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Transport Technical Note

## 1A Polygon Road, London, NW1 1QB

**Prepared for Origin Housing**

**By YES Engineering Group Limited**

December 2023



### Revision History

Revision N°	Prepared By	Description	Date

### Document Acceptance

Action	Name	Signed	Date
Prepared by	H Savill		December 2023
Reviewed by	K Backhouse		December 2023
Approved by	P Willis		December 2023
on behalf of	YES Engineering Group Ltd		

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# 1 Introduction

YES Engineering Group Ltd was appointed by Origin Housing to produce a Transport Technical Note (TN) to accompany a permitted development planning application for the conversion of an office building into 2 new residential units at 1A Polygon Road, London, NW1 1QB (“the Site”).

As shown in **Figure 1.1** it can be seen the Site is located on the southern side of Polygon Road.

**Figure 1.1 - Site Location**



This Site lies within the administrative area of the London Borough of Camden (LBC) and the Greater London Authority (GLA).

## 1.1 Development Proposals

The scheme proposes the conversion of the existing office building into two 1-bedroom, 2-person flats as shown in the architect's plan attached at **Appendix A**.

## 1.2 Scope of the Technical Note

Following this introduction, the Technical Note is set out in the following manner:

**Section 2.0, Policy:** Sets out planning policy for the Site relating to transport.

**Section 3.0, Baseline Conditions:** Describes the Site, the local highway network. Investigates the infrastructure and services available for occupants and visitors to the Site travelling via alternative modes of transport to the private car.

**Section 4.0, Development Proposals and Access Arrangements:** Provides a summary of the planning application including access, parking and servicing arrangements.

**Section 5.0, Summary and Conclusions:** Provides a summary of the report and draws together its conclusions.

## 2 Policy

### **National Policy (2023)**

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local demand.

Section 9 – Promoting Sustainable Transport is relevant and is reproduced below.

104. 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.

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

106. Planning policies should:

- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework).In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

109. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

111. 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.

112. 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.

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

## **Regional Policy**

### **The London Plan (2021)**

The London Plan was formally adopted in March 2021. The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.

The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.

### **Policy T1 - Strategic approach to transport**

- A. Development Plans should support, and development proposals should 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.

### **Policy 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.



- B Development Plans should:
- 1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.
  - 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.
- 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.

### **Policy T3 - Transport capacity, connectivity and safeguarding**

- A Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.
- B Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London's needs, including by:
- 1) safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)
  - 2) identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing
  - 3) safeguarding London's walking and cycling networks
- C Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.

- D In Development Plans and development decisions, particular priority should be given to securing and supporting the delivery of upgrades to Underground lines, Crossrail 2, the Bakerloo line extension, river crossings and an eastwards extension of the Elizabeth line.
- 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.

#### **Policy T4 - Assessing and mitigating transport impacts**

- A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.
- B When required in accordance with national or local guidance,<sup>179</sup> transport assessments/statements should be submitted with development proposals to ensure that 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 having regard to Transport for London guidance.<sup>180</sup>
- 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 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.

#### **Policy 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 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

- B Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.<sup>182</sup> Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.
- C Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.
- D Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.
- E Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.
- F Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

#### **Policy 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 ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.
- C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.
- D The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.
- E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.
- F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.
- G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6

.1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

- H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.
- I Adequate provision should be made for efficient deliveries and servicing and emergency access.
- J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.
- K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.
- L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

#### **Policy T6.1 - Residential parking**

- A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.
- B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.
- C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.
- D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.
- E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

- F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.
- G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:
- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
  - 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.
- H All disabled persons parking bays associated with residential development must:
- 1) be for residents' use only (whether M4(2) or M4(3) dwellings)
  - 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling
  - 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)
  - 4) count towards the maximum parking provision for the development
  - 5) be designed in accordance with the design guidance in BS8300vol.1
  - 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

**Table 10.3 - Maximum residential parking standards**

Location	Number of Beds	2021 London Plan
Central Activity Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5-6 Inner London PTAL 4	N/A	Car-free~
Inner London PTAL 3	N/A	Up to 0.25 spaces per dwelling

Location	Number of Beds	2021 London Plan
Inner London PTAL 2 Outer London Opportunity Areas	N/A	Up to 0.5 spaces per dwelling
Inner London PTAL 0-1	N/A	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1-2	Up to 0.5-0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5-0.75 spaces per dwelling+
Outer London PTAL 2-3	1-2	Up to 0.75 spaces per dwelling
Outer London PTAL 2-3	3+	Up to 1 space per dwelling
Outer London PTAL 0-1	1-2	Up to 1.5 spaces per dwelling
Outer London PTAL 0-1	3+	Up to 1.5 spaces per dwelling <sup>^</sup>

\* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed:

~ With the exception of disabled persons parking, see Part G Policy T6 .1 Residential parking

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

<sup>^</sup> Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

#### **Policy T7 - Deliveries, servicing and construction**

- A Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.
- B Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:
- 1) reduce freight trips to, from and within these areas
  - 2) coordinate the provision of infrastructure and facilities to manage freight at an area-wide level
  - 3) reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

Such strategies should be developed through policy or through the formulation of a masterplan for a planning application

- C To support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported.
- D Development Plans should safeguard railheads unless it can be demonstrated that a railhead is no longer viable or capable of being made viable for rail-based freight-handling. The factors to consider in assessing the viability of a railhead include:
- planning history, environmental impact and its relationship to surrounding land use context – recognising that the Agent of Change principle will apply
  - location, proximity to the strategic road network and existing/potential markets
  - the existing and potential contribution the railhead can make towards catering for freight movements by non-road modes
  - the location and availability of capacity at alternative railheads, in light of current and projected capacity and market demands.
- E Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.
- F Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:
- 1) reduce road danger, noise and emissions from freight trips
  - 2) enable sustainable last-mile movements, including by cycle and electric vehicle
  - 3) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services).
- G Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. 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.
- H 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 At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.
- J 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.
- K During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

## Local Policy

### Camden Local Plan - 2017

The Camden Local Plan is the over-arching strategic framework document for the proper planning and sustainable development, in economic, social and environmental terms of the entire functional area of London Borough of Camden (LBC). The plan sets out the borough's policies and proposals to guide the future development of the local authority area over the plan period 2016 to 2031. The population within the borough is increasing and the makeup is changing. The plan replaces the Core Strategy and Development Policies planning documents adopted in 2010. LBC's policies in relation to transportation are in line with national and regional policy with an overarching goal to integrate land use with a safe, accessible and sustainable strategic and local transport system.

The plan has 13 strategic objectives. Objective 8 (transport) states one of the aims: *to promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and promote new and improved transport links*

Chapter 10 sets out LBC's objectives for new developments in relation to transport. The plan advocates that new developments should be accessible by walking and cycling and provide safe and direct access to services and local public transport nodes. The plan supports sustainable travel and travel behaviour change towards non-car modes, thereby enhancing health and wellbeing of the population, improving air quality and promoting sustainable communities.

Relevant policies include:

#### **Policy T1 Prioritising walking, cycling and public transport**

The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

##### Walking

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 crossings where appropriate.

##### Cycling

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 connected, 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, Cycle Super Highways and;
- h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning Camden Local Plan | Transport 301 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.

### Public Transport

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 existing 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.

### **Policy T2 Parking and car-free development**

The Council will limit the availability of parking and require all new developments in the borough to be car-free.

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.

