



Proposed Mixed Use Development
152-156 Kentish Town Road

Transport Statement

For

AHIG Ltd

Document Control Sheet

Transport Statement

Proposed Mixed Use Development, 162-156 Kentish Town Road

AHIG Ltd

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Contents

1.0	Introduction	1
2.0	Policy Context.....	2
3.0	Baseline Conditions.....	7
4.0	Development Proposals	11
	Effect of Development	12
5.0	Summary and Conclusions	14

Figures

3.1 Site Location Plan

Appendices

- A PTAL Output Report
- B Bus Route Spider Map
- C Proposed Site Layout Plans
- D TRICS Output Files

1.0 Introduction

- 1.1 This Transport Statement has been prepared by Motion on behalf of AHIG Ltd to address highway and transport matters relating to the development proposals at 152-156 Kentish Town Road, within the London Borough of Camden (LB Camden).
- 1.2 The application site is located on Kentish Town Road, approximately 350 metre east of Kentish Town West Station and 400 metres south of Kentish Town Station to the north of Camden Market. The site is fronted to the west by the A400 Kentish Town Road, to the north by a service road, to the east by a pedestrian only service route and to south by adjacent commercial properties.
- 1.3 The site currently comprises of 599 square metres Gross External Area (GEA) of B1 office floorspace, 517 square metres GEA of A1 retail floorspace, 108 square meters GEA of D1 floorspace occupied as a dentist and 183 square meters GEA of Sui Generis floorspace occupied by a betting shop. No vehicular access to the site or on-site parking is currently provided.
- 1.4 The development proposals comprise the demolition of the existing building and the construction of a building providing 1,287 square metres GEA of A1 retail floorspace and 117 square metres GEA of D1 floorspace occupied as a dentist, 601 square metres of B1 office floorspace and 8 residential apartments across the second and third floors.
- 1.5 No vehicular access to the site will be provided and no on-site car parking will be provided. The development will be permit free so that residents of the proposed development would not be eligible to apply for permits within the local CPZ. Servicing and deliveries will continue to utilise the existing on-street loading opportunities to service the site.
- 1.6 This Transport Statement will consider the suitability of the proposals with regard to the accessibility, trip attraction and servicing matters. Consideration will also be given to the potential effect of the development on the surrounding transport network.
- 1.7 The remainder of the report comprises the following six sections:
 - ▶ Section 2 - Policy Context;
 - ▶ Section 3 - Baseline Conditions;
 - ▶ Section 4 – Development Proposals;
 - ▶ Section 5 – Effect of Development; and,
 - ▶ Section 6 - Summary and Conclusions.

2.0 Policy Context

National policy

National Planning Policy Framework

2.1 The National Policy Framework (NPPF) was published in March 2012 and sets out the Governments planning policies for England and how these are expected to be applied.

2.2 In relation to Transport, NPPF states that;

"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."

Effect of Development

2.3 When considering the transport effects of a development, the NPPF states that:

2.4 *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account whether:*

- ▶ *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- ▶ *Safe and suitable access to the site can be achieved for all people; and*
- ▶ *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe"*

Promoting Sustainable Travel Choices

2.5 In order to promote opportunities for the use of sustainable travel, the NPPF advises that:

"..developments should be located and designed where practical to;

- ▶ *Accommodate the efficient delivery of goods and supplies;*
- ▶ *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- ▶ *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones."*

2.6 The NPPF highlights that a key tool for facilitating the promotion of sustainable travel choices will be a travel plan that:

"All developments which generate significant amounts of movement should be required to provide a travel plan."

Regional Policy

The London Plan, Consolidated with Alterations since 2011 (March 2015)

2.7 The London Plan is the Mayor's Planning Strategy for London. The purpose of the London Plan is to promote economic and social development and the environmental improvement of Great London. On 10 March 2015, the Mayor adopted the Further Alterations to the London Plan (FALP). With regard to assessing the impact of development on transport capacity, Policy 6.3 states:

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

2.8 In relation to parking, Policy 6.13 advises that:

“The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be applied to planning applications.

- ▶ *Ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles;*
- ▶ *Provide parking for disabled people in line with Table 6.2;*
- ▶ *Meet the minimum cycle parking standards set out in Table 6.3;*
- ▶ *Provide for the needs of businesses for delivery and servicing.”*

2.9 With regard to cycling Policy 6.9 states that:

“Developments should:

- a) *Provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3*
- b) *Provide on-site changing facilities and showers for cyclists*
- c) *Contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions)”*

2.10 Table 6.3 of the London Plan provides minimum cycling parking standards which are summarised in Table 2.1.

Land Use	Long-stay	Short-stay
A1 (Non-Food)	Staff – from threshold of 100 sqm First 1000sqm: 1 space per 250 sqm Thereafter: 1 space per 1000sqm	From a threshold of 100sqm First 1000 sqm: 1 space per 125 sqm Thereafter: 1 space per 1000sqm
D1 (Healthcare/Dentist)	1 space per 5 staff	1 space per 3 staff
B1	Central London: 1 space per 90sqm	First 5000sqm: 1 space per 500sqm Thereafter: 1 space per 5000sqm
C3	1 space per studio and 1 bed unit 2 spaces per all other dwellings	1 space per 40 units

Table 2.1 – London Plan Minimum Cycle Parking Standards

Local Policy

Camden’s Core Strategy

2.11 The Camden Core Strategy sets out the policy framework from 2010 until 2025. Within the Core Strategy Policy CS11 sets out the Council’s approach to sustainable travel and states:

“Promoting sustainable travel

- g. *Improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden’s town centres and the Central London area and extending the ‘Legible London’ scheme;*

- h. *Continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle links; and*
- i. *Work with Transport for London to improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Overground and Thameslink.*

Making private transport more sustainable

As part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will:

- j. *expand the availability of car clubs and business pool cars as an alternative to the private car;*
- k. *Minimise provision for private parking in new developments, in particular through:*
 - *Car free developments in the boroughs most accessible locations and*
 - *Car capped developments;*
- l. *Restrict new public parking and promote the re-use of existing car parks, where appropriate;*
- m. *Promote the use of low emission vehicles including through the provision of electric charging points; and*
- n. *Ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network."*

Camden Development Policies

- 2.12 Camden Development Policies form part of the Council's Local Development Framework (LDF) and set out the planning strategies and policies that will be used to determine planning applications in the borough. Policy DP16 sets out how the Council will consider the transport implications of new development and states:

"DP16 – The transport implications of development

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. We will resist development that fails to assess and address any need for:

- a) *movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks;*
- b) *additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by the development. Where appropriate, the Council will expect proposals to provide information to indicate 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;*
- c) *safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development "*

- 2.13 Policy DP17 considers the need to provide for walking, cycling and public transport users and states:

"DP17 – Walking, cycling and public transport

The Council will promote walking, cycling and public transport use. 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. Provision may include:

- a) *convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;*
- b) *other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;*
- c) *safe road crossings where needed;*
- d) *bus stops, shelters, passenger seating and waiting areas, signage and timetable information.*

The Council will resist development that would be dependent on travel by private motor vehicles.

The Council will seek to secure travel interchange facilities in locations that maximise travel benefits and minimise environmental harm. Passenger transport interchanges should provide for the co-ordination of arrival and departure timetabling on different services as far as possible. Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers."

2.14 Policy DP18 sets out the councils approach to parking and states:

"DP18 – Parking standards and limiting the availability of car parking

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, the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.

Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped'.

For car free and car capped developments, the Council will:

- a) *limit on-site car parking to:*
 - *spaces designated for disabled people;*
 - *any operational or servicing needs; and*
 - *spaces designated for the occupiers of the development specified as car capped;*
- b) *not issue on-street parking permits; and*
- c) *use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.*

Developments will also be expected to meet the Council's minimum standards for cycle parking set out in Appendix 2.

The Council will:

- d) *strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough; and*
- e) *seek the provision of electric charging points as part of any car parking"*

2.15 Table 2.2 summarises the minimum cycle parking standards for office, residential and retail uses set out in Appendix 2 of the LB Camden Development Policies.

Land Use	1 space per square metre of gross floor area (unless otherwise stated)
A1 Non-Food	Staff – from threshold of 500 sqm, 1 space per 250 sqm or part thereof. Customer – from threshold of 500 sqm, 1 space per 250 sqm or part thereof.
D1 Non-Residential	Staff – from threshold of 500 sqm, 1 space per 250 sqm or part thereof. Visitor – from threshold of 500 sqm, 1 space per 250sqm or part thereof.
B1 Business	Staff – from threshold of 500 sqm, 1 space per 250 sqm or part thereof. Visitor - from threshold of 500 sqm, minimum of 2 if any visitors are expected, plus any additional spaces needed to bring the total number up to 10% of the visitors likely to be present at any time.
C3 Residential	Residents – 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability. Visitors – from threshold of 20 units, 1 space per 10 units or part thereof.

