URS

Esso Garage Site on Chalk Farm Road

Student Accommodation Transport Statement

January 2012

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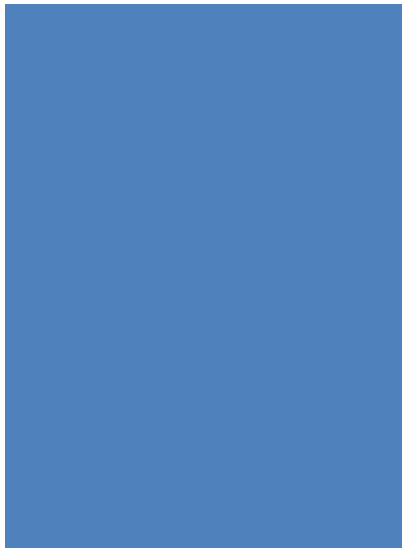
Prepared for:
Risetall Ltd

UNITED KINGDOM & IRELAND



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1 INTRODUCTION

1.1 Overview

This transport statement relates to the proposed redevelopment of the former Esso Garage site on Chalk Farm Road, London Borough of Camden, North London and accompanies a planning application submitted on behalf of Risetall Ltd. The purpose of this transport statement is to identify the potential transport effects of the proposed development and to provide outline mitigation measures where necessary.

The development proposals include the clearance of the former Esso Garage and construction of a four storey building consisting of 63 rooms of student accommodation accompanied by 810.1m² of A1/A3 land use on the ground and lower ground floors. The student accommodation within this development will be linked to and will share the facilities of the neighbouring Harmood Street Student Accommodation development. However, for the purposes of this assessment all facilities have been considered new.

The development site is centrally located within the London Borough of Camden (LBC) in north London. The surrounding area is densely populated with a large number of residential buildings, shops and educational facilities within the vicinity of the site. The location of the development site in the context of the local area is shown in **Appendix A**.

A large number of transport links exist in the immediate vicinity of the site. There are a number of bus routes along Chalk Farm Road (24, 27, 31, and 168, N5, N28 and N31) as well as Kentish Town Road (214, C2 and 134). Chalk Farm (Northern Line – Edgware Branch) and Camden Town (Northern Line) Underground stations are both within a short walking distance of the site, allowing easy access to locations within Central and Greater London. The site is also within the catchment area of the Camden Road and Kentish Town West Overground stations, which offer rail services to Richmond (southwest London) and to Stratford (east London). A plan showing the available public transport facilities within the vicinity of the site is shown in **Appendix B**.

The area accommodates part of the London Cycling Network, with cycle routes within easy reach of the development site. Pedestrian routes are also plentiful with safe and easy pedestrian access throughout the area. A plan showing the cycle routes in the vicinity of the site is shown in **Appendix C**.

This transport statement examines the existing situation at the site and provides an analysis of the forecast transport demands following implementation of the development proposals. The transport statement will assess the proposals with reference to current national and local policy initiatives and also industry best practice. It will provide the necessary supporting information for the purposes of the detailed planning application for the redevelopment of this site.

1.2 Report Structure

Following on from this section the remainder of the report is structured as follows:

- Section 2 outlines the national, regional and local planning policy context
- Sections 3 and 4 provide details about the location of the site as well as existing transport provision, site access details and access to local amenities.
- Section 5 provides details about the development proposals

- Section 6-7 presents the details of the development proposals in terms of trip generation, servicing trips and refuse trips.
- Section 8 outlines the likely impacts of the development on various transport networks.
- Section 9 provides the conclusions to the report.

2 POLICY CONSIDERATION

2.1 Background

Policy as it affects the proposals is held at a national, regional and local level. National policy deals with the wider strategic aims and objectives of transport policy and does not provide specific detail but gives general guiding principles for the implementation of new development. Regional policy considers planning and development within the east of London and London as a whole, whilst local policy defines the detailed requirements for new developments in respect of transport and specific requirements for the LBC and individual sites.

Recent changes in the planning system have occurred. A number of Planning Policy Guidance (PPG) Notes have been replaced by Planning Policy Statements (PPS), and some Local Plans by Local Development Frameworks (LDF).

Due to the staggered introduction of these new policy documents, existing policy will remain in place until the new policy is formally adopted. Where appropriate, reference to existing and proposed policy has been included.

An assessment of how the proposed development accords with these policies has been undertaken below.

2.2 National Policy

In terms of strategic land use planning, national policies are discussed within **Planning Policy Statement 1 Delivering Sustainable Development** (PPS1). This document promotes greater emphasis on the appropriate siting of development proposals which support sustainability, viability of development and local services, economic prosperity, improved quality of life and effective protection of the environment. Published in 2005, PPS1 replaces Planning Policy Guidance Note 1 (PPG1), and is intended to provide guidance for the preparation of Local Development Frameworks.

In paragraph 5, it is stated that 'planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by (inter alia) protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities; and ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community'.

Paragraph 27 urges planning authorities to 'provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car'.

In addition, paragraph 27 (vii) suggests that planning authorities should 'reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development' by focusing new development 'near to major public transport interchanges'.

Planning Policy Statement 3 Housing (PPS3) (June 2011) sets out the national policy framework for the Government's strategic housing policy objectives. With respect to the development proposals the following paragraphs are considered particularly relevant:

Paragraph 9 states that 'the Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live.'

Paragraph 36 states the following: 'In support of its objective of creating mixed and sustainable communities, the Government's policy is to ensure that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure.'

Paragraph 41 states the following: 'The national annual target is that at least 60 per cent of new housing should be provided on previously developed land. This includes land and buildings that are vacant or derelict as well as land that is currently in use but which has potential for re-development. When identifying previously-developed land for housing development, Local Planning Authorities and Regional Planning Bodies will, in particular, need to consider sustainability issues as some sites will not necessarily be suitable for housing. There is no presumption that land that is previously-developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed.'

Central Government policy guidance in relation to transport and new development is embodied in **Planning Policy Guidance Note 13 Transport** (PPG13) which was recently updated in January 2011. The objectives of the guidance are to integrate planning and transport to promote sustainable transport choices, accessibility and to reduce the need to travel, especially by car. The following paragraphs are considered relevant to the proposals for the development site.

In paragraph 6 it states that 'In order to deliver the objectives of this guidance, when preparing development plans and considering planning applications, local authorities should':

- Locate day to day facilities which need to be near their clients in local centres so that they are accessible by public transport and walking
- Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling
- Use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys
- Ensure that the needs of disabled people as pedestrians, public transport users and motorists - are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments.

Accommodating travel by a variety of transport modes is recommended in paragraph 29: 'The Government places great emphasis on people being able to travel safely whatever their chosen mode. The planning system has a substantial influence on the safety of pedestrians, cyclists and occupants of vehicles through the design and layout of footpaths, cycleways and roads. When thinking about new development, and in adapting existing development, the needs and safety of all in the community should be considered from the outset, and addressed in the Transport Assessment accompanying development proposals, taking account of the importance of good design'.

Paragraph 31 examines mobility issues and states that developments should take account of disabled people by taking account of their needs, in terms of access arrangements and parking spaces, in location and parking policies.

Paragraphs 52-54 on parking standards state that the levels set out in Annex D of PPG13 should be applied as a maximum throughout England, although local planning authorities may adopt more rigorous standards where appropriate. For individual developments, the standards in Annex D should apply as a maximum, unless the applicant has demonstrated that a higher

level of parking is needed. Applicants for development with significant transport implications should show the measures they are taking to minimise the need for parking.

Paragraph 74 identifies walking as the most important mode of travel at the local level which offers the greatest potential to replace short car trips, particularly under 2km. New development should help promote walking as a prime means of access through their design, location and access arrangements.

Paragraph 77 identifies cycling as having the potential to substitute short car trips, particularly those under 5km and to form part of a longer journey by public transport. New developments should provide safe and secure cycle parking and promote cycling through restricting parking and through their design, location and access arrangements.

Paragraph 88 states that travel plans should be submitted alongside planning applications which are likely to have significant transport implications including the following:

- All major developments comprising jobs, shopping, leisure and services
- Smaller developments comprising jobs, shopping, leisure and services which would generate significant amounts of travel
- New and expanded school facilities
- To help address a particular local traffic problem associated with a planning application.

The Government White Paper '**The Future of Transport – A Network for 2023'**, published in July 2004, extends investment plans to 2014-15 to build on the progress already made since the implementation of the 10 Year Plan for transport. It is identified that the growing demands for transport need to be managed through the central themes of sustained investment, improvements in transport management and planning ahead.

Managing Our Roads (DfT 2003) and '**The Future of Transport – a Network for 2030'** (DfT White Paper 2004) set out the Government's long-term strategy for transport. In terms of enhancing local travel, this includes:

- More frequent and reliable bus services enjoying more road space.
- Looking at ways to make services more accessible so that people have a real choice about when and how they travel.
- Promoting the use of school travel plans, workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars.
- Creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys.

The Government paper **'Delivering a Sustainable Transport System'** (DaSTS), published in November 2008, aims to work towards a modern transport system that works for everyone and is truly sustainable. The document outlines five transport goals at a national level which focus on delivering strong economic growth whilst reducing greenhouse gas emissions. These are as follows:

- To support national economic competitiveness and growth by delivering reliable and efficient transport networks.
- To tackle climate change by reducing transport emissions of carbon dioxide and other greenhouse gases and securing a modal shift to lower carbon forms of transport.

- To improve safety, security and health by promoting travel modes that are beneficial to health and reducing the risk of death, injury or illness arising from transport.
- To promote greater equality of opportunity for all citizens to create a fairer society.
- To improve the quality of life for transport and non-transport users by promoting a healthy natural environment.

Clear priorities have been set until 2014 which are supported by a significant programme of investment. The main priority is to make better use of the existing network with a targeted programme to improve its capacity, reliability and safety in the most congested areas. Specific investment packages are currently being put together for the period 2014-2019 and form part of a longer-term strategy.

The DaSTS follows **'Towards a Sustainable Transport System'** (TaSTS) which was published in October 2007 and detailed how the DaSTS would be put into action, setting out the Government's transport investment and policy plans up to 2014. The key features of the approach set out in TaSTS are as follows:

- To improve the targeting of transport policy and spending by being clear about the goals and outcomes and avoiding lengthy and unaffordable wish-lists.
- Examining a wide range of options that assess different transport modes to come up with the best solutions for individual networks.
- Assessing the benefits of large-scale national schemes alongside packages of smaller-scale interventions and ensuring regional/local considerations can be factored into decisions on national networks (and vice versa).
- Planning over the short, medium and long term by setting out hard deliverables for 2014-19 with firm investment plans and committed funding. Further options should also be provided with an approximate 30 year time horizon taking into account relatively predictable changes such as climate and population, as well as less predictable changes such as attitudes and technology.

The strategy, plans and decisions set out in the TaSTS and subsequently the DaSTS therefore aim to sustain a prosperous and growing economy whilst achieving a significant reduction in emissions over the next few years and beyond.

2.3 Regional Policy

The Mayor of London has produced strategies for London; in particular the **Mayor's Transport Strategy** (MTS) which was published in May 2010. The MTS sets the policy framework for transport in London, and is integrated with the London Plan. The main objectives of the MTS are:

- Reduced traffic congestion.
- Increased capacity, reliability and frequency of services on the Underground, London Bus and National Rail networks.
- Reduced reliance on car based trips through improvements to the public transport, walking and cycling networks.
- Improved support for Borough transport initiatives including improved town centre and regeneration centre access, walking and cycling networks, road maintenance and safety schemes.

- More reliable and efficient distribution of goods and services.
- Improved interchange between key transport modes.
- Improved public transport accessibility, resulting in improved social inclusion.

The Mayor of London is responsible for the production of the Spatial Development Strategy for London which takes the form of the **London Plan** (adopted July 2011).

Whilst the plan makes some specific reference to the London Boroughs, policy within this document which relates to the location and sustainable nature of the new development and its level of transport accessibility are especially relevant. These are outlined below:

Policy 3.3A 'Increasing housing supply': 'The Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford.'

