



TRANSPORT STATEMENT

For

**REDEVELOPMENT OF
147 KENTISH TOWN ROAD
LONDON
NW1 8PB**

For

147 Kentish Town Road Freehold Limited

August 2013

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5. SUMMARY

1. INTRODUCTION

- a. This transport statement aims to consider the effect of the proposed redevelopment of 147 Kentish Town Road in terms of its effect on transport. It also considers the scheme against the objectives set out in Camden's Transport Strategy (Camden's Local Implementation Plan) August 2011 and policy CS11 Promoting sustainable and efficient travel.
- b. 147 Kentish Town Freehold Limited intend to redevelop the vacant, former public house at 147 Kentish Town Road.
- c. The planning application proposal is for a mixed-use scheme, comprising residential accommodation above commercial floor space.
- d. The report has been prepared, following a detailed site inspection and careful consideration of the Architects proposals.

2. EXISTING ARRANGEMENT

a. **Site.** The application Site is located on the corner of Castle Road and Kentish Town Road. The Kentish Town Road elevation is relatively short with the longer elevation on Castle Road. The site is adjacent to the former Kentish Town Road South underground station. The site comprises a former public house with beer garden to the rear. The public house has been closed for some time.

b. The 3 ½ storey building has a footprint of 280 sq.m on a site area of 320 sq.m.

c. **Roads. Kentish Town Road.** Kentish Town Road (A400) is designated as a road that forms part of the Transport for London Road Network (TLRN). The road runs North to South and joins the A1 in the North with the West End.

d. **Roads. Castle Road.** Castle Road runs East to West, starting at Kentish Town Road in the East and ending at the overground railway line in the West. It is a relatively wide and quietly trafficked road.

e. **Bus Services.** Being a main North /South Route into London, Kentish Town is well serviced by bus routes. There are bus stops along Kentish Town Road and the buses that service these stops are as follows:

- i. 24 – Pimlico to Hampstead Heath (24 Hour)
- ii. C2 – Victoria to Parliament Hill Fields (24 Hour)
- iii. 134 – Tottenham Court Road to North Finchley (24 Hour)
- iv. 46 – St Bartholomew’s Hospital to Lancaster Gate
- v. 214 – Moorgate to Highgate Village (24 Hour)
- vi. 393 – Clapton Pond to Chalk Farm
- vii. N20 – Whetstone and Barnet to Trafalgar Square (Night service)

f. There are additional services available from Camden Town, a short walk South from the application site. These are:

- i. 31 – White City to Camden Town
- ii. 27 – Turnham Green to Chalk Farm (24 Hour)
- iii. 274 – Islington to Lancaster Gate (24 Hour)
- iv. 88 – Clapham Common to Camden Town (24 Hour)

- v. 29 – Trafalgar Square to Wood Green
- vi. 253 – Euston to Hackney Central
- vii. 168 – Hamsptead Heath to Old Kent Road
- viii. 31 – White City to Camden Town
- ix. N5 – Edgware to Trafalgar Square (Night service)
- x. N28 – Wandsworth to Camden Town (Night service)
- xi. N29 Enfield to Trafalgar Square (Night service)
- xii. N31 – Clapham Junction to Camden Town (Night service)
- xiii. N253 – Aldgate to Tottenham Court Road (Night service)
- xiv. N279 – Trafalgar Square to Waltham Cross (Night service)

g. Fundamentally, bus travel from the application site is very easy and destinations that can be reached by on a single bus journey include Euston, Kings Cross, St Pancras International, Waterloo, Victoria and Paddington.

h. **Rail Services.** The site is between two stations on the London Overground network; Kentish Town West and Camden Road. Both of these stations are on the Stratford to Richmond and Stratford to Clapham Junction line and services operate regularly throughout the day (between 7 and 12 minute intervals) in each direction.

i. Alternative destinations are available with changes at Highbury & Islington Station, Gospel Oak or Willesden Junction. The destinations include Barking, Euston, Watford Junction, West Corydon and New Cross.

j. **Underground Service.** The site lies between Camden Town and Kentish Town Underground Stations which are both on the Northern Line. Camden Town is served by the Northern Line, and is positioned at the intersection between the Edgware and High Barnet / Mill Hill East branches, to the north, and the Charing Cross / Bank branches to the south.