Table 2.2 – LB Camden Minimum Cycle Parking Standards

- 2.16 In addition to the policies set out within the Core Strategy and the Development Policies, Camden have adopted Camden Planning Guidance 7: Transport (CPG7). CPG7 provides detailed guidance on assessing transport capacity, the preparation of travel plans, car parking provision, cycle parking and vehicles access arrangements.

3.0 Baseline Conditions

Site Location and Surrounding Area

- 3.1 The application site is situated in a highly accessible location within the LB Camden. The application site is located on Kentish Town Road, approximately 350 metre east of Kentish Town West Station and 400 metres south of Kentish Town Station to the north of Camden Market.
- 3.2 The site is fronted to the west by the A400 Kentish Town Road, to the north by a service road, to the east by a pedestrian only service route and to south by adjacent commercial properties. The land uses in the vicinity of the site are mixed, comprising of retail, residential and commercial developments.
- 3.3 The location of the site in relation to the surrounding area is shown in [Figure 3.1](#).

Existing Site Use

- 3.4 The site currently comprises of 599 square metres GEA of B1 office floorspace, 517 square metres GEA of A1 retail floorspace, 108 square meters GEA of D1 floorspace occupied as a dentist and 183 square meters GEA of Sui Generis floorspace occupied by a betting shop. No vehicular access or on-site parking is provided.

Local Highway Network

- 3.5 The application site is fronted to the west by the A400 Kentish Town Road opposite the junction between Kentish Town Road and Prince of Wales Road. The A400 Kentish Town Road is a two-way single carriageway road subject to a 20mph speed restriction in the vicinity of the site. Adjacent to the frontage of the site, Kentish Town Road provides two-lanes southbound including a dedicated right turn lane into Prince of Wales Road.
- 3.6 Adjacent to the site frontage, Kentish Town Road has double yellow line parking restrictions with double yellow kerb blips which prohibit loading at any time. A signalised pedestrian crossing is also present adjacent to the frontage of the site.
- 3.7 A dedicated loading bay is available approximately 30 metres north of the site which permits loading only Monday-Friday 7am-7pm. Further loading opportunities are also available on Kentish Town Road approximately 50 metres south of the site on single yellow line space which permits loading outside of the restricted hours which are Monday-Friday 0700-1000 and 1600-1900.
- 3.8 The A400 Kentish Town Road provides a connection north towards Kentish Town Station and the A1 at Archway. To the south Kentish Town Road provides access to Camden, Kings Cross and Euston and connects to the A501 which provides access east towards the Old Street and the City of London and west towards the A40 and the A5.
- 3.9 Prince of Wales Road to the west of the site provide a connection to the A502 Haverstock Hill which provides access towards Hampstead and the A41 at Finchley.
- 3.10 The application site is located within a Controlled Parking Zone (CPZ) which is in operation Monday-Friday 0830-1830.

Accessibility by Public Transport

Public Transport Accessibility Level (PTAL)

- 3.11 The site is located within central London and is very well served by public transport. The application site has a Public Transport Accessibility Level (PTAL) score of 6a which indicates that the site benefits from excellent access to public transport. A copy of the PTAL report is attached at [Appendix A](#).

Accessibility by Bus

- 3.12 The nearest bus stops to the site are located approximately 50 metres south of the site. These bus stops provide access to both northbound and southbound services and benefit from shelter, seating and timetable information. A summary of the bus services available from these stops is provided in Table 3.1 whilst the relevant TfL bus route spider map is attached at [Appendix B](#).

Route Number	Destinations Served	Frequency (every x minutes)		
		Mon-Fri	Sat	Sun
46	Lancaster Gate – Warwick Avenue – Maida Vale – Swiss Cottage – Hampstead – Prince of Wales Road – Pancras Road – King's Cross – Holborn – St Bartholemew's Hospital	11-15 minutes	11-15 minutes	15 minutes
134	North Finchley – Muswell Hill – Highgate – Kentish Town – Camden Town – Mornington Crescent – Warren Street – Shaftesbury Avenue	6-7 minutes	6-7 minutes	7-8 minutes
214	Highgate Village – Kentish Town – Camden Town – Pancras Road – King's Cross Station – Angel – Finsbury Square	7-8 minutes	7-8 minutes	10-12 minutes
393	Clapton – Stoke Newington – Highbury – Holloway – Kentish Town – Chalk Farm	12 minutes	12 minutes	15 minutes
C2	Parliament Hill Fields – Kentish Town – Camden town – Great Portland Street – Oxford Circus – Berkeley Square – Hyde Park Corner – Victoria Station	7-8 minutes	7-8 minutes	10 minutes
N20	Barnet – North Finchley – East Finchley – Highgate – Archway – Kentish Town – Camden Town – Euston – Shaftesbury Avenue – Trafalgar Square	30 minutes (Monday – Thursday nights)	10 mins (Friday & Saturday nights)	10 minutes (Sunday nights)

Table 3.1 – Local Bus Services

Accessibility by London Underground

- 3.13 Kentish Town Underground Station is location approximately 400 metres north of the site and provides access to the High Barnet and Mill Hill East branch of the Northern Line. The Northern Line operates services every 3-5 minutes north towards High Barnet and Mill Hill East south to Kennington via Charing Cross and to Morden via Bank.
- 3.14 Camden Town Underground Station is located approximately 600 metres south of the site and provides access to the Edgware branch of the Northern Line in addition to services to High Barnet and Mill Hill East.

Accessibility by Rail

- 3.15 Kentish Town West Station is located approximately 250 metres west of the site and is operated by London Overground. The station is served by trains approximately 4 times an hour between Richmond and Stratford and twice per hour between Clapham Junction and Stratford.
- 3.16 Kentish Town Road Station is located approximately 400 metres north of the site and provides services to a range of destinations within London and beyond. The station offers services twice per hour to St Albans City, twice per hour to Luton, 4 times per hour to Sutton in Surrey (twice per hour via Wimbledon), twice per hour to Sevenoaks and twice per hour to West Hampstead.
- 3.17 Camden Road Railways Station located approximately 800 metres south of the site is served by London Overground and is served by trains 4 times per hour to Richmond via Willesden Junction, twice per hour to Clapham Junction via Willesden Junction and 6 times per hour to Stratford via Highbury and Islington.

Accessibility by Foot

- 3.18 Footways are provided along both sides of the Kentish Town Road in the vicinity of the site. Signalised pedestrian crossings with drop kerbs and tactile paving are provided at the junction between Kentish Town Road and Prince of Wales Road immediately adjacent to the site. These provide pedestrian access to the residential areas located off Prince of Wales Road and to local amenities including the northbound bus stop.
- 3.19 The Chartered Institution of Highways and Transportation (CIHT) 'Planning for Walking' (2015) outlines that Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walk distance (around 800 metres). It is also outlined that within town centres, 200 metres is considered to be an acceptable walk distance to bus stops and 800 metres to railway station.
- 3.20 Table 3.1 sets out nearby existing local amenities and approximate walk distance from the application site.

Amenity	Location	Approximate Distance (metres)
Dentist	Kentish Town Road	10m
Café/Restaurants	Kentish Town Road	20m – 50m
Tesco Express	Kentish Town Road	40m
ATM	Kentish Town Road	40m
Bus Stops	Kentish Town Road	50m
Lidl	Kentish Town Road	100m
Opticians	Kentish Town Road	190m
Post Office	Kentish Town Road	200m
Chemist (Superdrug)	Kentish Town Road	210m
Banks (Lloyds, Barclays, HSBC)	Kentish Town Road	250m
Kentish Town West Station	Prince of Wales Road	350m
Prince of Wales of Wales Medical Centre	Prince of Wales Road	350m
Kentish Town Underground / Railway Station	Kentish Town Road	500m
Camden Road Railway Station	Royal College Street/ A503	600m
Camden Town Underground Station	Kentish Town Road/ Camden High Street	800m
Camden Market	Camden High Street	800m

Table 3.1: Local Amenities

- 3.21 Table 3.1 demonstrates that there are a range of local amenities including food stores, chemists, cafes, restaurants, banks, medical facilities and bus stops.