Policy 6.1 'Strategic Approach' states that 'The Mayor will work with all relevant partners to encourage the closer integration of transport and development by encouraging patterns of development that reduce the need to travel, especially by car'. In addition those developments that generate high levels of trips will only be supported in locations with high levels of public transport accessibility.

The Department for Transport (DfT) Department for Communities and Local Government publication entitled 'Guidance on Transport Assessments' (March 2007) encourages planning applicants in the Capital and borough officers to refer to London-specific guidance on development-related travel plans when preparing and securing travel plans.

The **Transport 2025** (T2025) document produced by Transport for London describes a 20 year vision for London to address the transport challenges arising from the major population and employment growth facing London.

The T2025 vision is to create a world class transport system that delivers the safe, reliable and efficient movement of people and goods that enhances London's economy, environment and social inclusion.

'Transport 2025 - Transport Vision for a Growing World City' (T2025) identifies several transport objectives, consistent with the Mayor's vision for London. These are:

- Supporting economic development – by improving public transport and managing the road network to reduce traffic congestion.
- Tackling climate change and enhancing the environment – by reducing CO2 emissions, improving air quality, reducing noise.
- Improving the urban environment.
- Improving social inclusion – by making transport more accessible and secure for users.

Six transport strategies have been identified to achieve the T2025 objectives listed above. They are as follows:

- Renewing existing infrastructure – bringing assets up to a state of good repair and maintaining them in that condition.
- Ensuring the existing system is efficient and safe – improved road network management, better ticketing and information, extra security.

- Reducing the need to travel – using land use planning to reduce travel demand and car use.
- Influencing travel behaviour – providing travel information and incentives to encourage people to walk, cycle and use public transport.
- Reducing congestion and emissions – a package of measures to encourage mode shift from car travel, and reduce traffic congestion and CO_2 emissions.
- Providing new capacity – a major programme of investment in public transport.

2.4 Local Policy

LBCs **Local Development Framework** (LDF) was formally adopted in November 2010 and replaced their Unitary Development Plan (UDP). The LDF is a collection of planning documents which sets out a strategy for managing growth and development in the borough in conjunction with national planning policy and the Mayor's London Plan.

The **Core Strategy** sets out the key elements of the borough's vision and is a central part of the LDF which will influence future development in the borough. The overall vision of the Community Strategy and the Core Strategy is that 'Camden will be a borough of opportunity'. The Community Strategy identified four themes within this vision:

1. A sustainable Camden that adapts to a growing population

2. A strong Camden economy that includes everyone

3. A connected Camden community where people lead active, healthy lives

4. A safe Camden that is a vibrant part of our world city.

The strategic objectives in the Core Strategy aim to achieve the four themes described above and include the following:

- To promote homes to meet Camden's housing needs, in terms of their affordability and the type of properties built and the mix of sizes, and promote their sustainable design and construction. Housing will be the priority land use of this Core Strategy.
- To reduce the environmental impact of transport in the borough and make Camden a better place to walk and cycle.
- To reduce congestion and pollution in the borough by encouraging walking and cycling and reduce motor traffic.

Those Core Strategy policies which are considered relevant to the development proposals are shown below.

Policy CS1 – Distribution of Growth states that the Council will focus Camden's growth in the most suitable locations, achieve sustainable development and promote the most efficient use of land that makes full use of transport accessibility, is well served by public transport and includes the provision of a mix of uses including an element of housing where possible.

Policy CS3 – Other Highly Accessible Areas states that the Council will promote appropriate development in the highly accessible areas of the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, including appropriate edge of centre locations.

Policy CS6 – Providing Quality Homes states that the Council aim to make full use of Camden's capacity for housing by maximising the supply of additional housing to meet or exceed Camden's target of 5,950 homes from 2007-2017. The Council will also regard housing as the priority land-use of Camden's LDF and will seek to ensure that 50% of the borough-wide target for self-contained homes is provided as affordable housing.

Policy CS8 – Promoting a Successful and Inclusive Camden Economy states that the Council will secure a strong economy in Camden and will promote the provision of office floor space at King's Cross, Euston and other growth areas and Central London to meet the forecast demand of 2026.

Policy CS9 – Achieving a Successful Central London states that the Council will seek to secure additional housing and affordable homes, including as part of appropriate mixed use developments.

Policy CS11 – Promoting Sustainable and Efficient Travel states that the Council will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel and relieve pressure on the borough's transport network.

Camden Development Policies (2011-2025) forms part of the Council's LDF and contributes towards delivering the Core Strategy by setting out detailed planning policies that the Council will use when determining applications for planning permission in the borough. Those policies which are considered relevant to the development proposals are shown below.

DP1 – Mixed Use Development states that the Council will require a mix of uses in development where appropriate, including a contribution towards the supply of housing.

DP2 – Making Full Use of Camden's Capacity for Housing states that the Council will seek to maximise the supply of additional homes in the borough, especially homes for people unable to access market housing.

DP13 – Employment Premises and Sites states that the Council will consider redevelopment proposals for mixed use schemes provided that the level of employment floorspace is maintained or increased and that they include other priority uses, such as housing and affordable housing.

DP16 – The Transport Implications of Development states that the Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. The Council will resist development that fails to assess and address any need for:

- Movements to, from and within the site, including links to existing transport networks.
- The likely impacts of the development and the steps that will be taken to mitigate those impacts, for example using transport assessments and travel plans.

DP17 – Walking, Cycling and Public Transport states that the Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport. The Council will resist development that would be dependent on travel by private motor vehicles.

DP18 – Parking Standards and Limiting the Availability of Car Parking states that 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 and other town centres that are easily accessible by public transport. Developments will be expected to meet the Council's minimum standards for cycle parking.

DP21 – Development Connecting to the Highway Network states that the Council will expect developments connecting to the highway network to ensure the use of the most appropriate roads by each form of transport and purpose of journey, avoid direct vehicular access to the Transport for London Road Network (TLRN) and other major roads, and avoid the use of local roads by through traffic.

Camden's Transport Strategy (CTS) was implemented in August 2011 and sets out the future direction for transport in the LBC. The CTS acts as the Local Implementation Plan (LIP) for the borough and is required by the Greater London Authority Act 1999. The CTS describes the context of traffic and transport in the borough as well as the challenges, objectives and actions required to address them. The identified challenges are as follows:

- Improving the connectivity of transport in Camden
- Providing an efficient and effective transport system
- Maintaining the transport system
- Improving journey experience
- Reducing the impact of transport noise
- Encouraging healthy travel
- Improving transport safety
- Accessible transport for all
- Reducing transport impacts on climate change and increasing resilience

Camden Planning Guidance (CPG) provides advice and information on how planning policies will be applied. The guidance supports the policies contained in the LDF and is therefore consistent with the Core Strategy and Development Policies and forms a Supplementary Planning Document (SPD).

CPG7 Transport provides information on all types of detailed transport issues within the borough and provides the following key messages:

- Accessing transport capacity: A transport assessment is required for all schemes which will generate a significant travel demand.
- Travel Plans: travel plans enable a development to proceed without adverse impact on the transport system.
- Travel Plans: The requirements of a travel plan will be tailored to the specific characteristics of the site and the development.
- Car free and car capped development: Car free developments are expected to be located in the most accessible locations where the development may otherwise lead to on-street parking problems.
- Car free and car capped development: Legal agreements will be used to maintain car-free and car-capped development over the lifetime of a scheme.
- Vehicle access: The Council will not approve applications that would cause unacceptable parking pressure or add to existing parking problems.
- Cycling facilities: Minimum cycle parking standards will be implemented for new development.

2.5 Conclusion

The development proposals have been examined in relation to national, regional and local policy. It can be considered that the proposals comply with a range of policies at these levels in terms of the accessibility for all users, consideration of the sustainability of travel to and from the site in relation to public transport, cycling and walking, and need to provide student accommodation and retail units which will not adversely affect the existing highway network through encouraging alternatives to the private car.

3 EXISTING CONDITIONS

3.1 The Existing Site

The development site is currently vacant but was previously an Esso petrol filling station. A plan showing the existing site location is shown in **Figure 3.1**. A site location plan showing the wider area is contained in **Appendix A**.

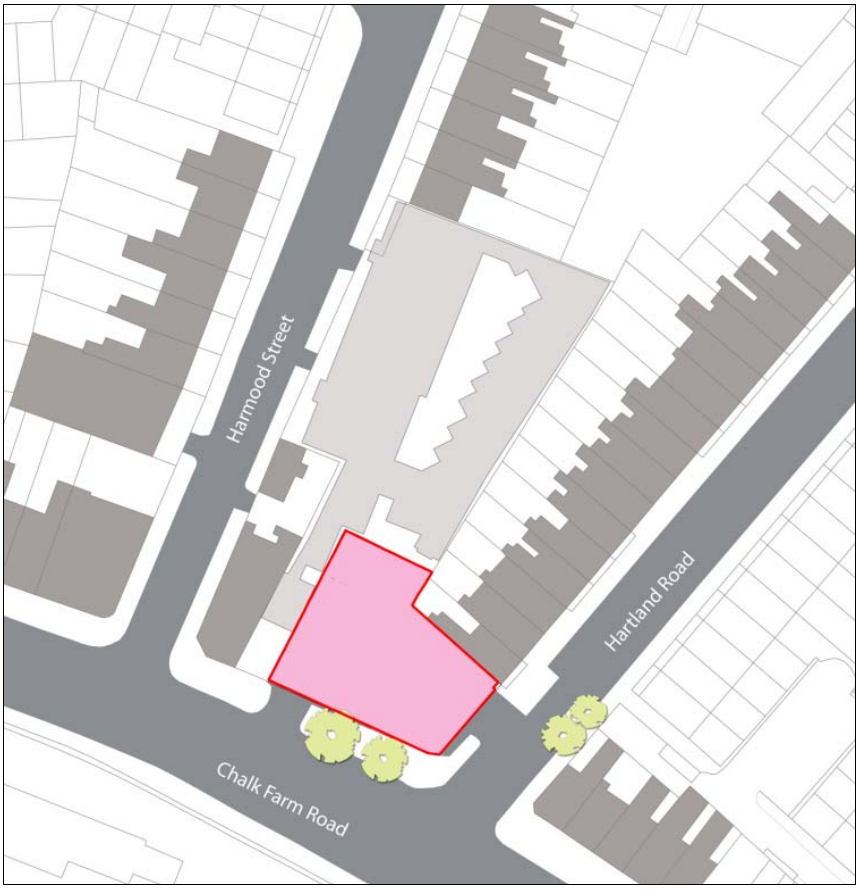

Figure 3.1: Site location plan.

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3.2 The Surrounding Area

The proposed site is located in the Chalk Farm area of the London Borough of Camden (LBC). The LBC has a resident population of 231,200 people (ONS mid year estimates, 2009), placing it 7th out of the 33 London Boroughs in terms of population density.

The development site is located on the corner of Hartland Road and Chalk Farm Road. The area immediately surrounding the development site has a wide range of land uses. The site's proximity to both Chalk Farm Road and Camden High Street means there is easy access to an array of facilities and amenities, including local shops and a health centre. This includes shopping facilities such as a market, a Morrison's superstore and retail outlets on Camden High Street, sports centres and educational facilities, including a library. Overall the site is strategically placed in close proximity to local amenities, services and transport links, allowing easy access for residents and visitors to the development.

3.3 The Local/Strategic Highway Network

The existing site is accessed from either Chalk Farm Road or Hartland Road where crossovers in the existing footway provide access from the highway into the current site. Hartland Road forms a priority junction with Chalk Farm Road to the southeast of the site. A zebra crossing exists on Chalk Farm Road to the northeast of the site providing a safe pedestrian route from the site to Chalk Farm underground station and the Morrisons superstore.

Access to the strategic road network is provided via Chalk Farm Road (A502). To the north Chalk Farm Road links with the A406 (North Circular) at Golders Green. The A406 subsequently provides access to the M1, A40 and M4. To the south Chalk Farm Road links with the A400 which then joins the London inner ring road (A501) at Warren Street. The plan held in **Appendix D** shows the strategic highway network in the vicinity of the site.

