100 Chalk Farm Road

Transport Assessment

Prepared by Iceni Projects

Submitted on behalf of Regal Chalk Farm Ltd

January 2024

JANUARY 2024

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ICENI PROJECTS LIMITED ON BEHALF OF REGAL CHALK FARM LIMITED

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1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Iceni Projects Ltd on behalf of Regal Chalk Farm Limited ('the Applicant') in support of an application for full planning permission for the redevelopment of 100 Chalk Farm Road ('the Site') within the London Borough of Camden ('LBC').

1.2 A listed building consent application accompanies the application for works to the adjacent Roundhouse, which is a Grade II* listed building.

1.3 The Site is located on the south-western side of Chalk Farm Road and borders the mainline railway into Euston, with the Juniper Crescent Housing Estate to the south. It lies within the Regents Canal Conservation Area, to which the existing building on the site is a neutral contributor. To the west, the site is adjacent to the Grade II* listed Roundhouse theatre and live music venue. Beyond that, to the north-west is Chalk Farm Underground Station. To the east is the Petrol Filling Station site, which forms part of the Camden Goods Yard development and is currently in use as a temporary supermarket.

1.4 The development will provide 265 student accommodation units, together with 950 sqm (GEA) of commercial space, 24 affordable residential units, with public realm improvements, new areas of landscaping, amenity and play space, and improved accessibility to the site.

1.5 The description of development is as follows:

"Demolition of existing buildings and redevelopment of the site to provide two buildings ranging in height from 6 to 12 storeys containing purpose-built student accommodation (PBSA) with 265 rooms, associated amenity and ancillary space (Sui Generis), 24 affordable residential homes (Class C3), ground floor commercial space (Class E) together with public realm, access, servicing, and other associated works."

1.6 Full details and scope of the planning application is described in the submitted Town Planning Statement, prepared by Gerald Eve LLP.

1.7 This report details the transport case for the Proposed Development. The proposals have been the subject of pre-application discussions with the LBC, as well as Transport for London (TfL) and the Greater London Authority (GLA) officers.

1.8 It should also be noted that planning permission was granted by LBC in 2015 for a mixed-use development of the Site comprising 63 flats, new office space, and retail / restaurant units

(Application Reference: 2013/5403/P). This scheme was a car free development and for delivery & servicing to take place via the existing loading bay on Chalk Farm Road.

Scope of the Report

1.9 The methodology used in the preparation of this TA principally follows Transport for London's (TfL) 'Healthy Streets Transport Assessment' guidance. Consideration has also been given to the 'Travel Plans, Transport Assessments and Statements in Decision Taking' document, dated March 2014, which forms part of the National Planning Practice Guidance, in addition to all relevant LBC policy.

1.10 This report summarises all transport related matters for consideration of the planning application. The methodologies and information included within this document have been discussed and agreed in principle with both LBC and TfL.

Pre-Application Discussions

1.11 In the lead up to this planning submission, Iceni Projects have undertaken scoping (Transport related) with both LBC and TfL to agree the broad principles of work required to support the application coming forward.

1.12 This included pre-application meetings being held with both the LBC Highway Officer (HO) and the TfL case officer, via a GLA meeting, with a Scoping Note (SN) being prepared and submitted in advance of the meetings. This SN detailed the proposals and content of the TA, including the proposed structure of the assessment work, methodologies used, trip generation and connectivity.

1.13 Relevant scoping correspondence is included at **Appendix A1** for reference and referred to throughout this report as necessary.

Report Structure

1.14 Following this introductory section, the remainder of this TA is structured as follows:

- **Chapter 2: Planning Policy**
- **Chapter 3: Site and Surroundings**
- **Chapter 4: Development Proposals**
- **Chapter 5: Active Travel Zone**
- **Chapter 6: Trip Generation and Transport Impact Assessment**
- **Chapter 7: Summary and Conclusions**

2. PLANNING POLICY

2.1 This chapter of the TA examines the context of the Site and how this relates to relevant planning policies and guidelines. The following national and local planning documents have been reviewed:

- The National Planning Policy Framework (NPPF) – 2023;
- The Planning Practice Guidance (PPG) – 2014;
- The Mayors Transport Strategy – 2018;
- The London Plan – 2021;
- LBC Local Plan 2016-2031; and
- LBC Planning Guidance – Transport - 2021.

National Planning Policy Framework

2.2 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be taken into account when preparing the development plan, and is therefore a material consideration in planning decisions. The main objective of the NPPF is to achieve sustainable development.

2.3 The NPPF was adopted in March 2012, however, several revised versions have since been published. The latest revised version was published on 19th December 2023 and therefore replaces the previous versions.

2.4 With regard to transport policy, the revised NPPF includes a section on 'Promoting sustainable transport' which includes the following text relevant to this proposal:

Paragraph 108

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Paragraph 114

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; 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.

Paragraph 115

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.

Paragraph 116

Within this context, applications for development should:

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

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

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

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

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

2.5 The NPPF is therefore clear that development should only be refused on transport grounds where the residual cumulative impact of the development can be considered "severe", and that there should be a focus on sustainable modes of travel as opposed to a reliance on the private car.

2.6 The Site is in a sustainable location, with a good level of opportunity to travel by modes such as rail, bus, cycling and walking. The Proposed Development ensures that this is further encouraged through local improvements, parking restrictions and good connectivity, all detailed throughout this report. The proposals therefore follow the advice provided within the NPPF in regard to transport.

2.7 As a result of the NPPF being adopted, all Planning Policy Guidance and Planning Policy Statements have been superseded, including PPG13 (Transport), which was formerly used as a basis for national transport policy.

2.8 Whilst no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site's level of sustainable travel access, as stated below.

> Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-forgotten part of all longer journeys by public transport and car.

> Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.

2.9 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites.

National Planning Practice Guidance (NPPG)

2.10 Information contained as part of the NPPG provides advice for travel plans, transport assessments and statements in decision taking.

> Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement.

2.11 This TA follows the advice provided within the NPPG and accords with providing the information which should be included as part of an assessment. A Framework Travel Plan (FTP) has also been produced which accompanies the planning submission documents.

The Mayor's Transport Strategy

2.12 The Mayor of London published the Mayor's Transport Strategy in March 2018. This document sets out the Mayor's policies and proposals to reshape transport in London, using the Healthy Streets Approach.

2.13 The strategy sets out a number of policies to help achieve the stated aims. Those relevant to this proposal are explored below.

- Policy 1 – This aims to reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the target being 80% of all trips in London being made on foot, by cycle or using public transport by 2041.
- Policy 2 – This seeks to make London a city where people chose to walk and cycle more by improving street environments, with all Londoners doing at least 20 minutes of active travel each day by 2041.
- Policy 3 – This relates to Vision Zero, which aims for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.
- Policy 7 – This seeks to make London's transport network zero emission by 2050 to contribute towards the creation of a zero carbon city.
- Policy 10 – The Healthy Streets Approach will be used to deliver co-ordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate modal shift away from the car.
- Policy 14 – This aims to enhance London's streets and public transport network to enable disabled and older people to face less issues when travelling.
- Policy 21 – The Mayor will ensure that new homes and jobs are delivered in line with the transport principles of 'good growth' which will enable the creation of high-density, mixed-use places and unlock growth potential in underdeveloped parts of the city.

2.14 'Healthy Streets' is TfL's approach to assessing development which, as part of the Mayors Strategy and Vision Zero, aims to reduce the dependence on the private vehicle and encourage more Londoners to walk, cycle and use public transport.

2.15 The Healthy Streets Approach therefore aims to prioritise human health / experience, and thus create a better environment for people to live and work in. It is based on ten indicators as set out in **Table 2.1.**

Table 2.1 Healthy Streets Indicators

Indicator	Description
Pedestrians from all walks of life	London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.
Easy to cross	Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.
People choose to walk, cycle and use public transport	Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.
Places to stop and rest	A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.
Clean air	Improving air quality delivers benefits for everyone and reduces unfair health inequalities.
Shade and shelter	Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.
People feel safe	The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.
People feel relaxed	A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.
Not too noisy	Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.
Things to see and do	People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.

2.16 As shown throughout this report the Proposed Development has been designed on reflection of the Mayor's Strategy, specifically Healthy Streets and Vision Zero, with a heavy focus placed towards encouraging sustainable travel. The 10 indicators are referred to throughout this document where necessary.

The London Plan

2.17 The London Plan is the primary Mayoral policy addressing the key housing and employment issues in order to shape the way London develops. The London Plan was first adopted in 2011 but has since been the subject of a number of alterations, with the current London Plan adopted in March 2021.

2.18 The 2021 London Plan's key ambition is to ensure that 80% of all trips in London will be by foot, cycle, or public transport by 2041.

2.19 The relevant transport policies are contained within **Table 2.2**, and are addressed throughout this report as necessary, as per the 'Details' column.

Table 2.2 2021 London Plan Policies

Ref	Policy	Details
T1	*Strategic Approach to transport:* A. Development Plans and development proposals should support and facilitate: 1. 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 2. the proposed transport schemes set out in Table 10.1. B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.	Throughout
T2	*Healthy Streets:* A. Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. C. In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators. D. Development proposals should: 1. demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance. 2. reduce the dominance of vehicles on London's streets whether stationary or moving. 3. be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.	Section 5
T3	*Transport capacity, connectivity and safeguarding:* E. Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.	Section 6

Ref	Policy	Details
T4	*Assessing and mitigating transport impacts:* B. Transport assessments should be submitted with development proposals to ensure that any impacts 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. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required in accordance with relevant Transport for London guidance. C. Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified. D. Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure. E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated. F. Development proposals should not increase road danger	Throughout
T5	*Cycling:* A. Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through: 1. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure 2. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people. D. Where flexible commercial uses are proposed and exact uses are not determined at the point of application, the highest potential applicable cycle parking standard should be applied. F. All development proposals should provide a minimum of two short-stay and two long-stay cycle parking spaces except where a size threshold is specified in Table 10.2 and has not been met.	Section 4 Cycle Parking

Ref	Policy	Details
T6	*Car parking:* A. Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. B. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy. F. Adequate provision should be made for efficient deliveries and servicing and emergency access.	Section 4 Car Parking
T7	*Deliveries, servicing and construction* F. Development proposals should facilitate sustainable deliveries and servicing, including through the provision of adequate space for servicing, storage and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments. G. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing. I. Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites. IA. The construction phase of development should prioritise and maintain inclusive, safe access for people walking or cycling at all times.	Section 4 Servicing

London Borough of Camden Planning Policy

2.20 LBC's planning policies are contained within their Development Plan, which incorporates their adopted Local Plan (2017). This Local Plan which spans the period of 2016 to 2031 and replaced the previous policy documents, including the Core Strategy and Camden Development Policies.

2.21 The relevant policies contained within the Local Plan are detailed in **Table 2.4**, all of which are then explored further in the noted section of this TA, as necessary.

2.22 It is also noted that LBC have started work on the review of the 2017 Camden Local Plan, however, this is currently at the initial engagement stage / initial plan being drafted by LBC. It is therefore considered that no weight should be put towards this emerging plan within this planning application submission.

2.23 In addition, Camden have a supplementary planning document (SPD) specific to transport, which is their January 2021 adopted 'Camden Planning Guidance – Transport'. This document has therefore also been reviewed and accounted for within the development design.

Table 2.3 LBC Local Plan Policies

Ref	Policy	Details
A1	The Council will seek to protect the quality of life of occupiers and neighbours. We will grant permission for development unless this causes unacceptable harm to amenity. We will: c. resist development that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours and the existing transport network.	Throughout
T1	In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments: a. Improve the pedestrian environment by supporting high quality public realm improvement works; b. Make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping; c. Are easy and safe to walk through ('permeable'); d. Are adequately lit; e. Provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and f. Contribute towards bridges and water crossing where appropriate. In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development: g. Provides for and makes contributions towards connect, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network and Cycle Super Highways; h. Provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development; i. Makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers; j. Is easy and safe to cycle through ('permeable'); and k. Contribute towards bridges and water crossings suitable for cycle use where appropriate. In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate. Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort.	Section 4 & 5

Ref	Policy	Details
T2	The Council will limit the availability of parking and require all new developments in the borough to be car-free. We will: a) Not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits; b) Limit on-site parking to: i. Spaces designated for disabled people where necessary, and / or ii. Essential operational or servicing needs; c) Support the redevelopment of existing car parks for alternative uses; and d) Resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.	Section 4
T3	The Council will seek improvements to transport infrastructure in the borough. We will a. Not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvements projects; and b. Protect existing and proposed transport infrastructure, particularly routes ad facilities for walking, cycling and public transport, from removal or severance.	Throughout
T4	The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We will: a. Encourage the movement of goods and materials by canal, rail and bicycle where possible; b. Protect existing facilities for waterborne and rail freight traffic; and c. Promote the provision and use of freight consolidation facilities. Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to: d. Minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads; e. Accommodate goods vehicles on site; and f. Provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.	Section 4

Summary

2.24 The Site and the Proposed Development accords with national, regional and local policy.

2.25 The Proposed Development accords with the NPPF policies being well located in an urban part of London, close to everyday needs of residents, students and employees. The Site has good connectivity to pedestrian and cycling opportunities as well as links to public transport making it well suited for the Proposed Development, in accordance with national policy.

2.26 Furthermore, the proposals have been designed and progressed on reflection of the pertinent regional and local planning policies, reflecting on both the aspirations of the Mayors Transport Strategy / London Plan, and the policies set out within LBC's adopted documents.

3. SITE AND SURROUNDINGS

The Site

3.1 The Site consists of three 1970s commercial buildings: the main six-storey office building fronting Chalk Farm Road; a two-storey link building which adjoins the Roundhouse; and a three-storey office building to the rear of the site. It is understood that these three commercial buildings contain circa 3,600m² gross external area (GEA) of office floorspace.

3.2 The Site is on the south side of Chalk Farm Road (A502), directly to the east of the Roundhouse, a Grade II* entertainment venue. To the rear, the Site is bounded by a surface level railway line (mainline rail to Euston). Beyond that is the Juniper Crescent Housing Estate, which is the subject of future redevelopment proposals.

3.3 To the east is the former Morrisons petrol filling station (PFS) which is being redeveloped as part of a wider development known as Camden Goods Yard (CGY), under LBCs planning application reference 2017/3847/P. The wider development is currently under construction through a joint venture between Berkeley Homes and Morrisons. The adjacent site is currently in use as a temporary supermarket but has planning permission for a 6-storey building with replacement PFS and ground floor retail with circa 8,000 sqm of office floorspace on upper floors. There is also a Section 73 approval (Application Reference: 2022/3646/P) to provide an electric vehicle charging facility and to undertake various design changes to the approved scheme, including extending the building towards the boundary with the application site, as well as removing the petrol filling station.

3.4 It should be noted that this application involved the reconfiguration of the previous signal-controlled access/egress junction onto Chalk Farm Road, which is replaced by a single 'all movements' signal-controlled arrangement at the Chalk Farm Road / Ferdinand Street / Juniper Crescent junction. A T-junction is now provided on Chalk Farm Road at the location of the previous signal junction which serves the temporary foodstore.

3.5 The Site is currently accessed via a dropped kerb vehicular crossover onto Chalk Farm Road, which is located immediately to the west of a signalised pedestrian crossing. The existing access serves an element of car parking within the Site, accessed via a ramp, providing circa 15 spaces.

3.6 The location of the Site in the context of its surroundings is broadly shown in **Figure 3.1**, with the existing access shown in **Figure 3.2**. A full site location plan is provided at **Appendix A2**.

