

**E&A Property Investment
Company Limited**

Flitcroft House
Transport Assessment

July 2022

transport planning practice



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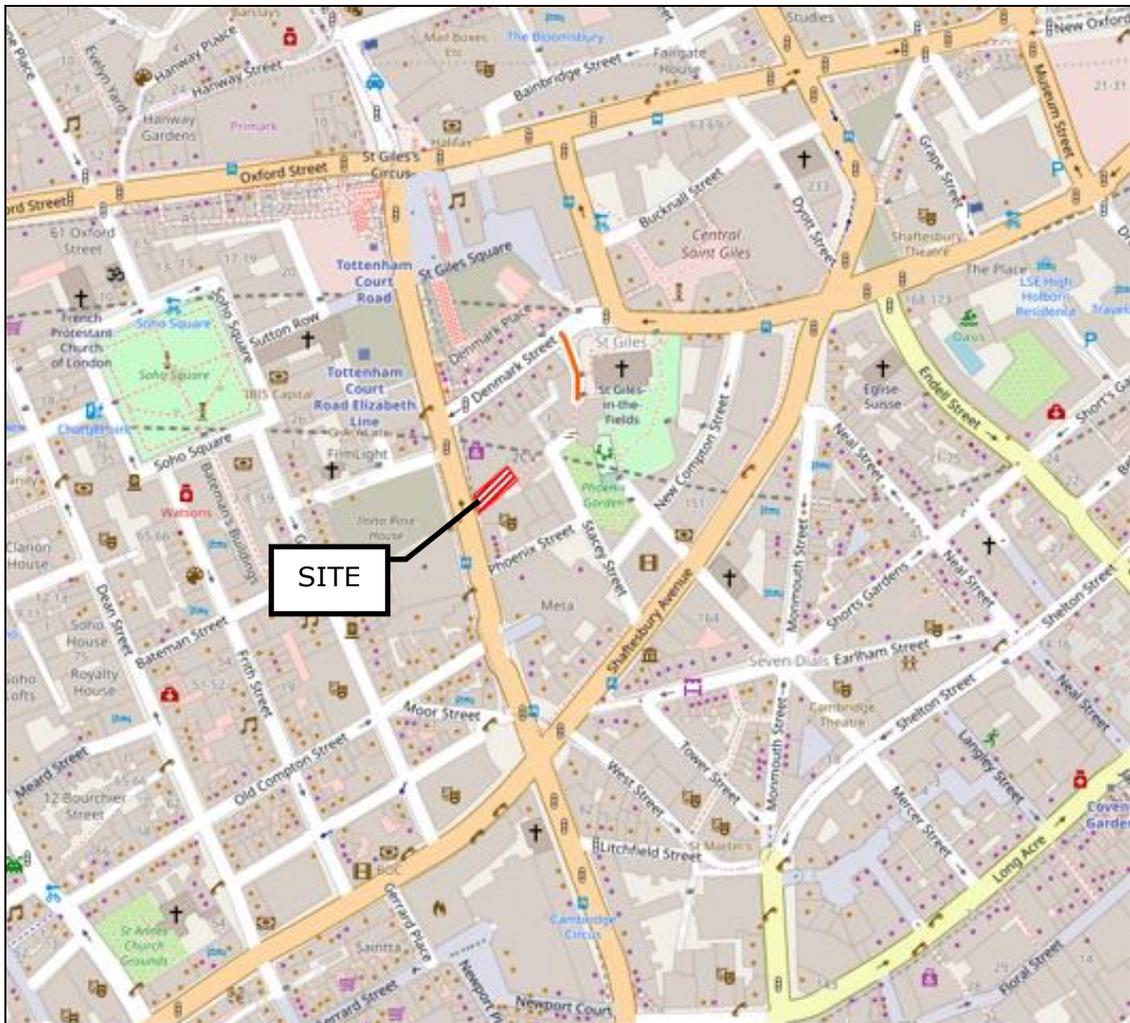
1 INTRODUCTION

1.1.1 Transport Planning Practice has been appointed by E&A Property Investment Company Limited (the 'Applicant') to support the planning application for the proposed refurbishment and two-storey roof extension of Flitcroft House at 114-116 Charing Cross Road, in the London Borough of Camden (LBC).

1.2 Site location and use

1.2.1 The site is located on the eastern side of Charing Cross Road adjacent to the Phoenix Theatre. The site is bounded by Charing Cross Road to the west, Flitcroft Street to the south, and retail and offices to the east and north. A site location plan is provided in Inset 1.1 below.

Inset 1.1 - Site Location Plan



1.2.2 The existing building provides 1370m² Gross Internal Area (GIA) of Class E floorspace with restaurant use at ground floor and offices above. Currently each floor level above ground is let to separate tenants.

1.3 Proposed Development

1.3.1 The proposed development comprises the refurbishment and redevelopment of the existing building to provide an increase of 555sqm GIA of additional Class E office accommodation in a two-storey roof extension with terrace, and a reduction of 89m² of restaurant use. It is intended to let the whole office space to a single tenant. The proposals will also provide long stay cycle parking spaces and associated shower/changing facilities at basement level.

1.4 Report structure

1.4.1 This Transport Assessment (TA) has been prepared in accordance with Transport for London's (TfL) 'Transport Assessment Best Practice' guidance document and LBC's document 'Camden Planning Guidance – Transport' (2021).

1.4.2 The remainder of the report is set out as follows:

- **Chapter 2: Existing transport conditions** – describes the existing transport conditions in the vicinity of the site including the existing walking and cycling networks, local highway network, and access to public transport.
- **Chapter 3: Policy context** – reviews the relevant transport policies at local, regional, and national level and considers how the development proposals seek to adhere to these.
- **Chapter 4: Proposed development** – explains the development proposals in terms of the proposed uses and arrangements for access, parking, servicing and refuse collection and assesses the impact of additional trip generation.
- **Chapter 5: Summary and conclusions** – provides a summary of the report and its conclusions.

2 SITE AND SURROUNDINGS

2.1.1 This section provides information about the existing site's location and use and assessed its accessibility to different transport modes.

2.2 Existing site

Existing uses and floor area

2.2.1 The site is situated within the Central Activities Zone (CAZ). The site is located on the eastern side of Charing Cross Road adjacent to the Phoenix Theatre and is bounded by Charing Cross Road to the west, Flitcroft Street to the south, and commercial retail and offices to the east and north.

