17, 25 & 27 Ferdinand Street, Camden
Transport Statement

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Revision Schedule

Transport Statement

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1 Introduction

1.1 Overview

1.1.1 This transport statement relates to the proposed development of 17, 25 & 27 Ferdinand Street, Camden, North London and accompanies a planning application submitted on behalf of the Hallmark Property Group. 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.

1.1.2 At present, the buildings at 17, 25 & 27 Ferdinand Street are occupied private residential.

1.1.3 The development proposals include the demolition of part of existing 27 and 25 Ferdinand Street and replacing existing roof loft space with dormer windows and roof lights with two new wings linked with a glass structure to the existing 17 Ferdinand Street, finished with the construction of one lightweight level on top, at 17, 27 and 25 Ferdinand Street. The new building will provide twenty residential flats (use class C3).

1.1.4 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**.

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

1.1.6 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**.

1.1.7 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 Structure of this Document

1.2.1 The remainder of this document is structured as follows:

- Section 2 summarises relevant policy, detailing key issues related to the provision and location of a development of this nature.

- Sections 3 & 4 provide details on the location of the site as well as existing transport provision, site access and access to local amenities.
- Section 5 provides details on the development proposals.
- Sections 6-8 present the details of the development proposals in terms of trip generation, servicing trips and refuse trips.
- Section 9 outlines the likely impacts of the development on various transport networks.
- Section 10 provides the conclusions to the report.

2 Transport Policy Framework

2.1 Background

2.1.1 Policy as it affects the proposals is held at a national, regional and local level.

2.1.2 National policy considers planning and development across the country as a whole, whilst regional policy considers planning and development within the east of London and London as a whole. Local policy specifically examines the London Borough of Camden, and defines the detailed requirements for new developments in respect of transport and specific requirements for individual sites.

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

2.1.4 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.

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

2.2 National Policy

2.2.1 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.

2.2.2 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'.

2.2.3 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'.

2.2.4 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'.

2.2.5 **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:

2.2.6 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.'

2.2.7 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.'

2.2.8 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.'

2.2.9 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.

2.2.10 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.

2.2.11 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'.

2.2.12 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.

2.2.13 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.

2.2.14 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.

2.2.15 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.

2.2.16 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.

2.2.17 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.

2.2.18 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.

2.2.19 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.

2.2.20 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.

2.2.21 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.

2.2.22 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

2.3.1 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.

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

2.3.3 Whilst the plan makes some specific reference to the London Boroughs, policy within the publications 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:

2.3.4 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.'

2.3.5 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.

2.3.6 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.

2.3.7 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.

2.3.8 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.

2.3.9 '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 CO_2 emissions, improving air quality, reducing noise.

- Improving the urban environment.
- Improving social inclusion – by making transport more accessible and secure for users.

2.3.10 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

2.4.1 Camden's **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.

2.4.2 The **Core Strategy** sets out the key elements of 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.

2.4.3 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.

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

2.4.5 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.

2.4.6 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.

2.4.7 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.

2.4.8 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.

2.4.9 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.

2.4.10 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.

2.4.11 **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.

2.4.12 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.

2.4.13 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.

2.4.14 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.

2.4.15 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.

2.4.16 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.

2.4.17 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.

2.4.18 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.

2.4.19 **Camden's Transport Strategy** (CTS) was implemented in August 2011 and sets out the future direction for transport in Camden. 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

2.4.20 **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).

2.4.21 **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 Summary

2.5.1 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 residential 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

3.1.1 The development site is currently occupied by residential units (class C3). **Table 3.1** summarises the existing uses on the site below. Gross Floor Area (GFA) figures have been calculated as a 3% increase of the provided Gross Internal Area (GIA) figures to provide a robust assessment.

Table 3.1 Existing Site Uses

Floor of Buildings 17. 25 & 27		
	Gross Internal Area (GIA)	Gross Floor Area (GFA)*
Ground	161.8m^2	166.7m^2
First	294.4m^2	303.2m^2
Second	233.7m^2	240.7m^2
Third	68.3m^2	70.3m^2
Total	**758.2**m^2	**781.0**m^2

*GFA calculated as a 3% increase of the GIA

3.1.2 **Table 3.1** shows that the site currently accommodates 781.0m^2 (GFA) of residential space. A plan showing the existing site location and application boundary is shown in **Figure 3.1**. A site location plan showing the wider area is contained in **Appendix A**.

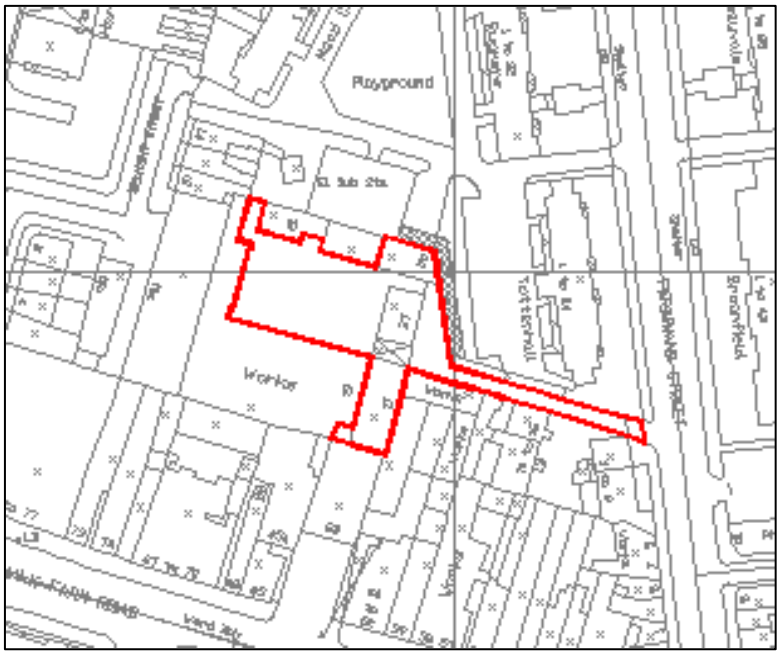

Figure 3.1 Existing Site Location and Application Boundary (Not to Scale)
Source: © Crown copyright, All rights reserved. License Number 100020449

3.1.3 The site's vehicular access is via Ferdinand Street and into a servicing yard area. Vehicles are required to travel beneath the archway between 17 and 27 Ferdinand Street to access the service yard. The archway has a 3.2m height restriction.