The northern border of the Central London Congestion Charging Zone is situated approximately 2.3km to the south of the site and is bound by the A501 (Euston Road) to the north. The site is therefore outside the immediate area of the congestion zone. The daily charge for motorists entering the congestion zone is £10 which is in operation between 07:00 and 18:00 on a weekday (Monday to Friday).

3.4 Parking

Both Chalk Farm Road and Hartland Road form part of the LBCs Controlled Parking Zone (CPZ) CA-F (NW). On-street parking is available within close proximity to the site and is shown in **Table 3.1** below. As the area is controlled by a CPZ all parking within this area is Pay and Display and there are no free car parking spaces within the vicinity of the site. The closest parking bays to the site are located immediately to the south of the existing site on Chalk Farm Road. These spaces are provided within a bay on the footway.

TABLE 3.1: ON STREET CAR PARKING SURROUNDING SITE

Distance from Site (metres)	Location	Hours of Operation	Number of Bays	Pay and Display Tariff	CPZ
100-200	Hartland Road	Mon-Fri 08:30-23:00, Sat 09:30-23:00, Sun 09:30-23:00.	3	£1.60 per hour (max stay 2 hours)	CA-F (NW)
200-300	Hartland Road		1		
200-300	Harmood Street		3		
300-400	Harmood Street		6		
100-400	Chalk Farm Road		26		
100-200	Hawley Street		3	£2.45 per hour (max stay 2 hours)	
200-300	A502		3	Unknown	
100-400m	**Total**		**45**	**Varies**	

Table 3.1 above shows that 45 pay and display parking bays are available within a 400m walking distance of the site. In addition to the above five disabled parking spaces are available on Harmood Street, Hartland Road and Hawley Street. These bays are free to use. Motorcycle parking is available on Belmont Street and Regent's Park Road.

3.5 Public Transport

3.5.1 *London Underground*

Rail service accessibility is measured with reference to the number and frequency of services available within a reasonable walking distance of the development. A reasonable walking distance is considered to be up to 960 metres in the case of accessing rail based public transport in London. This distance equates to a twelve minute walk time assuming an average walk speed of 4.8kph (80 metres per minute).

The development site is located approximately 435m from Chalk Farm underground station and 525m from Camden Town underground station. Both Chalk Farm and Camden Town are situated on the Northern Line with Chalk Farm on the Edgware branch of the Northern Line. Frequent services (approximately every two to five minutes) are provided towards Edgware, High Barnet (if accessing from Camden Town) and Euston. Approximate journey times to Edgware, High Barnet and Euston are 25-26 minutes, 29-38 minutes and three to seven minutes respectively. Step-free access is not available at either Chalk Farm or Camden Town stations.

3.5.2 *Rail Services*

Camden Road railway station is situated approximately 680m walking distance to the east of the site. This is equivalent to an average walk time of nine minutes based upon an average walk speed of 80m per minute. Camden Road railway station is managed by London Overground and provides frequent services (approximately every 10-20 minutes) towards Richmond in west London and Stratford in east London. Approximate journeys times to Richmond and Stratford are 41-42 minutes and 22-23 minutes respectively. Step-free access is not available at Camden Road station other than to the ticket office. Cycle parking facilities are provided at this station.

Kentish Town West railway station is situated approximately 700m to the north of the site. This is equivalent to an average walk time of nine minutes based on an average walking speed of 80m per minute. Kentish Town West railway station is managed by London Overground and provides frequent services (approximately every 10-20 minutes) towards Richmond in west London and Stratford in east London. Approximate journey times to Richmond and Stratford are 34-40 minutes and 22-27 minutes respectively. Step-free access is not available at Kentish Town West station other than to the ticket office. Cycle parking facilities are provided at this station.

Kentish Town railway station is situated approximately 1.3km to the northeast of the site which is equivalent to an average walk time of 13-14 minutes. Kentish Town railway station is managed by First Capital Connect and provides services towards Sutton (via Wimbledon), Luton (via St Albans) and Sevenoaks. Services operate with a frequency of approximately every 15 minutes towards Sutton and St Albans and every 30 minutes towards Luton and Sevenoaks. Approximate journey times to Sutton, Luton and Sevenoaks are 50-65 minutes (depending on service), 45-50 minutes and 75-80 minutes respectively. St Pancras international railway station is also accessible using the service towards Sevenoaks. Step-free access is not available at Kentish Town station.

A plan showing the nearest railway and underground stations to the site is contained in **Appendix B**.

3.5.3 *Bus*

Bus service accessibility is measured with reference to the number and frequency of services available within a reasonable walking distance of the development. A reasonable walking

distance is considered to be up to 640 metres in the case of accessing bus based public transport in London. This distance equates to an eight minute walk time assuming an average walk speed of 4.8kph (80 metres per minute).

The closest bus stops to the site are stops CQ and CP. Both are within 50 metres of the site. Stop CQ is served by a number of westbound buses and links the site with areas such as Swiss Cottage, Kilburn Park, Holland Park and Shepherd's Bush. Stop CP is served by a number of eastbound buses and provides access to Camden Town, Euston, Russell Square, Holborn, Waterloo and Elephant & Castle. Stops CQ and CP are served by routes 24,27,31,168,748,N5, N28 and N31.

Further afield the bus stop on Kentish Town Road (Stop A) is served by routes 214, C2 and 134. These routes provide access towards Kentish Town, Merton Road and Tally Ho Corner.

A map of the bus network accessible from Chalk Farm, as well as a plan showing the bus services accessible within the immediate vicinity of the site are shown in **Appendix B.**

The bus routes and destinations served by the bus network in the immediate area and the general weekday frequencies are shown in **Table 3.2**.

TABLE 3.2: BUS SERVICE ROUTES AND FREQUENCIES		
Route	**Description**	**Peak Frequency**
24 (24 Hours)	Hampstead Heath – Fleet Road – Southampton Road – Malden Road – **Chalk Farm** – Hawley Road – Camden Town – Bayham Street – Mornington Crescent – Hampstead Road – Warren Street – University College Hospital – Gower Street – Tottenham Court Road – Leicester Square – Trafalgar Square – Whitehall – Westminster – Victoria – Pimlico	Approximately every 4-8 minutes (towards Hampstead Heath) and 3-6 minutes (towards Pimlico)
27 (24 Hours)	**Chalk Farm** – Hawley Road – Camden Town – Bayham Street – Mornington Crescent – Hampstead Road – Warren Street – Great Portland Street – Regent's Park – Baker Street – Marylebone – Edgware Road – Paddington – Queensway – Westbourne Grove – Notting Hill Gate – Kensington – High Street Kensington – Kensington Olympia – Hammersmith – Ravenscourt Park – Stamford Brook – Turnham Green	Approximately every 7-10 minutes (towards Turnham Green)
31	Camden Town – Hawley Road – **Chalk Farm** – Adelaide Road – Swiss Cottage – Fairfax Road – South Hampstead – Belsize Road – Kilburn High Road – Kilburn Park – Maida Hill – Harrow Road – Westbourne Park – Westbourne Grove – Notting Hill Gate – Holland Park – Shepherd's Bush – White City	Approximately every 5-8 minutes (towards Camden Town) and 4-8 minutes (towards White City)
168	Hampstead Heath – Royal Free Hospital – Rosslyn Hill – Belsize Park – Haverstock Hill – **Chalk Farm** – Hawley Road – Camden Town – Bayham Street – Mornington Crescent – Eversholt Street – Euston – Upper Woburn Place – Tavistock Square – Russell Square – Southampton Row – Holborn – Aldwych – Waterloo – St George's Circus – Elephant & Castle – Bricklayers Arms – Old Kent Road	Approximately every 5-8 minutes (towards Camden Town) and 4-8 minutes (towards White City)
393	Clapton Pond – Clapton – Theydon Road – Stoke Newington – Stoke Newington Church Street – Highbury & Islington – Holloway Road – Holloway – Hillmarton Road – North Road – York Way – Brecknock Road – Leighton Road – Kentish Town – Kentish Town Road – Kentish Town West – Malden Road – **Chalk Farm**	Approximately every 10-12 minutes (towards Clapton Pond)
N5	Edgware – Hendon Central – Golders Green – Hampstead – Royal Free Hospital – Rosslyn Hill – Belsize Park – Haverstock Hill – **Chalk Farm** – Hawley Road – Camden Town – Bayham Street – Mornington Crescent – Eversholt Street – Euston – Euston Square – Warren Street – University College Hospital – Gower Street – Tottenham Court Road – Leicester Square – Trafalgar Square	Four to five buses per hour (towards Edgware and Trafalgar Square)
N28	Wandsworth – Wandsworth Town – Wandsworth Bridge – Fulham Broadway – West Kensington – Kensington Olympia – High Street Kensington – Kensington – Notting Hill Gate – Westbourne Grove – Westbourne Park – Harrow Road – Maida Hill – Kilburn Park – Kilburn High Road – Belsize Road – South Hampstead – Fairfax Road – Swiss Cottage – Adelaide Road – **Chalk Farm** – Hawley Road – Camden Town	One to two buses per hour (towards Wandsworth and Camden Town)
N31	Clapham Junction – Battersea Bridge Road – Chelsea – West Brompton – Earl's Court – High Street	One to two buses per hour (towards Clapham

	Kensington – Kensington – Notting Hill Gate – Westbourne Grove – Westbourne Park – Harrow Road – Maida Hill – Kilburn Park – Kilburn High Road – Belsize Road – South Hampstead – Fairfax Road – Swiss Cottage – Adelaide Road – **Chalk Farm** – Hawley Road – Camden Town	Junction and Camden Town)
214	**Camden Town** – Hawley Road – Prince of Wales Road – Kentish Town – Lady Somerset Road – Gordon House – Glenhurst Avenue – William Ellis School – Parliament Hill Fields – Oakeshott Avenue – Merton Road – Pond Square – Highgate School	Every 6 – 8 minutes towards Highgate School. Service towards Liverpool Street not within 640m.
C2	**Camden Town** – Hawley Road – Prince of Wales Road – Kentish Town – Lady Somerset Road – Gordon House – Glenhurst Avenue – William Ellis School – Parliament Hill Fields	Every 4-8 minutes towards Parliament Hill Fields. Service towards Grosvenor Gardens not within 640m.
134	**Camden Town** – Hawley Road – Prince of Wales Road – Kentish Town – Lady Somerset Road – Tufnell Park – Junction Road – Pemberton Gardens - Waterlow Road – Langdon Park – Wood Lane – Onslow Gardens – Cranley Gardens – North Circular Road 0 Hillside Avenue – Tally Ho Corner	Every 2-6 minutes towards Tally Ho Corner. Service Towards Tottenham Court Road not within 640m.

Bus routes C2, 24, 31, 134, 168 and 214 operate approximately seven to 12 buses per hour during the peak periods. Bus routes 27 and 393 operate approximately five to six buses per hour during the peak periods. The bus stops near the site are also served by several bus services which operate at night. The N5 serves Edgware and Trafalgar Square, the N28 links Camden with Wandsworth and the N31 links Camden with Clapham Junction.

A plan showing the location of these bus stops and the bus services using these bus stops is held in **Appendix B**.

3.6 Walking and Cycling

3.6.1 *Cycling*

For the purposes of cycle accessibility, cycle times of 10 and 20 minutes, which equate to 2.5km and 5km respectively (at an average speed of 15kph), have been assumed. A plan illustrating these cycle catchment areas and nearby signed and recommended cycle routes is held in **Appendix C**.

The areas of Camden Town, Kentish Town, Tufnell Park, Regent's Park, Somers Town, Primrose Hill, South Hampstead, Maitland Park, Gospel Oak and Parliament Hill are all accessible within a 2.5km cycle distance of the site.

Within a 5km cycle distance of the site, Highgate and Crouch End are accessible to the north; Finsbury Park, Highbury and Islington are accessible to the east, Marylebone and Paddington are accessible to the south and St John's Wood, Maida Vale and Hampstead are accessible to the west.