2.2.2 The ground floor level accommodates a restaurant currently operated by Chipotle, and the office lobby. The upper office floors 1-4 are each let to separate tenants. The existing floor areas for each use are set out in Table 2.1.

Table 2.1 – Existing site floor areas (GIA)

| Use | Site |
|-------------------|----------------------------|
| Office - E(g) | 968.2m ² |
| Restaurant - E(b) | 408.9m ² |
| Total | 1377.1m² |

2.2.3 The site has a Public Transport Accessibility Level (PTAL) of 6b, which is the highest level achievable and classed as "Excellent" due to its central location. The site lies on several bus routes and within a short walk of Tottenham Court Road underground and Elizabeth line stations, Covent Garden station and Leicester Square station.

Existing Access and Servicing

2.2.4 Access to the restaurant is from the southwest corner of the building on Charing Cross Road, where steps and a ramp are available to access the unit. Access to the office element of Flitcroft House is from a separate access to the northern end of the western façade on Charing Cross Road. Access to the basement is taken from a separate access on Flitcroft Street towards the rear of the building. Stairs to all levels are accessed from here along with a disused lift.

2.2.5 Servicing and refuse collection is undertaken on street with goods being delivered via the main entrances where appropriate. The door on Flitcroft Street is used to access the basement storage area.

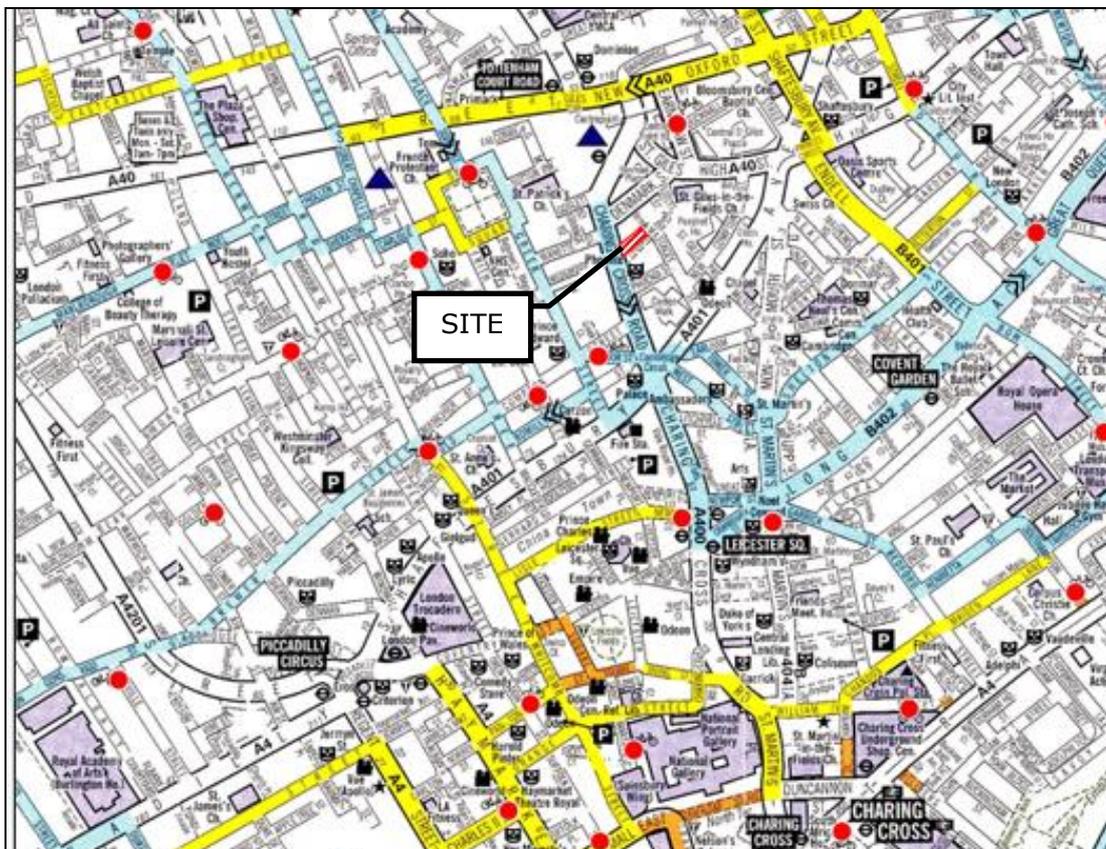
2.3 Pedestrian environment

2.3.1 The local pedestrian network is typical of Central London with each of the approach roads providing lit footways on both sides of the carriageway, dropped kerbs and frequent crossing opportunities. Footways along Charing Cross Road are generally wide and in good condition. There are also generally wide continuous footways with dropped kerbs and tactile surfacing at junctions along the key pedestrian desire lines. These are towards underground stations, bus stops and major retail destinations such as Oxford Street, Tottenham Court Road, and Covent Garden within close proximity of the site.

2.4 Cycle environment

2.4.1 The site is very well located in relation to the local cycle network as shown in Inset 2.1.

Inset 2.1 – Local cycle network



2.4.2 Charing Cross Road, which runs along the site's boundary is a route marked southbound for use by cyclists on a mixture of quiet or busier roads. The area immediately around the site has good cycle facilities with several sign posted routes, quieter roads recommended by other cyclists, Advanced Stop Lines (ASL) and feeder lanes at most of the signal-controlled junctions. As well as providing safe and convenient access to local destinations, cyclists can reach much of central London via LCN routes. These include key destinations such as Oxford Street, Tottenham Court Road, Regent's Park, Camden and Euston to the north, Leicester Square, Charing Cross, Westminster and St James's Park to the south, Covent Garden and The City to the east, and Green Park, Hyde Park, Notting Hill, Paddington and Kensington to the west.

2.4.3 There are six Barclays Cycle Hire docking stations within 500m walking distance of the site. The closest one is located at Moor Street, 140m (<2 minutes) walk to the southwest of the site. The other five docking stations are located on the northern side of Soho Square, 240m walk (2-3 minutes), Earnshaw Street, 300m (3-4 minutes) to the north, Frith Street, 250m walk (2-3 minutes) to the southwest and on High Holborn, 450m (4-5 minutes) walk, northeast of the site.