### **Camden Planning Guidance: Transport – January 2021**

Camden Planning Guidance: Transport is one of 12 Planning Guidance documents on LBC's planning policies for specific topics. LBC's Planning Guidance on transport supports the policies of the Camden Local Plan and provides the Council's development standards. It also sets the thresholds and requirements for Transport Strategy reports, including Transport Assessments, Travel Plans, Delivery and Servicing Management Plans to Assessment to be undertaken for all schemes which will generate a significant travel demand.

New developments should contribute to the creation of attractive, clean and well-maintained public places.

Extracts considered relevant to this proposal are outlined below:

5.6 The Council will expect all new residential development to be car-free, including redevelopments (and changes of use) with new occupiers. The car-free policy applies across the whole borough, regardless of public transport accessibility level (PTAL) ratings. Where dwellings are created as part of an amalgamation, sub-division or an extension of an existing development these will be expected to be car free.

5.20 For all minor developments, the Council will aim to accommodate disabled parking provision on-street. As Blue Badge / Green Badge holders are able to use parking spaces in Controlled Parking Zones without a parking permit, providing disabled parking provision on-street may be considered acceptable if the on-street provision is adequate.

### **Healthy Streets, Healthy Travel, Healthy Lives: Camden Transport Strategy - 2019-2041 – adopted in April 2019**

Camden's Transport Strategy sets out the council's vision for improving the way people move around Camden in the decades to come. The objectives to support the vision are:

Objective 1: To transform our streets and places to enable an increase in walking and cycling.

Objective 2: To reduce car ownership and use, and motor traffic levels in Camden.

Objective 3: To deliver a sustainable transport system and streets that are accessible and inclusive for all.

Objective 4: To substantially reduce all road traffic casualties in Camden and progress towards zero killed and seriously injured casualties.

Objective 5: To reduce and mitigate the impact of transport-based emissions and noise in Camden.

Objective 6: To deliver an efficient, well maintained highways network and kerbside spaces that prioritises the sustainable movement of goods and people.

Objective 7: To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network.

Policy 1a of the transport strategy sets out the council's road hierarchy that will be used by the council to inform all relevant decisions, with walking, cycling and public transport prioritised above private vehicles, as follows:

- pedestrians
- cyclists
- public transport / vehicles for people with a disability
- freight (including loading and unloading)
- taxis
- powered two-wheelers (motorcycles) and private cars.

## 3 Baseline Conditions

### 3.1 Existing Land Uses

The Site currently comprises of an office building which will be converted.

### 3.2 Local Highway Network

Polygon Road runs along the northern side of the Site connecting to Eversholt Street in the west and becoming Ossulston Street in the east. The road is residential in nature measuring approximately 7.5m in width containing footways on both sides of the carriageway. There are parking restrictions in the form of single yellow lines and four Pay & Display (P&D) parking bays (Monday to Friday 8.30am-6.30pm max 2-hours). One permit holder parking bay is also present on the northern side of the road. To the east of the Site, further P&D and permit holder parking bays are present. Speed cushions are present along the road to reduce vehicle speed and a raised table is present at the junction with Eversholt Street to facilitate pedestrian crossing.

To the east of the site at the junction with Werrington Street motor vehicles are prohibited from travelling along the road between the hours of 8.30 to 9.30am and 3.00 to 4.00pm due to the proximity of St Mary and St Pancras School.

The Site and surrounding roads are subject to a 20mph speed limit, lit accordingly and fall within a Controlled Parking Zone which operates Monday to Friday 8.30am-6.30pm.

### 3.3 Rail

The nearest rail station to the Site is London Euston located 400m (a 5-minute walk) south of the Site. The station provides London Overground services to Manchester Piccadilly, Watford Junction, Glasgow Central, Birmingham New Street, Tring, Liverpool Lime Street, Crewe and Milton Keynes Central. The station also provides London Underground services on the Northern Line to Battersea Power Station, Edgware, Finchley Central, Golders Green, High Barnet, Kennington, Mill Hill East and Morden and on the Victoria Line to Brixton and Walthamstow Central.

Mornington Crescent is located 550m (an 8-minute walk) north-west of the Site. The station provides London Underground services on the Northern Line to Battersea Power Station, Edgware, Golders Green, High Barnet, Kennington, Mill Hill End East and Morden.

St Pancras International Station is located 750m (a 10-minute walk) east of the Site. The station provides London Overground services to Rainham, Sheffield, St Albans City, Three Bridges, Nottingham, Bedford, Margate, Sutton, Luton, Corby, Horsham, Peterborough, Brighton and Cambridge. The Eurostar is also provided from this station to Bruxelles Midi.

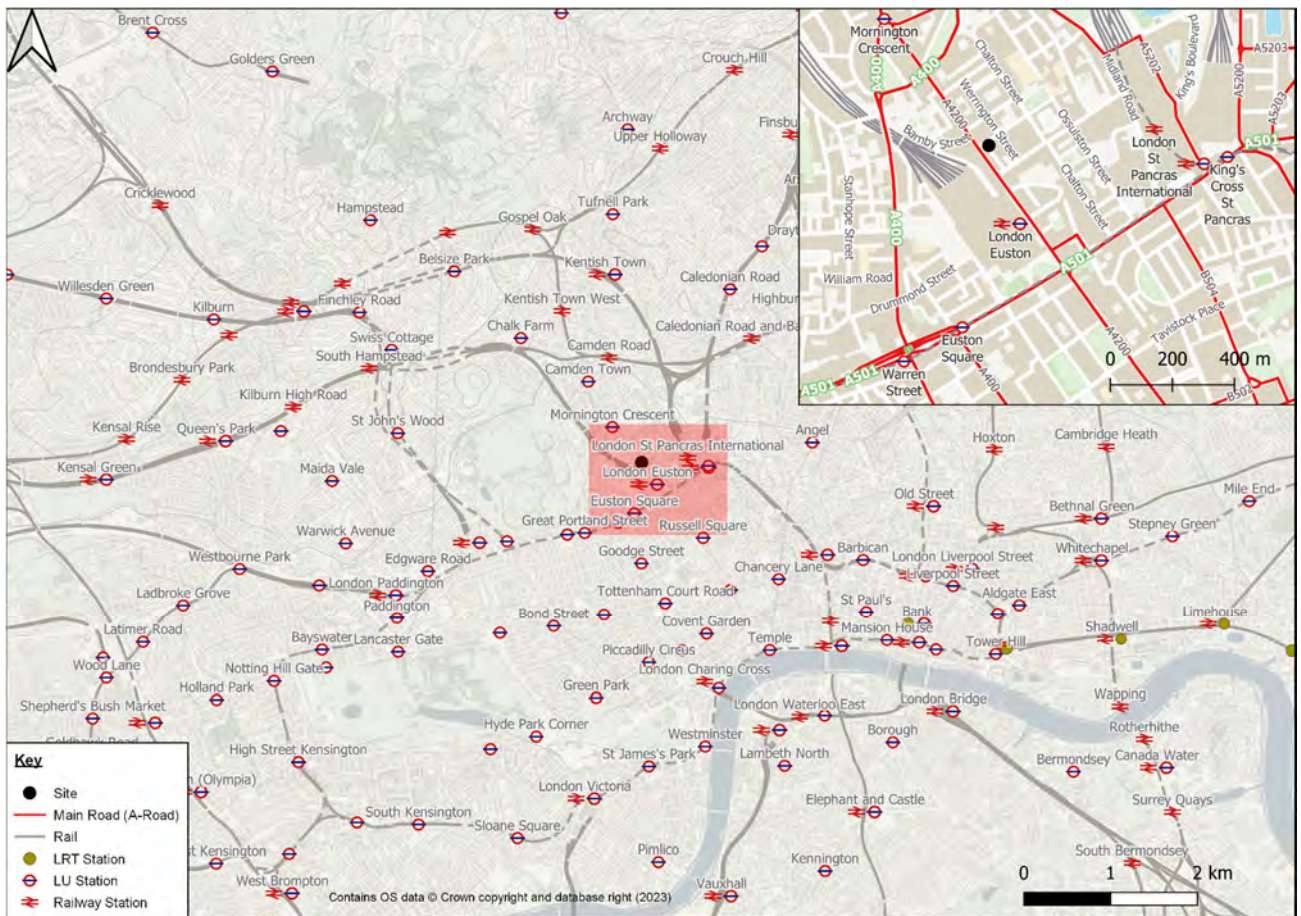
King's Cross Station is located 850m (a 12-minute walk) east of the Site. The station provides access to the London Overground to Kings Lynn, Hull, Cambridge, Aberdeen, Leeds, Lincoln, Ely, Sunderland, Edinburgh, Wakefield Kirkgate, Stirling, York, Middlesbrough, Glasgow Central, Harrogate and Beverley. The station also provides London Underground services on the Circle Line to Liverpool Street and Hammersmith, Hammersmith & City Line to Barking and Hammersmith, Metropolitan Line to Aldgate, Amersham, Chesham, Uxbridge and Watford, Northern Line to Edgware, Finchley Central, Golders Green, High Barnet, Mill Hill East and Morden, Piccadilly Line to Arnos Grove, Cockfosters, Heathrow Terminal 4 and 5,