Figure 3.1 – Site Location (Site outlined by red)

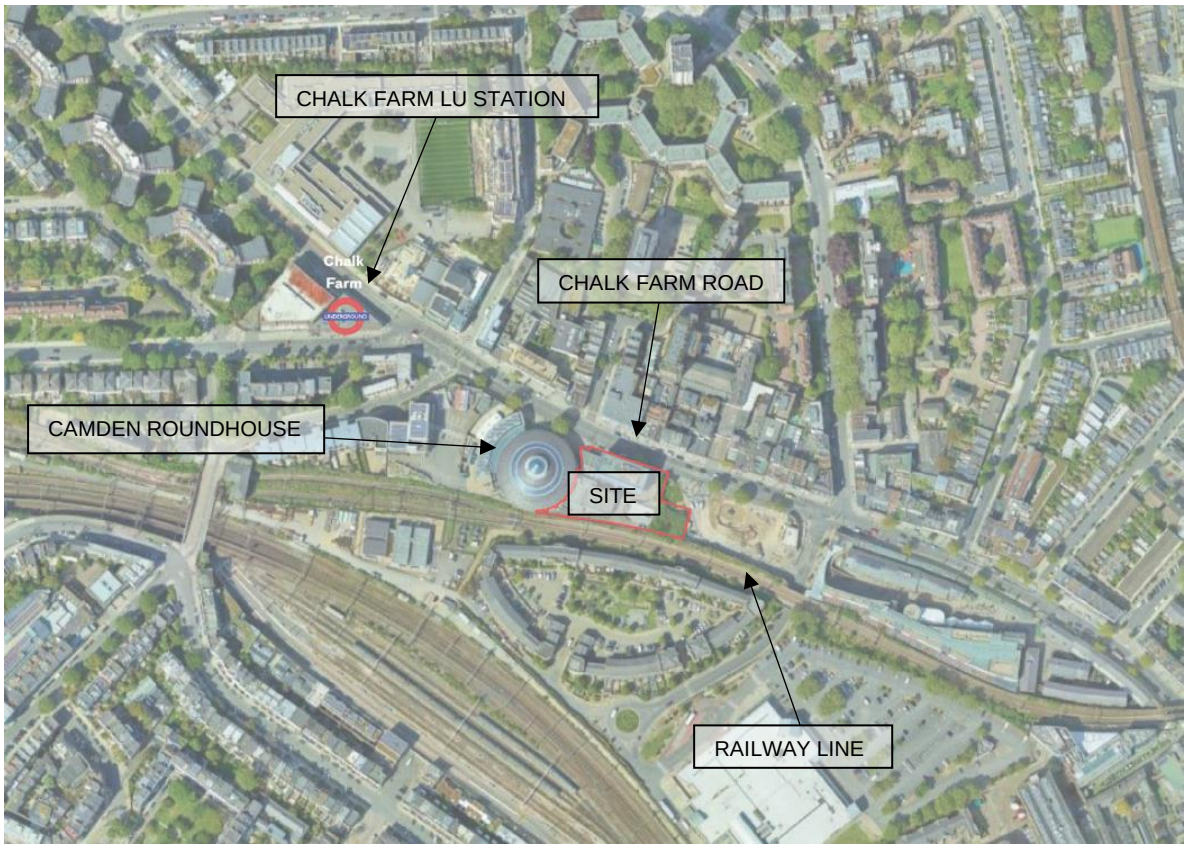
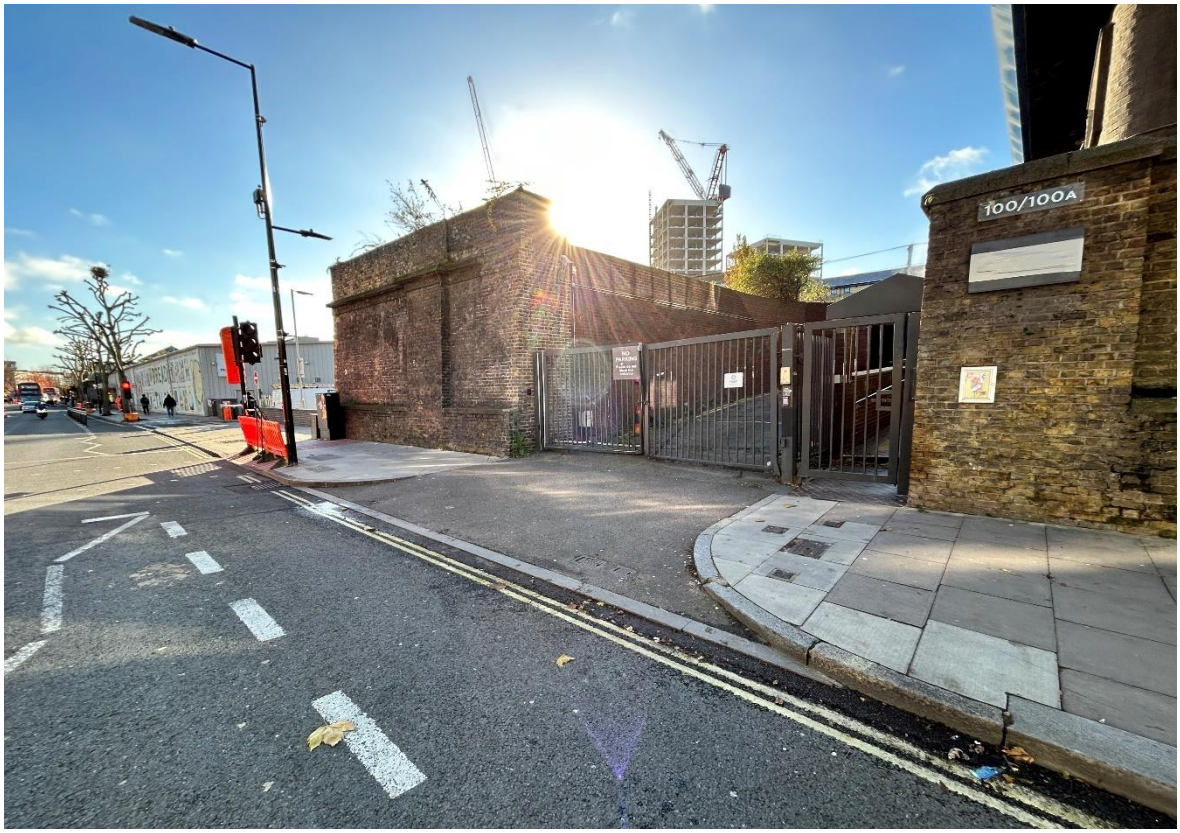


Figure 3.2 – Existing Access to the Site



Sustainable Travel Opportunities

3.7 In order to measure the connectivity of a site, TfL utilise the public transport accessibility level (PTAL) tool, which assesses the level of access that an area has to local public transport provision. It provides a rating for 100m cell size areas and bases the calculation on the bus services within 640m and rail services within 960m.

3.8 A review of the system has demonstrated that the Site benefits from a PTAL of 6a i.e. has an excellent level of connectivity. The PTAL report is included at **Appendix A3** for reference.

3.9 Clearly the Site therefore has good links to a variety of sustainable travel networks. These include the rail services, London Buses, cycling infrastructure, as well as a high-quality pedestrian network. Further details on these are provided in the following section.

Rail Services

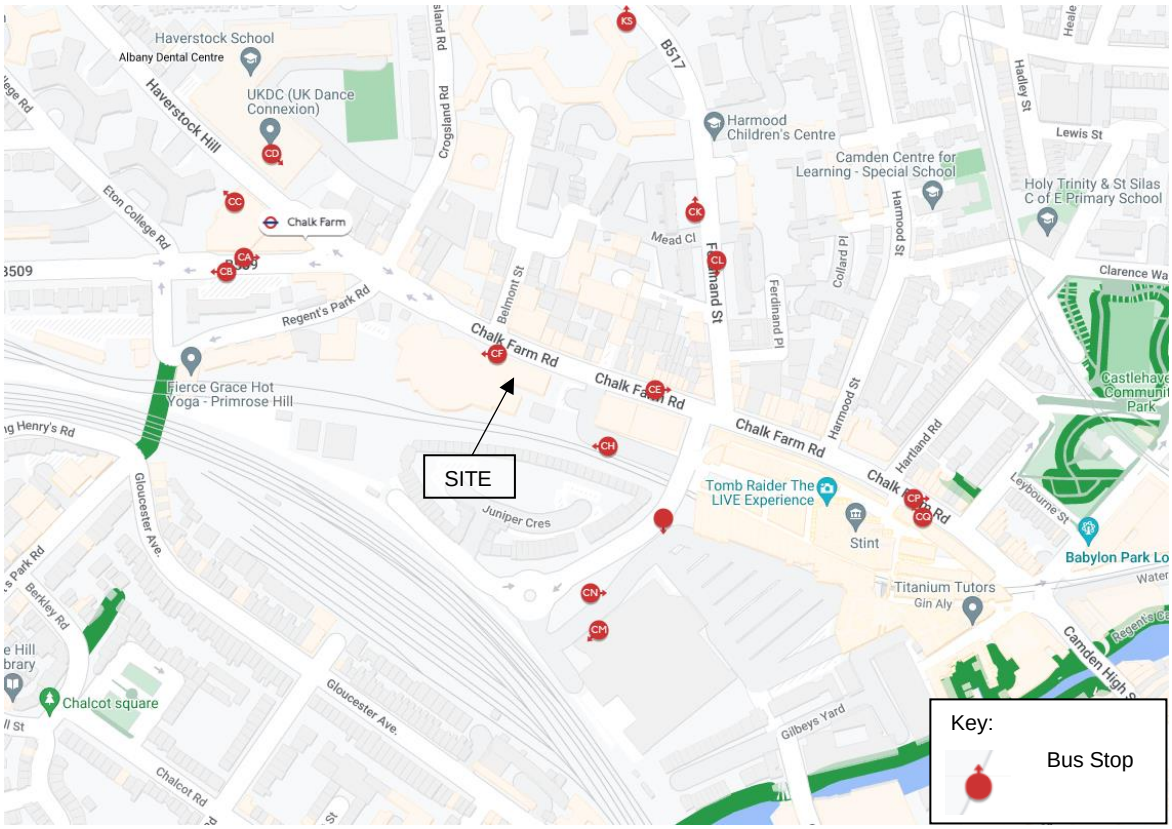
3.10 Both Chalk Farm and Camden Town London Underground (LU) stations are located within an accessible distance of the Site. Chalk Farm is just 100m to the west and Camden Town is circa 800m to the south-east, both of which provide access to the Northern line. Kentish Town West is also located 700m walking distance to the north which provides access to the London Overground services.

3.11 The stations therefore provide frequent access to a range of destinations across London as well as the opportunity for further onwards travel.

Bus Services

3.12 There are several bus stops located within the vicinity of the Site, as shown by the red markers on the plan extracted from TfL's website at **Figure 3.3**.

Figure 3.3 – Local Bus Stops



3.13 As can be seen, bus stops are provided continuously along Chalk Farm Road, including a bus stop immediately adjacent to the site frontage. This bus stop is in the form of a 'floating' bus island, and has been subject to recent layout changes to Chalk Farm Road, summarised later in this section.

3.14 The stops provide access to a range of bus services which operate seven days a week to a range of destinations. **Table 3.1** provide a summary of these services which have been taken from the PTAL report, with a bus route map included at **Appendix A4**. As can be seen, there is a high level of bus services available, with the PTAL report showing a total frequency of 39 buses per hour.

Table 3.1 Bus Services

Service	Route	Frequency (Buses per hour)
393	Upper Clapton Road – Chalk Farm	5
24	Grosvenor Road – Royal Free Hospital	10
31	Bayham Street – White City Bus Station	10
27	Hammersmith Station – Camden Market	8
46	Paddington Station – St Bartholomew's Hospital	6

Cycling

3.15 A cycle lane is present on Chalk Farm Road running along the front of the Site. This cycle lane, protected by wands, forms part of a wider strategic 'pop-up' cycle lane network that was developed by LBC in response to the Coronavirus pandemic. This route in particular runs between the junctions of Castlehaven Road and Prince of Wales Road, but connects into a wider provision of cycle lanes across the borough. This route is also due to be further improved by LBC, as noted later in this section.

3.16 **Figure 3.4** provides an extract from TfL's cycle mapping system, showing both existing routes (green lines) and proposed routes black lines).

3.17 **Figure 3.5** then shows the current state of the cycle lane running along the site frontage.

Figure 3.4 – TfL Cycle Map Extract

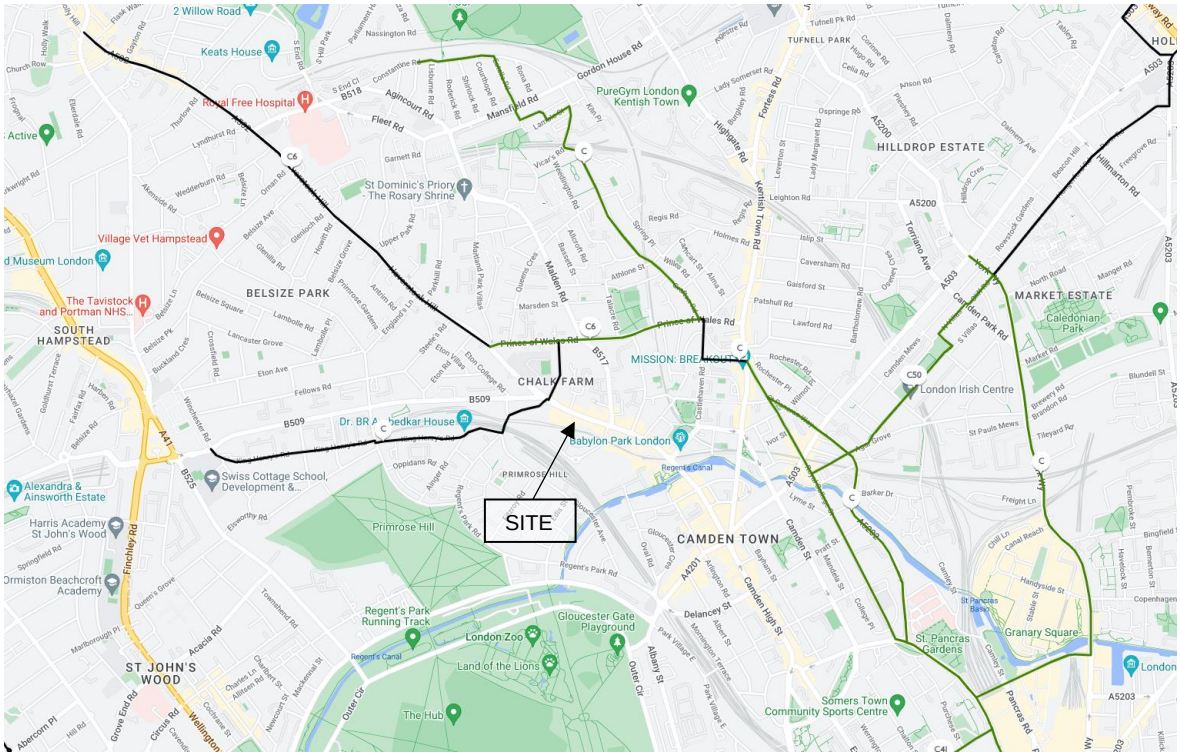


Figure 3.5 – Chalk Farm Cycle Lane

3.18 As such, when accounting for both the LBC and TfL infrastructure, it is considered there is good existing opportunity for cyclists to travel to and from the Site, which will improve further with planned additional routes and enhancements to existing routes.

3.19 Additionally, there are existing cycle facilities in the surrounding area in the form of Sheffield stands, including on Chalk Farm Road immediately adjacent to the site frontage (a total of 4 stands). A further 4 stands are then available slightly further along Chalk Farm Road in front of the Roundhouse building. A Santander cycle docking station is also available on Castlehaven Road within 500m of the Site.

Walking and Local Amenities

3.20 There are several existing local amenities available in the area, and this is continually being enhanced by the level of development occurring locally. These amenities are accessible from the Site on footways of a good standard and width, that are well-lit.

3.21 This TA includes an Active Travel Zone (ATZ) assessment at **Section 5** which analyses the routes to key local amenities and looks for improvements with regard to pedestrian connectivity. The key amenities included within this ATZ assessment, as well as various other amenities that are available within the vicinity of the Site, are detailed in **Table 3.2**.

