



To: **London Borough of Camden**
From: **Iceni Projects (Transportation)**
Date: **May 2024**
Title: **100 Chalk Farm Road – Technical Note**

a. Introduction

1. This Technical Note has been prepared on behalf of our client, Regal Chalk Farm Limited ('the Applicant'), in relation to their development proposals on land at 100 Chalk Farm Road in Camden.
2. A planning application was submitted to the London Borough of Camden (LBC) in February 2024 (App Ref: 2024/0479/P). As a result of comments made by LBC on this submitted application, the Applicant is now submitted a revised application with minor amendments to the scheme, which are summarised as follows:
 - Extending the affordable housing building to the eastern boundary line;
 - Increasing the number of affordable homes from 24 to 30;
 - Ground floor changes to the entrance of the affordable housing building;
 - Internal reconfiguration of the building including location of plant;
 - Amendments to the façade of the student accommodation building; and
 - Reconfiguration of some of the wheelchair units in the student accommodation block to improve aspect.
3. As shown, these changes are minor and therefore do not change the previous description of development.
4. Whilst the changes have a negligible impact from a transport / highways perspective, this Technical Note reviews the latest proposals and provides updated assessments as necessary.
5. Whilst the submitted application has not been determined at this stage, consultee comments have been received from both LBC Highways and Transport for London (TfL). The summary of both consultee responses is that the proposals are acceptable from a transport / highways perspective, subject to some minor further clarifications and also contribution requests / conditions which are picked up within this note where relevant, or will be subject to further discussions as required (i.e. on the contributions points).
6. The rest of this Technical Note therefore sets out the updated assessments relating to the minor changes to the scheme and the further information on the consultee comments, where necessary.

b. Proposed Development

7. The revised application is seeking to increase the number of associated affordable housing units from 24 to 30, i.e. an increase of 6. The revised unit mix is as follows:
 - 4 x 1 bed units;
 - 13 x 2 bed units;
 - 8 x 3 bed units; and
 - 5 x 4 bed units.
8. The student accommodation building is remaining broadly consistent, but the number of beds provided overall is reducing by 1 to 264 (265 proposed in the submitted application). For the ground floor commercial space, this is remaining broadly consistent with the submitted application, albeit the gross external areas (GEA) of the two units are slightly reducing to 453m² (Unit 1) and 232m² (Unit 2). As with the submitted application, the intention is for Unit 1 to be office space and Unit 2 to be a café.
9. The majority of transport findings therefore remain consistent with the Transport Assessment (TA) submitted with the current application, however, the below text provides an update on the specific elements where necessary.
10. The access and delivery / servicing strategy for the Proposed Development remains consistent with the submitted application, which has already been discussed and agreed with LBC Highways.
11. Notwithstanding, given the consultee comments made by LBC, at their request the existing vehicular crossover present on Chalk Farm Road will be removed, with the footway reinstated, albeit it is considered that a smaller dropped kerb still needs to be retained to facilitate moved of waste to and from the refuse vehicle. It is considered that this will only need to be circa 1.5m in width, and can be investigated further at the detailed design stage.
12. Further, no vehicular crossover is to be provided at the western extent of the Site as requested by LBC. This area will continue to provide access for emergency vehicles should they ever require it, but on this ad-hoc, and hopefully non-existent, occasion, the vehicles would drive up on to the kerb to access the Site.
13. For cycle parking, the revised affordable housing unit mix has been applied to the 2021 London Plan standards to determine the number of spaces required. This results in a requirement for 58 long-stay cycle parking spaces (previously 45) and 2 short-stay spaces (as before).
14. The revised layout continues to provide cycle parking for this use in excess of the standards, with the dedicated store including a total of 78 spaces, of which 4 are larger accessible stands, 14 are standard Sheffield stands and the remainder are as two-tier racks, as per the London Cycling Design Standards guidelines. This provision is shown in detailed plans at **Appendix A1**.

15. For the student accommodation units, the decrease in 1-bed does not change the cycle parking requirements and therefore the Proposed Development continues to provide cycle parking in excess of the minimum London Plan standards for this use, with a total of 210 spaces provided of which 10 are larger accessible spaces, 40 are standard Sheffield stands and the remaining 160 are provided as two-tier racks. Again, this provision is set out in plan form at **Appendix A1**.
16. Likewise, for the two ground floor commercial units, the total GEAs have reduced slightly which means there is now a requirement for 3 long stay spaces for Unit 1, and 2 for Unit 2. As before, these long stay spaces 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, with details to be secured by condition as requested.
17. With regard to short-stay / visitor cycle parking, the minor amendments being made to the scheme, namely the revised GEA of the commercial units, do result in less spaces being required to meet London Plan standards. This is now 22 spaces (11 Sheffield stands in total), of which 7 are associated with the student accommodation, 2 with the affordable housing, 1 with the office unit and 12 with the café. Notwithstanding, the Proposed Development retains the 30 spaces (15 Sheffield stands) it was including throughout the public realm / Chalk Farm Road as submitted and agreed, which therefore remains in excess of the standards.
18. The scheme remains car-free as previously discussed and agreed. The Applicant is happy to contribute towards the provision of disabled parking space locally, albeit this is subject to further discussions with regards to amount.
19. The previous findings of the Active Travel Zone (ATZ) assessment set out within the submitted application remain valid and do not change as a result of these minor amendments.
20. Whilst not resulting in any significant changes, the increase in 6 affordable housing units will result in a slight increase in associated trips, and therefore for full clarity an updated multi-modal assessment has been undertaken and is provided in **Table 1**. This is based on the trip rates / modal splits as set out within the submitted application, which were previously agreed.

