

# Ashley Gardens – Unit 1 (Building 1A) - TAA

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|----------|-------------------------------|------------------|-------------|
| DATE:    | 14 March 2023                 | CONFIDENTIALITY: | Restricted  |
| SUBJECT: | Transport Assessment Addendum |                  |             |
| Author:  | Ana Gonzalez                  | APPROVED:        | Alex Silver |

## SITE LOCATION

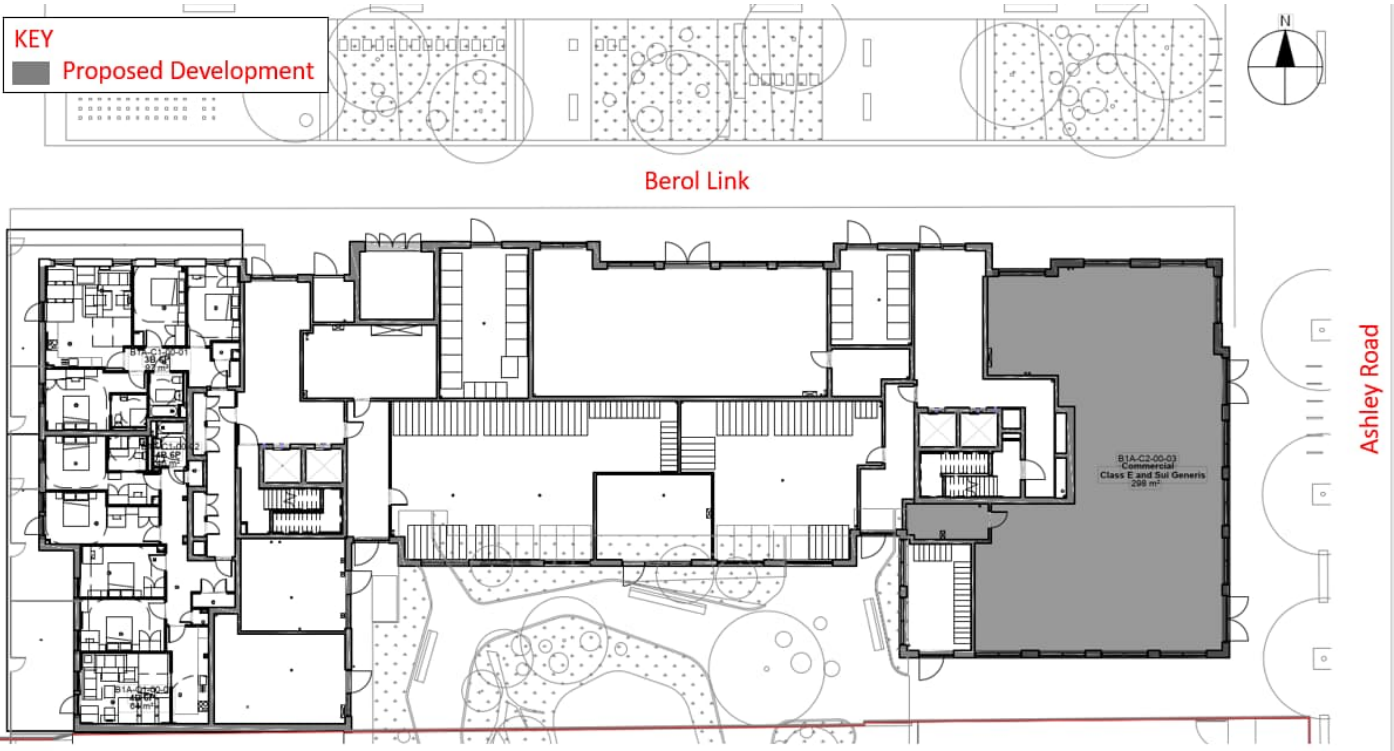
WSP has been appointed by Berkeley Square Developments ARS Limited to support with an assessment of transport impacts related to a planning application for a change of use at Unit 1 within Building 1 at Ashley Gardens, Ashley Road, London N17 9LJ.

## PROPOSED DEVELOPMENT

The proposals are for a 'Change of use of ground floor commercial unit fronting Ashley Road from Use Class Class E (Commercial, Business, and Service) to Sui-Generis & Class E (Drinking establishment & Shop)', hereto referred to as the 'Proposed Development'.

The location of the Proposed Development, within Building 1A, is illustrated in Figure 1 and has a total of 298sqm.

Figure 1. Proposed Development location





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## CONSENTED DEVELOPMENT

A planning application was granted in June 2018 (under reference HGY/2017/2045) for commercial floorspace (Class A3) with a condition that Class A1 use was not included in this permission.

A S73 amendment was approved in October 2019 (under reference HGY/2019/2804) where the commercial floorspace remained unchanged and the mentioned condition remained in place.

A further amendment under S73 was approved in January 2021 (reference HGY/2020/2806) with the following condition 'the non-residential space shall not include any use except Class E (Commercial, business and service) uses unless otherwise agreed in writing by the Local Planning Authority'.

