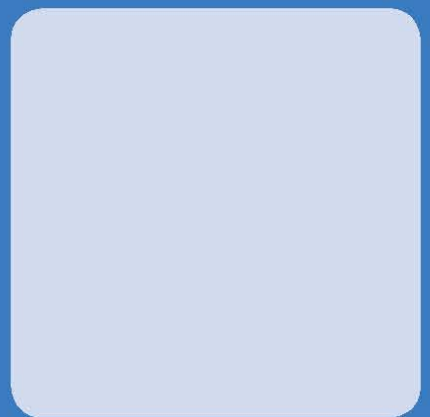
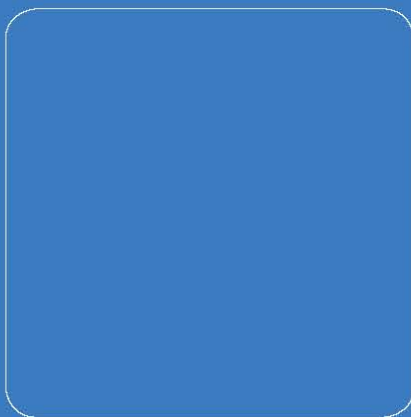
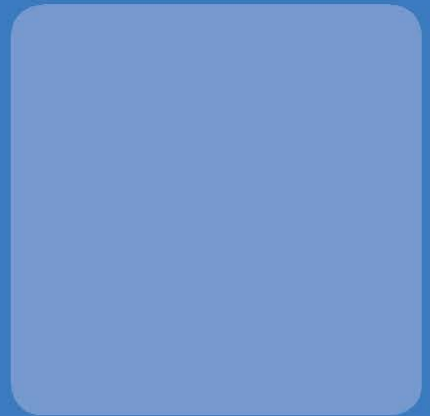


RPS

6 ERSKINE ROAD, PRIMROSE HILL

TRANSPORT NOTE





6 ERSKINE ROAD, PRIMROSE HILL

TRANSPORT NOTE

5 July 2013

Our Ref: SRD/NB/sb/ed/JNY7924-01b

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14 Cornhill
London
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QUALITY MANAGEMENT

| | |
|------------------------------------|---------------------------------|
| Prepared by: | Nick Billingham |
| Authorised by: | Shelley Dix |
| Date: | 5 July 2013 |
| Project Number/Document Reference: | SRD/NB/sb/ed/JNY7924-01b |

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APPENDIX 2 - LONDON BOROUGH OF CAMDEN SCOPING RESPONSE

APPENDIX 3 - SITE PTAL REPORT

1 INTRODUCTION

- 1.1 This Transport Note has been prepared by RPS Transport on behalf of Durley Investment Corporation Ltd.. It deals with matters of highways and transport as they relate to the development proposals at 6 Erskine Road, in the London Borough of Camden (LBC).
- 1.2 The application site currently comprises 2,583 square metres Gross Floor Area (GFA) of office use. The proposals seek to retain and extend existing uses on site to provide a total of 3,016 square metres GFA B1 office space as well as four new residential dwellings. The dwellings would consist of one two-bedroom property and three three-bedroom properties.
- 1.3 Copies of the Masterplan proposals are included within **Appendix 1**.
- 1.4 A prior planning application was approved subject to a Section 106 agreement in November 2010 (Planning App Ref: 2010/5214/P). This previous application proposed increasing the GFA of the office floor space by 1,473 square metres. The Section 106 Agreement was agreed and engrossed in 2012.
- 1.5 The impact of the proposals on the local highway and transport networks will be minimal and will be less than that associated with the approved 2010 scheme. On this basis, it is considered that no detailed trip generation assessment is required and therefore has not been undertaken.
- 1.6 **Figure 1** illustrates the location of the application site in relation to the local area and highway network. This Transport Note has been prepared to accompany the planning application for the proposals of the site.
- 1.7 Scoping discussions have been undertaken with Camden Council in relation to the development proposals and the associated Transport work; a copy of the scoping response is included in **Appendix 2**.