Table 1 – Revised Multi-Modal Trip Generation for Residential Development

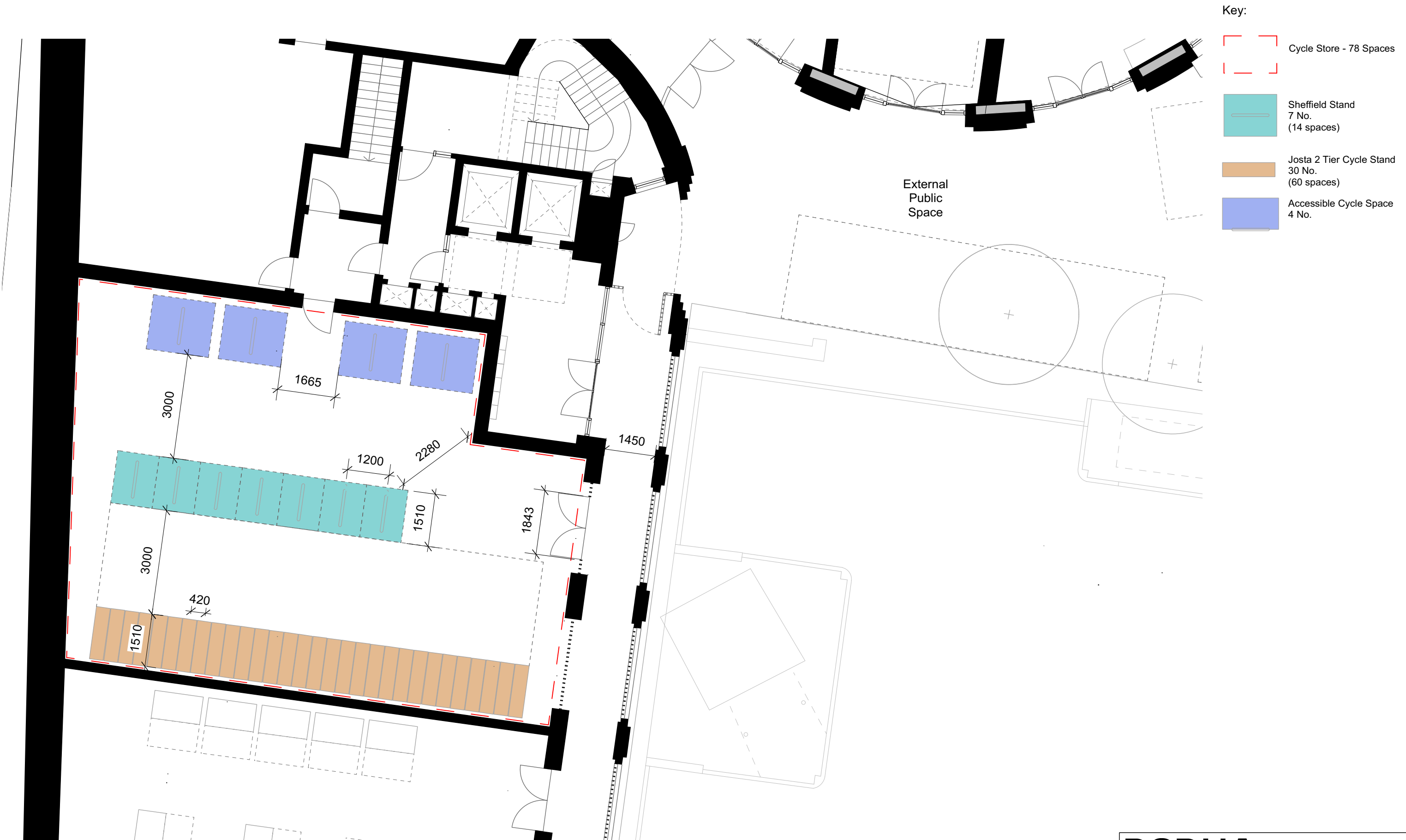
Mode	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Underground	1	6	8	4	2	6
Train	0	1	1	0	0	1
Bus	1	3	3	2	1	2
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0
Bicycle	0	2	3	1	1	2
On Foot	1	4	5	2	1	3
Other	0	0	0	0	0	0
Total	3	17	20	10	5	15

