

Carter Jonas

**112 Malden Road
Kentish Town
NW5 4BY**

**Change of Use to Residential (Prior
Approval Application)**

Transport Statement

On behalf of Mr Desmond Hirsch & Dr Pam Hirsch

30 November 2015

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Carter Jonas on behalf of Mr Desmond & Dr Pam Hirsch (“the Applicant”) to accompany a Prior Approval application relating to a proposed change of use from retail (Class A1) to residential (Class C3) (“the Proposed Development”) at the ground floor of 112 Malden Road, Kentish Town NW5 4BY (“the Site”). This scheme will provide a one bed flat.
- 1.2 This TS has been completed in order to meet the requirements set out in Statutory Instrument 2015 number 596 relating to The Town and Country Planning (General Permitted Development) (England) Order 2015 (“the Order”). The Order states that a change of use from Class A1 (shop) to a building within Class C3 (dwelling house) is Permitted Development under ‘Class M’ subject to a number of defined criteria being met.
- 1.3 The Proposed Development will not provide dedicated car parking. Cycle parking will be provided in line with Camden Development Plan Policy DP18 (one per unit). As existing, delivery/servicing would also take place from Malden Road.
- 1.4 Further details relating to the Proposal and the Prior Approval application process and requirements are referred to in the accompanying documentation submitted as part of this application, namely in the Covering Letter and scheme drawings.

Transport Statement Structure

- 1.5 Following this brief introductory section, the TS is structured as follows:
 - **Section 2** analyses the transport policy context relevant to the Proposed Development;
 - **Section 3** describes the transport baseline or existing conditions currently prevailing at the Site and the surrounding area;
 - **Section 4** describes the Proposed Development;
 - **Section 5** considers the Proposed Development’s travel characteristics;
 - **Section 6** sets out the conclusions of the TS.
- 1.6 All supporting appendices and plans are included at the end of the TS.

2.0 POLICY ANALYSIS

- 2.1 The relevant Development Plan document comprises the Local Development Framework Camden Development Policies 2010-2025. Of particular relevance is Policy DP18.

Policy DP18 - Parking standards and limiting the availability of car parking.

- 2.2 The policy states that the Council will seek to ensure that developments provide the minimum necessary car parking provision. It further states that the Council will expect developments to be car free in a number of defined areas. These include Kentish Town in which the site is located. This is a sustainable location with excellent access to public transport and local services and facilities. The proposal is for a car free residential development that would be appropriate in such a location and would accord with the policy. In addition, cycle parking is to be provided in accordance with the Council's parking standards.
- 2.3 It is contended that the proposed development complies with this Development Plan policy and in this regard the transport and highways impacts of the development are acceptable. It is contended therefore that the prior approval of the authority should not be required in this regard.

3.0 TRANSPORT BASELINE

General

- 3.1 This section of the TS describes the existing or baseline transport conditions prevailing at the Site and the surrounding area. These conditions need to be established to understand fully the context of the Proposed Development.
- 3.2 The building on the Site is currently designated as retail space and fronts onto Malden Road.
- 3.3 The Site location records a Public Transport Accessibility Level (PTAL) score of 6a ("Excellent").
- 3.4 There is no existing car parking associated with the site. Pedestrian and cyclist access is via the frontage of the building. The main entrance threshold has no step.
- 3.5 Within the surrounding area is a thriving mix of established residential and ground floor commercial uses. The Site is well located in relation to a wide range of local amenities including public transport, retail, educational, employment and leisure facilities. The commercial / retail environments of Kentish Town Chalk Farm and Belsize Park lie within less than half a mile of the Site.
- 3.6 There are a number of public amenities and facilities in the vicinity, including Parliament Hill and Hampstead Heath, Rhyl Primary School, Kentish Town Underground and Rail stations, Chalk Farm and Belsize Park Underground Station and West Kentish Town Overground Rail Station.

Public Transport Accessibility

Underground

- 3.7 Kentish Town, Chalk Farm and Belsize Underground Stations are located approximately equidistant to the Site and within easy walking distance. These stations serve the Northern Line with typical peak frequencies of trains every 6-7 minutes.

Rail

- 3.8 The Kentish Town West Overground station lies closer than the Underground Stations and operates typically 4 services per hour.
- 3.9 Kentish Town rail station provides interchange with the Northern line. The station accommodates a number of train lines though not all stop at the station.
- 3.10 First Capital Connect and Southeastern currently run trains that serve the Kentish Town rail station. The network connects Luton and Bedford to the north with Sutton in the south.
- 3.11 Off-peak services are typically four trains per hour southbound and northbound. Stations served include (but not limited to) Central London, Wimbledon, Sutton, St Albans, Luton and Bedford.

