



A Planning Application by  
**THE ARCH COMPANY**

In respect of  
**110 Camden Road,  
LONDON, NW1 9EE**

## Highways Technical Note

November 2023



## Document Management

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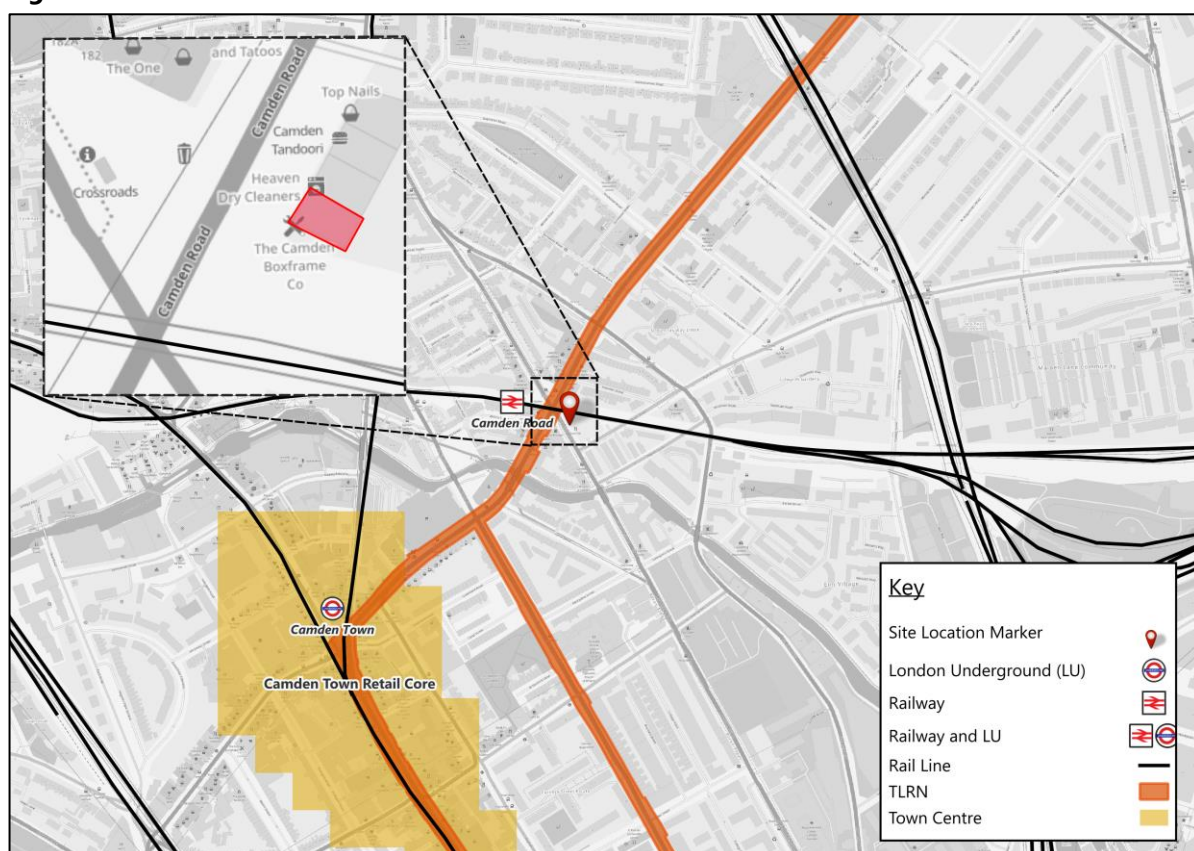
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A	Site Plan
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# 1 Introduction

- 1.1 Transport Planning Associates (TPA) has been appointed by The Arch Company to provide a Highways Technical Note in relation to the proposed change of use application at 110 Camden Road, London, NW1 9EE (the site).
- 1.2 The site is situated in the London Borough of Camden and sits beneath the London Overground rail line which serves Camden Road station adjacent to the site. The site's location in the context of local transport infrastructure is shown in **Figure 1.1**.

**Figure 1.1 Site Location Plan**



Source: © QGIS

## Summary of the Proposals

- 1.3 The existing site comprises of one five-storey building with commercial use (Class E, GIA: 120m<sup>2</sup>) at ground-floor level and one residential flat (Class C3) above.
- 1.4 The proposals seek to convert the existing flat on the upper levels into two dwellings. The development proposal seeks permission for the following:

- Conversion of first, second third floors into X2 no. flats
- 1 no. 1 bed, 2 persons flat to the first floor, gross internal area (GIA) 50.2m<sup>2</sup>.
- 1 no. 2 bed, 2 persons duplex flat to second floor and third floor with entrance from the first floor. GIA 70.1m<sup>2</sup>.
- Reconfiguring the opening at the first floor to the rear of the building into a new window.
- Repairs and overhaul of windows.
- Internal remodelling.

