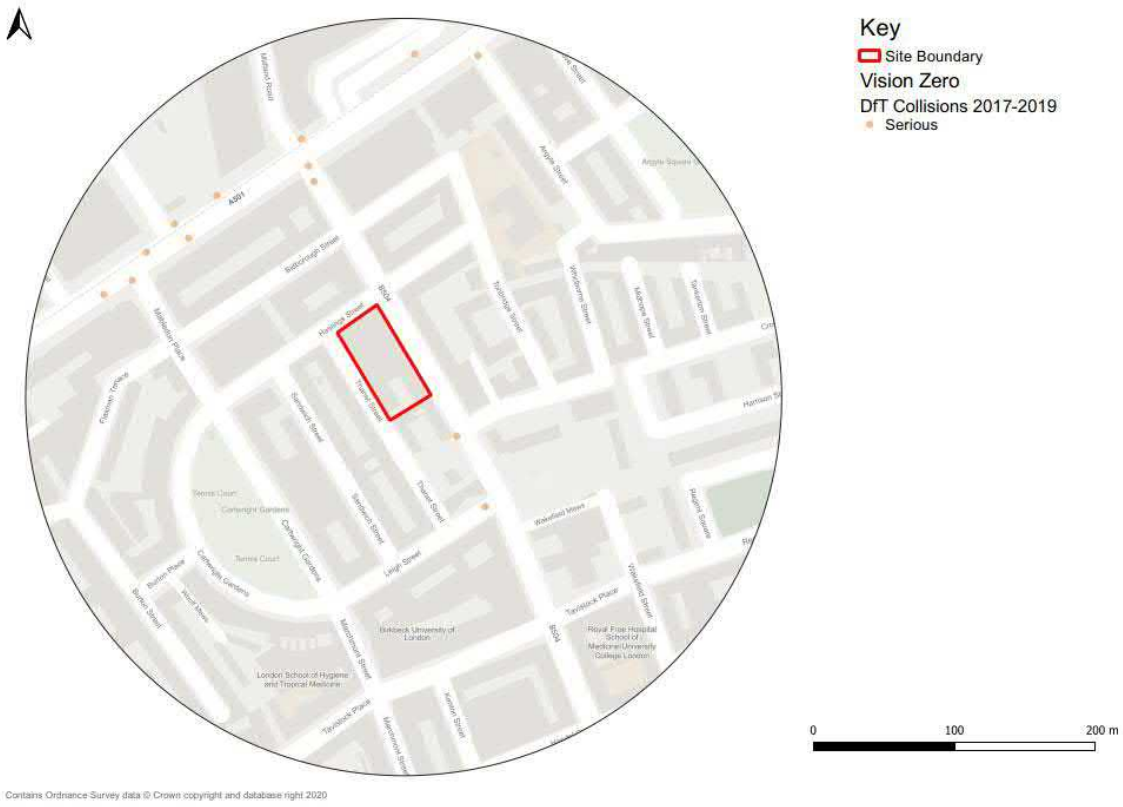
5.3 PERSONAL INJURY ACCIDENT DATA

5.3.1 A review of Personal Injury Accident (PIA) data for the most recent three-year period (2017 – 2019) has been undertaken. Accidents have been reviewed within a 500 metre radius of the site which covers all major junctions near to the site.

5.3.2 The data has been obtained from Department for Transport (DfT). As shown in **Figure 5-3**, 13 serious collisions occurred within the three year period.

5.3.3 No fatal collisions were recorded within the 500m radius of the site.

Figure 5-3: Killed or Seriously Injured Map



5.3.4 **Table 5-1** shows the recorded collision by year and severity.

Table 5-1: Local Collisions Summary

SEVERITY	2017	2018	2019	TOTAL
Fatal	0	0	0	**0**
Serious	6	4	3	**13**
Total	**6**	**4**	**3**	**13**

5.3.5 There was a total of 13 collisions within the recorded three-year period. A total of 8 vulnerable road users sustained serious injuries (6 pedestrians and 2 cyclists). The majority of the collisions (10) occurred on the Euston Road.

5.3.6 The number of collisions is reflective of the busy nature of the Euston Road for pedestrians, cyclists. During and since the collision data period there have been important changes that will improve the safety of pedestrians and cyclists:

- In early 2019 the Judd Street approach to Euston Road became cycle only and Judd Street is designated as a Cycleway.
- In 2020 a 20mph speed limit and new cyclist facilities have been introduced along Euston Road. This will reduce the chance and severity of collisions occurring in the future.

6 EXISTING SITE OPERATIONS

6.1 EXISTING ACCESS

6.1.1 Pedestrian access is gained from the buildings main entrance on Judd Street as shown in **Figure 6-1**. A secondary building entrance and a waste store entrance is located on Thanet Street with further emergency egress onto Hastings Street. Waste bins are stored to the rear of the building on Thanet Street, from where they are collected.

Figure 6-1: Existing Access and Parking Locations

6.1.2 The existing access arrangements are illustrated on photos in **Figure 6-2.**

Figure 6-2: Existing Building Entrances

Existing Judd Street primary entrance

Existing Thanet Street secondary and waste store entrance

6.2 EXISTING CAR PARKING

6.2.1 The site is car free. There are three blue badge car parking spaces are provided on Judd Street near to the buildings main entrance. Two blue badge parking spaces are also provided on Hastings Street.

7 PROPOSED TRANSPORT STRATEGY

7.1 INTRODUCTION

7.1.1 The proposals for this site consist of the redevelopment of the existing building to provide offices/ knowledge quarter uses comprising 8,744 m2 (GIA). This represents a 1,718 sqm uplift over the office space in the existing building.

7.1.2 The proposals would redevelop the existing building, whilst maintaining as much of the existing façade and structure as feasible. The existing access, servicing and parking arrangements are largely retained.

7.1.3 **Table 7-1** shows the existing and proposed floor space.

Table 7-1: Existing, Proposed and Change in Floor areas (sqm GIA)

LAND USE	EXISTING	PROPOSED	CHANGE
Office	7,026	8,744	+1,718
Café	0	154	+154

7.2 ACCESS

EXISTING

7.2.1 Pedestrian access is provided from the buildings main entrance on Judd Street. Another entrance is provided to the rear of the building on Thanet Street. There is no vehicle access.

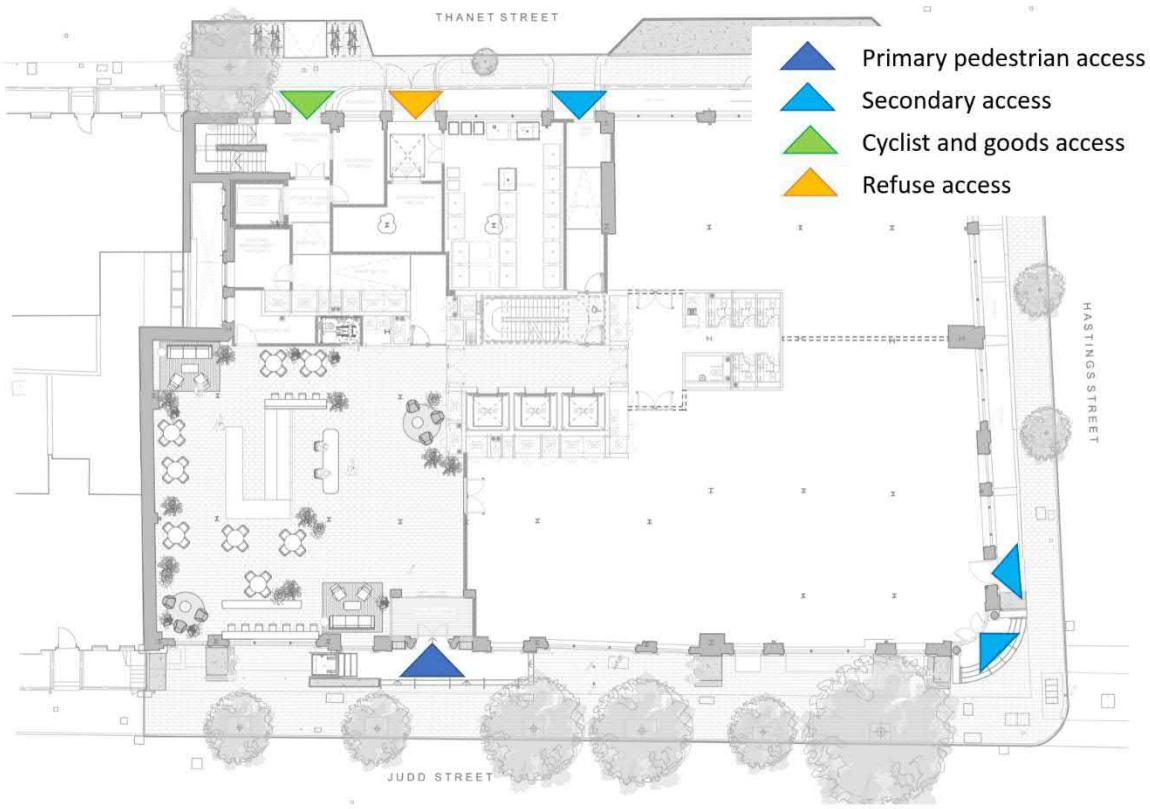
PROPOSED

7.2.2 The proposed access arrangements are shown in **Figure 7-1.** The main building entrance is provided from Judd Street.

7.2.3 Cyclist access is provided on Thanet Street. Cyclists would use the LCDS compliant lift (1400mm x 2400mm) to access the cycle store in the basement. Doors used to access this store will be a minimum of 1.2 metres wide and open automatically.

7.2.4 Deliveries and waste collection will also be via Thanet Street making use of existing access points.

Figure 7-1: Proposed Access Arrangements



7.3 DELIVERIES AND SERVICING

EXISTING ARRANGEMENTS

7.3.1 In the existing arrangement, servicing takes place on street with no formal loading or servicing area provided. Bins are stored outside the footprint of the building and left on street as shown in **Figure 7-2.**

Figure 7-2: Existing servicing arrangement

PROPOSED ARRANGEMENTS

7.3.2 With respect to the location of servicing facilities, Policy T7 of the London Plan and Policy A1, point 6.9 seek on site servicing where possible.

7.3.3 In the case of the Proposed Development, it is not possible to provide on site servicing space as the existing building will be largely retained, including façade, footprint and entrance positions. Servicing within the footprint of the building has been explored, however it would lead to major structural changes to the building and require additional façade and slab demolition, as well as reduce the active frontage that can be provided.

7.3.4 Therefore, the existing servicing arrangements would be retained. This approach to servicing was discussed and agreed at a pre-application meeting with LB Camden Officers on Wednesday 1st December 2021.

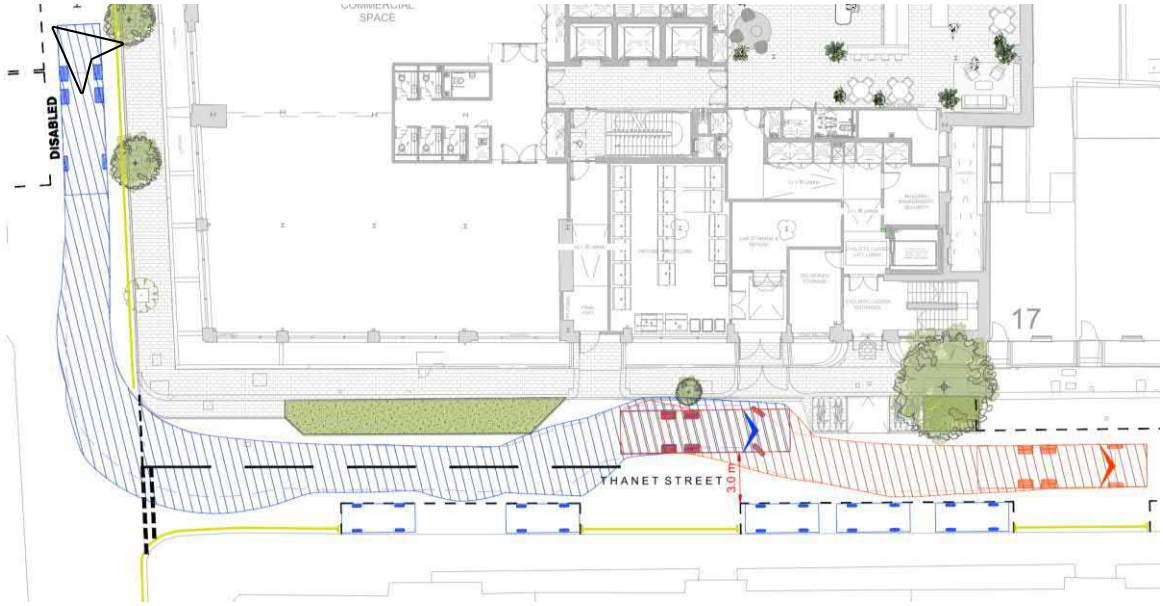
7.3.5 As with the existing building, servicing vehicles will stop on Thanet Street adjacent to the site under single yellow line restrictions, which permits loading. Vehicles can approach and exit from the kerbside in a forward gear. It is also noted from the collision data review within this report that there are no recorded collisions along Thanet Street indicating that the existing on street servicing arrangement currently operates safely.

7.3.6 The refuse storage arrangements will be improved significantly by the Proposed Development with internal bin stores. Full details are provided in the Waste Management Strategy that accompanies this application.

Figure 7-3: Proposed Servicing Arrangements

7.3.7 **Figure 7-4** shows the servicing arrangement with refuse collection vehicles (RCVs) accessing along Thanet Street. There is 3.0 metres clear road width remaining between RCV and parking which allows sufficient space for other vehicles to pass.

Figure 7-4: RCV Travelling Southbound along Thanet Street



7.3.8 As part of the proposals, the existing crossovers on Thanet Street would be improved and continuous footway surfacing provided. Drop kerbs will be retained to enable the easy transfer of goods and waste. This would provide a stretch of continuous footway along Thanet Street, improving the pedestrian environment in line with the Mayor's Healthy Streets approach.

7.3.9 An Outline DSP has been produced as part of the planning application outlining the servicing strategy. Through the DSP, deliveries can be minimised, timed and managed appropriately to prevent more than one vehicle arriving at once, as well as encourage deliveries outside of the peak pedestrian/cyclist hours.

7.3.10 Vehicle tracking drawings have been included in **APPENDIX B.**

7.4 CAR PARKING

7.4.1 The proposed scheme is to be car free, in accordance with London Plan and Camden Local Plan policy requirements. The three blue badge parking bays located on Judd Street in front of the site provide sufficient accessible parking.

7.5 CYCLE PARKING – PROPOSED

7.5.1 Cycle parking standards are set out in the London Plan and Camden Planning Guidance for Transport states that the Council will 'seek' an additional 20% cycle parking provision above the London Plan requirements. The standards and requirements for the proposed development are set in **Table 7-2.**

Table 7-2: Cycle Parking Policy Requirements

		LONDON PLAN REQUIREMENT		CAMDEN PLANNING GUIDANCE REQUIREMENT	
USE	**FLOOR SPACE (GEA)**	**LONG STAY**	**SHORT STAY**	**LONG STAY**	**SHORT STAY**
E - Office	9,324	125	11	150	13
E - Cafe	154	1	8	1	10

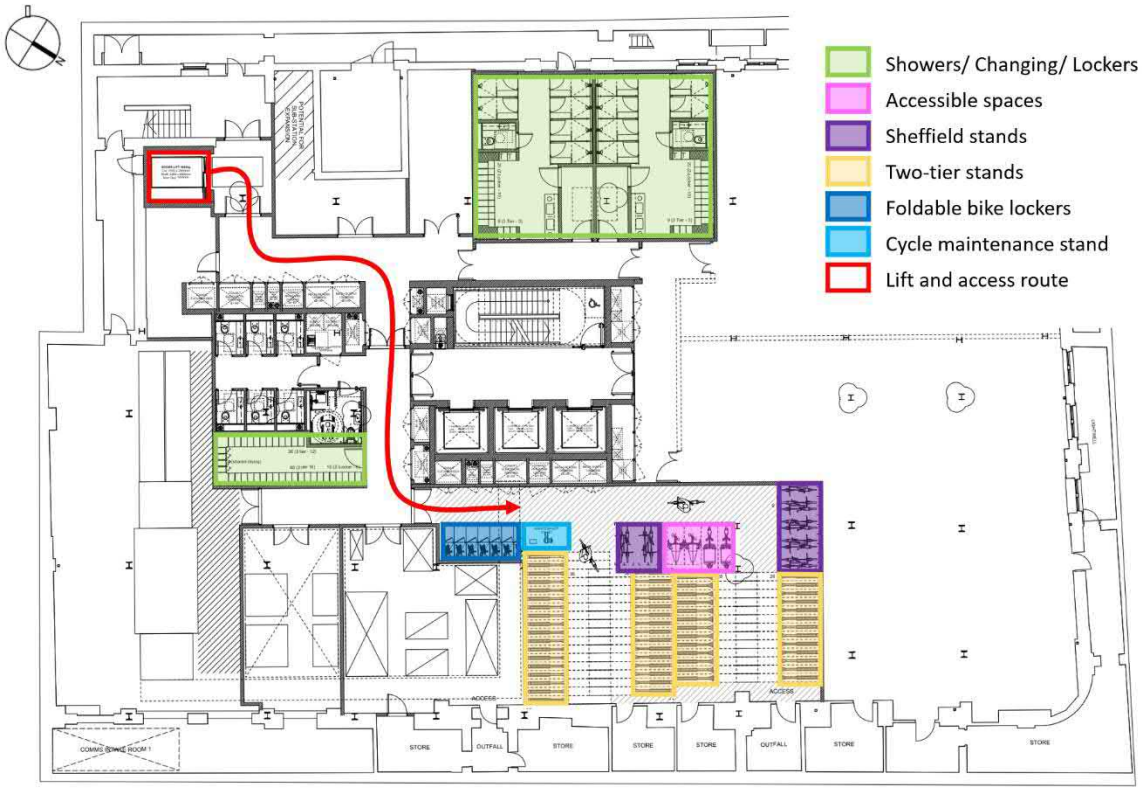
7.5.2 It is proposed that long stay cycle parking would be provided in line with the Camden Policy Guidance and in excess of London Plan standards.

