

# Peaceline Ltd

## 1-8 College Yard, Kentish Town -Residential Development

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### Transport Statement

Date: 11<sup>th</sup> November 2014  
Report no. 21191/01

PTP  
The Old Stables  
Ridgewood  
Two Gates Lane  
Bellingdon  
Bucks HP5 2XS  
United Kingdom

Tel: +44 (0)1494-757244

[www.ptplanners.com](http://www.ptplanners.com)

**PTP**

*Consulting Civil Engineers  
& Transportation Planners*

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## **1.0 Introduction**

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- 1.1 PTP is instructed by Peaceline Ltd to prepare a Transport Statement to support the demolition of the existing storage warehouse and erection of six residential units (C3) at 1-8 College Yard in Kentish Town.
- 1.2 Pre-application meetings have been held with Camden Council and a number of amendments to the scheme have been submitted in response to Council comments.
- 1.3 The document entitled 'Guidance on Transport Assessment' published by the DfT, provides guidance on the format and scale of the transport information required. Appendix B of the document provides indicative thresholds for Transport Assessments and Statements. Based on advice contained in this document, the size of development is below the minimum threshold for a Transport Statement however the Council require a report based on the highway and transport issues.
- 1.4 Section 2 of this report provides details of the baseline conditions for the highway network and other transportation modes available to the site. Section 3 considers the development proposals and Section 4 the Policy Context of the development and Section 5 summarises the main findings of the TS.

## 2.0 Baseline Conditions

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### Existing site

- 2.1 The site lies on the eastern side of Highgate Road, 190m north of the ‘town centre’ of Kentish Town (as defined on the LB Camden Policies Map). It is bounded by residential properties on Evangelist Road, Lady Somerset Road and Highgate Road. College Lane runs along the site’s south west flank. The site itself contains a warehouse building which has in the past been used for B8 storage use. Vehicle and main pedestrian access to the site is gained via the existing junction with Highgate Road. Pedestrians may also access the site via College Lane, a walkway which runs parallel to Highgate Road between the site and Little Green Street. There is a small clear area to the south east of the building for parking and vehicle turning. Access to an adjacent car repair business (to the south east) is gained across this yard.
- 2.2 The TfL Planning Information Database calculates the accessibility of a site and represents the index as a measure of the Public Transport Accessibility Level (PTAL), where the most accessible site is set at 6 and the least accessible site location is 1. The development site is calculated as 6a, indicating an excellent level of accessibility. The ptal calculation is attached in Appendix C.

### Highway Network

#### Highgate Road

- 2.3 Highgate Road, A518, runs in a north south direction, a total length of about 4 km. The road is a single carriageway varying in width between 7 and 8 metres with 1.8-2.5 metre footways on both sides of the road in the vicinity of the site. The road has a speed limit of 30 mph and is street lit..

### Existing Public Transport Provision

#### Bus Services

- 2.4 There are bus stops located some 60 metres from the site on Highgate Road for both northbound and southbound buses. The northbound stop is equipped with bus shelters and information boards. Within IHT’s ‘Planning for public transport in development’ guidelines, the recommended maximum walking distance to a bus stop from any development is 400 metres, the site is therefore well located for easy access to the local bus services.

- 2.6 These stops serves a high frequency bus route running 7 days a week, a local bus route map is provided in Appendix B.

#### Rail Services

- 2.7 The rail station closest to the site is Kentish Town Station. This station is located on Kentish Town Road, approximately 500 metres to the south of the development site. The station is on Northern Underground Line and provides services to High Barnet and Kennington.
- 2.8 Gospel Oak overground, and Tufnell Park underground station, are both approximately 600m away to the north west and north east respectively.

#### Pedestrian and Cycle Networks

- 2.9 The Government's guidance specifies that 2 kilometres is considered to be an acceptable maximum distance for pedestrians to walk to work or nearby facilities and amenities. The local pedestrian network consists of footways on both side of the roads in the local highway network. Pedestrians may also access the site via College Lane, a walkway which runs parallel to Highgate Road between the site and Little Green Street . In general, pedestrian crossing facilities consist of dropped kerbs and tactile paving at intersections.
- 2.10 There are no identified cycle routes in the vicinity of the development.