1.5 Description of the proposals is reproduced as follows:

*"Conversion of the existing residential dwelling across first, second and third floors, to 2 no. residential dwellings for the continued residential use of the upper floors and refurbishment of the ground floor commercial unit at 110 Camden Road, London, NW1 9EE."*

## Report Scope and Structure

1.6 This Transport Note (TN) has been prepared to consider the highway and transport aspects of the proposed change of use as part of a suite of documents supporting the above planning application. It will set out the baseline position, describe the proposed scheme, and consider its impact on the existing and surrounding transport network.

1.7 The rest of this report is set out as follows:

- **Chapter 2** – Baseline Transport Conditions;
- **Chapter 3** – Development Proposals and Impact; and
- **Chapter 4** – Conclusions.

## 2 Baseline Transport Conditions

### The Existing Site

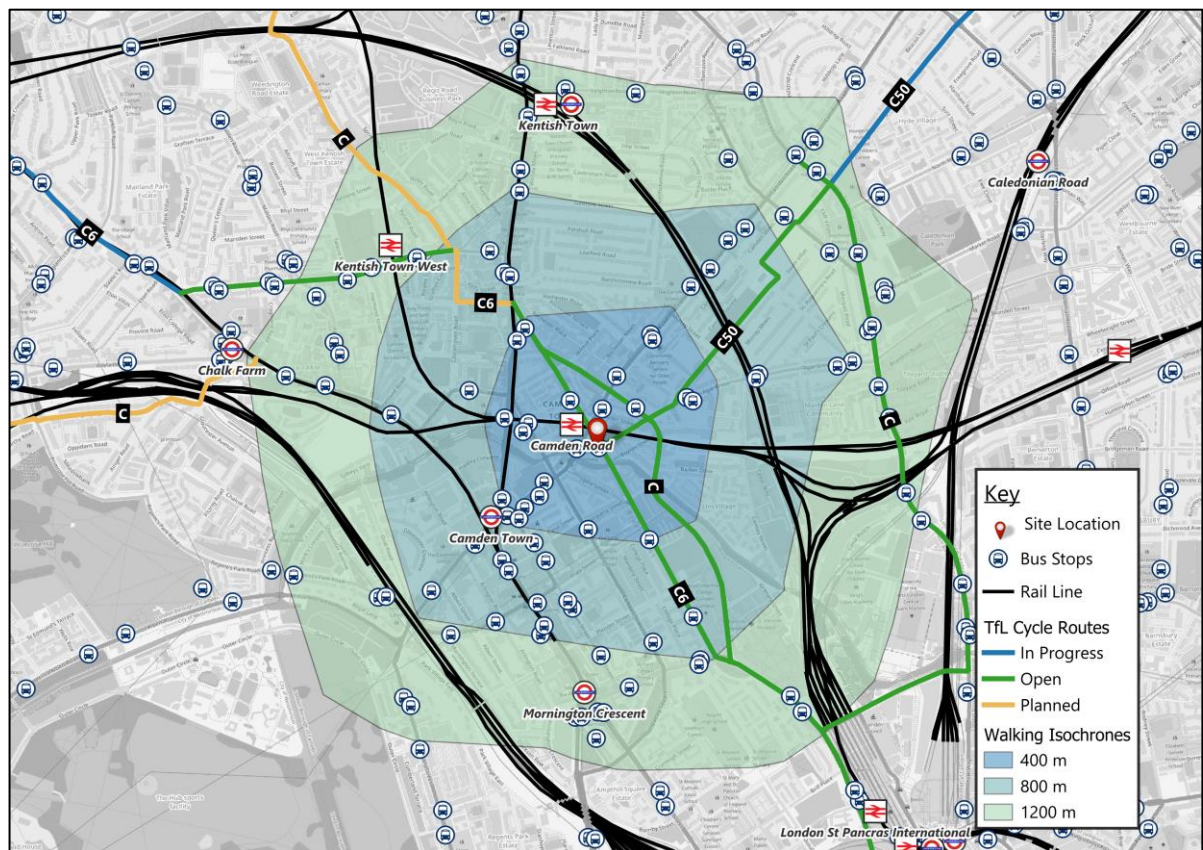
- 2.1 The site comprises a five-storey building with commercial use at ground-floor level and one residential flat use above. The rail line running above and to the rear of the property is part of TfL's Overground rail network. The area surrounding the site is mixed in character, with commercial and residential uses situated in the local vicinity.
- 2.2 The GIA of the commercial space at ground floor level is 42m<sup>2</sup>, and the access corridor is 11.62m<sup>2</sup>. The GIA of first, second and third floor levels is 129.4 m<sup>2</sup>. The site benefits from great accessibility by all modes of transport, including walking, cycling, bus and rail, as explained in greater detail in this Chapter.