21. Overall, the increase of 6 units only results in 4 additional total person trips in the AM peak hour, and 3 in the PM peak hour, which are added to the underground, bicycle and on-foot trips. Clearly this increase in trips will have a negligible impact and the assessment summaries previously set out remain valid.
22. Furthermore, as requested by LBC, an assessment of taxi trips associated with the student accommodation has been undertaken. As set out, these were not included previously as they did not form part of the comparable application that was being utilised in the agreed methodology. The TRICS database has therefore been assessed to obtain taxi trip rates for similar student accommodation sites within London, and this has then been applied to the proposed development of 264 beds.
23. This assessment has demonstrated that the 264 beds would generate a total of 12 taxi trips throughout the course of the day (6 arrivals and 6 departures), with the TRICS trip rates identifying that no movements occur during the AM peak hour, and a maximum of two an hour (18:00-19:00 and 20:00-21:00) after that.
24. For clarity, the full TRICS trip rates are appended to this note (**Appendix A2**).

c. Summary and Conclusion

25. This note has assessed the revised development proposals for the Proposed Development of 100 Chalk Farm, further to a recent planning application submission.
26. The changes are minor and do not result in any significant changes to the assessments / analysis undertaken as part of the submitted application. Notwithstanding, these assessments have been updated where necessary for clarity.
27. In summary, the previously established conclusions of the Transport Assessment submitted as part of the current application remain valid, in that the Proposed Development satisfies the criteria of NPPF and local / regional policy, and as such there is no justifiable reason to object to the application on highways and transportation grounds.