2.5 Public Transport Accessibility Level (PTAL)

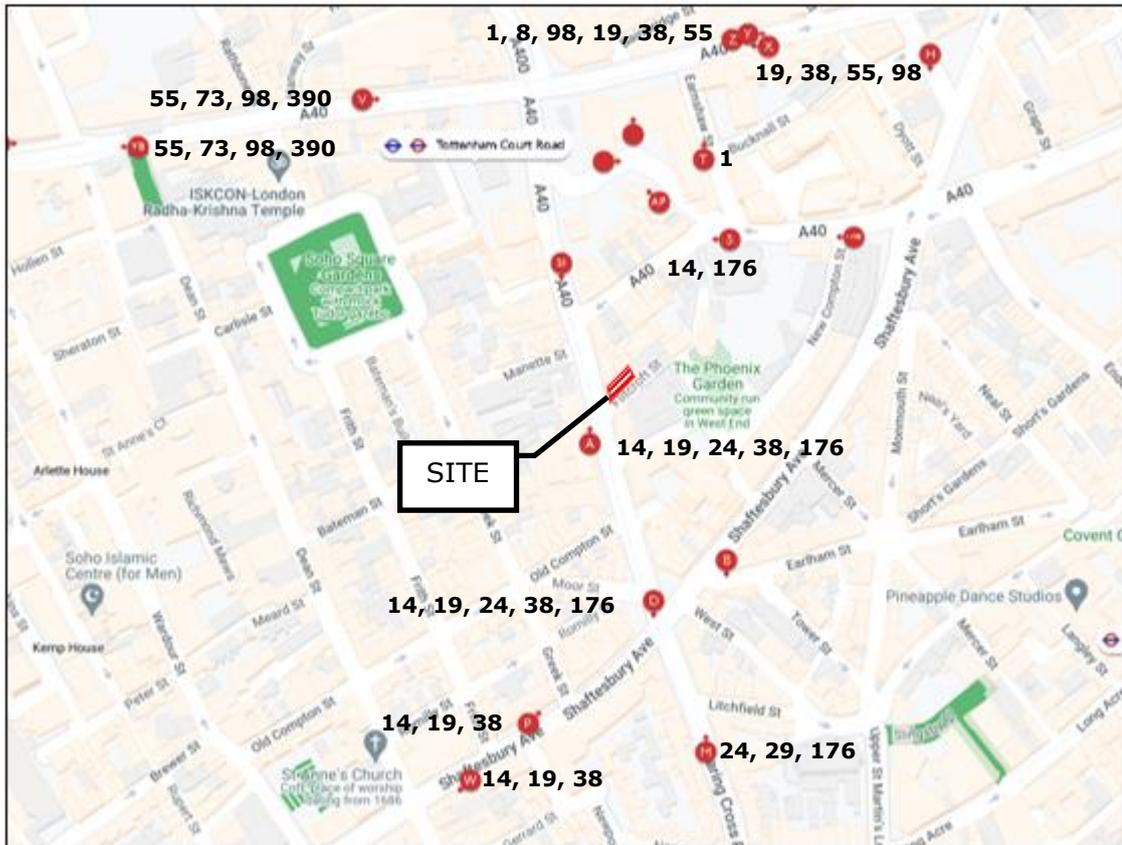
2.5.1 The TfL Planning Information Database identifies the Site as having a PTAL of 6b reflecting the excellent public transport access from the site.

2.6 Bus services

2.6.1 The site is within a short walk of bus stops on Charing Cross Road, Oxford Street and Shaftesbury Avenue where 24 regular bus services can be accessed (Route numbers 14, 19, 24, 38, 55, 73, 98, 176, 390).

2.6.2 The above bus services provide access to key destinations and transport interchanges such as Tottenham Court Road, Holborn, King's Cross St Pancras, Euston, Paddington, Camden, Victoria, London Waterloo, Clapham Junction, Piccadilly Circus, Trafalgar Square, Bank and many other interchanges and destinations within Central and Greater London.

Inset 2.2 - Local bus stops and routes



2.7 London Underground services

2.7.1 There are three London Underground stations located within walking distance of the site. Tottenham Court Road which is approximately 200m (2-3 minutes) walk north of the site provides access to the Central and Northern lines. Leicester Square is located approximately 400m (4-5 minutes) walk to the south of the site, allowing access to Piccadilly and Northern lines, while Piccadilly line services can be accessed from Covent Garden which is located approximately 550 (5-6 minutes) walk to the southeast of the site.

2.8 Rail services

2.8.1 Tottenham Court Road Elizabeth line station is located 200m to the north of the site, providing access to services towards Paddington and Abbey Wood. Charing Cross station is located 850m to the south and is operated by Southeastern Trains.

2.9 Highway network

- 2.9.1 Charing Cross Road which bounds the site to the west is a two-way road and runs between Euston Square to the north and Charing Cross to the south. There is a bus and cycle lane southbound along the site's frontage. Charing Cross Road also lies within the congestion charging zone. The site is accessed from the south for pedestrians and cyclists via a pedestrian route called Flitcroft Street.
- 2.9.2 There are three car club vehicles within 500m walking distance of the site. These are operated by Zipcar and Enterprise Car Clubs. In order of distance these are located on Shaftesbury Avenue (Enterprise Car Club, 280m), Frith Street (Zipcar Flex, 300m), and Soho Square (Zipcar, 450m).

3 POLICY CONTEXT

3.1.1 This chapter provides a summary of the relevant transport policy against which the proposals have been assessed.

3.2 National policy

National Planning Policy Framework (July 2021)

3.2.1 The National Planning Policy Framework (July 2021) focuses on the delivery of sustainable development with three overarching objectives: economic, social and environmental. At the heart of the Framework there is a presumption in favour of sustainable development.

3.2.2 Chapter 9 'Promoting sustainable transport' highlights that transport issues should be considered at the earliest stages development proposals, which include:

- The potential development impacts on the transport network
- The opportunities arising from transport infrastructure and ensuring changing transport technology are capitalised on
- Opportunities to promote walking, cycling and public transport are identified and realised
- Identify and take into account the environmental impacts of traffic and transport infrastructure, which includes capitalising on opportunities to avoid and mitigate any adverse effects
- Patterns of movements, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality spaces.

3.3 Regional policy

The London Plan, March 2021

3.3.1 The London Plan was formally adopted in March 2021. The transport policies are contained in Chapter 10 and a summary of some of the key requirements relevant to the proposed development are listed below.

