PROPOSED PUBLIC HOUSE DEVELOPMENT

KILBURN HIGH ROAD, LONDON

TRANSPORT STATEMENT

August 2022
jgv/22026/TS/v1

Northern Transport Planning Ltd

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KILBURN HIGH ROAD, LONDON

Document Status – Final

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PLANS

APPENDICES

1 INTRODUCTION

1.1 Introduction

1.1.1 Northern Transport Planning Ltd has been appointed by JD Wetherspoon plc to provide advice on the transport implications of proposed development at No.34 Kilburn High Road in Camden, London. This report provides a Transport Statement to support a planning application for the proposed development.

1.2 Development Site and Location

1.2.1 The proposed development site is located east of Kilburn High Road within the Kilburn High Road Town Centre on the western edge of the London Borough of Camden, immediately east of Brent and slightly to the north of Westminster. The location of the site is identified on **Plan 01**, **Plan 02** and **Plan 03**.

1.2.2 The proposed development site is identified on the plan provided as **Appendix A**. The site is bounded to the west by Kilburn High Road, to the north by a supermarket above which is residential accommodation, to the east by dwellings off Springfield Lane and to the south by a café above which is residential accommodation.

1.2.3 Access to the site is available on foot from 2 locations on Kilburn High Road, and via a footpath from Springfield Lane. No vehicular access to the site is available.

1.2.4 A consideration of the site's planning history on the Council's website reveals the building on the site has had a number of permitted uses over its history, including:

- Public House (since 1890);
- Public House with Bed and Breakfast accommodation (since 2000); and
- Public House with Hostel accommodation (since 2021).

1.2.5 We understand the building is currently vacant.

1.3 Development Proposals

1.3.1 The proposed development comprises the conversion of the building on the site back to wholly public house use and to construct a 184sq.m. Gross Floor Area (GFA) extension (a 16.9% increase) to provide a public house with a total GFA of 1,274sq.m. As existing, there would be no vehicular access to the site. Secure and covered cycle parking would be provided for staff.

1.3.2 The layout of the proposed development is shown on the plan provided as **Appendix B**.

1.4 Scope of the Report

1.4.1 This report considers the transport related issues relevant to the proposed development. The report addresses the issues raised by the pre-application advice provided by London Borough of Camden's Transport Planner (provided as **Appendix C**).

1.4.2 Subsequent sections of the report deal with the following matters:

- **Section 2** considers the site's accessibility by sustainable modes of transport.
- **Section 3** deals with issues specifically relating to traffic.
- **Section 4** provides a summary and conclusion to the report.

2 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

2.1 Introduction

2.1.1 This section of the report considers the proposed development site's accessibility by pedestrians, cyclists, and public transport users. First, an assessment of the trip generating potential of the proposed development is made.

2.2 Person Trips Associated with the Proposed Development

2.2.1 The proposed public house would have a GFA of 1,274sq.m. Using average trip rates for pub/restaurants contained within the TRICS database (Version 7.9.2) the weekday number of person trips associated with the proposed development has been estimated. The TRICS selection has been undertaken as follows:

- Pub/Restaurant;
- Multi-modal surveys;
- All sites in Great Britain;
- Sites greater than 400sq.m. GFA;
- Surveys since 10/06/05;
- Town Centre sites; and
- Weekday surveys (n.b. there are no weekend surveys using the above site selections).

2.2.2 The TRICS data is provided within **Appendix D** and the trip generation calculations are summarised in the following table:

	Daily
Land Use	Two-way
Pub/Restaurant – Trip Rate per 100sq.m.	259.934
Trips associated with 1,274sq.m.	3,312

Table 2.01: Weekday Person Trips Generated by the Proposed Development

2.2.3 The proposed development would generate around 3,312 two-way person trips (i.e. arrivals plus departures) per day on a weekday (by all modes of transport).

2.2.4 It should be remembered that prior to the partial use as Bed and Breakfast and Hostel, the whole of the building on the site was used as a public house for very many years (since 1890), so the increase in trips associated with the proposed development compared with the established use will be much lower than the 3,312 trips indicated above. The proposed development includes an extension of 184sq.m. to provide a total of 1,274sq.m., i.e. an increase of 16.9% compared with existing, therefore pro-rata the actual increase in two-way person trips associated with the site will be 559 per day.

2.2.5 By using the TRICS modal split data provided within **Appendix D** the following two-way numbers of trips by mode type are estimated:

Mode Type	**Modal Split**	**Weekday Daily**
Walking	66.1%	2189
Cycling	0.2%	7
Public Transport	18.9%	626
PTW	No data	-
Single Occupancy Car	4.9%	162
Multiple Occupancy Car	9.9%	328
Totals	**100.0%**	**3312**

Table 2.02: TRICS Modal Split

2.2.6 By using the modal split data from the National Census for people who work in the Camden Local Authority area (provided as **Appendix E**) the following two-way numbers of trips by mode type are estimated:

Mode Type	**Modal Split**	**Weekday Daily**
Walking	7.1%	235
Cycling	5.4%	179
Public Transport	75.6%	2503
PTW	1.4%	46
Single Occupancy Car	8.9%	295
Multiple Occupancy Car	1.6%	54
Totals	**100.0%**	**3312**

Table 2.03: National Census Modal Split

2.2.7 It can be seen that the estimates for travel by car (including taxis) are similar, although TRICS suggests a much higher percentage by multiple occupancy car – for public house customers the TRICS estimate is considered more likely. Both estimates suggest a relatively low number of trips by cycle but, given the nature of the proposed development it is considered that the TRICS estimate is more accurate. The estimates for travel by public transport and walking are, however, quite different – as will be shown below the site is highly accessible both on foot and by public transport and it is anticipated that the number of trips by these modes of transport will be roughly equal.

2.2.8 Having regard to the above, the following estimate of two-way numbers of trips by mode type are anticipated to be attracted to the proposed development:

Mode Type	Modal Split	Weekday Daily
Walking	42.5%	1408
Cycling	1.0%	33
Public Transport	42.5%	1408
PTW	1.0%	33
Single Occupancy Car	3.1%	102
Multiple Occupancy Car	9.9%	328
Totals	**100.0%**	**3312**

Table 2.04: Anticipated Modal Split

2.3 Accessibility on Foot

2.3.1 It is generally accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km.

2.3.2 Pedestrian access to the site would be available direct from Kilburn High Road as existing. Access for customers and other visitors, staff who experience mobility difficulties, staff with cycles and most deliveries will be via the northern doorway. Other staff and some deliveries will use the southern doorway. Pedestrian access for refuse collection and for use in emergencies will also be available via the footpath link to Springfield Lane.

2.3.3 The highways surrounding the site benefit from street lighting and good quality footways with tactile paving installed at appropriate locations. Signal controlled pedestrian crossings of Kilburn High Road and Cambridge Avenue are available approximately 20m to the north of the site, and a Zebra crossing of Kilburn High Road is available approximately 60m to the south of the site.

2.3.4 A 2km walking distance, representing approximately a 25 minute walk time (walking at 5kph/3mph), is identified on **Plan 04**. Having regard to the availability of pedestrian infrastructure and the alignment of links for walking, a very significant built-up area with many dwellings lies within a 2km walk from the site. There is the real potential for customers and staff employed at the proposed public house to live within comfortable walking distance of the site.

2.4 Accessibility by Cycle

2.4.1 It is generally accepted that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

2.4.2 There is currently no cycle parking provided at the public house. The committee report for the recent planning application (Ref: 2020/1412/P) for conversion of part of the building to a Hostel concluded at paragraph 8.1:

"The absence of any on-site cycle parking is considered acceptable in this instance given the constrained nature of the site. Furthermore, visitors are most likely to use public transport to access the site particularly given its proximity to the tube station and being well located for public transport."

2.4.3 Secure cycle parking for use by staff would be provided within the basement of the building – the Mayor of London cycle parking standard for staff is 1 space per 175sq.m. GFA, so for the proposed development of 1,274sq.m. it equates to 8 spaces (rounded up) which would be provided. The basement would be accessible from ground floor level via the northern doorway on Kilburn High Road and then by using the service lift.

2.4.4 The Mayor of London cycle parking standard for visitors/customers is 1 space per 40sq.m. GFA which equates to 32 spaces (rounded up). As already accepted by the Council, the site is constrained and no on-site cycle parking for customers can be provided. It has also been accepted by the Council that visitors to the site are unlikely to cycle, and are more likely to walk or use public transport, and this is confirmed by the TRICS and National Census modal split data. Cycle parking spaces on the Kilburn High Road footways in the vicinity of the site are available for use by customers.

2.4.5 No Santander cycle docking stations are available within a reasonable distance from the proposed development site.

2.4.6 The area surrounding the site benefits from a limited range of facilities to assist cyclists, and Kilburn High Road itself is heavily trafficked. Notwithstanding this, there are various side roads surrounding the site which are relatively lightly trafficked and more suitable for use by cyclists. Furthermore, the topography of the surrounding areas is relatively conducive to cycling.

2.4.7 A 5km cycling distance, representing approximately a 15 minute cycle time (cycling at 20kph/12mph), is identified on **Plan 05**. Having regard to the alignment of the links for cyclists and barriers to movement, a very significant residential area where customers and staff employed at the proposed public house might live is within a 5km cycle distance from the site. This area includes large parts of the boroughs of Camden, Brent and Westminster.

2.5 Accessibility by Public Transport

2.5.1 It is recognised that for public transport to be an attractive alternative mode of transport to the private car it needs to be easily accessible on foot. Ideally, bus users should not have to walk more than 400m to their nearest bus stop or 800m to their nearest railway station.