The nearest access point onto the London Cycle Network (LCN) is LCN Route 27 on Kentish Town Road (A400) which is situated approximately 500m to the east of the site via Chalk Farm Road (A502) and Hawley Road (A502). LCN Route 27 runs in a north-south direction and accesses Kentish Town railway station and Highgate to the north. Travelling south it accesses Camden and central London. LCN Route 26 is accessible 1800m to the west of the site via Adelaide Road (B509) and runs northwards towards Hampstead and Golders Green. LCN Route 26 joins LCN Route 222 to the south which runs towards Marylebone.

There are also several local cycle routes accessible within a 2.5km cycle distance of the site including one to the south which runs through Regent's Park and towards Paddington, as well as one to the east which runs towards Finsbury.

3.6.2 *Pedestrian Access*

Pedestrian facilities in the vicinity of the site are good. The development site can be accessed easily from a number of public transport links in the area, including by bus, overground and underground rail transport links. The development also provides easy access to facilities and amenities along Chalk Farm Road and within Camden Town centre, including those along the High Street.

Hartland Road features pedestrian footways on both sides of the carriageway which vary between 2.0-2.5m in width and are well maintained with good lighting and provision for disabled and visually impaired users. Pedestrian footways on Chalk Farm Road are between 3.5-8.0m in width and link with existing pelican crossings on Chalk Farm Road enabling access towards public transport links and amenities along Chalk Farm Road and Camden High Street.

Pedestrian access to the existing petrol filling station is provided from either Chalk Farm Road or Hartland Road.

3.7 Car Clubs

City Car Club and Zipcar have car club spaces situated within 1km of the site at the locations shown in **Table 3.3**:

TABLE 3.3: CAR CLUB LOCATIONS WITHIN 1KM OF SITE

Operator	Location	Number of Vehicles
City Car Club	Gloucester Avenue, Primrose Hill, NW1 8LA	2
	Inkerman Road, Kentish Town, NW5 3DS	1
	Kelly Street, Kentish Town, NW1 8EH	1
	7 Eton Road, Chalk Farm, NW3 4SS	1
Zipcar	Belmont Street, Chalk Farm	2
	Malden Crescent, Chalk Farm	2
	Eton College Road, Chalk Farm	1
	Haverstock Hill, Belsize Park	1
	Prince Of Wales Road, Kentish Town	1
	Bartholomew Road, Kentish Town	2
	Maitland Park, Chalk Farm	1
	Primrose Hill Road, Primrose Hill	1
	Gaisford Street, Kentish Town	1
	Hammond Street, Kentish Town	2
Total		19

Table 3.3 shows that there are 19 car club vehicles available within a 1km distance of the site for residents and office staff of the development.

3.8 Public Transport Accessibility Level (PTAL)

Evidence suggests that private car use decreases as access to public transport increases. Consequently areas with high levels of accessibility to public transport should encourage sustainable transport choices by reducing car parking provision.

Public Transport Accessibility Level (PTAL) ratings provide detailed and accurate measures of the accessibility of a point within London to the public transport network. PTAL ratings take the following factors into account:

- Walk time from the Point of Interest (POI) to the Service Access Points (SAP), i.e. bus stops, train/tube stations;
- The reliability of the service modes;
- The number of services available within the catchment area;
- The average wait time at the public transport access point.

PTAL ratings work on a scale of 1a-6b where 1a is very poor and 6b is excellent. Site specific PTAL information was obtained from TfL for the site. The site was calculated to have a PTAL of 6b meaning that the site is very accessible for residents, staff and visitors to adopt sustainable travel modes to access the site.

The PTAL summary report is contained within **Appendix E**.

3.9 Conclusion

The existing site has been examined in the context of access to public transport, walking and cycling facilities as well as access to the highway network. The site is very well located with good access to public transport. This is reflected in the PTAL score for the site of 6b. Good pedestrian and cycle facilities exist in the vicinity of the site and there is good access to the local and strategic highway network.

4 ACCESS TO LOCAL AMENITIES

4.1 Background

An assessment has been undertaken to determine the number and range of amenities accessible within a reasonable walking distance of the site. For accessing amenities, an acceptable walking distance is considered to be 800m and preferred maximum walking distance is considered to be 1200m (source: CIHT - Providing for Journeys on Foot (2000)). It is clear that the development site lies in close proximity to an abundance of local shops and amenities, as discussed below.

4.2 Access to Healthcare

The nearest NHS General Practitioner surgeries are the Prince of Wales Group Practice and the Matthewman Practice which are located approximately 550m to the north of the site at 87-89 Prince of Wales Road. The nearest NHS dentist is the Ivy House Dental Practice located at 51 Kentish Town Road, approximately 500m from the site. The nearest hospital and A&E department is the Royal Free Hospital which is located approximately 1.6km to the northwest of the site and is managed by Hampstead NHS Trust. An optician is also situated within 150m of the site at 10 Chalk Farm Road.

4.3 Access to Social, Cultural and Sporting Activities

The closest gym is a Fitness First for Women located at 81-84 Chalk Farm Road which is situated within a 400m walking distance of the site. Soho Gyms is situated on Camden High Street and is situated within a 550m walking distance of the site. A Fitness First for men and women is located in Camden town which has a range of facilities available and is within a 1km walking distance of the site.

Kentish Town Sports Centre is located on Prince of Wales Road within a 670m walking distance of the site and contains three swimming pools, a gym and café. Talacre Community Sports Centre is located on Dalby Street within a 680m walking distance of the site and contains a gymnastics training centre, a sports hall with four badminton courts, a children's play area and an outdoor artificial turf pitch.

Chalk Farm Library is situated within a 900m walking distance of the southwest of the site on Sharpleshall Street and Queens Crescent Library is situated within a 1km walking distance to the north of the site on Queen's Crescent. Camden Art Gallery is located within 300m walking distance to the south of the site.

The Roundhouse performance venue hosts a variety of music, theatre, dance and circus acts and is located on Chalk Farm Road within 400m walking distance of the site.

4.4 Access to Healthy and Affordable Food

A Sainsbury's Local food store is situated on the corner of Belmont Street and Chalk Farm Road within a 400m walking distance of the site. A Morrisons superstore is also located within 400m walking distance of the site.

In addition to the above, there are a number of local independent food retailers on Chalk Farm Road in close proximity to the site.

4.5 Access to Services

The nearest ATM is situated at the Sainsbury's Local which is free of charge and is situated within a 400m walking distance of the site. Other banking facilities such as Barclays Bank Plc

and The Royal Bank of Scotland Plc are located on Camden High Street within a 600m walking distance of the site. The nearest post office is situated on Maldren Road within a 600m walking distance to the north of the site. A plan showing local amenities is contained within **Appendix F.**

5 DEVELOPMENT PROPOSALS

5.1 Background

The development proposals involve the demolition of the former Esso garage on the site and the construction of a new four storey building which will accommodate 63 rooms of student accommodation and approximately 810.1m^2 of retail space including a restaurant (use classes A1 & A3) on the basement and ground floors. Included in the proposals are slight amendments to the Harmood Street development which adjoins the site. **Table 5.1** shown below summarises the development proposals in terms of the number of rooms per floor and the Gross Floor Area (GFA) of the retail elements.

TABLE 5.1: DEVELOPMENT PROPOSALS

Floor of New Building	Student Accommodation		Retail Use (GFA)		
	Use	Number of Student Rooms	Class A1	Class A3	Total
Basement	Ancillary	-	103m^2	288.5m^2	391.5m^2
Ground	Reception/Retail	-	195.7m^2	222.9m^2	418.6m^2
Mezzanine	Accommodation	3	-	-	-
First	Accommodation	20	-	-	-
Second	Accommodation	20	-	-	-
Third	Accommodation	20	-	-	-
Total	**-**	**63**	**298.7m^2**	**511.4m^2**	**810.1m^2**

The proposed development will comprise of the refuse area for the student accommodation and six units of retail use within the basement, a communal student area and the same five units of retail use on the ground floor and student accommodation on the mezzanine, first, second and third floors.

The ground floor cycle parking within the adjoining Harmood Street development will be relocated to the basement of the proposed site. Plans illustrating the development proposals are held in **Appendix G**.

The student accommodation will be fully integrated with the newly constructed Harmood Street student accommodation located within the building behind accessed from Chalk Farm Road. The communal area on the ground floor of the Harmood Street student accommodation will be accessible for both students of the existing student accommodation on Harmood Street as well as students in the new building on Chalk Farm Road.

5.2 Site and Servicing Access

The development site will be accessible for pedestrians, cyclists and service vehicles. The main student accommodation entrance will utilise the existing Harmood Street student accommodation entrance on Chalk Farm Road situated at the southwestern corner of the building. This entrance provides access to a cycle store, reception, communal area, lifts and stairs. The lifts and stairs provide access to the mezzanine, first, second and third floors. The lift will facilitate the movement of heavy items and deliveries to the different levels within the

accommodation. The retail entrances situated at the south side of the new building will provide access to the six retail units on the ground floor. A separate stairwell within each retail unit will provide access to the basement floor of each retail unit. Further detail with regards to access for pedestrians and cyclists is held in **Sections 5.3** and **5.4**.

The proposed loading bay for the development will be situated in front of the new building on the northern side of Chalk Farm Road. The proposed loading bay will replace the two existing parking bays on Chalk Farm Road which will be relocated to the western side of Hartland Road to the east of the new building.

The loading bay will be used by service vehicles, delivery vehicles and emergency vehicles. The refuse storage areas will be situated to the rear of the development within the basement. A service lift will enable the refuse bins to be transported to the ground floor where they will be transferred to the front of the building and Chalk Farm Road via the existing student accommodation entrance to the Harmood Street development. Further details of the site servicing, refuse collection and vehicle access to the relocated parking bays are provided in **Section 7**.

Two existing vehicle crossovers exist into the site. One is located on Chalk Farm Road immediately east of the zebra crossing. The other is located on Hartland Road approximately ten metres from the junction with Chalk Farm Road. Both of the vehicle crossovers will be removed in the scheme and the footways re-instated providing a more pleasant pedestrian environment.

5.3 Pedestrian Access

There will be six pedestrian accesses into the development. The existing entrance on the southwest corner of the building will be for pedestrians and cyclists accessing the student accommodation only. There will be no free access within the site between the student and retail land uses and vice versa.

The six entrances at the southern side of the building will be for pedestrians accessing the six retail units. There will also be a fire exit situated on the building's eastern side which will access onto the western footway along Hartland Road.

Pedestrians will be able to access the site from a number of public transport links in the area as outlined in **Section 3**, including the bus stops on Chalk Farm Road. In addition, there are several London underground and overground stations within an easy walking distance of the site.

5.4 Cycle Parking and Facilities

The vehicle and cycle parking standards for the LBC are held in the Camden Development Policies document which was adopted in November 2010 and forms part of the Local Development Framework (LDF). The minimum level of cycle parking required to be provided on site as determined by the LBC Parking Standards is shown in **Table 5.2** below. As both the A1 and A3 retail elements of the development are below 500m^2 in GFA each, no cycle parking needs to be provided for the retail elements of the site.

TABLE 5.2: LBC CYCLE PARKING STANDARDS				
Use Class	**User**	**LBC Standard**	**Proposed Development**	**Minimum Provision**
Student Accommodation	Staff	from threshold of 500 sq m, 1 space per 250 sq m or part thereof	1,333.8m^2	4
	Students	from threshold of 500 sq m, 1 space per 250 sq m or part thereof.		4
Total	All	-	-	8

Table 5.2 above shows that a minimum of 8 cycle spaces should be provided for students and staff at the development.

As a comparison the TfL cycle parking standards have also been examined. The TfL parking standards state that for student accommodation, one space should be provided per two students. Therefore, according to this standard a minimum of 31 cycle parking spaces should be provided.

The existing Harmood Street student accommodation features a bike store with space for 85 bicycles on the ground floor. As part of the development proposals this cycle store will be relocated to the basement of the new development. The new cycle store will feature 148 spaces. The provision of 85 spaces for the Harmood Street development and 63 for the new development is therefore in excess of the amount required by either the LBC or TfL standards and is considered sufficient to serve the needs of both the existing and proposed student accommodation. In addition, the new parking will be close to the existing student accommodation entrance on Chalk Farm Road.