Table 3.2 Local Amenities

Amenity	Approximate Walking Distance from Site
Bus Stop	<100m
Local Shops / Restaurants	100m
Food Store	100m
Dentist	170m
Gym (Anytime Fitness)	170m
Chalk Farm LU Station	190m
Opticians	200m
Castlehaven Community Park	450m
Primrose Hill Doctors Surgery	500m
Pharmacy	500m
Post Office	550m
Hawley Primary School	650m
Camden Town LU Station	750m
Kentish Town West Overground Station	750m
Primrose Hill Park	750m
Adelaide Medical Centre	750m
Camden Road Overground Station	1km

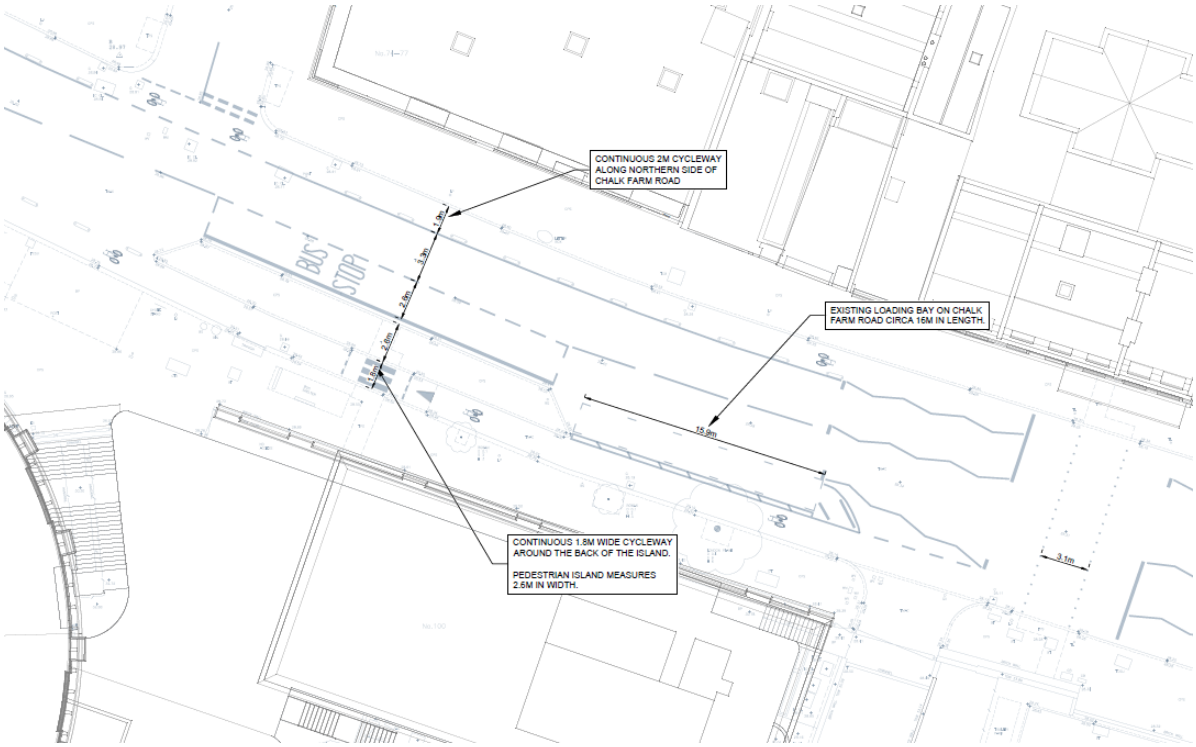
3.22 Pedestrian access to the majority of these amenities from the Site are from Chalk Farm Road and then surrounding footways, which benefit from several crossing points. Further analysis of these routes are provided within the ATZ assessment.

Local Highway Network and Local Highway Amendments

3.23 Chalk Farm Road is a two-way road running along the site frontage, forming part of the A502 which becomes Haverstock Hill almost immediately to the west, and is Camden High Street to the east, where it operates under a one-way (westbound) arrangement.

3.24 As mentioned, the highway within the vicinity of the Site has been subject to changes within recent years, which during the pre-application stage have been trial changes implemented by LBC, as part of their 'Safe Travel' initiative. These predominantly relate to the installation of the cycle lane, but also a set-down bay for loading / pay by phone parking, and a bus stop with associated refuge island (i.e. a 'floating' bus island). The current arrangement at the time of writing, illustrated via a Topographical survey, is shown in **Figure 3.6**.

Figure 3.6 – Current Chalk Farm Road Condition



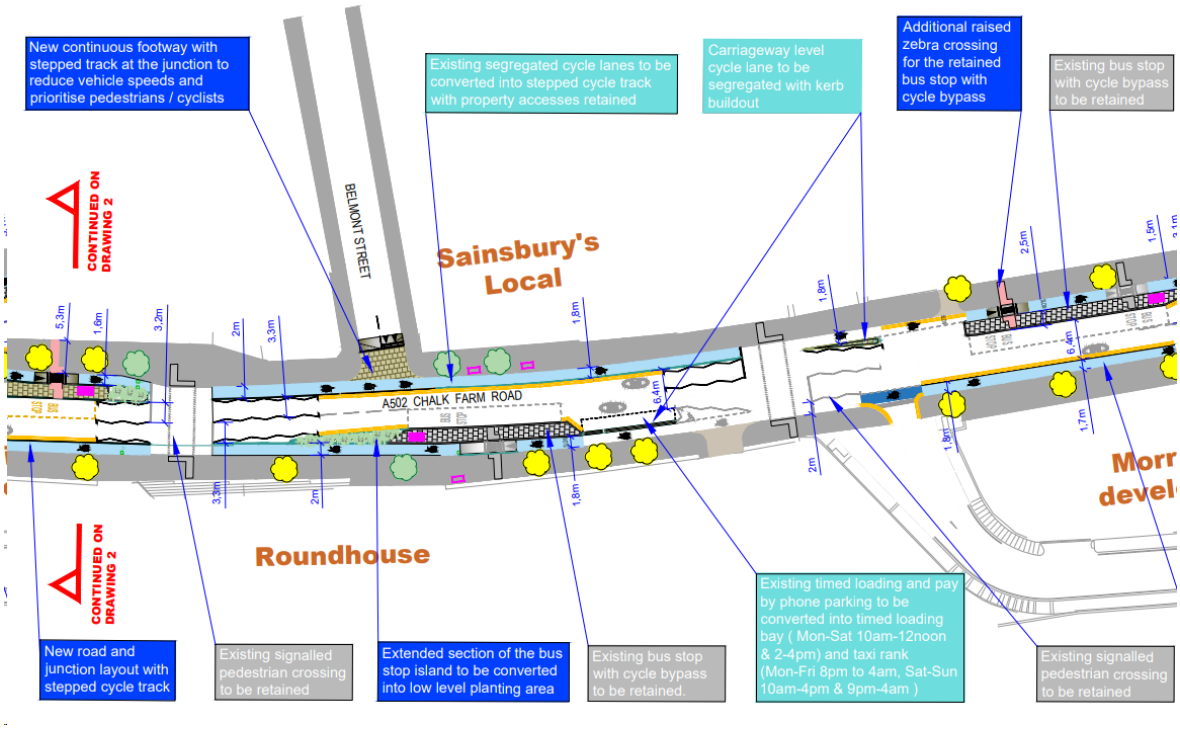
3.25 As shown, at the eastern extent of the Site is a signalised pedestrian crossing (previously relocated), adjacent to which is the existing vehicle crossover access into the Site, the on-street bay and bus stop refuge island then follow, which are both offset from the edge of footway by 2m to provide for the cycle lane.

3.26 These trial changes were subject to consultation during the period of September and October 2021, and as of November 2023, LBC have confirmed via their online consultation portal that several of the changes will be made permanent, as follows:

- Keep the pedestrian crossings and bus stop bypasses;
- Replace the ‘kerb and wand’ cycle lane segregation with raised stepped cycle tracks;
- Relocate Bus Stop CD outside Haverstock School and taxi parking facility outside Camden Market;
- Add a new bus stop bypass between Harmood Street and Hartland Road;
- Improve the junction layouts at Haverstock Hill / Adelaide Road / Regents Park Road; and
- Widen / improve signalised pedestrian crossings, and add ‘blended pedestrian crossings’ across side roads.

3.27 The full plans of the proposals put forward by LBC are attached at **Appendix A5** for reference, however, the screenshot in **Figure 3.7** focuses on the area along the site frontage.

Figure 3.7 – LBC Improvement Works on Chalk Farm Road

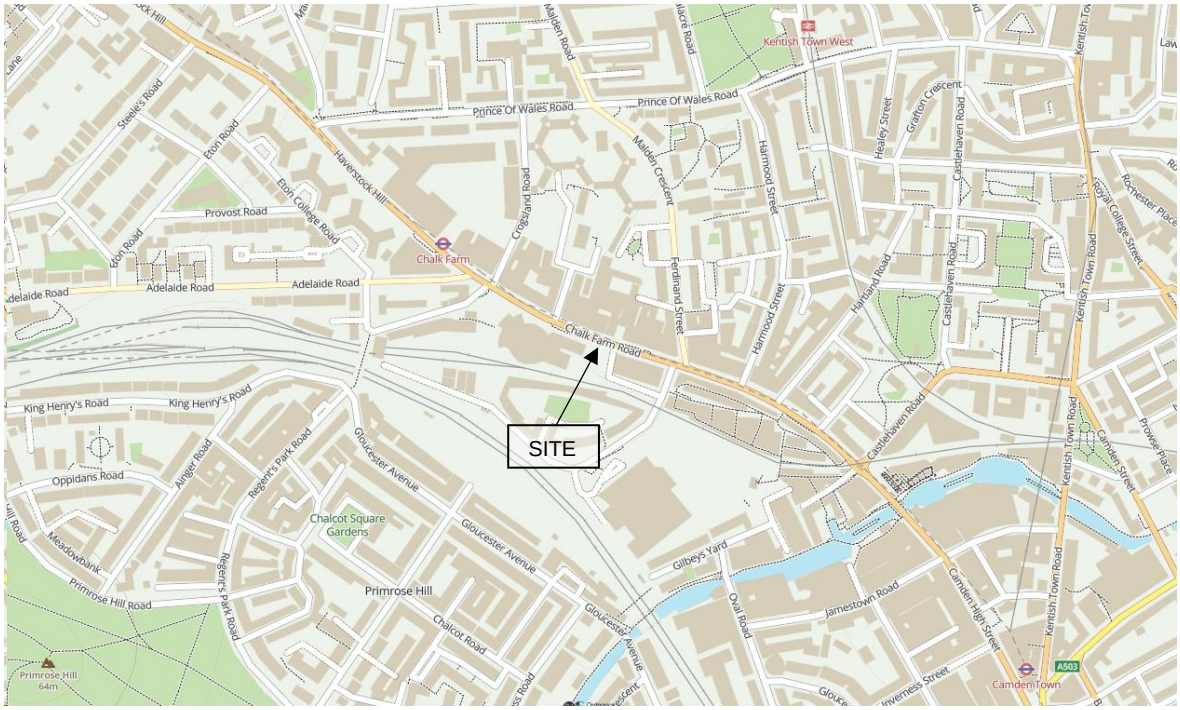


3.28 As can be seen, when compared to the current situation on the ground (at the time of writing) the bus shelter is still to be relocated onto the floating island. Additionally, the traffic order has now been granted to amend the operation of the on-street bay fronting the Site as per the screenshot. This was previously restricted as loading only between the hours of 10am and Noon, and then 2 to 4pm, and then provided pay by phone parking during the hours of 08:30am – 10am, Noon – 2pm and 4-11pm.

3.29 However, under the new arrangement, this bay will now be for the use of taxis only (stopping by all other vehicles prohibited) between the hours of Midnight – 7am, and 7pm – Midnight on Monday to Friday and between the hours of Midnight – 4am and 10am – Midnight on Saturday and Sunday, and for loading / unloading by any vehicle outside of these hours (i.e. between 7am and 7pm).

3.30 The remainder of the local highway network is shown in **Figure 3.8**.

Figure 3.8 – Local Highway Network



Summary

3.31 The Site is well connected to walking, cycling, bus and rail opportunities which provide a good level of opportunity for travel by sustainable modes indicated by the PTAL 6a.

3.32 There are several local bus stops providing access to a variety of services. There are also three rail stations local to the Site which provide access to several lines reaching a wide span of destinations. In addition, a wider range of amenities are available within an accessible distance which can be reached by a good level of existing walking infrastructure.

3.33 It is therefore considered that the Site is well located to take advantage of the existing local services and access to sustainable transport. As such, the Site accords with national / local guidance relating to walking, cycling and access to sustainable travel.

4. DEVELOPMENT PROPOSALS

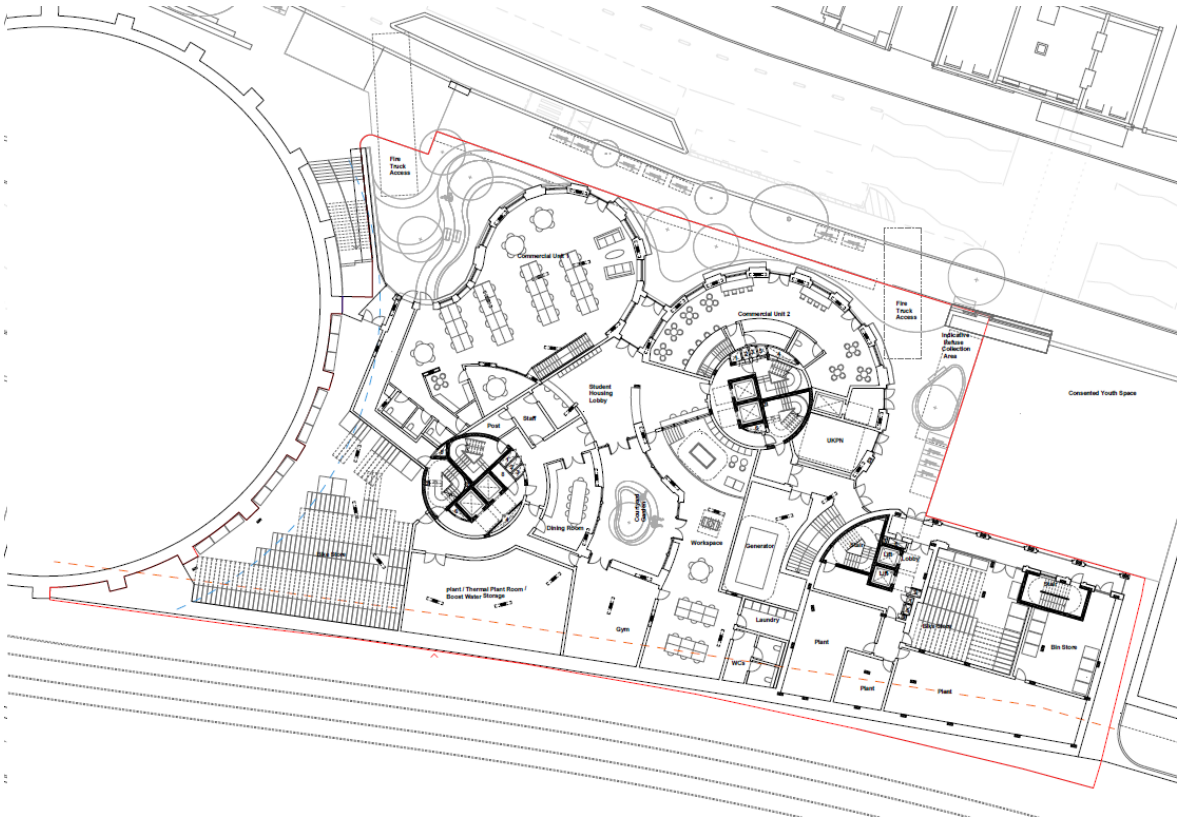
4.1 The intention is to submit a planning application for the redevelopment of the Site to provide purpose built student accommodation, affordable residential dwellings and commercial space. The Proposed Development is summarised in **Table 4.1**. **Figure 4.1** illustrates the ground floor plan of the Proposed Development, which is also attached in full at **Appendix A6** alongside the basement floor plan.

Table 4.1 Proposed Development Details

Use	Units
Student Accommodation (Sui Generis)	42 x Cluster Rooms 155 x Studios 68 x Large Studios Total – 265 Units
Residential Homes (Class C3)	6 x 1 Bed 12 x 2 Bed 6 x 3 Bed Total – 24 Units
Commercial Space (Class E)*	Unit 1 – 616m² Unit 2 – 334m² Total – 950m²

*Note – Based on Gross External Area (GEA)

Figure 4.1 – Proposed Ground Floor Plan



Site Access

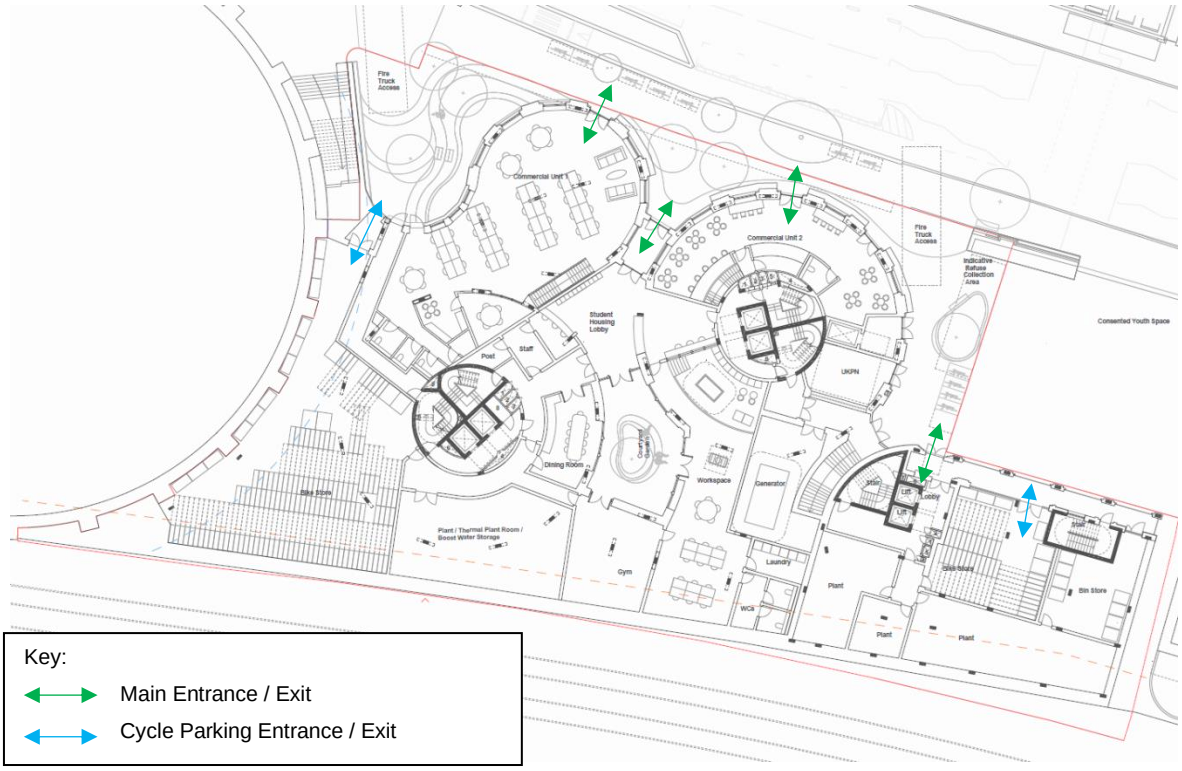
Pedestrian and Cycle Access

4.2 There will be separate pedestrian entrance points provided into each of the respective uses provided across the Proposed Development, all of which will be taken from Chalk Farm Road which will benefit from a widened footway with the proposed building lines set back when compared to existing. The proposals also include dedicated public realm / landscaped areas along the site frontage.