Accessibility by Cycle

- 3.22 A number of roads within the vicinity of the site, including Holmes Road and Caversham Road to the north and Kelly Street and Bartholomew Road to the south are indicated on the TfL Cycle Route Map as being quiet road recommended for use by cyclists.
- 3.23 Prince of Wales Road is also market as a quiet road recommended for use by cyclists. In addition, Castleheaven Road and Grafton Road, which are accessible from Prince of Wales Road, are marked as a route signed or marked for use by cyclists and provides a connection north towards Gospel Oak and south towards Camden Market.
- 3.24 Further cycle routes are available within the vicinity of the site including a traffic free road from Camden Road Station which connects to the south to King's Cross St. Pancras and towards Angel and Islington.

Local Census Information

- 3.25 The results of the 2011 Census have been reviewed in order to establish the mode share of journeys to work for residents in the local area. Table 3.2 summarises the journey to work mode share of residents in the Camden 009A Super Output Area.

Method of Travel	Mode Share
Underground, Metro, light Rail, tram	26%
Train	7%
Bus	28%
Motorcycle	2%
Car Driver	10%
Car Passenger	1%
Bicycle	11%
On Foot	15%

Table 3.2 Travel to Work Data (Resident Population) for the Camden 009A Output Area

- 3.26 It is evident that 89% of people travel via sustainable modes of transport including walking, cycling and public transport, indicating that sustainable travel forms a viable travel choice from residents in the local area.

4.0 Development Proposals

- 4.1 The development proposals comprise the demolition of the existing building and the construction of a new building providing 1,287 square metres GEA of A1 retail floorspace, 117 square metres GEA of D1 floorspace occupied as a dentist, 601 square metres of B1 office floorspace and 8 residential apartments. The 8 residential units will be provided across the second and third floors and will comprise of 5 x 2-bed units and 3 x 3-bed units.

Access Arrangements

- 4.2 Pedestrian access to the all elements of the development will be provided from the Kentish Town Road. Access to the site by cycles will be provided via the access to the north of the site which will provide access to the cycle stores. The proposed site layout plans are attached at [Appendix C](#).
- 4.3 No vehicle access to the site would be provided and no on-site car parking will be provided. Access to the bin stores will be provided via the service entrance from Kentish Town Road to the north of the development site.

Parking

- 4.4 No vehicle access to the site would be provided and no on-site car parking will be provided. This is in line with LB Camden's Planning Policy and is considered appropriate given the highly accessible location of the site. As no on-site parking will be provided and it is anticipated that a permit free agreement will be entered which will prohibit future residents from obtaining a parking permit for the local CPZ.
- 4.5 Disabled parking is available within a blue badge bay located on Patshull Road, approximately 100 metres north of the site. Within LB Camden, blue badge holders may park without charge within blue badge parking bays, residents' parking bays, pay and display bays. The nearest pay and display bays are located approximately 40 metres north of the site on Kentish Town Road whilst the nearest resident permit holder bays are located on Prince of Wales Road approximately 80 metres west of the site.

Cycle parking

- 4.6 It is proposed that separate secure and sheltered cycle stores will be provided within development at ground floor level which will serve the residential, retail and shared office/ dentist elements of the development. Level access to each of the cycle stores is provided from the access route running along the northern boundary of the site. In addition a further access route to the cycle stores is available via wheeling ramps on the stairs from the ground floor internally within the building.
- 4.7 The proposals include the provision of a total of 51 cycle parking spaces including 21 spaces to serve the residential element of the development, 15 spaces to serve the office and dentist elements of the development and 15 spaces to serve the retail element of the development.
- 4.8 This provision is in accordance with the minimum standards for cycle parking as set out in the London Plan.

Servicing

- 4.9 The building currently utilises the on-street loading opportunities in the vicinity of the site to service the development and undertake refuse collection. It is proposed that servicing activity continues to be undertaken from street, utilising the kerbside loading opportunities and loading bays in the vicinity of the site. Deliveries will be trolleyed along the footway to the site.
- 4.10 Refuse storage and recycling will be provided in dedicated bin stores. On the day of collection, building management will transfer the bins to the service access for collection. Bins will be returned to the bin stores after collection.

Effect of Development

- 4.11 This section of the report considers the effect of the development on the transport network local to the site and, in particular, considers the net change in person trips associated with the development proposals in comparison with the current lawful use of the site. In addition an assessment of the change in servicing trips associated with development proposals is provided.
- 4.12 The site currently comprises of 599 square metres GEA of B1 office floorspace, 517 square metres GEA of A1 retail floorspace, 108 square meters GEA of D1 floorspace occupied as a dentist and 183 square meters GEA of Sui Generis floorspace occupied as a betting shop. The new building will provide 1,287 square metres GEA of A1 retail floorspace, 117 square metres GEA of D1 floorspace which will be occupied as a dentist, 601 square metres GEA of B1 office floorspace and 8 residential apartments.
- 4.13 With regard to the office and dentist uses on site, it is considered that the changes in floorspace as part of the development proposals is negligible and will not result in a material change in person trips to or from the site. On this basis, no further assessment of these elements of the development is considered necessary.
- 4.14 As the site is located on an existing high street which provides a range of facilities including retail opportunities, it is considered that the majority of visitors to the proposed retail floorspace will already be within the local area and, as such, the trips will be linked to the existing high street retail offer. On this basis, it is considered that the change in retail floor area will not materially affect the operation of the local highway or public transport networks. No further assessment of the trips associated with the retail element of the development is considered necessary.
- 4.15 In order to consider trips associated with the proposed 8 residential units, person trip rates have been extracted from the TRICS database. For the purpose of this assessment, the following search parameters have been used when identifying trip rates for residential uses:
- ▶ Regions – Greater London;
 - ▶ Number of units – up to 200 Units;
 - ▶ Data range – 2007 onwards;
 - ▶ Survey Days – Weekdays;
 - ▶ Selected Locations – Town Centre, Edge of Town Centre.
- 4.16 Copies of the output reports generated from TRICS are presented in [Appendix D](#), and are summarised in Table 5.1.

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.097	0.520	0.617
PM Peak (17:00-18:00)	0.342	0.191	0.533
Daily	2.512	2.538	5.050

Table 5.1 – Total Person Trips (Per Unit)

- 4.17 Using the trip rates presented in Table 5.1, the trips associated with the proposed 9 residential units have been calculated and are summarised in Table 5.2.

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	1	4	5
PM Peak (17:00-18:00)	3	2	5
Daily	20	20	40