2 SITE ACCESSIBILITY

Introduction

2.1 This section provides a brief overview of access to the site by all modes of travel.

Pedestrians

2.2 Pedestrian facilities in the vicinity of the site are primarily in the form of footways running alongside the existing highway network. Pedestrian footways exist along the length of Erskine Road, Ainger Road and Regents Park Road.

2.3 Pedestrian access to the site is shared with the vehicular access from Erskine Road. There is an additional pedestrian access to Leeder House, via an entrance door direct from Erskine Road at the western corner of the site.

Cyclists

2.4 A number of 'signed routes' for cyclists run within the vicinity of the site, including routes signed for cyclists along Gloucester Avenue, approximately 200 metres northeast from the application site. These routes form a link with other signed cycle routes and 'quieter routes' recommended for cyclists and connect with the wider London Cycle Network (LCN).

Public Transport Accessibility Level

2.5 The TfL Planning Information Database has been used in order to identify the Public Transport Accessibility Level (PTAL) of the site. This identifies that the site has a PTAL rating of 4, which represents a good level of accessibility to public transport. The PTAL output for the site is included within **Appendix 3**.

Buses

2.6 The closest bus stops to the site are located circa a 330 metre walk away on Haverstock Hill adjacent to Chalk Farm Tube Station.

2.7 Adelaide Road to the north-east of the development site and Prince Albert Road to the south also provide bus stop facilities within a 600 metre walking distance of the site. Local bus stop locations are of an adequate design standard with provision of shelters, seating and real time passenger information. **Table 2.1** provides a summary of the bus routes that service these bus stops.

Table 2.1: Bus Services Routes and Frequencies from the Application Site

| Route No. | Stop | Route | Approximate Frequency (minutes) | | | | |
|-----------|--|---|---------------------------------|-----------------|-----------------|-------|--------|
| | | | Mon-Fri peak | Mon-Fri daytime | Mon-Fri evening | Sat | Sun |
| 31 | Chalk Farm Station | White City Bus Station – Camden Town | 5 - 8 | 5 – 8 | 7-10 | 5 - 7 | 5 - 8 |
| 168 | Chalk Farm Station | Royal Free Hospital – Dunton Road | 5 – 7 | 5 - 7 | 8-10 | 6-8 | 8-12 |
| 274 | Primrose Hill Road / London Zoo | Angel Islington – Lancaster Gate | 7-10 | 7-10 | 7-10 | 8-12 | 6 - 10 |
| 393 | Chalk Farm Station and Haverstock Hill | Stoke Newington – Chalk Farm | 12-13 | 9 -12 | 9 -12 | 12-14 | 17-20 |
| C11 | Primrose Hill Road | Archway Station – Brent Cross Shopping Centre | 6-10 | 6-10 | 6-10 | 7-10 | 12-13 |

Source: Transport for London [July 2013]

- 2.8 Routes N5, N28 and N31 also provide night bus services along Haverstock Hill to destinations including Edgware, Clapham and Central London.

Underground

- 2.9 Chalk Farm Underground station is located approximately 350 metres northeast of the application site. Chalk Farm Underground station provides access to the Northern Line where frequent services in and around Central London are provided to destinations including, Euston, Charing Cross, Bank, Waterloo and London Bridge.

Vehicular Access

- 2.10 Vehicular access to the application site is currently provided directly from Erskine Road. Erskine Road is subject to parking restrictions Monday to Friday between the hours 8:30am and 6.00pm, limiting usage to permit holders and pay and display users with a maximum stay of two hours.

Cycle Parking

- 2.11 There is no existing formal on-site cycle parking facilities.

Car Parking

- 2.12 The development site currently provides onsite parking for nine vehicles in designated parking spaces. There are currently no opportunities for service vehicles to turn around within the application site.