Bus

- 3.12 The nearest bus routes operate along Malden Road with the closest pair of bus stops located less than 50m to the south of the Site. The routes serving Malden Road are routes 46 and 24 (24 hour route).
- 3.13 Kentish Town station is served by routes 134, 214, 393, C2 and N20. See **Appendix 1** for Bus Routes Plan from Kentish Town Road (including Malden Road).

Pedestrian Network

- 3.14 The Site's locality benefits from a high level of pedestrian infrastructure. Tactile paving is provided at the Belisha beacon controlled pedestrian crossing on Malden Road to the south of the Queen's Crescent and Malden Road junction to the south of the Site.
- 3.15 That junction has a raised platform to slow vehicles with additional safety rails and bollards together with a safety island immediately in front of the Site. Uncontrolled crossings along the local road network are provided with dropped kerbs and also tactile paving, where appropriate.

- 3.16 Footway widths on the local section of Malden Road are wide (in excess of 2m) with localised widening in the immediate vicinity of the site. The council have undertaken decluttering exercises and planted a tree immediately in front of the Site to improve amenity.

Cycle Network

- 3.17 Malden Road is a designated yellow cycle route on the TfL Local Cycling Guide 4 plan, Published April 2012. It also includes lengths of marked cycle lanes. The Site lies in close proximity to Routes 6a and 14. There are two Local Authority Cycle Hoops for locking cycles immediately in front of the Site.

Local & Strategic Highway Network

- 3.18 The Site directly fronts Malden Road (B517) which connects Mansfield Road (B518) with Chalk Farm Road (A502). Levels of visibility at the junction are good.
- 3.19 The area is subject to a 30mph speed limit. Malden Road is effectively an urban corridor with residential, retail and commercial frontages on both sides of the road. Visibility to/from the Site will remain unchanged.

Parking

Off Street

- 3.20 The current use of the Site does not provide parking spaces.

On Street

- 3.21 The local section of Malden Road is within a Controlled Parking Zone (CPZ ref. CA-L) Kentish Town Inner operating Monday to Friday between 9.00 am and 11.0 am. The opposite (west) side of Malden Road falls within Controlled Parking Zone (CPZ ref. CA-L) Kentish Town Outer operating Monday to Friday between 8.30 am and 18.30 pm. There are marked controlled parking areas on Malden Road and the available kerbside servicing space (single yellow lines) on Malden Road also allows on-street loading. The facility appears well used with some capacity remaining. Local arrangements are amended on Market days for bona-fide Market Traders.

Road Safety

- 3.22 We have not requested the latest available STATS19 personal injury accident (PIA) data from Transport for London as the pedestrian security barriers immediately fronting the Site are likely to render unreliable any wider highway data in its local relevance.
- 3.23 The proposal is very modest in scale especially when considered against the backdrop of existing development. It is highly unlikely to lead to any significant increase in accidents risk on the local highway network.

4.0 PROPOSED DEVELOPMENT

General

- 4.1 This section of the TS describes the Proposed Development, with specific reference to transport and highways matters.

Land Use Proposals

- 4.2 The Proposed Development is summarised as follows:
- 1 residential unit comprising a one-bed ground floor flat with basement study/utility areas;
 - no off-street parking spaces;
 - internal (or external) secure cycle parking space.
- 4.3 The Site's servicing access points would remain on-street as existing.
- 4.4 The main point of pedestrian and cyclist access into the Site would be via the front door at the front of the site.

Parking

- 4.5 On-street parking will not be provided directly in connection with the proposed residential use.
- 4.6 Future residents will be advised of the nearby Zipcar facilities available on Gaisford Street, Hammond Street and Falkland Road all of which are accessed via Kentish Town Road.

Servicing & Delivery Proposals

- 4.7 For servicing and deliveries, including waste collection, the proposed residential land uses are to be serviced directly from the Malden Road frontage.
- 4.8 There is a 1 m strip of Site owned private land abutting the highway for storing refuse. Collection proposals will remain as existing (on-street). The existing waste collection regime for Malden Road will be unaffected.

5.0 TRAVEL CHARACTERISTICS

- 5.1 Given the Site's urban location, the net trip generation arising from the development proposals would be highly unlikely to have any detrimental impact on the operation of the local highway network with respect to capacity, or safety.
- 5.2 The levels of AM and PM peak hour period vehicular trip generation arising from the Proposed Development are likely to be very modest and very significantly less than the levels arising from the existing land use.