## 3.0 Proposed Development

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### Residential Development

- 3.1 The development will comprise of four 3-bed dwellinghouses (units 3-6) and two 2-bed maisonettes (units 1-2). The proposal would have a total floorspace of 767m<sup>2</sup>, broken down as follows;
- Unit 1: 83m<sup>2</sup>
  - Unit 2: 82m<sup>2</sup>
  - Units 3-5: 150m<sup>2</sup>
  - Unit 6: 152m<sup>2</sup>
- 3.2 The development is in an area with a ptal rating of 6a and will be car free. Access to and from the new blocks of flats, will be via two pedestrian access points, one from College Yard to Highgate Road and the other off a pedestrian route, College Lane.
- 3.3 Suitable space would be provided within the yard to allow vehicles to enter and egress in a forward gear, and to allow the continued operation of the adjacent car repair business, in accordance with Policy DP21 "Development connecting to the highway network". An auto track plot for a standard home delivery vehicle is attached in Appendix A, drawing no. 21191/sk01, and shows that the vehicle can unload without impinging on the agreed shaded access routes to the adjacent properties.

### Parking

- 3.3 The development will incorporate 2 cycle parking spaces inside the curtilage of each dwelling as illustrated in the Architects drawing attached in Appendix A. This provision is in accordance with the Camden Council minimum standards

### Refuse Collection

- 3.8 Areas will be provided outside the properties' frontages for the storage of waste and recycling containers, in accordance with Policy CS18 and criterion i) of Policy DP26. Refuse bins have been provided within a collection distance from Highgate Road of about 17metres.

## 4 Policy Framework

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### Planning & Highway Policies

- 4.1 The following section sets out the policy background for the development in the context of national and local planning policy. It is not meant to be an exhaustive list of all policies as it relates to transport and sustainable issues.

### **National Planning Policy**

- 4.2 The National Planning Policy Framework, March 2012 seeks to promote accessibility to work, shopping, leisure facilities and services by public transport, walking and cycling. It looks for opportunities for sustainable transport and that a safe and suitable access to the site can be achieved for all people.
- 4.3 The development is located in a very sustainable location and is car free, meeting these objectives.

### **London Plan 2011**

- 4.4 The London Plan adopted in July 2011 requires that new development adheres to sustainable transport principles. The impact of the development on the transport network is an important part of the sustainable aims of the Plan and Policy 6.3 states that;

*Development proposals should ensure that impact on transport capacity and the transport network, at both corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.*

- 4.5 The Transport Statement has set out the limited impact the development will have on the transport infrastructure.

### **Camden Core Strategy 2010-2025 – Adopted version 2010**

- 4.6 The strategic objectives for the core strategy include CS 11 which 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.*

- 4.7 The development is located in a very sustainable location and is car free, meeting these objectives.

### **Camden Planning Guidance- Transport CPG 7**

- 4.8 This document has been prepared to support the Policies set out in the Core Strategy and provides information on all types of detailed transport issues within the

borough. The guidance explains the procedures to be followed when assessing the transport impacts of new development on the existing transport infrastructure.

- 4.9 The Transport Statement follows the procedures set out in this document.

**Camden LDF Camden Development Policies – Adopted version 2010**

- 4.10 This document forms part of the Council’s LDF and sets out the Development Policies. This development is influenced by a number of key transport policies as follows;

*DP16 – 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.*

*DP17 – The Council will promote walking, cycling and public transport. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport.*

*DP18 – The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect developments to be car free in the Central London Area.*

*DP19 – The Council will seek to ensure that the creation of additional car parking spaces will not have negative impact on parking, highways or the environment, and will encourage the removal of surplus car parking spaces.*

*DP21 – The Council will expect developments connecting to the highway network to;*

*a) ensure the use of the most appropriate roads by each form of transport and purpose of journey....*

*b) avoid direct vehicular access to the Transport for London Road Network and other Major Roads; and*

*c) avoid the use of local roads by through traffic.*

- 4.11 The development meets the above policies by being located in a highly accessible location and is car free with good links to the pedestrian network.