Overview

- 2.13 There are a number of local amenities located within walking distance of the site, furthermore Kentish Town West rail station, residential catchments, recreational facilities and local shops are within recommended cycling distance of the site. The level of accessibility from the site to formal cycle facilities and the number of services that can be reached within a reasonable cycle distance ensure that cycling is a viable mode of travel to and from the application site, or can readily form part of a multi-modal trip.

3 DEVELOPMENT PROPOSALS

Site Location

- 3.1 The application site is located on the northern side of Erskine Road, approximately 25 metres southeast of the junction with Ainger Road, in London Borough of Camden. The surrounding area is predominantly dominated by commercial and residential land uses. In addition, there are a number of local amenities located along Regents Park Road. Figure 1 illustrates the site in its local context.

Development Proposals

- 3.2 A copy of the proposed masterplan is included within **Appendix 1**. **Table 3.1** provides a summary of the proposed schedule of development:

Table 3.1: Proposed Development Schedule

| Land Use | Gross Floor Area (square metres) | | |
|---------------------------------|----------------------------------|----------------|---------------|
| | Existing Area | Revised Area | Difference |
| Office | | | |
| Building One (Office) | 89.6 | 69.7 | -19.9 |
| Building Two (Office) | 1,042.9 | 1,551.7 | +508.8 |
| Building Three (Office) | 288.3 | 316.7 | +28.4 |
| Building Five (Office) | 341.5 | 1,078.1 | +736.6 |
| Building Six (Office) | 821.0 | 0.0 | -821.0 |
| Total Office | 2,583.3 | 3,016.2 | +432.9 |
| Residential (Building 6) | | | |
| Unit 1 | 0 | 216.9 | +216.9 |
| Unit 2 | 0 | 216.9 | +216.9 |
| Unit 3 | 0 | 216.9 | +216.9 |
| Unit 4 | 0 | 158.0 | +158.0 |
| Total Residential | 0 | 973.8 | +973.8 |

Source: 835-721-130206GLJ_AreaSchedulePrePlanningFulBasement [16/05/2013]

- 3.3 The four proposed residential dwellings will be located on the site of the existing Building Six and the increase in B1 GFA will be accommodated within extensions to the four remaining office buildings. Note that Building 4 is subject to a separate consent so this application only considers buildings 1 to 3 and 5 and 6.

Pedestrians

- 3.4 Access for pedestrians to the residential dwellings is proposed direct from Erskine Road at the western corner of the site via a level threshold. The entrance to the residential dwellings provides access to a shared core with both lift and stepped access to dwellings located above ground level.
- 3.5 Access for pedestrians to the office buildings will be via Erskine Road, in accordance with existing arrangements.

Cycle Parking

- 3.6 A minimum of 30 cycle parking spaces are proposed within the basement of Building Five for the use of both residents and employees of the site. It should be noted that there is presently no formal on-site cycle parking facilities.
- 3.7 Appendix 2 of Camden Council's Local Development Framework sets out their minimum cycle parking standards for new developments. For residential developments, a minimum of one cycle parking space per dwelling is required and for B1 business use of 500 square metres or greater, a minimum of 1 space per 250 square metres GFA is required.
- 3.8 For the additional proposed development, a minimum of four residential cycle parking spaces are therefore required. No cycle parking is required for the additional commercial development of circa 433 square metres as this falls below the Council's threshold. The proposed provision of 26 cycle parking spaces is therefore greatly in excess of and therefore in accordance with the minimum requirement of four spaces.
- 3.9 However, if the existing and proposed B1 floorspace is taken account of (3,016.2 square metres) then the office buildings would require a minimum of 12 cycle parking spaces alongside the four residential cycle parking spaces. On the basis of the total existing and proposed floorspace, the development would therefore require a minimum of 16 cycle parking spaces.
- 3.10 The proposed cycle parking provision therefore not only accommodates the needs of the additional proposed floorspace, but also takes account of the existing shortfall in on-site provision and greatly exceeds the minimum provision for the combined existing and proposed floorspace.
- 3.11 Lockers and shower facilities will also be provided within the basement next to the cycle parking for the offices. Such facilities will help to encourage more people to cycle to work by given them the opportunity of somewhere safe to park their bike and also to change ready for work.

