

Introduction:

This transport statement has been prepared by Architype Architects and is submitted in support of the planning application for extensions to Chalcot School for Boys, Harmond Street, London, NW1 8DP.

The site is staying as a SEBD school for KS3 pupils, currently there are 22 students and this will be increased to facilitate a maximum of 40. There are no disabled students or staff and this will remain the case due to the nature of the students.

Location & Transport Infrastructure:

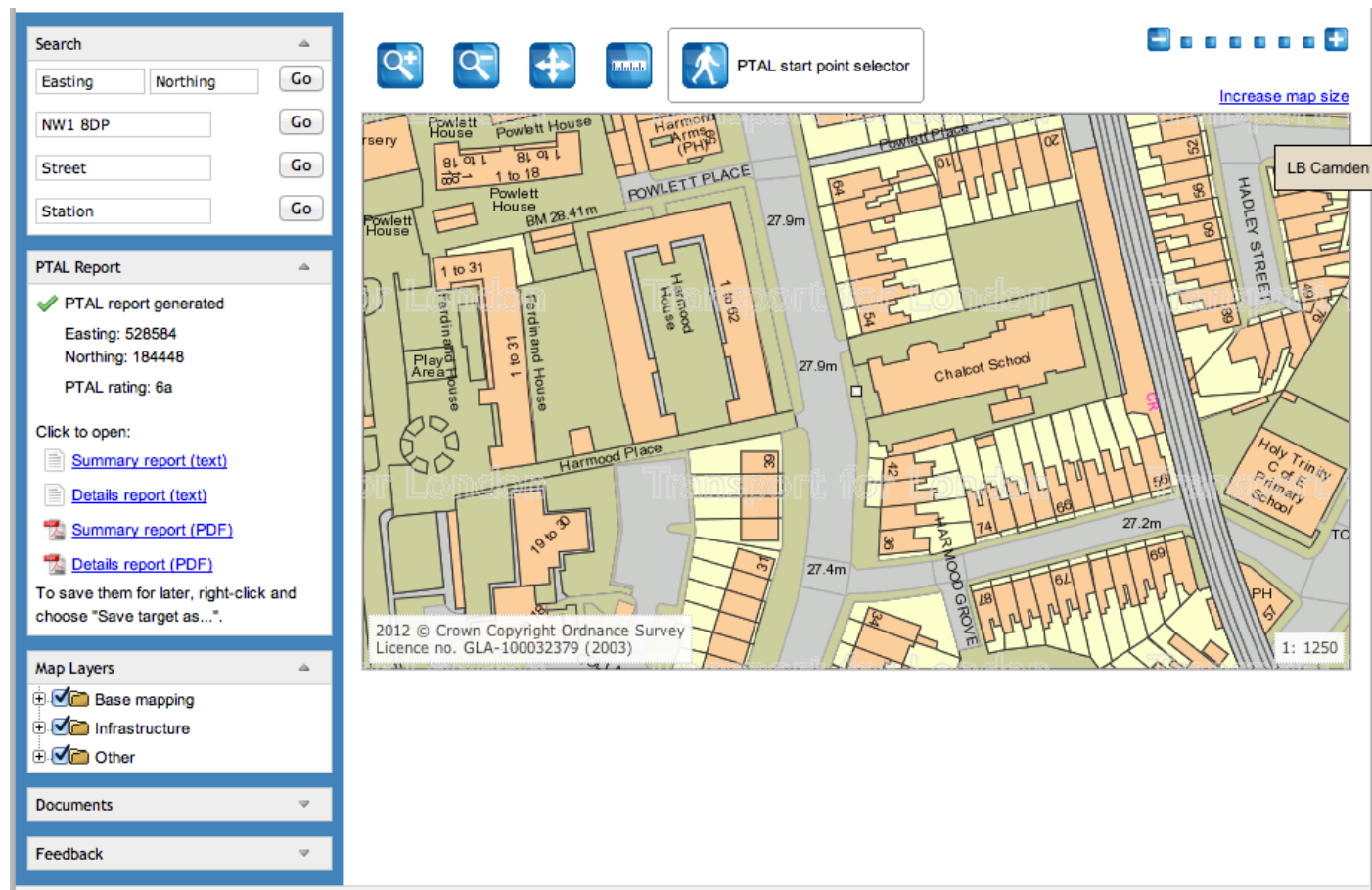
The site is situated in the Borough of Camden just North of Chalk Farm Road. It is on a Harmond Street, a residential street, with the London Underground line behind the MUGA. It is a predominantly residential area, generally comprising two storey semi-detached and terraced houses. However opposite the school is Harmond House, a four storey residential block built in the 50s. The other school in the area, Holy Trinity Primary School, is a two minute walk from the site to the east.