2.5.2 The nearest bus stops to the proposed development site are located on Kilburn High Road approximately 25m south of the site. Slightly further away are bus stops located on Cambridge Avenue, approximately 70m west of the site. The bus stops all benefit from shelters and information.

2.5.3 The bus services available from the stops, their routes and approximate frequencies are summarised in the following tables:

Service Number	Route	Frequency (Approximate Minutes)			
		Mon-Sat Day	Mon-Sat Eve/Night	Sun Day	Sun Eve/Night
16	Cricklewood to Victoria Bus Station	10	13	12	12
N16	Cricklewood to Victoria Bus Station	-	30	-	30
98	Willesden Bus Garage to Red Lion Square	6	12	10	12
N98	Stanmore Station to Red Lion Square	-	30	-	30
332	Brent Park Tesco to Paddington Station	10	10	10	10

Table 2.05: Bus Services available from Kilburn High Road

Service Number	Route	Frequency (Approximate Minutes)			
		Mon-Sat Day	Mon-Sat Eve/Night	Sun Day	Sun Eve/Night
N28	Camden Town to Wandsworth	-	30	-	30
31	Camden Town to White City Bus Station	10	10	10	10
N31	Camden Town to Clapham Junction Station	-	30	-	30
32	Edgeware Bus Station to Kilburn Park Station	10	10	10	10
206	Wembley to Kilburn Park Station	12	20	20	20
316	Cricklewood to White City Bus Station	8	12	8	12
328	Golders Green Station to Chelsea	10	10	10	12

Table 2.06: Bus Services available from Cambridge Avenue

2.5.4 The buses which are available within a short walk from the site provide an excellent range and frequency of services on all days of the week from the early morning to late evening. A good range of night buses are also available. As well as serving a wide geographical area, these buses provide public transport links to other bus routes and overground and underground train services.

2.5.5 Kilburn High Road Railway Station is approximately 60m north of the site. The station is on the Euston to Watford Junction Line. The trains operate on a 15 minute frequency on all days of the week.

2.5.6 Kilburn Park Tube Station is approximately 260m southwest of the site. The station is on the Bakerloo line, between Queen's Park and Maida Vale stations. Weekday off-peak and Sunday services in trains per hour (tph) on the Bakerloo line are:

- 4 tph from Harrow & Wealdstone to Elephant & Castle
- 4 tph from Stonebridge Park to Elephant & Castle
- 8 tph from Queen's Park to Elephant & Castle

2.5.7 The overground and underground trains which are available within a short walk from the proposed development site provide an excellent range and frequency of services on all days of the week from the early morning to late evening. The trains serve a good geographical area and provide public transport links to bus routes and other train services.

2.6 Public Transport Access Level

2.6.1 The Public Transport Access Level (PTAL) assesses connectivity (level of access) to the transport network, combining walk time to the public transport network with service wait times. The PTAL for the proposed development site is 6a which is high, and one level down from 6b which is identified as 'best'. The PTAL calculation is provided as **Appendix F**.

2.7 Conclusion

2.7.1 It is concluded that the proposed development site is highly accessible by sustainable modes of transport.

3 TRAFFIC ISSUES

3.1 Introduction

3.1.1 This section of the report deals specifically with traffic issues.

3.2 Traffic Associated with the Site as Existing

3.2.1 The site is currently vacant and does not generate any traffic movements. It should be remembered, however, that the building on the site has previously had a variety of uses, including being wholly used as a public house.

3.2.2 As a result of the public house use, it is apparent that the site has previously generated material levels of traffic associated with staff and customers. Using the TRICS data and modal split for trips by single occupancy and multiple occupancy cars described in in **Section 2** of this report, it is estimated that the existing building of 1,090sq.m. GFA would generate 89 two-way person trips by single occupancy car and 280 two-way person trips by multiple occupancy car, i.e. 182 vehicle movements per weekday assuming the multiple occupancy car contains an average of 3 people.

3.2.3 The site has also generated Heavy Goods Vehicle (HGV) movements associated with the delivery of stocks, materials, food and drink, etc., and for the removal of refuse and bottles.

3.3 Traffic Generation

3.3.1 As shown in **Section 2** it is anticipated that the vast majority of customers will travel to the proposed development on foot and by public transport. This is logical given the location of the site close to a residential area which provides a large catchment within easy walking distance, and with excellent opportunities for use of public transport being available within a convenient distance from the site. It should also be noted that the use of non-car modes of transport is appropriate for many customers due to the nature of the proposed development (i.e. a public house).

3.3.2 Using the TRICS data and modal split for trips by single occupancy and multiple occupancy cars from TRICS and the National Census described in in **Section 2** of this report, it is estimated that the proposed development of a public house with 1,274sq.m. GFA would generate 102 two-way person trips by single occupancy car and 328 two-way person trips by multiple occupancy car, i.e. 211 vehicle movements per weekday assuming the multiple occupancy car contains an average of 3 people.

3.3.3 It can be seen, therefore, that there would be a modest increase in traffic associated with the site of 29 vehicle movements per day on a weekday compared with the historical public house use. This represents a maximum increase in traffic of 3 or 4 vehicle movements per hour.

3.3.4 It should be noted that not all of this traffic would be new to the local highway network, for example some trips would be redistributed from similar establishments within the area. Also, some trips would be made as part of a linked trip, such as working, shopping or leisure trips undertaken to/from the area or further afield.

3.4 Car Parking

3.4.1 No on-site car parking would be provided as part of the proposed development – this is the same arrangement as that for the existing site and indeed for the majority of commercial premises in the area. Car parking would be catered for predominantly using the on-street parking which is available in the vicinity of the site.

3.4.2 All roads in the vicinity of the site (including those in the boroughs of Camden, Brent and Westminster) are protected by Controlled Parking Zones which operate Monday to Friday between 08:30 and 18:30 hours. The parking restrictions include the following:

- No parking at any time.
- No parking during CPZ times.
- Pay by phone (max stay 2 hours).
- Loading only.
- Disabled only.
- Permit holders only.
- E-scooter hire only.

3.4.3 There is no reason to consider that the on-street car parking which is available within comfortable walking distance from the site would not satisfactorily cater for the additional demand for parking generated by the proposed development.

3.5 Heavy Goods Vehicle Servicing Requirements

3.5.1 It should be remembered that the site has previously been used wholly as a public house for very many years, with conversion of some of the floorspace to Bed and Breakfast and Hostel only occurring in more recent years. These uses will have generated regular trips by servicing vehicles, including HGV movements for the delivery of stocks, materials, laundry, food and drink, etc., and for the removal of refuse and bottles.

3.5.2 It is not possible to state precisely what the HGV servicing requirements of the proposed development site will be until the public house is fully in operation. For illustrative purposes, however, the HGV servicing requirements have been estimated using data relating to the typical requirements of JD Wetherspoon sites.

3.5.3 Having regard to the size, nature and location of the Kilburn High Road site, it is anticipated that the HGV servicing requirements would be as shown in the table below:

Operator	Goods Delivered/Collected	Vehicle Type	No. of Service Vehicles per Week
Independent Breweries	Beer	Transit type flatbed	3
DHL	Food and bar products	11.0m Rigid	5
Tradeteam	Bottled drinks and beer	12.0m Rigid or Urban Artic	2
Matthew Clark	Wines and spirits	12.0m Rigid	2
Biffa/Veolia	Waste and Recyclables	Refuse Vehicle	2

Table 3.01: Weekly HGV Servicing Requirements

3.5.4 It can be seen that around 14 HGV service vehicles would typically require access to the site each week, which would be spread throughout the week representing an average of around two HGVs per day. The HGVs used for these deliveries are typically 2 or 3 axle rigid vehicles of varying size up to 12.0m in length, or small 'urban artic' 3-axle articulated vehicles.

3.5.5 The level of patronage and turnover at the Kilburn High Road site is unlikely to materially affect the number of service vehicles attending the premises. This is because variations in turnover result primarily in variations in the volume of goods/material delivered or collected by each service vehicle, rather than variations in the number of service vehicles attending.

3.5.6 In addition to the HGV vehicles servicing the site, there will be regular visits by Light Goods Vehicles (LGVs) delivering post, stationary, cleaning materials, etc. The numbers and types of vehicle associated with this aspect of the servicing will be similar to the previous uses of the site as a public house, with or without the Bed and Breakfast or Hostel.

3.5.7 All deliveries would be undertaken from Kilburn High Road. Immediately north of the site frontage there is a 'no loading Monday to Saturday 07:00 – 19:00 hours' restriction. South of this point there is a 'No loading Monday to Saturday 07:00 – 10:00 hours and 16:00 – 19:00 hours' restriction. It can be seen, therefore, that deliveries cannot be made from Kilburn High Road during the Monday to Saturday peak traffic periods.

3.5.8 Deliveries would tend to access via the northern doorway and then using the service lift, although hand-held deliveries could use the southern doorway. It is likely that beer and other heavy items will be delivered via the beer drop door located on the Kilburn High Road frontage between the two doorways.

3.5.9 All collections of refuse and bottles would be from Springfield Lane via the footpath at the rear of the site. There are no loading restrictions on Springfield Lane.

3.6 Traffic Impact

3.6.1 It is generally accepted that an increase of over 30 vehicles per hour, or one vehicle every two minutes, is a useful ‘rule of thumb’ for considering materiality and triggering a requirement for a formal assessment.

3.6.2 As previously noted, the proposed development would generate a peak increase in two-way traffic of 3 or 4 vehicle movements per hour during the weekday. Much of this generated traffic does not represent additional traffic on the local highway network, as many trips will be redistributed from similar establishments in the area and others will form part of linked trips to/from the area or further afield.