3.1.4 No vehicle parking is currently provided for users of 17, 25 & 27 Ferdinand Street. Service vehicles are able to access the service yard for the purposes of servicing and deliveries. There are currently no formally marked servicing bays in the yard.

3.2 The Surrounding Area

3.2.1 The proposed site is located in the Chalk Farm area in the London Borough of Camden (LBC). The Borough 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.

3.2.2 The development site is located on Ferdinand Street which directly accesses Chalk Farm Road to the south. The area immediately surrounding the development site has a wide range of land uses. The site's proximity to Chalk Farm Road and Camden High Street means there is easy access to an array of facilities and amenities, including local schools 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 all local amenities, services and transport links, allowing easy access for residents and visitors to the development.

3.3 The Local / Strategic Highway Network

3.3.1 The development site is accessed from Ferdinand Street which feeds onto the A502 (Chalk Farm Road) to the south, between the junctions with Belmont Street to the west and Harmood Street to the east.

3.3.2 Ferdinand Street is a two-way road with one lane in each direction. There is on-street parking along both sides of the road which reduces the carriageway width however the remaining space still allows for a two-way traffic flow. A signalised pedestrian crossing is provided at the Ferdinand Street junction with Chalk Farm Road (to the south of the site access road) providing a safe pedestrian crossing across Ferdinand Street. Another pedestrianised crossing is provided across Chalk Farm Road close to the Ferdinand Street junction; this crossing provides safe pedestrian access towards to Morrisons store on the other side of Chalk Farm Road. A pedestrian refuge island is provided on Ferdinand Street further north of the site access road.

3.3.3 Strategic access to the general area is provided by the A502 (Chalk Farm Road). The A502 northbound provides access to the A406 (North Circular) at Golders Green. The A406 subsequently joins the M1 at junction one. The A406 southbound connects Camden to Central London. The A501 (Euston Road) runs approximately 2.2km to the south of the site, in an east-west alignment. This road acts as London's Inner Ring Road, providing access to Shoreditch and the City in the east and Paddington and Notting Hill in the west. The plan held in **Appendix D** shows the strategic highway network in the vicinity of the site.

3.3.4 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 boundary 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 weekdays (Monday to Friday).

3.4 Parking

3.4.1 Ferdinand Street is within the LBC's Controlled Parking Zone CA-F (NW). Parking on the surrounding roads is currently restricted and by the LBC's Controlled Parking Zones as shown in **Table 3.2** below. All parking within this area is Pay and Display and there is no free car parking within the vicinity of the site.

Table 3.2 Street Car Parking Restrictions surrounding Ferdinand Street
Sources: www.camden.gov.uk, www.park-up.com

Distance from Site	Location	Hours of Operation	Number of Bays	Pay and Display Tariff	CPZ
50-100m	Ferdinand Street	Mon to Fri 8.30am to 11.00pm Sat & Sun 9.30am to 11.00pm	8	£1.60 per hour	CA-F (NW)
100-300m	Chalk Farm Road		28		
100-150m	Ferdinand Place		3		
200-250m	Malden Crescent		3		
250-300m	Belmont Street		4		
300-400m	Harmood Street		5		
350-450m	Crogsland Road		5		
350-400m	Hawley Street		3	£2.45 per hour	
400-450m	Hartland Road		3	£1.60 per hour	
50-450m	**Total**		**64**	**Varies**	

3.4.2 **Table 3.2** shows that there a total of 62 parking bays available within a 450m walking distance of the site all of which are in CPZ Zone CP-F (NW). Six of the bays on Ferdinand Street are located close to the junction with Chalk Farm Road (approximately 50m to the south of the access road) and two of the bay on Ferdinand Street are located to the north of the site access road (approximately 120m to the north of the site access road.

3.4.3 In addition, there are seven car parking spaces allocated for disabled users which are free to use and can be used at any time. Five of these spaces are provided on Harmood Street, one space is provided on Hartland Road and one space is provided on Hawley Street. There are two motorcycle parking areas located within a 450m walking distance of the site on Regent's Park Road which are free to use. Motorcycle parking is also available on Belmont Street approximately 300m away from the site.

3.4.4 Car parking is also provided within a car park on Chalk Farm Road between the junctions with Harmood Street and Hartland Road which accommodates 60 parking spaces, is open between 08:00-21:00 Monday-Friday and is charged at £2 / hour or £10 / day.

3.5 Public Transport

Rail Services

3.5.2 Kentish Town West railway station is situated approximately 450m to the northeast of the site. This is equivalent to an average walk time of five to six minutes based on an average walking speed of 80m / 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 journeys 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.

3.5.3 Kentish Town railway station is situated approximately 1.1km 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.

London Underground

3.5.4 Chalk Farm underground station is situated approximately 420m walking distance to the west of the site and is served by the Edgware branch of the Northern Line. Frequent services (approximately every two to five minutes) are provided towards Edgware, High Barnet (requiring a change at Camden Town) and Euston. Approximate journey times to Edgware, High Barnet and Euston are 26 minutes, 38 minutes and seven minutes respectively. Step-free access is not available at Chalk Farm station.

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

Bus Services

3.5.6 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).

3.5.7 Bus stops CK and CL are the closest bus stops to the development, located on Ferdinand Street within approximately 100m from the development site. Bus route 24 serves these bus stops and offers northbound services towards Hampstead Heath and southbound services towards Pimlico. This route offers a 24 hour service.

3.5.8 Bus stops CE and CP are located on Chalk Farm Road and are located within an approximate walking distance of 140m and 280m from the site respectively. A number of eastbound buses serve this bus stop and link the site with areas such as Camden Town, Euston, Russell Square, Holborn, Waterloo and Elephant & Castle.

3.5.9 Bus stops CF and CQ are located on Chalk Farm Road and are located within an approximate walking distance of 250m from the site. A number of westbound buses serve these bus stops and link the site with areas such as Swiss Cottage, Kilburn Park, Holland Park and Shepherd's Bush.

3.5.10 There are many additional bus stops situated within an acceptable 640m walk catchment of the site typically recommended for accessing bus services in London. 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 is shown in **Appendix B**.