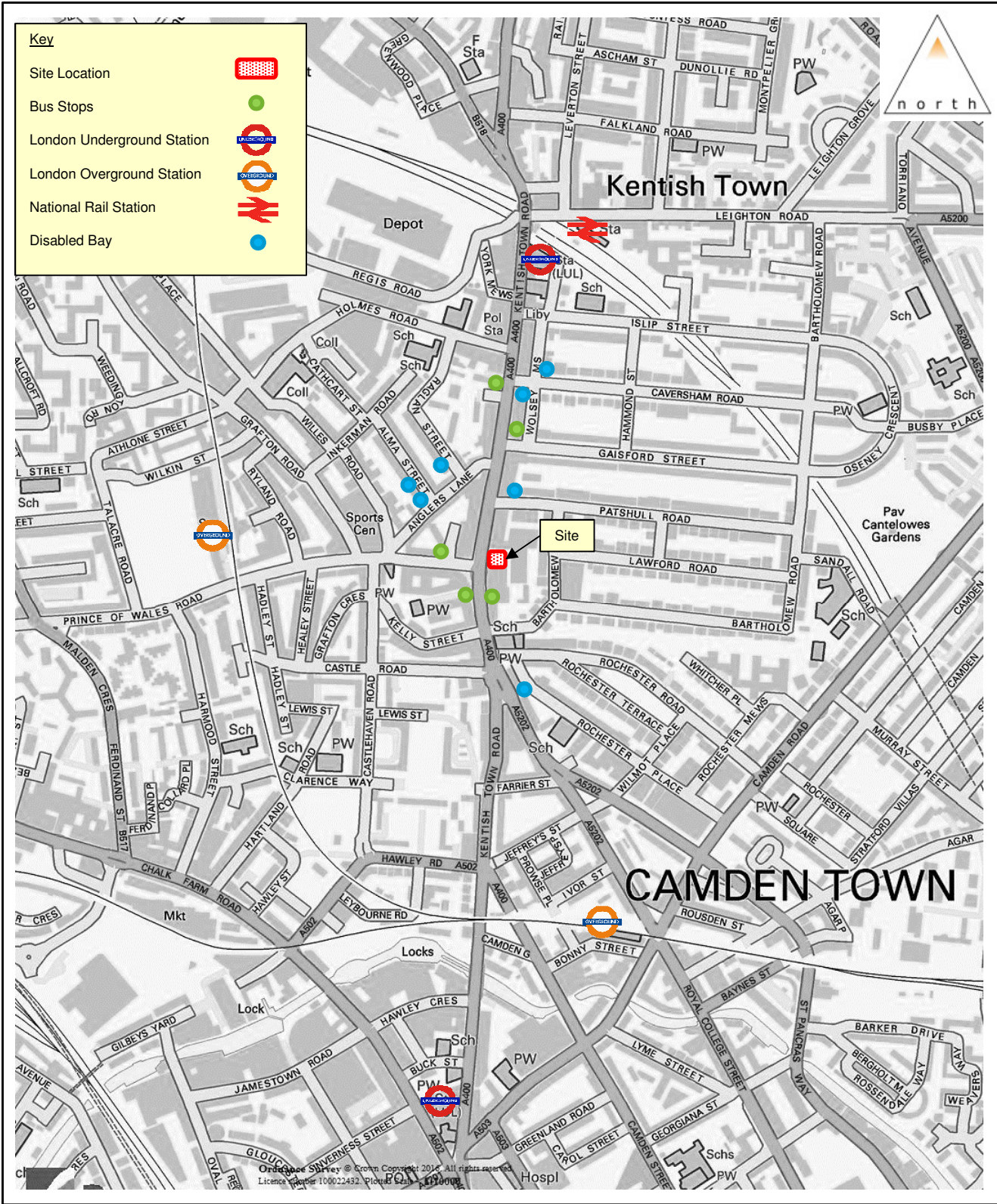
Table 5.2 – Person Trips

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- 4.18 The analysis demonstrates that the proposed residential units will result in 5 additional person trips during the morning and evening peak periods. As no parking is provided on site, it is considered that these trips will be split over a range of sustainable transport modes. This level of trips is not considered to result in detrimental harm to the operation of the local public transport or pedestrian/cycle networks in the vicinity of the site.

5.0 Summary and Conclusions

- 5.1 This Transport Statement has been prepared by Motion on behalf of AHIG Ltd to address highway and transport matters relating to the redevelopment proposals at 152-156 Kentish Town Road, within the London Borough of Camden (LB Camden).
- 5.2 The application site is located on Kentish Town Road, approximately 350 metre east of Kentish Town West Station and 400 metres south of Kentish Town Station to the north of Camden Market. The site is fronted to the west by the A400 Kentish Town Road, to the north by a service road, to the east by a pedestrian only service route and to south by adjacent commercial properties.
- 5.3 The development proposals comprise the demolition of the existing building and the construction of a new building providing 1,287 square metres GEA of A1 retail floorspace, 117 square metres GEA of D1 floorspace occupied by a dentist, 601 square metres of B1 office floorspace and 8 residential apartments. No vehicular access to the site will be provided and no on-site car parking will be provided. The development will be permit free. Servicing and deliveries will continue to utilise the existing on-street loading opportunities to service the development.
- 5.4 In summary, it is concluded that:
- ▶ The site is located within a highly accessible location that provides convenient access to amenities and public transport facilities in addition to pedestrian and cycle facilities;
 - ▶ Cycle parking will be provided at ground floor level for the residential, retail, dentist and office elements of the development in accordance with the minimum standards set out in the London Plan;
 - ▶ No on-site car parking will be provided and the development will be permit free, prohibiting future residents from being able to apply for a parking permit for the local CPZ;
 - ▶ Servicing will be undertaken on-street, utilising the existing loading opportunities in the vicinity of the site, as per the existing uses on site; and,
 - ▶ The uplift in multi-modal trips will be negligible and will not result in a material impact to the local highway or public transport networks.
- 5.5 In conclusion, it has been demonstrated that the development proposals will not result in detrimental harm to the operation of the local highway or public transport networks in the vicinity of the site and, as such, the proposals are considered acceptable in highway and transportation terms.