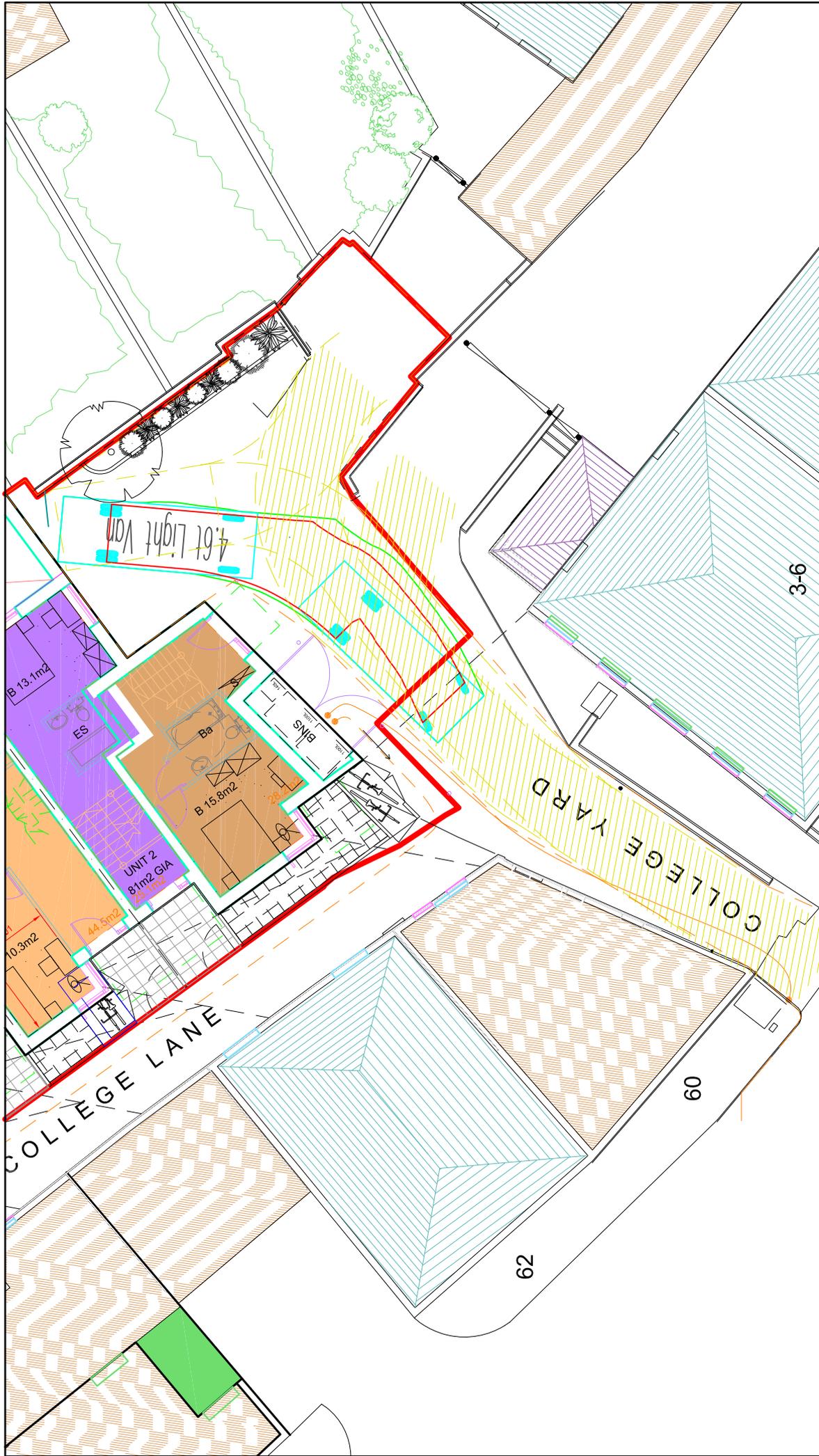
## **6 Conclusions**

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- 6.1 It is proposed to redevelop a site in the College Yard to provide 6 residential dwellings. Pedestrian Access will be provided via two access points, one from College Yard to Highgate Road and the other off a pedestrian route, College Lane. The development be car free with two cycle spaces located within the cartilage of each dwelling.
- 6.2 The location of the site has been shown to have good public transport connections to local amenities and central London, using local bus services and rail stations, with a Ptal accessibility index of 6a.
- 6.3 The development has been shown to meet the local and national transport policies
- 6.4 In conclusion, the Transport Statement has shown that there should not be any highway or transport objection to the application.