Northfields, Rayners Lane and Uxbridge and Victoria Line to Brixton and Walthamstow Central.

Euston Square located 850m (a 12-minute walk) south-west of the Site. The station provides London Underground services on the Circle Line to Liverpool Street and Hammersmith, Hammersmith & City Line to Barking and Hammersmith and Metropolitan Line to Aldgate, Amersham, Chesham, Uxbridge and Watford.

**Figure 3.1** below is a map of the rail network, which shows the rail connections for future residents.

**Figure 3.1 - Rail connections Map**

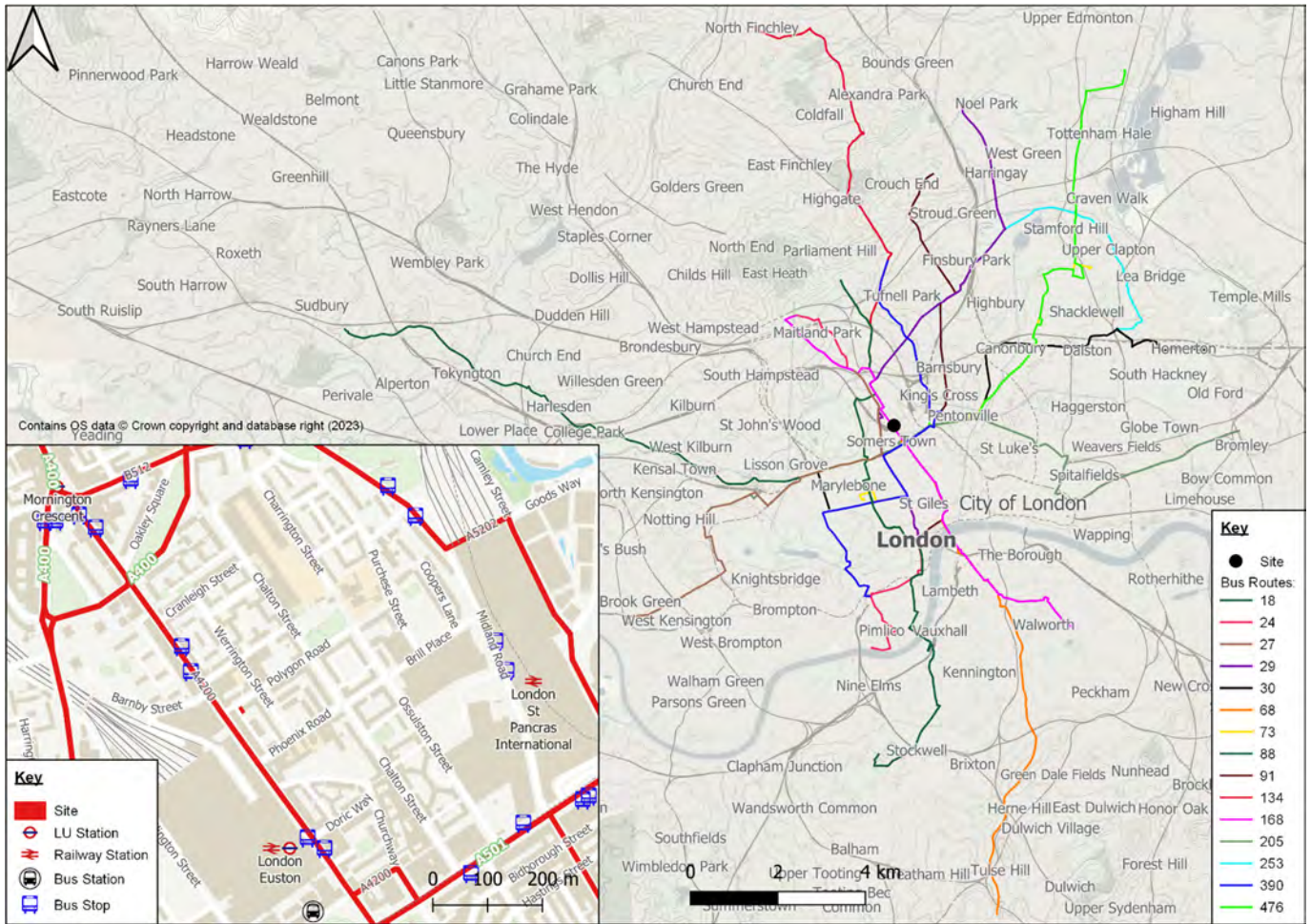


### 3.4 Buses

There are 15 bus services available within a short walk of the Site. The nearest bus stops to the Site are located 55m (less than a 1-minute walk) providing southbound services and 150m (a 2-minute walk) providing northbound services to the north-west of the Site along Eversholt Street.

A map is provided in **Figure 3.2** which shows all of the services which are accessible within this area.

**Figure 3.2 - Bus Services near the Site**



Details of the bus services with regards to the route and the general frequency of the service provision is outlined in **Table 3.1** below.