3.5.11 The bus routes and destinations served by the bus network in the immediate area and the general weekday frequencies are shown in **Table 3.3**.

Table 3.3 Bus Service Routes and Frequencies (Source: Taken from TfL's website)

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 5-9 minutes (towards Hampstead Heath) and 5-8 minutes (towards Old Kent Road)
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 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 Clapham Junction and Camden Town)

3.5.12 Bus routes 24, 31 and 168 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.

3.6 Walking and Cycling

Cycling

3.6.2 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**.

3.6.3 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.

3.6.4 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.

3.6.5 The nearest access point onto the London Cycle Network (LCN) is LCN Route 27 on Kentish Town Road (A400) which is situated approximately 600m 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 1700m 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.

3.6.6 There 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.

Pedestrian Access

3.6.7 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.

3.6.8 Ferdinand Street 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 3.5-6.0m 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.

3.6.9 The only access to the existing buildings is provided along the access road that leads from Ferdinand Street. The access road is relatively narrow (3.2-3.4 metres) and no pedestrian footways are provided.

Car Clubs

3.6.10 City Car Club and Zipcar have car club spaces situated within 1km of the site at the locations shown in **Table 3.4**:

Table 3.4 Car Club Locations within 1km of the site
Sources: www.citycarclub.co.uk, www.zipcar.co.uk

Car Club	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

3.6.11 **Table 3.4** shows that there are 19 car club vehicles available within a 1km distance of the site for residents and office staff of the development.

3.7 PTAL Assessment

3.7.1 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.

3.7.2 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.

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

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

4 Access to Local Amenities

4.1.1 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 proximity to an abundance of local shops and amenities, as discussed below.

4.2 Access to Healthcare

4.2.1 The nearest NHS General Practitioner surgeries are the Prince of Wales Group Practice and the Matthewman Practice which are located approximately 300m to the north of the site at 87-89 Prince of Wales Road. The nearest NHS dentist is located at 34 Malden Road, approximately 400m 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 200m of the site at 10 Chalk Farm Road.

4.3 Access to Social, Cultural and Sporting Activities

4.3.1 The closest gym is a Fitness First for Women located at 81-84 Chalk Farm Road which is situated within a 150m walking distance of the site. However this gym is only available to women and facilities are limited. Soho Gyms is situated on Camden High Street and is situated within an 800m 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.

4.3.2 Kentish Town Sports Centre is located on Prince of Wales Road within a 700m 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 550m 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.

4.3.3 Chalk Farm Library is situated within a 900m walking distance to 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 a 200m walking distance to the south of the site.

4.3.4 The Roundhouse performance venue hosts a variety of music, theatre, dance and circus acts and is located on Chalk Farm Road within a 300m walking distance of the site.

4.4 Access to Healthy and Affordable Food

4.4.1 A Sainsbury's Local food store is situated on the corner of Belmont Street and Chalk Farm Road within a 300m walking distance of the site. For the office staff a variety of lunchtime sandwich bars, cafes and restaurants are within the immediate vicinity of the site located on both Chalk Farm Road and Ferdinand Street.

4.5 Access to Services

4.5.1 The nearest ATM is situated at the Sainsbury's Local which is free of charge and is situated within a 300m 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 an 800m walking distance of the site. The nearest post office is situated on Maldren Road within a 500m walking distance to the north of the site.

5 Development Proposals

5.1.1 The development proposals include the demolition of part of existing 27 and 25 Ferdinand Street and replacing existing roof loft space with dormer windows and roof lights with two new wings linked with a glass structure to the existing 17 Ferdinand Street, finished with the construction of one lightweight level on top, at 17, 27 and 25 Ferdinand Street. The new building will provide twenty residential flats (use class C3). **Tables 5.1** and **5.2** summarise the development proposals below. Gross Floor Area (GFA) figures have been calculated as a 3% increase of the provided Gross Internal Area (GIA) figures to provide a robust assessment.

Table 5.1 Development Proposals – GIA & GFA

Floor of New Building	Residential Space (m^2)	
	Gross Internal Area (GIA)	Gross Floor Area (GFA)*
Ground	288.4	328.8
Mezzanine	96.5	104.8
First	375	429
Second	381.3	424.4
Third	384.7	424.4
Fourth	286.7	299.5
Total	**1812.6**	**2010.9**

Table 5.2 Development Proposals – C3 Residential Flats

Floor of New Building	C3 Residential Flats				
	One Bed	Two Bed	Three Bed	Four Bed	Total
Ground	0	3	0	0	3
Mezzanine	0	1	0	0	1
First	3	1	0	0	4
Second	2	3	0	0	5
Third	2	3	0	0	5
Fourth	0	0	1	1	2
Total	**7**	**11**	**1**	**1**	**20**

5.1.2 The proposed development will comprise of 2010.9m^2 (GFA) of residential space on the all floors. The proposed development will also accommodate twenty residential flats on all floors. Plans illustrating the development proposals are held in **Appendix F**.

5.1.3 The development proposals represent an increase in Residential space of 1229.9m^2 (GFA) and the provision of twenty residential flats.

5.2 Site and Servicing Access

5.2.1 The development site will be accessible for pedestrians, cyclists and service vehicles. The provision of a lift will facilitate the movement of heavy items and deliveries to the different levels within the building. Pedestrian access to, and movement within, the building will be controlled via keycards, which will only grant access to specific areas, depending on the user. Further detail with regards to access for pedestrians and cyclists is held in Sections 5.3 and 5.4.

5.2.2 The service yard is situated at the rear of the development and will be accessed from Ferdinand Street. Vehicles accessing the service yard will pass underneath an archway which has a height restriction of 3.2m. Therefore only those vehicles which will be able to easily pass underneath the archway will be able to access the service yard. However, given the nature of the development proposals it is considered that deliveries requiring use of larger vehicles will be infrequent and that the majority of deliveries to the offices and residential units will be made via the rear service yard.

5.2.3 The service yard will be used by service vehicles, delivery vehicles and emergency vehicles. The refuse storage area will be situated to the rear of the development and will be directly accessed by refuse vehicles from the service yard. The refuse storage area will accommodate eight Eurobins for the residential units and office space. Further details of the site servicing and refuse collection are provided in Sections 7 and 8 respectively.