3.6.3 On the Saturday and Sunday, we do not have suitable traffic generation data though it is likely to be slightly higher than on the weekday, but this is when the local highway network traffic flows are at a lower level compared with the weekday.

3.6.4 There is no reason to consider that the traffic generated by the proposed development would have any implications for highway capacity or road safety on the local highway network.

3.7 Conclusion

3.7.1 It is concluded that the proposed development site is accessible by motor vehicles.

4 SUMMARY AND CONCLUSION

4.1 Introduction

4.1.1 Northern Transport Planning Ltd has been appointed by JD Wetherspoon plc to provide advice on the transport implications of proposed development at No.34 Kilburn High Road in Camden, London. The proposed development site is located east of Kilburn High Road within the Kilburn High Road Town Centre on the western edge of the London Borough of Camden, immediately east of Brent and slightly to the north of Westminster.

4.1.2 A consideration of the site's planning history on the Council's website reveals the building on the site has had a number of permitted uses over its history, including:

- Public House (since 1890);
- Public House with Bed and Breakfast accommodation (since 2000); and
- Public House with Hostel accommodation (since 2021).

4.1.3 We understand the building is currently vacant.

4.1.4 The proposed development comprises the conversion of the building on the site back to wholly public house use and to construct a 184sq.m. GFA extension (a 16.9% increase) to provide a public house with a total GFA of 1,274sq.m. As existing, there would be no vehicular access to the site. Secure and covered cycle parking would be provided for staff.

4.2 Accessibility

4.2.1 It has been demonstrated that the proposed development site is highly accessible by sustainable modes of transport.

4.2.2 The Public Transport Access Level for the proposed development site is 6a which is high, and one level down from 6b which is identified as 'best'.

4.3 Traffic Issues

4.3.1 Using the TRICS data and modal split for trips by single occupancy and multiple occupancy cars from TRICS and the National Census it is estimated that the proposed development of a public house with 1,274sq.m. GFA would generate 211 vehicle movements per weekday.

4.3.2 No on-site car parking would be provided as part of the proposed development – this is the same arrangement as that for the existing site and indeed for the majority of commercial premises in the area. Car parking would be catered for predominantly using the on-street parking which is available in the vicinity of the site. All roads in the vicinity of the site (including those in Camden, Brent and Westminster) are protected by Controlled Parking Zones which operate Monday to Friday between 08:30 and 18:30 hours.

4.3.3 There is no reason to consider that the on-street car parking which is available within comfortable walking distance from the site would not satisfactorily cater for the additional demand for parking generated by the proposed development.

4.3.4 Around 14 HGV service vehicles would typically require access to the site each week, spread throughout the week, representing an average of around two HGVs per day. The HGVs used for these deliveries are typically 2 axle rigid vehicles of varying size up to 12.0m in length, or small ‘urban artic’ 3-axle articulated vehicles. Deliveries would be made from Kilburn High Road whereas refuse and bottles would be collected from Springfield Lane. The number of HGVs servicing the site will be little different to the number which serviced the site as part of its recent uses.

4.3.5 There would be a modest increase in traffic associated with the site of 29 vehicle movements per day on a weekday compared with its recent public house use. This represents a maximum increase in traffic of 3 or 4 vehicle movements per hour. Much of this generated traffic does not represent additional traffic on the local highway network, as many trips will be redistributed from similar establishments in the area and others will form part of linked trips to/from the area or further afield.

4.3.6 On the Saturday and Sunday, we do not have suitable traffic generation data though it is likely to be slightly higher than on the weekday, but this is when the local highway network traffic flows are at a lower level compared with the weekday.

4.3.7 There is no reason to consider that the traffic generated by the proposed development would have any implications for highway capacity or road safety on the local highway network.

4.4 National Planning Policy Framework

4.4.1 Paragraph 110 of the NPPF states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, 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 46; and

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."

4.4.2 Paragraph 111 of the NPPF states:

"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."

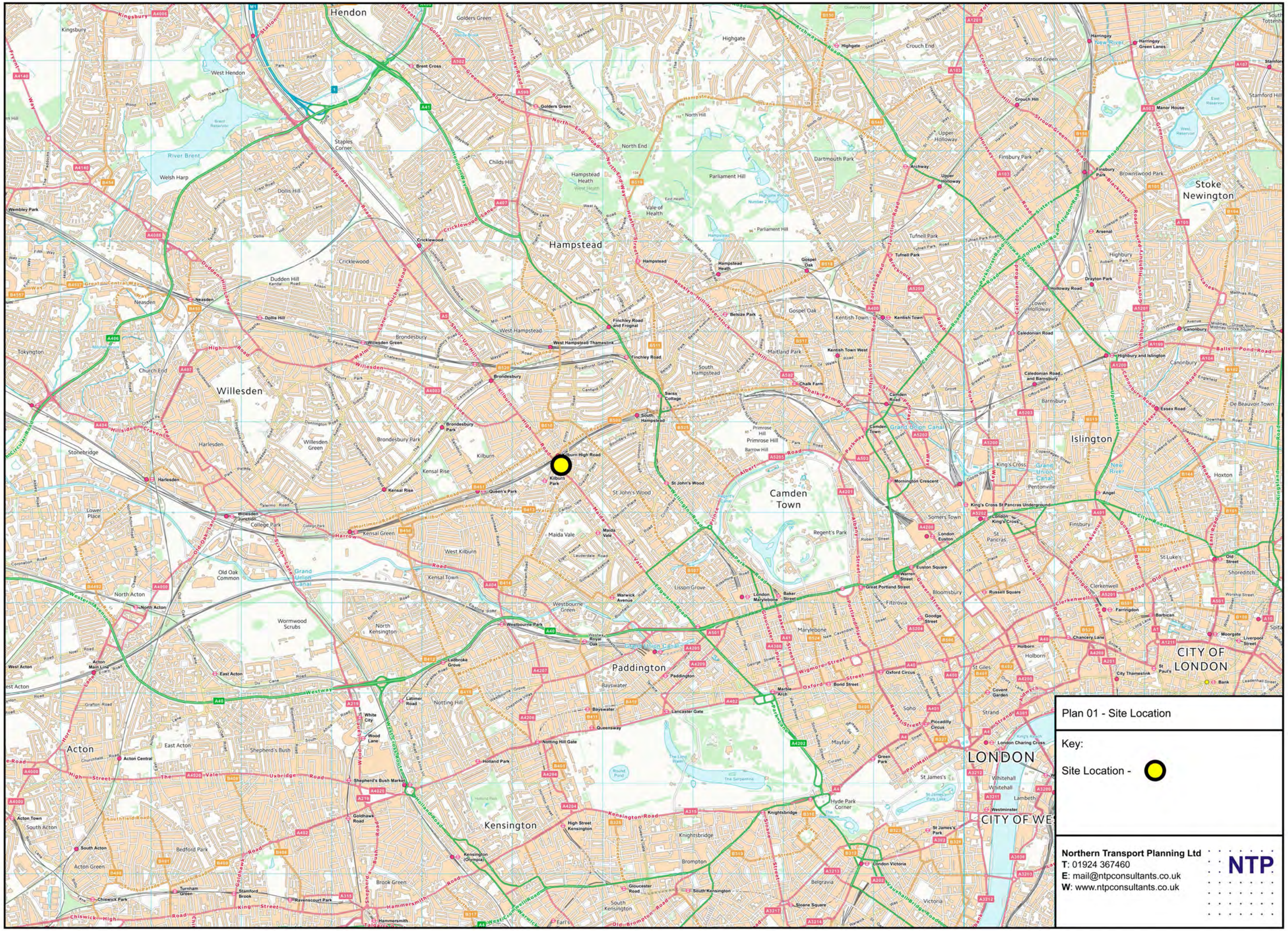
4.4.3 The following comments are relevant in relation to the above:

- Opportunities for sustainable transport – as has been demonstrated within this Transport Statement, the site is highly accessible by sustainable transport.
- Safe and suitable access – safe and suitable access to the site will be available for all modes of transport.
- Impact of development – the analysis provided within this Transport Statement demonstrates that the traffic generated by the proposed development would not have a severe impact on the operation of the local highway network.

4.5 Overall Conclusion

4.5.1 Having regard to the above it is concluded that the proposed development is satisfactory from a transport policy, traffic and highways viewpoint.