5.5 Car Parking

The proposed development will be car free and no vehicle parking will be provided on site for staff, students or customers of the retail elements of the development. This accords with Policy DP18 of LBCs Development Policies which states that 'limiting the supply of car-parking is a key factor for addressing congestion in the borough and encouraging people to use more sustainable ways to travel'. In addition, the high public transport accessibility of the site (reflected by PTAL level 6b) shows that there are many alternatives to the private car and that the provision of no parking spaces can be deemed appropriate.

The LBC Parking Standards reveal that a maximum of three car parking spaces could be provided on site for student accommodation staff (maximum of 1 space / 20 rooms) and no car parking spaces could be provided on site for retail staff (maximum of 1 space / 1500m^2.

The surrounding roads are within the LBC Controlled Parking Zone and all on-street parking (other than for disabled users and motorcyclists) is pay and display as shown in **Section 3.4**.

The two existing parking bays located immediately south of the site on Chalk Farm Road will be relocated to a new bay on Hartland Road. The design of these spaces along with swept path analyses, are shown in **Appendix I.**

5.6 Security and Maintenance

The student accommodation and retail elements of the development will have separate entrances. Internal areas on the ground floor between the student accommodation and retail

areas will require the use of keycards to enhance security. In addition, students from the neighbouring building who will access the cycle store within the basement will not have access to the retail areas within the building.

5.7 Relocation of Parking Bays on Chalk Farm Road

Two existing pay and display parking bays are located on the footway immediately south of the proposal site on Chalk Farm Road. These parking bays will be relocated to Hartland Road as part of the development proposals. In their place a loading bay will be provided for the development.

Pre-application discussions with the LBC indicated that the relocation of the two parking bays to Hartland Road would be acceptable providing that existing residential bays were not lost. The proposed location of the two pay and display parking bays will not impact upon the existing residential parking bays on Hartland Road.

Swept paths showing the design and movement of vehicles into and out of the bays are provided in **Appendix I**.

6 TRIP GENERATION

6.1 Background

To calculate trip rates for the development, the TRICS and TRAVL databases have been used. TRAVL (Trip Rate Assessment Valid for London) is a multi-modal database tailored to the specific needs of London and TRICS (Trip Rate Information Computer System) is a database system comprising a large number of records across a wide range of land use categories in the UK. The TRAVL database does not contain student accommodation sites and therefore the TRICS database has been used to calculate the trip rates for this element of the development. The TRAVL database was used to obtain trip rates for the restaurant and retail units at the development.

The trip generation calculations and full TRAVL and TRICS output data are contained in **Appendix H**.

Due to the car free nature of the development site, the car trips (car driver and car passenger only) have been redistributed proportionally across the alternative modes. The 2001 Census Data for the LBC has been examined and the modal split for all land uses investigated. The modal split was applied to the car trips obtained by the databases and these trips were distributed across the other modes.

6.2 Existing Site Trip Generation

The existing site is currently vacant. A petrol filling station was previously in operation on the site. However, for robustness the existing site has not been considered to generate any trips. Therefore all trips generated by the proposed development will be new to the highway network.

6.3 Proposed Trip Generation

6.3.1 *Student Accommodation Trip Generation*

All Mode Trip Generation

As previously stated, TRICS version 2012(a) has been used to provide an estimate of trip rates for the student accommodation element of the development. Sites under land use 'student accommodation' have been selected and used in determining the trip generation. As the number of student residences are limited in TRICS, all 'student accommodation' sites were used.

The proposed student accommodation will consist of 63 student rooms. The trip rates obtained from TRICS were provided per resident and have been multiplied by the number of rooms in the proposed scheme to provide an all mode trip generation for the site by hour. The resultant all mode trip generation for the site is presented in **Table 6.1**.

TABLE 6.1: ALL MODE TRIP GENERATION – STUDENT ACCOMODATION			
Time Band	**Arrivals**	**Departures**	**Total Trips**
00:00-07:00	0	0	0
07:00-08:00	1	1	2
08:00-09:00	2	10	12
09:00-10:00	2	14	17
10:00-11:00	3	7	10
11:00-12:00	8	7	15
12:00-13:00	9	12	20
13:00-14:00	9	12	20
14:00-15:00	10	9	19
15:00-16:00	12	7	19
16:00-17:00	14	8	22
17:00-18:00	12	7	19
18:00-19:00	8	7	15
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-23:59	0	0	0
Total	91	101	192

Table 6.1 shows that trips to and from the student accommodation are likely to peak between the hours of 09:00-10:00 in the AM peak and 16:00-17:00 in the PM peak. Across the day the site is likely to generate 91 arrivals and 101 departures with a total of 192 movements. However, it should be noted that trips are spread out across the day with a relatively even flow of trips between the hours of 09:00 and 18:00.

Modal Split

As the sample taken from TRICS for the student accomodation section of the proposed development did not cover London sites, it is felt that the modal split will not be suitable for a development such as this because the modal split in London is generally considered to be completely different from elsewhere in the country.

It is therefore more suitable for local Census (2001) information to be used to determine a more accurate modal split for the development. **Table 6.2** overleaf illustrates the mode of travel to work for residents (aged 16-24) for the LBC.

TABLE 6.2 CENSUS 2001 MODE OF TRAVEL TO WORK – RESIDENTS AGED 16-24		
Mode of Travel to Work	**Total People**	**Percentage**
All People	11,415	100%
Work mainly at or from home	604	5%
Underground, metro, light rail, tram	4,232	37%
Train	753	7%
Bus, minibus, coach	1,849	16%
Motor cycle, scooter or moped	97	1%
Driving a car or van	641	6%
Passenger in a car or van	163	1%
Taxi or minicab	32	0%
Bicycle	231	2%
On foot	2,740	24%
Other	73	1%

Table 6.2 above indicates that the majority (37%) of residents aged 16-24 use the Underground, light rail or tram. Similarly, 24% of residents in this age group travel to work on foot.

Census data also shows that approximately 6% of residents travel to work by car. However, as these trips will not be permitted in the development (due to the lack of car parking available), these trips have been distributed onto the public transport modes (according to the Census percentage split). Similarly, those who 'work mainly at or from home' have also been removed from the table as these will not result in trips. The revised modal split can be seen in **Table 6.3** below.

TABLE 6.3 ADJUSTED TRAVEL TO WORK MODAL SPLIT – RESIDENTS AGED 16-24		
Mode of Travel to Work	**Total People**	**Percentage**
Underground, metro, light rail, tram	4,232	42%
Train	753	8%
Bus, minibus, coach	1,849	18%
Motor cycle, scooter or moped	97	1%
Taxi or minicab	32	0%
Bicycle	231	2%
On foot	2,740	27%
Other	73	1%

Table 6.3 indicates that the majority of the residents (42%) are likely to use the Underground, light rail or tram to travel to work. 27% of residents travel to work on foot, and 18% by bus. According to the Census data, 8% will use the train. The Census data also shows those using a bicycle to travel to work to be low in number (2%). Although this development aims to increase this percentage, this should be taken as the expected minimum.

The all mode trip generation for the student accommodation shown in **Table 6.1** has been applied to the modal split shown in **Table 6.3** above to provide a peak hour and daily trip generation for the student accommodation split by mode. The resultant trip generation for the student accommodation is shown in **Table 6.4**.

TABLE 6.4: PEAK HOUR AND DAILY TRIPS FOR STUDENT ACCOMMODATION SPLIT BY MODE

Mode	Modal Split	AM Peak (09:00-10:00)	PM Peak (16:00-17:00)	Daily
Underground, metro, light rail, tram	42%	7	9	81
Train	8%	1	2	15
Bus, minibus, coach	18%	3	4	35
Motor cycle, scooter or moped	1%	0	0	2
Taxi or minicab	0%	0	0	0
Bicycle	2%	0	0	4
On foot	27%	5	6	52
Other	1%	0	0	2
Total	100%	**17**	**22**	**192**

6.3.2 *Retail Trip Generation*

The retail land use on the site will be split between sub categories A1 (Retail) and A3 (Restaurant). These two types of retail are considered separately below.

A1 Non-Food Retail All Mode Trip Generation

The TRAVL database was examined for sites in the A1 non-food land use class. Two sites were found to be comparable in terms of size, location and PTAL rating. 298.7m² of A1 retail space is proposed on the site. The trip rates obtained from TRAVL were provided per 100m² and have been multiplied by 2.987 to provide an all mode trip generation for the site by hour. The resultant all mode trip generation for the site is presented in **Table 6.5**.

TABLE 6.5: ALL MODE TRIP GENERATION – A1 NON-FOOD RETAIL			
Time Band	**Arrivals**	**Departures**	**Total Trips**
00:00-10:00	0	0	0
10:00-11:00	53	43	96
11:00-12:00	51	38	89
12:00-13:00	114	109	223
13:00-14:00	159	177	337
14:00-15:00	132	137	268
15:00-16:00	101	94	195
16:00-17:00	84	86	170
17:00-18:00	139	152	291
18:00-23:59	0	0	0
Total	833	835	1668

Table 6.5 above shows that trips to and from the A1 non-food retail land use are likely to peak between the hours of 13:00-14:00 at lunchtime and 17:00-18:00 in the PM peak. Across the day the site is likely to generate 833 arrivals and 835 departures providing a total of 1668 movements.

Modal Split

The Census 2001 'travel to work' database has been interrogated for the LBC to determine the likely modal split of the food retail land use on the site. Whilst the 'travel to work' dataset does not strictly cover customers it has been used to provide an indication of the likely modal split of all users of the retail areas. The 'Mode of Travel to Work – Daytime Population' has been used. The modal split shown in **Table 6.6** has been used to inform the likely trip generation for the retail land use. The modal split was again adjusted to remove all car driver and passenger trips and the resultant modal split is shown in **Table 6.7.**

TABLE 6.6: CENSUS 2001 MODE OF TRAVEL TO WORK – DAYTIME POPULATION	
Mode	**Percentage**
Work mainly at or from home	4%
Underground, metro, light rail, tram	32%
Train	27%
Bus, minibus, coach	9%
Motor cycle, scooter or moped	2%
Driving a car or van	15%
Passenger in a car or van	1%
Taxi or minicab	0%
Bicycle	3%
On foot	7%
Other	0%
Total	100%

The census data shows that 4% of people work from home, 15% of people travel to work by private car, and 1% of people travel as car or van passengers. As there is no car parking at the proposed development and the 'works from home' trips are not relevant to this scheme, development these modes have been removed from the dataset and redistributed across the remaining modes based on the relevant proportions. The resultant modal split is shown in **Table 6.7** below.

TABLE 6.7: CENSUS 2001 MODE OF TRAVEL TO WORK – DAYTIME POPULATION – ADJUSTED MODAL SPLIT	
Mode	**Percentage**
Underground, metro, light rail, tram	40%
Train	34%
Bus, minibus, coach	11%
Motor cycle, scooter or moped	2%
Taxi or minicab	1%
Bicycle	3%
On foot	8%
Other	0%
Total	100%

The all mode trip generation for the food store shown in **Table 6.5** has been applied to the modal split shown in **Table 6.7** above to provide a peak hour and daily trip generation for the retail use split by mode. The resultant trip generation for the A1 retail use is shown in **Table 6.8**.

TABLE 6.8: PEAK HOUR AND DAILY TRIPS FOR A1 RETAIL SPLIT BY MODE				
Mode	**Modal Split**	**Lunchtime Peak (13:00-14:00)**	**PM Peak (17:00-18:00)**	**Daily**
Underground, metro, light rail, tram	40%	134	116	664
Train	34%	114	99	565
Bus, minibus, coach	11%	39	33	191
Motor cycle, scooter or moped	2%	7	6	37
Taxi or minicab	1%	2	2	9
Bicycle	3%	11	10	57
On foot	8%	28	24	138
Other	0%	1	1	7
Total	100%	**337**	**291**	**1668**

A3 Restaurant All Mode Trip Generation

The TRAVL database was examined for sites in the A3 restaurant land use class. Two sites were found to be comparable in terms of size, location and PTAL rating. 445.4m² of A3 restaurant space is proposed on the site. The trip rates obtained from TRAVL were provided per 100m² and have been multiplied by 4.4454 to provide an all mode trip generation for the site by hour. The resultant all mode trip generation for the site is presented in **Table 6.9**.