6.0 CONCLUSIONS

- 6.1 The Site is in the jurisdiction of the London Borough of Camden and this report supports the Prior Approval Application.
- 6.2 The proposal comprises the change of use from A1 (retail) to C3 (residential) consisting of 1 no. unit with cycle parking and no off-street car parking.
- 6.3 The Site is in an accessible, highly sustainable urban location with extensive pedestrian and cyclist infrastructure. It lies in close proximity to existing public transport connections and the site records a PTAL score of 6a ("Excellent").
- 6.4 The proposal represents a car free development that would use the existing on-street delivery/service arrangements (single yellow lines, loading permitted). As such it accords with Development Plan Policy DP18.
- 6.5 The proposal is very modest in scale especially when considered against the backdrop of existing development. It is highly unlikely to lead to any significant increase in accidents risk on the local highway network.
- 6.6 The proposal would be highly unlikely to have any significant detrimental impact on the operation of the local highway network with respect to capacity, or safety compared to the existing consented A1 retail use.
- 6.7 Having regard to the above, the prior approval of the authority is not considered to be required in relation to the transport and highways impacts of the development.

Appendix 1

Bus Routes Plan from Kentish Town (and Malden Road)

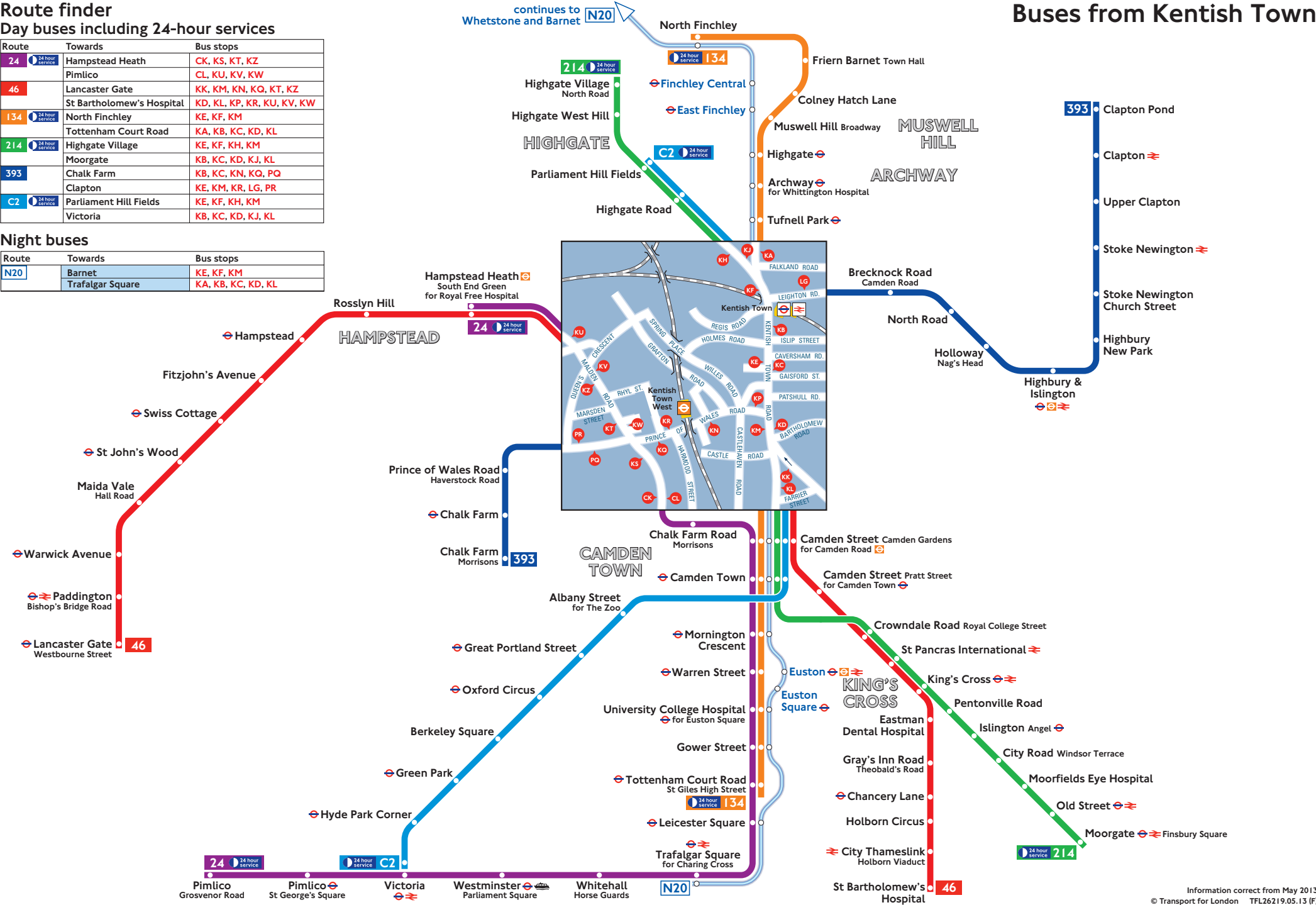
Route finder
Day buses including 24-hour services