**Table 3.1 – General Daytime Frequency of Bus Services (frequency per hour)**

Number	Route	Frequency (Vph)	Distance (m)
18	Sudbury – Wembley – Harlesden – Kensal Green – Baker Street Station – Euston	17	494m
24	Hampstead Heath – Camden Town – Trafalgar Square – Victoria – Pimlico	10	627m
27	Hammersmith – Kensington – Paddington – Camden Town – Chalk Farm	8	627m
29	Wood Green – Finsbury park – Holloway – Camden Town – Trafalgar Square	15	627m
30	Hackney Wick – Hackney – Dalston – Canonbury – Highbury – Islington – Euston – Marble Arch	7.5	494m
68	West Norwood – Herne Hill – Camberwell – Elephant & Castle – Waterloo – Holborn – Euston	9	494m
73	Stoke Newington – Islington – King's Cross – Oxford Circus	18	494m

Number	Route	Frequency (Vph)	Distance (m)
88	Clapham Common – Vauxhall – Westminster – Oxford Circus – Albany Street – Camden Town – Kentish Town – Parliament Hill	9	627m
91	Crouch End – Hornsey Rise – Holloway – King's Cross – Euston – Holborn – Trafalgar Square	9	521m
134	North Finchley – Friern Barnet – Muswell Hill – Archway – Camden Town – Warren Street Station	12	627m
168	Hampstead Heath – Camden Town – Euston – Holborn – Waterloo – Elephant & Castle – Old Kent Road	9	152m
205	Bow – Mile End – Aldgate – Shoreditch – Islington – King's Cross – Marylebone – Paddington	8	494m
253	Hackney – Clapton – Stamford Hill – Finsbury Park – Holloway – Camden Town – Euston	12	152m
390	Archway – King's Cross – Euston – Oxford Circus – Marble Arch – Hyde Park Corner – Victoria	8	494m
476	Northumberland Park – Tottenham – Stamford Hill – Stoke Newington – Newington Green – Islington – King's Cross	7.5	494m

### 3.5 Walking & Cycling

Guidance from the Institution of Highways and Transportation (IHT) 'Providing Journeys on Foot' suggests 'desirable', 'acceptable' and 'preferred maximum' walking distances for different types of journeys as shown in **Table 3.2** below.

**Table 3.2 - Maximum Walking Distance**

Criteria	Commuting	Elsewhere (other than town centre)
Desirable	500m	400m
Acceptable	1000m	500m
Preferred Maximum	2000m	1200m

Source: CIHT 'Providing Journeys on Foot'

The local amenities are within a short walk/cycle from the Site along Eversholt Street and Camden High Street as shown on **Figure 3.3**. There are 2 hospitals, 5 doctors and 8 dentists within walking distance of the Site. These include:

- NHS St Pancras Hospital located 850m to the north-east of the Site along St Pancras Way
- University College Hospital located 1km to the south-west of the Site along Euston Road

- Somers Town Medical Centre located 350m to the south-east of the Site along Chalton Street
- Kings Cross Surgery located 350m to the south-east of the Site along Chalton Street
- Camden Extended Access Service located 1km to the south-west of the Site along Drummond Street
- Regents Park Practice located 1.1km to the west of the Site along Cumberland Market
- Ampthill Practice located 450m to the north of the Site along Eversholt Street
- Dental Smiles London Chalton Street located 650m to the south-east of the Site along Chalton Street
- The Dental Centre London located 700m to the south-east of the Site along Euston Road (A501)
- Bond Dental London (BLOOMSBURY) located 1km to the south-east of the Site along Marchmont Street
- Confident Smile Dental Practice located 1km to the south-west along Hampstead Road
- Arrow Dental Practice located 1.2km to the west of the Site along Robert Street
- Camden High Street Dental Practice located 700m to the north of the Site along Camden High Street
- Camden Dental Centre located 800m to the north of the Site along Camden High Street
- MB Dental located 700m to the north-east of the Site along Goldington Crescent

The Site is also within 800m walking distance of 5 colleges and universities, 9 schools and 2 children's centres which include:

- WM College
- Royal Veterinary College – Camden Campus
- University College London
- University of London
- Capital City College Group
- Blossom House School Euston
- St Mary & St Pancras School
- Maria Fidelis Catholic School
- Edith Neville Primary School
- Rhyl Community Primary School
- Richard Cobden Primary School
- Christ Church Primary School
- Netley Primary School and Centre for Autism
- Argyle Primary School
- Somers Town Children's Centre
- Regents Park Children's Centre

Polygon Road measures approximately 7.5m with footways on either side of the carriageway. There is a 20mph speed limit imposed in the area with street lighting accordingly, which is conducive to pedestrian and cycle use.

Figure 3.3 shows the amenities near the Site.