PLANS



Plan 01 - Site Location

Key:

Site Location -

Northern Transport Planning Ltd
T: 01924 367460
E: mail@ntpconsultants.co.uk
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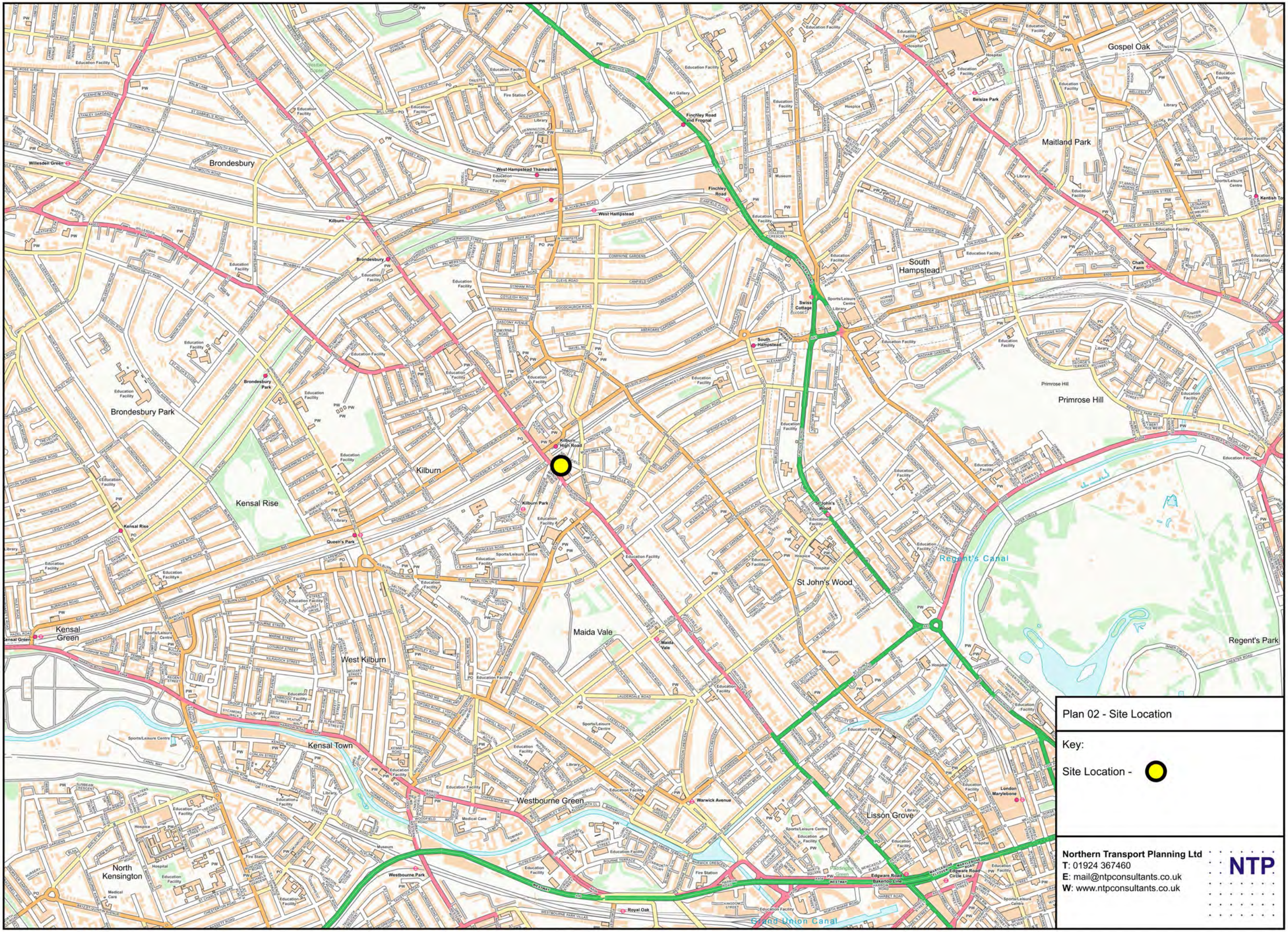
NTP



Plan 02 - Site Location

Key:

Site Location -

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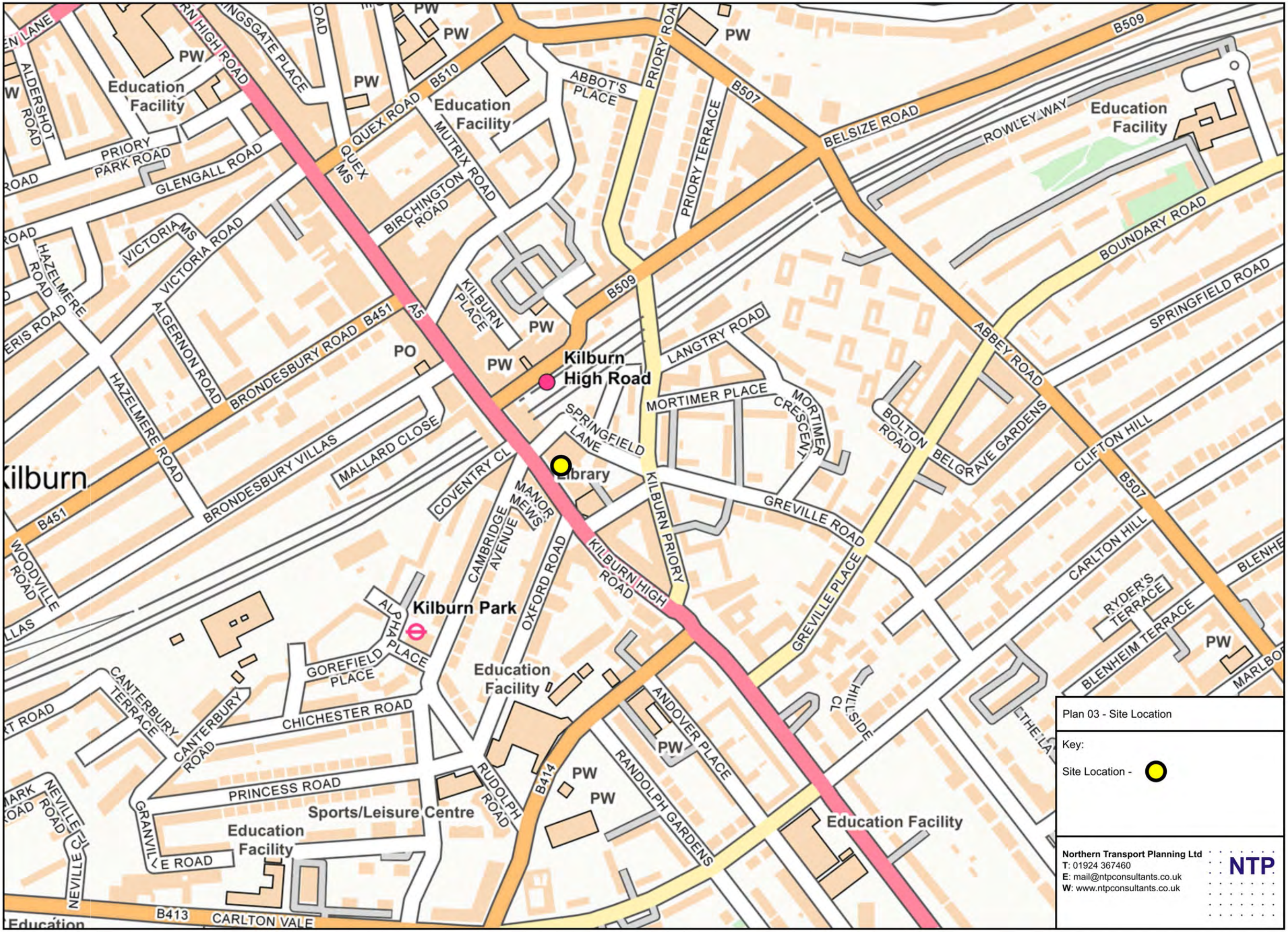

Plan 03 - Site Location

Key:

Site Location -

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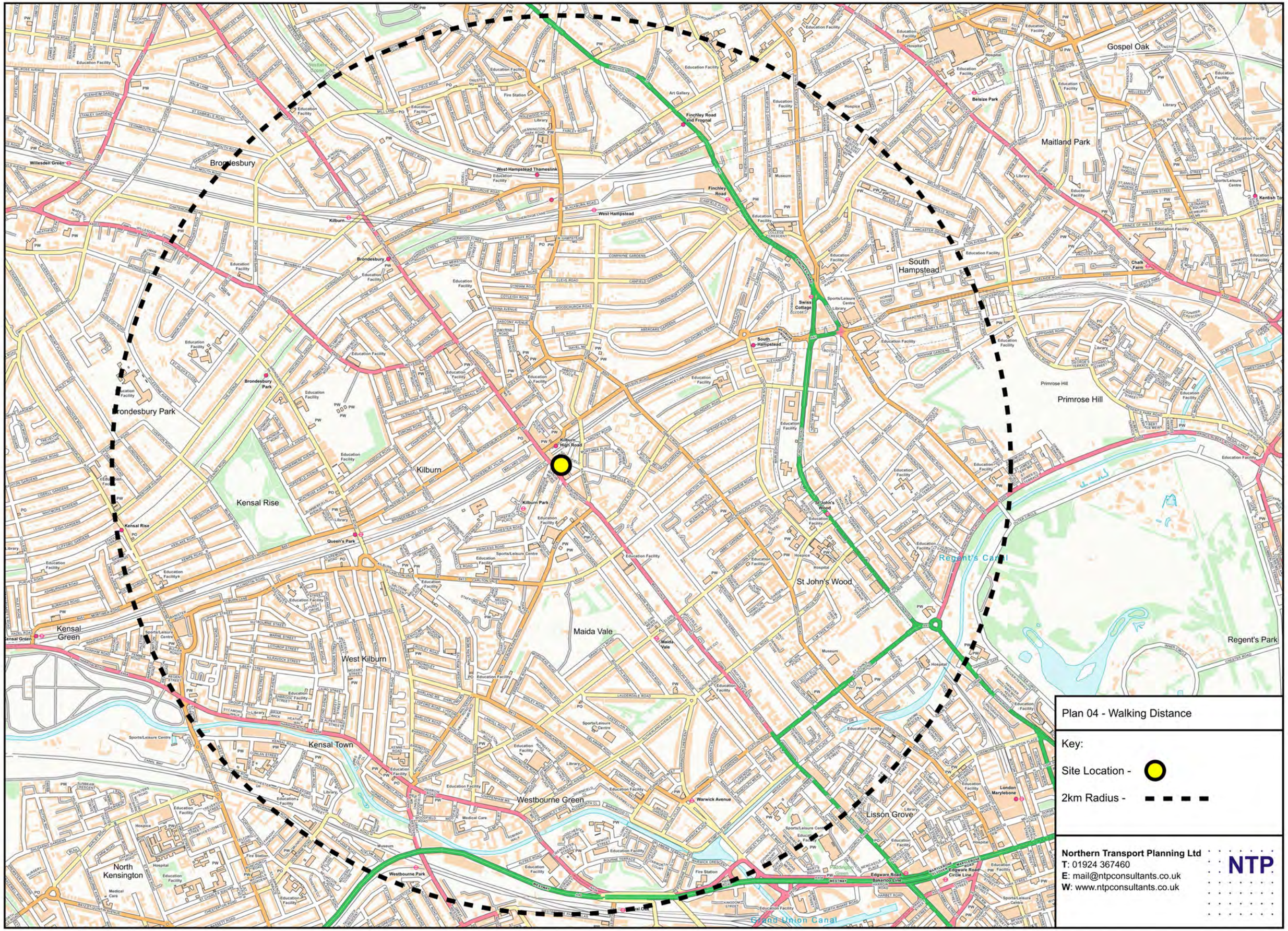