### Pedestrian and Cycle Accessibility

#### *Pedestrian*

- 2.3 The road surrounding the site is suitably wide and are in good condition, as well as provided with street lighting. Pedestrian crossing facilities are provided in the form of pelican crossing, 10m from the front of the site.
- 2.4 The '*Building Sustainable Transport into New Developments*' (DfT, 2008) document gives the following advice on pedestrian catchment areas: "*Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)*". That concept is expanded further in other documents such as CIHT's guidance '*Planning for Walking*' (2015), in addition to the '*Manual for Streets*' (2007).
- 2.5 **Figure 2.1** illustrates the local transport network within the vicinity of the site with context of approximate 400m, 800m and 1,200m walking isochrones. As shown in **Figure 2.1**, several bus services, Camden Road station, Camden Town tube station, and cycle routes are available within a short walking distance of the site.



**Figure 2.1 Walking Isochrones**

Source: © QGIS

## Cycle

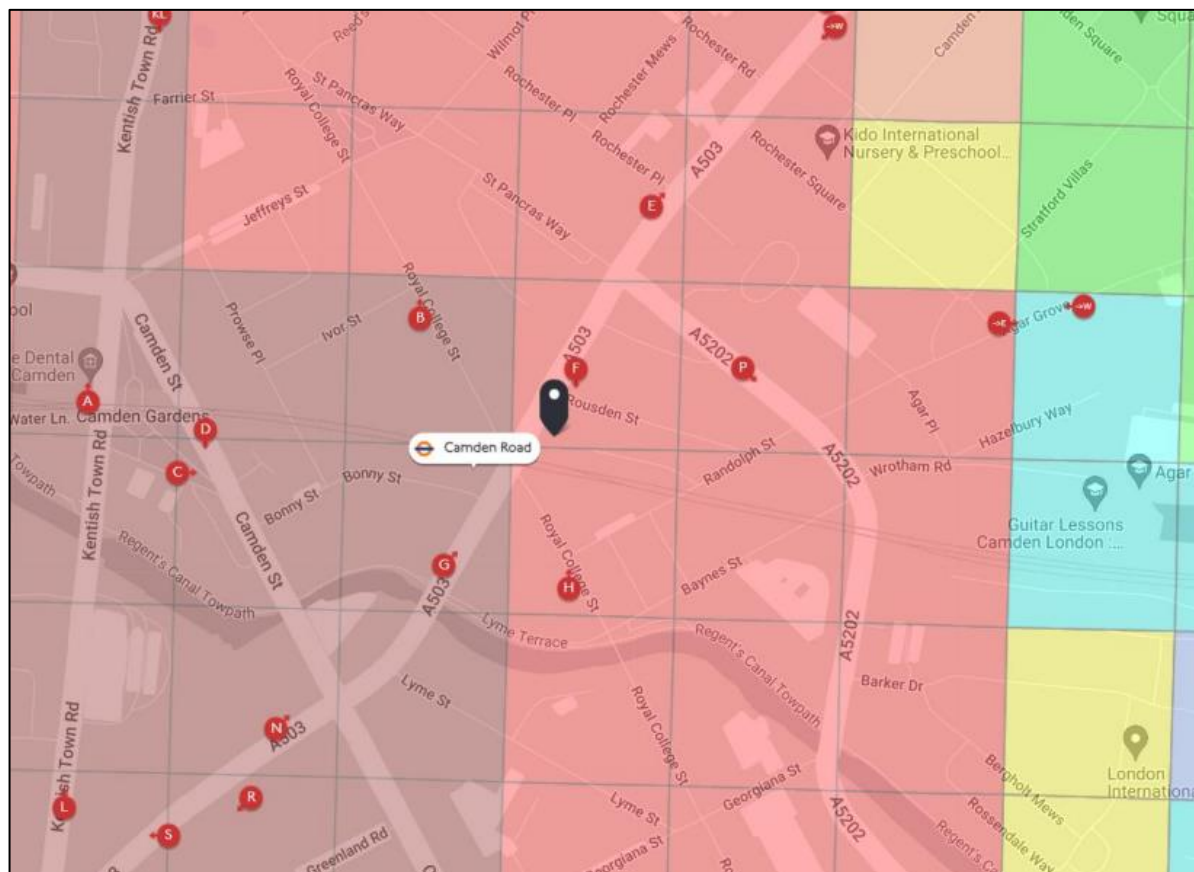
- 2.6 The local cycle network within the vicinity of the site is also shown within **Figure 2.1**.
- 2.7 Cycle route 6 is (C6) located near the site on Royal College Street. Other nearby cycleways provide access to major parts of London south and central London, with some providing segregated cycle lanes along some sections and roads in a 20-mph speed limit environment.
- 2.8 In terms of existing cycle parking, five Sheffield stands are present on the opposite side of Camden Road from the site.