Route	Towards	Bus stops
24	Hampstead Heath	CK, KS, KT, KZ
	Pimlico	CL, KU, KV, KW
46	Lancaster Gate	KK, KM, KN, KQ, KT, KZ
	St Bartholomew's Hospital	KD, KL, KP, KR, KU, KV, KW
134	North Finchley	KE, KF, KM
	Tottenham Court Road	KA, KB, KC, KD, KL
214	Highgate Village	KE, KF, KH, KM
	Moorgate	KB, KC, KD, KJ, KL
393	Chalk Farm	KB, KC, KN, KQ, PQ
	Clapton	KE, KM, KR, LG, PR
C2	Parliament Hill Fields	KE, KF, KH, KM
	Victoria	KB, KC, KD, KJ, KL

Night buses

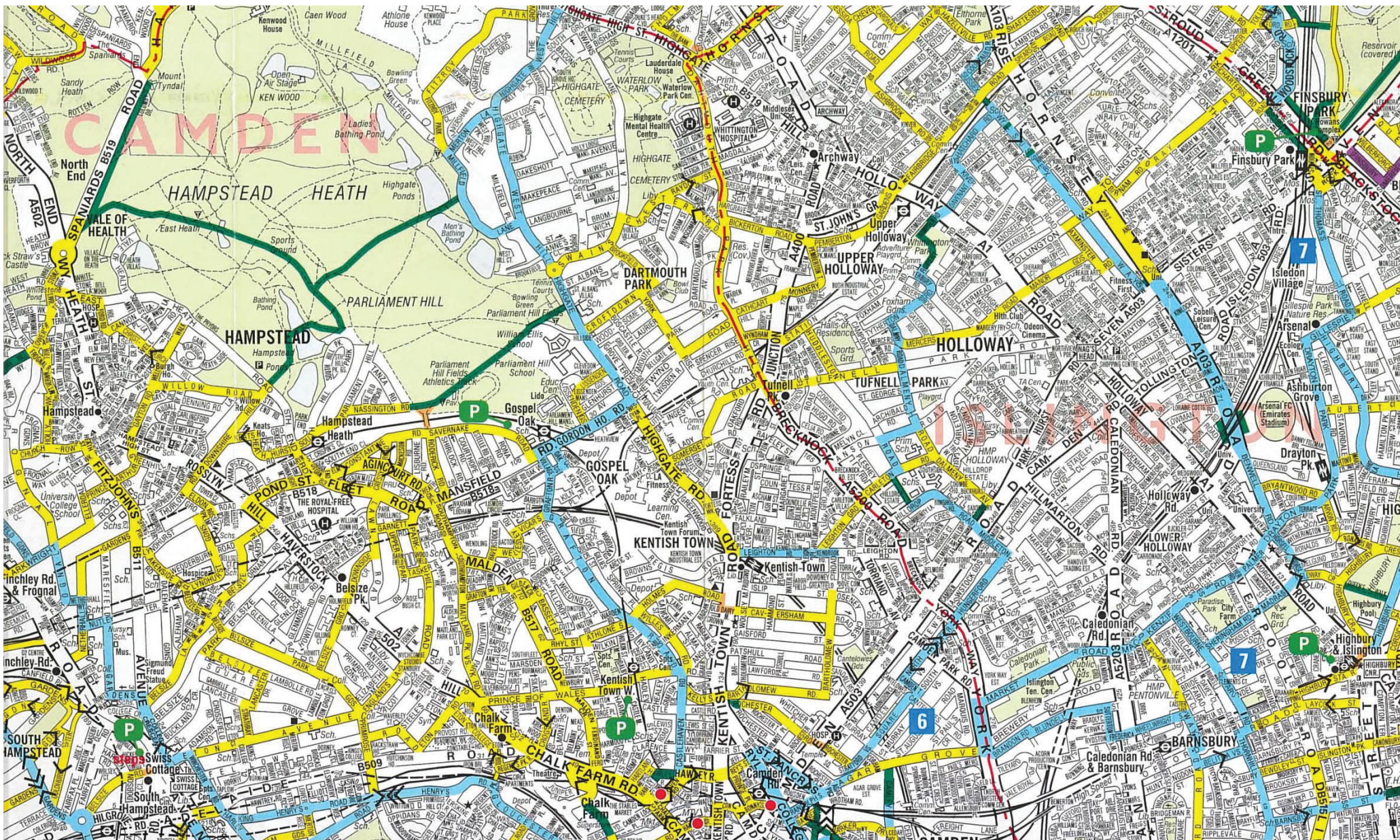
Route	Towards	Bus stops
N20	Barnet	KE, KF, KM
	Trafalgar Square	KA, KB, KC, KD, KL

Buses from Kentish Town



Appendix 2

Extract from tfl Local Cycling Guide 4



Extract from the TfL Local Cycling Guide 4, Published April 2012.

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