



To: **London Borough of Camden**  
From: **Iceni Projects (Transportation)**  
Date: **March 2025**  
Title: **33-35 Jamestown Road and 211 Arlington Road – Transport Assessment Addendum**

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## **a. Introduction**

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1. This Transport Assessment Addendum (TAA) has been prepared on behalf of our client, 4C – Jamestown Road Ltd ('the Applicant'), in relation to their development proposals on land at 33-35 Jamestown Road, London, NW1 7DB and 211 Arlington Road, London, NW1 7HD.
2. A planning application was submitted to the London Borough of Camden (LBC) on 11<sup>th</sup> November 2024 (App Ref: 2024/4953/P) for the:

*Demolition of existing buildings and structures to facilitate redevelopment comprising a Purpose Built Student Accommodation (Sui Generis) block over the basement, ground, plus six storeys and seventh-floor plant room with flexible commercial (Class E) on the ground floor and a residential (Class C3) block over the ground plus five storeys. Each block has two private courtyards with hard and soft landscaping, cycle parking, and associated works.*

3. Since the application was submitted, the Applicant has taken the decision to reduce the height of the student accommodation building in order to change the building from being categorised as a "high risk building" for the purposes of the Building Safety Act. These changes are referred to throughout as the "Addendum Submission".
4. This TAA has been prepared for the Applicant by Iceni Projects to provide an addendum to the submitted Transport Assessment (TA). It should be read alongside the Design and Access Statement Addendum, prepared by Morris and Company and the Amendments Covering Letter, prepared by DP9.
5. The revised description of development is as follows:

*Demolition of existing buildings and structures to facilitate redevelopment comprising a Purpose Built Student Accommodation (Sui Generis) block over the basement, ground, plus five storeys and sixth-floor plant room with flexible commercial (Class E) on the ground floor and a residential (Class C3) block over the ground plus five storeys, each block has two private courtyards with hard and soft landscaping, cycle parking, and associated works.*

6. Whilst the changes have a negligible impact from a transport / highways perspective, this TAA reviews the latest proposals and provides updated assessments as necessary.
7. The submitted application has not been determined at this stage, consultee comments have been received from both LBC Highways and Transport for London (TfL), albeit it should be noted that the application was not referable to the Greater London Authority (GLA). 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 have been provided back to LBC and are also picked up within this note where relevant, or will be subject to further discussions as required, the contributions sought from Camden have been accepted in principle subject to resolution of the ongoing viability discussions.

8. The rest of this TAA 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**

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9. The Proposed Development comprises Purpose Built Student Accommodation (PBSA), residential dwellings and commercial space at ground floor level (intended to be office use as set out within the submitted material). These uses remain the same with the revisions, however, there has been some slight changes to the quantum's, which are summarised as follows for completeness:
  - The total number of PBSA units is reducing from 187 beds to 178 beds (i.e. a reduction of 9 beds);
  - The ground floor office space has increased in gross external area (GEA) from 359m<sup>2</sup> to 385m<sup>2</sup>; and
  - The residential homes remain at 27 units, albeit the mix has been revised slightly to now include 5 x 1-bedroom units, alongside 13 x 2-bedroom units and 9 x 3-bedroom units against the submitted application.
10. The majority of transport findings therefore remain consistent with the TA submitted with the current application, however, the below text provides an update on the specific elements where necessary.
11. 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. To summarise, servicing will take place from Jamestown Road via the provision of an area of double yellow lining. The revisions to the unit mix will not impact on the quantum of deliveries generated by the development that were previously assessed. As part of the proposals, the existing vehicular crossover on Arlington Road will be removed and the footway reinstated.
12. For cycle parking, the reduction of 9 PBSA beds results in a new requirement of 134 long stay cycle parking spaces, rather than the previous requirement of 141. The dedicated cycle store for this use has therefore been updated to reflect this number, and it retains the split of different types of cycle spaces, with 8 (6%) larger stands for adapted bikes etc and 28 (21%) as Camden stands. The remaining 100 spaces are in the form of two-tier racks. The cycle store is designed in accordance with the London Cycling Design Standards (LCDS), featuring the correct spacing between stands and ceiling heights. A dimension plan is included at **Appendix A1**.
13. The slight increase in GEA associated with the ground floor office use results in a new requirement of 6 long stay cycle parking spaces rather than the 5 previously required. These 6 spaces will continue to be provided internally to the unit and the design has been reviewed to ensure they can be accommodated. It is expected that this will be controlled via planning condition to detail the final layout and location within the office use.

14. Lastly, the residential units remain at 27 dwellings, however, given the slight change in mix (introduction of 1-bedroom units) the long-stay cycle parking requirement is now 52 spaces rather than 54. However, the proposals retain the 54 spaces (again with the required split of cycle parking types as shown in the appended plan) and therefore provide cycle parking in excess of the standards.
15. With regard to short stay (visitor) cycle parking provision, the revisions to the proposals do not result in any changes to the requirements. A total of 8 spaces (4 stands) are therefore still required to accord with the standards, and this provision is retained within the public realm as previously submitted.
16. The scheme remains car-free as previously discussed and agreed, and the Applicant is accepting of a legal agreement in place to ensure the development is car permit free. Whilst it was established that there are existing accessible bays located within the vicinity, including two on Arlington Road to the site frontage, the Applicant is happy to contribute towards the provision of disabled parking space locally as part of the wider Highways Contribution sum in the event that additional demand for blue badge spaces arises in the future.
17. 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.
18. Whilst not resulting in any significant changes, the decrease in 9 PBSA units will result in a slight reduction in associated trips. Likewise, the small increase in office GEA will likely lead to a slight increase in trips to that unit. However, for both these units the change in trips is considered to be insignificant and not discernible to the previous assessment. As such, the conclusions of the previous findings, and subsequent discussions with LBC, which summarised that the Proposed Development would not result in any significant impact on the local network, remain valid.

### **c. Summary and Conclusion**

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19. This note has assessed the revised development proposals for the Proposed Development of 33-35 Jamestown Road and 211 Arlington Road, further to a recent planning application submission.
20. 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.
21. 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. DIMENSIONS CYCLE STORES PLAN**