## Public Transport

- 2.9 The Public Transport Accessibility Level (PTAL) rating of a site within London denotes the degree to which public transport services serve that site, via a score between 0 (no access to public transport services within TfL thresholds) and 6b (excellent accessibility). The PTAL is a function of the distance and frequency of bus services available within 640 m and underground/railway services available within 960 m.

- 2.10 The site has a PTAL score of 6a. This indicates an excellent level of accessibility to the site by public transport.

**Figure 2.2 PTAL Analysis**



Source: © TfL

### Bus Services

- 2.11 There are several bus stops available near the site. The nearest bus stops to the site are located 50m north of the site along Camden Road, 75m south of the site also along Camden Road, or 100m from the site on Royal College Street. All bus stops operate 2-3 daytime routes and up to two night-time bus routes. Daytime services operate at least every 15 minutes along all the routes.

### Rail Services

- 2.12 Rail services are provided from Camden Road Station, situated approximately 100m to the south-west of the site, as shown in **Figure 2.1**, which is roughly a two-minute walk. Camden Road Station operates London Overground services. Camden Town tube station is located roughly 400m to the south-west of the site.



- 2.13 The London Overground services which operate through Camden Road Station connect the site to Clapham Junction through Willesden Junction, Richmond, Stratford, and many more.
- 2.14 The Northern Line services which operate through Camden Town Station connect the site to Edgware, High Barnet, Morden via central London, among others.

### Local Highway Network

- 2.15 The A503 Camden Road forms part of Transport for London's Road Network (TLRN), as shown in **Figure 1.1**.
- 2.16 Main pedestrian access to the site is served from Camden Road at the front of the site which operates a 'red route' with limited stopping in spaces adjacent to the site. *"Red routes help reduce congestion and ensure crucial deliveries and journeys can be made safely to keep the city moving".<sup>1</sup>* The road is subject to a 20mph speed limit, with frequent traffic lights along the road.
- 2.17 Adjacent to the site access on Camden Road, parking bays are present, permitting 30 minutes of free parking with no return within one hour between 10am-4pm. A no stopping measure operates from 7am to 7pm from Monday to Saturday along the 'red route'.
- 2.18 The residential streets surrounding the site form part of Controlled Parking Zone (CPZ) 'CA-G/F', which imposes parking restrictions between the hours of 8:30am to 6:30pm, Monday to Friday.
- 2.19 Access to the site is provided for pedestrians from Camden Road (A503) at the front of the building. Additionally, rear access to the commercial use and residential dwelling is provided from a service alley (owned by the applicant), onto Randolph Street to the east.

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<sup>1</sup> <https://tfl.gov.uk/modes/driving/red-routes>

### 3 Development Proposals and Impact

#### Scheme

- 3.1 As previously noted, the proposals seek to convert the existing flat on the upper levels into two residential dwellings, one with one-bedroom and one with two-bedrooms. The commercial use at ground level would be retained.
- 3.2 It should be noted that the development does not propose any increase in floor space, just an intensification of use.
- 3.3 The proposed site plan is presented in **Appendix A**. The proposed development will be car-free and long-stay cycle parking will be provided in accordance with the policy requirements.

#### Access

- 3.4 The scheme will be car free and proposes to retain the existing access arrangement to the site.
- 3.5 Main access to the property will be via segregated pedestrian entrances at ground-floor level onto Camden Road with rear access also provided from the service alley onto Randolph Street.
- 3.6 **Chapter 2** of this report has demonstrated that the site benefits from good pedestrian infrastructure and is easily accessible from the surrounding cycle network. The site also benefits from an excellent level of public transport (PTAL score of 6a) as it sits within walking distance of Camden Road Station, Camden Town tube station, and several TfL bus routes.