Plan 04 - Walking Distance

Key:

Site Location -

2km Radius -

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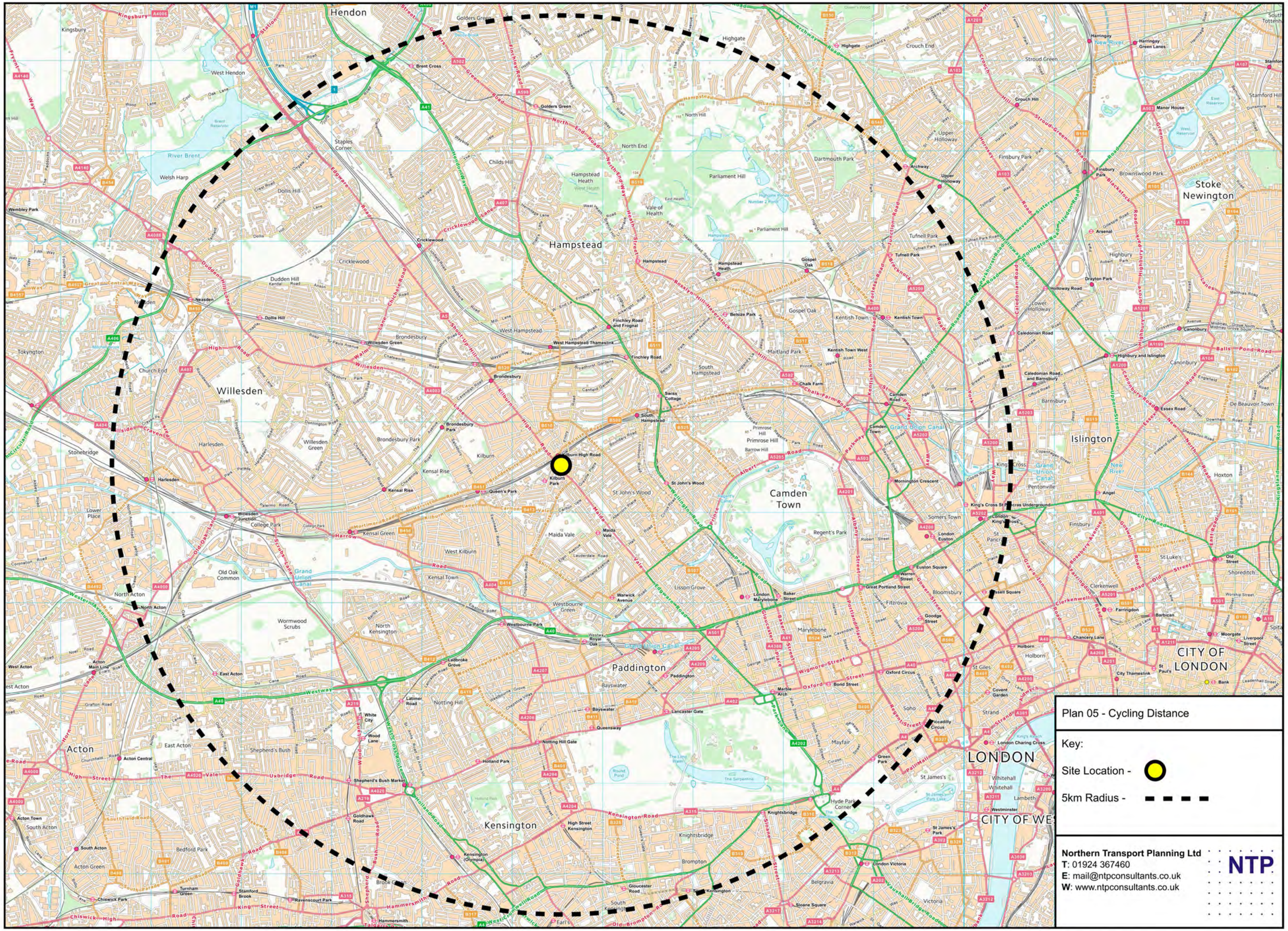

Plan 05 - Cycling Distance

Key:

Site Location -

5km Radius -

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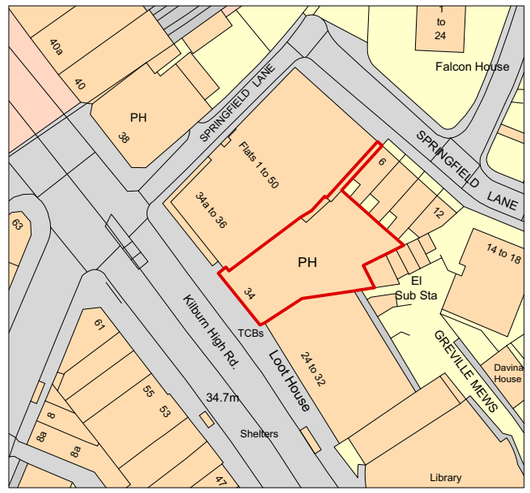
NTP