Figures



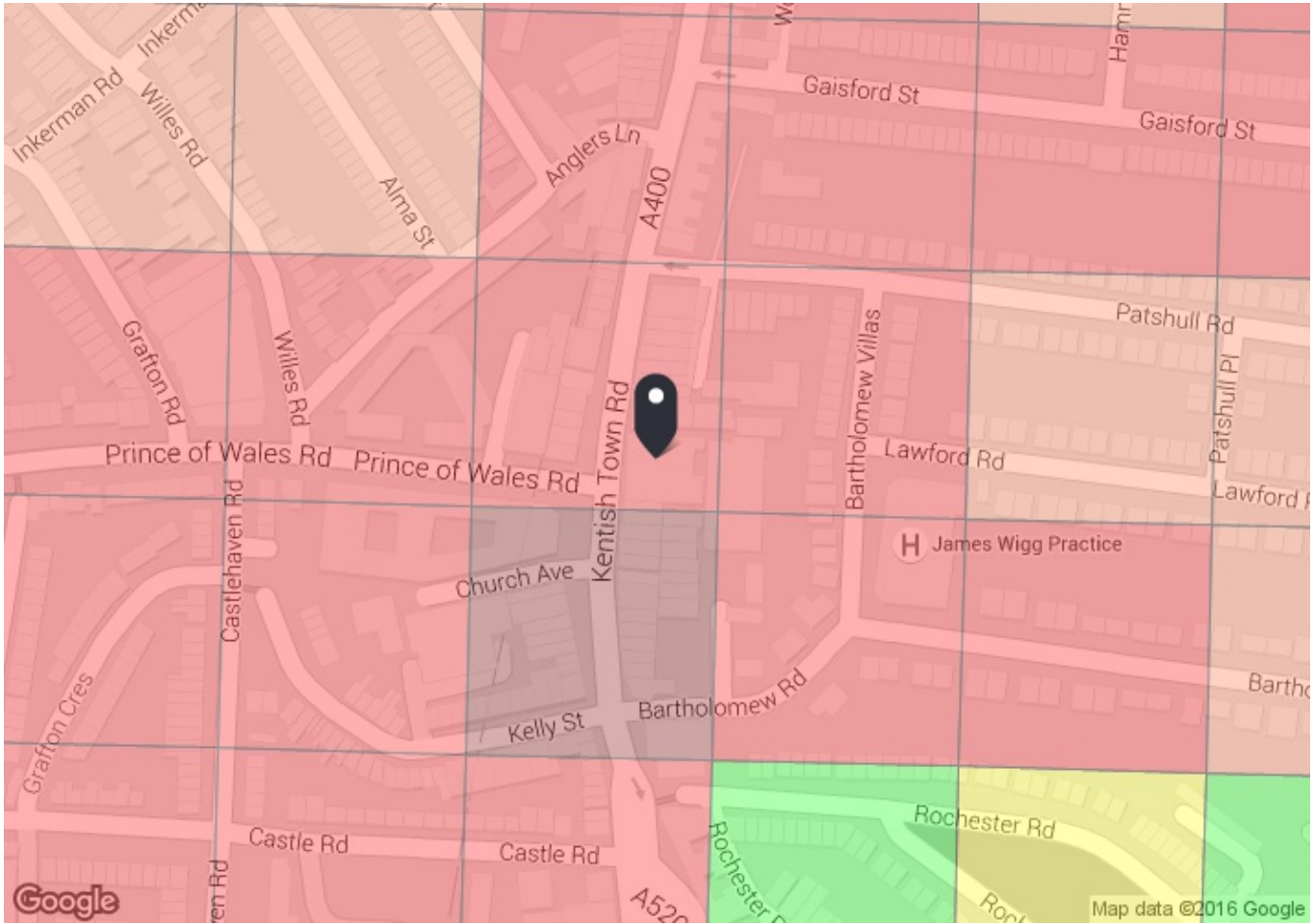
152-156 Kentish Town Road

Figure 3.1 – Site Location Plan

Not to Scale

Appendix A

PTAL Output Report



PTAL output for 2011 (Base year)
6a

156 Kentish Town Rd, London NW1 9QB, UK

Easting: 528971, Northing: 184715

Grid Cell: 102545

Report generated: 18/02/2016

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CAMDEN ST CAMDEN GARDENS	24	583.09	10	7.29	5	12.29	2.44	0.5	1.22
Bus	CAMDEN ST CAMDEN GARDENS	31	583.09	10	7.29	5	12.29	2.44	0.5	1.22
Bus	CAMDEN ST CAMDEN GARDENS	27	583.09	8	7.29	5.75	13.04	2.3	0.5	1.15
Bus	CAMDEN ST CAMDEN GARDENS	168	583.09	9	7.29	5.33	12.62	2.38	0.5	1.19
Bus	CAMDEN GARDENS STAND	88	619.48	9	7.74	5.33	13.08	2.29	0.5	1.15
Bus	CAMDEN R STN R COLLEGE S	274	539.02	7.5	6.74	6	12.74	2.36	0.5	1.18
Bus	CAMDEN RD ST PANCRAS WAY	29	635.25	15	7.94	4	11.94	2.51	0.5	1.26
Bus	CAMDEN RD ST PANCRAS WAY	253	635.25	12	7.94	4.5	12.44	2.41	0.5	1.21
Bus	K T RD PRINCE OF WALES R	C2	96.18	8	1.2	5.75	6.95	4.32	0.5	2.16
Bus	K T RD PRINCE OF WALES R	134	96.18	12	1.2	4.5	5.7	5.26	1	5.26
Bus	K T RD PRINCE OF WALES R	214	96.18	8	1.2	5.75	6.95	4.32	0.5	2.16
Bus	P OF WALES R KENTISH T R	393	82.67	5	1.03	8	9.03	3.32	0.5	1.66
Bus	P OF WALES R KENTISH T R	46	82.67	6	1.03	7	8.03	3.73	0.5	1.87
Rail	Kentish Town West	'CLPHMJ2-STFD 2L50'	536.25	3.67	6.7	8.92	15.63	1.92	1	1.92
Rail	Kentish Town West	'STFD-CLPHMJ2 2Y11'	536.25	3.67	6.7	8.92	15.63	1.92	0.5	0.96
Rail	Kentish Town	'STALBCY-SVNOAKS 2E11'	397.74	1	4.97	30.75	35.72	0.84	0.5	0.42
Rail	Kentish Town	'STALBCY-SVNOAKS 2E95'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2006'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-LUTON 2010'	397.74	1	4.97	30.75	35.72	0.84	0.5	0.42
Rail	Kentish Town	'STALBCY-SUTTON 2021'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2029'	397.74	0.67	4.97	45.53	50.5	0.59	0.5	0.3
Rail	Kentish Town	'LUTON-BCKNHMJ 2S91'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-BROMLYS 2S93'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2V08'	397.74	0.67	4.97	45.53	50.5	0.59	0.5	0.3
Rail	Kentish Town	'SUTTON-KNTSHTN 2V20'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2V27'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-STALBCY 2E59'	397.74	0.67	4.97	45.53	50.5	0.59	0.5	0.3
Rail	Kentish Town	'SVNOAKS-LUTON 2E61'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E65'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E67'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
Rail	Kentish Town	'BROMLYS-LUTON 2E93'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
Rail	Kentish Town	'ORPNGTN-KNTSHTN 2L65'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
LUL	Kentish Town	'Morden-HighBarnet'	397.74	14.67	4.97	2.79	7.77	3.86	1	3.86
LUL	Kentish Town	'Morden-MillHillE'	397.74	4	4.97	8.25	13.22	2.27	0.5	1.13
LUL	Kentish Town	'HighBarnet-Morden'	397.74	0.33	4.97	91.66	96.63	0.31	0.5	0.16
LUL	Kentish Town	'HighBarnet-Kenningt'	397.74	5.33	4.97	6.38	11.35	2.64	0.5	1.32
LUL	Kentish Town	'MillHill-Morden'	397.74	1.67	4.97	18.71	23.69	1.27	0.5	0.63
LUL	Kentish Town	'MillHillE-Kenningt'	397.74	1.67	4.97	18.71	23.69	1.27	0.5	0.63
LUL	Camden Town	'Edgware-Morden'	931.56	9	11.64	4.08	15.73	1.91	0.5	0.95
LUL	Camden Town	'Morden-Edgware'	931.56	4.67	11.64	7.17	18.82	1.59	0.5	0.8
LUL	Camden Town	'Kennington-Edgware'	931.56	14.67	11.64	2.79	14.44	2.08	0.5	1.04
Total Grid Cell AI:									39.73	