#### Parking

##### Cycle

- 3.7 In accordance with local cycle parking policy requirements as per the London Plan<sup>2</sup>, two secure and sheltered long-stay spaces will be provided for each of the proposed dwellings, in the form of storage sheds in the service alley.

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<sup>2</sup> Table 10.2, London Plan

- 3.8 As per the London Plan<sup>1</sup>, the development does not reach threshold of five dwellings whereby short-stay cycle parking is required. Nevertheless, visitors reaching the site by bike can make use of the five Sheffield stands present on the western footway of Camden Road, opposite the site.

### *Car*

- 3.9 The proposed development will be car-free, which accords with local parking policy standards as per the London Plan<sup>3</sup>. This is due to the site benefiting from excellent public transport accessibility, as well as from good pedestrian and cycling links, as demonstrated in **Chapter 2**.

### *Disabled*

- 3.10 As per the London Plan<sup>4</sup>, the proposed residential dwellings do not reach the threshold of ten dwellings whereby disabled parking is required.

### *Servicing*

- 3.11 Servicing to the residential units will be carried out on-street, likely on Camden Road from the section of parking (during permitted hours) next to the site entrance, as per the current arrangement for the existing dwelling.
- 3.12 The commercial use is existing and its expected that it will continue to operate servicing in the same manner.
- 3.13 Residents will put their refuse sacks out on collection day, as per the existing arrangement for neighbouring dwellings and in line with Camden Borough's refuse collection policy.

## **Impact**

- 3.14 A car-free proposal is a planning requirement for the site, hence future occupiers will be exempt from applying for a permit to the local CPZ, to be secured by a planning obligation under Section 106 of the Town and Country Planning Act 1990. Therefore, it will be very unlikely that residents will own private vehicles, and thus generate no traffic or parking impact.

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<sup>3</sup> Table 10.3, London Plan

<sup>4</sup> Policy T6.1 Residential Parking, London Plan

- 3.15 Most trips to and from the site will likely to be made on foot while reaching or leaving the local Camden Road Station which offers London Overground services, or the Camden Town Underground station.
- 3.16 As such, the development proposals would result in a negligible transport impact.

## 4 Conclusions

- 4.1 The proposals seek to convert the existing flat on the upper levels into two residential dwellings, one with one-bedroom and one with two-bedrooms. The commercial use at ground level would be retained.
- 4.2 The site achieves a PTAL score of 6a that indicates an excellent level of public transport accessibility as it lies a walking distance of Camden Road and Camden Town Tube Station, and several TfL bus routes. Additionally, it benefits from good pedestrian links as well as access to a wide and expansive cycle network including C6.
- 4.3 In line with regional and local policy standards, the development will be car-free. Two long stay cycle parking spaces will be provided for each of the proposed dwellings, in line with policy requirements.
- 4.4 Servicing to the site will likely be undertaken from the parking bays on Camden Road during permitted hours.
- 4.5 The car free nature of the scheme and its accessible location would inherently reduce the propensity for vehicular movements to and from the site to servicing vehicles. The vehicular trip generation would therefore be negligible, and well within daily fluctuations of traffic in the local area.
- 4.6 Most trips to and from the site will likely to be made on foot while reaching or leaving the local Camden Road Station and Camden Town tube station which offer London Overground and London Underground services respectively.

### Summary

- 4.7 The proposals have been developed in the context of national, regional, and local policies and good practice. It will not result in a severe impact, so in conclusion there are no transport or highway reasons for which the proposed development should not be granted planning consent.



# APPENDIX A



PLEASE NOTE:

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P6	09/11/2023	Bike storage added	AM
P5	07/11/2023	Ramp to rear shown	AM
P4	12/10/2023	Stairs to rear removed	AM
P3	16/09/2023	Notes amended, drawing updated	AM
P2	02/08/2023	Revised for planning	AM
P1	09/06/2023	First Issued	AM
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SURVEYORS ARCHITECTS PLANNERS

Project:

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Client:

THE ARCH COMPANY

Title:

PROPOSED PLANS

Purpose of issue:

PLANNING

Drawing number:	Revision:
<b>014.2430-010</b>	<b>P6</b>

Scale:	Paper Size:	Date:	Drawn By:
1:100	A3	06/2023	AM

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