Location Plan, Source: Google

PTAL Rating & Public Transport Links:

The site has good public transport links, Harmond Street has a PTAL 6a rating.



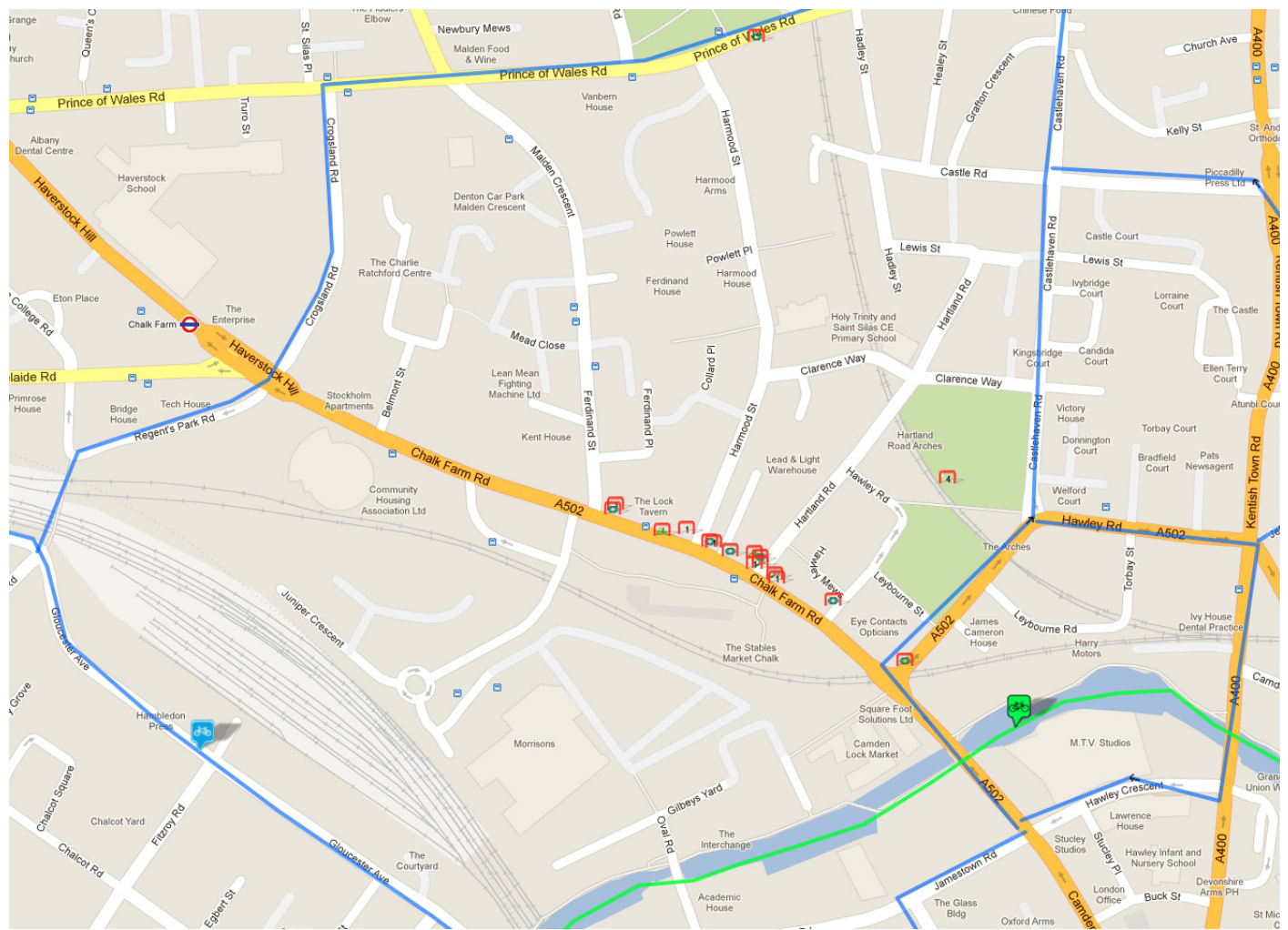
PTAL Map, Source: <http://www.webptaks.org.uk>