4.3 The cycle parking is also to be split across different locations for the different uses, with a dedicated bike store provided at the ground floor level of the affordable housing block, and then a further cycle store provided at the ground floor level of the student accommodation block, both with separate, dedicated entrance points.

4.4 The main pedestrian and cycle access points are illustrated at **Figure 4.2** for reference.

Figure 4.2 – Proposed Pedestrian and Cycle Access Locations



Vehicular Access

4.5 Given this is to be a car-free scheme with no associated vehicular parking spaces, vehicular access to the Site is limited to emergency vehicles only. A substation is also located within the Site which may require access, but this will be very infrequently and only on the rare occasion that the transformer fails. As such, the number of vehicles entering and exiting the Site will be minimal, and in all likelihood could / should be zero.

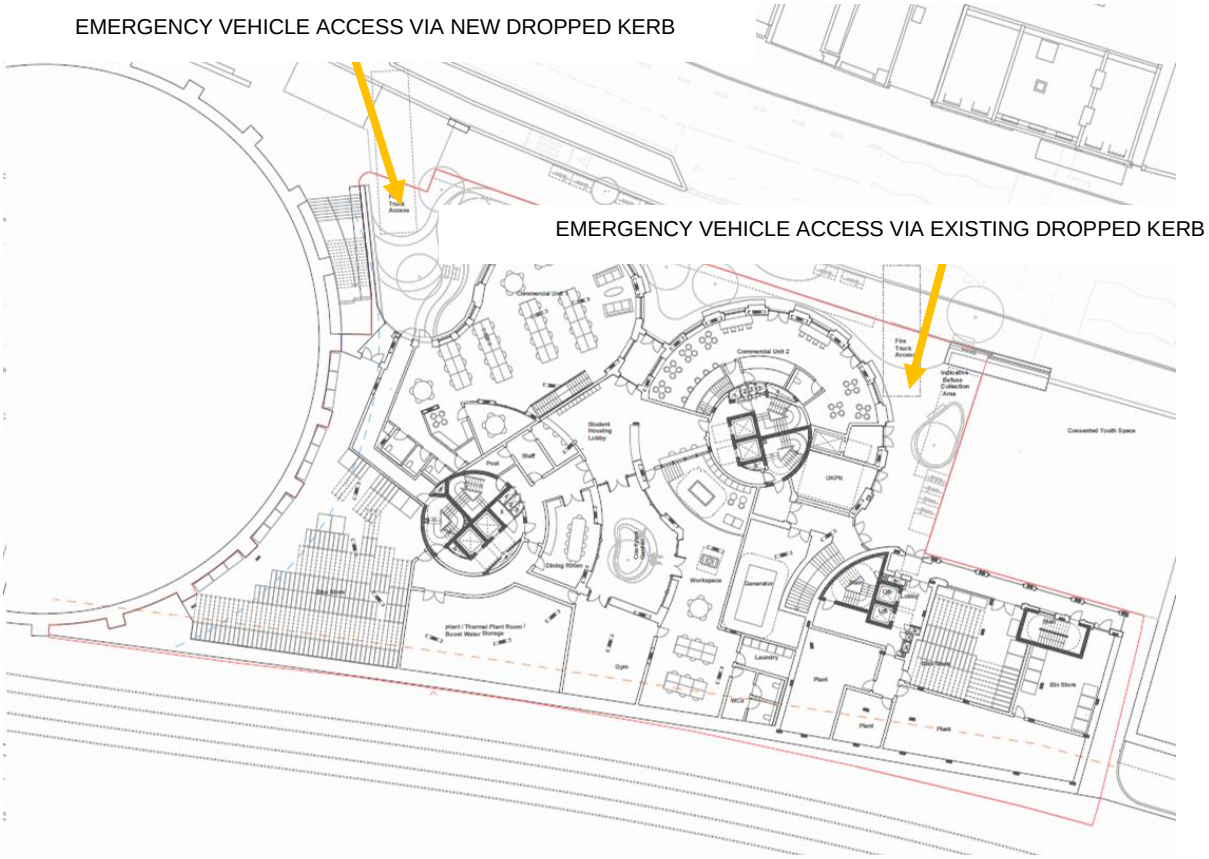
4.6 Notwithstanding, to ensure access can be achieved for these vehicles if ever necessary, the existing dropped kerb will be retained to allow a fire tender vehicle to enter the Site in forward gear, drive to the required point, and then reverse back out onto Chalk Farm Road when departing. This manoeuvre would be supervised by members of the fire brigade team, and in the case of an emergency it is considered that the footway / cycleway on Chalk Farm Road would be temporarily restricted.

4.7 This has been analysed using swept path analysis (SPA) and discussed / agreed with the appointed fire consultant. The SPA is included at **Appendix A7**.

4.8 An additional emergency access is also facilitated at the western edge of the Site, again via a dropped kerb, to allow the vehicle to access the buildings in this location. SPA has been undertaken to ensure a vehicle can enter this area in forward gear and then reverse out on exit, supervised as above, with all landscaping kept clear of this route.

4.9 The emergency access routes to be used are summarised in **Figure 4.3**. The eastern route (i.e. via the existing dropped kerb) would also facilitate access to the substation in the adhoc scenario this is required.

Figure 4.3 – Proposed Vehicular Access



Proposed Servicing Strategy

4.10 The proposed strategy for servicing / deliveries has been discussed at length during the pre-app stage to reach an agreed position and ensure that delivery and servicing vehicles can be accommodated without impacting on the local network. Further details on the strategy is provided within the Delivery and Servicing Plan (DSP) which accompanies this planning application submission. Notwithstanding, the following sets out an overview of the proposed strategy.

4.11 As mentioned in **Section 2**, there is an existing bay on Chalk Farm Road directly fronting the Site. In the design work undertaken at the pre-application stage, and in consultation with LBC Officers, a range of options were reviewed in relation to the servicing of the site. This included internal servicing within the Site. However, as a result of this assessment work, it was concluded that utilising the existing bay fronting the site provided the best solution. The use of this bay removed difficulties around positioning of buildings within the Site due to the setting of the Roundhouse, but also facilitates significant enhancements to the streetscape and public realm, which is currently hostile.

4.12 Given the above, it is proposed to revise the existing bay so that it accommodates loading only and is available for use at longer periods. This was put to LBC Highways at the pre-application, alongside further capacity analysis of the bay in its existing state. This capacity analysis is provided in a note at **Appendix A8** that was previously submitted to LBC, but in summary it demonstrated that there was a low utilisation rate of the bay in the existing situation, with a survey demonstrating that for the total 4 hours that the bay is available for loading throughout the day, it was only used for a total of 39 minutes. Therefore, the proposal to amend the order of the bay is not required given there is sufficient capacity as existing.

4.13 In respect of LBC's recent announcement to amend to the order of the bay (taxi only between certain times) sufficient capacity would still remain to service the development, given the hours proposed for it to be in use as a taxi bay (Midnight – 7am, and 7pm – Midnight on Monday to Friday and between the hours of Midnight – 4am and 10am – Midnight on Saturday and Sunday).

4.14 Resultingly, LBC Highways confirmed use of this bay to service the Proposed Development was acceptable, albeit sought for the use of cargo bikes to be encouraged wherever possible – this is dealt with further within the DSP.

4.15 Lastly, it should also be noted that this approach is consistent with the consented application at this Site (Application Reference: 2013/5403/P), which also proposed for deliveries and servicing to take place via the loading bay on Chalk Farm Road, a position which was agreed and accepted via planning approval.

Parking

4.16 Given the excellent sustainable transport connectivity of the Site, and in line with LBC and the 2021 London Pan standards, the Site will be car free with no vehicular parking spaces to be provided. This approach was discussed and agreed at the pre-app stage.

4.17 On this point, as previously mentioned the Site is located within an excellent location with regards to sustainable transport and this includes bus stops with raised kerbs and step-free access at local rail stations to allow access for all. This therefore means that those with a disability will not be reliant on a car to travel. Notwithstanding, should this be an issue it is considered there is opportunity to provide disabled parking in the locality via the conversion of on-street parking to become a disabled bay. This can be investigated further should it be deemed necessary by LBC.

4.18 Future occupants of the Proposed Development will be restricted from applying for a parking permit within local controlled parking zones (CPZ). This will be secured via the Section 106 Agreement.

4.19 No students will therefore be able to park at or within the vicinity of the Site. With regard to students moving into and out of the units at the start and finish of the term, the application is supported by a Student Housing Management Plan (SHMP) which is submitted as part of the planning application. This document includes details on how the move-in / move-out process will work and be managed, but in essence this will focus on the excellent public transport services available locally.

Cycle Parking

4.20 The Proposed Development seeks to encourage the use of cycling as a mode of travel, and this can specifically be done by ensuring a sufficient amount of parking is integrated efficiently within the scheme.

4.21 The minimum cycle parking standards for new developments contained within the 2021 London Plan for the uses being proposed are detailed in **Table 4.2**. With regard to the commercial units, it should be noted that Unit 1 is intended to be used as Office space, and Unit 2 is to be a café space, and therefore the relevant standards have been applied respectively.

Table 4.2 Minimum Cycle Parking Standards – London Plan 2021

Use	Long-stay	Short-stay
Student Accommodation	0.75 spaces per bedroom	1 space per 40 bedrooms
Residential Homes	1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces
Office Floorspace	1 space per 75m²	1 space per 500m²
Café Floorspace	1 space per 175m²	1 space per 20m²

4.22 Applying these standards to the Proposed Development results in a requirement of 199 long stay spaces for the student accommodation, 45 for the affordable residential units and 6 across the two commercial units (4 for the office and 2 for the café). For short-stay, visitor spaces, the London Plan requires a total of 28 spaces (7 for the student accommodation, 2 for affordable housing, 2 for office space and 17 for the café), equivalent to 14 sheffield stands.

4.23 The Proposed Development meets this required level of cycle parking, with two separate dedicated cycle stores provide for the student accommodation and affordable housing respectively. The provision within each of these stores is detailed in **Table 4.3**.

Table 4.3 Proposed Cycle Parking Provision

Use	Student Accommodation	Residential Homes
Two-tier Rack Spaces	158	46
Standard Sheffield Stand Spaces	40	10
Larger / Accessible Sheffield Stand Spaces	10	4
Total Spaces	**208**	**60**

4.24 As shown, the stores therefore provide cycle parking spaces in excess of the London Plan requirements for both uses, and also include a range of cycle parking types to facilitate all users, in line with the London Cycling Design Standards (LCDS). Dimensioned plans of the cycle stores are provided at **Appendix A9**, which further demonstrate accordance with the LCDS.

4.25 For the two commercial units, the long stay cycle parking provision will be accommodated within the individual units themselves. The units have been designed to ensure that they have sufficient space to accommodate these spaces and future tenants will be obliged to provide these through the terms of their lease.

4.26 To accommodate for the short-stay (visitor) cycle parking, an additional 30 spaces (15 sheffield stands) have been included throughout the public realm to the front of the development, and on the Chalk Farm Road footway, as can be seen on the Landscape Plan at **Appendix A6**. The stands on the footway have been located in a consistent arrangement with existing provision along this road and ensured that sufficient space is available around them so that they do not obstruct the operation of the footway. They have been designed in accordance with the LCDS. This level of provision means that there is an excess of short stay cycle parking to what the London Plan requires (28 spaces) therefore ensuring sufficient space will be available for visitor cycle trips to and from the Proposed Development.

5. HEALTHY STREET AND ACTIVE TRAVEL ZONE ASSESSMENT

5.1 The Proposed Development has been designed to ensure that it aligns with the core principles of Healthy Streets. As per **Table 2.1**, there are 10 indicators that demonstrate compliance with the Healthy Streets principles, and by meeting these indicators a welcoming environment where all types of people are happy to spend time in should be created.

5.2 **Table 5.1** goes on to set out how the development proposals respond to the 10 stated Healthy Streets indicators.

Table 5.1 Proposed highways / transport response to Healthy Streets Indicators

Indicator	Response to Indicator
Pedestrians from all walks of life	Car free scheme removing the potential for pedestrian-vehicle conflict.
Easy to cross	Good provision of existing infrastructure with signalised / dropped kerbs / tactile paving crossings.
People choose to walk, cycle and use public transport	Pedestrian and cyclist permeability is achieved across the development, as well as widening of the adjacent footway. Cycle parking provided in accordance with standards. Accessible and convenient routes to a range of public transport services. Good level of visitor cycle parking also provided. Landscape led approach to improve the environment.
Places to stop and rest	Seating placed within the landscaped area of the Site.
Clean air	No car parking which will reduce emissions associated with the Site.
Shade and shelter	Landscaping is provided throughout the Site, with planting provided wherever appropriate.
People feel safe	Active frontages and well-lit routes to ensure natural surveillance occurs, as well as presence of late-night retail uses nearby.
People feel relaxed	The proposed public realm and open space areas will create a more comfortable environment.
Not too noisy	Low vehicle use will ensure noise is kept to a minimum and excluded from certain areas.
Things to see and do	The proposed architecture means the Site has opportunity to become a place of interest, but it also benefits from being adjacent to the Roundhouse building.

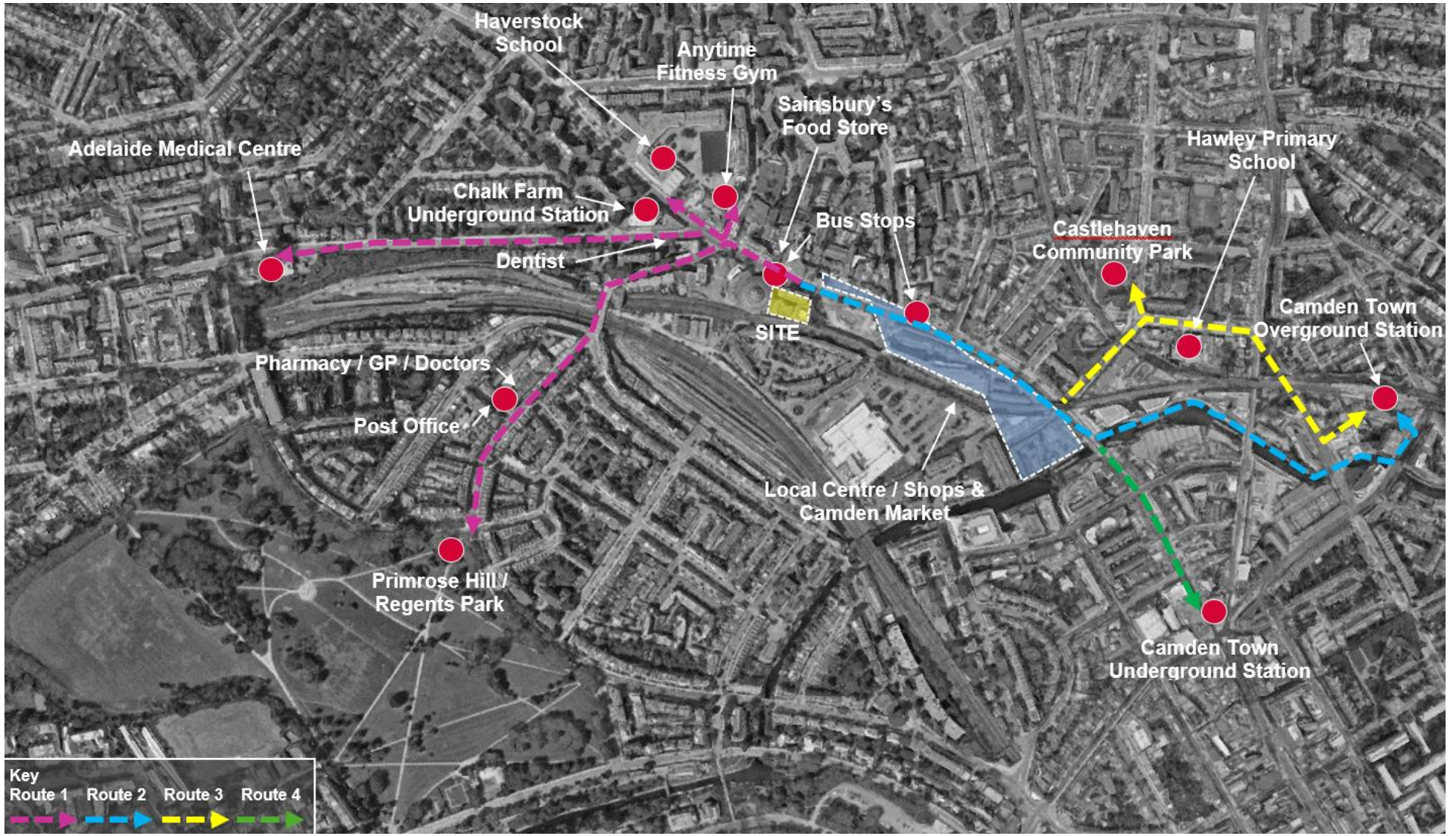
5.3 Following TfL's Healthy Streets approach, an assessment of the ATZ has been undertaken, and this is presented within the following section.