Appendix B

Bus Route Spider Map

Route finder

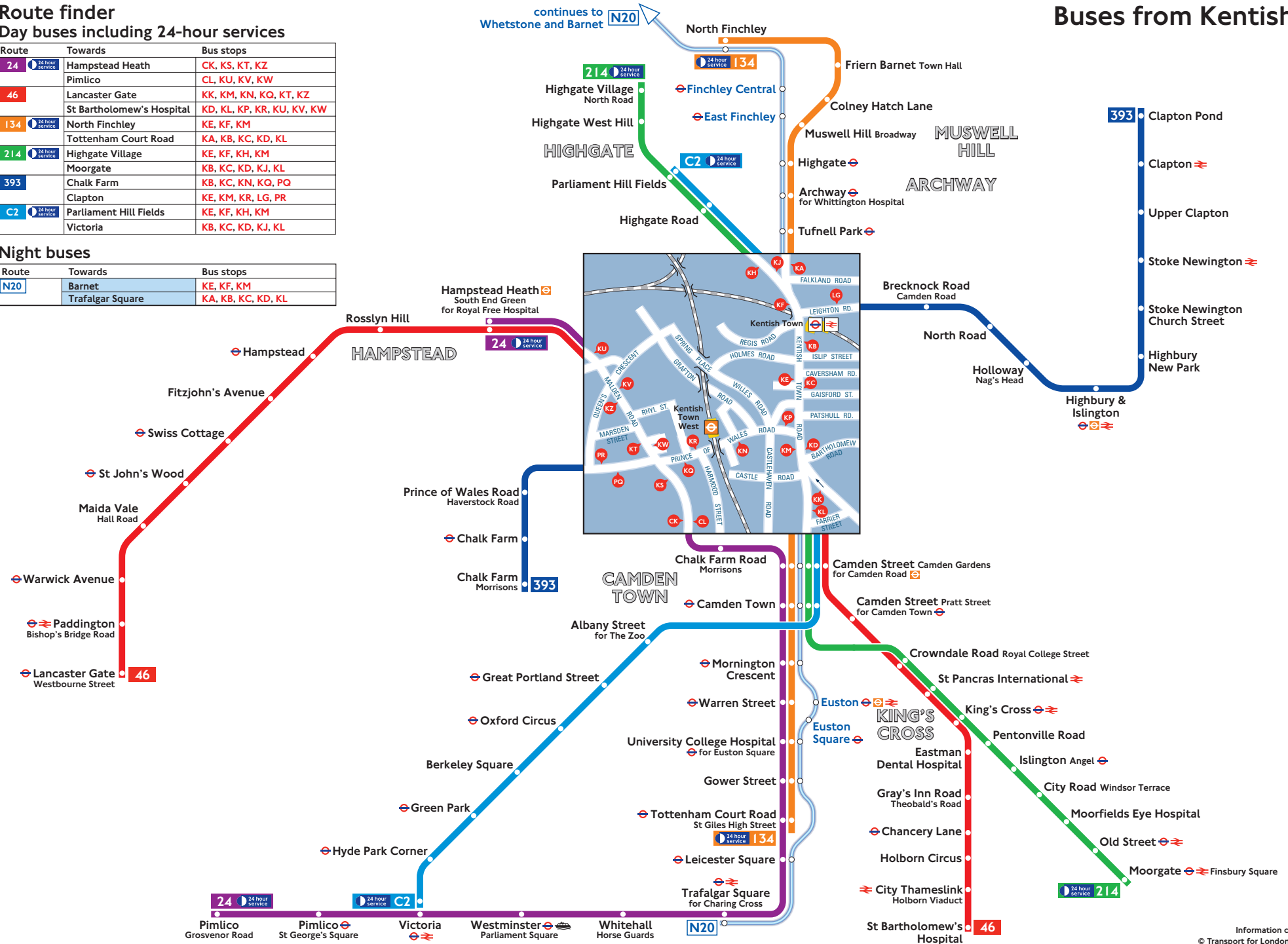
Day buses including 24-hour services

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

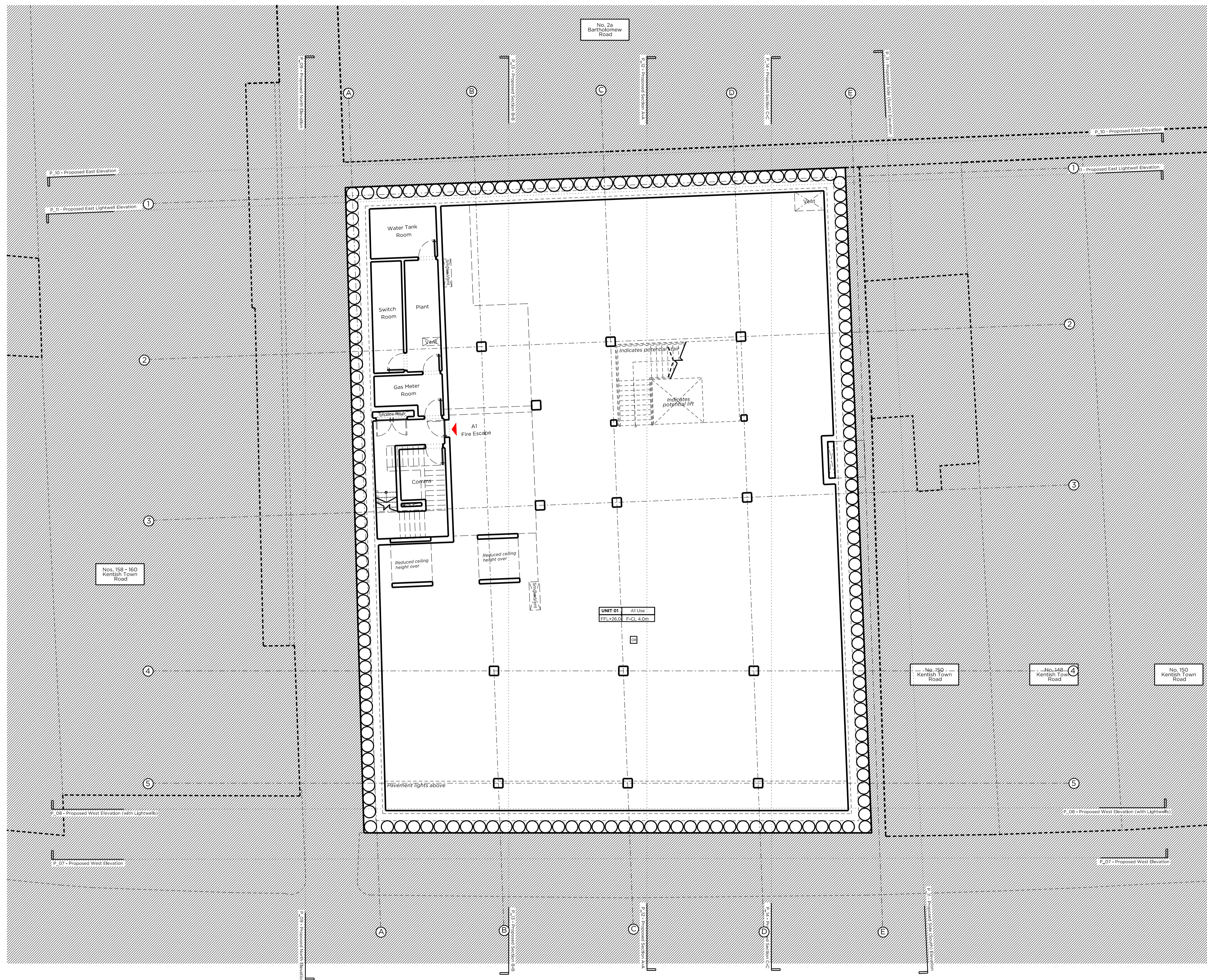
Route	Towards	Bus stops
N20	Barnet	KE, KF, KM
	Trafalgar Square	KA, KB, KC, KD, KL

Buses from Kentish Town



Appendix C

Proposed Site Layout Plans



Site Plan at 1:2000

Proposed Key:

- Proposed structure
- Proposed paving area
- Proposed existing area
- Proposed security green roof
- Proposed brick
- Proposed alternative paving

Proposed Notes:

- Portland stone cladding. Please refer to P.04 & P.05 Proposed Front Elevation.
- Brickwork. Please refer to P.04 & P.05 Proposed Front Elevation.
- Double-glazed, smoothed aluminium framed doors to glass curtain walling.
- Double-glazed, smoothed aluminium framed doors to glass curtain walling.
- Covered and vented screen & doors as shown in powdered coated aluminium. Accurately annotated as required.
- Rebared concrete.
- Double-glazed, smoothed aluminium framed doors, utility balcony and associated metal balustrade as shown in elevation.
- Basement structure. Please refer to structural design and BSA (Pillar/Beams).
- Residential core not accessible at this level.
- Lift covers.
- Distal Bus doors suitable for office layouts & info.
- Lift covers.
- Fixed through glazing.
- Hard substrates. P.04 & P.05 Proposed Front Elevation.
- Access ramp.
- System roof.
- Proposed Gas Doors.
- Double-glazed, smoothed aluminium framed doors to elevation.
- Double-glazed, smoothed aluminium framed doors to elevation.
- Flat roof.
- Timber privacy screen.
- Double-glazed, smoothed aluminium sliding doors.
- Proposed canopy overings.
- Accurately annotated plant enclosure.
- Vent.
- Refer to Sustainability Statement by Council for site & quantity of PVs.

Rev A 04.03.16 Issued for Planning

PLANNING

Project No. 15052

Client AHIG Ltd

Date March 2016

Scale 1:100 @ A1/1:200 @ A3

Project 152-156 Kentish Town Road

Drawing Title Proposed Lower Ground Floor Plan

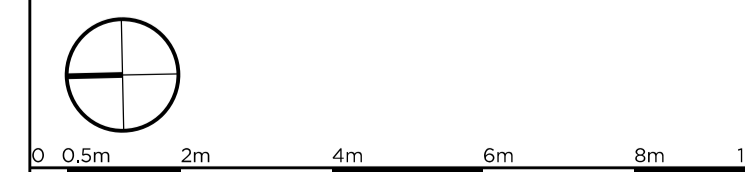
Drawing No. P_02 Rev. A

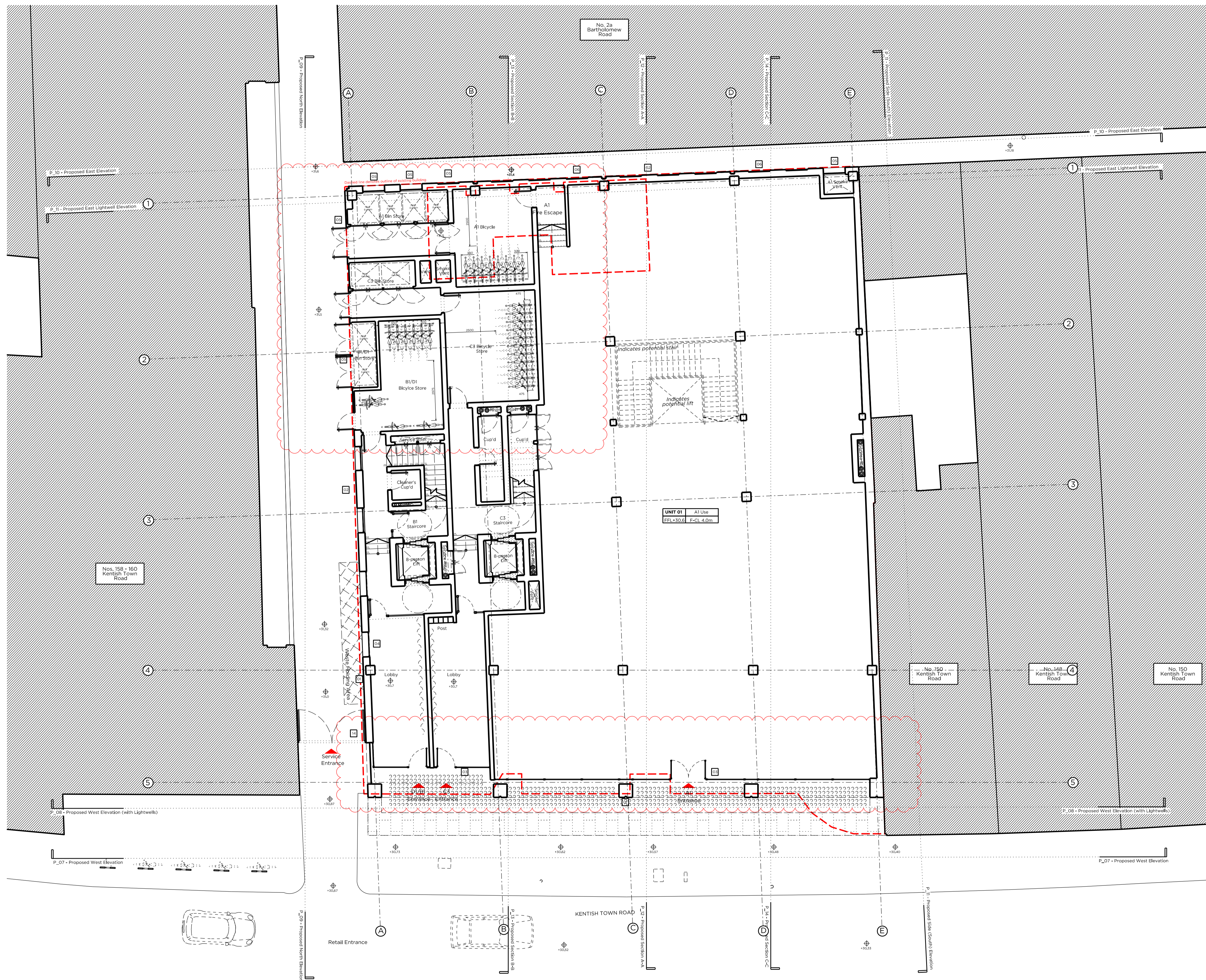
Drawn AT	Approved MW	Signed AT
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Site Plan at 1:2000