5.2.4 The development proposals will not require any permanent alterations to the existing highway layout. A Construction Traffic Management Plan has been produced as a separate document to support the planning application for this development.

5.3 Pedestrian Access

5.3.1 Pedestrians will be required to access the development via the existing access road from Ferdinand Street.

5.3.2 There will be two individual pedestrian accesses into the development. One of the entrances will be provided before the archway on the northern side of the access road and will be for the residents. Another entrance will be provided under the archway on the southern side of the access road and will be available for all residents.

5.3.3 There will be one stairwell within the building, the central stairwell will be shared for residents. Access into each part of the building will be controlled by keycards to prevent office workers accessing the residential areas of the building and vice versa.

5.3.4 Pedestrians can 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 and Ferdinand Street. In addition, the London Underground and Overground stations are all within an easy walking distance of the development site.

5.3.5 As there are no additional access points proposed to the site within the development proposals, there will be no additional breaks in the pedestrian footway on Ferdinand Street.

5.4 Cycle Parking and Facilities

5.4.1 Cycle parking will be provided for the residents on the ground floor of the building and will be accessed via the service yard. A total of seventeen Josta 2-tier cycle stands will be provided accommodating 34 bicycles for residents.

5.4.2 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).

5.4.3 The minimum level of cycle parking to be provided on site as permitted by the LBC Parking Standards is shown in **Table 5.3** below.

Table 5.3 LBC Cycle Parking Standards

Use Class	User	LBC Standard	Proposed Development	Minimum Provision
C3 Residential	Residents	1 space / dwelling	20 dwellings	32
	Visitors	1 space / 10 units (from 20 units)	20 dwellings	2

5.4.4 The proposed provision of 34 cycle spaces for residential and visitors users therefore accords to, and exceeds, this standard. The proposed provision also accords to the TfL guidelines which states that one cycle parking space should be allocated per 250m² office space and one cycle space should be allocated per residential dwelling, again equating to five and nine cycle spaces respectively.

5.5 Car Parking

5.5.1 The proposed development will be car free and no vehicle parking will be provided on site for residents, staff members or visitors. This accords with Policy DP18 of Camden's 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 6a) shows that there are many alternatives to the private car and that the provision of no parking spaces can be deemed appropriate.

5.5.2 The maximum level of car parking to be provided on site as permitted by the LBC Parking Standards is shown in **Table 5.4** below. The site is situated in a low parking provision area and as such, the appropriate LBC Standard has been examined.

Table 5.4 LBC Vehicle Parking Standards

Use Class	User	LBC Standard*	Proposed Development	Maximum Provision
C3 Residential	General	One bay / dwelling	20	20
	Disabled	One bay / 20 units (from 20 units)	20	0

*LBC Standard based on the site being in a low parking provision area

5.5.3 **Table 5.4** shows that a maximum of nine parking spaces would be permitted on site. The occasional parking to be made by visitors and service vehicles within the rear service yard is considered acceptable given that this currently occurs and that no car parking spaces will be provided on site.

5.5.4 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**.

5.6 Security & Maintenance

5.6.1 As stated above, the residential development will have separate entrances and access to these areas will be controlled via the issue of keycards. Internal doors on the ground floor will require the use of keycards to enhance security.

5.6.2 Use of the lift will also be controlled by keycard access which will allow for the transport of goods to the upper levels.

5.6.3 Access to the residential element of the proposals located on all floors will only be available by use of keycards issued to the residents (and maintenance staff) only. This will ensure that the residential component of the development is accessible to residents only.

5.6.4 Unaccompanied visitors without a keycard will therefore not be able to access the building, or stairwell areas of the development. Visitors will therefore need to pre-arrange their visits and be accompanied to their destination within the building. This arrangement will enhance personal security within the development.

5.6.5 An intercom/access system will facilitate the management of visitors and deliveries to each of the office and residential units.

6 Trip Generation

6.1 Background

6.1.1 To calculate trip rates for the development, the TRAVL database has been used. TRAVL (Trip Rate Assessment Valid for London) is a multi-modal database tailored to the specific needs of London. Therefore this database was used to gain trip rates for the residential units at the development.

6.1.2 TRAVL version 8.15 was used to estimate the trip rates for the residential elements of the development. Sites under the land use 'C3 Residential' were used.

6.1.3 All trip generation calculations and full TRAVL output data are contained in **Appendix G**.

6.1.4 Due to the car free nature of the development site, the car trips have been redistributed to alternative modes. The 2001 Census Data for Camden has been examined and the modal split for both investigated. The modal split was applied to the car trips assumed by the databases and these trips were distributed across the other modes.

6.2 Existing Site Trip Generation

6.2.1 The existing trips associated with the offices at 17, 25 and 27 Ferdinand Street were calculated in order to estimate the impacts on the surrounding road network. These have then been compared to the likely trip generation at the proposed development in order to ascertain the difference in trips between the existing and proposed development.

Existing Office All Person Trip Generation

6.2.2 The TRAVL database was examined for sites in the B1 Office class. Three sites were considered for the offices using the TRAVL database. These were matched using PTAL levels 4-6, located in inner or central London, a GFA (Gross Floor Area) of between 500-1500m² and no parking availability. The existing offices have a GIA (Gross Internal Area) of 758.2m². The standard conversion from GIA to GFA is an increase in GIA by 3%. Therefore a further 3% has been added to the GIA to determine the likely GFA of the existing office space. The estimated GFA of the existing office is 781.0m².

6.2.3 **Table 6.1** shows the estimated all mode trips generated for the existing users throughout the day.

Table 6.1 All Modes Trip Generation – Existing Building

Time Band	Arrivals	Departures	Total Trips
00:00-01:00	-	-	-
01:00-02:00	-	-	-
02:00-03:00	-	-	-
03:00-04:00	-	-	-
04:00-05:00	-	-	-
05:00-06:00	-	-	-
06:00-07:00	-	-	-
07:00-08:00	1	7	8
08:00-09:00	4	8	12
09:00-10:00	**7**	**1**	**8**
10:00-11:00	3	0	3
11:00-12:00	4	0	4
12:00-13:00	2	4	6
13:00-14:00	**8**	**3**	**11**
14:00-15:00	5	6	11
15:00-16:00	2	2	4
16:00-17:00	1	3	4
17:00-18:00	**2**	**4**	**6**
18:00-19:00	6	2	**8**
19:00-20:00	-	-	-
20:00-21:00	-	-	-
21:00-22:00	-	-	-
22:00-23:00	-	-	-
23:00-24:00	-	-	-
Total	**45**	**40**	**85**

6.2.4 According to **Table 6.1**, the Building at Ferdinand Street currently generate approximately 45 inbound and 40 outbound person trips throughout the day with a daily total of 85 all mode movements.