It is approximately 0.2 miles to Kentish Town West station on the London Overground and 0.4 miles to Chalk Farm on the Northern Line. Many bus routes stop on Chalk Farm Road, 0.1miles, or a two minute walk, to the south of the site.

Parking is limited with residents permits used on the surrounding roads.



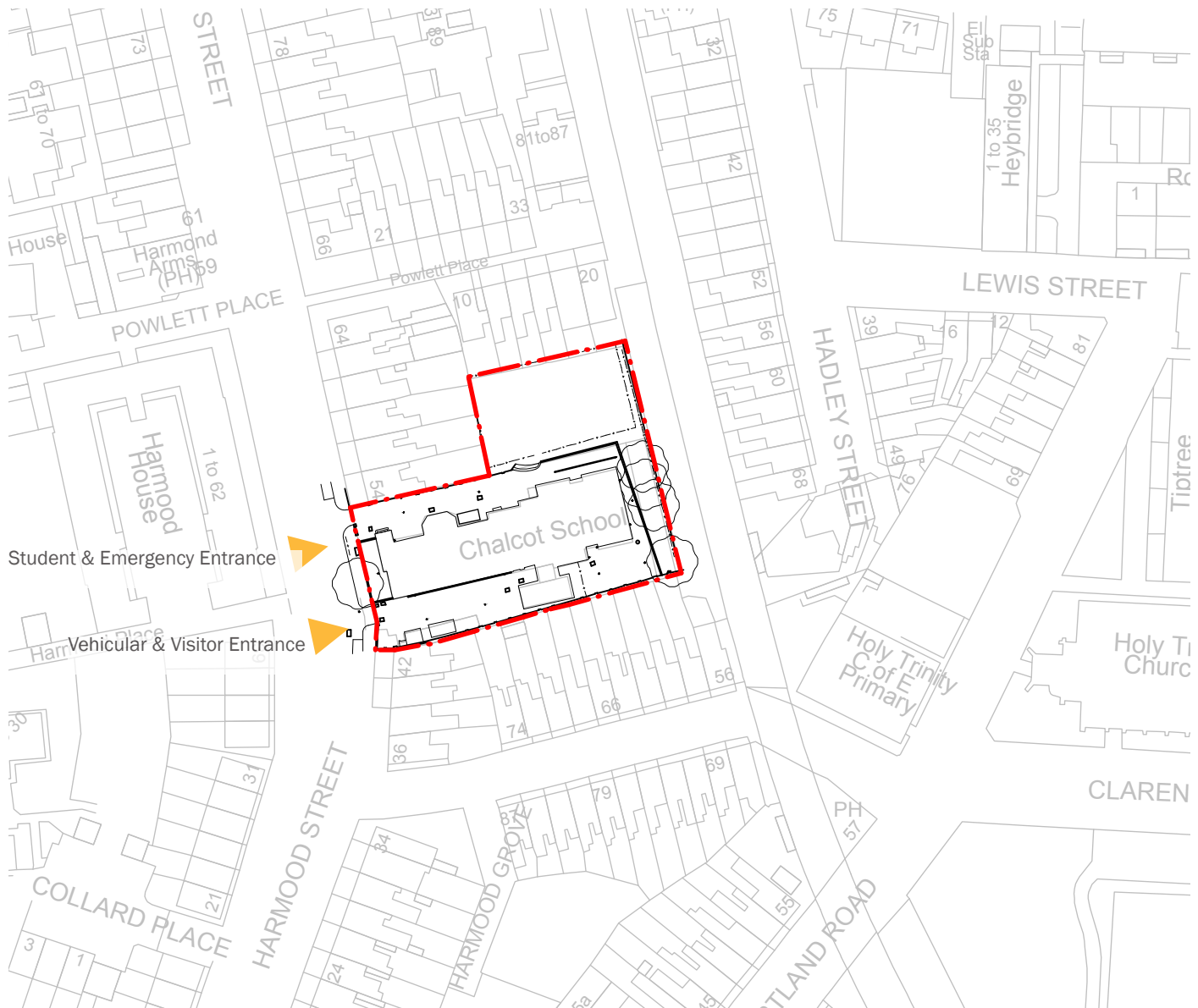
The London Cycle Network (LCN) passes nearby and there is an abundance of public cycle stands near the site as shown on the map below.