7.5.3 A mixture of cycle parking types is proposed including dedicated provision for larger and adapted cycles, as summarised below:

- 4 enlarged spaces for accessible bikes
- 14 Sheffield stand spaces
- 120 two-tier rack spaces
- 15 foldable locker spaces

7.5.4 **Figure 7-5** shows the proposed basement layout. A lift is used to access the cycle store which will measure at least 1.2metres by 2.3metres as per LCDS guidance. Doors used to access the store would be a minimum of 1.2metres wide and electrically opened.

Figure 7-5: Basement Cycle Parking Layout



7.5.5 The proposed development will provide 12 showers and 152 lockers in accordance with London Plan recommendations. A cycle maintenance stand will also be provided for simple repairs and pumping tyres etc.

7.5.6 The retention of existing building facades and a desire to maximize landscaping improvements, limit the potential for short-stay cycle parking to be provided. There are eight short stay cycle parking spaces along Thanet Street adjacent to the end of trip entrance, which would be re-provided. Given these space constraints, it has also not been possible to provide short stay cycle parking whilst providing new high quality public realm and landscaping around the site.

7.6 PROPOSED PUBLIC REALM IMPROVEMENTS

7.6.1 Public realm improvements are proposed along Judd Street and Thanet Street. The Judd Street improvements consist of benches, planters and the reconfiguration of the building access.

7.6.2 Improvements are proposed to Thanet Street including the introduction of a pocket park. The pocket park would provide additional green space, and shade in line with the Healthy Streets Approach. The pocket park would be provided in place of business permit car parking spaces that are associated with the previous occupier of the building. **Figure 7-6** provides an illustration of the proposed pocket park.

7.6.3 The pocket park and removal of the parking bays are understood to be acceptable in principle and full details will need to be approved by Camden Council Highways.

Figure 7-6: Thanet Street Landscaping Improvements

8 TRAVEL DEMAND

8.1 INTRODUCTION

8.1.1 This section quantifies travel demand to determine the likely scale of the effect of the proposed development. The proposed development could be occupied as offices and/or knowledge quarter uses. Offices would be occupied at a higher density and would generate a higher numbers of trips, and therefore this trip generation assessment is robustly based on office space.

8.1.2 The development will deliver of 8,862m2 (GIA) of Class E floor space.

8.2 OFFICE TRAVEL DEMAND METHODOLOGY

8.2.1 The TRICS database has been analysed to identify trip rates for the weekday AM and PM peak hours.

8.2.2 TRICS sites have been selected based on the following criteria and are summarised in **Table 8-1.**

- Location: Greater London
- PTAL: 6a-6b
- Survey Date 2016 – 2019
- Land use: Employment - Office

Table 8-1: Selected TRICS Office Sites

REFERENCE	LOCATION	PTAL	FLOOR AREA (SQM GFA)	SURVEY DATE
CN-02-A-03	Fitzrovia	6b	26,639	06/12/17
HM-02-A-01	Hammersmith	6b	2,036	13/11/17
LB-02-A-01	Vauxhall	6b	10,200	11/19/18
LB-02-A-02	Streatham	6a	3,054	05/11/19

8.2.3 The total person trip rates are shown in **Table 8-2.**

Table 8-2: Office Total Person Trip Rates

PERSON TRIPS	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	In	Out	Total	In	Out	Total
Trip Rates	2.95	0.30	3.25	0.21	2.75	2.96

8.2.4 **Table 8-3** shows the number of trips generated by the existing development, proposed development and the net additional trips.

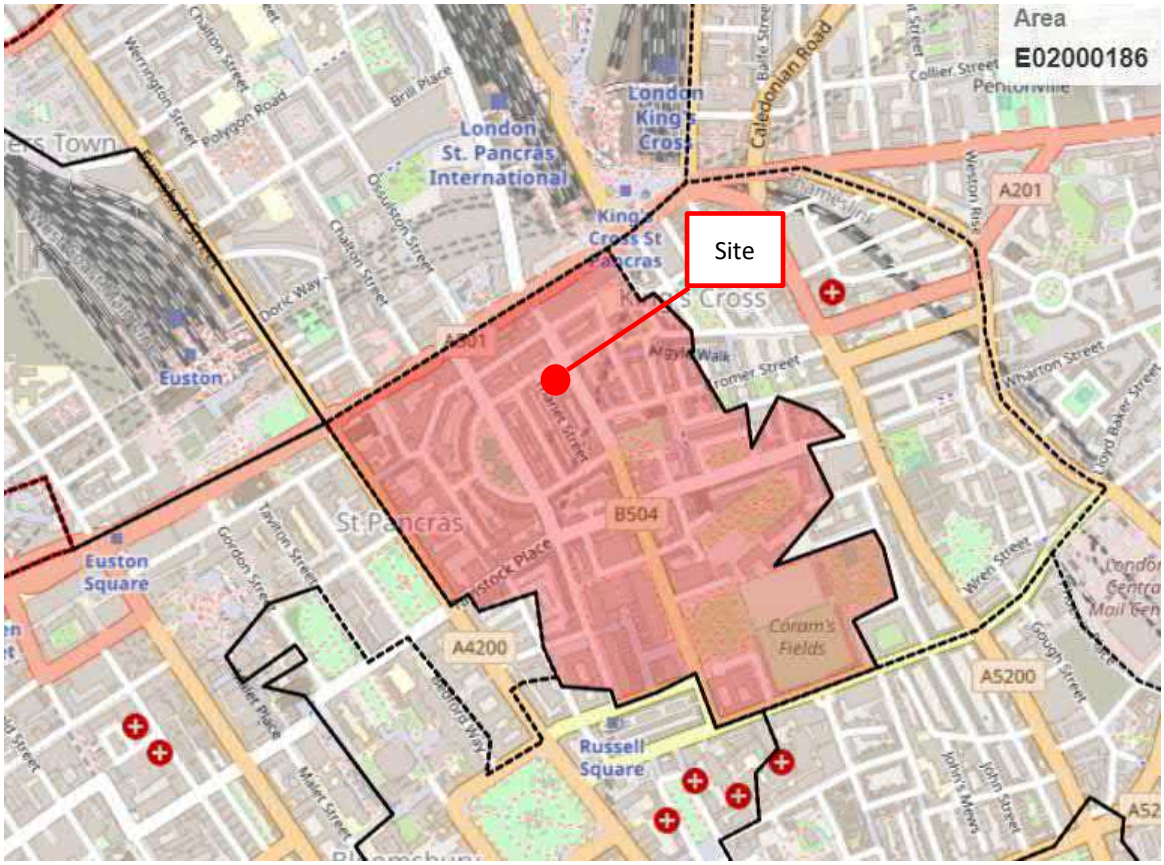
Table 8-3: Office Travel Demand – Existing and Future

PERSON TRIPS	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	In	Out	Total	In	Out	Total
Existing Trips (7,026 sqm)	208	21	229	15	194	208
Proposed Trips (8,862 sqm)	263	27	290	19	245	264
Net Additional Trips	**+55**	**+6**	**+61**	**+4**	**+51**	**+56**

8.2.5 The proposed 8,862 sqm (GIA) of Classe E floor space generates an additional 61 two-way trips in the AM peak hour and 56 two-way trips in the PM peak hour.

8.2.6 The office mode shares have been based on the 2011 Census method of travel to work (workplace population) containing the site and the surrounding area (as seen in **Figure 8-1**).

Figure 8-1: Census 2011 – Selected Census Workplace Zones



8.2.7 As the proposed development is car-free, the car driver/car passenger trips have been distributed to the other modes pro-rata. **Table 8-4** shows the census mode share and adjusted mode share for the proposed development. The majority of trips are expected to be undertaken by active modes or public transport.

Table 8-4: Forecast Mode share

MODE	EXISTING MODE SHARE (2011 CENSUS) %	ADJUSTED FORECAST MODE SHARE %
Underground	40	43
Train	30	31
Bus	11	11
Taxi	0	0
Motorcycle	2	2
Car/ Van Driver	4	0
Car/ Van Passenger	0	0
Bicycle	7	7
On Foot	6	6
Other	0	0
Total	**100**	**100**

EXISTING TRAVEL DEMAND – OFFICE

8.2.8 **Table 8-5** shows the travel demand associated with the existing building.

Table 8-5: Existing Office Travel Demand by Travel Mode

MODE	MODE SHARE	AM (8-9AM)			PM (5-6PM)		
		In	Out	Total	In	Out	Total
Underground	40%	84	9	93	6	78	84
Train	30%	62	6	69	4	58	62
Bus	11%	22	2	24	2	21	22
Taxi	0%	0	0	0	0	0	0
Motorcycle	2%	3	0	3	0	3	3
Car/ Van Driver	0%	0	0	0	0	0	0
Car/ Van Passenger	0%	0	0	0	0	0	0
Cycle	11%	24	2	26	2	22	24
On Foot	6%	12	1	13	1	11	12
Other	0%	0	0	0	0	0	0
Total	**100%**	**208**	**21**	**229**	**15**	**194**	**208**

PROPOSED DEVELOPMENT TRAVEL DEMAND

8.2.9 **Table 8-6** shows the expected travel demand associated with the proposed development.

Table 8-6: Proposed Office Travel Demand by Mode

MODE	MODE SHARE	AM (8-9AM)			PM (5-6PM)		
		In	Out	Total	In	Out	Total
Underground	40%	107	11	117	8	99	107
Train	30%	79	8	87	6	74	79
Bus	11%	28	3	31	2	26	28
Taxi	0%	1	0	1	0	1	1
Motorcycle	2%	4	0	4	0	4	4
Car/ Van Driver	0%	0	0	0	0	0	0
Car/ Van Passenger	0%	0	0	0	0	0	0
Cycle	11%	30	3	33	2	28	30
On Foot	6%	15	2	17	1	14	15
Other	0%	0	0	0	0	0	0
Total	**100%**	**263**	**27**	**290**	**19**	**245**	**264**

NET CHANGE IN TRAVEL DEMAND

8.2.10 The net change in trips arising from the proposed development is shown below.

Table 8-7: Net Change in Travel Demand by Mode

MODE	MODE SHARE	AM (8-9AM)			PM (5-6PM)		
		In	Out	Total	In	Out	Total
Underground	43%	22	2	25	2	21	22
Train	31%	17	2	18	1	15	17
Bus	11%	6	1	6	0	5	6
Taxi	0%	0	0	0	0	0	0
Motorcycle	2%	1	0	1	0	1	1
Car/ Van Driver	0%	0	0	0	0	0	0
Car/ Van Passenger	0%	0	0	0	0	0	0
Cycle	7%	6	1	7	0	6	6
On Foot	6%	3	0	3	0	3	3
Other	0%	0	0	0	0	0	0
Total	**100%**	**55**	**6**	**61**	**4**	**52**	**56**

Some totals may not match due to rounding.

8.2.11 The proposed development will result in an additional 18 train journeys in the AM Peak and 17 in the PM Peak, along with 25 additional Underground trips in the AM Peak and 22 in the PM Peak. The proposed development will also result in an additional 7 cycle journeys in the AM Peak and 6 in the PM Peaks.

8.2.12 There is significant provision for public transport in the area, which is reflected in the sites excellent PTAL level. **Table 8-8** shows the net additional trips for the proposed development in the AM and PM peak hours in relation to the provision of public transport services. The impact on public transport services will be less than 1 person per service across the bus, rail and London Underground networks, and accommodated by existing servicing provisions without perceptible impact

Table 8-8: Public Transport Impact Assessment

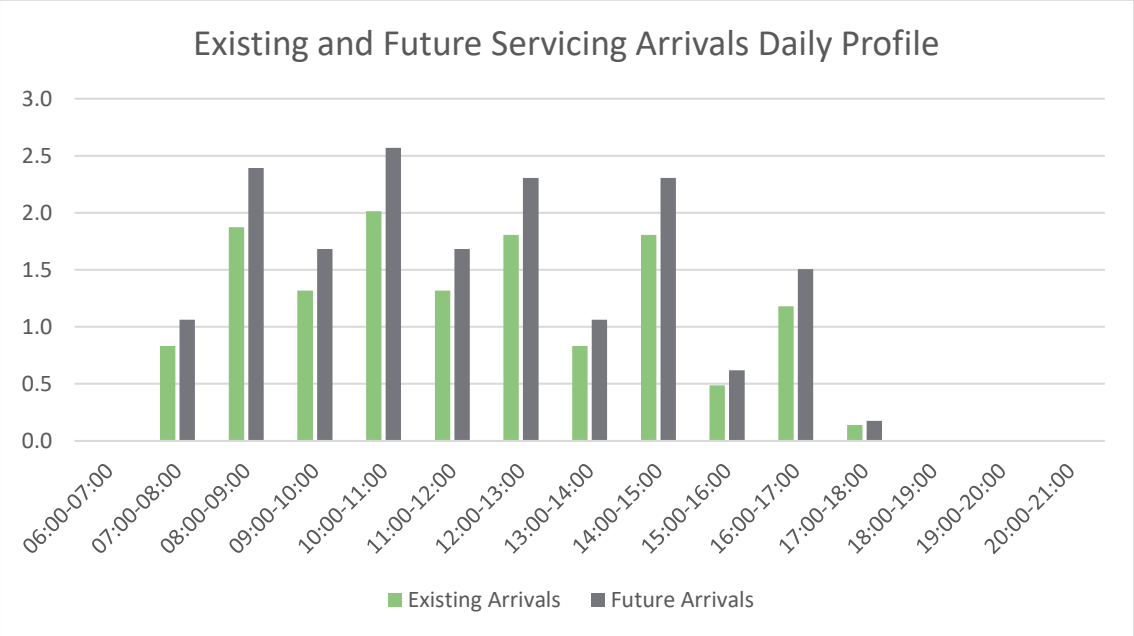
MODE	SERVICES PER HOUR		NET INCREASE IN TRIPS		ADDITIONAL TRIPS PER SERVICE	
Rail	AM	PM	AM	PM	AM	PM
	78	75	18	17	0.2	0.2
London Underground	204	203	25	22	0.1	0.1
Bus	139		6	6	0.04	0.04

8.3 DELIVERY AND SERVICING TRIPS

8.3.1 Servicing trips have been calculated using the same TRICS sites identified in **Table 8-1**. These sites generate a total of 0.196 servicing vehicle arrivals per 100sqm per day. Using these rates the existing building floorspace would generate 14 servicing vehicle arrivals per day and the proposed development would generate 17 vehicles per day.

8.3.2 **Figure 8-2** shows a daily profile for existing and future servicing demands.

Figure 8-2: Existing and Forecast Servicing Trips



8.3.3 Servicing arrivals are spread throughout the day with 2 to 3 servicing arrivals in the busiest hours.

8.3.4 Servicing activity will be undertaken on street from Thanet Street. A Delivery and Servicing Plan will be implemented to minimise and manage deliveries and is provided within **Appendix E**.

8.3.5 Considering the minor increase in servicing compared to the existing building and the distribution of these trips throughout the day, the Proposed Development will not have a negligible impact on the operations of the surrounding highways network.

9 MANAGEMENT PLANS

9.1 INTRODUCTION

9.1.1 While the development is not expected to require any specific mitigation and sustainable travel is embedded in the scheme design and transport strategy, several management plans will be implemented to ensure the proposed development operates efficiently and encourages sustainable travel.

9.2 TRAVEL PLAN

9.2.1 A Framework Travel Plan has been prepared to encourage sustainable travel patterns for future employees or students. The Travel Plan outlines sustainable travel measures incorporated within the proposals. The Travel Plan is provided in **Appendix D.**

9.3 DELIVERY AND SERVICING PLAN

9.3.1 An Outline Delivery and Servicing Plan has been prepared to provide efficient and sustainable movements of goods and deliveries through the management strategy, which will help to reduce the transport impacts associated with servicing the development. The Outline Delivery and Servicing Plan is provided in **Appendix E.**

9.4 CONSTRUCTION LOGISTICS PLAN

9.4.1 The LB Camden Pro-Forma CLP has been used to provide outline construction information, in line with LB Camden policy as set out in the Transport SPD. The pro-forma CLP has been appended to this report in **APPENDIX C.**

9.4.2 At this stage a contractor has not yet been appointed and high-level construction information has been prepared to inform the planning application. A Detailed CLP would be secured via a planning condition, which would be prepared by the appointed contractor.