**Figure 3.3 - Amenities near the Site**

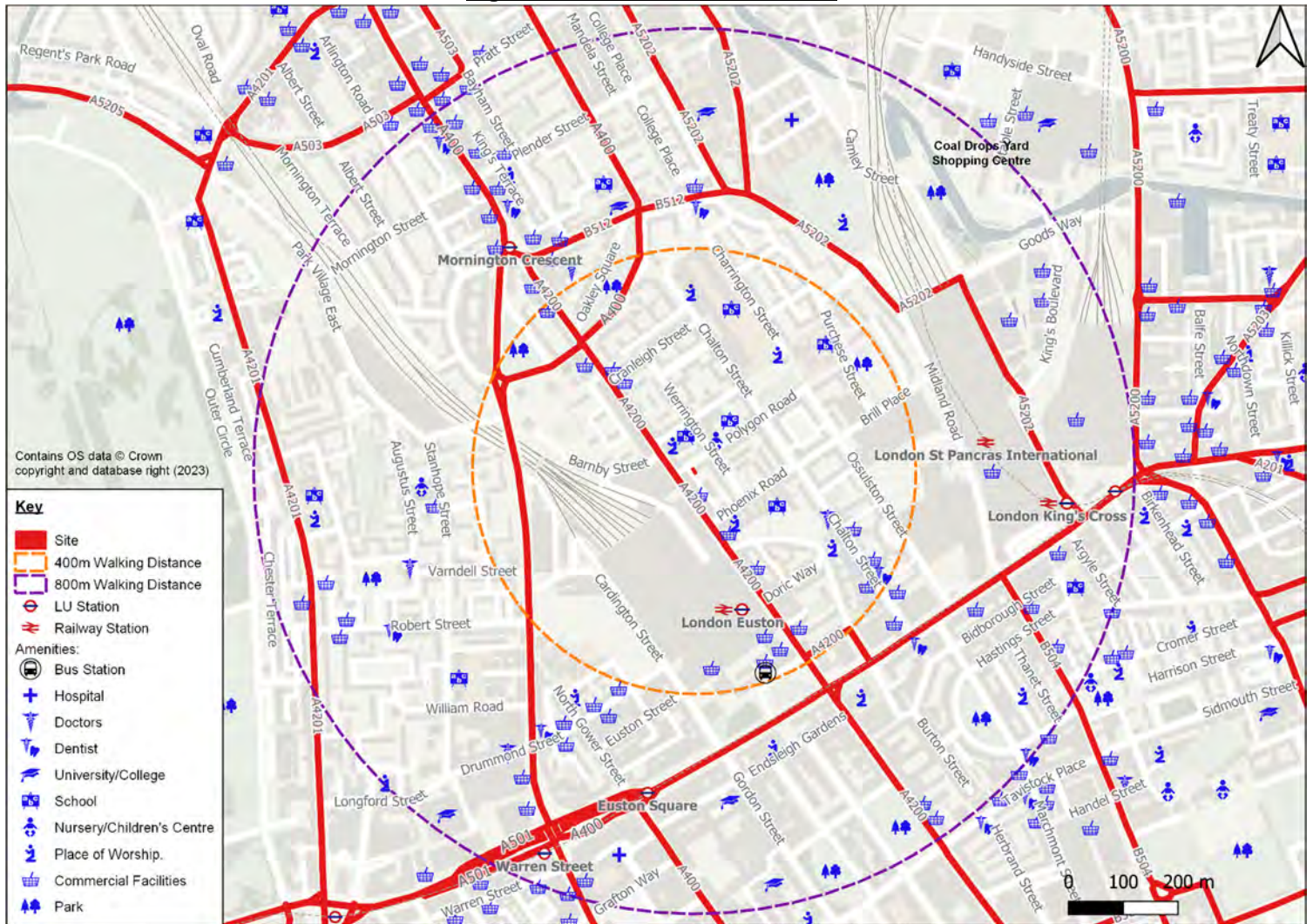
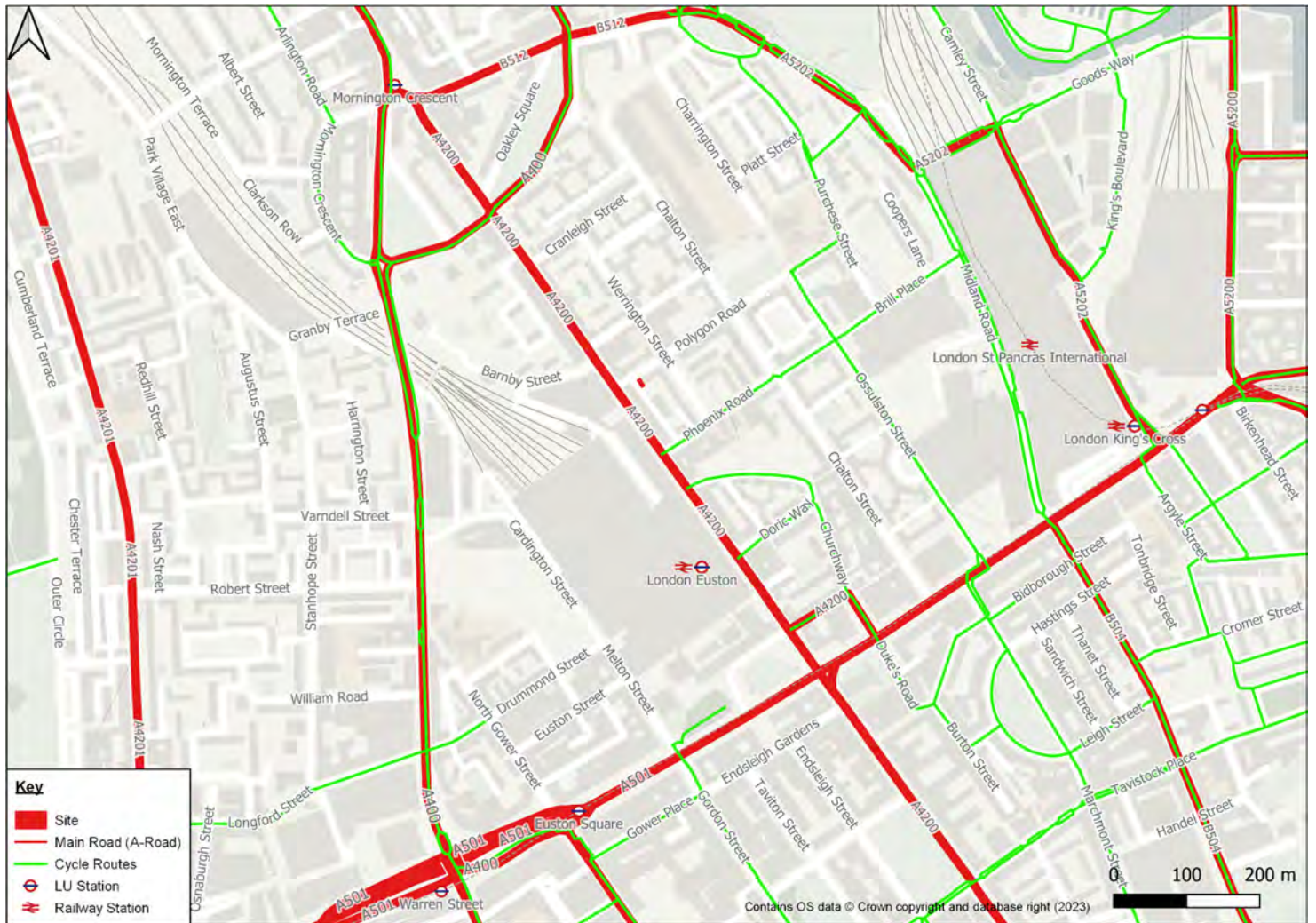


Figure 3.4 shows the cycle network surrounding the Site.



**Figure 3.4 - Local Cycle Routes**



As shown on **Figure 3.4**, the Site has access to cycle routes running along the Phoenix Road to the south of the Site providing access to the surrounding area.

### 3.6 Census Data

The 2011 Census Data for method of travel to work has been obtained for the E01000955: Camden O22D Super Output Lower Layer (where the site is situated) and is shown in **Table 3.3**. A copy of this information is attached at **Appendix B**. It is noted that more recent 2021 data is available however this was undertaken during the COVID-19 pandemic when a large proportion of the population were working from home.

**Table 3.3 – 2011 Method of Travel to Work (E01000955: Camden 022D Super Output Lower Layer)**

Main Mode	Number of People	Percentage
Work mainly at or from home	15	1%
Underground, metro, light rail, tram	109	10%
Train	30	3%
Bus, minibus or coach	110	10%
Taxi	6	1%
Motorcycle, scooter or moped	6	1%
Driving a car or van	45	4%
Passenger in a car or van	4	0%
Bicycle	30	3%
On foot	164	14%
Other method of travel to work	4	0%
Not in employment	618	54%
<b>Total</b>	<b>1,141</b>	<b>100%</b>

It can be seen that only 4% of residents use a car as a method of travel to work, 23% use public transport to travel to work, 14% travel via foot and 3% by bike. Given the Site has the highest level of access possible to public transport with a PTAL of 6b and is located within a Controlled Parking Zone (CPZ), a car free development is therefore considered appropriate.

## 4 Development Proposals and Access Arrangements

### 4.1 Proposed Development

The scheme proposes the conversion of the existing office building into two 1-bedroom, 2 person flats as shown in the architect's plan included as **Appendix A**.

### 4.2 Access

Pedestrian and cycle access will be from Polygon Road as shown on the architect's plan attached at **Appendix A**.

### 4.3 Car Parking

Given its sustainable location and the high PTAL rating (6b), the development Site is to be car free in line with 2021 London Plan Standards which state *"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."*

The 2021 census data shown in Section 3.6 above, it can be seen that only 4% of residents use a car as a method of travel to work.

Future residents will be prevented from obtaining a parking permit secured through a Section 106 agreement or by condition.

### 4.4 Cycle Parking

It is proposed that 4 cycle parking spaces (in excess of 1.5 per unit) will be provided for each residential unit located to the rear of the building to encourage sustainable travel. The Site is well served by local cycle networks providing future residents opportunities to cycle to nearby destinations.

### 4.5 Servicing Arrangements

Deliveries for the new residential units will take place on-street along Polygon Road.

A refuse holding area will be provided to the rear of the building providing space for sufficient bins to accommodate waste storage for all the waste streams. Refuse collection will be undertaken on-street on Polygon Road. Residents will drag their bin to kerbside on the day of collection.