6.2.5 The AM peak period is between 08:00-9:00 and the PM peak between 18:00-19:00.

Existing Building Modal Split

Census Data

6.2.6 The Census 2001 database has been interrogated to determine the likely modal split of the residents of the site. The 'Mode of Travel to Work – Daytime Population' database was used. The 'daytime population' modal split is shown in **Table 6.2**.

Table 6.2 Census 2001 Mode of Travel to Work – Daytime Population

Mode of Travel to Work	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%

6.2.7 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 existing and proposed development and the 'works from home' trips are not relevant to this scheme, these modes have been removed from the dataset and redistributed across the remaining modes based on the relevant proportions. The outcome is shown in **Table 6.3** below.

Table 6.3 Census 2001 Mode of Travel to Work – Daytime Population – amended modal split

Mode of Travel to Work	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%

6.2.8 The all mode trip generation for the existing office development has been applied to the above Census modal split information for the peak hour movements and the daily movements. The resultant number of trips for each mode is shown in **Tables 6.4** and **6.5** below.

Table 6.4 Number of trips by mode for peak hours (09:00-10:00, 13:00-14:00 & 17:00-18:00)

Mode of Travel to Work		Number of Trips		
	Percentage	AM Peak (09:00-10:00)	Lunchtime Peak (13:00-14:00)	PM Peak (17:00-18:00)
Underground, metro, light rail, tram	40%	17	26	23
Train	34%	15	22	19
Bus, minibus, coach	11%	5	7	7
Motor cycle, scooter or moped	2%	1	1	1
Taxi or minicab	1%	0	0	0
Bicycle	3%	1	2	2
On foot	8%	4	5	5
Other	0%	0	0	0
Total		**44**	**65**	**57**

Table 6.5 Resultant Number of daily trips

Mode of Travel to Work	Percentage	Number of Trips
Underground, metro, light rail, tram	40%	135
Train	34%	115
Bus, minibus, coach	11%	39
Motor cycle, scooter or moped	2%	7
Taxi or minicab	1%	2
Bicycle	3%	12
On foot	8%	28
Other	0%	2
Total		339

6.3 Proposed Trip Generation

Future Residential All Mode Trip Generation

6.3.1 The same trip rates that were used for the existing building have been used to determine the likely trip generation for the proposed Residential space.

6.3.2 The proposed future Residential GIA is 1812.6 m². The estimated GFA of the Residential building is 2010.9 m². The resultant future all-mode trips are shown in **Table 6.6**.

Table 6.6 Future Ferdinand Street Residents All Mode Trip Generation

Time Band	Trip Rate In	Trip Rate Out	Total Trip Rate
00:00-01:00	-	-	-
01:00-02:00	-	-	-
02:00-03:00	-	-	-
03:00-04:00	-	-	-
04:00-05:00	-	-	-
05:00-06:00	-	-	-
06:00-07:00	-	-	-
07:00-08:00	8	11	19
08:00-09:00	14	12	26
09:00-10:00	**9**	**2**	**11**
10:00-11:00	6	0	6
11:00-12:00	3	1	4
12:00-13:00	5	3	8
13:00-14:00	**6**	**5**	**11**
14:00-15:00	2	4	6
15:00-16:00	1	8	9
16:00-17:00	2	1	3
17:00-18:00	**5**	**3**	**8**
18:00-19:00	6	2	8
19:00-20:00	-	-	-
20:00-21:00	-	-	-
21:00-22:00	-	-	-
22:00-23:00	-	-	-
23:00-24:00	-	-	-
Total	**67**	**52**	**119**

6.3.3 According to **Table 6.6**, the residential of the Ferdinand Street development will generate approximately 67 inbound and 52 outbound person trips throughout the day with a daily total of 119 all mode movements.

6.3.4 The peak hour during which the most trips are likely to be made is between 8:00-9:00 when approximately 26 two-way all mode trips will be made, most likely associated with lunch break movements. The AM peak period is likely to continue to be between 09:00-10:00 and the PM peak between 18:00-19:00.

Residential Modal Split

6.3.5 The modal split to be used for the proposed development will be the same as that used for the existing development. Information regarding this is held in Sections 6.2.7-6.2.9.

6.3.6 The all mode trip generation for the future development has been applied to the Census modal split information (shown in **Table 6.3**) for the peak hour movements and the daily movements. The resultant number of trips for each mode is shown in **Tables 6.7** and **6.8**.

Table 6.7 Number of future residents trips by mode for peak hours (09:00-10:00, 13:00-14:00 & 17:00-18:00)

Mode of Travel to Work		Number of Trips		
	Percentage	AM Peak (09:00-10:00)	Lunchtime Peak (13:00-14:00)	PM Peak (17:00-18:00)
Underground, metro, light rail, tram	40%	27	41	36
Train	34%	23	35	30
Bus, minibus, coach	11%	8	12	10
Motor cycle, scooter or moped	2%	2	2	2
Taxi or minicab	1%	0	1	0
Bicycle	3%	2	4	3
On foot	8%	6	8	7
Other	0%	0	0	0
Total		**68**	**103**	**90**

Table 6.8 Resultant number of future residents daily trips

Mode of Travel to Work	Percentage	Number of Trips
Underground, metro, light rail, tram	40%	212
Train	34%	180
Bus, minibus, coach	11%	61
Motor cycle, scooter or moped	2%	12
Taxi or minicab	1%	3
Bicycle	3%	18
On foot	8%	44
Other	0%	2
Total		**532**

Future Residential All Mode Trip Generation

6.3.7 The TRAVL database was examined for sites in the C3 residential class. Three sites were considered for the residential element of the proposals using the TRAVL database. These were matched using sites with a similar level of units located in inner or central London, and limited parking availability. Twenty residential units are proposed on the site and the trip generation has been calculated based on this level of housing provision.