PROGRAMME

9.4.3 An initial construction programme has been prepared which will be developed by the contractor once appointed. Construction could commence in Q1 2023 and be completed in Q3 2024 as follows:

- Vacant Possession – January 2023
- Soft strip, scaffolding and preparatory works – Q1 2023
- Structural alterations – Q2-Q3 2023
- Roof frame extension – Q3-Q4 2023
- New cladding, glazing and roof completion – Q4 2023–Q1 2024
- Finishes and public realm – Q1 2024–Q2 2024
- Practical Completion – on or before early Q3 2024

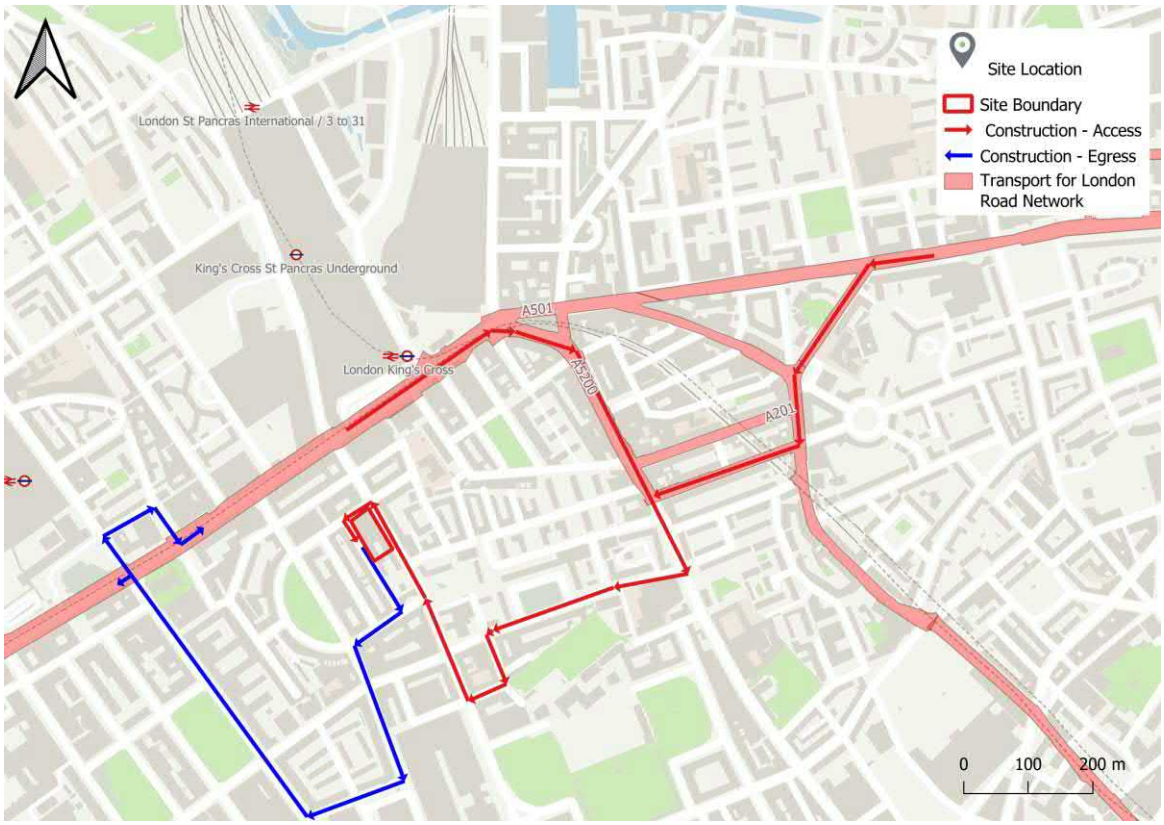
CONSTRUCTION METHODOLOGY

9.4.4 The construction methodology will be provided within the detailed CLP upon the appointment of a contractor. The works will include strengthening the foundations and building structure and the re-coring of the building.

VEHICLE ROUTING

9.4.5 Vehicles would use the Transport for London Road Network (TLRN) or Strategic Road Network (SRN) for as much of their routes as possible and then use local streets to access the site. There are various restrictions on local streets such as modal filters and one-way streets and indicative access and egress routes to the site from the strategic road network are shown in **Figure 8-3.**

Figure 8-3: Construction Vehicle Routing (Indicative)



10 CONCLUSIONS

10.1.1 The proposed development is designed to maximise the potential for sustainable travel and will minimise impacts on the local transport networks through appropriate access, parking and servicing strategies. From a transport perspective, the proposed development is therefore sustainable and appropriate.

10.1.2 The proposed development has been designed and assessed in accordance with transport best practice and policy. Pre-application engagement with Camden Council transport officers has informed the transport arrangements and assessment.

10.1.3 The Proposal Development supports the Healthy Streets approach and is policy compliant in the following ways:

- **Cycle parking:** Long-stay cycle parking and cyclist facilities will be provided on-site in accordance with minimum requirements sought by the Camden Planning Guidance for Transport and in excess of the London Plan Policy T5 standards. The cyclist facilities include an access lift, showers, changing space and lockers which are designed to encourage cycling.
- **Car Parking:** The proposal is car-free in line with London Plan Policy T6 and LB Camden Local Plan Policy T2. There are existing accessible car parking spaces on street.
- **Servicing:** Servicing would take place on street in the same manner as the existing building. The proposal to retain parts of the existing building make on site servicing unachievable. The proposed development will generate an additional 3 servicing vehicle arrivals per day, which will have a negligible impact on the highways network. A Delivery & Servicing Plan will be secured in line with Camden's Planning Guidance for Transport.
- **Impacts:** The proposed development will lead to a small increase in trips using the transport networks. It is expected to generate an additional 61 total person trips in the AM peak hour and 56 total person trips in the PM peak hour, primarily by public transport. The local public transport network has significant station and service capacity, which can accommodate the increase in trips without perceptible impact**.**

APPENDIX A

PROPOSED PLANS

1 GROUND FLOOR PLAN
SCALE 1:200 @ A3

SCALE 1:100 @ A1, 1:200 @ A3

Key Plan

Site Boundary line

Do not scale from this drawing.

Check drawing on receipt and immediately report any discrepancies to the Architect.

Verify all dimensions and levels on site prior to construction.

Notes

Rev. Date Approved Note

Stiff + Trevillion

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Client

Project
105-121 Judd Street,
WC1H 9NE

Drawing Title
PROPOSED GROUND FLOOR PLAN

Drawing Status	Drawn	Checked	Revision
PRE-APP			

Project No.	Date	Scale @ A1	Scale @ A3
	07/06/21	1:100	1:200

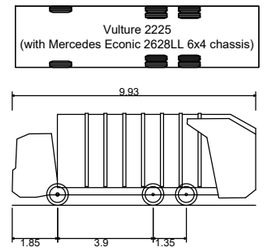
Drawing Number
XXXX-STA-XX-XX-DR-#Title Block Project Data.Role#-02-100

APPENDIX B

SWEPT PATH ANALYSIS

VELOCITY
Transport Planning

www.velocity-tp.com



Vulture 2225
(with Mercedes Econic 2628LL 6x4 chassis)

Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.100m

HASTINGS STREET

DISABLED

COMMERCIAL SPACE

CAFE & RECEPTION

DRAUGHT LOBBY

CAFE STORE/WC

RAMP @ 1:15

RAMP @ 1:12

BUILDING MANAGEMENT/ SECURITY

LIGHTWELL

LAB STORAGE & REFUSE

CYCLISTS / GOODS LIFT LOBBY

DELIVERIES/ STORAGE

SUB STATION/ REPLACEMENT HATCH

CYCLISTS / GOODS ENTRANCE

VOID BELOW

RAMP

RAMP @ 1:20

REFUSE + RECYCLING

FF PANEL

FINAL EXIT

103

17

14

135

136 to 159

160 to 181

THANET STREET

3.0 m

Rev	Date	By	Comment
B	22.03.22	EP	Revised Layout & Tracking
A	10.03.22	EP	First Issue

Revision Details

Drawing No.
2480-2004-T-008

Drawn	Approved	Date
EP	TM	Mar 22

Scale	Rev
1:200 @ A3	B

Client
Native Land

Project
105 Judd Street

Drawing Title
Proposed highway Works
Swept Path Analysis - Refuse Vehicle

APPENDIX C

PRO FORMA CLP

Construction Management Plan

pro forma v2.2

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
14/02/2022	0.1	AM

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.

This CMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Community Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

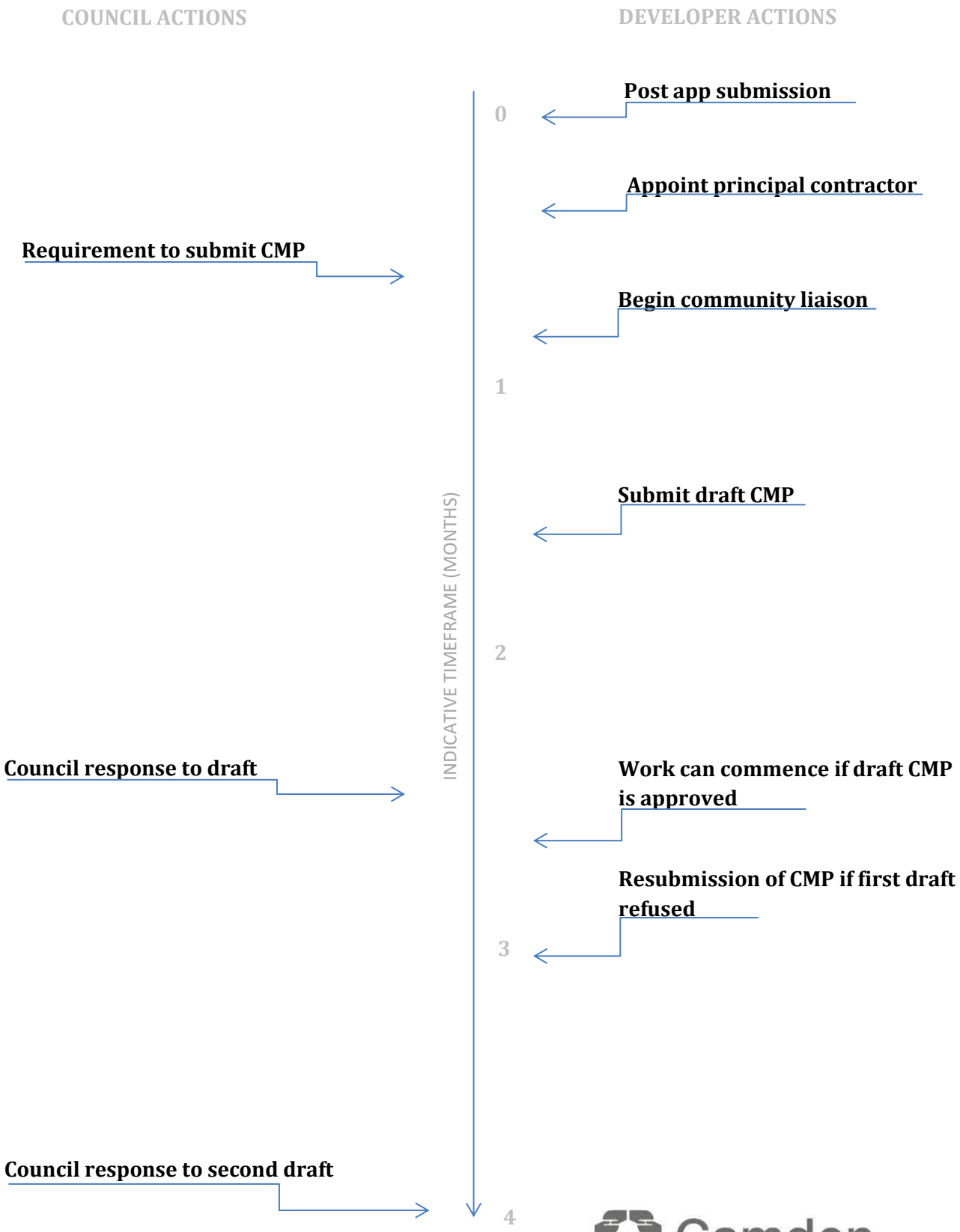
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion.**

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: 105 Judd St, London WC1H 9NE

Planning reference number to which the CMP applies:

2. Please provide contact details for the person responsible for submitting the CMP.

Name:

Address:

Email:

Phone:

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: TBC

Address:

Email:

Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of **Community Investment Programme (CIP)**, please provide contact details of the Camden officer responsible.

Name: Address: Email: Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: TBC upon appointment of a contractor Address: Email: Phone:

Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The site is located at 105 Judd Street. It is bound by Hastings Street to the north, Judd Street to the east, and Thanet Street to the west. The development proposes the redevelopment of the existing building to provide a mix of office and laboratory space. The proposal would provide a total floor area of 8,905 sqm GIA which results in an uplift of +1,963 sqm relative to the existing building.

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

Works on site are expected to involve;

- Strip out
- Structural alterations - foundation strengthening, structural strengthening, breaking out of concrete encasement to columns and beams, demolition of core and re-coring
- New frame and roof and cladding - levels 5 and 6
- Fit out to CAT A
- Public realm external works

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

Residential dwellings on the East of Thanet Street opposite the site, residential dwellings to the South of the site also on Thanet/ Judd Street. Commercial buildings on Hastings street opposite the site.

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Appended to this report.

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Appended to this report.

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

LB Camden standard working hours as above would be followed, unless expressly organised with the agreement of LBC.

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

TBC upon appointment of a contractor.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

TBC upon appointment of a contractor and production of a full CMP. The applicant is however committed to consulting with local residents.

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

TBC upon appointment of a contractor.

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

TBC upon appointment of a contractor.

16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

TBC upon appointment of a contractor.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Contractual Considerations

17. Name of Principal contractor:

Contractor has not yet been appointed.

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document and Q18 example response).

TBC upon appointment of a contractor.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

The applicant is committed to ensuring contractors abide by CLOCS requirements.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

20. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the Transport for London Road Network (TLRN) on approach and departure from the site.

Appended to this report. Construction vehicles have been routed to and from the A501 Euston Road.

b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

The route will be provided to all contractors, sub-contractors and suppliers, who will be made aware that they should follow the prescribed route to comply with this CMP.

21. Control of site traffic, particularly at peak hours: "*Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries"* (P20, 3.4.6)

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.** Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

To be provided as part of the full CMP, produced once a contractor has been appointed.

b. Please provide details of other developments in the local area or on the route.

To be provided as part of the full CMP, produced once a contractor has been appointed.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

To be provided as part of the full CMP, produced once a contractor has been appointed.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

To be provided as part of the full CMP, produced once a contractor has been appointed.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

To be provided as part of the full CMP, produced once a contractor has been appointed.

22. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed access and egress routes to and from the site

To be provided as part of the full CMP, produced once a contractor has been appointed.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

To be provided as part of the full CMP, produced once a contractor has been appointed.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

To be provided as part of the full CMP, produced once a contractor has been appointed.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

To be provided as part of the full CMP, produced once a contractor has been appointed.

23. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

To be provided as part of the full CMP, produced once a contractor has been appointed. However, loading will likely take place on street, as no there is no space within the curtilage of the site for loading. This will be managed inline with LB Camden policy, with details provided as part of the full CMP.

Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

- **24. Parking bay suspensions and temporary traffic orders**

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found here.

To be provided as part of the full CMP, produced once a contractor has been appointed.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

To be provided as part of the full CMP, produced once a contractor has been appointed.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

To be provided as part of the full CMP, produced once a contractor has been appointed.

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

To be provided as part of the full CMP, produced once a contractor has been appointed.

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

To be provided as part of the full CMP, produced once a contractor has been appointed.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

To be provided as part of the full CMP, produced once a contractor has been appointed.

SYMBOL IS FOR INTERNAL USE

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC).**

28. Please list all noisy operations and the construction method used, and provide details of the times that each of these are due to be carried out.

To be provided as part of the full CMP, produced once a contractor has been appointed.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

To be provided as part of the full CMP, produced once a contractor has been appointed.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

To be provided as part of the full CMP, produced once a contractor has been appointed.

31. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

To be provided as part of the full CMP, produced once a contractor has been appointed.

32. Please provide evidence that staff have been trained on BS 5228:2009

To be provided as part of the full CMP, produced once a contractor has been appointed.

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

To be provided as part of the full CMP, produced once a contractor has been appointed.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

To be provided as part of the full CMP, produced once a contractor has been appointed.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

To be provided as part of the full CMP, produced once a contractor has been appointed.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. The Control of Dust and Emissions During Demolition and Construction 2104 (SPG), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

To be provided as part of the full CMP, produced once a contractor has been appointed.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist.

To be provided as part of the full CMP, produced once a contractor has been appointed.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

To be provided as part of the full CMP, produced once a contractor has been appointed.

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

To be provided as part of the full CMP, produced once a contractor has been appointed.

40. Please confirm when an asbestos survey was carried out at the site and include the key findings.

To be provided as part of the full CMP, produced once a contractor has been appointed.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

To be provided as part of the full CMP, produced once a contractor has been appointed. The applicant is committed to ensuring all staff on site behave appropriately.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

To be provided as part of the full CMP, produced once a contractor has been appointed.

SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed: ……

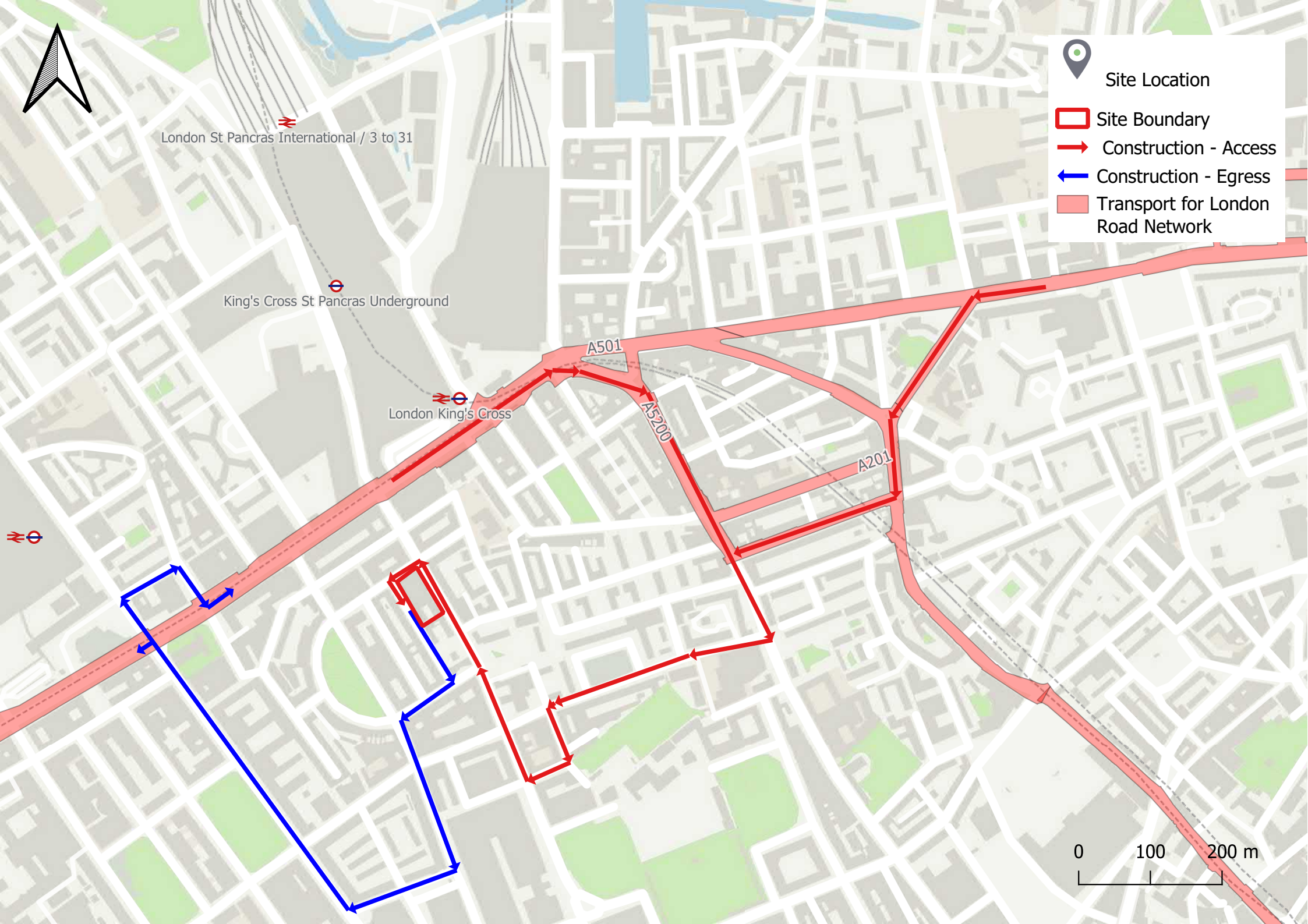
Date: ……..

Print Name: ……

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.


Site Location
Site Boundary
Construction - Access
Construction - Egress
Transport for London Road Network
London St Pancras International / 3 to 31
King's Cross St Pancras Underground
London King's Cross
A501
A5200
A201
0
100
200 m

TLW

105 Judd Street

Construction Programme

No.	Activity	2022 J	F	M	A	M	J	J	A	S	O	N	D	2023 J	F	M	A	M	J	J	A	S	O	N	D	2024 J	F	M	A	M	J	J	A	S	O	N	D
	Site Activities																																				
47	Vacant Possession													◆																							
48	Soft Strip and external scaffold														■	■																					
49	Enabling Works and structural alterations																■	■	■																		
50	Amendments to external façade																	■	■	■	■																
51	Temporary weathertight measures																			■	■																
52	Roof Extension																			■	■	■	■														
53	Cladding and Glazing to new façade																						■	■	■	■	■										
54	Roofing																									■	■	■	■								
55	Building Services																								■	■	■	■	■	■							
56	Finishes																											■	■	■							
57	Public realm external works																												■	■	■						
58	Commissioning and Snagging																												■	■	■						
59	**Practical Completion**																														◆						

Third London Wall Consulting Limited

APPENDIX D

TRAVEL PLAN

105 JUDD STREET

OUTLINE TRAVEL PLAN

PROJECT NO. 2480/2004 DOC NO. D003

DATE: MARCH 2022

VERSION: 1.0

CLIENT: 105 JUDD STREET LIMITED

Velocity Transport Planning Ltd

www.velocity-tp.com

VELOCITY
Transport Planning

DOCUMENT CONTROL SHEET

Document Reference

Project Title	105 Judd Street
Document Title	Outline Travel Plan
Project Number	2480/2004
Document Number	D003
Revision No.	1.0
Document Date	MARCH 2022

Document Review

	Name	Date completed
Prepared By	AM	March 2022
Reviewed By	TM	
Authorised By	TM	

Notes

The document reference number, revision number and date are given on the footer of each page

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FIGURES

TABLES

APPENDIX

APPENDIX A – PROPOSED PLANS

1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 Velocity Transport Planning has prepared this Framework Travel Plan (FTP) to accompany a detailed planning application for redevelopment proposals at 105 Judd Street, situated within the London Borough of Camden (LBC).

1.1.2 This FTP should be read in conjunction with the Transport Statement (TS), also submitted as part of the planning application.

1.1.3 The Travel Plan would be secured by planning condition or obligation.

1.2 SITE LOCATION

1.2.1 The site, shown in **Figure 1-1,** is bound by Hastings Street to the North, Judd Street to the East and Thanet Street to the West.

Figure 1-1: Site location

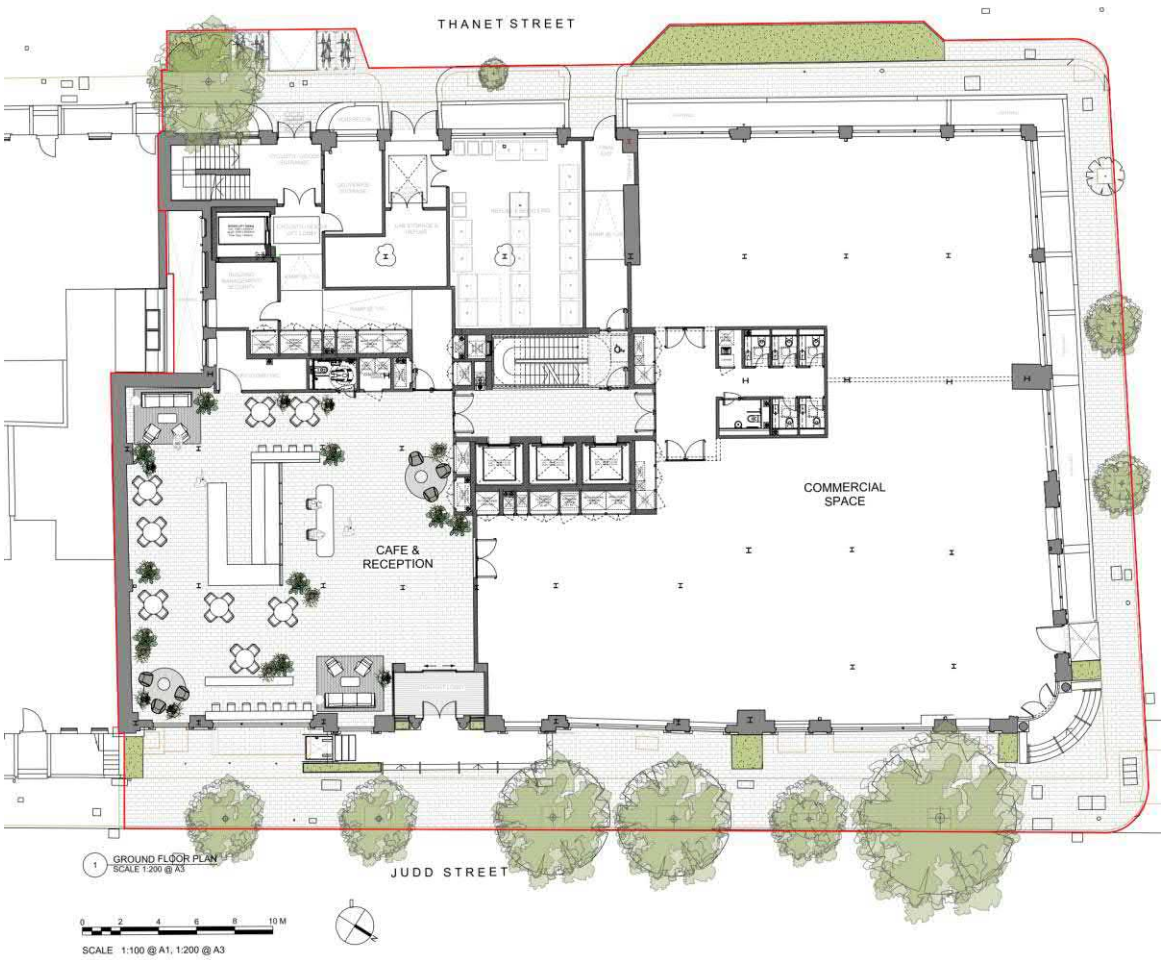
1.3 PROPOSED DEVELOPMENT

The development would provide a mixture of Class E office and knowledge quarter space. The proposal would provide a total floor area of 8,898 sqm GIA which results in an uplift of +1,872 sqm relative to the existing building. **Table 1-1** shows the floor area, and **Figure 1-2** shows the proposed ground floor plan. A copy of the basement and ground floor layouts are shown in **APPENDIX A.**

Table 1-1 Existing, Proposed and Uplifted Floor Areas (sqm)(GIA)

AREA TYPE	EXISTING	PROPOSED	UPLIFT
NIA	5,311	6,323	1,012
GIA	7,026	8,898	1,872
GEA	7,474	9,365	1,891

Figure 1-2 Proposed Ground Level Plan



1.4 TRAVEL PLAN OVERVIEW

1.4.1 Travel Plans assist with managing the travel demands and impacts of new developments. Transport for London (TfL) defines a Travel Plan as *"a long term management strategy which encourages sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel."*

1.4.2 A Travel Plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of development, its physical design, and proximity to facilities create the conditions to make sustainable travel a preferred choice, communicating these opportunities to occupiers is critical to the success of the Travel Plan.

1.4.3 This Travel Plan sets out a series of objectives, targets and measures, and is intended to establish the overarching mechanisms to manage the Travel Plan and monitor its effectiveness for influencing travel choices in accordance with the agreed targets.

1.4.4 The implementation of pre-occupation measures included within the Travel Plan will be the responsibility of the developer and the specific end occupier(s).

1.4.5 A Travel Plan Coordinator (TPC) will be appointed prior to occupation to implement the Travel Plan. The TPC will report to the London Borough of Camden (LBC) travel plan officers.

1.4.6 It is anticipated that a planning condition will be imposed requiring the implementation of an approved Travel Plan (which will be substantially based upon this document) prior to the occupation of the proposed development. The Travel Plan and TPC will initially be funded by the developer.

1.4.7 This Travel Plan has been produced in accordance with current Department for Transport (DfT) and TfL Travel Plan guidance.

1.5 DOCUMENT STRUCTURE

1.5.1 The remainder of this FTP is structured as follows:

- Section 2 - Policy Context;
- Section 3 - Site Baseline;
- Section 4 - Travel Plan Strategy;
- Section 5 - Forecast Travel Mode Share;
- Section 6 - Objectives and Targets;
- Section 7 - Sustainable Travel Measures;
- Section 8 - BRERAM Assessment (Offices);
- Section 9 - Monitoring and Review; and
- Section 10 - Action Plan.

2 PLANNING POLICY

2.1.1 The national and local transport policies relevant to this development are well documented, and this section does not seek to replicate them. Instead, the key themes in the relevant national and local policies are summarised briefly below and, where relevant, policies which relate directly to the proposed development are addressed.

2.2 NATIONAL PLANNING POLICY FRAMEWORK (2021)

2.2.1 The National Planning Policy Framework (NPPF) was revised in July 2021 and sets out the Government's planning policies for England and how these should be applied, and provides a framework within which locally-prepared housing and other development plans can be produced.

2.2.2 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.

2.2.3 Chapter 9 of the revised NPPF sets out the requirements for promoting sustainable transport, advising that significant development should be focused on locations that can be made sustainable by limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area and within larger-scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

2.2.4 Paragraph 113 of the NPPF requires all developments that will generate significant amounts of movement to provide a Travel Plan and be supported by a transport assessment to assess the likely impacts of the proposal.

2.3 GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS

2.3.1 The DfT developed 'good practice' guidance in 2009 to assist all stakeholders in securing an effective policy framework, determine when a Travel Plan is required, and outlining how it should be prepared within the context of an integrated planning and transport process. They also set out how Travel Plans should be evaluated, secured, implemented and then also monitored and managed in the longer term as part of this process. The document comprises technical guidelines and does not set out any new policy or legal requirements.

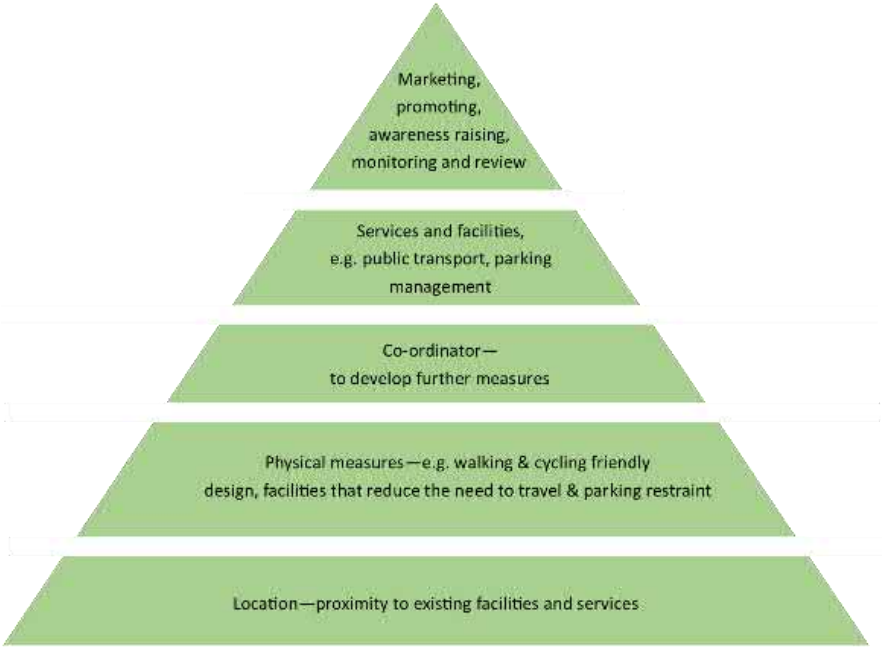
2.3.2 The guidelines recognise that the planning process provides the key opportunity to ensure that new development can be effectively accessed by everyone who needs to get to and from a site, minimise the impact of developments on the transport infrastructure, and help to reduce CO2 emissions.

2.3.3 Travel Plans are important for major new developments in order to:

- Support increased choice of travel modes;
- Promote and achieve access by sustainable modes;
- Respond to the growing concern about the environment, congestion, pollution and poverty of access; and
- Promote a partnership between the authority and the developer in creating and shaping 'place'.

2.3.4 The document also recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which are constructed from the ground up with each new layer building on the last, all set within the context of the outcomes sought, as shown in **Figure 2-1.**

Figure 2-1: Travel Plan Pyramid



2.3.5 The Travel Plan Pyramid demonstrates how successful plans are built on the firm foundations of a good location and site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the site.

WORKPLACE TRAVEL PLANS

2.3.6 The DfT guidance identifies that Workplace Travel Plans should focus primarily on commuter travel and travel in the course of work but should also include strategies to make visitor and freight travel more sustainable. The guidance also notes how Travel Plans typically combine measures to support walking, cycling, public transport and car-sharing, reinforced with promotion and incentives and the management of workplace parking. Workplace Travel Plans also include actions to reduce the need to travel, such as policies to encourage home working and video conferencing.

2.4 LONDON PLAN (2021)

2.4.1 The London Plan (March 2021) is part of the statutory development plan. It aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages more walking and cycling.

2.4.2 Policy T4 Part B states that Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

2.4.3 The London Plan sets out that the phasing of development, and the use of travel plans and freight strategies, may help reduce negative impacts and bring about positive outcomes. The London Plan provides maximum car parking and minimum cycle parking standards.

2.5 TRAVEL PLANNING FOR NEW DEVELOPMENT IN LONDON (2013)

2.5.1 In November 2013, TfL published guidance on the requirements for travel plans for new developments in London. The type of Travel Plan required should be considered in the context of a range of circumstances. Thresholds set out in **Table 2-1** identify the type of Travel Plan that is required.

Table 2-1: Travel Plan Thresholds

CLASS E LAND USE	TRAVEL PLAN STATEMENT	FULL TRAVEL PLAN
Formerly: B1 Office	More than 20 staff but less than 2,500sqm	**Equal or more than 2,500sqm**

2.5.2 TfL's guidance sets out that:

> *"Mixed use developments comprising of one or more elements that exceed the thresholds, or outline planning permission for which specific elements are not yet established, will require a framework Travel Plan."*

2.5.3 On this basis a Framework Travel Plan has been prepared.

2.5.4 A Framework Travel Plan should include:

- A commitment to individual Travel Plan development by occupiers of the site, where they relate to elements of the proposed development that exceed the thresholds;
- Once occupiers are confirmed, they will need to submit a full Travel Plan statement, as appropriate for their occupation. This requirement should be included within the terms of the lease or before ownership is transferred if the site is sold;
- Baseline travel patterns delivered;
- Measures to be delivered site-wide, and responsibility for the delivery and funding of these;
- Future actions for Travel Plan development and refinement; and
- Preliminary targets based on associated transport assessment predictions with appropriate LB Camden Local Policy

CAMDEN LOCAL PLAN (2017)

2.5.5 The Camden Local Plan sets out the council's vision for the borough for the period from 2016-2031.

2.5.6 The Transport section of the plan states that encouraging and facilitating mode shift away from motor vehicles toward walking and cycling are the key aims of the Camden Plan. This mode shift also enables two of the councils other goals, improving air quality and improving health and wellbeing through promoting physical activity.