Vehicular Access

- 3.12 It is proposed to retain the existing vehicular access to the site.

Car Parking

- 3.13 There will be a net reduction in the level of on-site vehicular parking provided as a result of the development proposals. There are currently nine designated parking bays within the site and the revised development proposals will result in a total provision of three parking spaces, one of

which will be designed for disabled users. The attached masterplan illustrates the location of the formalised car parking spaces.

3.14 Policy DP18 of Camden Council's Local Development Framework states:

'The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.'

3.15 The proposals are therefore in accordance with this policy whereby no new car parking is proposed and a reduction in overall levels of parking is proposed.

Servicing

3.16 The development site is accessed from Erskine Road and currently the main courtyard of the site provides nine parking spaces. The current parking arrangements and wheeled refuse bins restrict the ability of servicing to be undertaken on site. As such, the majority of existing servicing requires vehicles to reverse either into or out of the site or is undertaken on-street outside the site.

3.17 The proposals incorporate all servicing being undertaken on-street direct from Erskine Road. Service vehicles will be able to pull up for a short period in front of the site access to undertake deliveries. The majority of existing and future servicing trips are likely to be undertaken by either transit or panel van and therefore the proposed arrangements are considered to be appropriate for this development. Yes, this reflects Durley's intent – they want to keep any traffic within the courtyard to the absolute minimum.

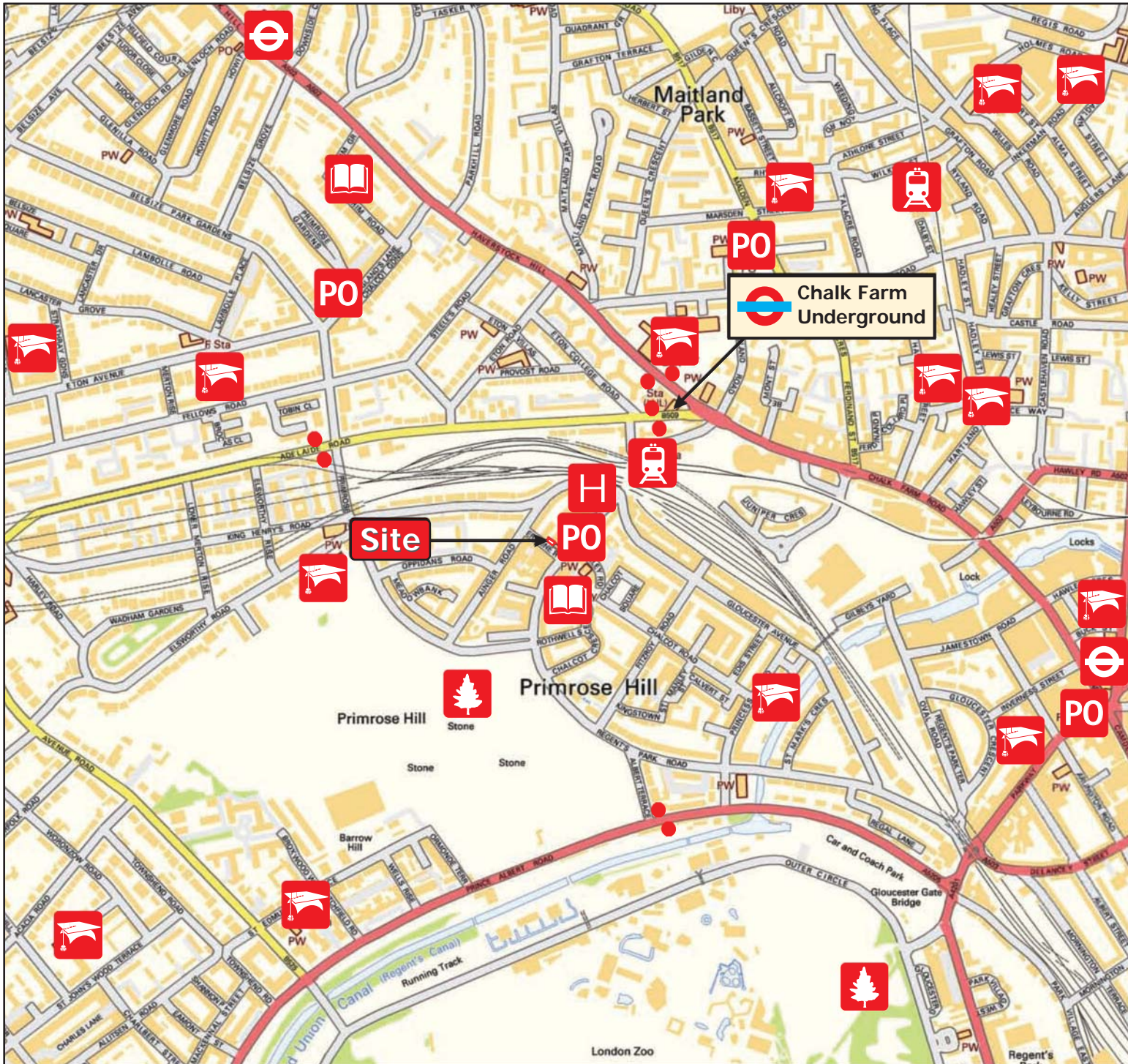
3.18 A refuse storage area for use by both the residential dwellings and office buildings located within the southern boundary of the site adjacent to Erskine Road, thereby facilitating on-street refuse collection.