TABLE 6.9: ALL MODE TRIP GENERATION – A3 RESTAURANT			
Time Band	**Arrivals**	**Departures**	**Total Trips**
00:00-07:00	0	0	0
07:00-08:00	18	0	18
08:00-09:00	16	0	16
09:00-10:00	45	27	72
10:00-11:00	49	41	90
11:00-12:00	39	21	61
12:00-13:00	81	30	111
13:00-14:00	70	82	151
14:00-15:00	31	72	103
15:00-16:00	31	43	74
16:00-17:00	42	24	66
17:00-18:00	30	13	43
18:00-19:00	47	24	71
19:00-20:00	60	39	98
20:00-21:00	119	68	187
21:00-22:00	85	113	198
22:00-23:00	22	60	81
23:00-23:59	0	59	59
Total	**787**	**715**	**1502**

Table 6.9 above shows that trips to and from the A3 restaurant land use are likely to peak between the hours of 13:00-14:00 at lunchtime and 21:00-22:00 in the PM peak. Across the day the site is likely to generate 787 arrivals and 715 departures providing a total of 1502 movements.

Modal Split

The Census 2001 'travel to work' database has been interrogated for the LBC to determine the likely modal split of the restaurant land use on the site. Whilst the 'travel to work' dataset does not strictly cover customers it has been used to provide an indication of the likely modal split of all users of the restaurant. The 'Mode of Travel to Work – Daytime Population' has been used. The modal split shown in **Table 6.6** has again been used to inform the likely trip generation for the restaurant land use. The modal split was again adjusted to remove all car driver and passenger trips and the resultant modal split is shown in **Table 6.7**.

The all mode trip generation for the A3 restaurant land use shown in **Table 6.9** has been applied to the modal split shown in **Table 6.7** above to provide a peak hour and daily trip generation for the restaurant land use split by mode. The resultant trip generation for the A3 restaurant land use is shown in **Table 6.10**.

TABLE 6.10: PEAK HOUR AND DAILY TRIPS FOR A3 RESTAURANT SPLIT BY MODE

Mode	Modal Split	Lunchtime Peak (13:00-14:00)	PM Peak (21:00-22:00)	Daily
Underground, metro, light rail, tram	40%	60	79	598
Train	34%	51	67	509
Bus, minibus, coach	11%	17	23	172
Motor cycle, scooter or moped	2%	3	4	33
Taxi or minicab	1%	1	1	8
Bicycle	3%	5	7	51
On foot	8%	13	16	124
Other	0%	1	1	7
Total	100%	**151**	**198**	**1502**

6.3.3 *Total Proposed Trip Generation*

The total number of all mode person trips generated into and out of the site has been calculated based upon the figures for the individual land uses at the proposed development. The total all mode person trip generation is shown in **Table 6.11**.

TABLE 6.11: TOTAL ALL MODE TRIP GENERATION			
Time Band	**Arrivals**	**Departures**	**Total Trips**
00:00-07:00	0	0	0
07:00-08:00	19	1	20
08:00-09:00	18	10	28
09:00-10:00	47	41	89
10:00-11:00	105	91	197
11:00-12:00	98	66	164
12:00-13:00	204	151	354
13:00-14:00	238	271	508
14:00-15:00	173	217	390
15:00-16:00	144	144	288
16:00-17:00	140	118	258
17:00-18:00	182	172	353
18:00-19:00	55	31	86
19:00-20:00	60	39	98
20:00-21:00	119	68	187
21:00-22:00	85	113	198
22:00-23:00	22	60	81
23:00-23:59	0	59	59
Total	1711	1651	3362

Table 6.11 above indicates that trips to and from the proposed development will peak between the hours of 10:00-11:00, 13:00-14:00 and 17:00-18:00 when 197 movements, 508 movements and 353 movements will be generated respectively. Across the day the development will generate approximately 3362 movements in total.

The total number of trips split by mode (using the modal split shown in **Table 6.7**) for the development peak hours are shown in **Table 6.12** overleaf.

TABLE 6.12: TOTAL TRIP GENERATION FOR SITE SPLIT BY MODE

Mode	Student Accommodation					Retail/Restaurant					Total Development			
	Modal Split	AM Peak (10:00-11:00)	Lunch Peak (13:00-14:00)	PM Peak (17:00-18:00)	Daily	Modal Split	AM Peak (10:00-11:00)	Lunch Peak (13:00-14:00)	PM Peak (17:00-18:00)	Daily	AM Peak (10:00-11:00)	Lunch Peak (13:00-14:00)	PM Peak (17:00-18:00)	Daily
Underground, metro, light rail,	42%	4	8	8	81	40%	74	194	133	1262	78	203	141	1342
Train	8%	1	2	2	15	34%	63	165	113	1074	64	167	115	1089
Bus, minibus, coach	18%	2	4	3	35	11%	21	56	38	364	23	60	42	398
Motor cycle, scooter or moped	1%	0	0	0	2	2%	4	11	7	70	4	11	8	72
Taxi or minicab	0%	0	0	0	0	1%	1	3	2	17	1	3	2	17
Bicycle	2%	0	0	0	4	3%	6	17	11	108	7	17	12	112
On foot	27%	3	5	5	52	8%	15	40	28	262	18	46	33	314
Other	1%	0	0	0	2	0%	1	2	1	14	1	2	2	16
Total	100%	10	20	19	192	100%	187	488	334	3170	197	508	353	3362

Table 6.12 indicates that the proposed development will generate approximately 197 all mode trips during the development AM peak (10:00-11:00), 508 during the development lunchtime peak (13:00-14:00) and 353 trips during the development PM peak (17:00-18:00). Across the day the development will generate approximately 3362 movements in total. As the development will not provide any car parking, none of the trips will be undertaken by car. The vast majority of the trips will be undertaken by public transport and by foot. In addition, it should be noted that few trips will be generated by the site during the morning network peak hour of 08:00-09:00. The trip generation indicates that only 28 movements will be generated during this typically busy period.

The trip generation calculations and full TRAVL and TRICS output data are contained in **Appendix H**.

7 SERVICING AND REFUSE STORAGE/COLLECTION

7.1 Background

The Servicing Management Plan (SMP) outlined below will be adhered to by the occupiers of the developers of the development. If it is not possible to adhere to the SMP this will be agreed with LBC prior to any change. The building occupiers shall work with the Council to review this SMP from time to time when necessary. Any future revised plan will be submitted for approval to the Council and complied with thereafter.

7.2 Existing Delivery Profile

The existing site was previously an Esso petrol filling station. The petrol station would have generated delivery and servicing trips on a daily basis. However, for robustness these have not been deducted from the proposed delivery profile.

7.3 Proposed Delivery Profile

7.3.1 *Student Accommodation*

Everyday deliveries to the student accommodation are likely to be related to cleaning and general maintenance equipment, and will be received by site management staff.

The TRAVL database does not contain information about student accommodation. Therefore, the TRICS database was examined (see Section 6 for methodology).

OGV trips were extracted from the same TRICS sites used in Section 6. Based upon 63 units the delivery trip generation shown in **Table 7.1** was derived. Full TRICS and TRAVL output data can be found in **Appendix H**.

TABLE 7.1: STUDENT ACCOMMODATION DELIVERY TRIPS

	Trips In	Trips Out	Two-way
Daily Trips	1	1	2

Table 7.1 indicates that approximately two deliveries will be made into and out of the development on a daily basis. These will occur between the hours of 08:00 and 16:00. This will have a negligible impact on the surrounding road network. Full TRICS output can be found in **Appendix H**.

It is acknowledged that special arrangements will be required for managing student arrivals/departures at the beginning and end of term time, when rooms are being vacated or occupied by students. The majority of students are expected to arrive/depart by public transport due to the high accessibility of the site but measures such as arriving car/taxi management and increased security due to increased person movements will be implemented over a temporary period, with the assistance of the site management team.

7.3.2 *Restaurant/Retail*

The TRAVL database was examined to estimate the number of delivery trips that are likely to be generated by the proposed restaurant and retail units at the site. The proposals are to provide a restaurant and four retail units on the basement and ground floors at the site.

Delivery trip information was not available in TRAVL for retail units in similar locations to the development proposals; however information was available for a Pizza Express restaurant located in an area with a similar PTAL rating and GFA to that proposed. Therefore this

information has been used to determine the likely delivery profile for both the restaurant and retail uses on the site.

The resultant number of daily restaurant/retail delivery trips is outlined in **Table 7.2**.

TABLE 7.2: DAILY RESTAURANT/RETAIL DELIVERY TRIPS

	Trips In	Trips Out	Two-way
Number of trips for restaurant	2	2	4
Number of trips per retail unit (total for 4 units)	2 (8)	2 (8)	4 (16)
Total	10	10	20

The TRAVL data suggests that the delivery trips for the retail uses are likely to be undertaken by panel vans and will take place between 11:00 and 12:30. The full TRAVL delivery profile is held in **Appendix H**.

7.3.3 *Total Deliveries*

Based on sections 7.2.1 and 7.2.2, the total number of delivery movements generated by the proposed development per day is shown in **Table 7.3** below.

TABLE 7.3: DAILY DEVELOPMENT DELIVERY TRIPS

	Trips In	Trips Out	Two-way
Number of trips for student accommodation	1	1	2
Number of trips for retail/restaurant	10	10	20
Total	11	11	22

Table 7.3 demonstrates that there are likely to be a total of 11 vehicles arriving at the site for deliveries and servicing per day. These deliveries are likely to take place between the hours of 08:00-18:00. This equates to approximately one vehicle arriving at the site per hour. It is considered that the loading bay to be provided on Chalk Farm Road will suitably accommodate this demand.

7.4 Location of Refuse Storage

It is proposed that ten 1,100 litre Eurobins will be provided for the student accommodation and a further ten Eurobins will be provided for the retail and restaurant uses. The Eurobins will be accommodated within two refuse storage areas to the rear of the building in the basement. A service platform lift will enable the Eurobins to be transported from the basement to the ground floor.

7.5 Refuse Vehicle Access

Refuse vehicles will use the proposed loading bay on the northern side of Chalk Farm Road to collect the refuse from the site. Swept paths showing a refuse vehicle accessing the proposed loading bay are shown on drawing 47061404/AT01 in **Appendix I**. The swept paths demonstrate that a refuse vehicle will be able to service the site without difficulty.

7.6 Pedestrian / Highway Safety

Delivery and service vehicles will use the proposed loading bay on the northern side of Chalk Farm Road to access the site. Pedestrians will use the footway between the site and the proposed loading bay to access the proposed development. A zebra crossing exists approximately 15m to the west of the proposed loading bay enabling pedestrians to cross Chalk Farm Road away from the proposed loading bay. It is therefore not considered that the potential for pedestrian / delivery vehicle conflicts will increase following the development proposals.

7.7 Cyclists / Highway Safety

The proposed loading bay on the northern side of Chalk Farm Road will replace two existing parking bays. Given that vehicles currently use this area and there will be only a small increase in cyclist movements following the development proposals, it is not considered that cyclist / delivery vehicle conflicts will increase.

8 IMPACT ON TRANSPORT NETWORK

8.1 Parking and Highway Impacts

The proposed development will be car-free and no car parking will be provided on site. It is anticipated that the majority of people will use a combination of public transport, walking and cycling to access the site due to its high level of accessibility and central location.

The development site was formerly a petrol filling station and as such generated a significant number of vehicular trips. The existing site currently features two vehicle crossovers. One is located on Chalk Farm Road and the other is located on Hartland Road. The development proposals will remove these crossovers and re-instate footways in these locations, providing an enhanced pedestrian environment.

Two parking bays are currently located on Chalk Farm Road immediately south of the site. These parking bays will be relocated to Hartland Road to provide room for a loading bay on Chalk Farm Road.