- 3.3.2 Policy T1 'Strategic approach to transport' states that development proposals should facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.
- 3.3.3 Policy T2 'Healthy streets' seeks to ensure that car dominance is reduced in favour of more sustainable forms of transport and improve the balance of space give to people to dwell, walk, cycle and travel on public transport.
- 3.3.4 Policy T4' Assessing and mitigating transport impacts' requires the impacts of development proposals on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. It goes on to state that transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Development proposals should not increase road danger.
- 3.3.5 Policy T5 'Cycling' states development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. The London Plan minimum parking requirements relevant to the proposed development are set out in Table 3.1. It is noted that in terms of land use classifications the use classes refer to those prior to the changes in September 2020. An addendum sheet was prepared by the GLA in this regard; however, this simply used the detailed categorisations of Use Class E where direct comparison could be made. Where flexible Use Class E is proposed, as intended by its introduction by the Government, the application of these cycle parking standards is unclear as they can result in significant variations between long and short stay parking requirements.

Table 3.1 – London Plan - min. cycle parking standards

| 2021 | Land use (1987) | | Cycle parking | |
|-------------|-----------------|---|--|--|
| | | | Long-stay | Short-stay |
| USE CLASS E | A1 | Non Food | from a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm; thereafter: 1 space per 1000 sqm | from a threshold of 100 sqm: first 1000 sqm: 1 space per 60 sqm; thereafter: 1 space per 500 sqm |
| | A2-A5* | financial / professional services; cafes & restaurants; drinking establishments; take-aways | from a threshold of 100 sqm: 1 space per 175 sqm | from a threshold of 100 sqm: 1 space per 20 sqm |
| | B1 | Office | inner/ central London: 1 space per 75 sqm | first 5,000 sqm: 1 space per 500 sqm; thereafter: 1 space per 5,000 sqm |
| | B1 | Light Industry | 1 space per 250 sqm | 1 space per 1000 sqm |
| | D1 | Health Centre | 1 space per 5 staff | 1 space per 3 staff |
| | D2 | Gym | 1 space per 8 staff | 1 space per 100 sqm |

3.3.6 Policy T6 'Car Parking' states that car-free developments should be the starting point for all developments. For non-residential developments, access should be provided to at least one on or off-street disabled persons parking bay.

3.3.7 Policy T7 'Deliveries, servicing and construction' seeks to ensure that development proposals facilitate safe and efficient deliveries and servicing off-street. It is also mentioned that at large development facilities to enable micro-consolidation should be provided.

Mayor's Transport Strategy (March 2018)

3.3.8 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The strategy recognises transport is fundamental to the lives of all Londoners and is at the heart of many of the city's present and future challenges. The central aim of the strategy is to create a future London that is not only home to more people, but is a better place for all of those people to live in. At the heart of this vision is the aim that, by 2041, 80 per cent of Londoners' trips will be made on foot, by cycle or using public transport. Within Inner London, this target is set much higher at 91.214% of all trips to be by walk, cycle or public transport.

3.3.9 The strategy adopts the Healthy Streets Approach which creates streets and routes that encourage walking, cycling and public transport use, reducing car dependency. The vision: “to create ‘Healthy Streets’ aims to reduce traffic, pollution and noise, create more attractive, accessible and people friendly streets where everybody can enjoy spending time and being physically active, and ultimately to improve people’s health.”

3.4 Local policy

3.5 Camden Local Plan (July 2017)

3.5.1 Camden Local Plan was formally adopted by the council on 3rd July 2017 and is the key strategic document in Camden’s Development Plan for the borough. It is now the basis for planning decisions and future development in Camden having replaced the Core Strategy and Camden Development Policies documents. The plan covers the period from 2016-2031.

3.5.2 The policy document was developed to ensure consistency with the Government’s National Planning Policy Framework (NPPF) and should be in general conformity with the London Plan (and approved alterations) published by the Mayor of London. It was developed by LBC in cooperation with key stakeholders and wide and varied communities across the borough. Policies T1, and T2 are related to the management of active and sustainable travel modes, parking and car-free development and are outlined below.

3.5.3 Policy T1 sets out the council’s planning objectives in respect of pedestrian and cycle movement and prioritising sustainable transport choices. It states that the Council will promote pedestrian, cycling and public transport in the borough by ensuring development provide convenient, attractive and safe pedestrian environment. These should be of high quality and accessible to all vulnerable road users.

3.5.4 Another aspect of this policy is the focus on sustainable modes of transport and the key points that relate to this development and encouraged by the Council are:

- Provision of accessible, secure cycle parking facilities exceeding minimum standards set out in the London Plan;

- Provision of cycling facilities for staff and visitors including changing rooms, showers etc;
- Contributions towards bus services where generated trips will exceed existing capacity;
- Where appropriate, development will also be required to provide for interchanging between different modes of transport.

3.5.5 Policy T2 outlines the Council’s planning objectives in respect of parking and car-free development. The Council will limit the availability of parking and require all new developments in the borough to be car-free. This includes not issuing parking permits in connection with new developments and using legal agreements to ensure that future occupants are aware of this regulation. On-site parking spaces will be limited to those designated for disabled persons or essential operational and servicing needs.

3.6 Camden Planning Guidance – Transport (January 2021)

3.6.1 The Camden Planning Guidance (CPG) on Transport supports the policies in the Camden Local Plan 2017 and forms a Supplementary Planning Document (SPD) which is an additional “material consideration” in planning decisions. It provides guidance on a number of detailed transport issues within the borough including:

- a) Assessing transport impact
- b) Travel Plans
- c) Delivery and Servicing Plans
- d) Parking and car-free development
- e) Car parking management and reduction
- f) Vehicular access and crossovers
- g) Cycling facilities
- h) Pedestrian and cycle movement

3.6.2 The guidance sets out the details of how and when assessment is required, and what should be included and achieved by a Transport Assessment. All

development proposals will be assessed for their individual and cumulative impact in contributing to traffic generation, and on congestion, parking, safety, public transport, cyclists and pedestrians. The Council will use Transport Assessments to seek to promote development that supports more sustainable travel choices and reduces the need to travel. The requirements for Travel Plans and Delivery and Servicing Plans are described and these will help to support the policies with the Local Plan including T1 and T3.