6.3.8 **Table 6.9** shows the likely level of all mode trip generation for the residential units based on the proposed number of units (twenty).

Table 6.9 Total Person Trip Generation for Proposed Residential Units

Time Band	Arrivals	Departures	Total Trips
00:00-01:00	-	-	-
01:00-02:00	-	-	-
02:00-03:00	-	-	-
03:00-04:00	-	-	-
04:00-05:00	-	-	-
05:00-06:00	-	-	-
06:00-07:00	-	-	-
07:00-08:00	0	4	4
08:00-09:00	2	11	13
09:00-10:00	**3**	**3**	**6**
10:00-11:00	0	2	2
11:00-12:00	3	2	5
12:00-13:00	3	2	6
13:00-14:00	**3**	**3**	**6**
14:00-15:00	2	3	5
15:00-16:00	7	2	10
16:00-17:00	5	3	8
17:00-18:00	**7**	**5**	**13**
18:00-19:00	5	4	9
19:00-20:00	4	3	7
20:00-21:00	4	3	7
21:00-22:00	2	1	3
22:00-23:00	1	1	3
23:00-24:00	1	0	1
Total	**54**	**53**	**107**

6.3.9 As shown in **Table 6.9**, the proposed residential units at Ferdinand Street (twenty units) will generate approximately 54 inbound and 53 outbound person trips throughout the day.

6.3.10 The AM peak is likely to currently be between 08:00-09:00 and the PM peak between 17:00-18:00. The site development peaks are likely to be between 09:00-10:00 and 17:00-18:00.

Future Residential Modal Split

Census Data

6.3.11 The Census 2001 database has been interrogated to determine the likely modal split of the future residents of the site. The 'Mode of Travel to Work – Resident Population' database for The LBC was used and is shown in **Table 6.10**.

Table 6.10 Census 2001 Mode of Travel to Work – Resident Population

Mode of Travel to Work	Percentage
Work mainly at or from home	11%
Underground, metro, light rail, tram	32%
Train	6%
Bus, minibus, coach	12%
Motor cycle, scooter or moped	1%
Driving a car or van	15%
Passenger in a car or van	1%
Taxi or minicab	1%
Bicycle	4%
On foot	16%
Other	1%

6.3.12 The census data shows that 11% 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, these modes have been removed from the dataset and redistributed across the remaining modes. The outcome is shown in **Table 6.11** below.

Table 6.11 Census 2001 Mode of Travel to Work – Daytime Population – amended modal split

Mode of Travel to Work	Percentage
Underground, metro, light rail, tram	44%
Train	8%
Bus, minibus, coach	17%
Motor cycle, scooter or moped	2%
Taxi or minicab	1%
Bicycle	5%
On foot	22%
Other	1%

6.3.13 The all mode trip generation for the proposed residential development has been applied to the above Census modal split information for the development peak hour movements and the daily movements. The resultant number of trips for each mode is shown in **Tables 6.12** and **6.13**.

Table 6.12 Number of future residential trips by mode for peak hours (09:00-10:00, 13:00-14:00 & 17:00-18:00)

Mode of Travel to Work		Number of Trips		
	Percentage	AM Peak (09:00-10:00)	Lunchtime Peak (13:00-14:00)	PM Peak (17:00-18:00)
Underground, metro, light rail, tram	44.0%	3	3	6
Train	7.9%	0	1	1
Bus, minibus, coach	17.1%	1	1	2
Motor cycle, scooter or moped	1.9%	0	0	0
Taxi or minicab	1.4%	0	0	0
Bicycle	5.0%	0	0	1
On foot	21.8%	1	1	3
Other	0.9%	0	0	0
Total		**6**	**6**	**13**

Table 6.13 Resultant number of future residential daily trips

Mode of Travel to Work	Percentage	Number of Trips
Underground, metro, light rail, tram	44.0%	47
Train	7.9%	8
Bus, minibus, coach	17.1%	18
Motor cycle, scooter or moped	1.9%	2
Taxi or minicab	1.4%	2
Bicycle	5.0%	5
On foot	21.8%	23
Other	0.9%	1
Total		**24**

Total Proposed Trip Generation

6.3.14 The total number of all mode person trips generated into and out of the building of the proposed development was calculated using the trip generation figures for both components of the proposed development. Results for arrivals and departures can be seen in **Table 6.14**.

Table 6.14 Total Person Trip Generation for the Proposed Ferdinand Street development

Time Band	Arrivals	Departures	Total Trips
00:00-01:00	-	-	-
01:00-02:00	-	-	-
02:00-03:00	-	-	-
03:00-04:00	-	-	-
04:00-05:00	-	-	-
05:00-06:00	-	-	-
06:00-07:00	-	-	-
07:00-08:00	15	4	19
08:00-09:00	44	14	58
09:00-10:00	**65**	**9**	**75**
10:00-11:00	12	9	21
11:00-12:00	16	10	25
12:00-13:00	28	51	79
13:00-14:00	**62**	**47**	**109**
14:00-15:00	22	7	28
15:00-16:00	17	10	27
16:00-17:00	11	14	25
17:00-18:00	**10**	**92**	**103**
18:00-19:00	10	40	50
19:00-20:00	4	3	7
20:00-21:00	4	3	7
21:00-22:00	2	1	3
22:00-23:00	1	1	3
23:00-24:00	1	0	1
Total Daily	**325**	**314**	**639**

6.3.15 As shown in **Table 6.14**, the proposed Ferdinand Street development will generate approximately 639 all mode movements in total throughout the day.

6.3.16 The total future number of trips per mode (for both office and residential use) for the peak hours as well as throughout the day are shown in **Tables 6.15 and 6.16**.

Table 6.15 Number of future trips by mode for peak hours (09:00-10:00, 13:00-14:00 & 17:00-18:00)

Mode of Travel to Work	Number of Trips		
	AM Peak (09:00-10:00)	Lunchtime Peak (13:00-14:00)	PM Peak (17:00-18:00)
Underground, metro, light rail, tram	30	44	41
Train	24	35	31
Bus, minibus, coach	9	13	12
Motor cycle, scooter or moped	2	2	2
Taxi or minicab	0	1	1
Bicycle	3	4	4
On foot	7	10	10
Other	0	1	1
Total	**75**	**109**	**103**

Table 6.16 Total Future daily trips by mode

Mode of Travel to Work	Number of Trips
Underground, metro, light rail, tram	259
Train	189
Bus, minibus, coach	79
Motor cycle, scooter or moped	14
Taxi or minicab	4
Bicycle	24
On foot	67
Other	3
Total	**639**

6.4 Trip Generation Difference

6.4.1 The existing trip generation has been compared to the likely future trip generation to determine the peak period and daily increase in trips following the redevelopment of the site.