The nearest blue badge parking bays are situated on Harmood Street and Hartland Road. Blue badge permits can be used to park without charge or time limit in blue badge parking bays, residents' parking bays, parking meters / pay-and-display bays and designated disabled parking spaces.

8.2 Cycle Network and Impacts

The profile of the proposed development is aimed at encouraging cycling as one of its main modes of access. 148 cycle parking spaces will be provided within the new development, 85 of these spaces will have been relocated from the adjoining Harmood Street development which will be lost as part of the new development. Therefore the provision of 63 new cycle parking spaces for students of the development is likely to encourage bicycle trips.

Although there are few formal cycle facilities in the immediate vicinity of the site, London Cycle Network (LCN) Route 27 is situated on Kentish Town Road (A400) approximately 400m to the east. The LCN provides a high standard of marked cycle routes and bus lanes which are open to cyclists.

The trip generation exercise has found that following the redevelopment of the site a total of 112 daily bicycle trips will be made. The local road network is likely to be able to easily accommodate this increase in the number of cyclists and the impact of the increased bicycle use on the surrounding area is expected to be minimal.

It should be noted that the travel plans produced alongside this transport statement aim to encourage staff and students to cycle as their main mode of transport.

8.3 Public Transport & Pedestrians

Public transport users will walk to access services as well as walking between interchanges. The two modes of travel have been examined together below.

The information in Section 6 indicates that an additional 166 public transport and pedestrian trips will be made to and from the proposed development during the AM peak and an additional 297 trips during the PM peak.

The site benefits from a large number of public transport options nearby including five main bus routes as well as a number of underground / overground rail services. As such, it is not

anticipated that the increase in public transport trips resulting from the proposed development will significantly impact upon passenger numbers and public transport usage levels.

As discussed previously, pedestrian provisions in the area are good and their present use appears to be well within their capacity levels. It is therefore expected that the increase in pedestrian trips as shown above will be easily accommodated by the existing infrastructure.

The footways in the area surrounding Harmood Street and Chalk Farm Road are a minimum of 2m in width and therefore accord with the Department for Transport 'Manual for Streets' (2007) where 'the minimum unobstructed width for pedestrians should generally be 2m'.

8.4 Sustainability

Through its 'car-free' approach and integrated cycle parking and storage facilities, the development encourages occupants to make journeys by means other than the private car. This is in line with national policy and local LBC policy, which promotes the use of sustainable modes of travel, including cycling, walking and public transport.

The associated travel plans aimed at the staff and students of the proposed student accommodation and retail use of the development will further assist in promoting and marketing the sustainable travel choices presented by the location and design of the proposed development.

8.5 Construction

A construction traffic management plan (CTMP) has been prepared to accompany the planning application. Any potential impacts arising from the construction of the proposed scheme will be discussed and managed though this plan.

9 CONCLUSIONS

9.1 Conclusion

This transport statement has considered the transportation issues arising from the proposed redevelopment of the former Esso Garage site on Chalk Farm Road. The development proposals include demolishing the existing petrol filling station and the construction of a new four storey building which will accommodate 62 rooms of student accommodation and approximately 810.1m^2 of retail space (use classes A1 & A3) on the basement and ground floors.

A large number of transport links exist in the immediate vicinity of the site. There are a wide range of bus routes available within reasonable walking distance of the site as well as the London Underground and Overground networks. The development site is also within the catchment area of Kentish Town West Mainline Rail station, which offers services to Stratford (East London) and Richmond (West London). The site features a PTAL score of 6B and it is considered that the site is therefore very well served by public transport.

Pedestrian facilities in the vicinity of the site are good and provide easy access to both Camden Town centre and the facilities of Chalk Farm Road.

The development site is not directly accessible to the London Cycling Network; however there are a number of cycle routes in the surrounding area which can be reached easily in order to join the London Cycle Network. Pedestrian routes are also plentiful with safe and easy pedestrian access throughout the area.

The site is situated within a high street area and a range of amenities are accessible including food shops, restaurants, a gym and an ATM. The site is also within close proximity of recreation and community facilities.

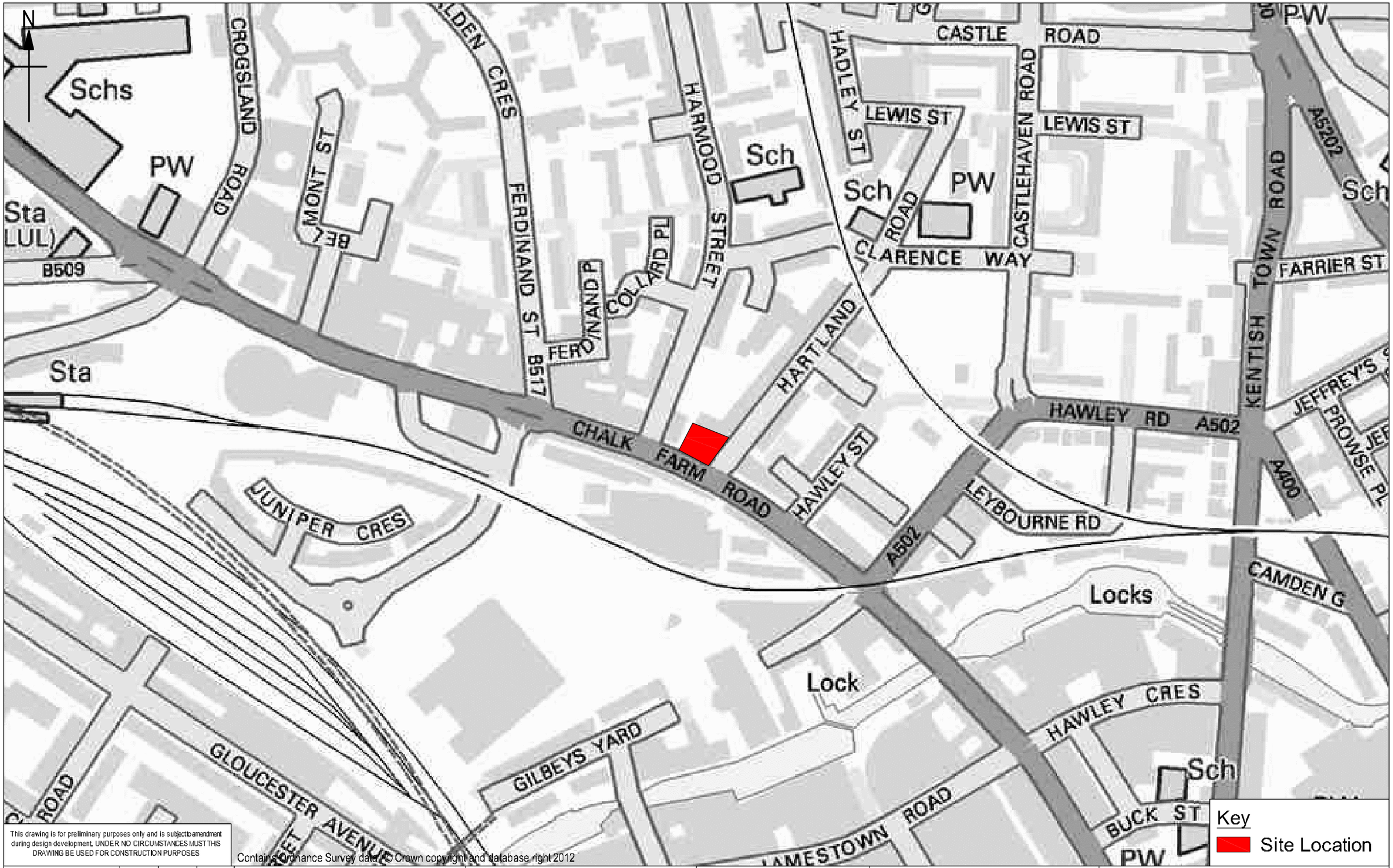
The trip generation for the site has demonstrated that the development peak hours are likely to occur between 10:00-11:00, 13:00-14:00 and 17:00-18:00. During these hours the site is likely to generate 197, 508 and 353 trips respectively. During the traditional AM network peak only 28 movements will be generated.

The site is likely to generate 22 servicing movements per day. These trips will be spread throughout the day and are unlikely to be material on the highway network. The previous land use on the site was a petrol filling station which would have generated a substantial number of vehicular trips. The proposed development will be car-free and apart from the small number of servicing trips it is considered that the development represents a net improvement in terms of vehicular traffic generated by the development when compared to a petrol filling station.

The car free nature of the development means there will be little impact on the highway network as a result of this development. During the development peak hours identified (10:00-11:00, 13:00-14:00 and 17:00-18:00) the site is likely to generate an additional 166, 429 and 297 public transport trips respectively. It is felt that this level of increase can easily be accommodated on the public transport network.

As part of the development proposals the two existing vehicle crossovers located on Chalk Farm Road and Hartland Road will be removed and footways re-instated enhancing the pedestrian environment around the site. The removal of the former Esso petrol filling station will significantly reduce vehicular trips in the vicinity of the site. It is therefore considered that the development is unlikely to have a material impact on the surrounding highway network.

Appendix A Site Location Plan



Revision Details	By / Check	Date	Suffix

Project Title: Esso Garage Site on Chalk Farm Road, Camden

Client: Risetall Ltd

Drawing Title: Site Location Plan

Purpose of issue: Final		
Drawn: CJB	Approved: BW	Revision: -
Checked: JS	Date: Jan 12	Date: -
URS Internal Project No.: 47061404		Scale @ A3: NTS

Drawing Number: 47061404/SK01 -

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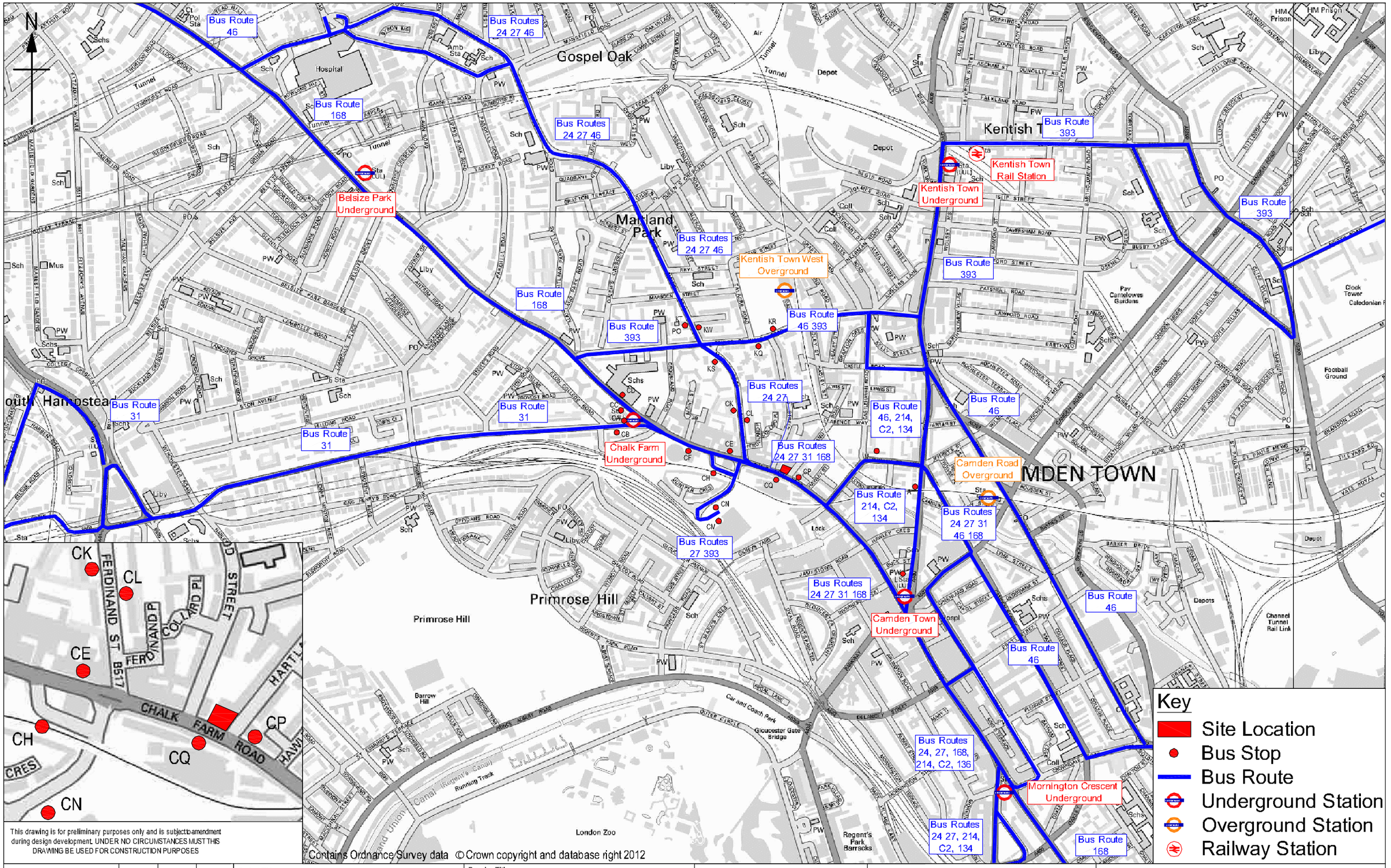
Plot Date: 27/01/2012 14:45:00
File Name: P:\TRANSPORT CONSULTANCY PROJECTS\JOB FOLDERS_470 NUMBERS\47061404 - ESSO GARAGE CHALK FARM ROAD\DRAWINGS\WORKING DRAWINGS\ESSO GARAGE SITE PLANS - PLANS 2007