- 3.6.3 The parking section explains how the Council will implement Local Plan Policy T2 to limit car parking require car-free development throughout the borough. This is expected to reduce congestion and improve air quality, promote sustainable travel improve public health. The council will seek to capitalise on opportunities arising from development, to achieve a net reduction in its overall stock of parking spaces throughout the borough.
- 3.6.4 The document specifies high quality cycle parking facilities should be provided, meeting as a minimum, the standards set out in the London Plan. It gives details of cycle parking layout for standard and non-standard cycles and how facilities should be delivered in developments. Where it is not feasible to provide short stay cycle parking within a small development, for instances such as redevelopments or extension applications that do not have an existing forecourt, the Council may consider a financial contribution in lieu of short stay parking.

3.7 Summary of compliance with policy

- 3.7.1 In the context of the level of public transport provision in the area, the increase in trips generated during the peak hours will be imperceptible. There would also be provision of secure parking for 20 bicycles on site that will encourage future levels of cycle use related to the office. Servicing is expected to take place on-street from Charing Cross Road as per the existing office development. The modest level of uplift in floorspace, the nature of the road and the expected number of deliveries means that any impact on the highway will be minimal.
- 3.7.2 Therefore, in these regards, the proposals are compliant with local, regional and national policy aiming to promote sustainable travel.

4 DEVELOPMENT PROPOSALS

4.1.1 This Chapter details the proposed development scheme in terms of land use, access strategy, servicing arrangements, and parking provision.

4.2 Proposed scheme

4.2.1 The proposed development comprises the refurbishment and extension of the existing building to provide 1,854m² GIA of floorspace. This consists of 1510.7m² office and 271m² restaurant GIA. This represents an uplift of 483m² of office floorspace on the existing building. The proposals will also provide 20 long-stay cycle parking spaces and associated showering/changing facilities for the office use, and four long-stay cycle parking spaces for restaurant use. These will be provided at basement level. The architects' drawings of the basement and ground floor levels are included at Appendix A for reference.

4.3 Pedestrian access

4.3.1 Stepped and step-free pedestrian access to the restaurant will continue to be taken from Charing Cross Road. Access to the office lobby will continue to be from the existing northern entrance on Charing Cross Road.

4.4 Cycle access and parking

4.4.1 A secondary access to the development is provided from Flitcroft Street. This would mainly be used by cyclists to access the basement level cycle parking and changing facilities.

4.4.2 The proposals include provision of 20 long-stay cycle parking spaces for the office use (including one accessible space), and four long-stay cycle parking spaces for the restaurant use. This level of provision is in line with minimum cycle parking standards set out in the London Plan. The cycle parking spaces will be provided for separately in the office and restaurant basement areas. Due to the existing constrained nature of the site, access to the basement will be taken via the stairs from the access on Flitcroft Street using a cycle wheeling ramp.

4.4.3 In addition, shower and changing facilities are incorporated within the basement to further improve upon the cycle provisions within the development. The proposal includes provision an accessible toilet/shower cubicle. Please refer to the basement level plan in Appendix A for the cycle facilities.

4.4.4 Short-stay cycle parking will be provided off site via a S106 payment to LBC in lieu of provision, as accepted by LBC.

4.5 Car parking

4.5.1 As mentioned previously, there is no parking associated with the site. The site is located within Controlled parking Zone CA-C, where all single yellow lines are controlled 08:30-18:30 Monday to Saturday. Residents Bays are in operation 24hrs. Pay by Phone parking bays are located in New Compton Street, which are in operation Mondays to Saturdays between 08:30 and 18:30 with a maximum stay of 2 hours.

4.5.2 Blue badge holders are able to park within resident bays, paid for parking bays and loading bays without time limit or charge and on single and double yellow lines for a maximum of 3 hours. The site lies within Camden's Green Badge zone, which is close to the busy West End, where if you hold both a blue and green badge, you are able to park in the following locations: green badge bays, shared use loading/blue badge parking bay (between 6.30pm to 8.30am daily and all day Sunday), paid for parking bays and resident permit holders' bays. Green badges are only available to blue badge holders who, live, work or study in the green badge zone of Camden.

4.6 Servicing and waste collection

4.6.1 Servicing of the proposed development will continue to be carried out on-street from Charing Cross Street as per the existing situation. The small uplift in office floor area as a result of the redevelopment, is unlikely to increase the frequency of servicing. With the expectation that the office floorspace will be let to a single tenant, it is envisaged that there may be a decrease in deliveries as they will be consolidated by virtue of being to one tenant rather than many.

4.6.2 To assess the number of service delivery movements that are expected to be generated by the office development, a research paper 'Business, goods and service vehicle trip generation at office developments' produced by JMP Consultants¹ has been referenced. This is still the most comprehensive set of delivery vehicle surveys undertaken.

¹ Eastman. C.R. (1992). Business, goods and service vehicle trip generation at office developments, JMP Consultants Ltd.

- 4.6.3 The JMP paper reported the results of surveys undertaken at a range of sites within London, and established servicing trip generation rate of 0.28 goods vehicle delivery trips per 100m² per day for office developments in Central London. This has been confirmed by numerous other surveys of office developments in London including St Mary's Axe and City Place House in the City of London. The data shows that the majority of the servicing is undertaken by LGV's with only 8% undertaken by HGVs.
- 4.6.4 Based on the above, the proposed development will generate approximately 4 servicing trips per day of which, only one is likely to be HGVs with the majority being LGVs. This is unlikely to represent an increase when compared to the existing scheme due to the new office being let to a single tenant.

4.7 Waste strategy

- 4.7.1 Waste collection and generation will continue to operate in the same way as the existing office building on the site. Waste will continue to be collected from Charing Cross Road as per the current situation. LBC requires waste/recycling to be placed out on-street for collection 30 minutes prior to the start of the collection period.
- 4.7.2 LBC's Camden Planning Guidance – Design sets out the requirements for managing waste in developments. Utilising the standards set out in BS5906:2005 document indicates that a weekly generation of 50litres for every employee on a basis of 1:16m² of office space with 70% of this capacity to be retained for recyclable waste in order to meet the Mayor's London target to exceed 65% in recycling/composting of municipal waste by 2030. This amounts to approximately 4.8m³ (4,800 litres) of waste generation per week for the office use; equivalent to approximately 0.96m³ (960 litres) per day. With a 30-70 split between residual and recyclable waste, there is expected to be up to 6 No. 60 litre sacks at collection times for residual waste and 11 No. 60 litre sacks when recyclable waste is collected. The sacks will be stored within 360 litre wheelie bins at basement level.
- 4.7.3 Restaurant waste will be stored at basement level within a separate refuse storage area in the restaurant demise. As per the existing situation, this is expected to generate 1 No. 60 litre sack of residual waste daily, and 2 No. 60 litre sacks of recyclable material. Organic waste and glass is stored separately.