LCN Map, Source: Camden Cycling Campaign

Existing Site:

The site is adjacent to housing on the North and South. The schools MUGA (multi-use games area) is to the North at the back. To the East of the site is a boundary to a warehouse and behind that the railway line. The site is accessed from Harmood Street into what is currently the carpark. Harmood Street is a mainly residential street.



Existing Site Location Plan

Chalcot School is a 22 boys Key Stage 3 SEBD school. The site has been in education use from the Victorian era. There is a gross site area of approximately 2300m² and a net site area of 1603m². The existing gross internal area is 1228m². Currently there is on site parking for the minibs and some staff.

Current Baseline Transport Data:

Facilities	Description	Numbers
Carpark	No. Staff Parking Spaces	1
	No. Visitor Parking Spaces	2
	No. Disabled Parking Spaces	1
Cycle Store	No. Staff Cycle Spaces	4
	No. Pupil Cycle Spaces	10
Storage Lockers	No. Staff Storage Lockers	0
	No. Pupil Storage Lockers	0
Storage Facilities	Staff Shower (Y/N)	N
	Pupil Shower (Y/N)	N

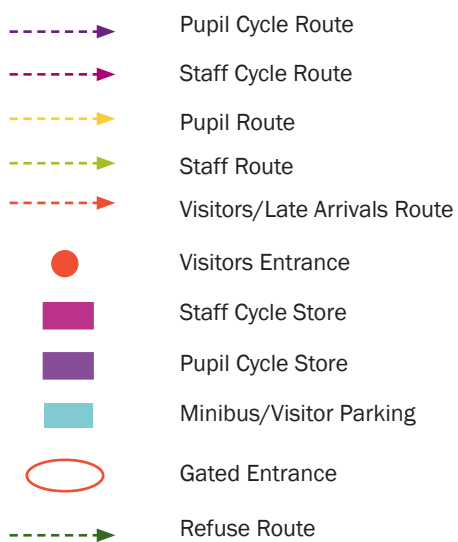
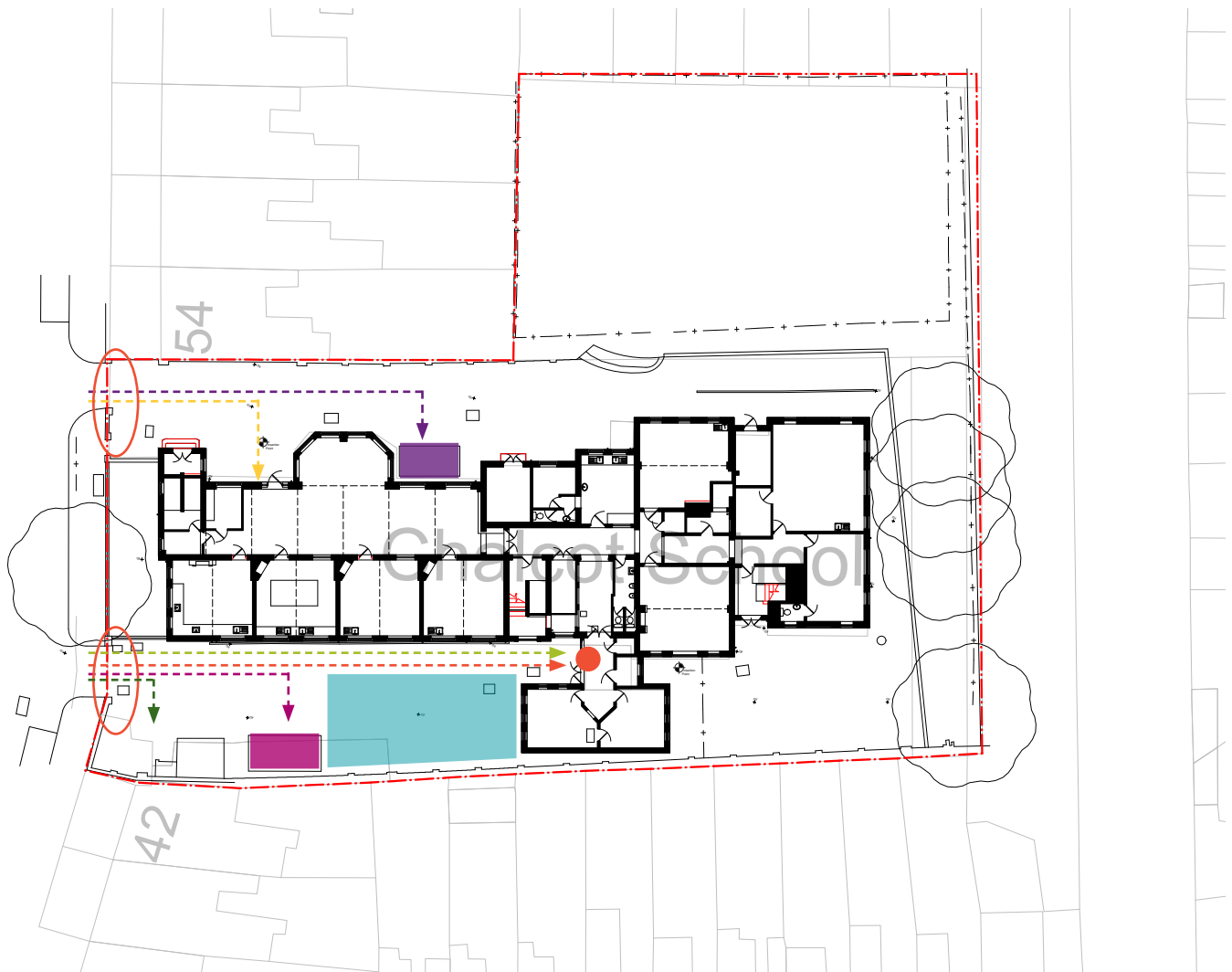
School Times