Proposed Key:

- Proposed structure
- Proposed paving area
- Proposed existing walls
- Proposed existing roof
- Proposed lifts
- Proposed alternative floors

Proposed Notes:

- Portland stone cladding. Please refer to P.04_A_05 Proposed Front Elevation
- Brickwork. Please refer to P.04_A_05 Proposed Front Elevation
- Double-glazed, smoothed aluminium framed doors to glass curtain walling
- Double-glazed, smoothed aluminium, vertical BA, framed windows to elevations
- Ground and vertical screen & doors as shown in powdered coated aluminium. Accurately annotated as required
- Revised entrance
- Double-glazed, smoothed aluminium framed doors, lobby balcony and associated metal balustrade as shown on elevations
- Basement structure. Please refer to structural design and BIA (Pillar/Beams)
- Residential core not accessible at this level
- Lift covers
- Double glazed doors to office layouts & lifts
- Fixed through planter
- Hard landscaping. P.04_A_05 Proposed Front Elevation
- Access ramp
- System roof
- Proposed Bar Doors
- Double-glazed, smoothed aluminium framed doors to elevation
- Double-glazed, smoothed aluminium, vertical BA, framed windows
- Flat roof
- Vertical privacy screen
- Double-glazed, smoothed aluminium sliding doors
- Proposed canopy overings
- Accurately annotated plant enclosure
- Vent
- Refer to Sustainability Statement by Council for site & quantity of PV's

Rev B 31.05.16 Revised shop front, bin and cycle storage following planner's comments

Rev A 04.03.16 Issued for Planning

PLANNING

Project No. **15052**

Client **AHIG Ltd**

Date **March 2016**

Scale **1:100 @ A1/1:200 @ A3**

Project **152-156 Kentish Town Road**

Drawing Title **Proposed Ground Floor Plan**

Drawing No. **P_01** Rev. **B**

Drawn	Approved	Signed
CK	MW	AT

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Site Plan at 1:2000

Proposed Key:

- Proposed structure
- Proposed existing fabric
- Proposed brick
- Proposed pavement
- Proposed seating/green roof
- Proposed attenuated flow

Proposed Notes:

- Portland stone cladding. Please refer to P_10 & P_11 Proposed Front Elevation
- Brickwork. Please refer to P_14 & P_15 Proposed Front Elevation
- Double-glazed, anodized aluminium framed doors to glass curtain walling
- Double-glazed, anodized aluminium, restricted 88, framed windows to elevations
- Ground and vertical screen & doors as shown in powdered coated aluminium. Accessibility attenuated as required
- Rebared brickwork
- Double-glazed, anodized aluminium framed doors, Juliet balcony and associated metal balustrade as shown in elevation
- Basement structure. Please refer to structural design and BIA (Pharmabrook)
- Residential core not accessible at this level
- Lift covers
- Double glazed doors to office layout & info
- Lift covers
- Fixed trough planter
- Hard landscaping, P_14 & P_15 Proposed Front Elevation
- Access ramp
- System roof
- Proposed Bar Doors
- Double-glazed, anodized aluminium framed doors to elevation
- Double-glazed, anodized aluminium, restricted 88, framed window
- Flat roof
- Tenor privacy screen
- Double-glazed, anodized aluminium sliding doors
- Proposed canvas awnings
- Proposed canvas awnings
- Acoustically attenuated plant enclosure
- Vent
- Refer to Sustainability Statement for Council for size & quantity of PV's

Rev A 04.03.16 Issued for Planning

PLANNING

Project No. **15052**

Client **AHIG Ltd**

Date **March 2016**

Scale **1:100 @ A1/1:200 @ A3**

Project **152-156 Kentish Town Road**

Drawing Title **Proposed First Floor Plan**

Drawing No. **P_03** Rev. **1**

Drawn	Approved	Signed
AT	MW	AT

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Site Plan at 1:2000

Proposed Key:

- Proposed structure
- Proposed paving areas
- Proposed brick
- Proposed concrete
- Proposed aluminium
- Proposed security/glass roof
- Proposed attenuated floors

Proposed Notes:

- Portland stone cladding. Please refer to P_04_05 Proposed Front Material Elevation
- Brickwork. Please refer to P_04_05 Proposed Front Material Elevation
- Double-glazed, smoothed aluminium framed doors to glass curtain walling
- Double-glazed, smoothed aluminium, restricted BL framed windows to elevations
- Ground and vertical screen & doors as shown in powdered coated aluminium. Accoustically attenuated as required
- Relevant brickwork
- Double-glazed, smoothed aluminium framed doors, utility balcony and associated metal balustrade as shown on elevations
- Basement structure. Please refer to structural design and SBA (Pharmabrook)
- Residential core not accessible at this level
- Distined fire doors indicate D1/D2 office layouts & info
- Lift covers
- Fixed through glazing
- Hard balustrade, P_04_05 Proposed Front Material Elevation
- Access gate
- System roof
- Proposed flat doors
- Double-glazed, smoothed aluminium framed doors to elevation
- Double-glazed, smoothed aluminium, restricted BL framed windows
- Flat roof
- Tenor privacy screen
- Double-glazed, smoothed aluminium sliding doors
- Proposed canopy overings
- Accessibly attenuated plant enclosure
- Vent
- Refer to Sustainability Statement by Council for site & quantity of PPA