Please refer to the basement level plan in Appendix A for the layout of waste storage areas.

4.7.4 Residual and recyclable waste will be taken to street level 30 minutes prior to the collection window. Both types of waste will continue to be collected on-street daily.

4.8 Proposed class E office trip generation

TRICS assessment

4.8.1 In the first instances, the industry standard TRICS (Trip Rate Information Computer System) database has been reviewed for comparable office sites within central London.

- Land Use: B1 Office.
- Size: Over 1,000m² GFA.
- Exclude inner London Boroughs.
- Survey date: No older than 2012 in accordance with the TRICS cut-off point.

4.8.2 Table 4.1 shows three sites which have been selected based on their central London locations and excellent public transport accessibility.

Table 4.1 – Office sites selected from TRICS

| Site Reference | Location | GFA |
|-----------------------|-----------------|---------------------|
| Streatham High Road | Lambeth | 3,054m ² |
| 33 Gracechurch Street | City | 9,803m ² |
| Monument Street | City | 1,951m ² |

4.8.3 The sites have been used to obtain average persons' trip rates per 100m² which have then been applied to the existing office space 968m² GIA (+5% to give approximate GEA = 1,016m² GEA). The results of this assessment for the AM and PM peak hour are shown in Table 4.2.

Table 4.2 - Person trip rates and trips for B1 Office based on TRICS

| | AM Peak (08:00 – 09:00) | | | PM Peak (17:00 – 18:00) | | |
|---|-------------------------|-------|-------|-------------------------|-------|-------|
| | In | Out | Total | In | Out | Total |
| Person Trip Rates per 100m ² GEA | 2.140 | 0.068 | 2.208 | 0.169 | 1.958 | 2.127 |
| Person Trips per 1,016m ² GEA | 22 | 1 | 23 | 2 | 20 | 22 |

4.8.4 The TRICS assessment indicates that the number of person trips to the existing development could be in the region of 23 two-way trips in the AM peak and 22 trips in the PM peak. Compared to the likely occupancy levels of the proposed development, these figures appear low. Therefore, as a check, a first principles assessment has been undertaken.

First principles trip assessment

4.8.5 The maximum capacity of the existing office space has been calculated as 146 employees based on the occupation density of 1 employee per 8m² Net Internal Area (NIA). It would be reasonable to assume that 85% of employees would be in the office on any given day taking account of absenteeism/ working from home etc. and of those in the office 45% would arrive during the morning peak hour. On this basis, the number of people expected to arrive during the morning peak hour is calculated as 57 people.

4.8.6 When compared to the TRICS trip generation, it can be seen that the TRICS assessment indicates a significantly lower trip generation. This could be due to the proposed development being more efficient in terms of the usable office space compared to the TRICS sites which are older developments. As such, it is proposed to use the first principles assessment as the basis of the trip generation analysis which shows a higher but a more realistic number of trips in peak hours. This has been complemented by the TRICS data to establish the likely arrival/departure profile at the development. The resultant peak hour trip generation for all modes is provided in Table 4.3.

Table 4.3 – Existing office trip generation (persons trips)

| Time | In | Out | Total |
|---------------|----|-----|-------|
| 08:00 – 09:00 | 56 | 1 | 57 |
| 17:00 – 18:00 | 2 | 24 | 26 |

Proposed office

4.8.7 The trip generation for the proposed additional office space has been calculated based on the same principles as for the existing office space. The total proposed office GEA is approximately 1,519m² and the associated trips are set out in Table 4.4.

Table 4.4 – Proposed office arrival and departure profile

| Time | In | Out | Total |
|---------------|-----------|------------|--------------|
| 08:00 – 09:00 | 73 | 1 | 74 |
| 17:00 – 18:00 | 3 | 30 | 33 |

4.8.8 The assessment shows that there are expected to be 74 and 33 total office person trips in the AM and PM peak hour respectively. The uplift in office floorspace could generate circa 17 and 7 additional trips during the AM and PM peak hours respectively. This represents a robust assessment in comparison with the TRICS data.

4.8.9 The increased number of trips generated by the proposed development during the peak hours by each mode will be imperceptible to existing users of the surrounding transport network. The additional office floorspace is not expected to have a noticeable impact upon transport infrastructure or services compared with the existing office building.

5 SUMMARY AND CONCLUSIONS

- 5.1.1 The proposed development comprises the refurbishment and redevelopment of the existing building to provide an additional 483.6m² GIA of Class E office floorspace in a two-storey roof extension with terrace. It is intended to let the whole office space to a single tenant. The proposals will also include provision of long stay cycle parking spaces and associated shower/changing facilities at basement level. The allocation of on-site cycle parking is in line with the local parking policy stated in LBC's Local Plan and the London Plan.
- 5.1.2 Servicing and refuse collection arrangements will be as per the existing office accommodation. Servicing will be carried out via Charing Cross Road frontage which has a marked bus and cycle lane with loading/unloading restrictions along the site frontage. This is in keeping with the current arrangement for the existing and adjacent commercial buildings.
- 5.1.3 The Council offers commercial waste collection services for both residual and recyclable waste. Waste collection would continue to be undertaken as for the existing building. Adequate waste storage will be provided at basement level for the waste expected to be generated by the site.
- 5.1.4 The additional trips generated by the modest uplift in floorspace will have an imperceptible impact on the local highway and public transport network.
- 5.1.5 Finally, the proposed development fully meets the transport aspirations and objectives of the current strategic, regional and local planning policies towards sustainable development. It is well located to benefit from excellent public transport connections and in respect of local amenities and would have an imperceptible impact on the operation of the local transport network.