2.5.7 Policy A1 'Managing the impact of development' requires the submission of Travel Plans to support development.

CAMDEN PLANNING GUIDANCE – TRANSPORT (2021)

2.5.8 The Camden Planning Guidance (CPG) on Transport was adopted in 2021 and provides detailed information and guidance on transport matters in line with the Camden Local Plan policies.

2.5.9 Chapter 3 concerns Travel Plans and provides the following key messages:

- Travel Plans enable a development to proceed without adverse impact on the transport network through promoting a greater use of sustainable travel and thereby helping to tackle congestion and air pollution.
- The requirements of a travel plan will be tailored to the specific characteristics of the site and nature of the development.

2.5.10 A Strategic Level Travel Plan is required for office developments of more than 2,500sqm.

2.6 POLICY SUMMARY

2.6.1 A full Travel Plan is required to support the Proposed Development. Given the occupier(s) are unknown a Framework Travel Plan has been prepared to support the planning application and encourage sustainable travel.

2.6.2 The travel plan has been produced in accordance with LB Camden guidance.

3 BASELINE CONDITIONS & SITE ACCESSIBILITY

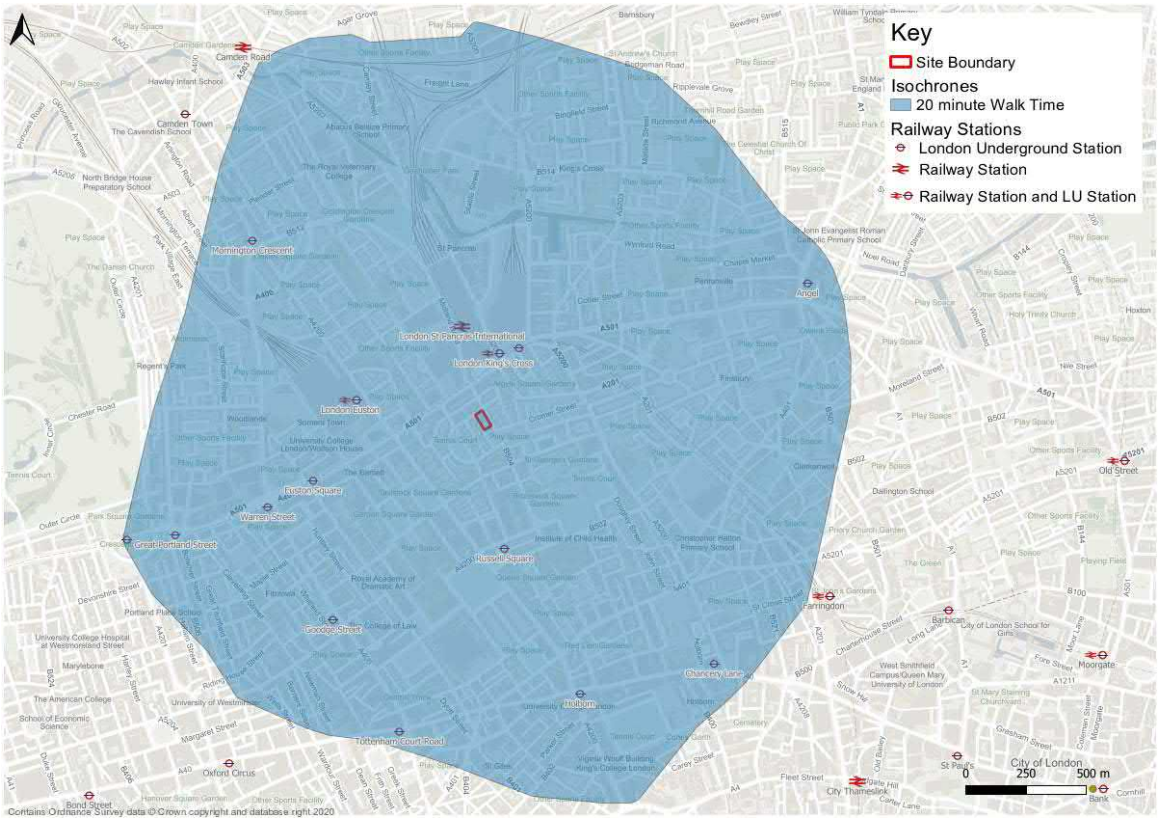
3.1.1 This section sets out the baseline transport conditions of the surrounding area. It considers the site and its immediate surroundings, with the hierarchy of travel in accordance with the Mayor's Transport Strategy and London Plan, with an emphasis on walking, cycling and public transport use.

3.2 WALKING

3.2.1 The National Travel Survey identifies that walking is the most frequent travel mode used for short-distance trips (within 1 mile / 1.6 km). Infrastructure that supports travel on foot is therefore of importance to promote sustainable and active travel as a viable alternative to trips by car.

3.2.2 **Figure 3-1** shows the 1.6km / 20 minute walk catchment of the site and illustrates that various public transport nodes can be easily accessed on foot. There is a network of footways and crossings catering for pedestrian movement throughout the local area.

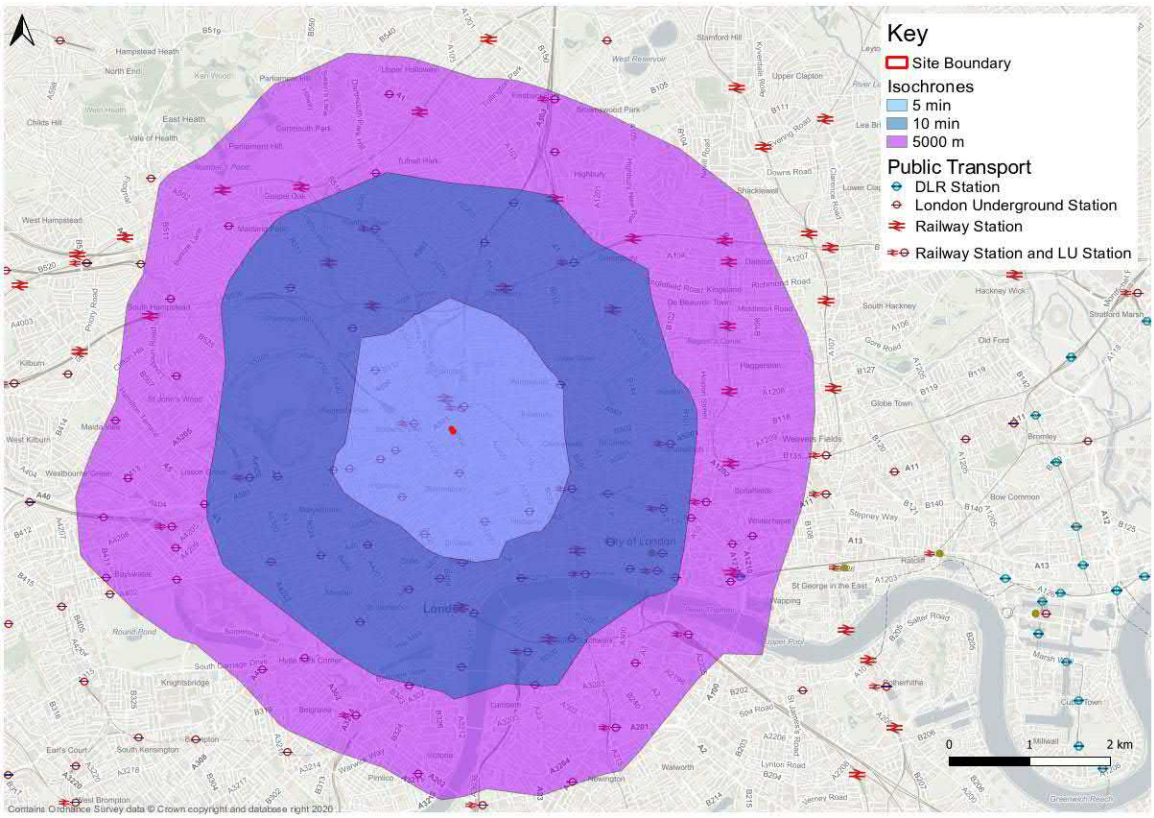
Figure 3-1 Walk Catchment - 20 Minute Travel Time



3.3 CYCLING

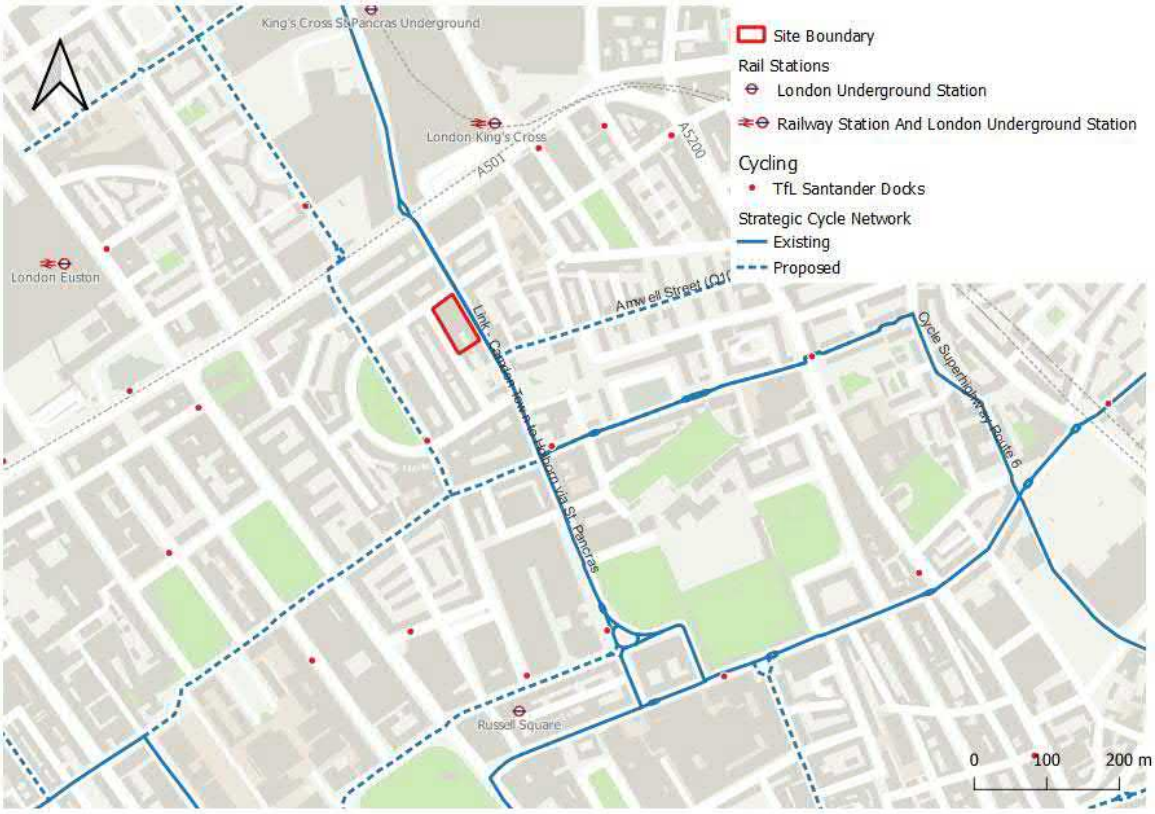
3.3.1 Cycling is a healthy means of travel and has the potential to substitute for short car and public transport trips, particularly those less than five kilometres in length albeit many cyclists will travel further when commuting. **Figure 3-2** shows a 10 and 20 minute cycle catchment from the site.

Figure 3-2: Cycle catchment – 10 and 20 minute travel times



3.3.2 The site is well-connected for cyclists, with several cycle routes in close proximity of the site. **Figure 3-3** shows the local cycle routes.

Figure 3-3 Local Cycling Routes and Docking Stations



3.3.3 Cycleway 6 runs adjacent to the site on Judd Street and provides a link from Camden Town to the North to Elephant and Castle to the South. Cycleway 27 runs approximately 200m to the South of the site on Tavistock Place and provides a link to Kings Cross to the North and Notting Hill to the West.

3.4 PUBLIC TRANSPORT ACCESSIBILITY LEVEL

3.4.1 PTAL is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.

3.4.2 TfL's online WebCAT tool shows the has a PTAL level of 6b (excellent). The WebCAT PTAL output is summarised in **Figure 3-4** and **Table 3-1.**