5.4 As established at the scoping stage, the following key destinations / routes within the study area have been identified:

- Public Transport Services – Chalk Farm station, Camden Town station & Camden Road station, as well as bus stops on Chalk Farm Road;
- Cycling Network – Chalk Farm Road cycle lane;
- Local Centre / Shops – Chalk Farm Road / Camden Market & Regent's Park Road;
- Educational Facilities – Haverstock School and Hawley Primary School;
- Health Facilities – Adelaide Dental Lounge, Adelaide Medical Centre, Primrose Hill Surgery & Primrose Pharmacy;
- Open Space – Primrose Hill / Regents Park and the Castlehaven Community Park.

5.5 These key destinations have been mapped out in **Figure 5.1** and have resulted in four routes being established.

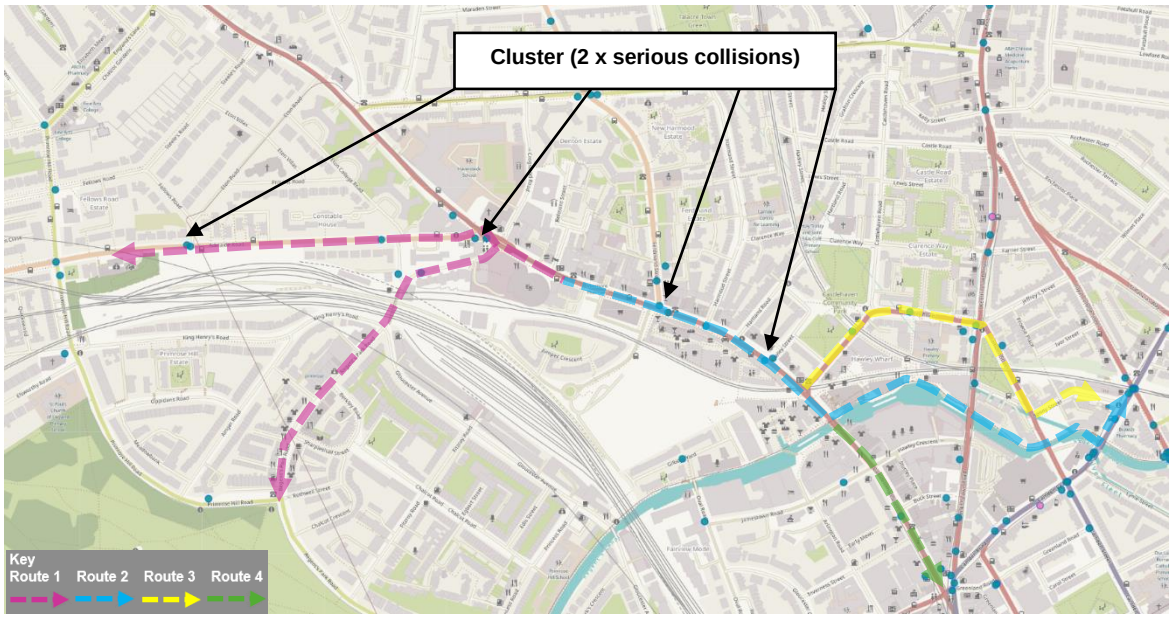
Figure 5.1 – ATZ Routes



5.6 An assessment of these routes has then been undertaken, both in terms of the existing situation and also what, if any, improvements could be made.

5.7 Firstly, TfL's online 'London Collision Map' tool has been analysed to determine whether any clusters of collisions (1 fatal or 2+ serious) have occurred along the routes. As can be seen from **Figure 5.2**, there are four occasions of this; two on Route 3 and two on Route 4. These clusters are explored further in the individual assessments of the routes.

Figure 5.2 – Collision Data / ATZ Routes



5.8 This assessment includes a photo study, and all referenced photos are provided at **Appendix A10**.

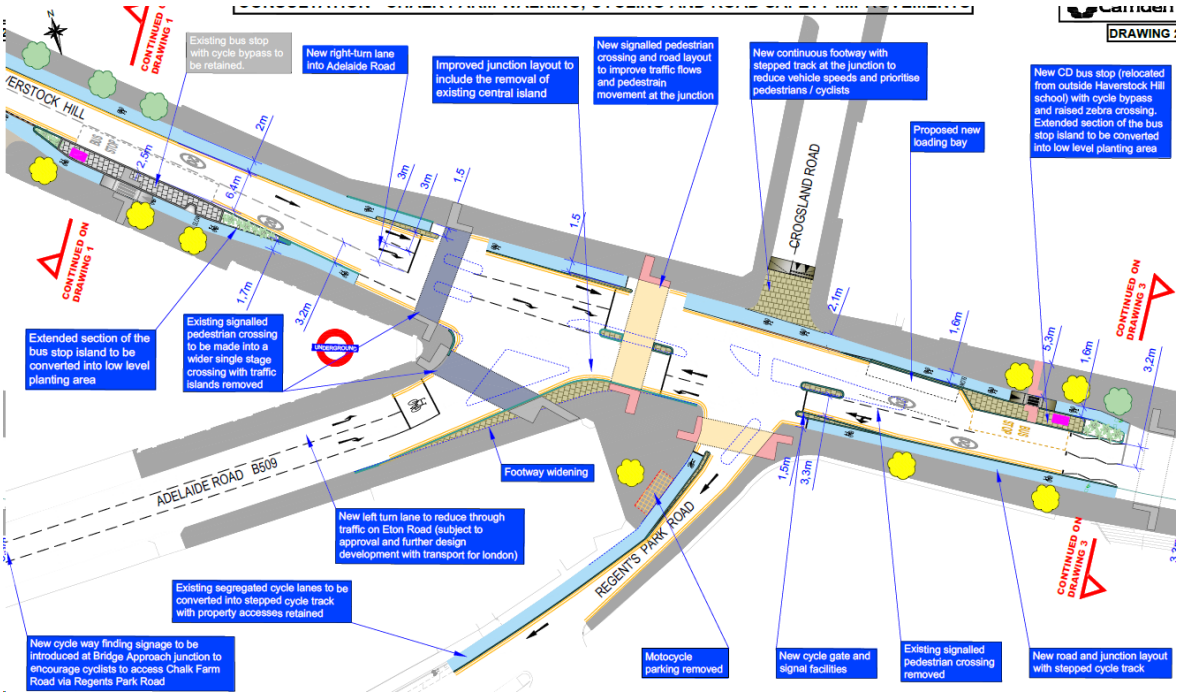
Route 1 – Site to Primrose Hill / Regents Park, Adelaide Medical Centre, Regent's Park Road Local Shops, Dentist, Chalk Farm Underground Station, Haverstock School, a Gym, a Food Store and Bus Stops

5.9 This route heads west from the Site and therefore takes in all the amenities / services available within the local area in this direction. It therefore begins on Chalk Farm Road at the site frontage, where immediately adjacent to the proposed building line is Bus Stop CF. As mentioned in **Section 2**, this bus stop has been subject to recent changes by LBC to make it a floating island, and benefits from a crossing facility to give priority to pedestrians crossing the cycle lane to get onto the refuge island (**Photo 5.1**).

5.10 After this there is the signalised crossing on Chalk Farm Road (**Photo 5.2**), which has been confirmed as being retained by LBC in their changes detailed in **Section 2**. Immediately after this, it is noted that LBC are proposing to provide Bus Stop CD (relocated from outside Haverstock Hill), which will improve the accessibility of this bus stop to future occupants of the Site, especially given the presence of the signalised crossing. The Regents Park Road / Crogsland Road / Adelaide Road

junction with Chalk Farm Road is also subject to changes / improvements, and for simplicity an extract of the appended LBC plans is provided in **Figure 5.2**.

Figure 5.2 – LBC Confirmed Changes to Chalk Farm Road



5.11 It is considered that these confirmed changes will result in an improved pedestrian and cycle environment in this area, specifically on the route to the gym, via Crogsland Road as this is being amended to give pedestrians and cyclists priority when crossing the road to access the footway leading them the short section up to the gym (**Photo 5.3**). New and improved crossings are also to be provided in this area across Regent's Park Road, Chalk Farm Road and Adelaide Road, all of which will benefit users of Route 1. It is noted that one of the clusters of collisions occurred in this area, and as such it is considered that these changes will help improve the feeling of pedestrian / cyclists safety, striving towards the aims of Vision Zero.

5.12 The footway from this area continuing west on Haverstock Hill to the school is in good condition and well-lit (**Photo 5.4**), and it is noted that there are proposals by LBC to review providing additional planting in this area which would improve the route. The cycle improvements to be undertaken will also ensure that this is an attractive route for cyclists to and from the school.

5.13 For the other destinations on this route, firstly, to get to the local shops on Primrose Hill Road, and then Primrose Hill / Regents Park itself, the route heads south at the soon-to-be improved Regents Park Road junction mentioned previously. As shown, the cycle facilities are to be improved along this route as well initially, which will then connect into the existing infrastructure, including a dedicated cycle route bridging over the railway line (**Photo 5.5**). There is also footway provision either side of this cycle route, which is a vehicular free area and in general this route is very lightly trafficked.

Presence of lighting and security cameras will also help increase the feeling of safety in this area, especially in night-time conditions (**Photo 5.6**).

5.14 Once over the bridge, a tactile paving crossing with refuge island is provided across Gloucester Avenue to connect to Regents Park Road (**Photo 5.7**), which then has footways on either side and tactile paving provided at minor street junctions (**Photo 5.8**), facilitating access to a range of local shops and services available. The route then continues all the way as described before providing entry into the park (**Photo 5.9**).

5.15 The route to the dentist, underground station and Adelaide Medical Centre are all also considered to be in good condition and suitable for use by pedestrians and cyclists, especially with the LBC improvements to be implemented. The footway along Adelaide Road was of a good state, albeit at the time of the ATZ the southern footway was closed for construction purposes for a significant section of the route and therefore could not be assessed. Notwithstanding, the northern side was suitable for use and is considered to have the necessary infrastructure to encourage walking and cycling trips along this route (**Photo 5.10**). The second collision cluster is shown along this route, adjacent to Adelaide Road's junction with Eton Road, however, on-site observations demonstrated that this junction had a raised table with tactile paving and a 20mph speed restriction and is therefore suitable for pedestrian movement. From the TfL Collision database it is also noted that both collisions solely involved vehicles rather than pedestrians / cyclists, however, it is still not considered that any significant design changes are required in this area.

Route 2 – Site to Camden Town Overground Station via Local Centre / Shops & Camden Market (Canal Route)

5.16 This route is one of two routes available for future occupants to travel to and from the rail station. It starts of heading west from the Site, along the Chalk Farm Road footway where there is a signalised crossing to provide access to the footway on the opposite side of the road immediately adjacent to the site boundary as previously detailed. Regardless of which side of the footway you are on, it is of a good width and standard, features street lighting, and there is a good presence of street trees on the southern side (**Photo 5.11**). As mentioned, the cycle lanes are also present on both sides of Chalk Farm Road, which are due to be improved by the provision of raised stepped cycle tracks in 2024.

5.17 After the Morrisons Superstore, there is a staggered crossroads with Ferdinand Street, where advanced stop lines are provided for cyclists and signalised crossings are in place on all arms for pedestrians. A collision cluster did occur here, but the presence of the signalised crossing facilities does provide safe crossing opportunities for pedestrians. It is, however, noted that LBC are to provide new advisory cycle lanes across this junction with blue surfacing, which is considered to be a significant and worthwhile improvement.

5.18 After this junction, the route continues along Chalk Farm Road in a similar fashion to before. A continuous footway is present on the southern side, which provides access into the Camden Market (**Photo 5.12**). On the northern side, a raised table with tactile paving is provided across the junction with Harmood Street (just after which there is a zebra crossing facility on Chalk Farm Road) and also on Hartland Road (**Photo 5.13**).

5.19 After this is the Hawley Street junction, where the last collision cluster occurred. Again, there is a raised table with tactile paving in place, but it is considered there is a high amount of street furniture on this junction radii which may obstruct visibility between pedestrians and drivers turning. It is therefore considered that a possible improvement could be to remove / relocate some of this street furniture to improve the visibility here.

5.20 The next major junction is where Chalk Farm Road meets Castlehaven Road, and then also continues south east as Camden High Street, where it bridges over Regents Canal. Again, signalised crossings are provided at this junction to facilitate crossing (**Photo 5.14**).

5.21 At the bridge, a ramp is provided down from Camden High Street to the Regent's Canal Towpath (**Photo 5.15**). The towpath then runs along the water, and initially goes under the bridge at which point there is a short section where it is width and light restricted (**Photo 5.16**). After this, the towpath opens up as it runs alongside relatively new-build developments (**Photo 5.17**) and benefits from a range of seating / landscaping (**Photo 5.18**). This continues until Kentish Town Road, where again the towpath bridges under the road, resulting in a short section of narrow space that would be dark in night-time conditions.

5.22 After this, the route continues for a short section before it meets Camden Road, where steps are provided up to Camden Road. As can be seen from **Photo 5.19**, these steps also benefit from a cycle gutter for those with a bike. Once on Camden Road, a wide and lit footpath is then provided for the short section to the Overground station entrance.

5.23 Whilst this route initially is considered to be good for all users, it is noted that the towpath section may not be appropriate for some movements i.e. cyclists, night-time etc. The route does not prohibit these, with adequate facilities available. It should be noted that the ATZ did highlight the presence of on-site security members along the towpath route, as well as lighting and security cameras, which will help increase the feeling of safety. Having said this, it still may not encourage all to use this route and therefore an alternative option has been considered.

Route 3 – Site to Camden Town Overground Station via Castlehaven Community Park and Hawley Primary School

5.24 This route initially follows the same direction as Route 2, but instead heads north onto Castlehaven Road from Chalk Farm Road to provide an entirely on-street route to the station, instead of via the

canal towpath. To access Castlehaven Road, pedestrians / cyclists would turn left at the signalised junction. This will bring them on to a quiet, 20mph road where shortly after the junction is the first entrance to the Castlehaven Community Park, with tactile paving and dropped kerbs provided at crossings around here (**Photo 5.20**). The park offers a well kept green space featuring a high number of trees and also benefiting from lighting for night-time conditions (**Photo 5.21**). Alongside it, the footway continues along Castlehaven Road and it appears to have been recently installed, with new trees also recently planted (**Photo 5.22**). Moving further north, as the road bridges under the railway line, a zebra crossing facility is present (**Photo 5.23**), after which, a cycle route is marked on-street. This connects into a dedicated cycle route across Castlehaven Park, at the junction with Hawley Road, where suitable provision is also in place for pedestrians to cross (**Photo 5.24**).

5.25 Again, a good standard footway then continues along both sides of Hawley Road, with a zebra crossing provided adjacent to Hawley Primary School (**Photo 5.25**), and tactile paving / dropped kerbs provided in other locations where deemed required.

5.26 The footway does narrow slightly towards the end of Hawley Road on its northern side, adjacent to the pub (**Photo 5.26**), however, it is considered that the majority of pedestrians should have crossed onto the southern side of the footway by now (using the aforementioned zebra crossing) as this is the more direct desire line. A signalised crossing is then provided across Kentish Town Road providing access to Camden Street (**Photo 5.27**), where another signalised crossing is available to access the footway on the opposite side of the road, albeit it is angled in a way that will take users slightly off the most direct route. Nevertheless, Camden Street provides good footways on either side and also benefits from having Camden Gardens running adjacent to it.

