

155 REGENTS PARK ROAD
'NOTIFICATION OF PROPOSED CHANGE OF USE TO DWELLINGS'
SUPPORTING DOCUMENTATION

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22.05.15

TRANSPORT STATEMENT

Introduction

This Transport Statement has been prepared by Martin Evans Architects on behalf of the applicant in support of the 'Notification of Change of Use' of the existing B1 office units on the first and second floors at the application site into 4 new residential units. The Transport Statement considers the site location and compares the existing and proposed uses in terms of vehicular, pedestrian, cycle and public transport facilities. The methodology used in the preparation of this Transport Statement, principally follows the Department for Transport Guidance and Transport Assessment published in March 2007 for Transport for London's 'Transport Assessment Best Practice' guidance document dated April 2010.

Site Analysis

The site is in the London Borough of Camden and is situated at the junction of Chalk Farm Road, Regents Park Road and Adelaide Road. Adelaide Road is situated to the north of the site with Regents Park Road to the south. Chalk Farm tube station (Northern Line) is directly across the road from the site on Adelaide Road. Camden Lock and Camden Town are both within a short walk to the south-east, as is the local centre at Primrose Hill along Regents Park Road to the south-west. To the south of the site off Regents Park Road is the main access to the service yard of the Roundhouse concert venue.

The site is located within the Camden Town Centre area, with mixed commercial uses (offices, retail, restaurants, bars etc.) along the main roads in the vicinity. Many of these also have residential units above. Behind the main roads, development is mostly residential with associated green space. In addition there are cultural (The Roundhouse), education (Haverstock School) and social care (Charlie Ratchford Centre) uses very close to the site.

The site itself has an area of 235 square metres. The site is currently occupied by a four storey (plus basement) mock-Edwardian building built in approximately 1990. The building is finished in predominantly London stock brick with a rendered finish to the base and a tiled mansard roof. The ground and basement floors are currently designated as retail use, with the first and second floors currently B1 office use. The top mansard floor is currently a six bedroom residential unit.

The site has very good transport links with a tube station and bus stops directly across the road from the site on Adelaide Road. There are also bus stops in front of The Roundhouse and Haverstock School.

Existing Accessibility

Accessibility throughout Camden is generally very good and is covered by the London Underground, London Overground, rail and bus networks. The application site is no exception to this and is very well connected. The development has a PTAL rating of 6a which means the site has an excellent level of public transport accessibility. Please refer to Appendix A for a complete PTAL Study Report File Summary.

Public Transport

The site has excellent access to public transport with a London Underground station (Chalk Farm) and bus stops directly across the road from the site. The 31, N31 and the N28 buses stop on Adelaide Road, directly opposite the site. The 168, 393 and N5 buses also stop on Chalk Farm Road just in front of the Roundhouse. There is also a London Overground station (Kentish Town West) within 15 minutes walk of the site.

Local Facilities

The area is also very well served for local facilities. Chalk Farm Road has many shops (including a Sainsbury's Local), cafes, restaurants and bars. The Roundhouse on Chalk Farm

Road is a major entertainment venue. Primrose Hill local centre is just a 5 minute walk away to the south west, Camden Lock Market and the centre of Camden Town are within 5-10 minutes walk to the east. There are also several primary schools close by and a secondary school at the bottom of Haverstock Hill. There is also a sports centre and many other facilities within easy reach. Regents Park is a 10 minute walk away.

Proposed Development

The proposal is to convert the first and second floors of the building from B1 office use into residential, resulting in 2x5 new studio flats of approximately 30 sqm each. There is an existing residential unit on the top floor of the building and two retail units that occupy the ground and basement levels (Dominos Pizza and Feng Sushi) which will remain.

The proposal will not change the footprint of the site in any way. There are no existing or proposed parking spaces within the planning application boundary, but there are several existing parking spaces adjacent to the building upon land which is also owned by the applicant. These spaces are currently allocated to the neighbouring existing residential units owned by the applicant. This arrangement will remain. All street layouts and access arrangements for both vehicles and pedestrians will remain the same as now existing.

Traffic Impact

Currently there are no parking spaces allocated to the B1 office units located on the first and second floors of the building. It is understood that this arrangement is satisfactory and does not present any issues. Under the new development proposals, no additional spaces will be provided as the development will be car-free, which is in line with Camden's planning policy for residential developments. Given the car-free nature of the proposal, there will be no vehicular traffic impact at all. Also, given the small number of proposed dwellings, the number of cycle and pedestrian trips would be similar to the existing situation.

Currently, all deliveries to the existing retail units are done kerbside, and deliveries to the proposed residential units will be done in the same way. The frequency of visits by delivery vehicles and the like is expected to be minimal given the small number of dwellings proposed. There will also be no change to the current refuse collection arrangements.

Conclusions

The site is extremely well situated for public transport use. The PTAL is one of the highest levels possible and it is expected that all the residents in the refurbished building will not use private cars very often at all. Overall the transport impact assessment of the proposed change of use of the existing B1 office use to residential will pose negligible change to the Transport situation in this part of Camden.

CONTAMINATION ASSESSMENT

The proposal consists of internal modifications to the first and second floors of the existing building only. Given that the building was constructed circa 1990 there is not likely to be any contamination from materials containing asbestos.

FLOOD RISK ASSESSMENT

The site is located in Flood Zone 1 and is therefore at minimal risk of fluvial flooding. It is considered that the proposal for this site will not increase flood risk elsewhere.

APPENDIX A – PTAL STUDY REPORT FILE SUMMARY

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20140603111302
Description 20140603111302
Run by user PTAL web application
Date and time 06/03/2014 11:13

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: 528172, 184371

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	CHALK FARM STATION	31	119.83	10.0	1.0	1.5	5.0	6.5	4.62	4.62

BUS	CHALK FARM STATION	168	119.83	9.0	0.5	1.5	5.33	6.83	4.39	2.2
BUS	CHALK FM RD FERDINAND ST	24	205.65	12.0	0.5	2.57	4.5	7.07	4.24	2.12
BUS	CHALK FM RD FERDINAND ST	27	205.65	8.0	0.5	2.57	5.75	8.32	3.61	1.8
BUS	CHALK FARM STATION	393	119.83	5.0	0.5	1.5	8.0	9.5	3.16	1.58
BUS	MALDEN ROAD ST LEONARD'S SQUARE	46	484.24	6.0	0.5	6.05	7.0	13.05	2.3	1.15
LU LRT	Chalk Farm	Northern Line Edgware to Morden	106.2	9.7	1.0	1.33	3.84	5.17	5.8	5.8
LU LRT	Chalk Farm	Northern Line Edgware to Morden	106.2	8.3	0.5	1.33	4.36	5.69	5.27	2.64
LU LRT	Chalk Farm	Northern Line Kennington to Edgware	106.2	5.0	0.5	1.33	6.75	8.08	3.71	1.86
NATIONAL_RAIL WEST	KENTISH TOWN WEST	CLAPHAM JUNCTION to STRATFORD	706.44	2.0	0.5	8.83	15.75	24.58	1.22	0.61
NATIONAL_RAIL WEST	KENTISH TOWN WEST	RICHMOND to STRATFORD	706.44	4.0	1.0	8.83	8.25	17.08	1.76	1.76

Total AI for this POI is 26.14.

PTAL Rating is 6a.