4 CONCLUSION









- 4.1 The proposed development will see an increase in B1 floor space of circa 433 square metres and provision of four new residential dwellings. These development proposals supersede those which were approved in November 2010 for an increase in B1 floor space of 1,473 square metres across the site.
- 4.2 The impact of the proposals on the local highway and transport networks will be minimal and will be less than that associated with the approved 2010 scheme. On this basis, it was considered that no detailed trip generation assessment was required.
- 4.3 The site has a PTAL value of 4, which represents a good level of accessibility to public transport. There are a number of both day and night bus services operating within acceptable walking distances serving both destinations within the centre of London as well as wider parts of the capital. Further to this Chalk Farm Underground station is located approximately a 350 metre walk from the application site providing access to Northern Line services.
- 4.4 The proposals incorporate the formalisation of three on-site office car parking spaces, of which one would be for disabled users.
- 4.5 This would represent a net reduction of six spaces in the level of on-site car parking spaces. This is in accordance with LBC policy where no new car parking is proposed.
- 4.6 30 cycle parking spaces are proposed, which is in not only in excess of the minimum of four required for the residential dwellings but is in excess of the needs of the entire existing site. Communal lockers and shower facilities will also be provided within the cycle parking area encouraging, particularly people working on site, to cycle as a primary means of access to work.
- 4.7 The development proposals therefore accord with both national and local planning policy so far as the site is located within an area that offers significant opportunities for travel aside from the car. Furthermore, by reducing the existing on-site car parking provision and providing significant cycling facilities emphasises a commitment to promoting access by non-car modes of travel.

FIGURES

Figure 1: Site Location Plan



Key:

-  School
-  Recreational Area
-  Post Office
-  Library
-  Healthcare
-  London Underground
-  National Rail Station
-  Local Bus Stop Location



14 Cornhill, London, EC3V 3ND
 T020 72803200 F020 72839248 Etransport@rpsgroup.com Wwww.rpsgroup.com

Client: **Dudley Investments**

Project: **6 Erskine Road, LB Camden**

Title: **Site in Local Context**

Date: **01/03/13** Scale: **1:50000** Original paper size: **A4**

Drawn: **AVG** Checked: **NB** Job No: **JNY7924**

Figure No: 1 Rev:

APPENDICES

APPENDIX 1 - SITE MASTERPLAN

FOR PLANNING APPLICATION PURPOSES ONLY

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May 2013



PLANNING

DO NOT SCALE FROM THIS DRAWING. Verify all dimensions on site

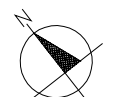
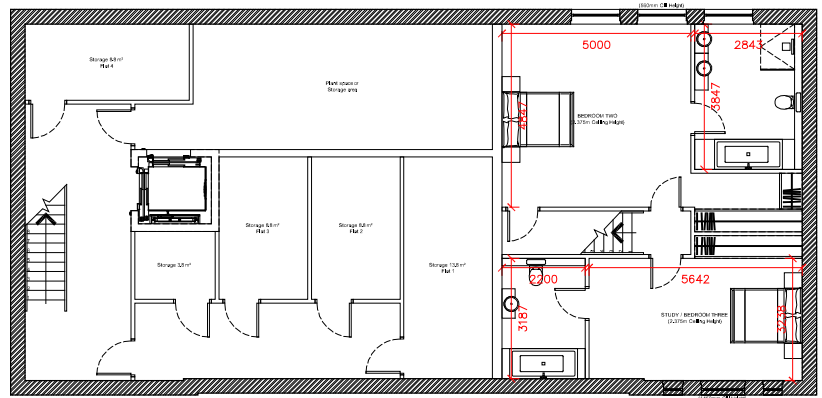
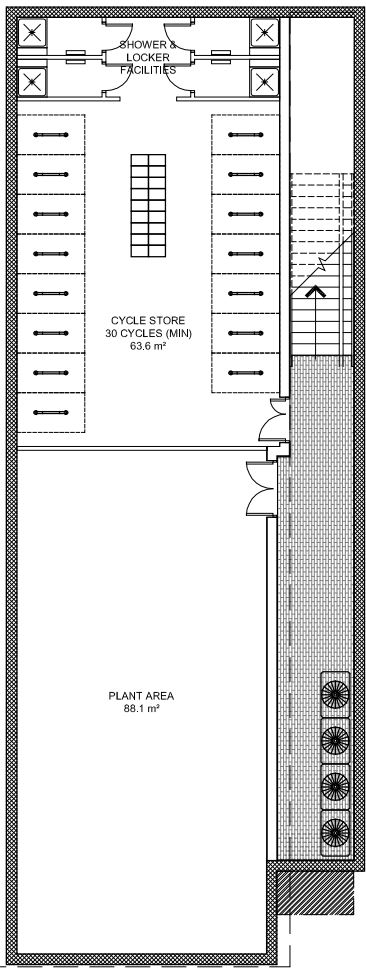
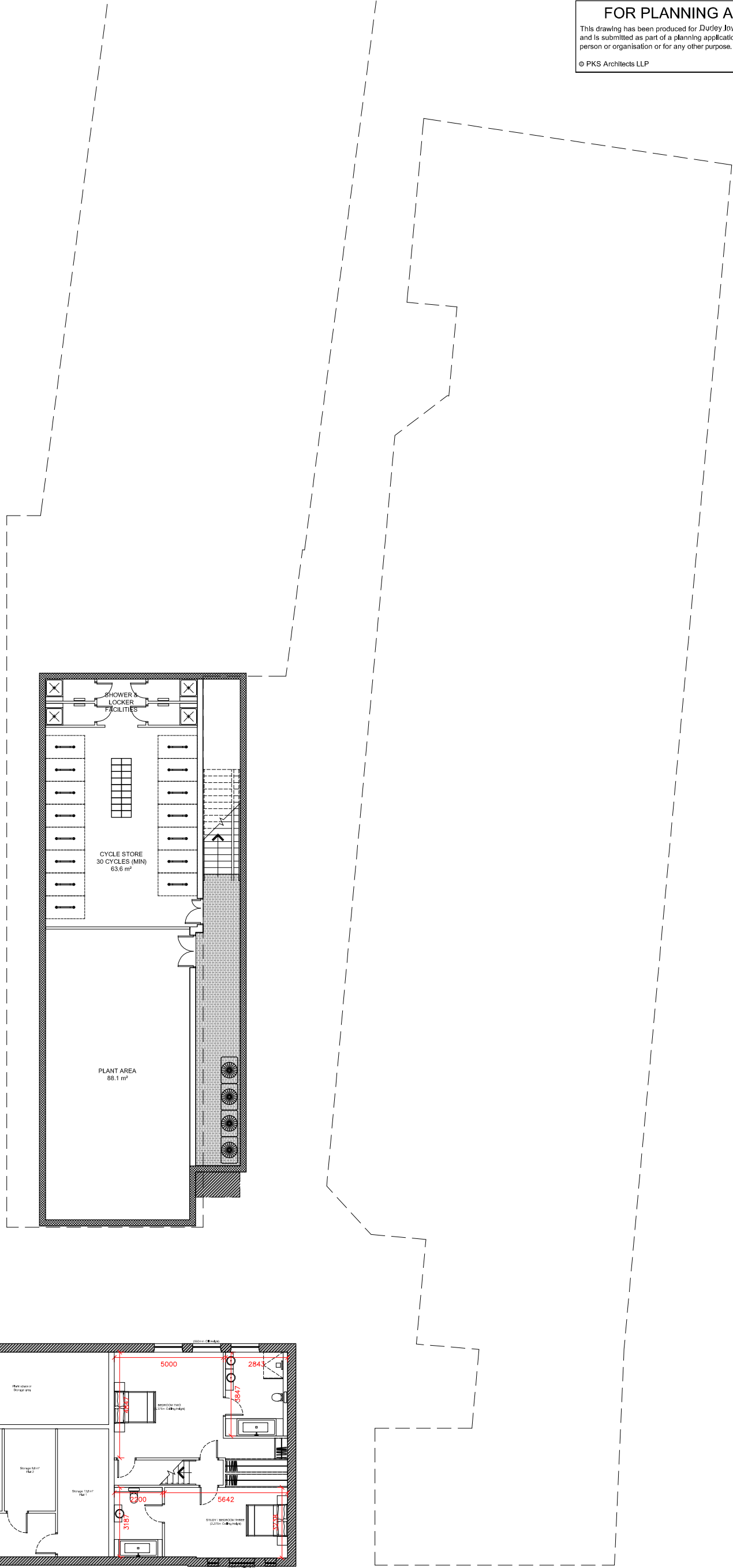
| | | | |
|--|--|--|---------------------------|
| | | project 6 Erskine Road title Proposed Ground Floor Plan | |
| | | scale 1:125 @ A1 date 01.05.13 | author GLJ job no. 835 |

