



20TH MARCH
2025

Transport Statement

Academic House, 24-28 Oval Road London NW1 7DJ

Iceni Projects Limited on behalf of
Central Metropolitan Estates

20th March 2025

ICENI PROJECTS LIMITED
ON BEHALF OF CENTRAL
METROPOLITAN ESTATES

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ACADEMIC HOUSE, 24-28 OVAL ROAD LONDON NW1
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1. INTRODUCTION

- 1.1 Icen Projects Ltd have been appointed by Central Metropolitan Estates ('the Applicant') to produce a Transport Statement for the proposed development of Academic House, 24-28 Oval Road, London NW1 7DJ ('the Site').
- 1.2 Central Metropolitan Estates is the freehold owner of Academic House. The building's lawful use is Use Class E. It is partially occupied with a recording studio at basement level together with office use at basement, ground and sixth floors.
- 1.3 The Applicant is seeking full planning permission for a change of use from office (Class E) to enable a flexible office use (Class E) and education use (Class F1) at Academic House. There are no physical external or internal alterations proposed as part of the application.

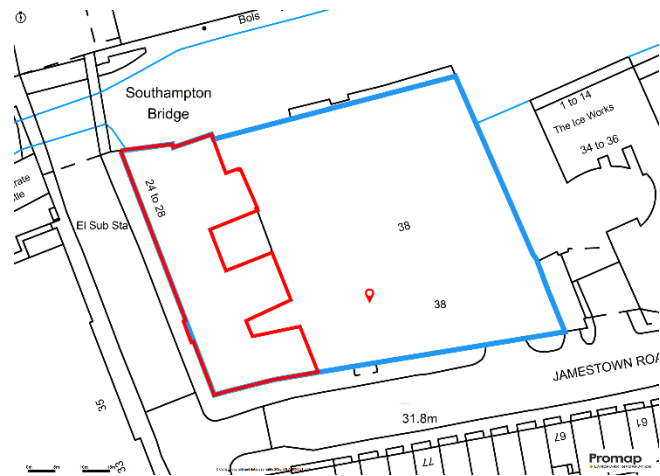
Report Objective

- 1.4 This Transport Statement will demonstrate how the proposed scheme considers local, regional, and national policy relating to transport matters. The proposals will have no change to the existing arrangement and will remain car-free, reflecting its highly accessible location together with sufficient cycle space provision currently on Site for existing and future occupants.
- 1.5 The report is structured as follows:
- Section 2: Site Context and Development Proposals;
 - Section 3: Planning Policies Relevant to Transport; and,
 - Section 4: Development response to the policy on Transport.

2. SITE CONTEXT AND DEVELOPMENT PROPOSALS

- 2.1 Academic House, originally known as Gilbey House, is located on the corner of Oval Road and Jamestown Road in the London Borough of Camden. The building is largely vacant and is currently in office use (Class E). The entire building including the basement, ground and first to sixth floor is the subject of the application. The approximate location is shown in Figure 1.1, below.
- 2.2 The Site is located in a highly sustainable location with a Public Transport Accessibility Level (PTAL) of 6a which shows excellent access to public transport. Camden Town Underground Station is located 0.3 miles (7-minute walk) southeast of the Site. Kentish Town West Overground Station is located 0.7 miles (15-minute walk) north of Academic House.
- 2.3 Bus services operate near the Site along Gloucester Avenue and Camden High Street. Camden Town Station is a 10-minute walk away, with multiple bus routes serving Camden High Street. Key bus services run along Gloucester Avenue and Parkway, south of the Site via Oval Road, as well as Camden High Street and Regent's Park Road, southeast of the Site via Jamestown Road. These four bus services operate at frequent intervals, with buses arriving every 2 to 5 minutes.
- 2.4 There are currently 100 cycle parking facilities for users in Academic House. The proposed development will not change the number of cycle parking spaces, and all users will access the cycle parking through Jamestown Road into the car park.
- 2.5 The building is currently serviced through the front entrance to the southwest of the site along Oval Road with 24/7 access. There is additional access to the building from the northwest. Both access points to the building lead to the goods lift which serves ground to sixth floors.
- 2.6 The proposals do not result in any changes to the existing delivery and servicing arrangements currently on Site.
- 2.7 The bin store is located on Jamestown Road and is shared with the adjoining building, Gilbey House. Currently there are three commercial municipal waste bins and one commercial recycling bin. Municipal bins are collected twice a week, Tuesday, and Thursday at around 06:30am and recycling is collected once a week on Thursday, by Veolia on behalf of Camden Council. The proposals will not change the existing refuse management on the Site.