## 5 Summary and Conclusions

- a. YES Engineering Group Ltd was appointed by Origin Housing to produce a Transport Technical Note (TN) to accompany a permitted development planning application for the conversion of an office building into 2 new residential units at 1A Polygon Road, London, NW1 1QB ("the Site").
- b. The scheme proposes the conversion of the existing office building into two 1-bedroom, 2-person flats as shown in the architect's plans attached at **Appendix A**.
- c. The nearest rail stations to the Site are London Euston located 400m (a 5-minute walk) south of the Site, St Pancras International Station is located 750m (a 10-minute walk) east of the Site and King's Cross Station is located 850m (a 12-minute walk) east of the Site.
- d. There are 15 bus services available within a short walk of the Site. The nearest bus stop to the Site is located 55m (less than a 1-minute walk) providing southbound services and 150m (a 2-minute walk) providing northbound services to the north-west of the Site along Eversholt Street.
- e. The local amenities are within a short walk/cycle from the Site along Eversholt Street and Camden High Street. Polygon Road is subject to a 20mph speed limit with street lighting, which is conducive to pedestrian and cycle use. The Site and the surrounding roads are located within a Controlled Parking Zone which operates Monday to Friday 8.30am-6.30pm.
- f. Given its sustainable location and the high PTAL rating (6b), the development Site is to be car free in line with 2021 London Plan Standards which state "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." The 2021 census data shown in Section 3.6 above demonstrates that only 4% of residents use a car as a method of travel to work. The site is located within a CPZ and future residents will not be eligible for a parking permit.
- g. 4 cycle parking spaces (in excess of 1.5 per unit) will be provided to encourage sustainable travel. The Site is well served by local cycle networks providing future residents opportunities to cycle to nearby destinations.
- h. Deliveries for the new residential units will take place on-street along Polygon Road.

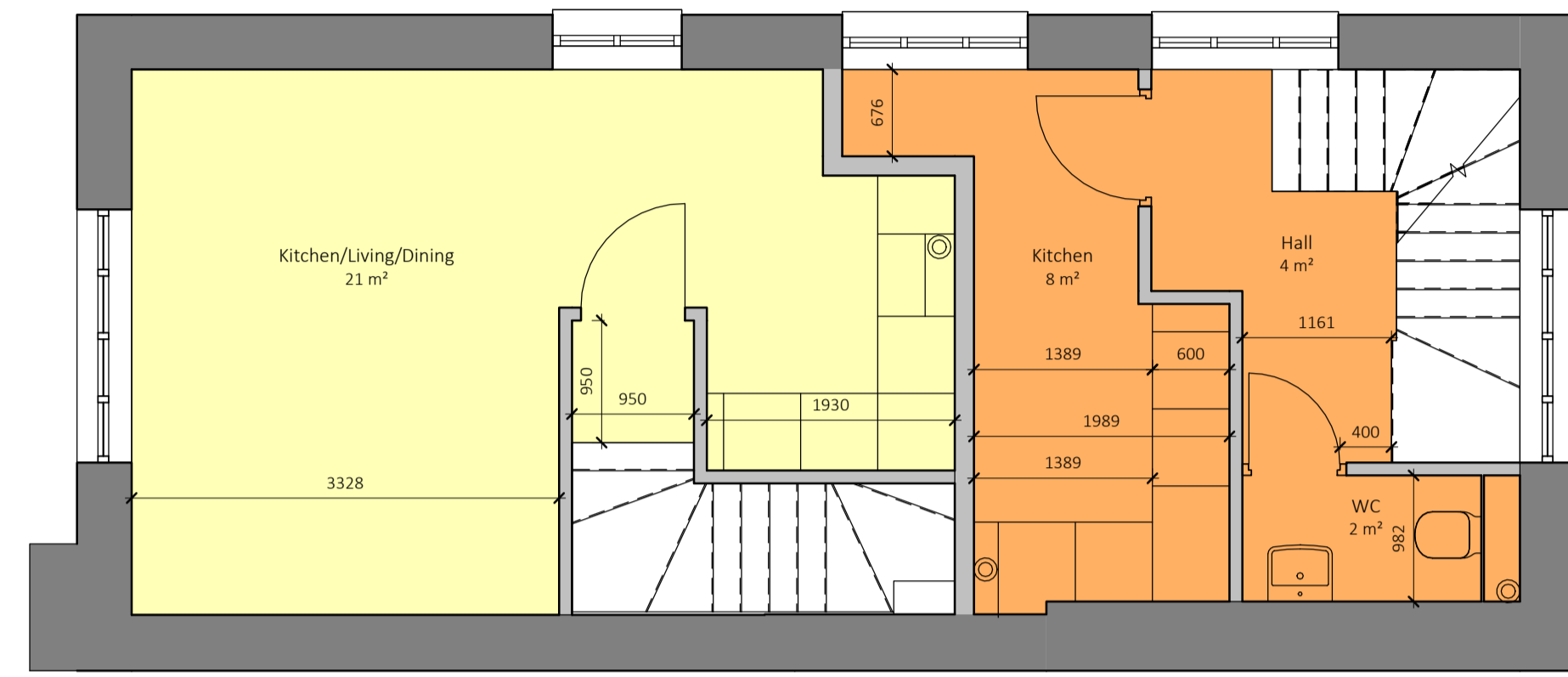
A refuse holding area will be provided to the rear of the development providing space for sufficient bins to accommodate waste storage for all the waste streams. Refuse collection will be undertaken on-street on Polygon Road. Residents will drag their bin to kerbside on the day of collection.

- i. NPPF paragraph 111 states that '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.' As set out above it has been demonstrated that the impacts will be negligible.
- j. Overall, it is concluded that there is no highway or transportation reasons to object to the proposed development.