k. The Northern Line provides a connection between Morden to the south, through the City, and West End, to terminate at High Barnet, Mill Hill East or Edgware in the north. Trains operate on each of the branches at frequent intervals during the daytime, 7 days a week.

l. **Facilities Movement.** Footways are found on both sides of the road, in the vicinity of the site providing a safe environment for pedestrians. Since Kentish Town Road is

used by a significant number of pedestrians, the footway width on the site side of Kentish Town Road is approx 2.7m wide.

m. There is a wide variety of local amenities within easy walking distance of the site, including a Sainsbury's store (nearby), and many smaller A1 and A3 units,

n. In addition to the existing pedestrian links at street level, a Canal towpath is available for pedestrians / cyclists, which provides an attractive leisure route for a central London location of this nature.

o. **Cycling.** The site is located in proximity to a number of signed cycle routes. This includes a signed on-road cycle route along the Royal College Street and St. Pancras Way one-way system. The route then continues south along Royal College Street, towards King's Cross. There is a cycle route along Castle Road and then North towards Highgate, but this is not marked. Both of these form part of the London Cycle Network (LCN).

p. This demonstrates that the site is well-served by local cycle routes, providing links to other parts of Central and North London.

3. POLICY CONSIDERATIONS

a. **National Planning Policy Framework.** Section 4 of the National Planning Policy Framework seeks to promote sustainable transport through various expectations of developments. It states that “Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.”

b. The National Planning Policy Framework also seeks to reduce greenhouse gas emissions and congestion, provide safe and secure access for individuals to development sites and accommodate the efficient delivery of goods and supplies.

c. **Camden’s Transport Strategy (Camden’s Local Implementation Plan) August 2011** has nine transport objectives. The relevant objective and proposals for the redevelopment of 147 Kentish Town Road are:

i. **Objective 1: Reduce motor traffic levels and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a ‘low carbon and low waste borough.’** To meet this objective Camden proposes the following measures:

- Car-free developments

ii. **Objective 3: Improve road safety and personal security for people travelling in Camden.**

- Create attractive streets to encourage more pedestrian activity and natural surveillance, and ‘Design Against Crime’ initiatives
- Partnership working with the Metropolitan Police to tackle crime and anti-social behaviour

iii. **Objective 4: Effectively manage the road network to manage congestion, improve reliability and ensure the efficient movement of goods and people**

- Limit the demand for motorised travel by enhancing facilities for walking and cycling
- Construction Management Plans and Servicing Management Plans to minimise impacts from new developments

iv. **Objective 7: Ensure the transport system supports access to local services and facilities, reduces inequalities in transport and increases social inclusion.**

- Encourage inclusive modes of transport that are affordable and easily available to everyone, such as walking, cycling and public transport

d. **CS11 - Promoting sustainable and efficient travel.** The Development Policies (DPs) that contribute to this Core Strategy are:

- DP16. The transport implications of Development
- DP17. Walking, cycling and public transport
- DP18. Parking standards and limiting the availability of car parking
- DP19. Managing the impact of parking
- DP20. Movement of goods and materials
- DP21. Development connecting to the highway network

e. DP16. The transport implications of development is concerned with movements to, from and within the site, including links to existing transport networks, additional transport capacity off-site and safe pick-up, drop-off and waiting areas for vehicles.

- f. DP17. Walking, cycling and public transport looks at the design of footways and cycle ways, features associated with pedestrian and cycling access to the development, safe road crossings where needed and bus stops, shelters, passenger seating and waiting areas, signage and timetable information.

- g. DP18. Parking standards and limiting the availability of car parking seeks to limit, cap or remove parking provisions in proposed developments.

- h. DP19. Managing the impact of parking seeks to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces.

- i. DP20. Movement of goods and materials. This policy looks to minimise the amount of material being moved by road and where material is moved by road, its impact on the local area is minimised.

- j. DP21. Development connecting to the highway network looks to protect the already busy road network and seeks to ensure that any development connecting to the highway network has minimal impact on the network.