5.27 A dropped kerb / tactile paving crossing is provided across Camden Street just after Camden Gardens should they not have chosen to cross earlier (**Photo 5.28**). This provides access to the footway leading up to the Bonny Street junction, which then provides the route up to the station.

5.28 Bonny Street has footways on either side which benefit from trees and street lighting. There are also colourful houses which meets the ‘Things to see and do’ indicator (**Photo 5.29**). If on the northern side of Bonny Street, it is considered that there is a minor improvement that could be made as there is currently some tactile paving missing. As can be seen in **Photo 5.30**, there is a minor side road serving a gated access, which benefits from tactile paving on the southern radii, but none is provided on the northern side. Whilst this is not considered to be a major issue given the access road is only minor and therefore will not be subject to any high-level of vehicle movement, and a dropped kerb is provided, it is considered that the addition of tactile paving here would be advantages, especially from a DDA perspective. Additionally, there is another minor access further east on Bonny Street which does not appear to serve any vehicular use currently, but does have a vehicular crossover. As shown in **Photo 5.31**, no dropped kerbs, or tactile paving, is provided for this crossover and it is therefore considered this could be improved to make this section of the route more permeable for

pedestrians, especially those less abled. Other than that, Bonny Street is in a relatively good position for pedestrian trips and the remainder of the side streets are appropriate use, as identified by **Photo 5.32** which shows the Prowse Place junction with dropped kerbs and tactile paving.

5.29 Cycling along this route is considered to be good, with no improvements considered necessary given the existing facilities (and already planned improvements) available as noted. For night-time conditions, the majority of the route is well-lit, however, it is acknowledged that the section along Castlehaven Road and Hawley Road, and possibly even Camden Street, could be fairly quiet at night. The presence of street-lighting is beneficial in this regard, but to further increase night-time safety it is considered there would have to be increased safety measures i.e. security cameras in place.

Route 4 – Site to Camden Town Underground Station

5.30 Again this route follows Route 2, but continues along Camden High Street instead of dropping down onto the towpath. From here, there is just a short section following directly along Camden High Street until you get to the station.

5.31 Initially, instead of following the ramp down to the towpath, pedestrians would carry on walking over the bridge. From this point onwards, the road operates one-way northbound (i.e. towards the Site) and is therefore less vehicular traffic heavy.

5.32 After crossing the canal, the footpath continues along Camden High Street at a good width with frequent seating opportunities and street lighting. It then reaches a crossroads junction with Hawley Crescent and Jamestown Road. All four arms of this junction benefit from a signalised crossing arrangement and there are coloured patterns on the ground to indicate the crossing, increasing the feeling of safety, relaxation and ease of crossing. The arm across Hawley Crescent, which is the likely route to be taken to and from the Site, is shown in **Photo 5.33**.

5.33 In general, this section of the route meets a number of the Healthy Streets indicators due to it's heritage making it a place where people choose to walk, they feel relaxed and there are things to see and do. This is evidenced in **Photos 5.34** and **5.35**.

5.34 The last junction to cross is Buck Street, which also benefits from a raised table and tactile paving, making it pedestrian and DDA friendly (**Photo 5.36**).

5.35 On the final approach to the station, there is a very wide pavement available which is well-lit, and benefits from seating as wells as trees, ensuring it meets the majority of the Healthy Streets indicators.

5.36 The night-time economy in this area will ensure there is a constant presence of people and this level of activity, as well as the openness and presence of street-lighting, will help make this route feel comfortable in night-time conditions. Likewise, it is considered that all footways and crossings are appropriate for all types of users in their current condition, and therefore will not prohibit use by people in wheelchairs / with prams etc.

5.37 For cyclists, this route provides a good option when travelling from the station to the Site, especially with the dedicated facilities in place / to be provided further along as previously mentioned. However, the one-way routing on Camden High Street does mean that it is not legal to cycle this way to travel to the station. Notwithstanding, there is an alternative route available which involves a similar direction to Route 3 i.e. via Castelehaven Road and Hawley Road, then travelling south on Camden Street / Camden Road to the station. This is considered to be a suitable route to cyclists, albeit given it would take a similar time to walk it, it is not expected to be a common journey.

ATZ Route Summary

5.38 The ATZ assessment has demonstrated that most of the routes are already in a good condition to facilitate pedestrian and cycle trips and align well with the Healthy Streets Indicators. This will be improved further when the Proposed Development, and surrounding developments / planned improvements are completed. Despite this, the ATZ assessment has shown there are some possible improvements that could be made to the routes, albeit they are not considered necessary to preclude this Development coming forward and would not be subject to highway works required as part of any S278 mitigation.

5.39 In summary it is considered that the proposals respond well to the Healthy Streets indicators and there are good opportunities for future users of the Proposed Development to access the key destinations either on foot or by cycle.

6. TRIP GENERATION

6.1 This section of the TA provides an overview of the projected trip generation associated with the Proposed Development.

6.2 Given the low level of associated vehicular traffic associated with car-free scheme proposed, this section focuses on a multi-modal trip generation assessment. Notwithstanding, it should be acknowledged that there are extant uses at the site which generate trips in their own right and therefore, firstly, an assessment of what the Site could generate under its previous occupied use has been undertaken.

6.3 The trip generation methodology utilised in the following section was discussed at the pre-application stage and set out within the submitted Scoping Note. Reference to a nearby planning application at 17-37 William Road was put forward, which is approximately 2km to the south of the Site. This application was submitted to LBC in November 2020 (Application Reference 2020/5473/P) and is for the redevelopment of existing buildings to provide a 239-bed student accommodation building as well as 1,338m² of workspace. It is therefore considered to be similar in nature to the Proposed Development. Whilst this application was refused, it was subsequently permitted at appeal stage and there was no highways objection from TfL or LBC.

6.4 The use of the agreed trip rates from this application was therefore put forward and agreed at pre-application stage, where it was suggested for these to be used both for the multi-modal generation and also for servicing (set out in further detail later in this section). The agreed trip rates were obtained from the TRICS database, and have been subject to a sensitivity test for the student accommodation as set out below.

Extant Site Use

6.5 The office buildings that currently exist on the Site at 100 Chalk Farm Road have a total gross internal area (GIA) of 3,433m².

6.6 The William Road scheme includes TRICS total person trip rates for Office floor space which are shown in **Table 6.1**, and then applied to the existing floorspace in **Table 6.2**.

Table 6.1 TRICS Total Person Trip Rates – Existing Office Use

Time	Arrive	Depart	Two-way
AM Peak (08:00-09:00)	2.149	0.154	2.303
PM Peak (17:00-18:00)	0.195	2.035	2.230

Table 6.2 Existing Development Total Person Trip Generation – Office Use

Time	Arrive	Depart	Two-way
AM Peak (08:00-09:00)	74	5	79
PM Peak (17:00-18:00)	7	70	77

6.7 This exercise therefore demonstrates that the existing office use currently at the Site has the potential to generate a total of 79 trips in the AM peak hour, and 77 trips in the PM peak hour. The William Road scheme include modal splits bases on travel to work census data for the workplace population, and when applying this to the total trip generation it results in the following.

Table 6.3 Existing Office Trip Generation – Multi-modal

Mode	Modal Split	AM Peak Hour			PM Peak Hour		
		Arrive	Depart	Total	Arrive	Depart	Total
Underground / Train	80%	59	4	63	5	56	61
Bus	11%	8	1	9	1	8	8
Cycle	4%	3	0	3	0	3	3
On foot	5%	4	0	4	0	3	4
Total	**100%**	**74**	**5**	**79**	**7**	**70**	**77**

Proposed Development

6.8 For the Proposed Development, **Table 6.**4 sets out the resultant 'Total Person' trip rates for the student accommodation.

Table 6.4 TRICS Total Person Trip Rates – Student Accommodation

Time	Arrive	Depart	Two-way
AM Peak (08:00-09:00)	0.009	0.088	0.097
PM Peak (17:00-18:00)	0.086	0.046	0.132

6.9 Nevertheless, a sensitivity test has also been undertaken by Iceni Projects Ltd to ensure that the previously agreed trip rates are suitable. As such, a further interrogation of the TRICS database was undertaken to obtain total person trip rates for student accommodation use for similar sites within Greater London. As can be seen from the TRICS data sheets attached at **Appendix A11**, this provides two-way trip rates of 0.095 and 0.123 in the AM and PM peak hour respectively. It is therefore considered that the William Road trip rates are robust and remain appropriate for use.

6.10 These trip rates have then been applied to the number of student beds to obtain the total trip generation, which is set out in **Table 6.5**.

Table 6.5 Proposed Development Total Person Trip Generation – Student Accommodation

Time	Arrive	Depart	Two-way
AM Peak (08:00-09:00)	2	23	26
PM Peak (17:00-18:00)	23	12	35

6.11 In order to calculate the modal splits, the agreed modal split assumptions from the William Road scheme have also been utilised, which were in-turn based on the data from the TRICS database. These modal splits, and resultant multi-modal trip generation, are set out in **Table 6.6**.

Table 6.6 Student Accommodation Trip Generation – Multi-modal

Mode	Modal Split		AM Peak Hour			PM Peak Hour		
	AM	PM	Arrive	Depart	Total	Arrive	Depart	Total
Underground / Train	21%	23%	1	5	5	5	3	8
Bus	27%	27%	1	6	7	6	3	9
Cycle	2%	4%	0	0	1	1	0	1
On foot	50%	46%	1	12	13	10	6	16
Total	**100%**		**2**	**23**	**26**	**12**	**12**	**35**

6.12 The multi-modal trip generation has therefore demonstrated that the 265-bed student accommodation included in the Proposed Development is likely to result in a total of 26 two-way trips across all modes in the AM peak hour, and 35 in the PM peak hour.

6.13 For the proposed affordable housing units, given there are only 24 dwellings proposed then the number of trips are expected to be minimal. Notwithstanding, a further assessment of the TRICS database has been undertaken to obtain total person trip rates relating to a 'mixed affordable housing' use. These are provided in full at **Appendix A12** and summarised in **Table 6.7**.

Table 6.7 TRICS Total Person Trip Rates – Affordable Housing

Time	Arrive	Depart	Two-way
AM Peak (08:00-09:00)	0.116	0.572	0.688
PM Peak (17:00-18:00)	0.323	0.179	0.502

6.14 Applying these trip rates to the 24 units proposed results in the following trip generation.

Table 6.8 Proposed Development Total Person Trip Generation – Affordable Housing

Time	Arrive	Depart	Two-way
AM Peak (08:00-09:00)	3	14	17
PM Peak (17:00-18:00)	8	4	12

6.15 Again, these total person trips have been distributed across different modes, but for the affordable housing element this has been based on travel to work Census data. This data has been revised to remove car driver trips given the car-free proposals, with the other, sustainable, modes increased proportionately as a result. The multi-modal trip generation is set out in **Table 6.9**.

Table 6.9 Affordable Housing Trip Generation – Multi-modal

Mode	Modal Split	AM Peak Hour			PM Peak Hour		
		Arrive	Depart	Total	Arrive	Depart	Total
Underground	37.6%	1	5	6	3	2	5
Train	4.7%	0	1	1	0	0	1
Bus	16.4%	0	2	3	1	1	2
Taxi	2%	0	0	0	0	0	0
Motorcycle	2%	0	0	0	0	0	0
Car Passenger	1%	0	0	0	0	0	0
Cycle	12.3%	0	2	2	1	1	1
On foot	22.0%	1	3	4	2	1	3
Other	2%	0	0	0	0	0	0
Total	**100%**	**3**	**13**	**16**	**8**	**4**	**12**

6.16 The multi-modal trip generation has therefore demonstrated that the affordable housing units included in the Proposed Development are likely to result in a total of 16 two-way trips across all modes in the AM peak hour, and 12 in the PM peak hour, with a strong reliance on sustainable travel.

6.17 Lastly, for the two commercial units, as noted, one is intended to be for office use and the other for café use. Given the size, scale and type of these, they are not expected to generate any significant number of trips in their own right, especially the café unit. It is expected that most visitors will be from within the Proposed Development itself, or nearby developments / existing residents living locally. With such a limited catchment area the visitor / customer trips would not be expected to have any impact beyond the immediate area, with the majority being by either walking or cycling. It is therefore considered no further multi-modal assessment of the café unit is required, however, an assessment of the proposed office unit has been undertaken utilising the office trip rates previously set out.

6.18 The resultant multi-modal trip generation when applied to the proposed GEA of 616m² is provided in **Table 6.10**.

Table 6.10 Proposed Development Office Trip Generation – Multi-modal

Mode	Modal Split	AM Peak Hour			PM Peak Hour		
		Arrive	Depart	Total	Arrive	Depart	Total
Underground / Train	80%	10	1	11	1	10	11
Bus	11%	1	0	1	0	1	1
Cycle	4%	1	0	1	0	1	1
On foot	5%	1	0	1	0	1	1
Total	**100%**	**13**	**1**	**14**	**1**	**13**	**14**

Proposed Development Trip Generation Summary

6.19 Accounting for the expected multi-modal trip generation of the student accommodation, affordable housing units and the office space results in the following, based on the main modes of travel.

Table 6.11 Proposed Development Multi-Modal Trip Generation

Mode	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Underground / Train	12	11	24	9	15	24
Bus	3	9	11	8	5	13
Cycle	1	2	3	2	2	3
On foot	2	15	17	12	7	19
Total	**18**	**37**	**55**	**31**	**29**	**60**

6.20 This therefore demonstrates a total trip generation of 55 trips in the AM peak hour, and 60 in the PM peak hour, all of which would be split across sustainable modes of travel. Further, when compared to what the existing uses at the Site generate, there is expected to be a significant reduction in trips made by rail (Underground and Train) facilities (nearly 40 trips less in each peak hour), and only a slight increase in trips made by bus (2 additional in the AM peak hour and 5 additional in the PM peak hour). This is summarised in **Table 6.12**

Table 6.12 Multi-Modal Trip Generation Comparison

Mode	Extant Use		Proposed Use		Difference	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Underground / Train	63	61	24	24	-39	-37
Bus	9	8	11	13	+2	+5
Cycle	3	3	3	3	0	0
On foot	4	4	17	19	+13	+15
Total	**79**	**77**	**55**	**60**	**-24**	**-17**

6.21 As shown, the Proposed Development will result in an overall reduction in total trips associated with the Site in both peak hours assesses, with an expected 24 less trips in the AM peak hour and 17 less in the PM peak hour. Specifically, the number of trips utilising the underground / train services will reduce the most (by 39 and 37 respectively). The level of walking trips will increase, which will be supported via the Travel Plan process, and there will also be a marginal increase in the number of bus trips.

6.22 Given this, it is considered that no further public transport impact assessment is required for this Proposed Development, especially given the excellent level of services already available in the local area.

Servicing Trip Generation

6.23 The anticipated number of servicing trips associated with the Proposed Development has also been assessed. As mentioned, this has also been based on the agreed methodology from the nearby William Road scheme.

6.24 For the student accommodation use, the William Road scheme based these assessments on surveys carried out at a student accommodation development at 203 Westminster Bridge Road, which comprises 1,100 beds. This survey demonstrated that there were an average of 20 deliveries daily, equivalent to 0.018 trips per bed per day.

6.25 Applying that trip rate to the Proposed Development (265 beds) results in a daily delivery trip generation of 5 vehicles.

6.26 For the 24 affordable housing units, the TRICS database provides 'Servicing Vehicles' trip rates from similar affordable housing sites within London. The data sheets are provided at **Appendix A12** and demonstrate a rate of 0.243 per unit per day.

6.27 When applying this trip rate to the proposed 24 units, it results in a total of 6 delivery / servicing trip being generated daily.

6.28 For the commercial use, the William Road scheme based this assessment on a City of London servicing survey, which demonstrated a trip rate of 0.22 deliveries per 100m². Applying that to the proposed space of 950m² results in 3 daily delivery trips. As also set out within the William Road TA, given the type of use expected in this space, the deliveries would primarily be made by bicycle, motorcycle and small vehicles as the goods deliveries are likely to be limited to couriered goods, stationery and postal mail. On the occasion there would be some deliveries by transit and panel vans, but this is expected to be adhoc.

6.29 In total, therefore, it is expected that the Proposed Development will generate 14 delivery and servicing trips daily. Clearly these trips will be spread across the day rather than all concentrated within one specific period, and based on the total number of trips it is considered unlikely that there will be more than 2 trips in the same hour during a peak scenario.

6.30 Notwithstanding, it should be acknowledged that the existing site uses would also generate servicing and delivery trips. Applying the existing floorspace of 3,694m² to the 0.22 trip rate referred to above demonstrates that the uses currently on site would generate 8 delivery vehicle trips daily. As such, the assessment has demonstrated that the Proposed Development would only result in the increase of 6 delivery / servicing vehicular trips across the daily period, which again is summarised in **Table 6.13**.