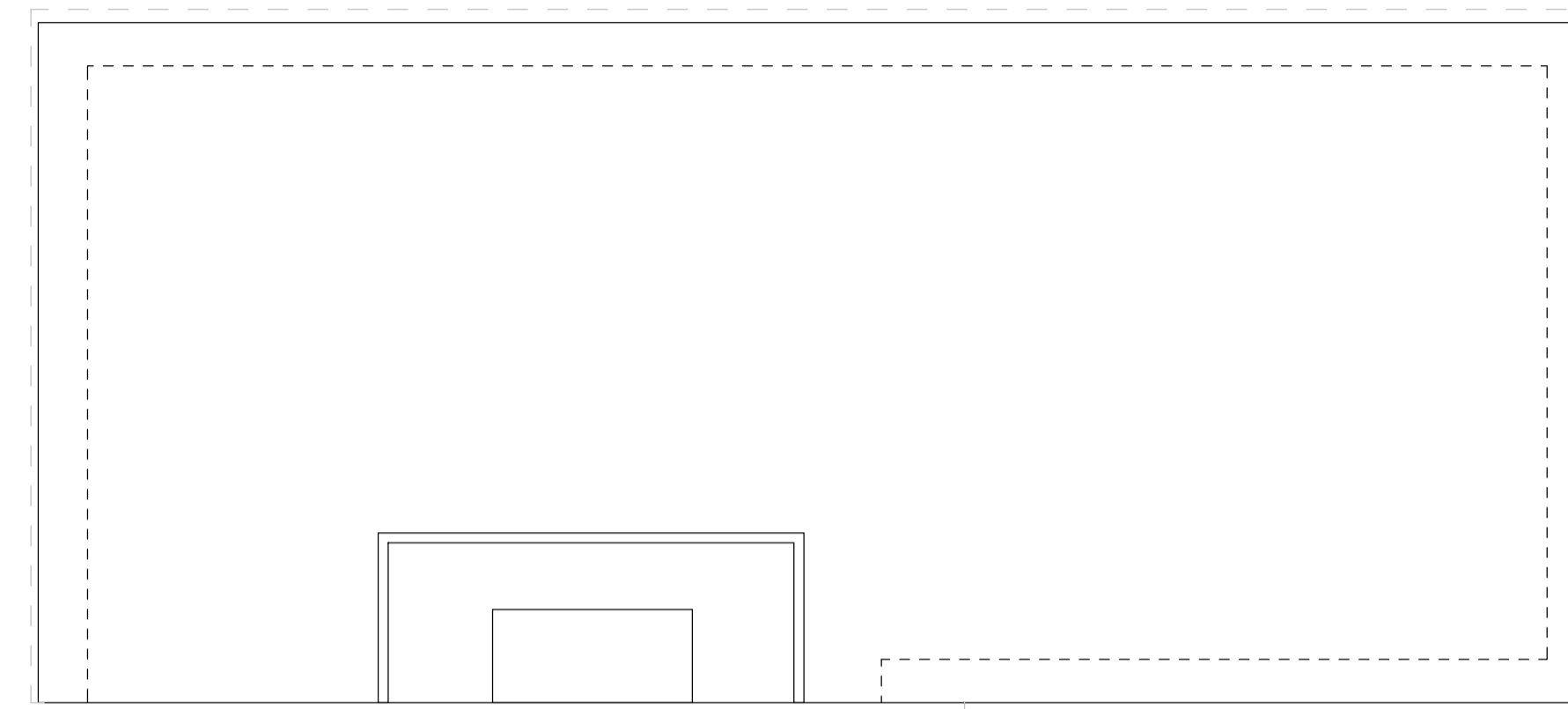
## Appendices

## Appendix A – Proposed Site Layout Plan

AMENDMENTS					
Rev No.	Date	Drawn by	Checked by	Description	
S01	2023.06.21	AR	CM	PLANNING ISSUE	
S02	2023.06.21	AR	CM	UPDATED DRAWING FOR PLANNING	
S03	2023.06.21	AR	CM	UPDATED DRAWING FOR PLANNING	
S04	2023.06.09	TW	CM	UPDATED DRAWING FOR PLANNING	
S05	2023.10.03	TW	MP	REVISED OPTION	
S06	2023.10.11	TW	MP	ISSUED FOR COMMENT	



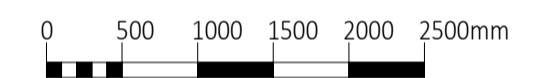
FIRST FLOOR PLAN - PROPOSED OPTION 1A  
1 : 50



ROOF PLAN - NO CHANGE  
1 : 50

KEY - GROSS INTERNAL AREA

- FLAT TYPE A  
1B2P - 2 STOREY  
58.3 m<sup>2</sup>
- FLAT TYPE B  
1B2P - 2 STOREY  
58.6m<sup>2</sup>