APPENDIX A



Site Location Plan

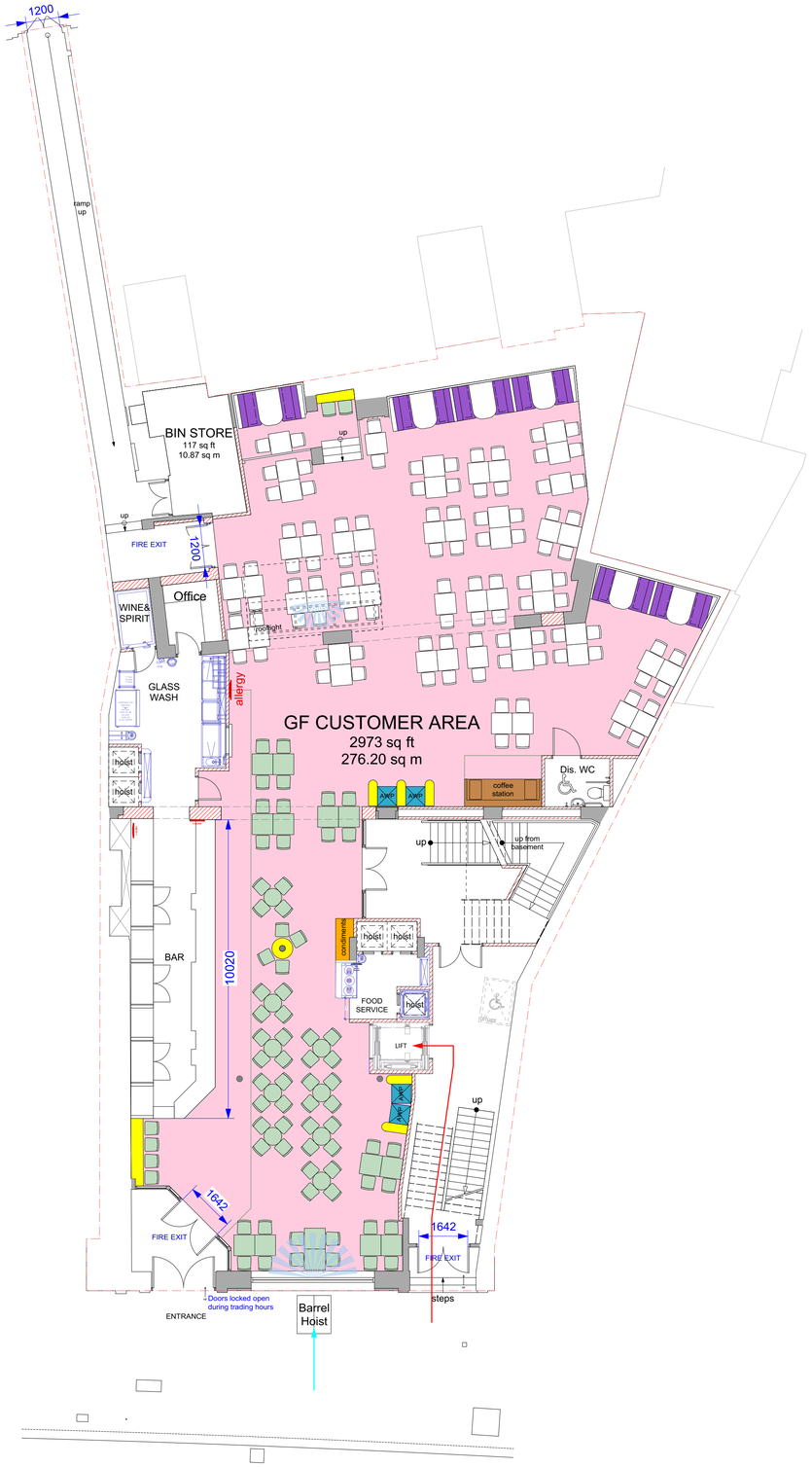
Scale: 1:1250

20 0 20 40 60 80 100

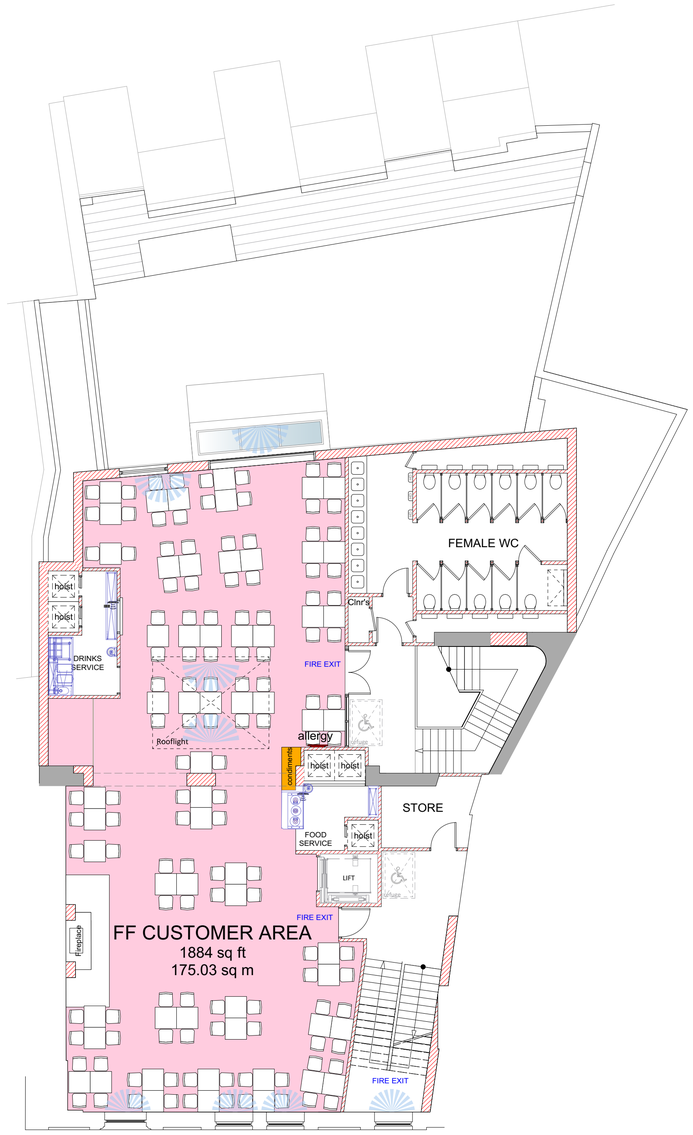
Metres

Project: P7580 FORMER SOUL STORE 34 KILBURN HIGH ROAD KILBURN, LONDON NW6 5UA	Client: JD WETHERSPOON PLC	Drawing: SITE LOCATION PLAN Drg no: 2021-056- 001 PL rev	LBF Architects
Drawn by: PK Checked by: FB	Date: Jan 22	Scale: 1:1250@A3	The Sail Loft, Limehouse Court, 3-11 Dod Street, London E14 7EQ - Tel: 020 7536 2100 initial.surname@lbfarchitects.co.uk www.lbfarchitects.co.uk

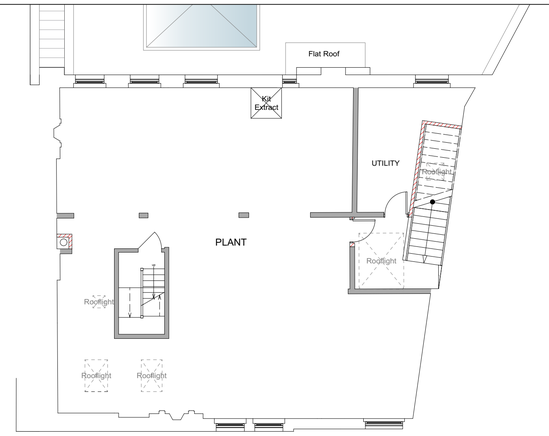
APPENDIX B



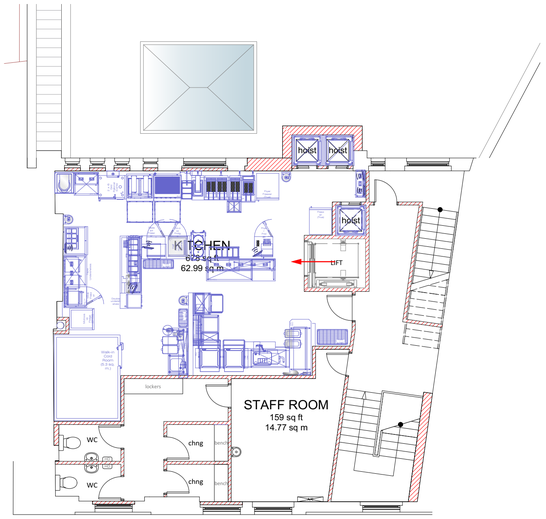
GROUND FLOOR PLAN
Scale: 1:100



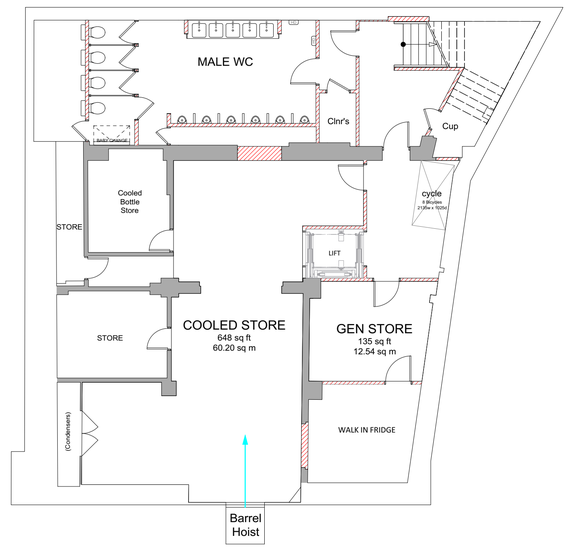
FIRST FLOOR PLAN
Scale: 1:100



THIRD FLOOR PLAN
Scale: 1:100



SECOND FLOOR PLAN
Scale: 1:100



BASEMENT FLOOR PLAN
Scale: 1:100

0 5.0 10.0 M

AREA TABLE

PROPOSED PUB

No	SPACE	AREA sq ft	AREA sq m
1	GF CUSTOMER AREA	2973 sq ft	276 sq m
2	FF CUSTOMER AREA	1884 sq ft	175 sq m
3	KITCHEN	678 sq ft	63 sq m
4	STAFF ROOM	159 sq ft	15 sq m
5	COOLED STORE	648 sq ft	60 sq m
7	BIN STORE	117 sq ft	11 sq m
8	GEN STORE	135 sq ft	13 sq m

DEVELOPMENT AREAS		
TOTAL DEV'MENT AREA	13713 sq ft	1274 sq m
TOTAL CUSTOMER AREA	4895 sq ft	454.8 sq m

CAPACITY
As table 1 of Approved Doc B Pt B of the building regs

		Occupancy
20% Vertical drinking	0.3m2/person	303
80% Seated customers	1.0 m2/person	364
TOTAL CAPACITY		667

FIRE EXIT CAPACITY

Exit No	Exit Size	Evac To	Max Evac No
1	1642 mm	Paving	328.4 person
2	1642 mm	Street	328.4 person
3	1200 mm	Rear	240 person
4			
5			
TOTAL FIRE EXIT CAPACITY			896.8
TOTAL CAPACITY DISREGARDING LARGEST EXIT			568.4

Comments:

Toilet provision based on compliance with BS 6465-1: 2006. and JDW requirements

KEY - DAG

- CUSTOMER AREA
- GARDEN AREA
- VERTICAL DRINKING AREA
- SELF SERVE COFFEE STATION
- CONDIMENT UNIT
- AWP'S
- PLASMA/PROJECTION SCREEN
- FIXED SEATING
- HIGH SEATING
- DRINK SHELVES
- DAYLIGHT
- UNDEVELOPED AREA
- CELLAR DELIVERY ROUTE
- KITCHEN DELIVERY ROUTE

Rev	Date	Notes
M	28.07.22	Lift & cycle area updated Female Wc's amended

LBF Architects
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initial.surname@lbfarchitects.co.uk
www.lbfarchitects.co.uk

Project:
P7580 FORMER SOUL STORE
34 KILBURN HIGH ROAD
KILBURN, LONDON NW6 5UA

Client:
JD WETHERSPOON PLC

Drawing:
PROPOSED DAG PLANS

Scale:	Drawn:	Checked :	Date:
1:100@A1	DJW	FB	Nov 21

Drg no: 2021-056-010 Rev : M

APPENDIX C

[redacted]

From: Vivian Luk <Vivian.Luk@camden.gov.uk>
Sent: 30 May 2022 16:09
To: Nathaniel Young
Subject: 2022/1092/PRE - 34 Kilburn High Road - change of use C1 to pub/restaurant

Hi Nathaniel,

I have reviewed the above pre-app and wish to make some transport observations. The development description is as follows: *Change of use of bed and breakfast on first, second and third floor levels (Class C1) to a public house/ restaurant (JD Whetherspoon) (Sui Generis/Class E), with existing pub use on ground and basement levels being retained and incorporated. Single storey rear extension at first floor level and the installation of new and replacement plant equipment.*

Transport Statement
Any future full application should include a Transport Statement, which provides the information required as stated in the CPG Transport. This should include information on trips, existing and proposed delivery and servicing, as well as frequency and vehicle types. Cycle parking and support facilities information should also be included.