4. DEVELOPMENT PROPOSALS

a. **Scheme Proposals.** 147 Kentish Town Road Limited propose to redevelop the planning application site by demolishing the existing vacant public house and building a mixed-use scheme, comprising the following elements :

- i. Residential units at first to fifth floor levels;
- ii. Ground and basement commercial floor space specifically for the expansion of Ringley Limited Chartered Surveyors.
- iii. Cycle parking consisting of 32 cycle spaces in separate, dedicated cycle storage areas.,
- iv. Refuse / recycling storage provision (to be provided separately for the residential accommodation and commercial elements; and,
- v. No car parking provision.

The public house being removed has had issues with anti social behaviour in the past and as such, the removal of this use will assist in improving the site in terms of Objective 3 of Camden's Transport Plan.

b. **Regular movement.** It is envisaged that the vast amount of the journeys made by residents or employees will be on foot, cycle or by public transport. The existing use would generate movement throughout the day with a peak in the evenings and at weekends whereas the proposed use would reduce the movement of people to and from the site in the evening and at weekends. In addition to the site's excellent level of accessibility to public transport, it is also accessible to a range of local amenities within Kentish Town. This would encourage residents to make short journeys from the site on foot, as opposed to by car or public transport.

c. **Car Parking** The proposals envisage a car free scheme. In addition, the applicant confirms that they would be willing to enter into a car free agreement, restricting residents of the scheme from purchasing resident's parking permits. This is in line with Objectives 1, 4 and 7 of Camden's Transport Strategy, DP18 & DP19 and, while there is no reduction in traffic, there would not be an increase. There would be no anticipated increase in the number of company cars for the commercial unit and these already have local parking arrangements in place.

d. **Cycle Parking.** The planning application proposal includes 12 spaces for the residential accommodation and 20 cycle spaces for the commercial space. The majority of the current members of staff travel to work by public transport rather than cycling. This is likely to result in a significantly greater cycle parking provision than that which will be necessary in practice. This amount of additional space for both the residential and the commercial portions of the building will hopefully encourage greater use of bicycles as an alternative mode of transport, again assisting with Objective 4, 7 & DP17.

e. **Servicing (including refuse storage / collection).** It is proposed that all servicing (and refuse / recycling) activity associated with the site will be undertaken to / from Castle Road. No loading will be permitted or required along Kentish Town Road. Deliveries to the commercial portion of the development and taxi drop off will also be along Castle Road in either the pay and display bays or on the single yellow lined section next to the development site, assisting with the safe drop off, pick up and waiting of vehicles required in DP16. The servicing for the offices does not required a huge amount of goods or material that would be necessary for a retail property therefore the impact to the local area would be kept to a minimal amount (DP20). Waste collections are already made along Castle Road and the waste generated from the residential accommodation and the commercial premises would have recyclable and general waste separated and collected

in accessible stores on the Castle Road elevation to enable pick up along the existing collection route.

f. **Pedestrian and Cyclists.** The residential accommodation access would be on Castle Road. The entrance for the commercial space would be on the corner of Castle Road and Kentish Town Road. Lockers, showers and changing facilities for pedestrians/cyclists will be provided at basement level, to serve the commercial floor space. A shower room will be including within the wheelchair WC for wheelchair users of building.