**Appendix A**





Issue	Description	Date	Status		Project		<p><b>PTP</b> Consulting Civil Engineers &amp; Transportation Planners</p> <p>The Old Storey/ Avenue of the Americas Two Colindale Avenue Hendon Middlesex HP5 2DS Tel: +44 (0)1849 757244 www.ptplanners.com</p>
			PLANNING		RESIDENTIAL DEVELOPMENT 1-8 COLLEGE YARD LONDON NW5 1NX		
			Scales	1:500	Original Size	A4	Rev
			Height Datum	DATUM	Grid	GRID	
			© Copyright reserved				

**Appendix B**



## **Appendix C**

# PTAI Study Report File Summary

## PTAI Run Parameters

PTAI Run 20141111171937  
Description 20141111171937  
Run by user PTAL web application  
Date and time 11/11/2014 17:19

## Walk File Parameters

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

Coordinates: 528807, 185509

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	HIGHGATE RD DARTMTH PK R	C11	479.68	7.5	0.5	6.0	6.0	12.0	2.5	1.25

BUS	HIGHGATE RD SANDERSON CL	214	21.19	8.0	1.0	0.26	5.75	6.01	4.99	4.99
BUS	HIGHGATE RD SANDERSON CL	C2	21.19	8.0	0.5	0.26	5.75	6.01	4.99	2.49
BUS	KENTISH TOWN STATION	393	424.94	5.0	0.5	5.31	8.0	13.31	2.25	1.13
BUS	KENTISH TN FORTRESS WALK	134	318.64	12.0	0.5	3.98	4.5	8.48	3.54	1.77
LU LRT	Kentish Town	Northern Line Morden to Mill Hill East	418.68	2.7	0.5	5.23	11.86	17.09	1.75	0.88
LU LRT	Kentish Town	Northern Line High Barnet to Morden	418.68	9.0	1.0	5.23	4.08	9.32	3.22	3.22
LU LRT	Kentish Town	Northern Line Morden to High Barnet	418.68	3.7	0.5	5.23	8.86	14.09	2.13	1.06
LU LRT	Kentish Town	Northern Line High Hill East to Kennington	418.68	4.3	0.5	5.23	7.73	12.96	2.31	1.16
LU LRT	Kentish Town	Northern Line High Barnet to Kennington	418.68	5.4	0.5	5.23	6.31	11.54	2.6	1.3
LU LRT	Kentish Town	Northern Line Morden to Mill Hill East	418.68	1.0	0.5	5.23	30.75	35.98	0.83	0.42
NATIONAL_RAIL	GOSPEL OAK	RICHMOND to STRATFORD	745.04	4.0	1.0	9.31	8.25	17.56	1.71	1.71
NATIONAL_RAIL	GOSPEL OAK	GOSPEL OAK to BARKING BR	745.04	4.0	0.5	9.31	8.25	17.56	1.71	0.85
NATIONAL_RAIL	GOSPEL OAK	CLAPHAM JUNCTION to STRATFORD	745.04	2.0	0.5	9.31	15.75	25.06	1.2	0.6
NATIONAL_RAIL	KENTISH TOWN BR	ST ALBANS BR to SUTTON (SURREY)	418.68	0.67	0.5	5.23	45.53	50.76	0.59	0.3

NATIONAL_RAIL_BR	KENTISH TOWN BR	LUTON to MOORGATE	418.68	0.67	0.5	5.23	45.53	50.76	0.59	0.3
NATIONAL_RAIL_BR	KENTISH TOWN BR	ST ALBANS BR to WEST NORWOOD BR	418.68	0.33	0.5	5.23	91.66	96.89	0.31	0.15
NATIONAL_RAIL_BR	KENTISH TOWN BR	WIMBLEDON BR to ST ALBANS BR	418.68	1.33	0.5	5.23	23.31	28.54	1.05	0.53
NATIONAL_RAIL_BR	KENTISH TOWN BR	ST ALBANS BR to MOORGATE	418.68	0.67	0.5	5.23	45.53	50.76	0.59	0.3
NATIONAL_RAIL_BR	KENTISH TOWN BR	WIMBLEDON BR to LUTON	418.68	0.33	0.5	5.23	91.66	96.89	0.31	0.15
NATIONAL_RAIL_BR	KENTISH TOWN BR	MOORGATE to LUTON	418.68	0.67	0.5	5.23	45.53	50.76	0.59	0.3
NATIONAL_RAIL_BR	KENTISH TOWN BR	MOORGATE to ST ALBANS BR	418.68	1.0	0.5	5.23	30.75	35.98	0.83	0.42

Total AI for this POI is 25.28.

PTAL Rating is 6a.