6.4.2 The actual increases across each of the modes of travel during each of the development peaks are shown in **Table 6.17** and the daily increase in trips per mode are shown in Table **6.18**.

Table 6.17 Increase in trips by mode for peak hours (09:00-10:00, 13:00-14:00 & 17:00-18:00)

Mode of Travel to Work	Number of Additional Trips		
	AM Peak (09:00-10:00)	Lunchtime Peak (13:00-14:00)	PM Peak (17:00-18:00)
Underground, metro, light rail, tram	13	18	19
Train	9	13	12
Bus, minibus, coach	4	5	6
Motor cycle, scooter or moped	1	1	1
Taxi or minicab	0	0	0
Bicycle	1	2	2
On foot	3	4	5
Other	0	0	0
Total	31	44	45

Table 6.18 Increase in daily trips per mode as a result of the proposed development.

Mode of Travel to Work	Daily Number Additional of Trips
Underground, metro, light rail, tram	124
Train	74
Bus, minibus, coach	40
Motor cycle, scooter or moped	6
Taxi or minicab	3
Bicycle	12
On foot	39
Other	2
Total	**300**

6.4.3 There is likely to be an increase in 31 all mode trips during the development AM peak and 44 during the PM peak. The level of all mode daily trips are likely to increase by 300 trips.

6.4.4 The 'car-free' nature of the development will ensure that no additional car driver trips are generated by the development. The additional person trips will be made via more sustainable modes encouraged by the provision of cycle facilities and other measures proposed in the Travel Plans (submitted as separate documents) associated with the development.

6.4.5 The increase in trips during the development peaks are minimal and are not likely to have a negative impact on the surrounding public transport, walking and cycling networks, therefore it is not considered appropriate to consider this minimal increase further.

7 Servicing

7.1 Background

7.1.1 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

7.2.1 The TRAVL database was examined to calculate the estimated number of delivery trips that are currently accessing the building at 17, 25 and 27 Ferdinand Street, which equate to an employment floorspace of approximately 781.0m² GFA.

7.2.2 A site was found on the TRAVL database that was in an area with a similar PTAL level and similar GFA to the existing building and was chosen as representative of the deliveries at the site. The delivery profile is shown in Figure 7.1.

TRAVL - Deliveries By Time Report ID 3

Address:	MVA Transport Consultancy	**Business**	Transport Consultants
	1 Berners Street	**Class**	B1 - Office
	Westminster	**Location**	Central
	W1T 3LA	**Gross Floor Area (**	509
SurveyCode	473	**PTAL**	6
Survey Date	14/06/2006		

Transit (Single rear tyre)

Time	In	Out	% In	% Out
10:30-11:00	1	0	50 %	0 %
11:30-12:00	0	1	0 %	50 %
15:30-16:00	1	1	50 %	50 %
Total	2	2	100 %	100 %

Figure 7.1 Ferdinand Street Delivery Profile, TRAVL

7.2.3 Figure 7.1 indicates that the building currently have two inbound and two outbound delivery trips per day and are distributed between 10:30 and 16:00.

7.3 Future Delivery Profile

Building Residential

7.3.2 The amount of floorspace provided for the resident element of the development proposals is increasing by 57% following the redevelopment of the site. The existing delivery profile of the

site has therefore been increased by 57% to determine the likely level of future delivery movements.

7.3.3 There are therefore likely to be four inbound and four outbound delivery trips per day, distributed between 10:30 and 16:00.

7.3.4 The access for deliveries will be via the Ferdinand Street access. Deliveries will be transferred from the service yard to the building where they will be received by the site manager, and then distributed to the relevant office part the building via the lift. It is expected that the regular deliveries to the resident element of the site will be undertaken using a 7.5 tonne panel van.

7.3.5 It is expected that smaller packages to be collected/delivered by couriers will be arranged by individual resident via the service yard.

7.3.6 It is considered that the twenty proposed residential units are not likely to generate a significant number of delivery movements. Any movements that are generated as a result of this development are not likely to have an impact on the surrounding highway network.

Additional Servicing Movements

7.3.7 As the level of additional servicing movements associated with the proposed development in comparison to the existing site is minimal it is not deemed necessary to undertake a cumulative impact assessment with servicing to surrounding developments.

7.3.8 Efforts will be made to combine the deliveries to residential elements of the site where possible. Deliveries of cleaning materials, for example, could serve all elements of the site in one trip, the maintenance can be delivered by the same supplier and cleaners could have combined contracts for the residential units (corridors, stairwell cleaning etc) of the development.

7.3.9 Swept path analysis has been carried out for deliveries into and out of the delivery yard. Due to the height restriction of 3.2 meters at the entrance to the service yard, the deliveries are restricted to a 7.5ft Panel Van (Height 2.85m) which is the largest delivery vehicle that can access the site. The swept path analysis can be seen in **Appendix H** (Drawing FERD/002/001).

7.3.10 The delivery yard will be managed by the site manager. This role will include generating a timetable of deliveries in order to combine deliveries where possible and to avert congestion within the rear yard. Existing enforcement measures in the yard at the rear of the site, such as clamping, will continue to be used to prevent illegal parking in the delivery area.

7.4 Pedestrian/Highway Safety

7.4.1 It is likely that the number of deliveries to the site will not increase considerably following the redevelopment of the site. The potential for pedestrian/delivery vehicle conflicts is therefore unlikely to increase.

7.5 Cyclist/Highway Safety

7.5.1 It is likely that the number of deliveries to the development will not considerably exceed current estimates. However, cycle access into the building will be available to residents and employees from Ferdinand Street which will result in an increased number of cycle movements via the access road from Ferdinand Street. The potential for cyclist/delivery vehicle conflicts may therefore increase.

7.5.2 Lighting will be provided at the back of the building to light the servicing yard and improve safety for those accessing the building from Ferdinand Street during non-daylight hours.