Table 6.13 Delivery / Servicing Trip Comparison

	Extant Use	Proposed Use	Difference
Number of Trips	8	14	+6

6.31 It should also be noted that the delivery trips will predominantly already be on the network, delivering to other nearby locations, and therefore form a linked trip rather than a new trip.

6.32 The DSP provides further information on the strategy to be employed at the Proposed Development to mitigate impact, specifically by encouraging the use of cargo bikes which will no doubt take away some of the aforementioned vehicular trips.

7. SUMMARY AND CONCLUSIONS

7.1 Iceni Projects have been appointed by Regal Chalk Farm Limited, as the Applicant, to prepare this Transport Assessment in relation to their proposed redevelopment of 100 Chalk Farm Road.

7.2 This report is submitted in support of a full planning application for the redevelopment of the Site to provide 265 student accommodation units, together with ground floor commercial floorspace, 24 affordable residential units and public realm improvements / new areas of landscaping, amenity and play space.

7.3 The Applicant team have undertaken several scoping meetings and discussions with LBC and GLA / TfL in the lead up to this application which has ensured the broad principles are agreed.

7.4 This assessment has demonstrated that the Site is well connected to walking, cycling and public transport facilities. It has been demonstrated that there is good access available to local rail stations and several bus stops / services available within the vicinity.

7.5 The Site is to be car-free, in line with policy and reflective of the excellent sustainable transport connections available and this has been agreed in-principle with TfL and LBC Highways. Cycle parking will also be provided in accordance with the London Plan 2021 standards.

7.6 Service vehicle access to the site will be managed appropriately and a Delivery & Servicing Plan has been prepared to help achieve this.

7.7 An ATZ assessment has been undertaken to identify the key destinations / routes available to the Site. These routes have then been analysed in detail to determine any possible improvements. Clusters of collisions were also reviewed along these routes.

7.8 A multi-modal trip generation assessment has been undertaken for all uses within the Proposed Development. Given the anticipated low number of vehicles as a result of the car-free nature, most of the trips are focussed on sustainable modes of travel including rail facilities, the bus, and will therefore be able to make use of the excellent sustainable transport facilities available locally. However, a comparison was also undertaken between the extant use at the site and the Proposed Development, which demonstrated there would be an overall reduction in trips associated with the Site as a result of the proposals coming forward.

7.9 The Proposed Development has been considered against national, regional and local planning policy. The proposals accord with LBC, TfL and GLA policies with regard to transport. The Site has good connectivity to pedestrian and cycling opportunities, as well as links to public transport, ensuring it is well suited for the development in accordance with national policy.

7.10 The Proposed Development will also result in key transport benefits through its removal of car parking (reduction in associated vehicular movement) and increased provisions towards sustainable travel i.e. through footway enhancements and cycle parking provision.

7.11 In view of the above, and the assessment contained within this report, it is considered that the proposals satisfy the criteria of the revised NPPF, and as such there is no justifiable reason to object to the application on highways and transportation grounds.

A1. SCOPING CORRESPONDENCE

Richard Jay

Subject: RE: 100 Chalk Farm Road - Transport Meeting update

From: Steve Cardno <Steve.Cardno@camden.gov.uk>
Sent: Monday, September 25, 2023 10:13 AM
To: Richard Jay <rjay@iceniprojects.com>; Charlotte Meynell <Charlotte.Meynell@camden.gov.uk>
Cc: Nia Fraser <nfraser@geraldeve.com>; Steve Harrington <steve.harrington@regal-london.co.uk>; Charlotte Wheeler Regal London <charlotte.wheeler@regal-london.co.uk>; Fred Peters <fpeters@iceniprojects.com>; Samantha Wells <SWells@geraldeve.com>
Subject: RE: 100 Chalk Farm Road - Transport Meeting update [Filed 02 Oct 2023 10:51]

Hi Richard
Thanks for your email. I am well thanks. Busy as always. I hope you are well too. I would prefer an on-site loading bay for this scale of development. However, I admit that may introduce conflicts with pedestrians and cyclists. The content of your technical note sounds reasonable and indicates that servicing would be manageable. I note the mention of deliveries by cargo bike. This is something we strongly support and will ask for some of the visitor cycle parking facilities to be suitable for cargo bikes.
Regards
Steve

Steve Cardno
Lead Principal Transport Planner

Telephone: 020 7974 8800

From: Richard Jay <rjay@iceniprojects.com>
Sent: 17 August 2023 09:21
To: Steve Cardno <Steve.Cardno@camden.gov.uk>; Charlotte Meynell <Charlotte.Meynell@camden.gov.uk>
Cc: Nia Fraser <nfraser@geraldeve.com>; Steve Harrington <steve.harrington@regal-london.co.uk>; Charlotte Wheeler Regal London <charlotte.wheeler@regal-london.co.uk>; Fred Peters <fpeters@iceniprojects.com>; Samantha Wells <SWells@geraldeve.com>
Subject: RE: 100 Chalk Farm Road - Transport Meeting update

Hi Steve,

I hope all is well! Appreciate it has been a while since we had our meeting on the above site, and the subsequent email conversation below, but hopefully you recall. We are now in a position to share our Transport Note which includes details on the current capacity of the bay on Chalk Farm Road to the front of the site (via both an independent survey commissioned by the client, and also the Council's own data from the Parking Operations team, who you kindly provided contact details for). The note also relates this capacity back to the Proposed Development, and the intention to utilise the bay for servicing of the site.

As you will see, based on the data it is our opinion that there will be sufficient capacity available at the bay and it is appropriate to use this as intended, resulting in the other benefits to the scheme as discussed in the meeting (increased public realm within site, no need for vehicles to crossover the cycle lane etc).

I trust you find this note useful, and if you are able to confirm that this provides the analysis of the bay required to determine its suitability for use that would be most appreciated. Happy to discuss / answer any questions you may have.

Kind regards,

Richard

Richard Jay
Principal, Transport

telephone: 020 3640 8508
mobile:
email: rjay@iceniprojects.com

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RTPI AWARDS FOR PLANNING EXCELLENCE 2021 WINNER

From: Steve Cardno <Steve.Cardno@camden.gov.uk>
Sent: Thursday, June 8, 2023 1:41 PM
To: Richard Jay <rjay@iceniprojects.com>; Charlotte Meynell <Charlotte.Meynell@camden.gov.uk>
Cc: Nia Fraser <nfraser@geraldeve.com>; Steve Harrington <steve.harrington@regal-london.co.uk>; Charlotte Wheeler Regal London <charlotte.wheeler@regal-london.co.uk>; Fred Peters <fpeters@iceniprojects.com>; Samantha Wells <SWells@geraldeve.com>
Subject: RE: 100 Chalk Farm Road - Transport Meeting update [Filed 08 Jun 2023 14:21]

Hi Richard
Thanks for the notes. See my updates below in red ink.
Regards

Steve Cardno
Lead Principal Transport Planner

Telephone: 020 7974 8800

From: Richard Jay <rjay@iceniprojects.com>
Sent: 08 June 2023 13:06
To: Charlotte Meynell <Charlotte.Meynell@camden.gov.uk>; Steve Cardno <Steve.Cardno@camden.gov.uk>
Cc: Nia Fraser <nfraser@geraldeve.com>; Steve Harrington <steve.harrington@regal-london.co.uk>; Charlotte Wheeler Regal London <charlotte.wheeler@regal-london.co.uk>; Fred Peters <fpeters@iceniprojects.com>; Samantha Wells <SWells@geraldeve.com>
Subject: RE: 100 Chalk Farm Road - Transport Meeting update

Hi Steve,

I hope you are well?

Just by way of an update, the surveys of the on-street bay as discussed in our meeting are currently being undertaken, so we will follow up with that data / further analysis as soon as it is available. However, in the meantime I thought it might be useful to send across some brief minutes / key actions (**in bold**) of the meeting that we had. See below:

- Steve Cardno to provide parking operators details to obtain current usage of bay – **please provide when available. I would contact Elissavet Paraschou in Parking Operations. Her email address is Elissavet.Paraschou@Camden.gov.uk**
- LBCs initial thoughts at meeting were they would prefer the trough to be moved, but having an initial discussion and will get back to us – **have you had internal discussions on this point and is there any update / outcome of discussion? Colleagues in Highways are not supportive of the idea to relocate the trough. It is protected by a segregated cycle lane so the risk of vehicle strikes is very low.**
- Iceni to provide details on servicing trips to Steve Cardno for consideration, including details on how the servicing trips have been calculated, and then how they compare with the survey results – **Iceni to provide once survey has been completed.**
- Kentish Town West overground station, permanent superstore, and local school / nursery (Haverstock Hill) to be added to the ATZ routes – **Iceni to add and then undertake assessments**.
- Trip generation methodology accepted, but TP to demonstrate targets for increased modal shift – **Iceni to provide within the TA / Travel Plan.**
- Steve Cardno to be included in any future meeting with TfL – **Iceni to action as appropriate.**
- LBC supportive of public realm improvements, widening of pavement etc.
- Application docs should include detail on the process of refuse collection. – **Iceni to action as appropriate.**
- TA should detail evolution of scheme going from on-site servicing to use of the loading bay. Noting the benefit to the cycle lane in doing externally as it restricts vehicular movement over it. – **Iceni to action as appropriate.**

I trust you agree that the above represents an accurate reflection of what we discussed, and if you are able to action the points where appropriate that would be most appreciated.

Kind regards,

Richard

Richard Jay
Principal, Transport

telephone: 020 3640 8508
mobile:
email: rjay@iceniprojects.com

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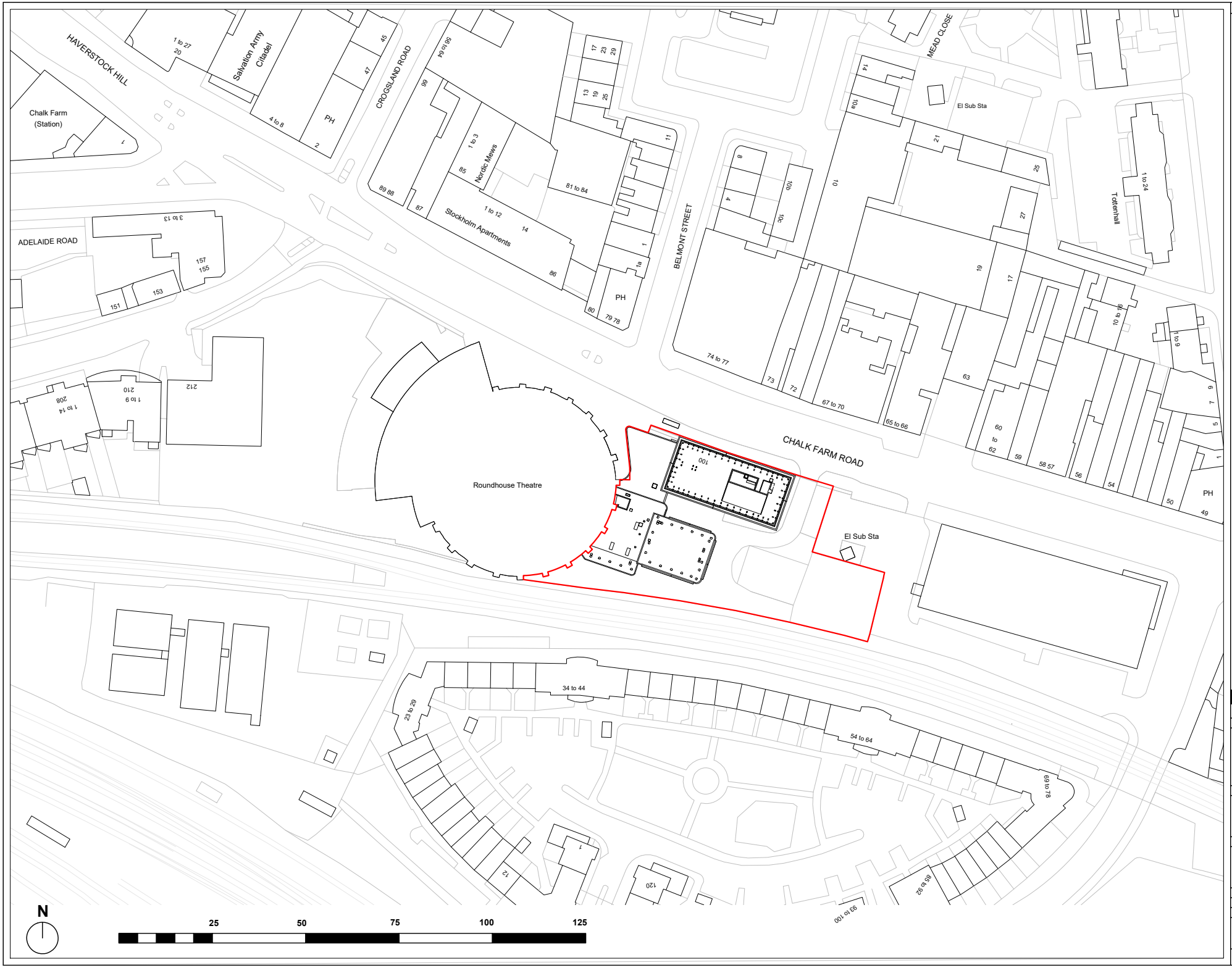
A2. SITE LOCATION PLAN



NOTES

A 24/01/15 Planning Draft

INFORMATION

rev	date	check	comments

DSDHA
357 Kennington Lane London SE11 5QY
T 020 7703 3555
F 020 7703 3890
E info@dsdha.co.uk
W www.dsdha.co.uk

project

100 Chalk Farm Road

drawing title

Existing Location Plan

drawn	size	date	scale
SZ	A4	15/01/24	1:1250

drawing number

revision

A

A3. PTAL REPORT

WebCAT PTAL Report
==========
Site Details

Grid Cell: 100364

Easting: 528345
Northing: 184352

Report Date: 30/11/2023
Scenario: Base Year

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

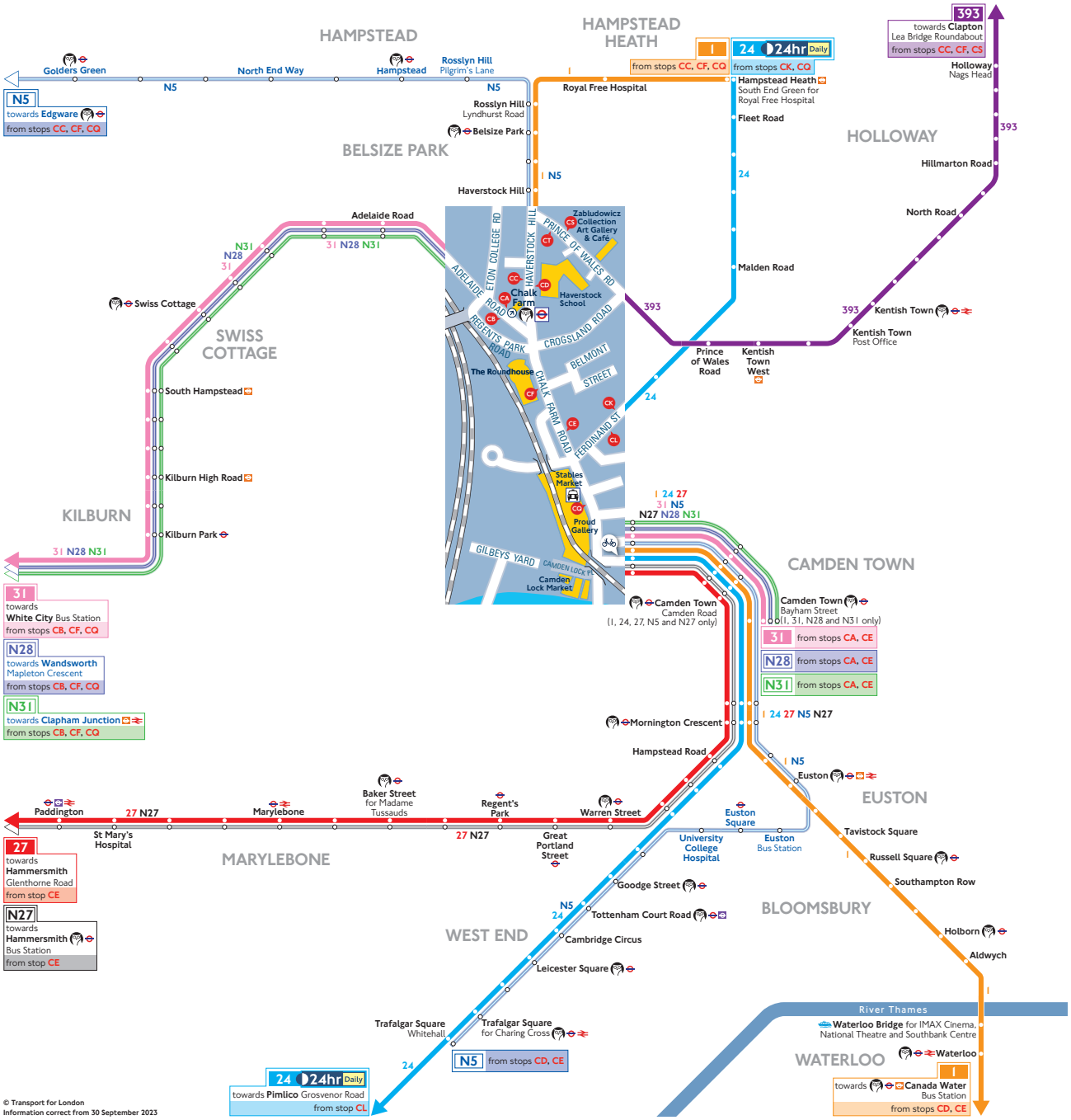
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CHALK FM RD FERDINAND ST		393	47.06	5	0.59	8	8.59	3.49	0.5	1.75
Bus	CHALK FM RD FERDINAND ST		24	47.06	10	0.59	5	5.59	5.37	1	5.37
Bus	CHALK FM RD FERDINAND ST		31	47.06	10	0.59	5	5.59	5.37	0.5	2.68
Bus	CHALK FM RD FERDINAND ST		27	47.06	8	0.59	5.75	6.34	4.73	0.5	2.37
Bus	CHALK FM RD FERDINAND ST		168	47.06	9	0.59	5.33	5.92	5.07	0.5	2.53
Bus	MALDEN ROAD ST LEONARD'S SQUARE		46	558.18	6	6.98	7	13.98	2.15	0.5	1.07
Rail	Kentish Town West	'CLPHMJ2-STFD 2L50 '	844.83	3.67	10.56	8.92	19.48	1.54	1	1.54
Rail	Kentish Town West	'STFD-CLPHMJ2 2Y11 '	844.83	3.67	10.56	8.92	19.48	1.54	0.5	0.77
LUL	Chalk Farm	'Morden-Edgware '	252.36	4.67	3.15	7.17	10.33	2.9	0.5	1.45
LUL	Chalk Farm	'Kennington-Edgware '	252.36	14.67	3.15	2.79	5.95	5.04	1	5.04
LUL	Camden Town	'Edgware-Morden '	762.34	9	9.53	4.08	13.61	2.2	0.5	1.1
LUL	Camden Town	'Morden-HighBarnet '	762.34	14.67	9.53	2.79	12.32	2.43	0.5	1.22
LUL	Camden Town	'Morden-MillHillE '	762.34	4	9.53	8.25	17.78	1.69	0.5	0.84
LUL	Camden Town	'HighBarnet-Morden '	762.34	0.33	9.53	91.66				

```
101.19  0.3     0.5     0.15
LUL     Camden Town     'HighBarnet-Kenningt '  762.34  5.33    9.53    6.38
15.91   1.89    0.5     0.94
LUL     Camden Town     'MillHill-Morden     '  762.34  1.67    9.53    18.71
28.24   1.06    0.5     0.53
LUL     Camden Town     'MillHillE-Kenningt  '  762.34  1.67    9.53    18.71
28.24   1.06    0.5     0.53


Total Grid Cell AI: 29.88
PTAL: 6a
```