Figure 3-4: Site PTAL Map

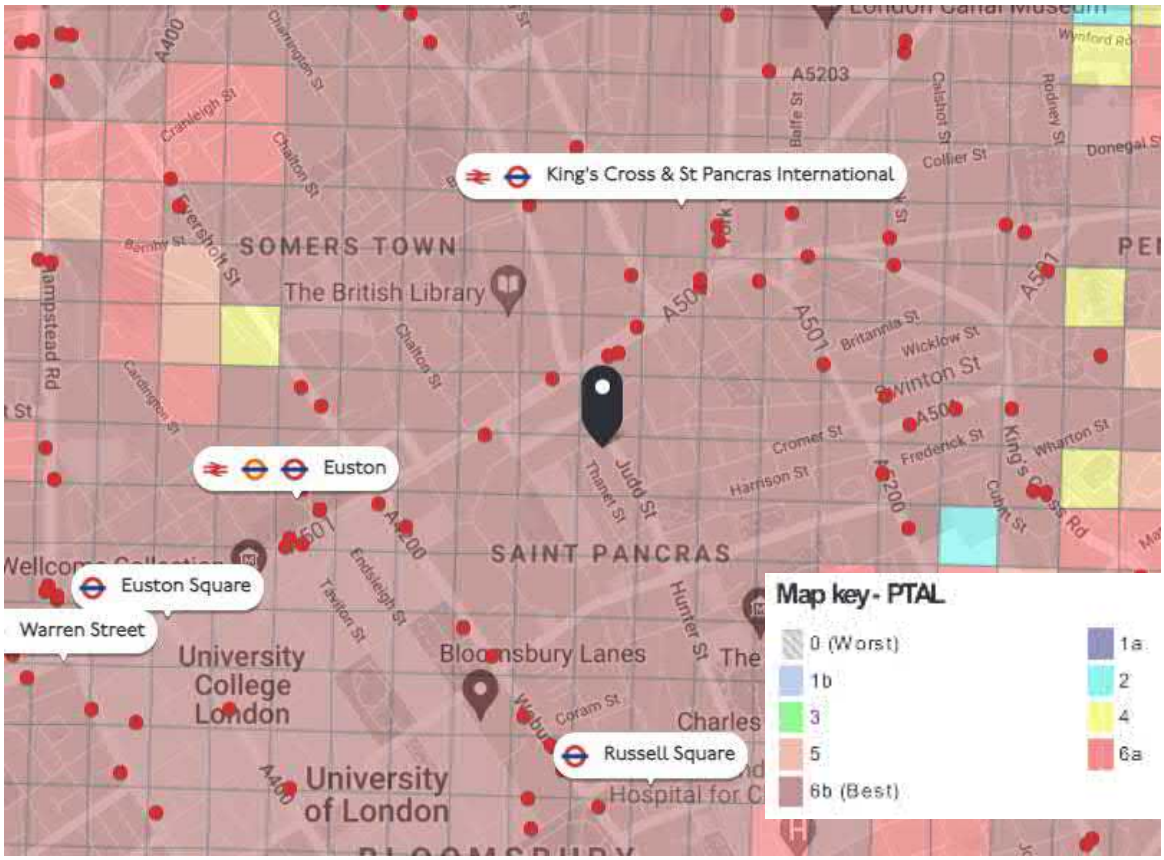


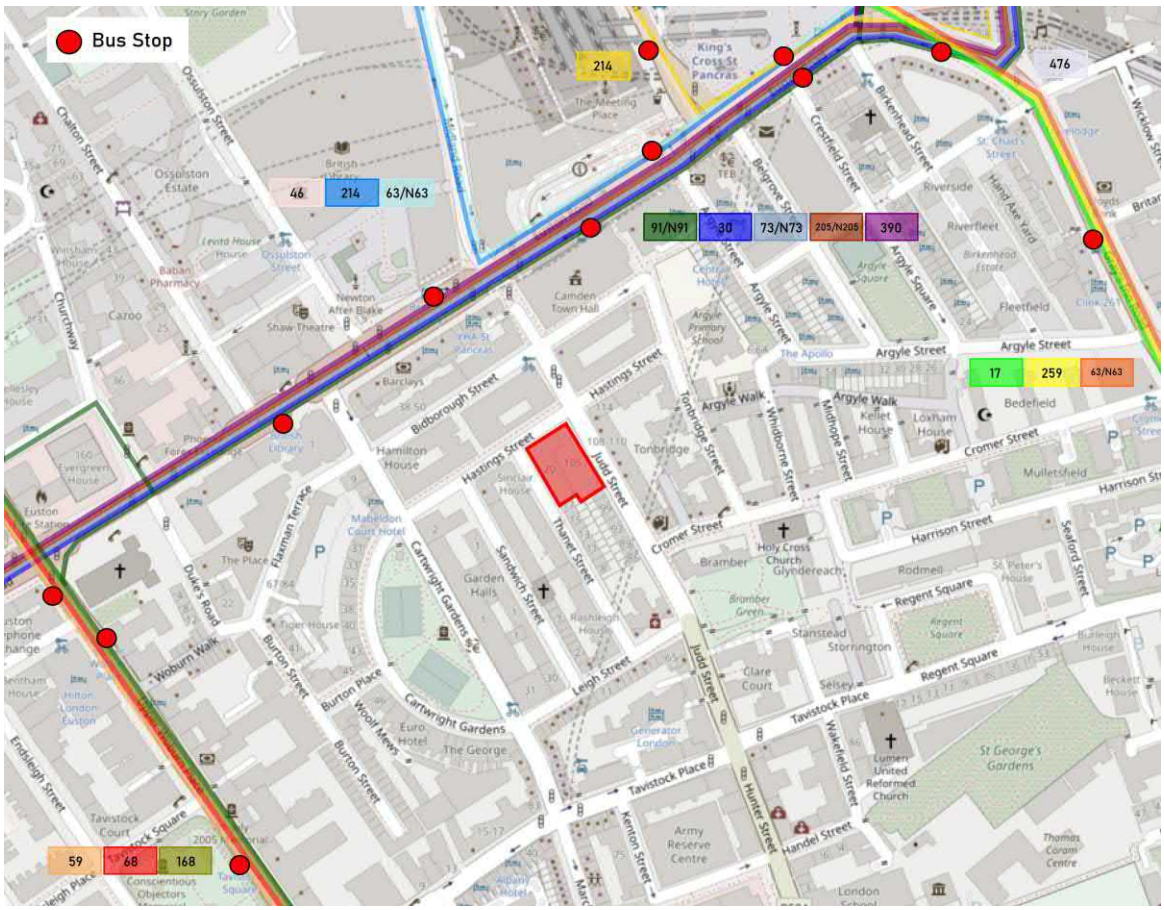
Table 3-1: Summary of PTAL

MODE	STOP	ROUTE	DISTANCE (METRES)	FREQUENCY (VPH)	WALK TIME (MINS)	AI
Bus	Euston Road British Library	30, 73, 91, 205, 390, N73, N91, N205	150	6-10	2	25.23
	Upper Woburn Place	68, 168	587.56	9	7.34	
	Kings Cross Station	259, 17	491.44	7.5 - 8	6.14	
	Euston Road British Library	10, 59, 91, 390, 30, 73, 476, 205	318.9	4.5 - 18	3.99	
	Midland Road - St Pancras Station	46, 45, 63, 214	349.52	6.0 - 12.0	4.37	
Rail	St Pancras	EMR, Eurostar and Thameslink Services	268.27	0.33 - 2	3.35	16.69
Rail	King's Cross Station	Grand Central, Great Northern, Hull Trains, LNER, Thameslink and Lumo Services	291.92	0.3 - 1	3.65	4.78
LUL		Circle, Metropolitan, Piccadilly, Victoria, Northern and Hammersmith and City line services	291.92	0.33 - 15.67	3.65	31.42
Rail	Euston Station	Avanti West Coast, Caledonian Sleeper, Overground and West midlands Rail Services	795.33	0.33 - 2.6	9.94	4.08
LUL		Northern and Victoria Line Services	759.33	0.3 - 14.6	9.94	4.17
		Total Cell AI				86.37
		PTAL				**6b**

BUS ACCESS

3.4.3 The closest bus stops are located to the North of the site on Euston Road, approximately 150-metres from the site, taking a two-minute walk. These bus stops are provided with a shelter, seating, bus flag and timetable and provide services to routes 30, 73, 91, 205, 390, N73, N91 and N205. There are a total of 19 bus services accessible within walking distance of the site, providing access to 46 services/ hour.

Figure 3-5: Local Bus Routes



LONDON UNDERGROUND

3.4.4 The site is located within walking distance of Euston and Kings Cross St Pancras stations, which provide access to Circle, Metropolitan, Piccadilly, Victoria, Northern and Hammersmith and City lines.

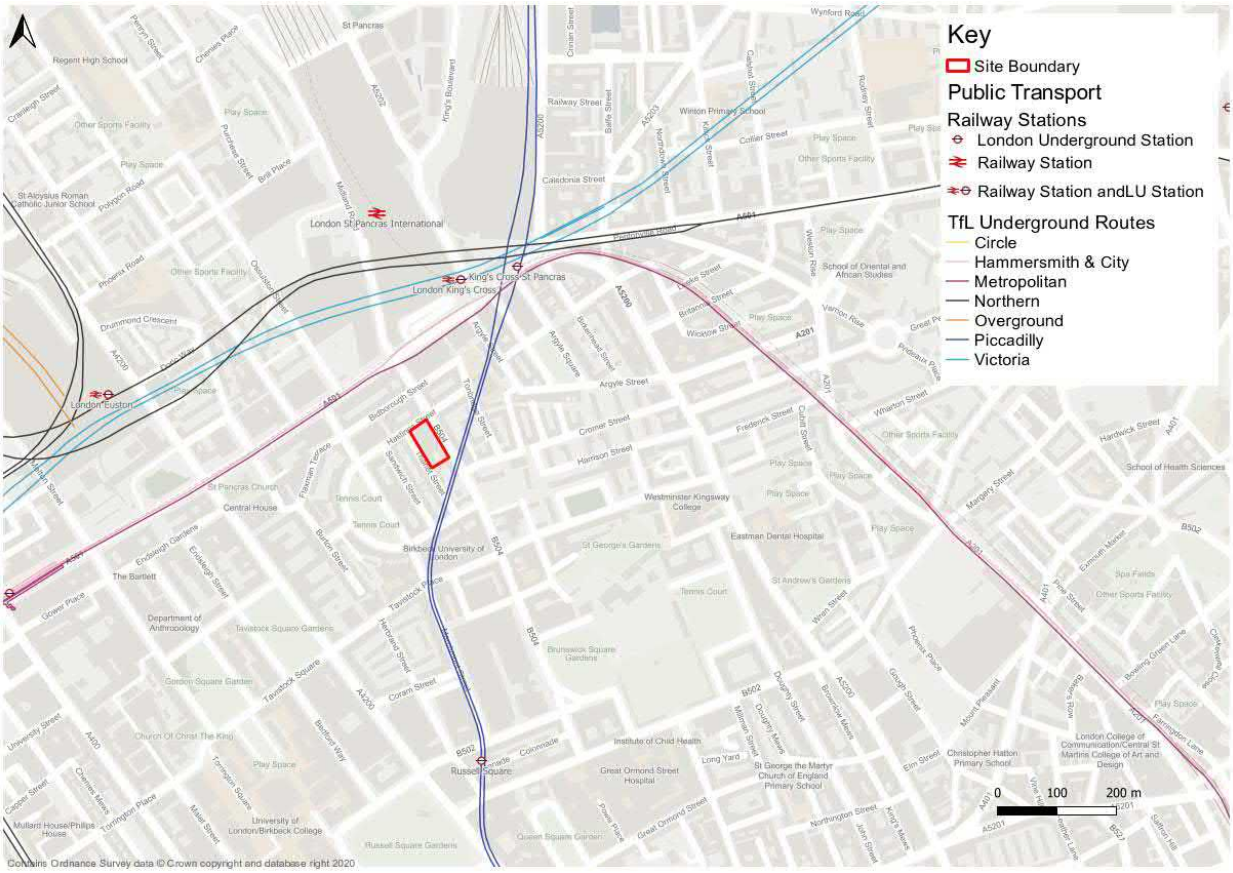
3.4.5 The services available from these stations provide frequent and high capacity connections to various destinations across London and beyond. **Table 3-2** shows the peak hour frequencies of Underground services from Kings Cross St Pancras and Euston Stations.

Table 3-2 Underground Services and Frequencies (2021 timetables)

STATION	SERVICE	DIRECTION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
			AM	PM
Kings Cross St Pancras LU Station	Circle	Eastbound	6	6
		Westbound	6	6
	Metropolitan	Eastbound	16	16
		Westbound	5	6
	Piccadilly	Northbound	16	18
		Southbound	27	23
	Victoria	Northbound	36	36
		Southbound	36	36
	Northern	Northbound	23	23
		Southbound	21	21
	Hammersmith and City	Eastbound	6	6
		Westbound	6	6

3.4.6 **Figure 3-6** shows the approximate site location in context of local Underground services.

Figure 3-6 Local Underground Network



RAIL NETWORK

3.4.7 Kings Cross St Pancras and Euston Station are located within close proximity to the site, approximately 250 metres and 500 metres respectively. Kings Cross St Pancras offers Grand Central, Great Northern, LNER, Thameslink and Lumo Trains that provide high frequency services to a variety of destinations across the Country. Euston Station offers Avanti West Coast, Caledonian Sleeper, West Midlands Trains and Overground services, that provide high frequency services across the UK and within London.

3.4.8 Department for Transport data (Table RAI0123) shows the number of rail services from Kings Cross, Euston and St Pancras Railway Stations, all within walking distance of the site. **Table 3-3** shows there were 78 services in the AM peak hour and 75 in the PM peak hour.

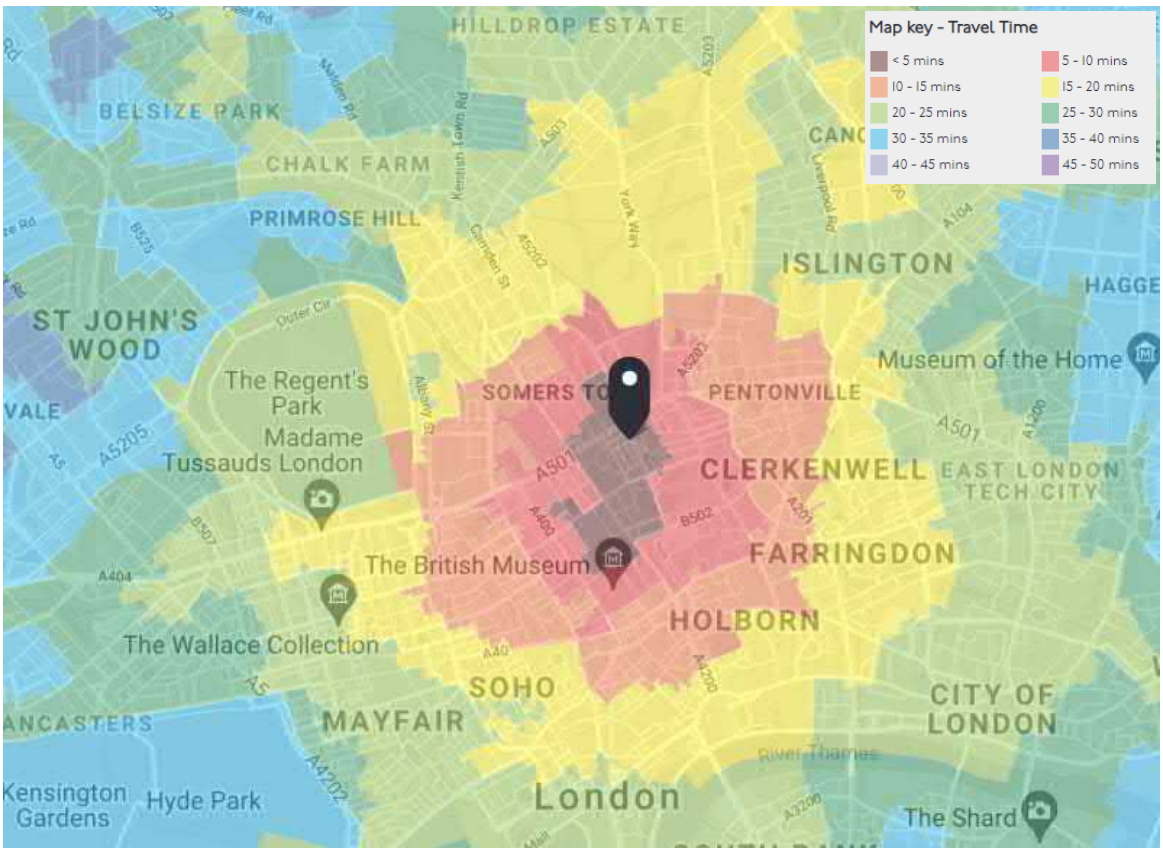
Table 3-3: Local Rail Services (DfT Table RAI0123, 2019)

STATION	AM PEAK ARRIVALS (08:00-08:59)	PM PEAK DEPARTURES (17:00-17:59)
Euston Station	28	26
St Pancras International	34	33
Kings Cross	16	16
Total Services	**78**	**75**

PUBLIC TRANSPORT TIME MAPPING

3.4.9 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity in terms of travel times, taking account of public transport service ranges and interchange opportunities. Time Mapping by public transport during the AM peak is presented in **Figure 3-7.**

Figure 3-7 Public Transport TIM Mapping



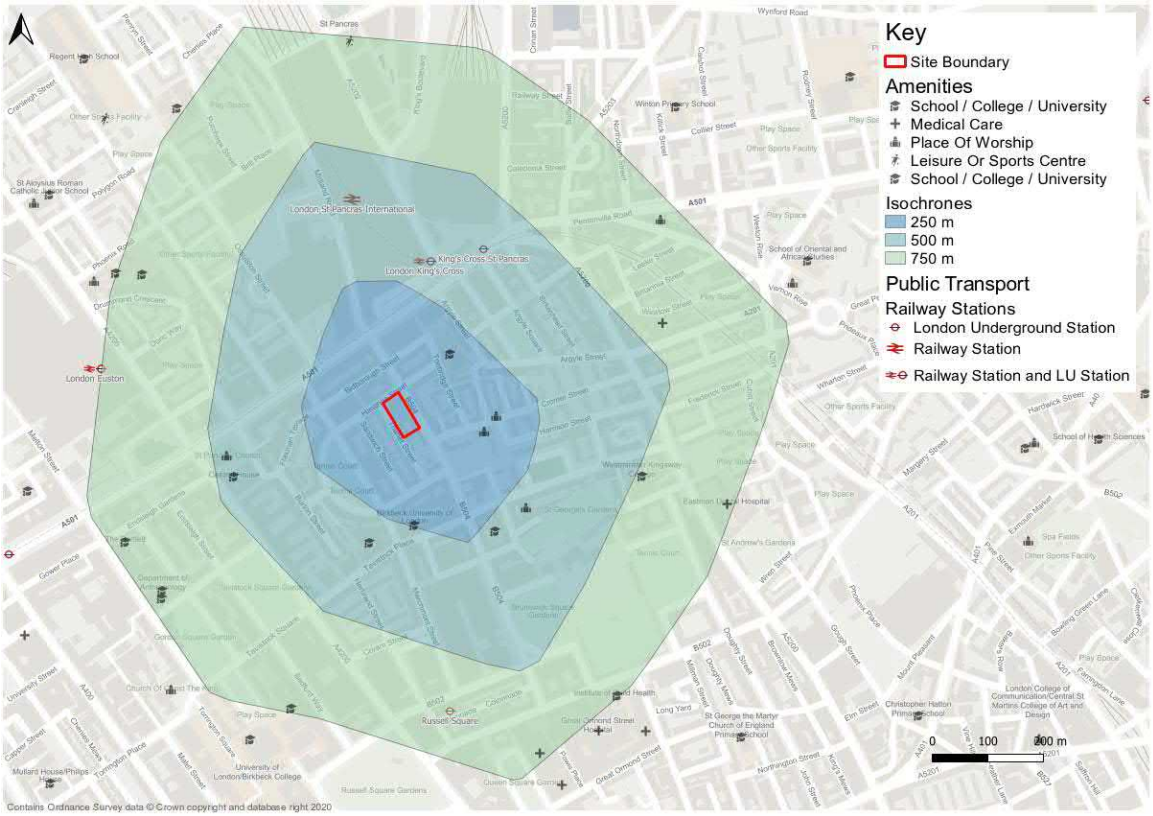
3.5 ACCESS TO LOCAL FACILITIES AND AMENITIES

3.5.1 **Table 3-4** shows the local amenities and facilities that can be reached on foot within 250m,500m and 750m radius of the site.

Table 3-4: Local Facilities

FACILITY / DESTINATION	TRIP PURPOSE	WALK DISTANCE	WALK TIME (MINUTES)
Waitrose & Partners Bloomsbury	Retail	450m	6
Pentonville Rd Sainsbury's Local	Retail	650m	9
Caledonian Rd Tesco Express	Retail	750m	10
Pancras Square Leisure	Leisure	950m	12
University College Hospital	Medical Care	1km	13
Kings Cross St Pancras National Rail/ London Underground	Transport	700m	9
Euston Square London Underground		750m	10

Figure 3-8: Local amenities within 750m of the site



3.6 SUMMARY

3.6.1 There is an established network of footways and pedestrian connections surrounding the site, including crossing facilities with tactile paving. The site is located within 200 metres of both Cycleways 6 and 27, providing a link to Elephant and Castle/ Camden Town and Kings Cross/ Notting Hill respectively. A network of local cycle lanes connects to the Cycleways. The Site has a PTAL of 6b (highest possible) and excellent access to the public transport networks.

4 TRAVEL PLAN STRATEGY & MANAGEMENT

4.1 TRAVEL PLAN CO-ORDINATOR

4.1.1 To ensure that there is a site-wide adoption of the Travel Plan, the Travel Plan Co-ordinator (TPC) will be appointed to co-ordinate and oversee the delivery of the Travel Plan measures. In a single occupier building there would be a single TPC. If there are multiple occupiers there would be multiple TPCs. The TPC role will involve:

- Giving a 'human face' to the Travel Plan, explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice and providing advice on transport-related subjects to occupants and visitors;
- On-site coordination of data collection;
- Helping establish and promoting the individual measures;
- Providing on-site support, as required; and
- Implementing any additional measures.