Appendix A

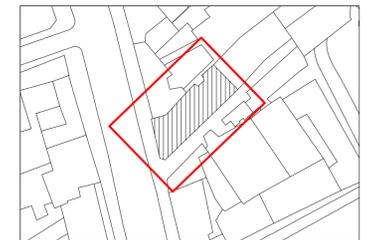
Ground floor and basement plans



Studio 10,
6-8 Cole Street,
London, SE1 4YH

contact@dmba.co.uk
dmba.co.uk
+44 20 3129 0700

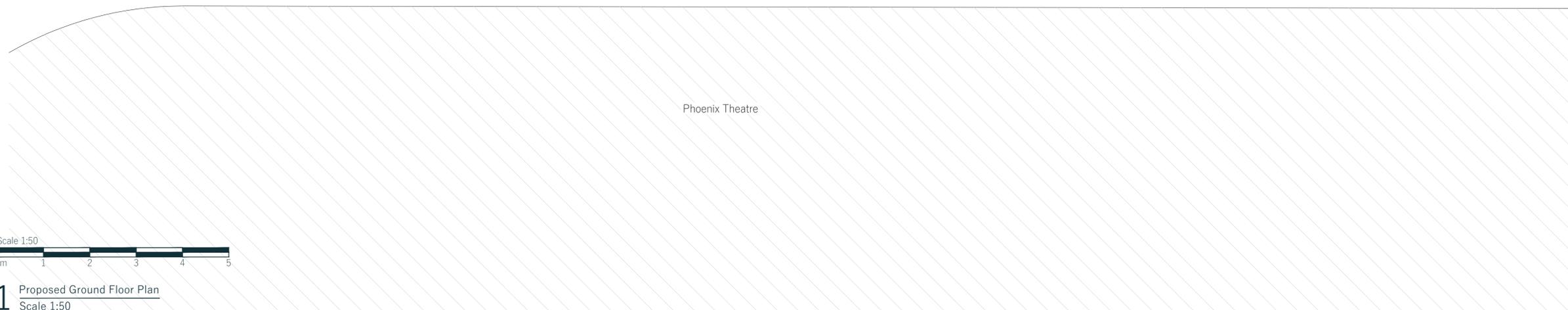
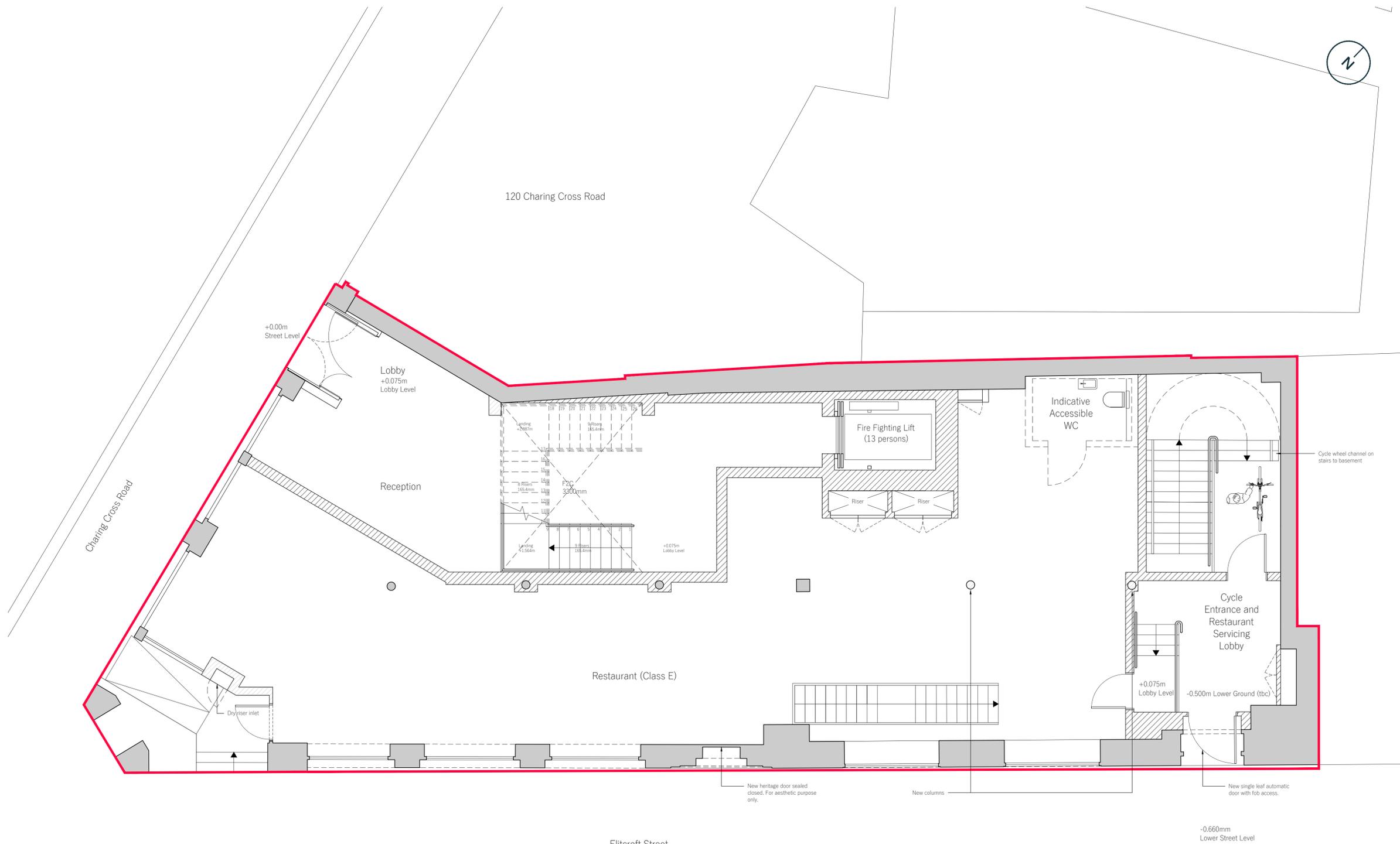
Key Plan



Notes

1. The drawings and dimensions are based on information received and collated from external sources and local measurements taken on site by DMBA. DMBA do not provide professional survey services and are therefore not responsible for the accuracy of the measurements.
2. Furniture and office partition layouts shown are indicative.
3. All levels shown are indicative and require further coordination with SE/MEP/Landscape.