7.5.3 The photograph shown in Figure 7.1 illustrates that the width available for a light goods vehicle and a cyclist to pass is limited. It is therefore proposed that signage indicating a priority working system with priority to vehicles entering the yard is installed in order to limit the possibility of a cyclist and a vehicle coming into conflict. Such an arrangement would also limit the potential for conflict between motorised vehicles.

Figure 7.1 Access Road from Ferdinand Street to the rear yard

8 Refuse Storage and Collection

8.1 Location of Refuse Storage

8.1.1 It is proposed that a total of eight 1,100 litre Eurobins will be provided within a refuse storage area on the ground floor. The refuse storage area will be provided to the rear of the building and will directly access the service yard. Eight refuse bins will be allocated for residential use.

8.2 Refuse Vehicle Access

8.2.1 As the site access road from Ferdinand Street is narrow in width (approximately 3.2-3.4m wide) and has a 3.2m height restriction under the archway, refuse is currently collected by a private refuse collection company which utilises a smaller vehicle than that used by the LBC. This arrangement will continue following the redevelopment to ensure refuse access to the service area remains feasible. Refuse will be collected twice a week from the service yard, as per the existing arrangement.

8.2.2 For the purposes of swept path analysis, a typical refuse vehicle has been used to provide a robust assessment. The dimensions are shown in **Table 8.1** below. It should however be noted that a smaller refuse vehicle will actually be used to access the service yard (in order to pass underneath the archway).

Table 8.1 Attributes of Refuse Vehicle used for Swept Path Analysis

Attribute	Dimension/Weight
Overall Width	2.53 metres
Overall Height	3.20 metres
Overall Length	8.40 metres
Wall to Wall Turning Circle	7.3 metres
Payload	6.7 tonnes
Gross Vehicle Weight	18 tonnes

8.2.3 The swept paths contained on drawing FERD/002/001 in **Appendix G** show a typical refuse vehicle accessing the service yard / bin store, turning around within the service yard and then departing to the east. The swept paths demonstrate that a typical refuse vehicle would be able to service the site without difficulty (bar the height restriction). It is therefore considered that the smaller refuse vehicle which will be used will also be able to service the site without difficulty.

9 Impact on the Transport Network

9.1 Parking and Highway Impacts

9.1.1 The proposed development will be car-free and no car parking will be provided on site including the service yard to the rear for residents, staff or visitors. 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. As a result, the development is not expected to have a detrimental impact upon the road network surrounding the site.

9.1.2 It is recommended that disabled users apply to the LBC for a blue badge parking permit. 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. The nearest blue badge parking bays are situated on Belmont Street, Prince of Wales Road, Harmood Street and Hartland Road.

9.2 Cycle Network and Impacts

9.2.1 The profile of the proposed development is aimed at encouraging cycling as one of its main modes of access. The provision of 34 cycle parking spaces for residents and visitors at the site is likely to encourage bicycle trips.

9.2.2 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 600m to the east. The LCN provides a high standard of marked cycle routes and bus lanes which are open to cyclists.

9.2.3 The information in Section 6 indicates that 12 daily cycle trips are currently made to and from the existing development.

9.2.4 The trip generation exercise has found that following the redevelopment of the site a total of 24 daily bicycle trips will be made. This means an additional seven bicycle trips are anticipated on the network for the total development. 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.

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

9.3 Public Transport & Pedestrians

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

9.3.2 The information in Section 6 indicates that 317 trips are currently made by foot and on public transport to the existing development.

9.3.3 The information in Section 6 indicates that 594 daily public transport and pedestrian trips will be made to and from the proposed Ferdinand Street development. This accounts for an increase on the surrounding footways and public transport network of 277 trips daily, an additional 29 trips during the AM peak and an additional 42 trips during the PM peak.

9.3.4 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.

9.3.5 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.

9.3.6 According to the Department for Transport 'Manual for Streets' (2007) 'the minimum unobstructed width for pedestrians should generally be 2m'. The footways in the area surrounding Ferdinand Street and Chalk Farm Road meet this criteria. The entrance onto Ferdinand Street however does not have a footway or enough available highway width to create a footway of the desired size. This will change from the existing situation.

9.4 Sustainability

9.4.1 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.

9.4.2 The associated Travel Plans aimed at the residents of the development will further assist in promoting and marketing the sustainable travel choices presented by the location and design of the proposed development.

10 Conclusions

10.1.1 This Transport Statement has considered the transportation issues arising from the proposed redevelopment of 17, 25 &27 Ferdinand Street. The development proposals include the demolition of part of existing 27 and 25 Ferdinand Street and replacing existing roof loft space with dormer windows and roof lights with two new wings linked with a glass structure to the existing 17 Ferdinand Street, finished with the construction of one lightweight level on top, at 17, 27 and 25 Ferdinand Street. The new building will provide twenty residential flats (use class C3).

10.1.2 At present, the buildings at 17, 25 & 27 Ferdinand Street are occupied by residential flats. It is acknowledged that two units (25 a & b) are currently used a live/work studio units, but for the purpose of this assessment it is assumed that the building operates under its consented residential use.

10.1.3 The Transport Statement demonstrates that the site is easily accessible by a variety of sustainable transport modes, including by bus, London Underground and Overground, national rail, as well as by bicycle and on foot. Bus services are provided on Chalk Farm Road and Ferdinand Street with the London Underground Station an eight minute walk away and an Overground Station within acceptable walking distance. Additionally, cycle parking is proposed within the development site to encourage cycling.

10.1.4 The site is situated within a 300m walking distance of local food shops, restaurants, a gym and an ATM along Chalk Farm Road. The site is also within close proximity to further shopping, employment, banking, recreational and community service facilities on Camden High Street and Camden Town. A wide range of facilities and amenities are therefore in close proximity to the site.

10.1.5 The redevelopment of this previously used office site within the urban area accords with sustainable development guidelines and national, regional and local planning policy.

10.1.6 The level of servicing trips generated by the development proposals are not likely to increase significantly from the current levels.

10.1.7 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 site AM peak period (09:00-10:00) public transport trips are likely to increase by 25 trips and walking trips by three and during the site PM peak (17:00-18:00) public transport trips are likely to increase by 37 trips and walking trips by five. It is felt this level of increase can easily be accommodated on the local transport network.