4.2 TRAVEL PLAN MANAGEMENT

4.2.1 In accordance with TfL guidance, this document has been designed to provide a general framework to be adopted by the management/building team. They will then be expected to adapt the Travel Plan Framework and implement the measures herein. It is recognised that potential occupiers may already have travel planning policies in place that are appropriate for the proposed development, for instance, if some occupiers are relocating from nearby premises.

4.2.2 Site-wide surveys will identify travel characteristics, and therefore detailed monitoring will not be required for individual tenant occupiers.

4.2.3 Depending upon the scale and size of tenants on-site, the tenant occupiers will be encouraged to appoint a Travel Plan Representative (TPR) to communicate/promote and implement the measures set out in the Travel Plan. They will also liaise with the TPC on matters concerning travel and the occupier-specific travel issues (for example, on-site cycle parking or provision/maintenance of shower/changing facilities and will Act as a point of contact for employees regarding travel and assist the TPC in gathering monitoring data from within their organisation.

4.2.4 The TPR's role is part-time, and the funding of the TPR is the responsibility of the individual occupier.

4.3 MARKETING

4.3.1 A marketing and communication strategy is key to the success of the Travel Plan. It will raise awareness of the key services and facilities and disseminate travel information.

4.3.2 The communications activities to be undertaken include the provision of links to relevant journey planning information such as public transport information on TfL's website and promoting the cycle access and parking facilities. This will be included within a Travel Leaflet distributed to employees and visitors.

4.3.3 To ensure that the TP is monitored and that effective communications are maintained with employees and visitors. The developer would:

- Appoint the TPC to be responsible for coordinating and progressing the individual elements of the TP, and be available to liaise with the tenants/employees, and
- Ensure the TPC determines and maintains such records as necessary to monitor the TP's effect and adjust it, as necessary, to achieve the objectives.

4.3.4 The TP Framework set out here should be developed into a document that can be used to effectively communicate the aims and objectives to the employees and visitors and set targets upon which the success of the Travel Plan can be measured.

4.4 SECURING THE TRAVEL PLAN AND FUNDING

4.4.1 The Travel Plan will be secured by a planning condition or through the s106 legal agreement.

4.4.2 Funding for the implementation of the Travel Plan is to be secured by the developer. The costs will relate to the implementation of measures outlined within the Travel Plan and also for any surveys and monitoring.

5 FORECAST TRAVEL MODE SHARE

5.1.1 The forecast peak hour mode shares are based on an office occupier and are detailed within **Section 9** of the Transport Statement and **Table 5-1** shows the expected travel demand. The vast majority of travel is expected to be by public transport (81%) with around 17% by active travel modes.

Table 5-1 Proposed Development Travel Demand by Mode

MODE	MODE SHARE	AM (8-9AM)			PM (5-6PM)		
		In	Out	Total	In	Out	Total
Underground	40%	107	11	117	8	99	107
Train	30%	79	8	87	6	74	79
Bus	11%	28	3	31	2	26	28
Taxi	0%	1	0	1	0	1	1
Motorcycle	2%	4	0	4	0	4	4
Car/ Van Driver	0%	0	0	0	0	0	0
Car/ Van Passenger	0%	0	0	0	0	0	0
Cycle	11%	30	3	33	2	28	30
On Foot	6%	15	2	17	1	14	15
Other	0%	0	0	0	0	0	0
Total	**100%**	**263**	**27**	**290**	**19**	**245**	**264**

6 OBJECTIVES AND TARGETS

6.1 TRAVEL PLAN OBJECTIVES

6.1.1 TfL's guidance identifies that Travel Plans should include targets to reduce single-occupancy vehicle trips and consider and relate to targets specified in the Mayor's Transport Strategy (e.g., to increase cycling). In addition, they should support objectives set out in a borough's local policy documents.

6.1.2 The strategy for this Framework Travel Plan, therefore, has the following general objective:

- Establish sustainable travel principles;
- Increase the attractiveness and use of cycling;
- Encourage healthy and active travel; and
- Raise awareness of sustainable modes of transport available for employees and visitors travelling to and from the site.

6.2 TRAVEL PLAN TARGETS

6.2.1 The achievement of the Travel Plan objectives should be measurable using targets. All targets are SMART (Specific; Measurable; Achievable; Realistic and Time-Bound). The following types of targets are proposed:

- 'Aim' type targets are those which relate to outcomes achieved through the implementation of measures; and
- 'Action' type targets are physical actions that can be achieved by a set date (e.g. appointing a Travel Plan Co-ordinator).

'AIM' TYPE TARGETS

6.2.2 Given the proposed development provides no parking and is highly accessible, employees and visitors will naturally travel to and from the site using sustainable transport modes. It is therefore proposed that the target will focus primarily on increasing the proportion of travel by bicycle, which will help reduce the number of trips using the public transport network. The mode shift target is shown in **Table 6-1.**

Table 6-1 Interim Cycling Mode Share Target

	TARGET
Year 1	Achieve the forecast 11% cycle mode share
Year 3	1% increase in the cycle mode share
Year 5	2% increase in the cycle mode share

6.2.3 The interim target will be reviewed after the initial travel surveys have been undertaken.

'ACTION'-TYPE TARGETS

6.2.4 The following action-type targets are set:

- Appointment of a Travel Plan Coordinator (TPC) by Facilities/Building Management before the occupation of the proposed development;

- Produce a Travel Leaflet promoting alternative modes of transport to be distributed electronically to all building tenants/employees;
- Provide cycle parking spaces, changing facilities, showers and lockers;
- Promote to occupiers the benefits of offering cycle to work schemes to employees;
- Organise a cycle to work week to promote cycling;
- Promote to occupiers the benefits of flexible working practices; and
- Undertake travel surveys at years one, three and five after initial occupation.

7 SUSTAINABLE TRAVEL MEASURES

7.1 INTRODUCTION

7.1.1 This section outlines the measures which will be implemented on-site to achieve the objectives. These measures form the core of the Travel Plan. The measures have been grouped into three types as follows and consider in turn in the following sections.

- 'Hard' engineering measures incorporated into the design;
- 'Key services and facilities provided; and
- 'Soft' marketing and management measures will be in place, ensuring that sustainable travel behaviour is maximised.

7.1.2 This Framework Travel Plan has been prepared as the proposed development comprises flexible land-uses. Site-wide measures will cover all occupiers of the proposed development.

7.2 HARD MEASURES

7.2.1 Physical aspects of the design of the proposed development will influence travel patterns from the outset. The developer will fund the hard engineering measures that will be incorporated into the design of the site before occupation.

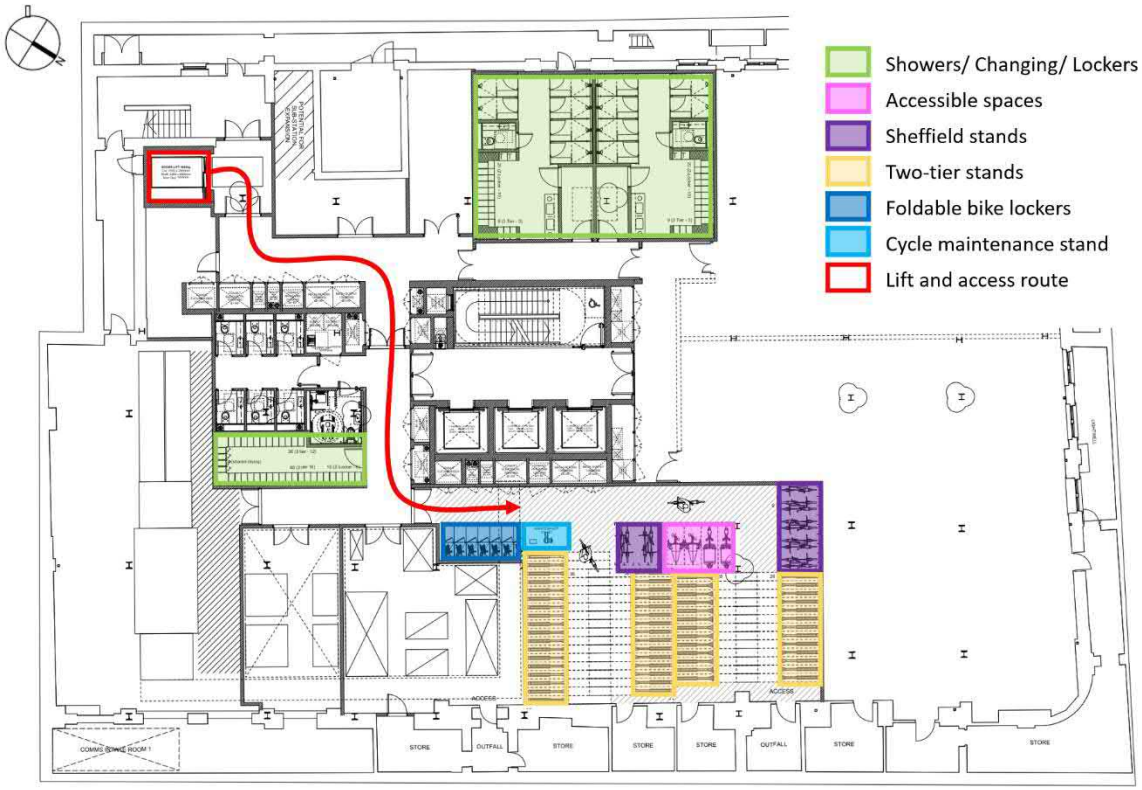
CYCLE PARKING PROVISION

7.2.2 A mixture of cycle parking types is proposed including dedicated provision for larger and adapted cycles, as summarised below:

- 4 enlarged spaces for accessible bikes
- 14 Sheffield stand spaces
- 120 two-tier rack spaces
- 15 foldable locker spaces

7.2.3 **Figure 7-1** shows the proposed basement layout. A lift is used to access the cycle store which will measure at least 1.2metres by 2.3metres as per LCDS guidance. Doors used to access the store would be a minimum of 1.2metres wide and electrically opened.

Figure 7-1: Basement Cycle Parking Layout



7.2.4 The proposed development will provide 12 showers and 152 lockers in accordance with London Plan recommendations. A cycle maintenance stand will also be provided for simple repairs and pumping tyres etc.

7.3 KEY SERVICES AND FACILITIES

7.3.1 Several key services and facilities to complement the site location and physical design of the proposed development will also be implemented to encourage sustainable transport modes further. Details of each of the proposed key services are set out in turn below.

CYCLE MAINTENANCE FACILITIES

7.3.2 Maintenance facilities for general use, including bicycle pumps and repair tools, have been included in the basement long stay cycle store.

CYCLE TO WORK SCHEME

7.3.3 The National Cycle to Work Scheme, enabling employees who wish to cycle to work to purchase a bike on a tax-free basis, would be promoted to all workplace occupiers for their employees' benefit. Administration of this could be promoted by the TPC.

CYCLE TO WORK WEEK

7.3.4 The Travel Plan Coordinator could organise a cycle to work week. The cycle to workweek would be promoted by the TPC and coordinated with the National Bike Week, where timescales permit.

INTEREST-FREE SEASON TICKET LOANS FOR EMPLOYEES

7.3.5 Tenants will be encouraged to provide employee interest-free loans for the purchase of public transport season tickets.

CAMDEN CYCLING INITIAITIVES

7.3.6 There are a range of cycling initiatives that will be promoted, including through the travel leaflet. These include:

- Try-a-bike loan scheme to trial a bike
- Camden Community Cycling Project which hosts community cycling sessions to help build cycling ability and confidence.
- Adult Cycle Skills sessions are offered for a range of abilities by Camden Council as well as bike maintenance courses.

7.4 SOFT MEASURES

7.4.1 The site's location, its design and proximity to public transport services within the surrounding area should create the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the Travel Plan's success. Details of possible elements of the communication strategy are set out below.

TRAVEL LEAFLET

7.4.2 Travel Leaflets would be made available electronically to tenants to distribute to their employees. The TPC would produce the Leaflet.

7.4.3 A key role of the Travel Leaflet would also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:

- Access initiatives: A high-quality map showing walking, cycling and public transport routes to/ from the site, together with the locations of key local facilities such as shops, services and restaurants – all of which will be accessible on foot. Additional sources of further information such as TfL's Journey Planner website and digital applications could also be provided;
- Promotion of key services and facilities:
  - The location and access arrangements for cycle parking and maintenance facilities;
  - Camden's Try-A-Bike loan scheme
- Promotion of membership to the London Cycling Campaign (LCC): Promote the LCC, a cycle organisation with local groups throughout London. Details of the local LCC group together with membership information would be included within the Travel Leaflet; and
- Promotion of employee initiatives: Details of the Cycle to Work Scheme and the availability of interest-free season ticket loans (subject to occupier agreement).
- Promotion of off-peak travel: The Travel Leaflet could contain information regarding the benefit of off-peak travel, especially avoiding public transport services at the busiest times.
- Promotion of Physical Activity and Wellbeing: Details of the local sports facilities and discounts with different outlets (gymnasiums and sports shops).

7.4.4 The Travel Leaflet could also invite those wishing to raise specific transport-related matters to engage in discussions with the TPC.

7.4.5 A copy of the Travel Leaflet would be available electronically via the TPC and updated regularly.

NOTICE BOARDS

7.4.6 Notice boards providing travel information to employees and visitors will be placed in prominent entrance locations.

7.4.7 The notice boards will include information such as on-site cycle parking locations, public transport provisions, and upcoming travel initiatives or events organised by the TPC.

FLEXIBLE WORKING HOURS

7.4.8 While flexible working practices tend to already be prevalent in offices, especially in response to the Covid-19 pandemic, flexible working benefits will be promoted and encouraged to be promoted among individual tenants/occupiers. This would provide employees with greater workplace and travel choice and the potential to avoid the travel peaks.

OCCUPIER WEBSITES - VISITOR TRIPS

7.4.9 Individual occupiers would be provided with transport information that could be displayed on their websites to illustrate the public transport accessibility of the site to prospective visitors.

8 MONITORING AND REVIEW

8.1 INTRODUCTION

8.1.1 A programme of monitoring and review will be implemented to evaluate the success of the Travel Plan. This will establish whether the agreed targets are being met. Monitoring and review will be the responsibility of the TPC.

8.2 MONITORING

8.2.1 It is not expected that significant monitoring will be required at the development, considering the scheme is 'car-free, and its design and on-site infrastructure will encourage and embed sustainable travel patterns.

8.2.2 Monitoring the Travel Plan will be undertaken through travel surveys to understand the changing nature of travel habits and the effectiveness of measures in working towards meeting the Travel Plan's objectives.

8.2.3 The TPC will coordinate the baseline travel survey in Year 1 to identify the initial travel mode share and adjust the Travel Plan targets, if necessary, in coordination with the LB Camden and TfL Travel Plan officers. Surveys will be then repeated in Year 3 and Year 5 to monitor progress against targets.

8.2.4 The surveys will comprise the following components:

- Questionnaire surveys of employees/students;
- Pedestrian counts at the pedestrian entrances; and
- Cyclist counts at the cycle access and the use of the cycle parking facilities;

8.2.5 The TPC will compile a monitoring report outlining the results of the monitoring process. The report will include the following information:

- A summary of the Travel Plan objectives and targets;
- How and when information has been gathered;
- Modal split gathered on the travel survey;
- Progress towards meeting targets; and
- Future proposals for further refinement of the Travel Plan if required.

8.2.6 The monitoring report will be submitted to the LB Camden Travel Plan officers. The TPC will be responsible for coordinating the timing of the Travel Plan survey questionnaires, collating the results and submitting the monitoring report.

8.2.7 Once the Year 5 survey is undertaken and reported, the Travel Plan's monitoring requirements will have been completed.

8.3 REVIEW

8.3.1 The TPC will report the monitoring survey results within one month of the travel survey being undertaken. If appropriate, the targets and measures will be revised. The travel survey results and revised targets will be included in the subsequent revisions of the Travel Plan. If the monitoring results identify that targets are not being met, remedial measures to encourage cycling will be implemented.

9 ACTION PLAN

9.1.1 The programme for the implementation of the Travel Plan measures is set out in **Table 9-1** and sets out tasks, intended implementation dates and responsibilities.

Table 9-1 Action Plan

Action	Target (values)	Funding	Indicator	Responsibility
Prior to Occupation				
Appointment of TPC	N/A	Developer	Appointment of TPC	Developer
Agree Travel Plan Objectives and Targets with LBC and TfL	N/A	Developer	Agreement being reached with LBC and TfL	TPC
Agree Travel Plan Measures and Travel Leaflet with LBC and TfL	N/A	Developer	Agreement being reached with LBC and TfL	TPC
Provision of cycle parking secured through planning	Policy compliant cycle parking	Developer	Completion of cycle parking available for employee use	Developer
Provision of active mode facilities	Showers, changing spaces and lockers	Developer	Completion of facilities available for employee use	Developer
Provision of site wayfinding	N/A	Developer	Installation of signage.	Developer
Provision of transport information system	N/A	Developer	Installation of live displays.	Developer
Upon occupation and throughout duration of Travel Plan				
Dissemination of the Travel Leaflet to each workplace	N/A	Facilities Management	Travel Leaflet sent electronically	TPC
Install and update employee notice board	N/A	Facilities Management	Notice boards installed	Developer / TPC
Promote Cycle to Work scheme to employers	N/A	Facilities Management	Evidence of promotion activity/ uptake	TPC
Year 1 Survey (one year after first occupation)				
Undertake initial travel surveys	N/A	Facilities Management	Receipt of survey results	TPC
Agree target values for mode split with LBC and TfL	Target subject to negotiations with LBC and TfL	Facilities Management	Receipt of written agreement of targets.	TPC
Years 3 and 5 Surveys				
Undertake travel surveys and analysis every two years for the duration of the monitoring period and discuss results with LBC and TfL	N/A	Facilities Management	Receipt of survey results	TPC

APPENDIX E

DELIVERY AND SERVICING PLAN

105 JUDD STREET

DELIVERY AND SERVICING PLAN

PROJECT NO. 2480-2004 DOC NO. D004

DATE: MARCH 2022

VERSION: 1.0

CLIENT: 105 JUDD STREET LIMITED

Velocity Transport Planning Ltd

www.velocity-tp.com

VELOCITY
Transport Planning

DOCUMENT CONTROL SHEET

Document Reference

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Notes

The document reference number, revision number and date are given on the footer of each page

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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 Velocity Transport Planning has been commissioned by 105 Judd Street Limited to prepare an Outline Delivery and Servicing Plan (DSP) to accompany a detailed planning application for redevelopment proposals at 105 Judd Street, situated within the London Borough of Camden (LBC).