	Start Time	End Time
School Site	06:00	18:00
Breakfast Club	08:30	09:30
Pupil School Times	09:00	15:15

Pupil Numbers

Pupils on Role	27
Full-time Staff	20
Part-time Staff	5

Existing Block Plan & Principal Access Routes:



Harmood Street:

Harmood Street is a one way road, mainly residential in character. There is no dedicated cycle path. Traffic calming measures are in place with speed bumps. There is safety fencing by the current pedestrian entrance to the north of Harmood Street. There is on-street parking on both sides of the road under a permit holder scheme.



View Looking North along Harmood Street, Source: Google Maps



Existing Emergency Vehicle Entrance & Student Gate from Harmood Street, Source: Google Maps

Proposed Development:

The proposed construction is a small single storey extension in front of the existing 2012 extension. The total gross floor area of the new build is 26m² and of the refurbished area is 1228m².

- The existing building area is 1228m²
- The proposal would therefore increase the building area to 1254m²
- The net increase is 26m²

The accommodation is to accommodate the increase of students from 27 to 40. These figures are an estimate of the maximum that could be accommodated but actual figures vary from year to year depending on the students so may be considerably less.

In the proposed development a new pedestrian entrance will be incorporated next to the current vehicular one, and an additional pedestrian one next to the current vehicular one.



Existing & Proposed Street Elevations

Proposed Block Plan & Principal Access Routes:



- - - - - ➔ 1:1 Pupil Route
- - - - - ➔ Pupil Cycle Route
- - - - - ➔ Staff Cycle Route
- - - - - ➔ Pupil Route
- - - - - ➔ Staff Route
- - - - - ➔ Visitors/Late Arrivals Route
- Visitors Entrance
- Staff Cycle Store
- Pupil Cycle Store
- Minibus/Visitor Parking
- Gated Entrance
- - - - - ➔ Refuse Route

Impact of Vehicle Trips:

Staff across the sites and multi-agency staff agreed that the parking was not necessary as virtually all use public transport or cycle to work. Therefore the proposed number of parking spaces is less than both sites have currently.