Car-free
The development would need to be car-free in accordance with Policy T2 and CPG Transport, which includes limiting the availability of both off-street and on-street parking. This would be secured by a legal agreement if planning permission is granted, and would prevent future occupiers from obtaining on-street parking permits.

Cycle Parking
The pre-app document does not indicate any information on cycle parking. This should be addressed in the Transport Statement. The development would be required to provide long-stay cycle parking spaces for staff and short-stay cycle parking spaces for visitors according to the London Plan standards below.

The applicant should note the following:

- All cycle spaces should be secured and accessible (step-free).
- We do not support vertical cycle parking spaces as they are not accessible to all users.
- Long-stay cycle spaces should be separated from short-stay due to security concerns.
- Short-stay cycle spaces should be within the site (the applicant should try to provide as many as possible within the site, we can discuss on providing the rest on the public highway nearby).
- 5% of the total number of cycle parking facilities should be allocated to non-standard cycles according to the London Plan and London Cycling Design Standards. These non-standard cycle parking spaces must be clearly signposted and/or identified with ground markings denoting they are for non-standard cycles.
- Route to cycle parking must be step free and well signposted.
- Should be within 50 metres of the building entrance.
- All doors to the cycle parking area should be automated by a push button or pressure pad.
- External door width should be at least 2 metres and the internal door width should be at least 1.2 metres.

	Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
(former use class) A2-A5 financial / professional services; cafes & restaurants;	1 space per 175 sqm (GEA)	1 space per 20 sqm (GEA)

drinking establishments; take-aways above 100 sqm		

Delivery and Servicing Management Plan
Kilburn High Road is a busy A road, and vehicles would only be able to load and unload at certain hours adjacent to the site. The site can be accessed at the rear on Springfield Lane, however the beer hatch is in front on Kilburn High Road. Delivery and servicing information should be included within the Transport Statement. A Delivery and Servicing Management Plan may need to be secured as a section 106 planning obligation if planning permission is granted.

Construction Management Plan (CMP) and Construction Impact Bonds
Kilburn High Road is a busy A road, and vehicles would only be able to load and unload at certain hours adjacent to the site. However the site can also be accessed at the rear on Springfield Lane. A CMP would not be necessary.

Travel Plan
The development would lead to an increase number of people traveling to and from the site for primarily work reasons. We may seek to mitigate the impact by securing a Workplace Travel Plan and associated monitoring and measures contribution as section 106 planning obligations in accordance with Policy A1, if planning permission is granted.

Pedestrian, Cycling and Environmental Improvements (PCE)
The development would introduce new trips to the area and the Council aims to encourage walking and cycling as the primary mode of transport for short journeys. A financial contribution for pedestrian, cycling and environmental improvements may be requested. This would be assessed if a planning application were to be submitted.

Should a full application be made, it is likely that a planning consent would need to be supported by the following S106 planning obligations:

- Car-free development
- Condition securing the provision of ? long-stay cycle parking spaces, including 5% of non-standard spaces
- Condition securing the provision of ? short-stay cycle parking spaces
- Delivery and Servicing Management Plan – to be assessed
- Workplace Travel Plan and associated monitoring and measures contribution – to be assessed
- Pedestrian, Cycling, Environmental, and Public Realm improvements – to be assessed

Kind Regards,

Vivian Luk
Transport Planner
Supporting Communities
London Borough of Camden

Telephone: 020 7974 3932
Web: camden.gov.uk

5 Pancras Square
London N1C 4AG

APPENDIX D

Calculation Reference: AUDIT-640801-220804-0815

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	1 days
	HG	HARINGEY	1 days
	WH	WANDSWORTH	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
10	WALES		
	SW	SWANSEA	1 days
11	SCOTLAND		
	AG	ANGUS	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 327 to 1000 (units: sqm)
Range Selected by User: 300 to 2384 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 13/11/21

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	1
Built-Up Zone	3
High Street	2

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

Secondary Filtering selection:

Use Class:

Sui Generis	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	3 days

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

Population within 5 miles:

25,001 to 50,000	2 days
125,001 to 250,000	2 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	7 days

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

PTAL Rating:

No PTAL Present	4 days
6a Excellent	1 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	AG-06-C-01	PUB/RESTAURANT		ANGUS
	GRAVESEND			
	ARBROATH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		672 sqm	
	Survey date: FRIDAY		*25/05/12*	*Survey Type: MANUAL*
2	BR-06-C-01	WETHERSPOON		BRISTOL CITY
	THE WATERFRONT			
	BRISTOL			
	HARBOURSIDE			
	Town Centre			
	Development Zone			
	Total Gross floor area:		327 sqm	
	Survey date: FRIDAY		*29/11/13*	*Survey Type: MANUAL*
3	CI-06-C-01	PUB/RESTAURANT		CITY OF LONDON
	CORNHILL			
	CITY OF LONDON			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:		700 sqm	
	Survey date: WEDNESDAY		*13/11/13*	*Survey Type: MANUAL*
4	HG-06-C-01	WETHERSPOON		HARINGEY
	HIGH ROAD			
	WOOD GREEN			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1000 sqm	
	Survey date: THURSDAY		*02/10/14*	*Survey Type: MANUAL*
5	LC-06-C-04	PUB/RESTAURANT		LANCASHIRE
	ST JAMES STREET			
	BURNLEY			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		600 sqm	
	Survey date: THURSDAY		*29/09/16*	*Survey Type: MANUAL*
6	SW-06-C-01	PITCHER & PIANO		SWANSEA
	WIND STREET			
	SWANSEA			
	Town Centre			
	High Street			
	Total Gross floor area:		800 sqm	
	Survey date: TUESDAY		*22/10/13*	*Survey Type: MANUAL*
7	WH-06-C-01	PUB/RESTAURANT		WANDSWORTH
	WANDSWORTH HIGH ST			
	WANDSWORTH			
	Town Centre			
	High Street			
	Total Gross floor area:		400 sqm	
	Survey date: TUESDAY		*26/11/13*	*Survey Type: MANUAL*

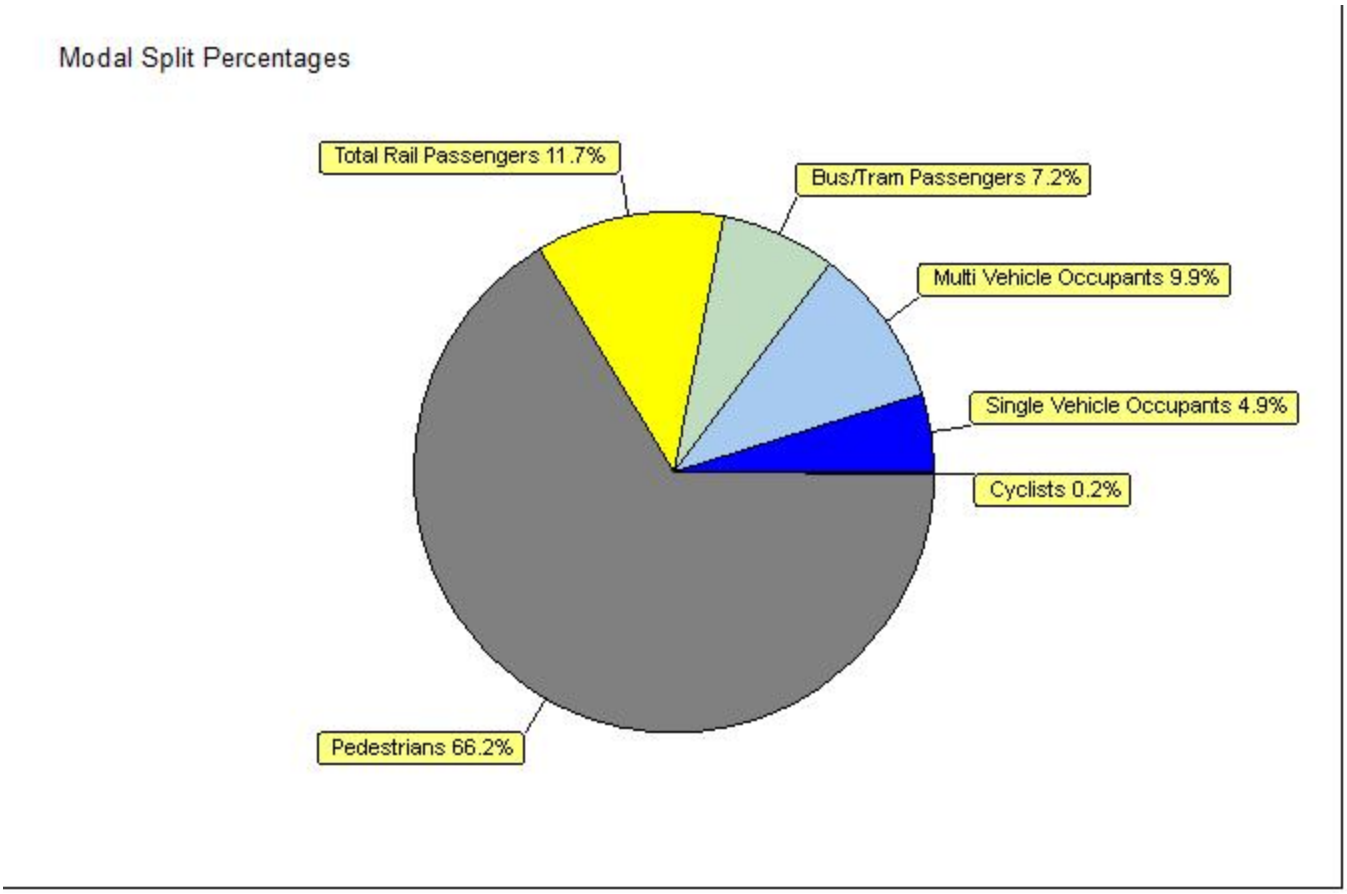
This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 8.66