1.1.2 This DSP should be read in conjunction with the Transport Statement (TS), also submitted as part of the planning application.

1.1.3 The DSP would be secured by planning condition or obligation.

1.2 EXISTING SITE USE AND LOCATION

1.2.1 The site was until recently the offices for the Royal National Institute of Blind People (RNIB). The site is bound by Hastings Street to the North, Judd Street to the East and Thanet Street to the West.

Figure 1-1: Site Location

1.3 PROPOSED DEVELOPMENT

1.3.1 The development would provide a mixture of Class E office and knowledge quarter space. The proposal would provide a total floor area of 8,898 sqm GIA which results in an uplift of +1,872 sqm relative to the existing building. **Table 1-1** shows the proposed floor areas.

1.3.2 Proposed development plans are included in **Appendix A.**

Table 1-1: Existing, Proposed and Uplifted Floor Areas

AREA TYPE	EXISTING	PROPOSED	UPLIFT
NIA	5,311	6,323	1,012
GIA	7,026	8,898	1,872
GEA	7,474	9,365	1,891

1.4 PURPOSE OF THE DSP

1.4.1 The purpose of this DSP is to inform the Local Authority of the intent of the applicant in managing service vehicle trips to and from the development in order to minimise their impact on the surrounding public highway.

1.5 DOCUMENT STRUCTURE

1.5.1 The remainder of this DSP is structured as follows:

- **Section 2** – Reviews relevant transport planning policy;
- **Section 3** – Provides the aims and objectives of the DSP;
- **Section 4** – Provides details of the servicing demand;
- **Section 5** – Summarises the servicing arrangements; and
- **Section 6** – Describes the servicing management and measures.
- **Section 7** – Monitoring and Review

2 PLANNING POLICY

2.1 INTRODUCTION

2.1.1 Relevant regional and local planning policy and guidance have been reviews to provide context for deliveries and servicing related to the development proposals.

2.2 LONDON PLAN (2021)

2.2.1 The London Plan was published in March 2021. The London Plan is part of the statutory development plan and aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages more walking and cycling.

2.2.2 Policy T7 'Deliveries, servicing and construction' sets out:

> *G. "Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.*
>
> *H. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night-time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing."*

2.3 TFL DELIVERY AND SERVICING PLANS GUIDANCE

2.3.1 TfL's Delivery and Servicing Plan Guidance (issued in December 2020) assists with planning for safe, clear and efficient freight in London.

2.3.2 The guidance states the following:

- A DSP is usually secured by means of a section 106 obligation or similar planning condition once planning permission is granted to a developer by the local authority.
- The DSP should cover both deliveries and servicing made to the business(es) at the site, and the personal deliveries made to its employees or tenants/occupiers.
- The DSP should be a live document that is updated over time to reflect changes.

2.3.3 There are benefits in terms of cost savings to the business, improved neighbour relations and reduced environmental impact of site occupiers where a DSP is effectively implemented:

- Save time and money; for example, a delivery booking system can free up space and employees' time;
- Contribute to Corporate Social Responsibility; for example, out-of-peak delivery hours can reduce local congestion, and cleaner and more efficient deliveries help to achieve carbon reduction targets; and
- Improve everyone's safety, for example, by providing adequate off-street loading bays.

2.3.4 Transport for London ("TfL") requires DSPs to be submitted as part of all referable planning applications, to minimise the impact of freight movements on the transport network,

2.3.5 TfL provides online guidance on its freight portal, including the guidance document "Delivery and Servicing Plans: Making freight work for you". The guidance notes that:

> *"A DSP provides a framework for ensuring servicing freight activity is as effective and efficient as possible... DSPs consist of a range of tools, actions and interventions aimed at reducing and re-timing deliveries, redefining building operations and ensuring procurement activities account for vehicle movement and emissions."*

2.3.6 TfL guidance identifies the following strategies to manage delivery and servicing effectively:

Managing Deliveries

- Inform suppliers of the delivery location and where loading and unloading should take place.
- Implement a delivery booking system to manage the timing of arrivals and minimise peak demands and congestion on-site. Suppliers should be made aware of the system. Each delivery should have a specific time slot; however, the regular time slots should have some spare capacity to accommodate unexpected deliveries.
- Move deliveries outside of peak or normal working hours. In some circumstances, it may be possible to work with suppliers to undertake deliveries at quieter times, particularly if staff are available to receive goods on-site 24/7.
- Reduce the time spent on-site by suppliers by giving defined delivery times to manage loading and unloading durations and locating delivery areas near loading bays.
- Ensure loading bays are kept free of staff parking or other unintended uses, such as waste storage.

Reviewing Supply Chain Operations

- Reduce delivery, servicing and collection frequencies by consulting with suppliers and consolidating delivery streams.
- Establish a centralised ordering system to reduce the likelihood of different suppliers being used for the same products or of numerous orders being made to the same company.
- Use the procurement process to ensure freight vehicles are safe and lawful and operated efficiently.
- Reduce or consolidate the number of suppliers, such as suppliers delivering similar products.
- Minimise the number of courier/specialist delivery times on same day orders so that deliveries can be consolidated onto fewer vehicles.
- Review waste management processes to minimise the number of collections.
- Use a consolidation centre to minimise vehicle journeys and also improve delivery reliability and efficiency. A consolidation centre receives multiple deliveries from suppliers, and goods are grouped together before a single delivery vehicle delivers the consolidated goods to the recipient. This also enables off-site security screening and minimises the number of goods stored on-site.

Working with Suppliers

- Promote the use of low or no emission vehicles/modes. Bicycles and motorcycles can be suitable for smaller items. The use of electric and hybrid freight vehicles will reduce carbon emissions.

- Promote the use of legal loading locations.
- Encourage best practice scheme membership amongst suppliers, such as TfL's Freight Operator Recognition Scheme (FORS), which helps suppliers become safer, greener and more efficient.

2.4 CAMDEN LOCAL PLAN 2017

2.4.1 The Local Plan was adopted by Council on 3 July 2017.

2.4.2 Policy T4 'Sustainable Movement of Goods and Materials' states:

> *"The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road.*
>
> *We will:*
>
> *a. Encourage the movement of goods and materials by canal, rail and bicycle where possible;*
> *b. protect existing facilities for waterborne and rail freight traffic and;*
> *c. promote the provision and use of freight consolidation facilities.*
>
> *Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:*
>
> *d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;*
> *e. accommodate goods vehicles on site; and*
> *f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate."*

2.5 CAMDEN PLANNING GUIDANCE – TRANSPORT (2021)

2.5.1 The Camden Planning Guidance on Transport was adopted in 2021 and provides further detailed guidance on transport matters.

2.5.2 Chapter 4 concerns Delivery and Servicing Plans and expresses the follow key messages:

- *The need for a Delivery and Servicing Plan (DSP) should be identified in the Transport Assessment.*
- *A framework/draft DSP will form part of the Transport Assessment; the DSP itself will form part of the Travel Plan or be a standalone document, secured as a Section 106 planning obligation.*
- *The use of the term 'Delivery and Service Plan' is interchangeable with the term 'Delivery and Servicing Management Plan'.*

2.5.3 The Guidance identifies that *"the aim of a DSP is to minimise motorised freight movements, mitigating against the negative impacts of freight movement in general, in particular those of motorised freight traffic"* and that it will aid developers and future occupiers in managing:

> *a. Location of loading;*
> *b. Delivery timing;*
> *c. Routing;*
> *d. Vehicular type and vehicular control measures;*
> *e. Freight consolidation;*
> *f. Other control measures;*

g. Specific considerations according to land use, where applicable; and

h. Monitoring."

2.5.4 Specific considerations for office uses are provided and include:

- The prohibition of personal deliveries to offices, combined with an offer of click and collect services to employees is one way of reducing the number of vehicles serving an office, and can significantly reduce the impact on the road network.
- The re-timing of some deliveries should be possible within a small office development. If a development is not to be staffed overnight or at weekends, on-site secure storage, or arrangements with nearby businesses to accommodate out of hours deliveries, may be feasible in order to reduce daytime impact on the network.
- Consideration should be given to the consolidation of deliveries, in particular to large office developments (generally those larger than 2,500sqm). Smaller office developments should also strongly consider a voluntary code, mandating the consolidation of inbound goods to reduce the impact of the development and demonstrate a commitment to minimising freight movements. This consolidation regime should be enforced though a robust booking and monitoring system that can demonstrate the number of vehicle trips avoided as a result of the consolidation. If this is not required as a planning condition, a voluntary cap on the number of delivery vehicles each day is encouraged.

3 AIMS AND OBJECTIVES

3.1.1 The DSP is intended to outline the principles associated with servicing of the proposed development and establish management measures that will be implemented in order to ensure that the activity associated with deliveries, servicing and refuse collection does not have adverse impacts.

3.1.2 The aim of this DSP is to:

- Assist in the management of refuse, delivery and servicing activities at the development by improving the efficiency of these activities and reducing the impact of the development on the local road network.

3.1.3 The objectives are:

- To ensure that there is minimal disruption to the local highway network;
- Reduce environmental impacts (noise, pollution etc) associated with delivery and servicing operation.

3.1.4 The intended benefits of the DSP are:

- For the occupiers and supply chain – reduced operating costs and improved reliability of deliveries;
- For site users and the local community – reduced risk of accidents and reduced congestion on the roads surrounding the application site; and
- For the local community and wider environment – reduced CO_2 and noise emissions.

4 SERVICING DEMAND

4.1.1 Servicing trips have been calculated using the TRICS sites used to calculate the development trip generation, full details of the site selection are set out within Appendix B.

4.1.2 **Figure 4-1** shows the daily servicing trips for the proposed office space. The chart shows that the development will produce 17 delivery arrivals per day.

Figure 4-1: Proposed Development Servicing Trips

4.1.3 Generally, it is expected that deliveries to the Proposed Development will be made using transit-sized vans, such as those used by DPD and Royal Mail. The largest vehicle that would service the site on a regular basis would be a refuse vehicle.

5 SERVICING ARRANGEMENTS

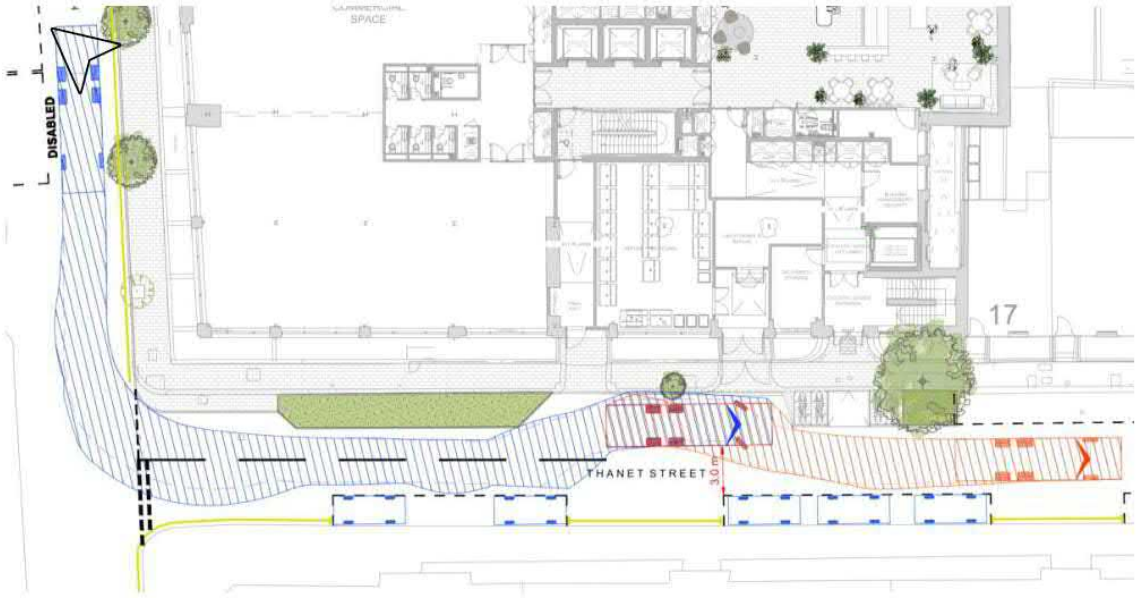
5.1.1 As with the existing building, servicing vehicles will stop on Thanet Street adjacent to the site under single yellow line restrictions, which permits loading. Vehicles can approach and exit from the kerbside in a forward gear. It is also noted from the collision data review within this report that there are no recorded collisions along Thanet Street indicating that the existing on street servicing arrangement currently operates safely.

5.1.2 The refuse storage arrangements will be improved significantly by the Proposed Development with internal bin stores. Full details are provided in the Waste Management Strategy that accompanies this application.

Figure 5-1: Proposed Servicing Arrangements

5.1.3 **Figure 5-2** shows the servicing arrangement with refuse collection vehicles (RCVs) accessing along Thanet Street. There is approximately 3.0 metres clear road width remaining between RCV and the on street parking/ pocket park which allows sufficient space for other vehicles to pass.

Figure 5-2: RCV Travelling Southbound along Thanet Street



6 MANAGEMENT AND MEASURES

6.1.1 This DSP has been developed in consideration of LBC and TfL best practices and guidance to provide an effective and efficient servicing strategy that minimises the impacts of servicing at the site.

6.2 MANAGEMENT

6.2.1 The facilities management (FM) team will be responsible for managing and co-ordinating the servicing of the development including:

- Liaising with occupiers and suppliers to encourage good practice, such as:
  - the virtual grouping (consolidation) of deliveries to minimise vehicle trips;
  - selecting delivery companies and suppliers that use low emissions delivery methods (cargo bikes and electric vehicles) where possible
- Managing a delivery scheduling system, which will aim to avoid busy peaks.
- Overseeing and accepting deliveries and being available to provide assistance;
- Contacting individual occupiers to alert when their delivery has arrived; and
- Recording vehicle sizes and types and discouraging long dwell times.

6.3 SERVICING EFFICIENCY AND SAFETY

6.3.1 In order to make deliveries as efficient and safe as possible the following is proposed:

- The FM team will issue written / email instructions to all suppliers who book deliveries setting out the delivery procedures to be adopted. The information will include a plan indicating the location for on street servicing and where goods will be received;
- Deliveries will be scheduled to limit the number of vehicles in the morning and afternoon peak hours;
- Clear signage will be provided directing goods to the correct entrance;
- Drivers will be informed that vehicle engines must be switched off whilst goods are being loaded/ unloaded (i.e., when their vehicle is stationary).
- Suppliers will be encouraged to use small and fuel-efficient vehicles where possible;
- The refuse collection contractor will inform the FM team when the refuse collection vehicle is expected to arrive, so that the refuse is collected as promptly as possible; and
- A logbook will be maintained and will include a record of any accidents or near misses and, if necessary, will be used to avoid potential future incidents.

6.4 REDUCING DELIVERIES

6.4.1 At this stage the future occupiers/tenants of the building are not known. It could be a single occupier or multi-tenanted. In the event of multiple tenants, the FM team will encourage shared suppliers to be used which minimises the total number of deliveries.

6.5 REVISING MODE

6.5.1 Revising the travel mode to more sustainable forms of transport can reduce the impact of servicing through reduced emissions and noise.

6.5.2 Cargo bicycle deliveries will be encouraged and through the procurement process, cargo bike deliveries will be chosen where available.

6.5.3 Electric servicing vehicles are becoming more common and available for making deliveries. Electric vehicle battery and charging technology is continually improving and interventions such as the Ultra-Low Emission Zone are further encouraging electric vehicles. The use of electric vehicles will minimise noise and vehicle emissions. Through the procurement process, electric vehicle deliveries will be chosen where available.

6.6 PERSONAL DELIVERIES

6.6.1 The specific policy for personal deliveries will need to be determined by individual occupiers of the development. Employees will be encouraged to use click-and-collect locations within close proximity of the site for personal delivery items.

6.7 WASTE MANAGEMENT STRATEGY

6.7.1 A detailed Waste Management Strategy (WMS) has been produced separately and is submitted as part of the planning application for the proposed development, which has taken into account the need to lessen the overall impact of waste generation through the recycling of materials from the operational phase of the proposed development. The proposals set out in the WMS meet the requirements of relevant waste policy and follow applicable guidance.

7 MONITORING AND REVIEW

7.1.1 The FM team will maintain a record of deliveries, which will include the following information:

- Day and Date;
- Slot(s) booked;
- Supplier;
- Type of vehicle;
- Goods carried; and
- Time of arrival / departure.

7.1.2 The FM team will monitor / review the success of the Plan and, if considered necessary / appropriate, will propose changes to be approved by the Council.

7.1.3 As part of the monitoring / review of the Plan, the FM team will take into consideration any other developments in the locality which could potentially affect, or be affected by, servicing activity associated with the development (i.e., adjacent buildings).

7.1.4 The DSP will be subject to internal review, with the FM team reviewing any comments received from the occupiers of the development and / or third parties regarding servicing activities.