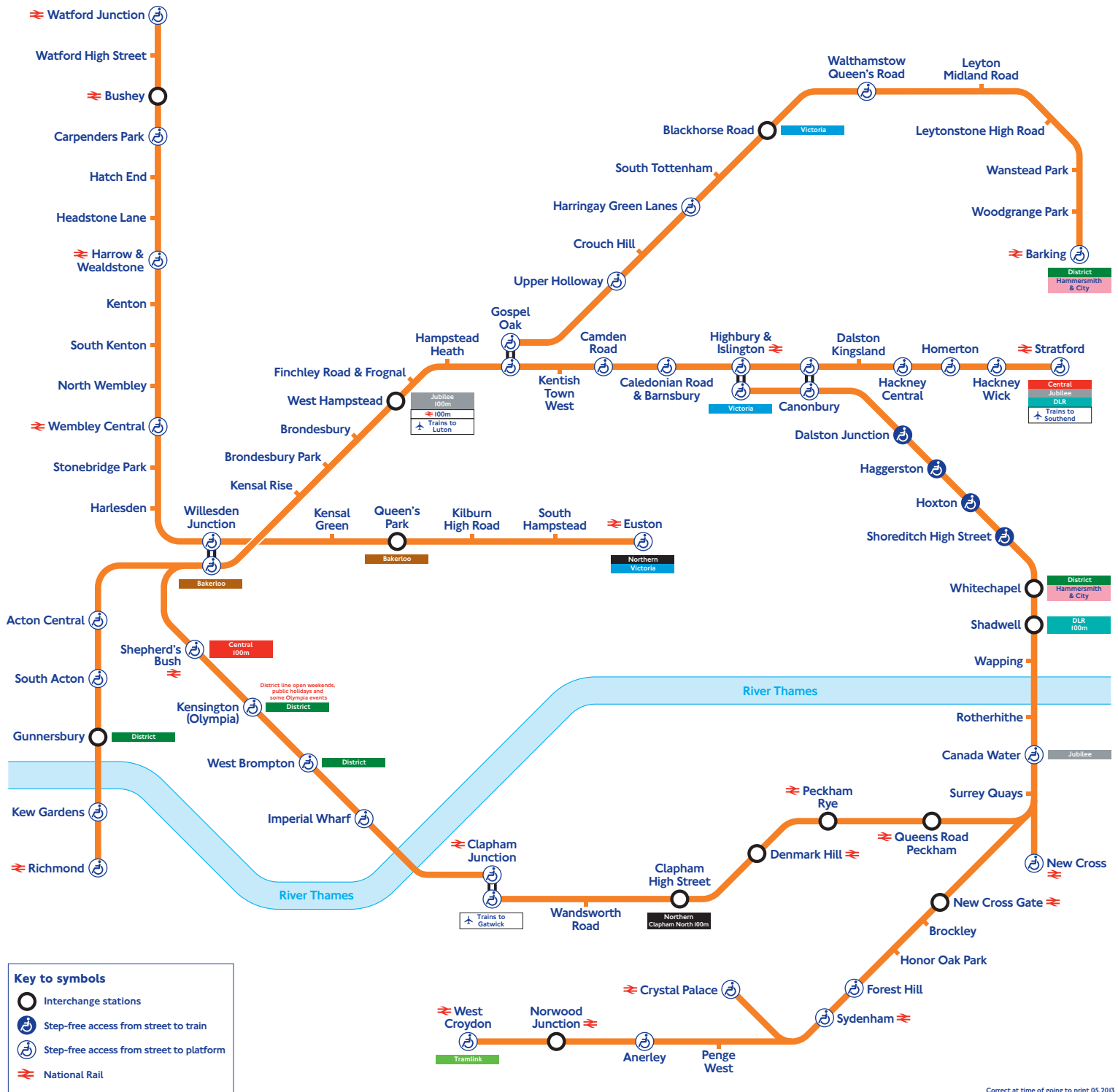
g. **Constructed Management Plan.** The applicant is aware that it will be necessary to manage and control the construction process effectively, so as to minimise any potential adverse impact on surrounding residents/business and, therefore, confirms that it is willing to enter into a (S.106) planning obligation with the Council, to outline the proposed construction management from the initial demolition and excavation stage, through to the main construction phase.

5. SUMMARY AND CONCLUSION

- a. **Summary.** 147 Kentish Town Road Limited proposes to re-develop 147 Kentish Town Road with a mixed scheme of commercial space for Ringley Limited Chartered Surveyors and residential accommodation. The site is situated in an excellent area for sustainable transport.
- b. There are a range of local amenities in the vicinity of the site, which will reduce the need to travel. Hence the site is in a suitable location for the proposed mixed-use development.
- c. The proposed levels of car and cycle parking are considered to be acceptable for the development and consistent with guidance to reduce reliance on the private car, encouraging travel by alternative modes.
- d. It is proposed to undertake all servicing activity to/ from Castle Road to minimise disruption to Kentish Town Road.