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	6	617	3.785	6	617	3.623	6	617	7.408
11:00 - 12:00	6	617	5.055	6	617	2.595	6	617	7.650
12:00 - 13:00	7	643	10.136	7	643	4.468	7	643	14.604
13:00 - 14:00	7	643	8.846	7	643	7.980	7	643	16.826
14:00 - 15:00	7	643	6.268	7	643	6.024	7	643	12.292
15:00 - 16:00	7	643	7.780	7	643	6.757	7	643	14.537
16:00 - 17:00	7	643	8.335	7	643	7.802	7	643	16.137
17:00 - 18:00	7	643	10.580	7	643	9.158	7	643	19.738
18:00 - 19:00	7	643	13.359	7	643	12.581	7	643	25.940
19:00 - 20:00	7	643	16.581	7	643	14.070	7	643	30.651
20:00 - 21:00	7	643	13.559	7	643	13.825	7	643	27.384
21:00 - 22:00	7	643	12.425	7	643	12.381	7	643	24.806
22:00 - 23:00	7	643	7.691	7	643	11.291	7	643	18.982
23:00 - 24:00	6	617	9.840	6	617	13.139	6	617	22.979
Total Rates:			134.240			125.694			259.934

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*



Time Range/Peak Period Selection
Direction: Totals / Use All Times

APPENDIX E

WP703EW - Method of travel to work (2001 specification) (Workplace population)

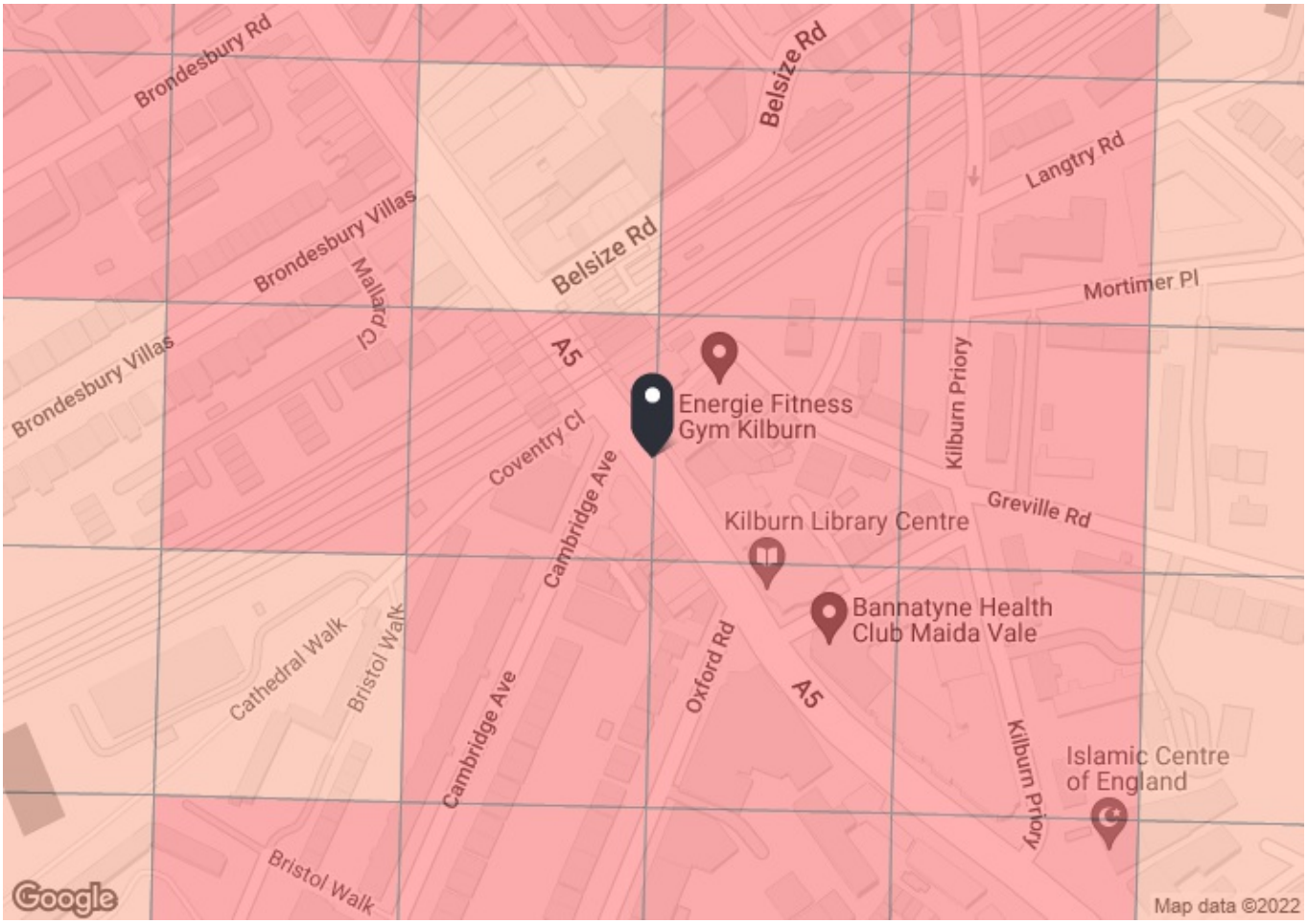
population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	local authorities: district / unitary (prior to April 2015)
area name	Camden

Method of travel to work	**2011**	
All categories: Method of travel to work (2001 specification)	272,367	272,367
Work mainly at or from home	14,366	14,366
Underground, metro, light rail or tram	90,471	90,471
Train	73,413	73,413
Bus, minibus or coach	30,400	30,400
Taxi	729	729
Motorcycle, scooter or moped	3,539	3,539
Driving a car or van	24,628	24,628
Passenger in a car or van	1,744	1,744
Bicycle	13,909	13,909
On foot	18,265	18,265
Other method of travel to work	903	903

			3312	MODAL SPLIT	TWO-WAY TRIPS
Walking	18,265	7.10%	235.3	7.1%	235
Cycling	13,909	5.41%	179.2	5.4%	179
Public transport	194,284	75.57%	2502.8	75.6%	2503
Motorcycle, scooter or moped	3,539	1.38%	45.6	1.4%	46
Single occupancy car	22,884	8.90%	294.8	8.9%	295
Multi occupancy car	4,217	1.64%	54.3	1.6%	54
	257,098	100.00%	3312	100.0%	3312

APPENDIX F

TRANSPORT FOR LONDON



PTAL output for Base Year
6a

61 Cambridge Ave, North Maida Vale, London NW6 5BB, UK
Easting: 525496, Northing: 183535

Grid Cell: 96100

Report generated: 09/08/2022

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BELSIZE ROAD/ABBEY ROAD	139	576.57	7.5	7.21	6	13.21	2.27	0.5	1.14
Bus	KILBURN CAMBRIDGE AVENUE	31	119.82	10	1.5	5	6.5	4.62	1	4.62
Bus	KILBURN CAMBRIDGE AVENUE	328	119.82	9	1.5	5.33	6.83	4.39	0.5	2.2
Bus	KILBURN HIGH ROAD STN	16	94.99	9	1.19	5.33	6.52	4.6	0.5	2.3
Bus	KILBURN HIGH ROAD STN	32	94.99	7.5	1.19	6	7.19	4.17	0.5	2.09
Bus	KILBURN HIGH ROAD STN	316	94.99	7.5	1.19	6	7.19	4.17	0.5	2.09
Bus	KILBURN HIGH ROAD STN	332	94.99	6	1.19	7	8.19	3.66	0.5	1.83
Bus	KILBURN HIGH ROAD STN	98	94.99	9	1.19	5.33	6.52	4.6	0.5	2.3
Bus	KILBURN HIGH ROAD STN	206	94.99	5	1.19	8	9.19	3.27	0.5	1.63
Bus	QUEX RD KILBURN HIGH RD	189	501.23	7.5	6.27	6	12.27	2.45	0.5	1.22
Rail	Kilburn High Road	'WATFJDC-EUSTON 2C06'	64.52	2.67	0.81	11.99	12.79	2.35	0.5	1.17
Rail	Kilburn High Road	'EUSTON-WATFJDC 2D86'	64.52	3	0.81	10.75	11.56	2.6	1	2.6
LUL	Kilburn Park	'QueensPk-El&Castle'	357.78	11.01	4.47	3.47	7.95	3.77	1	3.77
LUL	Kilburn Park	'El&Castle-Harrow&W'	357.78	5.67	4.47	6.04	10.51	2.85	0.5	1.43
LUL	Kilburn Park	'StbridgePk-El&Castle'	357.78	5	4.47	6.75	11.22	2.67	0.5	1.34
LUL	Kilburn Park	'Waterloo-QueensPk'	357.78	1	4.47	30.75	35.22	0.85	0.5	0.43
LUL	Kilburn Park	'Waterloo-Harrow&W'	357.78	0.33	4.47	91.66	96.13	0.31	0.5	0.16
									Total Grid Cell AI:	**32.31**