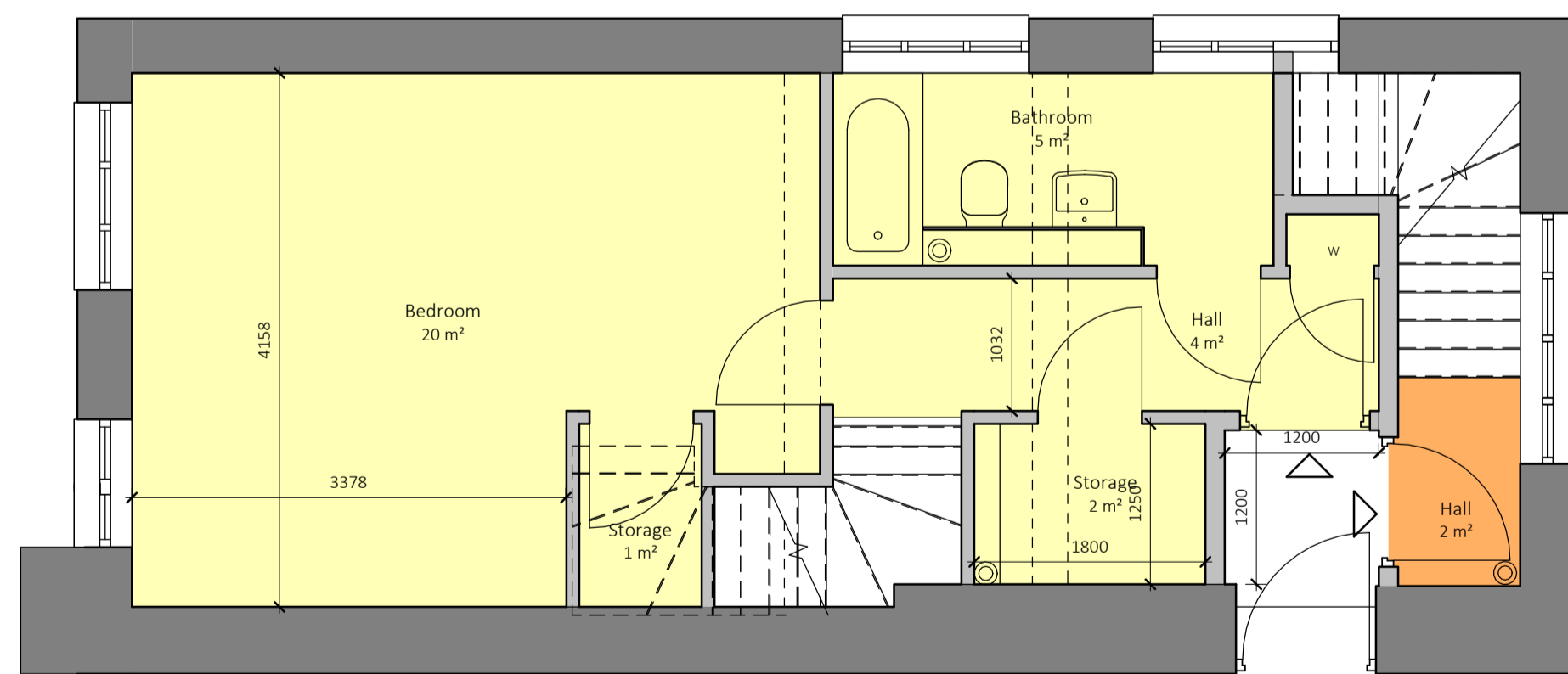


SCALE 1:50

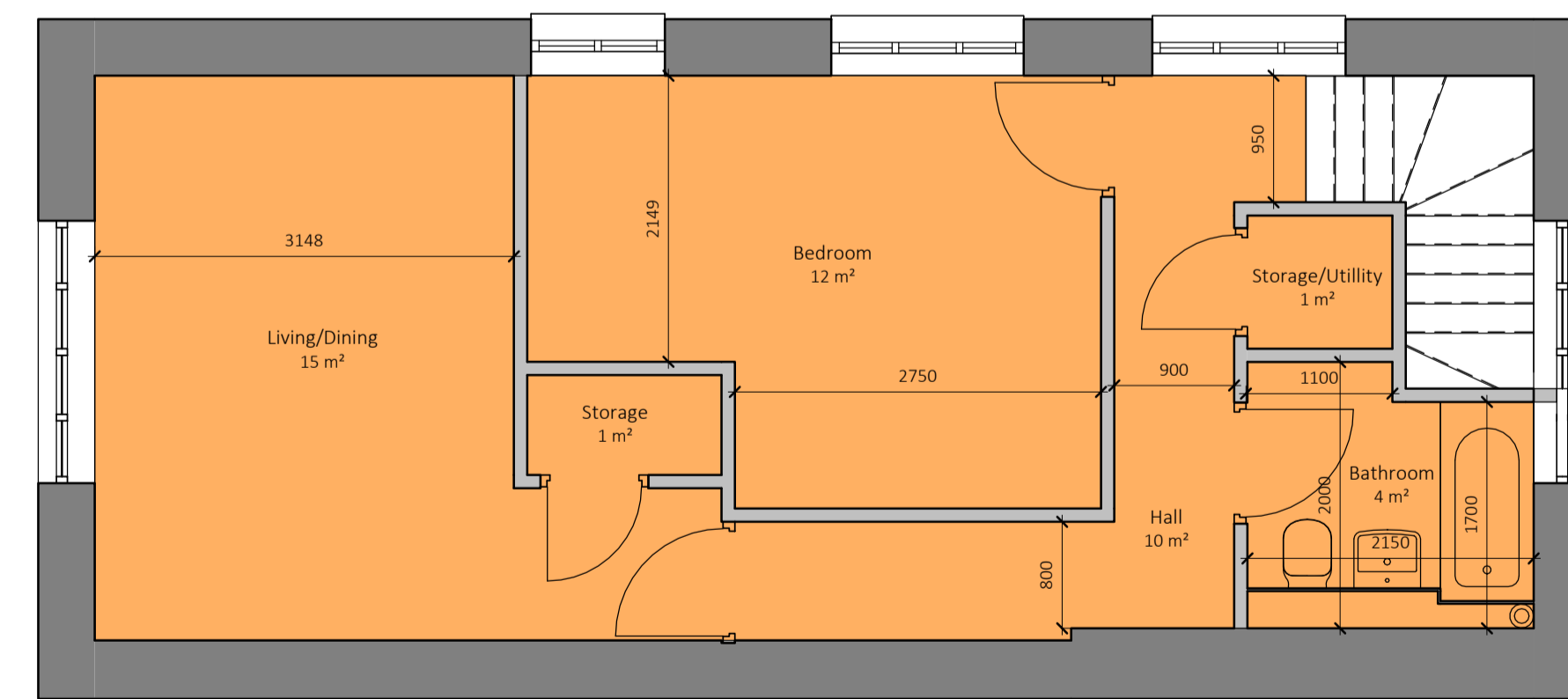
DO NOT SCALE FOR CONSTRUCTION



ARCHITECTURE - BUILDING SURVEYING  
PROJECT MANAGEMENT - COST CONSULTANCY  
STUDIOS 1 & 2, OLD RINGS HEAD COURT  
11 HIGH STREET, DORKING SURREY RH4 1AR  
01306 887070 | WWW.BPG.CO.UK



GROUND FLOOR PLAN - PROPOSED OPTION 1A  
1 : 50



SECOND FLOOR PLAN - PROPOSED  
1 : 50



PROJECT  
1A POLYGON ROAD, LONDON,  
NW1

CLIENT  
ORIGIN HOUSING, ST RICHARD'S  
HOUSE, 110 EVERSOLT STREET,  
LONDON, NW1 1BS

FOR  
SPATIAL COORDINATION

SCALE  
1 : 50@A1

TITLE  
PROPOSED PLANS

DRAWING N<sup>o</sup>  
4402-BPG-XX-XX-DR-A-1002-S06

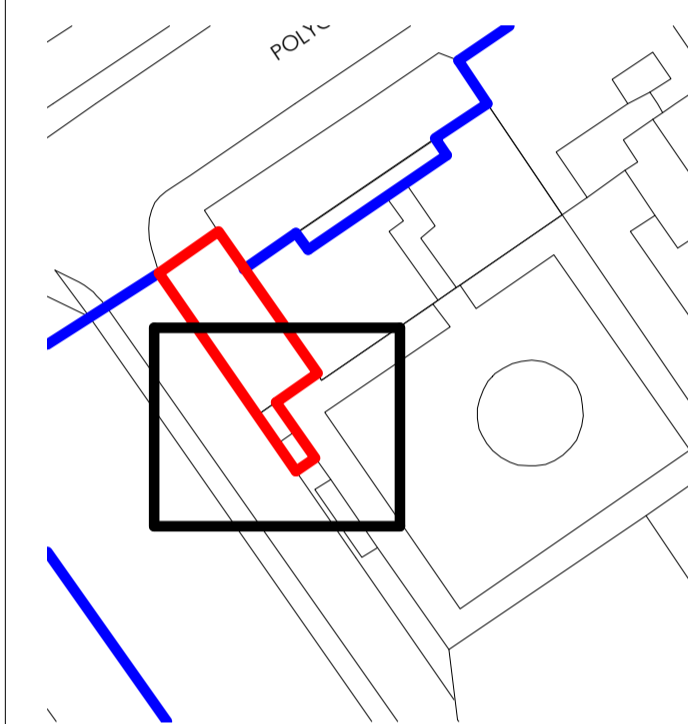
PROJECT N<sup>o</sup> ORIGINATOR ZONE LEVEL DOC TYPE DIS DRG N<sup>o</sup> REV

AMENDMENTS				
Rev No.	Date	Drawn by	Checked by	Description
S01	2023.10.11	TW	MP	ISSUED FOR COMMENT
S02	2023.11.22	TW	MP	BOUNDARY UPDATE



REFUSE STORE

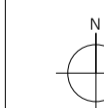
CYCLE STORE



DO NOT SCALE FOR CONSTRUCTION

**B P G**  
ARCHITECTS +  
SURVEYORS

ARCHITECTURE - BUILDING SURVEYING  
PROJECT MANAGEMENT - COST CONSULTANCY  
STUDIOS 1 & 2, OLD RINGS HEAD COURT  
11 HIGH STREET, DORKING SURREY RH4 1AR  
01306 887070 | WWW.BPG.CO.UK



PROJECT  
1A POLYGON ROAD, LONDON,  
NW1

CLIENT  
ORIGIN HOUSING, ST RICHARD'S  
HOUSE, 110 EVERSOLT STREET,  
LONDON, NW1 1BS

FOR  
SPATIAL COORDINATION

SCALE  
As indicated@A1

TITLE  
PROPOSED CYCLE AND REFUSE  
STORES

DRAWING N<sup>o</sup>  
4402-BPG-XX-XX-DR-A-1003-S02

0 200 400 600 800 1000mm  
SCALE 1:20



## Appendix B – 2011 Census Data – E01000955: Camden 022D Super Output Lower Layer

## QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 12 September 2023]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - lower layer
area name	E01000955 : Camden 022D
rural urban	Total

<b>Method of Travel to Work</b>	<b>2011</b>
All categories: Method of travel to work	1,141
Work mainly at or from home	15
Underground, metro, light rail, tram	109
Train	30
Bus, minibus or coach	110
Taxi	6
Motorcycle, scooter or moped	6
Driving a car or van	45
Passenger in a car or van	4
Bicycle	30
On foot	164
Other method of travel to work	4
Not in employment	618

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.