A1. PROPOSED CYCLE STORES



Affordable Housing Long Stay Cycle Parking Plan 1:100 @ A3

23/05/2024

DSDHA

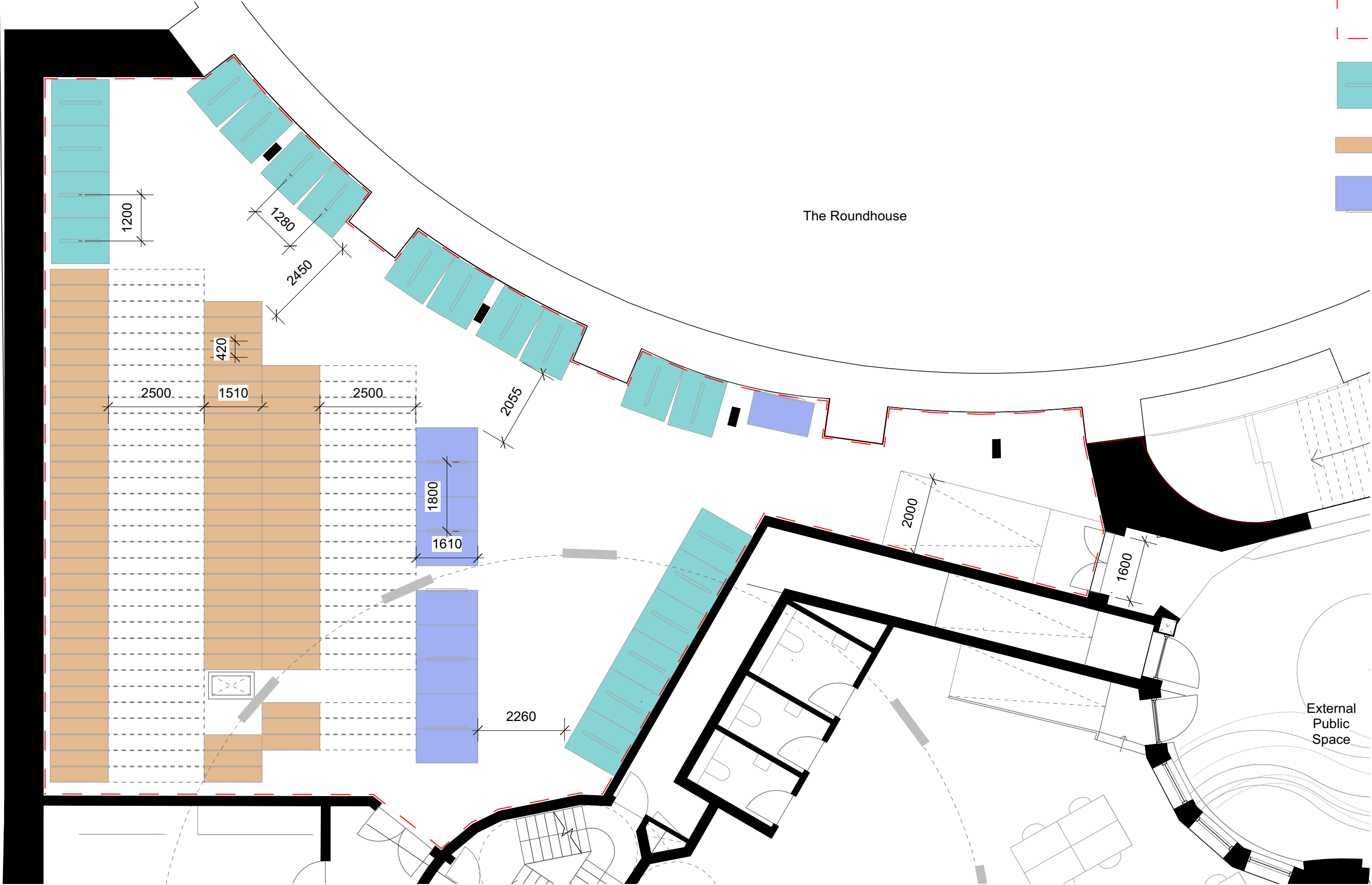
357 Kennington Lane, Vauxhall, SE11 5QY

T 020 7703 3555

F 020 7703 3890

E info@dsdha.co.uk

W www.dsdha.co.uk



- Key:
- Cycle Store - 210 Spaces
 - Sheffield Stand
20 No.
(40 spaces)
 - Josta 2 Tier Cycle Stand
80 No.
(160 spaces)
 - Accessible Cycle Space
10 No.

DSDHA

357 Kennington Lane, Vauxhall, SE11 5QY
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A2. TRICS TAXI TRIP RATES

Calculation Reference: AUDIT-751001-240522-0536

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
TAXIS

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	1 days
	KI KINGSTON	2 days
	LB LAMBETH	1 days

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

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Licence No: 751001

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 200 to 1100 (units:)
Range Selected by User: 100 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 25/06/21

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

Selected survey days:

Tuesday 2 days
Wednesday 2 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:

Town Centre 1
Edge of Town Centre 3

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

Selected Location Sub Categories:

Residential Zone 1
Built-Up Zone 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C3 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days

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

Travel Plan:

No	4 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 Good	1 days
6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	CN-03-G-01	STUDENT FLATS	CAMDEN
	SAINT PANCRAS WAY KING'S CROSS		
	Edge of Town Centre Built-Up Zone		
	Total Number of residents:	571	
	Survey date: <i>TUESDAY</i>	<i>14/11/17</i>	<i>Survey Type: MANUAL</i>
2	KI-03-G-01	STUDENT FLATS	KINGSTON
	PENRHYN ROAD KINGSTON UPON THAMES		
	Edge of Town Centre Built-Up Zone		
	Total Number of residents:	200	
	Survey date: <i>WEDNESDAY</i>	<i>12/06/19</i>	<i>Survey Type: MANUAL</i>
3	KI-03-G-02	STUDENT FLATS	KINGSTON
	CAMBRIDGE ROAD KINGSTON UPON THAMES NORBITON		
	Edge of Town Centre Residential Zone		
	Total Number of residents:	300	
	Survey date: <i>WEDNESDAY</i>	<i>26/06/19</i>	<i>Survey Type: MANUAL</i>
4	LB-03-G-02	STUDENT FLATS	LAMBETH
	WESTMINSTER BRIDGE RD LAMBETH		
	Town Centre Built-Up Zone		
	Total Number of residents:	1100	
	Survey date: <i>TUESDAY</i>	<i>27/11/18</i>	<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HM-03-G-02	25/06/21	During Covid-19

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Licence No: 751001

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	624	0.000	3	624	0.000	3	624	0.000
08:00 - 09:00	3	624	0.000	3	624	0.000	3	624	0.000
09:00 - 10:00	3	624	0.000	3	624	0.000	3	624	0.000
10:00 - 11:00	3	624	0.001	3	624	0.001	3	624	0.002
11:00 - 12:00	3	624	0.002	3	624	0.002	3	624	0.004
12:00 - 13:00	3	624	0.002	3	624	0.002	3	624	0.004
13:00 - 14:00	3	624	0.002	3	624	0.002	3	624	0.004
14:00 - 15:00	3	624	0.001	3	624	0.001	3	624	0.002
15:00 - 16:00	3	624	0.002	3	624	0.002	3	624	0.004
16:00 - 17:00	3	624	0.001	3	624	0.001	3	624	0.002
17:00 - 18:00	3	624	0.002	3	624	0.002	3	624	0.004
18:00 - 19:00	3	624	0.003	3	624	0.003	3	624	0.006
19:00 - 20:00	3	624	0.002	3	624	0.002	3	624	0.004
20:00 - 21:00	3	624	0.004	3	624	0.004	3	624	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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

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