A4. BUS ROUTE MAP

Buses from Chalk Farm



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 2387.08.23 (P)

A5. LBC CHALK FARM ROAD PROPOSALS

CONSULTATION - CHALK FARM WALKING, CYCLING AND ROAD SAFETY IMPROVEMENTS

Camden

DRAWING 1

PRINCE OF WALES ROAD

END OF SCHEME

N

New benches to provide rest for those walking up the hill (subject to ground investigation and further improvements)

Existing segregated cycle lanes to be converted into stepped cycle track with property accesses retained

Footway area outside school to be assessed for tree planting

Existing bus stop CD relocated east of Crogsland Road junction

Existing bus stop with cycle bypass to be retained.

Haverstock School

A502 HAVERSTOCK HILL

1,5m
5,2m
2m
6,1m
2m
2m
6,2m
2m
2m
1,9m
2,5m
6,4m
2m
7m

CONTINUED ON DRAWING 2

CONTINUED ON DRAWING 2

Existing segregated cycle lanes to be converted into stepped cycle track with property accesses retained

Proposed sections of existing bus stop Island to be converted into low level planting area

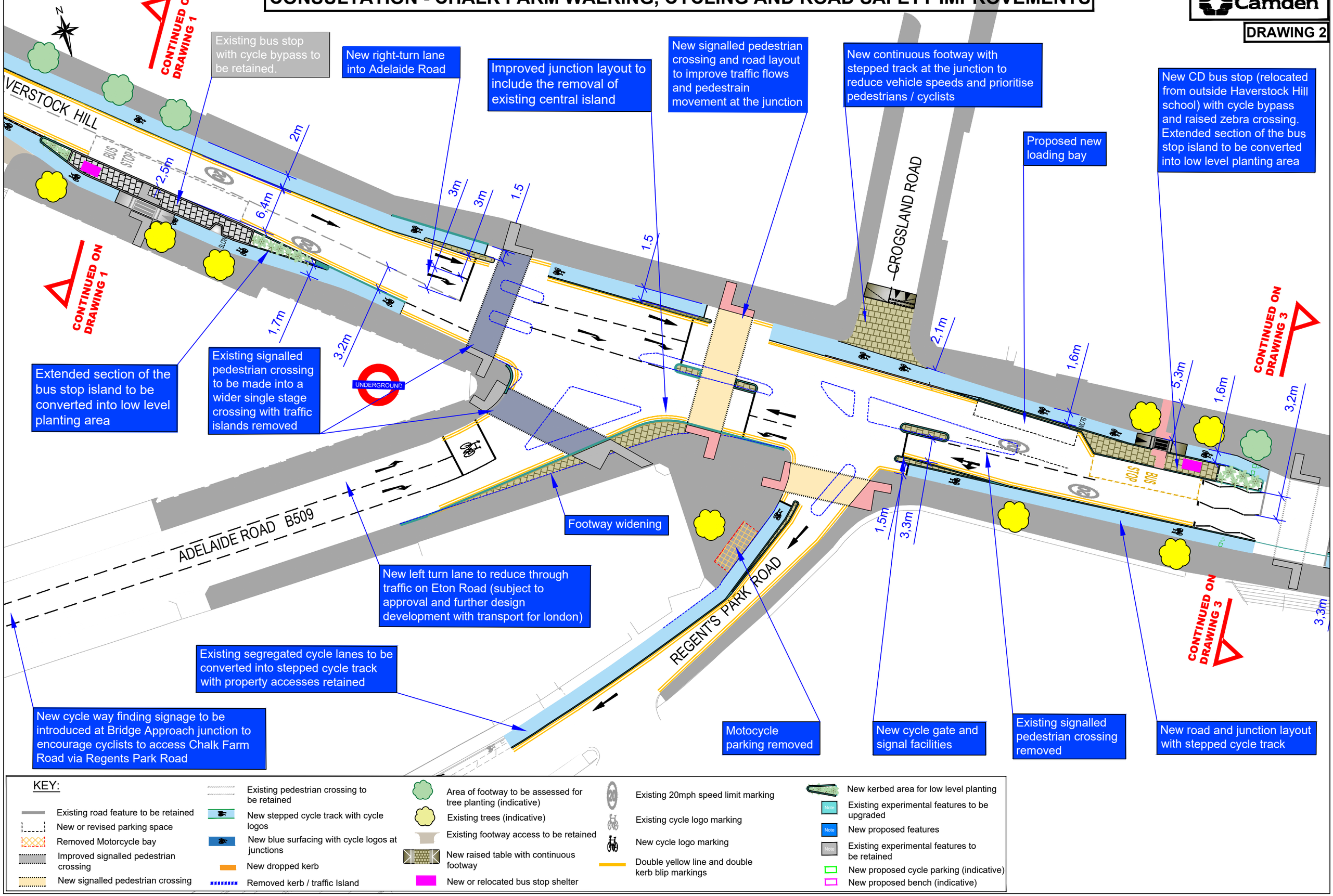
KEY:

- Existing road feature to be retained
- New or revised parking space
- Removed Motorcycle bay
- New signalled pedestrian crossing
- Improved signalled pedestrian crossing
- Existing pedestrian crossing to be retained
- New stepped cycle track
- New blue surfacing at junctions
- Area of footway to be assessed for tree planting (indicative)
- Existing trees (indicative)
- New raised table with continuous footway
- Existing footway access
- New dropped kerb
- Removed kerb / traffic Island
- Repainted 20mph speed limit marking
- Double yellow line and double kerb blip markings
- Bus stop shelter
- New kerbed area for low level planting
- Existing cycle logo marking
- New cycle logo marking
- Existing experimental features to be upgraded
- New proposed features
- Existing experimental features to be retained
- New proposed cycle parking (indicative)
- New proposed bench (indicative)

CONSULTATION - CHALK FARM WALKING, CYCLING AND ROAD SAFETY IMPROVEMENTS

Camden

DRAWING 2



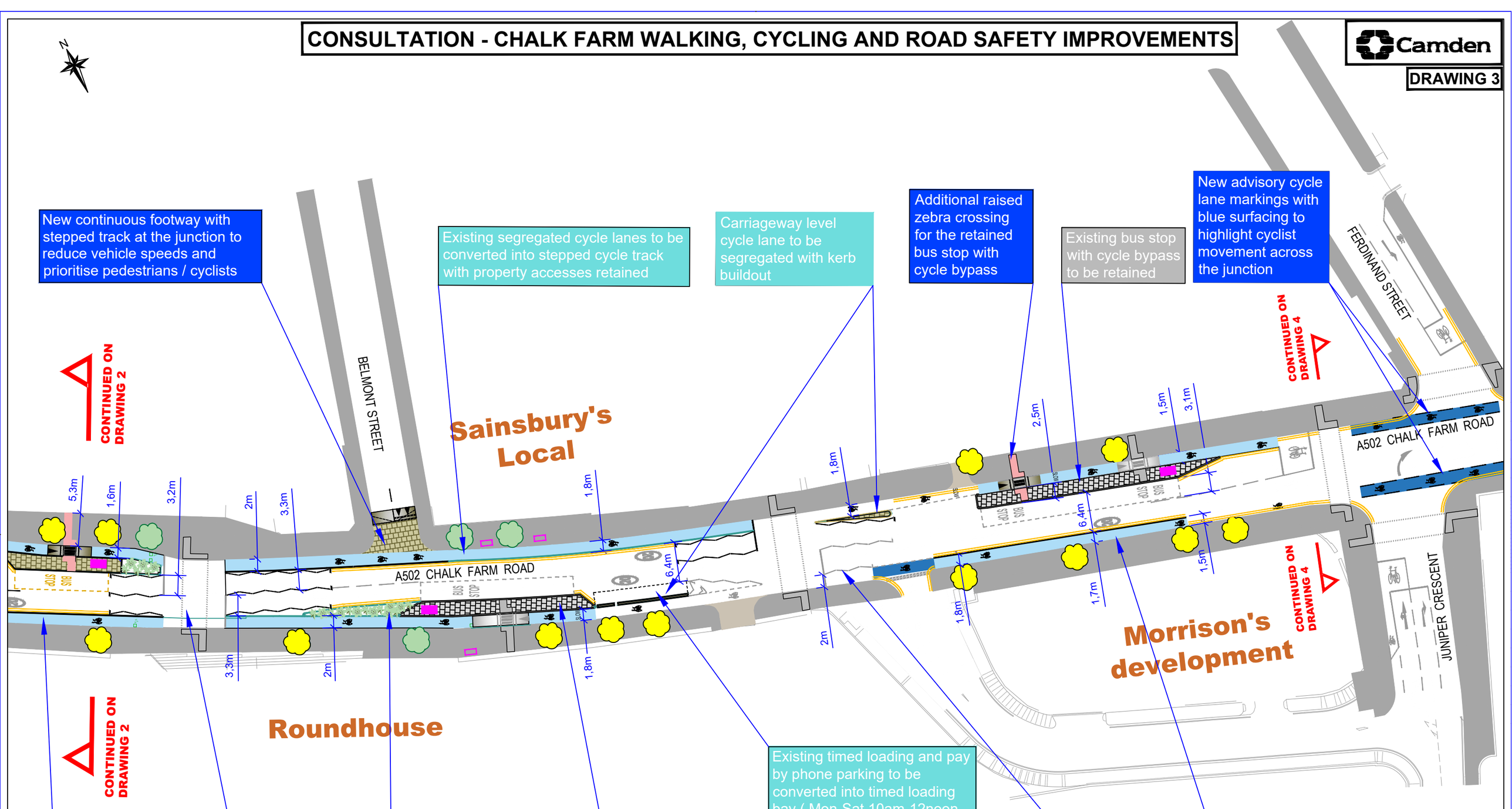
KEY:

- Existing road feature to be retained
- New or revised parking space
- Removed Motorcycle bay
- Improved signalled pedestrian crossing
- New signalled pedestrian crossing
- Existing pedestrian crossing to be retained
- New stepped cycle track with cycle logos
- New blue surfacing with cycle logos at junctions
- New dropped kerb
- Removed kerb / traffic Island
- Area of footway to be assessed for tree planting (indicative)
- Existing trees (indicative)
- Existing footway access to be retained
- New raised table with continuous footway
- New or relocated bus stop shelter
- Existing 20mph speed limit marking
- Existing cycle logo marking
- New cycle logo marking
- Double yellow line and double kerb blip markings
- New kerbed area for low level planting
- Existing experimental features to be upgraded
- New proposed features
- Existing experimental features to be retained
- New proposed cycle parking (indicative)
- New proposed bench (indicative)

CONSULTATION - CHALK FARM WALKING, CYCLING AND ROAD SAFETY IMPROVEMENTS

Camden

DRAWING 3



KEY:

- Existing road feature to be retained
- New or revised parking space
- Removed Motorcycle bay
- Improved signalled pedestrian crossing
- New signalled pedestrian crossing
- Existing pedestrian crossing to be retained
- New stepped cycle track with cycle logos
- New blue surfacing with cycle logos at junctions
- New dropped kerb
- Removed kerb / traffic Island
- Area of footway to be assessed for tree planting (indicative)
- Existing trees (indicative)
- Existing footway access to be retained
- New raised table with continuous footway
- New or relocated bus stop shelter
- Existing 20mph speed limit marking
- Existing cycle logo marking
- New cycle logo marking
- Double yellow line and double kerb blip markings
- New kerbed area for low level planting
- Existing experimental features to be upgraded
- New proposed features
- Existing experimental features to be retained
- New proposed cycle parking (indicative)
- New proposed bench (indicative)

CONSULTATION - CHALK FARM WALKING, CYCLING AND ROAD SAFETY IMPROVEMENTS

Camden

DRAWING 4

N

Existing signalled pedestrian crossing to be retained.

New continuous footway with stepped track at the junction to reduce vehicle speeds and prioritise pedestrians / cyclists

Zebra crossing removed to introduce a new bus stop with cycle bypass. Extended sections of the bus stop island to be converted into low level planting area

New continuous footway and blue surfacing with cycle logos introduced at the junction to reduce vehicle speeds and prioritise pedestrians / cyclists

Existing cycle way fnding signage and cycle left turn markings at Hartland Road junction to be retained

Existing zebra crossing to be retained

FERDINAND STREET

HARMOOD STREET

HARTLAND ROAD

HAWLEY STREET

A502 CHALK FARM ROAD

JUNIPER CRESCENT

CASTLEHAVEN RD

Camden Market

END OF SCHEME

3,3m 1,6m 1,5m 1,5m 2,5m 3,1m 20,8m 6m 4,2m 2m 6,4m 1,5m 3m 9,1m 1,5m 2m 1,5m

New advisory cycle lane markings with blue surfacing to highlight cyclist movement across the junction

New signalled pedestrian crossing to replace removed zebra crossing east of Harmood Steet

Taxi parking to be relocated and stepped cycle track extended to provide continuity

Existing loading bay to be retained

Existing bus stop with cycle bypass to be retained.

Extended sections of the bus stop island to be converted into low level planting area

KEY:

- Existing road feature to be retained
- New or revised parking space
- Removed Motorcycle bay
- Improved signalled pedestrian crossing
- New signalled pedestrian crossing
- Existing pedestrian crossing to be retained
- New stepped cycle track with cycle logos
- New blue surfacing with cycle logos at junctions
- New dropped kerb
- Removed kerb / traffic Island
- Area of footway to be assessed for tree planting (indicative)
- Existing trees (indicative)
- Existing footway access to be retained
- New raised table with continuous footway
- New or relocated bus stop shelter
- Existing 20mph speed limit marking
- Existing cycle logo marking
- New cycle logo marking
- Double yellow line and double kerb blip markings
- New kerbed area for low level planting
- Note: Existing experimental features to be upgraded
- Note: New proposed features
- Note: Existing experimental features to be retained
- New proposed cycle parking (indicative)
- New proposed bench (indicative)