Figure 1.1 Site Location



2.8 The proposed scheme seeks full planning permission for:

Change of use from commercial, business and service (Class E) to commercial, business and service use (Class E) and / or education use (Class F1) at Academic House, 24-28 Oval Road, London NW1 7DJ

3. PLANNING POLICIES RELEVANT TO TRANSPORT

- 3.1 Transport is incorporated within policy and regulation at a national, regional, and local level, as set out below.

National

National Planning Policy Framework (December 2024)

- 3.2 The National Planning Policy Framework (NPPF), which came into force in March 2012 and was updated in December 2024. Chapter 9 (Promoting Sustainable Transport) of the NPPF (2024) aims to manage patterns of growth to make full use of public transport, walking and cycling and focuses on sustainable development through realising opportunities from existing transport infrastructure.

London Plan (2021)

- 3.3 The London Plan (2021) is the overall strategic plan for London, and Chapter 10 looks at Transport to maximise growth and ensure that different parts of the city are connected in a sustainable and efficient way.
- 3.4 London Plan Policy T1 (Strategic Approach to Transport) states that all developments should facilitate the mayor's target of trips in London to be made by foot, cycle, or public transport. The policy notes that all developments should make the most effective use of land.
- 3.5 London Plan Policy T6 (Car Parking) sets out that car-free development should be a starting point for all developments.
- 3.6 London Plan Policy T7 (Deliveries, servicing, and construction) states that development proposals should facilitate safe, clean, and efficient delivery and servicing.

Camden Local Plan (2017)

- 3.7 Camden Local Plan (2017) sets out the local plan policy relevant to Transport matters. Camden Local Plan Policy T1 (Prioritising Walking, Cycling and Public Transport) seeks for all developments to prioritise walking, cycling and transport in the borough.
- 3.8 Camden Local Plan Policy T2 (Parking and Car-free development) notes the council will limit the availability of parking and require all new developments in the borough to be car-free.
- 3.9 Camden Local Plan Policy T4 (Sustainable movement of goods and materials) seeks to minimise the movement of goods and materials by road.
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4. DEVELOPMENT RESPONSE TO THE POLICY ON TRANSPORT

- 4.1 This chapter outlines how the proposals align with key transport policies.
- 4.2 Policy T1 'Prioritising walking, cycling and public transport' seeks to promote sustainable transport, improve the pedestrian environment, ensure a safe and accessible environment for cyclists, and promote the provision of public transport.
- 4.3 The proposals would promote the use of public transport and encourage users to walk and/or cycle. Given the Site's highly accessible location, it is expected that the majority of users would travel by sustainable transport modes which include overground, underground, train, and bus services.
- 4.4 Policy T2 considers parking and requires development in the borough to be car-free. The proposals do not provide any car parking, and it is expected that users of the building will use sustainable transport modes. Whilst there is car parking at basement level, all of these spaces are allocated for residential occupiers of Gilbey House. Future users of the building will not be permitted to use these spaces.
- 4.5 Policy T4 'Sustainable movement of goods and materials' seeks to promote the sustainable movement of goods and materials and minimise movement by road. There will be no changes to existing transport movements, and the proposal does not introduce any additional vehicles beyond those that currently service or deliver to the site.
- 4.6 The proposals involve no construction works and seek to retain the current office use and further enhance and optimise the use of the building by extending the use to flexible office and education use. A sustainable, flexible repurposing of the building which does not involve any construction works and will not generate any construction traffic or other traffic movements over and above the existing situation, means there are no carbon emissions arising from the development. This adaptive reuse aligns with sustainable construction principles by conserving resources and minimising waste.
- 4.7 In conclusion, the proposed development demonstrates a comprehensive response to transport policies outlined in Camden's Local Plan, the London Plan and the NPPF. By prioritising car-free development, land use efficiency, and recognising the building's highly sustainable location, the proposals exemplify a commitment to sustainable development principles, ensuring long-term benefits for the community and the environment.