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status **PLANNING**
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| | | | | | | | | |
|--------------------------|--|---------------------------|--------------------------------|---------------|------------------|----------------|--------------------|-----------|
| PKS architects | | project 6 Erskine Road | site Proposed Basement Plan | author GLJ | date 01_05_13 | job no. 835 | diag no. 010-B1 | rev. C |
|--------------------------|--|---------------------------|--------------------------------|---------------|------------------|----------------|--------------------|-----------|

**APPENDIX 2 - LONDON BOROUGH OF CAMDEN SCOPING
RESPONSE**

Nick Billingham

From: Sexton, Gavin [gavin.sexton@camden.gov.uk]
Sent: 25 February 2013 21:39
To: Nick Billingham
Subject: RE: Planning App Ref: 2010/5214/P - 6 Erskine Road, NW3 3AJ

Dear Nick

I would anticipate that a transport statement would suffice for an application of that scale – the scale of transport preparatory work you propose below would also seem correct.

I would advise you that we would require any proposed residential accommodation to be car-free.

The appendices to the LDF Development Policy document sets out the parking standards (minimum for cycle parking and maximum for car parking) and should be read in conjunction with the relevant DP policies – in particular DP16-18.

I am out of the office until Wednesday - but may be picking up emails periodically tomorrow if you have any questions.