Based on the above, the land use associated with the current site (hereto referred to as the Consented Development) is Class E.

## USE AND OPERATIONS OF THE PROPOSED DEVELOPMENT

The proposal is for a change of use from Class E to 'Class E & Sui Generis' to allow for the unit to be let to Mother Kelly (<https://motherkellys.co.uk/>).

Mother Kelly's is an assortment of taprooms and bottle shops that specialise in offering beer from independent breweries. They provide a space for visitors to try new and unique beers that may not be available at other bars or restaurants. As such, is expected the Proposed Development will resemble an F&B unit which is comprised within the Class E land use.

### Staff and Visitors

It is understood the Proposed Development will not change the number of employees or customers as agreed for the Consented Development.

### Servicing

Mother Kelly's management has confirmed the following with regards to their expected logistics:

#### Deliveries

Demand: Up to 10 small deliveries a week

Time: deliveries scheduled between 11:00 and 16:00 hours

Vehicle size: small vans, with largest vehicle (infrequent) of 12m tonne lorry

#### Waste

Demand: Up to 1 collection per week

Vehicle size: standard commercial refuse vehicle



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## TRANSPORT IMPACTS

The transport impacts related to the Proposed Development are considered below.

The Proposed Development assessment has been undertaken with regards to the person trip generation, car parking, cycle parking, and servicing relative to the impacts and provision already approved within the following documents submitted in support of the Consented Development:

- Transport Assessment by WSP dated 2017 (2017 TA)
- Deliveries and Servicing Plan by WSP dated 2017 (2017 DSP)
- A Transport Assessment Addendum by WSP dated 2019 (2019 TAA)

### Person Trip Generation

Within the 2017 TA it was considered that the vast majority of the trip generation associated with the Consented Development (i.e. commercial element) could be attributed to pass-by/diverted trips or internal trips from the residential provision on Building 1 and 1A and the wider Ashley Road Masterplan (paragraph 5.3.24 of the 2017 TA and 2019 TA). Consequently, it was determined the movements would already be present on the local network, and will simply divert into the Consented Development and originate from the wider area.

Whilst the trip generation of the Proposed Development could still be comprised of in some extent to pass-by/diverted trips, there may be an element of new trips considering the nature of the Proposed Development (i.e. Mother Kelly taproom). Therefore, for robustness a person trip generation analysis has been undertaken below.

The industry standard, TRICS, has been used to ascertain the potential person trip rates for the Proposed Development. Sites have been selected from TRICS for Food & Drink/pub/restaurant establishments with similar size within Greater London.

A total of four sites were available within a size range between 220 and 350sqm located within Haringey, Islington and Lambeth; all sites with a good PTAL from 5 and above, and containing weekday and weekend days. The TRICS output has been included within Appendix A for reference.

Based on the above, a peak hour person trip generation of 71 two-way person trips (38 arrivals and 33 departures) is anticipated could be generated by the Proposed Development based on a person trip rate of 23.94. This peak hour is anticipated to occur between 18:00 and 19:00 hours.

The above trip generation equates to approximately one arrival or departure per minute. It is still expected that a proportion of this trips contain pass-by and diverted trips from the area and consequently new trips will be expected to be less than one trip per minute as calculated above.

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## Car Parking

In line with the Consented Development and the previously approved Car Parking Management Plan for Building 1A and Building 1, the Proposed Development will be car free and will benefit from accessible car parking space within the wider Ashley Road Masterplan. This is in line with the current London Plan 2021 for non-residential land uses.

## Cycle Parking

The Consented Development has been approved with a total of seven long-stay and 28 short-stay cycle parking provision for the non-residential land uses (i.e for the total non-residential land uses comprising 1,070sqm).

The above cycle parking provision was based on the following cycle parking standards:

- Long-stay: 1 space per 175 sqm,
- Short stay: 1 space per 40 sqm.

The above cycle parking standards, are in line with the current London Plan 2021 cycle parking standards for café, restaurants and drinking establishments.

Considering the anticipated number of staff and visitors and the operations of Mother Kelly (functioning as an F&B) it is concluded the approved cycle parking provision is in line with the already approved Class E land use and the current London Plan 2021. Consequently, no further cycle parking provision is required to support the Proposed Development.

## Servicing

For servicing, the trip generation impact assessment on the 2017 TA and 2017 DSP was undertaken for the worst case scenario (i.e. convenience store) based on a daily servicing vehicular trip generation of 4.854 per 100sqm of commercial space (as shown on Table 4-3 of the 2017 DSP report). No changes were introduced on the 2019 TAA.

Based on the above servicing trip rate, the trip generation for a 298sqm commercial space would equate to a demand of 15 daily vehicles.

As per defined earlier in this report, the Proposed Development is expected to attract 11 weekly vehicles (comprised of 10 deliveries and one waste collection). It is therefore concluded, the anticipated trip generation for the Proposed Development is below to what assessed for the Consented Development.



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## CONCLUSION

The review undertaken in this Transport Assessment Addendum concludes the Proposed Development is not expected to generate material additional impacts compared to the Consented Development, and as such the Proposed Development is recommended for approval.