Camden Centre for Learning has bikes of their own (securely stored at Agincourt) to encourage pupils to cycle. The proposal allows for considerable cycle storage at Chalcot, 10 for students and 4 for staff as is currently provided. There are separated stands for staff and pupils with the staff store locked at both sites. This allows staff to cycle in without worry.

The current break down of transport types of the 27 students is as follows:

Walking - 7

Car - 2

Taxi - 1

Public transport - 11

Bike - 3

Skateboard - 3

The current break down of transport types of the 25 (part and full time) staff is as follows:

Walking - 5

Car - 4

Public transport - 12

Bike - 4

The predicted break down of transport types of the 40 students is as follows:

Walking - 7

Car - 3

Taxi - 2

Public transport - 20

Bike - 5

Skateboard - 3

The predicted break down of transport types of the 24 (all full time) staff is as follows:

Walking - 5

Car - 0

Public transport - 13

Bike - 6

This indicates that there will be no/or impact on the surrounding roads as there is no predicted increase in traffic.

Contractor Access & Construction Management Plan:

A full Construction Management Plan will be submitted to us, if required, once a contractor is selected.

Reference will be made to the Council's Considerate Contractor Manual and best practice guides from the GLA. It is understood that the CMP may therefore seek to control hours of operation, monitor and manage air quality, noise, dust and other emissions of other pollutants and location of equipment.

As described in CPG 6: Amenity the items that it will address are as follows:

- Dust, noise and vibration on-site and off-site
- Traffic management highways safety and highways congestion
- Protection of listed buildings
- Stability of adjacent properties;
- Protection of biodiversity and trees;
- Protection of any off-site features that may be damaged due to works
- Preserve the amenity of surrounding residential and other sensitive uses

In particular the safeguarding of safety for residents, road users and pedestrians will be paramount when considering the management of contractor access.

The CMP will include the following statement

"The agreed contents of the construction management plan must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this construction management plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council and complied with thereafter."

Description of Works:

The proposal is small in nature, being only c.33m² of new accommodation. Given the extensive site area to this extension the car park will be used for deliveries.