I hope that this has been helpful

Regards

Gavin

Principal Planner

Telephone: 020 7974 3231

From: Nick Billingham [mailto:Nick.Billingham@rpsgroup.com]
Sent: 22 February 2013 15:47
To: Sexton, Gavin
Cc: Shelley Dix
Subject: Planning App Ref: 2010/5214/P - 6 Erskine Road, NW3 3AJ

Dear Gavin,

It is my understanding that you were the planning officer who dealt with this original application, which was approved subject to an agreed Section 106 in November 2010. Our client is now proposing a new scheme for the site, for which we are providing them with transport and highways advice.

The original application, for which a transport statement was prepared included for an increase in B1 floorspace of 1,473sqm. The revised application would see a more modest increase in B1 floorspace of approximately 232sqm as well as the provision of 4 new residential dwellings.

Given the scale of the revised development proposals, and the existence of the Transport Statement that accompanied the original application, it is proposed that a transport note is prepared to accompany the application. Such a note would include the following information:

1. Review of the development proposals with regard to transport matters and encouraging access to the site by sustainable modes;

2. Review the PTAL for the site;

3. Review the current cycle and car parking policies bearing in mind that no additional parking is proposed on-site; and

4. Produce a Technical Note including the up-to-date policy information, cycle and public transport information and development proposals.

I would be grateful if you, or one of your colleagues, could give me a call to discuss our proposed scope at your earliest opportunity.

Kind Regards

Nick

Nick Billingham
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APPENDIX 3 - SITE PTAL REPORT

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20130307144247
Description 20130307144247
Run by user PTAL web application
Date and time 03/07/2013 14:42

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 527893, 184166

| Mode | Stop | Route | Distance (metres) | Frequency (vph) | Weight | Walk time (mins) | SWT (mins) | TAT (mins) | EDF | AI |
|------|-----------------------------|-------|-------------------|-----------------|--------|------------------|------------|------------|------|------|
| BUS | ADELAIDE R PRIMROSE HL R | C11 | 617.13 | 7.5 | 0.5 | 7.71 | 6.0 | 13.71 | 2.19 | 1.09 |

| | | | | | | | | | | |
|--------|--------------------------|-------------------------------------|--------|------|-----|------|------|-------|------|------|
| BUS | CHALK FARM STATION | 31 | 413.19 | 10.0 | 1.0 | 5.16 | 5.0 | 10.16 | 2.95 | 2.95 |
| BUS | PR ALBERT RD ALBERT TER | 274 | 613.81 | 8.0 | 0.5 | 7.67 | 5.75 | 13.42 | 2.24 | 1.12 |
| BUS | CHALK FARM STATION | 393 | 413.19 | 5.0 | 0.5 | 5.16 | 8.0 | 13.16 | 2.28 | 1.14 |
| BUS | CHALK FM RD FERDINAND ST | 24 | 606.54 | 12.0 | 0.5 | 7.58 | 4.5 | 12.08 | 2.48 | 1.24 |
| BUS | CHALK FM RD FERDINAND ST | 27 | 606.54 | 8.0 | 0.5 | 7.58 | 5.75 | 13.33 | 2.25 | 1.13 |
| BUS | CHALK FARM STATION | 168 | 413.19 | 9.0 | 0.5 | 5.16 | 5.33 | 10.5 | 2.86 | 1.43 |
| LU LRT | Chalk Farm | Northern Line Edgware to Morden | 426.82 | 9.7 | 1.0 | 5.34 | 3.84 | 9.18 | 3.27 | 3.27 |
| LU LRT | Chalk Farm | Northern Line Edgware to Morden | 426.82 | 8.3 | 0.5 | 5.34 | 4.36 | 9.7 | 3.09 | 1.55 |
| LU LRT | Chalk Farm | Northern Line Kennington to Edgware | 426.82 | 5.0 | 0.5 | 5.34 | 6.75 | 12.09 | 2.48 | 1.24 |

NR SAP Points Not Found

Total AI for this POI is 16.16.

PTAL Rating is 4.