Application Boundary



| | | | | |
|-----|----------|---------------------|----|------|
| PL1 | 25.07.22 | Issued for Planning | MB | GA |
| Rev | Date | Description | By | Chkd |

1. Do not scale from this drawing. All dimensions are in mm unless otherwise stated.
2. All levels and dimensions to be checked on site by contractor prior to commencing works. Report all discrepancies to DMBA.
3. All works shall follow relevant current statutory regulations. Workmanship and material shall follow relevant British standards and specification and codes of practice.
4. If this drawing is part of planning application, it should only be used for its purpose unless permission is sought from DMBA.
5. DMBA is not responsible for the accuracy of any information incorporated into this drawing from other professionals: any clarifications or further information required regarding this information from other professionals should be acquired from the relevant consultant or representative.
6. DMBA are to be informed, if there are any discrepancies between this drawing and other DMBA drawings or other consultants drawings.
7. This drawing is to be read in conjunction with all other DMBA drawings, specifications and schedules and all relevant consultant and specialist drawings, specifications, and contract documentation.
8. All work and site procedures are to comply with CDM requirements and regulations.
9. This drawing is subject to copyright.

| | | | |
|----------------|---------------------------|----------|--|
| Title | Proposed Ground Floor GA | | |
| Project | Flitcroft House | | |
| Drawing Status | Planning | | |
| Scale | 1:50 at A1 1:100 at A3 | | |
| Project No. | Drawing No. | Revision | |
| 20024 | 0302 | PL1 | |



1 Proposed Ground Floor Plan
Scale 1:50



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6-8 Cole Street,
London, SE1 4YH

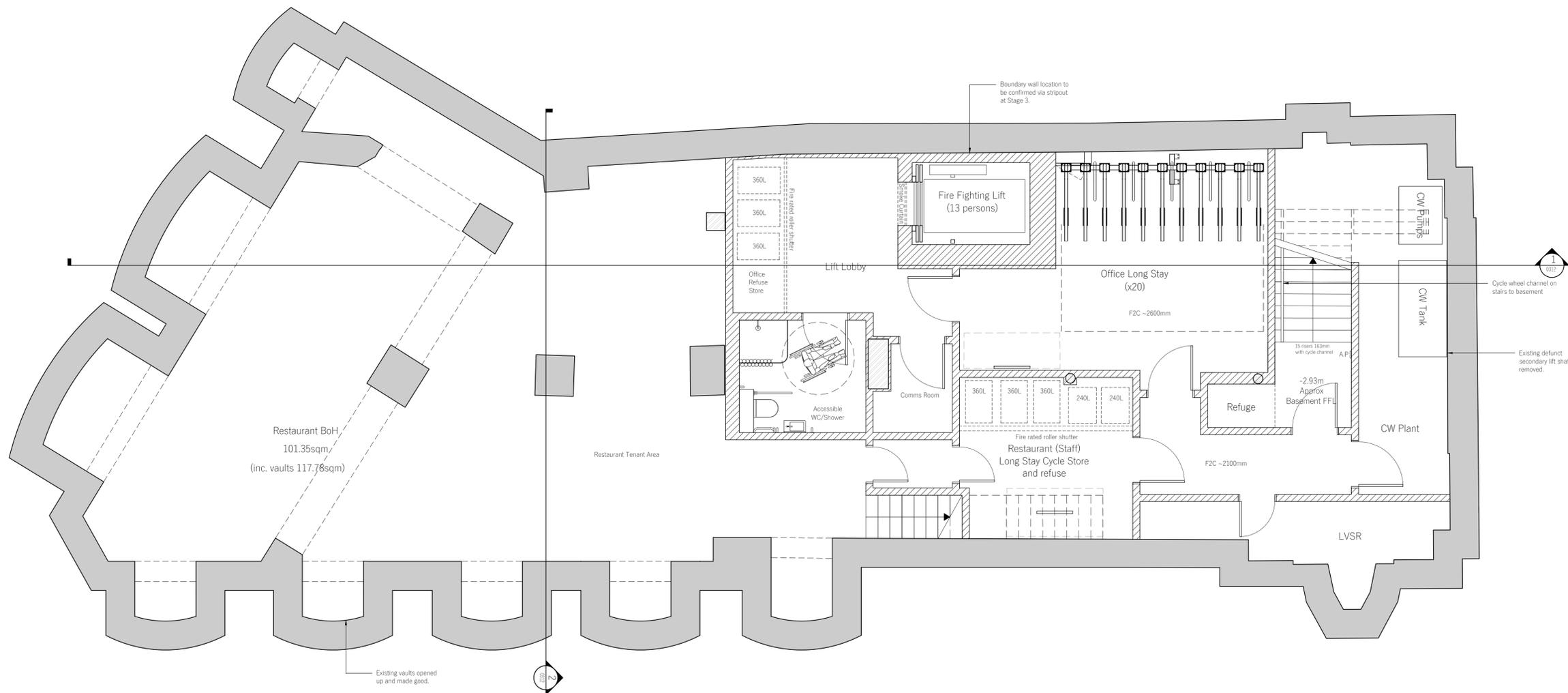
contact@dmba.co.uk
dmba.co.uk
+44 20 3129 0700

Key Plan



Notes

1. The drawings and dimensions are based on information received and collated from external sources and local measurements taken on site by DMBA. DMBA do not provide professional survey services and are therefore not responsible for the accuracy of the measurements.
2. Furniture and office partition layouts shown are indicative.
3. Broxap Easi-Riser 2-Tier Cycle Storage System, with gas strut mechanism shown. BXMW/EASI-RISER.
4. All levels shown are indicative and require further coordination with SE/MEP/Landscape.
5. All basement vaults shown are indicative and subject to further site investigation.



| | | | | |
|-----|----------|---------------------|----|------|
| PL1 | 25.07.22 | Issued for Planning | MB | GA |
| Rev | Date | Description | By | Chkd |

1. Do not scale from this drawing. All dimensions are in mm unless otherwise stated.
2. All levels and dimensions to be checked on site by contractor prior to commencing works. Report all discrepancies to DMBA.
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5. DMBA is not responsible for the accuracy of any information incorporated into this drawing from other professionals: any clarifications or further information required regarding this information from other professionals should be acquired from the relevant consultant or representative.
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7. This drawing is to be read in conjunction with all other DMBA drawings, specifications and schedules and all relevant consultant and specialist drawings, specifications, and contract documentation.
8. All work and site procedures are to comply with CDM requirements and regulations.
9. This drawing is subject to copyright.

| | | | |
|----------------|---------------------------|----------|--|
| Title | Proposed Basement GA | | |
| Project | Flitcroft House | | |
| Drawing Status | Planning | | |
| Scale | 1:50 at A1 1:100 at A3 | | |
| Project No. | Drawing No. | Revision | |
| 20024 | 0301 | PL1 | |



1 Proposed Basement Plan
Scale 1:50