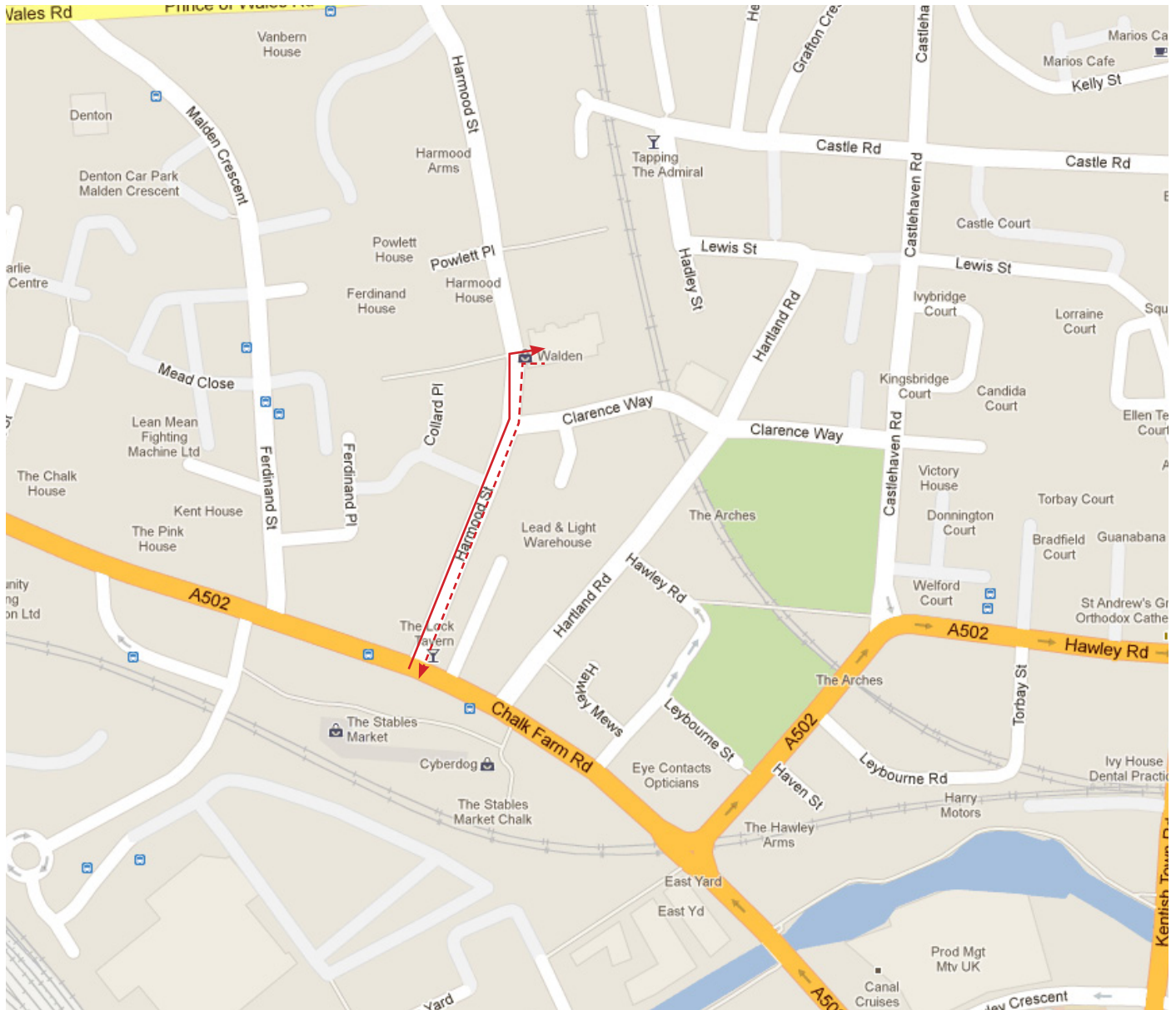
The proposed construction type is traditional, and it will be possible to minimise the size of components that need to be delivered. Tower craneage will not be required. The contract period will be in the order of 12-13 months. The school will not remain in operation during the works but careful attention will be paid to the adjoining neighbour.

Normal working hours will be observed to comply with LB Camden policy guidance, existing parking restrictions on large delivery vehicles, and including the timing of deliveries to avoid unreasonable and out-of hours disruption to residents. Where noisy and disruptive activities are unavoidable, e.g. mini-piling, a full method statement and mitigation plan will be submitted under condition for approval.

Access to the Site:

This is only possible via Harwood Street. It is thought the majority of traffic will come from Chalk Farm Road (A502) and along Harwood street to enter the site through either gate to unload.

Harmood Street is effectively reduced to a single carriageway at points due to on-street residents parking and occasional street-narrowing. This leaves a clear zone approximately 3m wide at the narrowest point which will allow construction vehicles of limited size to approach. Details of the constrained access to the site, including photographs, will be issued to tendering contractors, who will be asked to consider this in their CMP, for subsequent issue to their suppliers and subcontractors. This will include a limit on delivery vehicle size.



Contractor Vehicle Plan

Access Arrangements for Vehicles:

The site car park will be used for the contractors compound and drop offs undertaken on site.

As shown in the Highways Plan (below) there will be some minor changes. In order to add an additional pedestrian gate, to prevent visitors having to enter through the same gate as vehicles, the opening to the south must be widened. This will affect the kerb as the lowered portion must be extended. Pedestrian safety fencing will be added by this new gate. The opening to the North is not going to need any highways changes.



Size of Vehicles:

The size of vehicle will be limited but it seems possible to enable vehicle sizes in the order of flat bed delivery vehicles or cement truck (approx size 8.5 m long and 2.45m wide).

Ensuring Safety of Members of the Public:

Pedestrian and cyclist use of Harmood Street is typically light during working hours.

The contractor will be required to ensure that the external perimeter of the site is inspected twice a day to ensure that any debris is kept clear of the pavements. Contractors will be required to contact local residents in advance of the works, e.g. by newsletter and to maintain open communication. Contractors will be required to keep a record of any complaints from residents, and to have a formal response procedure for dealing with these if they arise.