APPENDIX A

London Overground

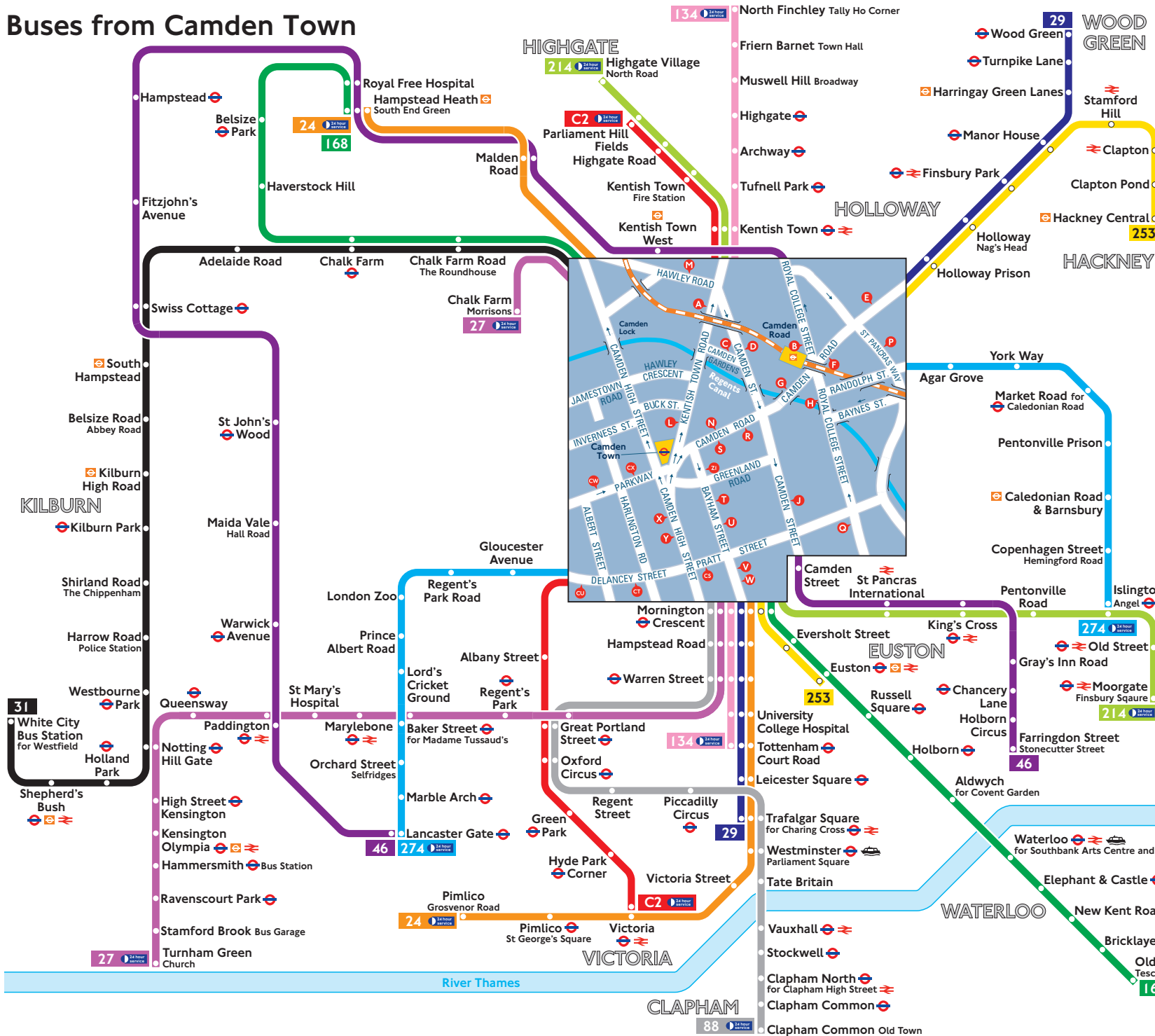


Correct at time of going to print 05.2013

APPENDIX B

APPENDIX C

Buses from Camden Town



Route finder Day buses including 24-hour services

Bus route	Towards	Bus stops
24	Hampstead Heath Pimlico	X D, M, S, V
27	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	Clapham Common	C, T, V
134	North Finchley Tottenham Court Road	A, L, Y D, S, V
168	Hampstead Heath Old Kent Road	X D, M, R, T, W
214	Highgate Village Moorgate	A, L, Y D, R, T, W
253	Euston Hackney Central	F, R, T, W E, G, N, Y
274	Islington Lancaster Gate	B, CW, CX, G, N, P CS, CT, CU, H, R, T
C2	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