Appendix B Public Transport Plan & Local Bus Network Map



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Revision Details	By / Check	Date	Suffix

Project Title: Esso Garage Site on Chalk Farm Road, Camden

Client: Risetall Ltd

Drawing Title: Public Transport Plan

Purpose of issue: Final		
Drawn: CJB	Approved: BW	Revision: -
Checked: JS	Date: Jan 12	Date: -
URS Internal Project No.: 47061404		Scale @ A3: NTS

Drawing Number: 47061404/SK02 -

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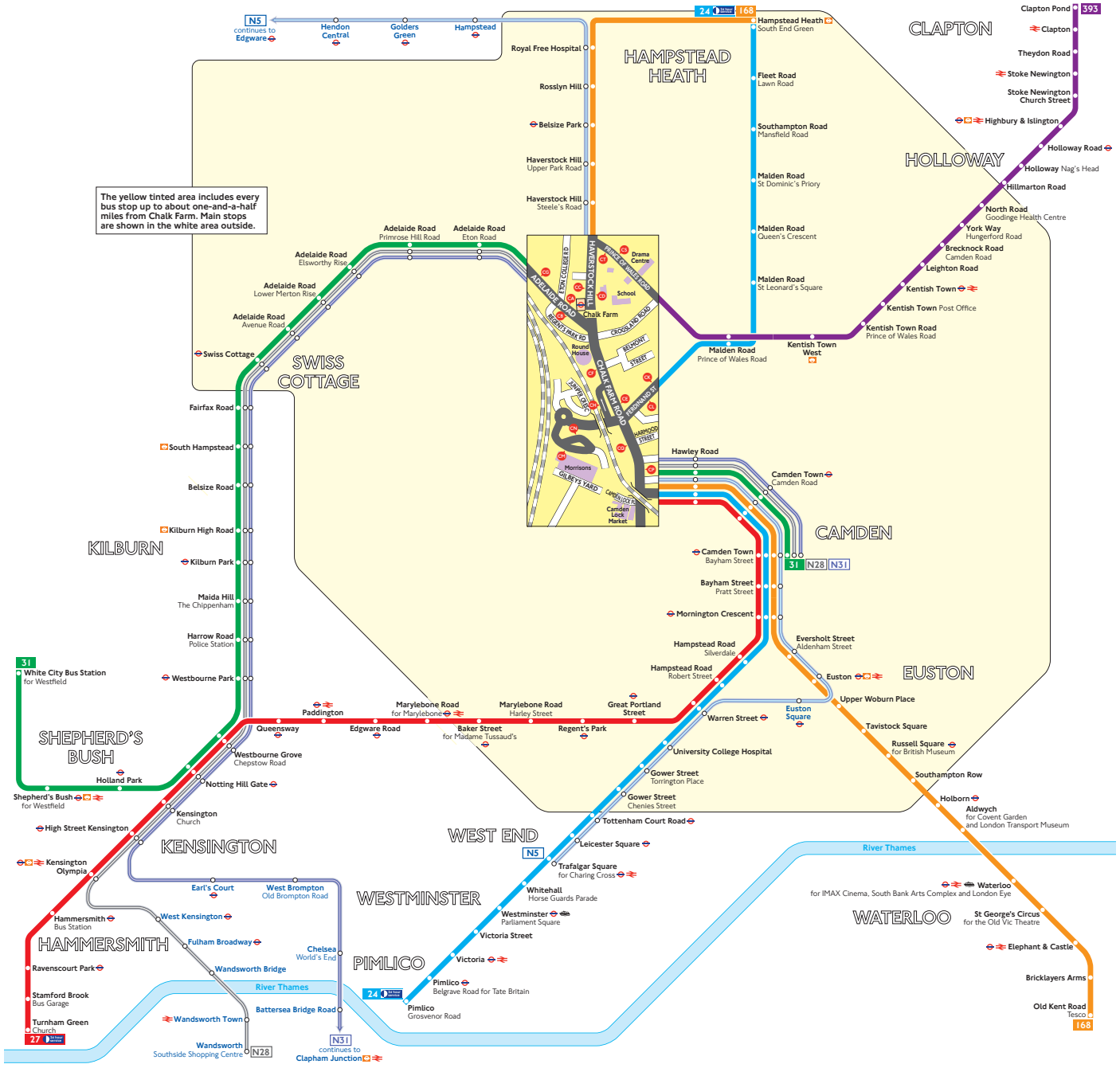
Buses from Chalk Farm



Route finder

Day buses including 24-hour services

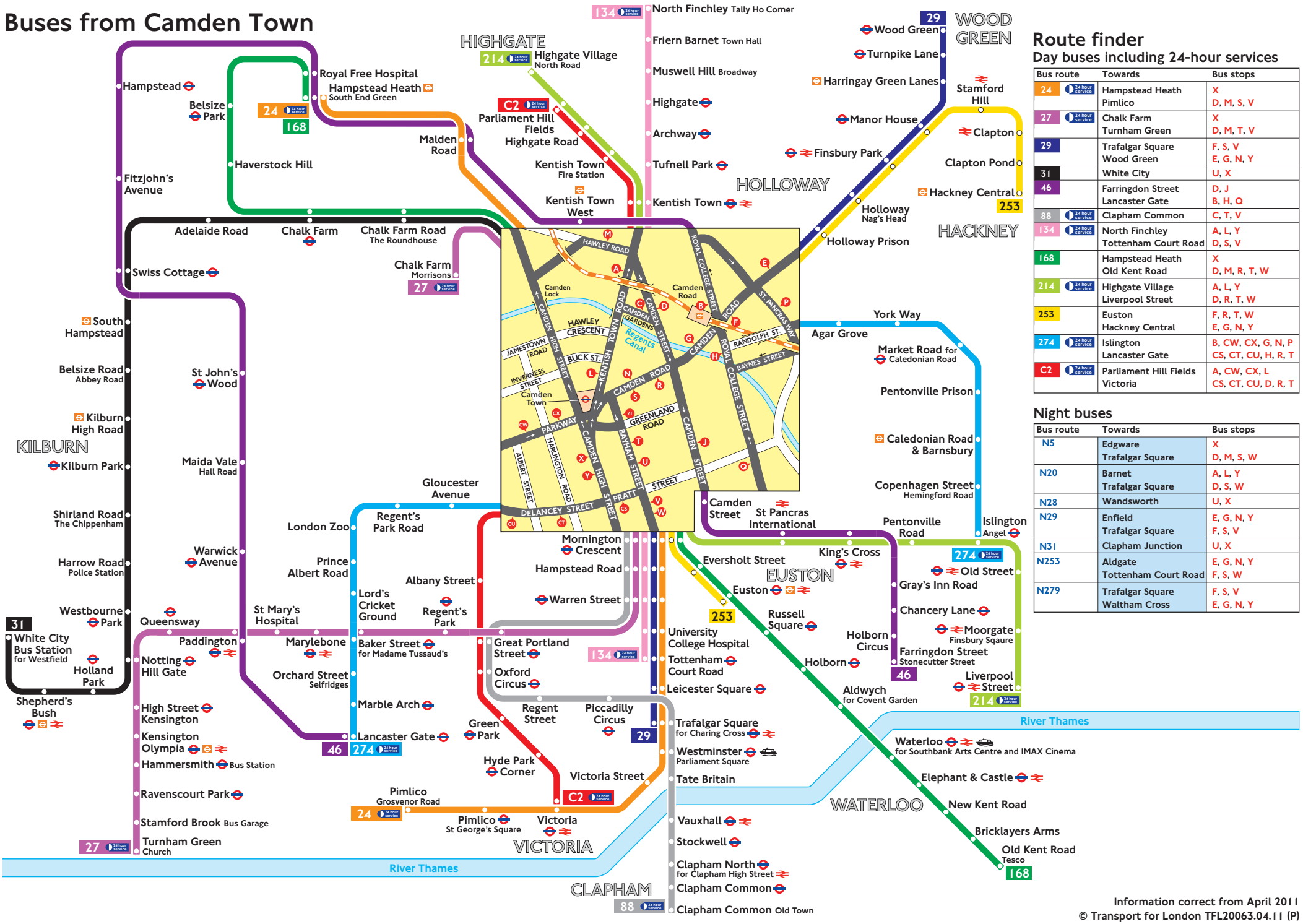
Bus route	Towards	Bus stops
24 (24 hour service)	Hampstead Heath	CK CQ
	Pimlico	CE CL
27 (24 hour service)	Turnham Green	CE CM
31	Camden Town	CA CE
	White City	CB CF CQ
168	Hampstead Heath	CC CF CQ
	Old Kent Road	CD CE
393	Clapton	CC CF CH CN CS

Night buses

Bus route	Towards	Bus stops
N5	Edgware	CC CF CQ
	Trafalgar Square	CD CE
N28	Camden Town	CA CE
	Wandsworth	CB CF CQ
N31	Camden Town	CA CE
	Clapham Junction	CB CF CQ

Information correct from 14 February 2011

Buses from Camden Town



Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
24 (24-hour service)	Hampstead Heath Pimlico	X D, M, S, V
27 (24-hour service)	Chalk Farm Turnham Green	X D, M, T, V
29	Trafalgar Square Wood Green	F, S, V E, G, N, Y
31	White City	U, X
46	Farringdon Street Lancaster Gate	D, J B, H, Q
88 (24-hour service)	Clapham Common	C, T, V
134 (24-hour service)	North Finchley Tottenham Court Road	A, L, Y D, S, V
168	Hampstead Heath Old Kent Road	X D, M, R, T, W
214 (24-hour service)	Highgate Village Liverpool Street	A, L, Y D, R, T, W
253	Euston Hackney Central	F, R, T, W E, G, N, Y
274 (24-hour service)	Islington Lancaster Gate	B, CW, CX, G, N, P CS, CT, CU, H, R, T
C2 (24-hour service)	Parliament Hill Fields Victoria	A, CW, CX, L CS, CT, CU, D, R, T

Night buses

Bus route	Towards	Bus stops
N5	Edgware Trafalgar Square	X D, M, S, W
N20	Barnet Trafalgar Square	A, L, Y D, S, W
N28	Wandsworth	U, X
N29	Enfield Trafalgar Square	E, G, N, Y F, S, V
N31	Clapham Junction	U, X
N253	Aldgate Tottenham Court Road	E, G, N, Y F, S, W
N279	Trafalgar Square Waltham Cross	F, S, V E, G, N, Y

Information correct from April 2011

Appendix C Cycle Route and Catchment Plan