Rev B	19.04.16	Revision Drawing Correction
Rev A	04.03.16	Issued for Planning

PLANNING

Project No. **15052**

Client **AHIG Ltd**

Date **March 2016**

Scale **1:100 @ A1/1:200 @ A3**

Project **152-156 Kentish Town Road**

Drawing Title **Proposed Second Floor Plan**

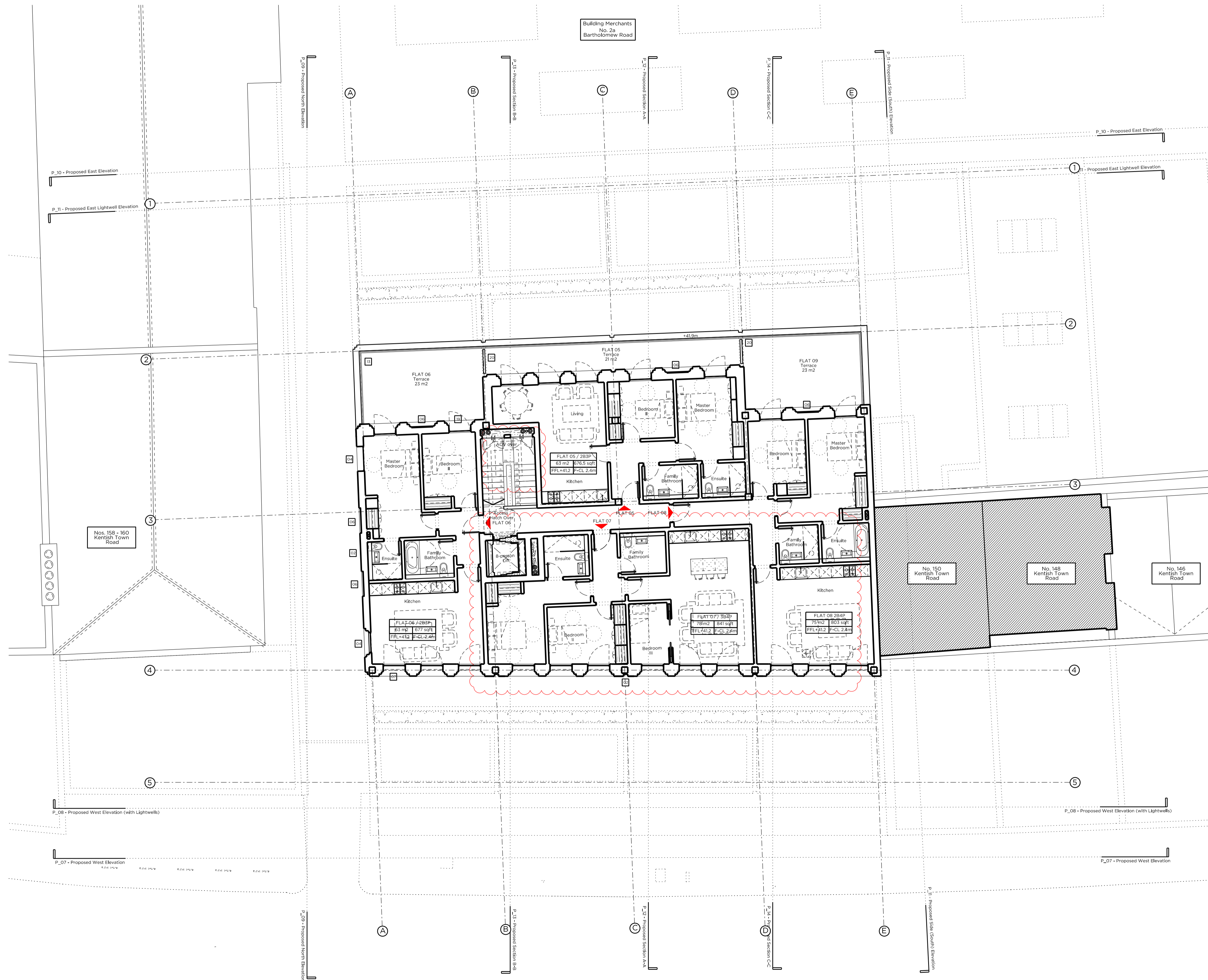
Drawing No. **P_04** Rev. **B**

Drawn	Approved	Signed
AT	MW	AT

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Site Plan at 1:2000

Proposed Key:

- Proposed structure
- Proposed paving areas
- Proposed existing walls
- Proposed section/green roof
- Proposed lifts
- Proposed attenuated floors

Proposed Notes:

- Portland stone cladding. Please refer to P_04_A_05 Proposed Front Material Elevation
- Brickwork. Please refer to P_04_A_05 Proposed Front Material Elevation
- Double-glazed, anodized aluminium framed doors to glass curtain walling
- Double-glazed, anodized aluminium, restricted BL framed windows to elevations
- Uncoated and vertical screen & doors as shown powdered coated aluminium. Acoustically attenuated as required
- Rebarbed brickwork
- Double-glazed, anodized aluminium framed doors, Juliet balcony and associated metal balustrade as shown on elevations
- Basement structure. Please refer to structural design and BSA (Pharmabrook)
- Residential core not accessible at this level
- Lift covers
- Dashed lines denote indicative D/BS office layouts & info
- Lift covers
- Fixed through plaster
- Hard balustrade, P_04_A_05 Proposed Front Material Elevation
- Access zone
- Section roof
- Proposed Bal Doors
- Double-glazed, anodized aluminium framed doors to elevation
- Double-glazed, anodized aluminium, restricted BL framed windows
- Flat Roof
- Tenor privacy screen
- Double-glazed, anodized aluminium sliding doors
- Proposed canvas awnings
- Acoustically attenuated plant enclosure
- Vent
- Refer to Sustainability Statement by Council for size & quantity of PV's

Rev B	31.05.16	4th Floor omitted
Rev A	04.03.16	Issued for Planning

PLANNING

Project No. **15052**

Client **AHIG Ltd**

Date **March 2016**

Scale **1:100 @ A1/1:200 @ A3**

Project **152-156 Kentish Town Road**

Drawing Title **Proposed Third Floor Plan**

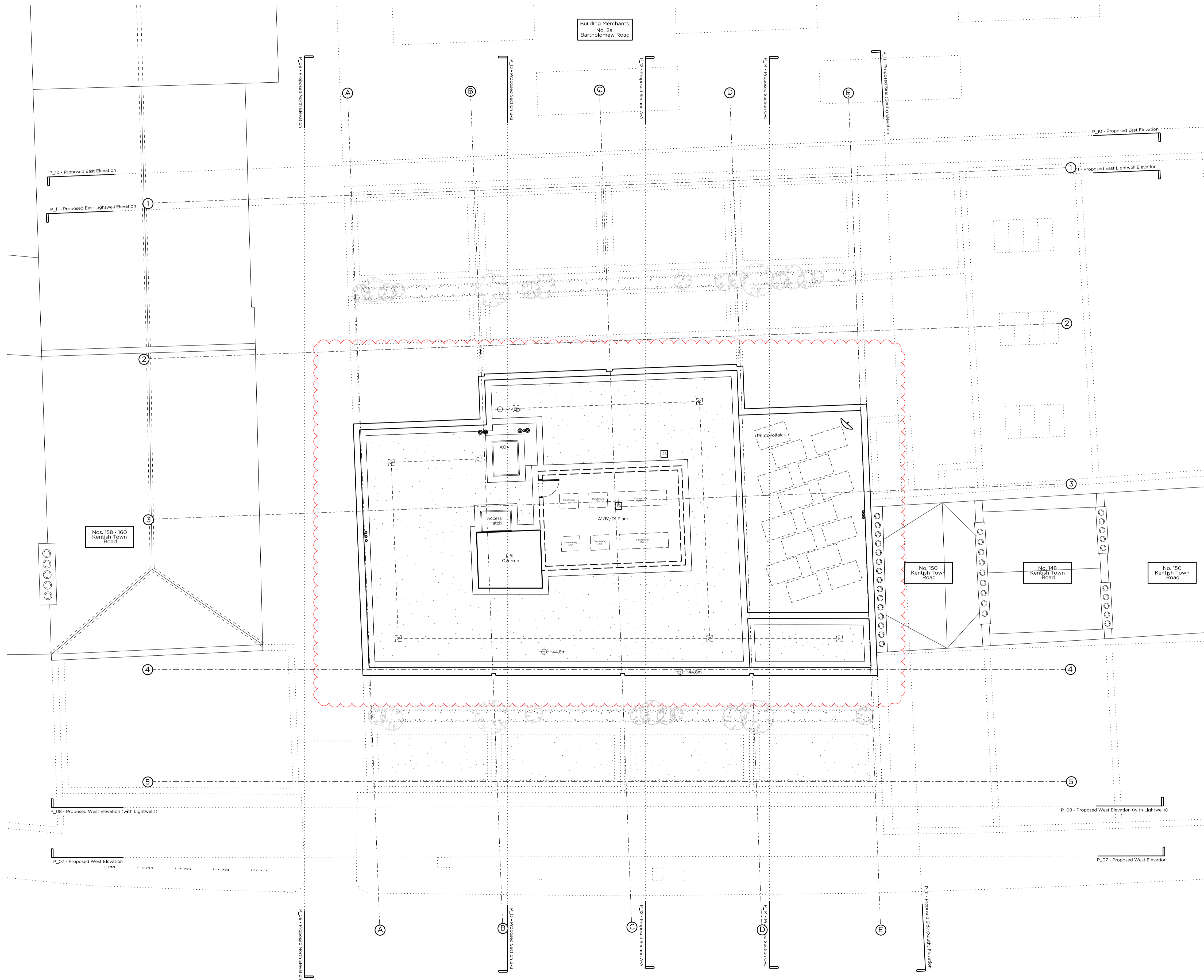
Drawing No. **P_05** Rev. **B**

Drawn	Approved	Signed
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Site Plan at 1:2000

Proposed Key:

- Proposed structure
- Proposed paving areas
- Proposed paving slabs
- Proposed sedum/green roof
- Proposed lifts
- Proposed attenuated flows

Proposed Notes:

- Portland stone cladding. Please refer to P_08_A_05 Proposed Front Material Elevation
- Brickwork. Please refer to P_04_A_05 Proposed Front Material Elevation
- Double-glazed, anodised aluminium framed doors to glass curtain walling
- Double-glazed, anodised aluminium, restricted BL framed windows to elevations
- Unvented and vented screen & doors as shown in powdered coated aluminium. Acoustically attenuated as required
- Relevant brickwork
- Double-glazed, anodised aluminium framed doors, Juliet balcony and associated metal balustrade as shown on elevations
- Basement structure. Please refer to structural design and BSA (Pharmabrook)
- Residential core not accessible at this level
- Dashed lines denote indicative O/S office layouts & info
- Lift overrun
- Fixed trough planter
- Material balustrade, P_04_A_05 Proposed Front Material Elevation
- Access gaps
- Sedum roof
- Proposed Bal Doors
- Double-glazed, anodised aluminium framed doors to elevation
- Double-glazed, anodised aluminium, restricted BL framed windows
- Flat Roof
- Timber privacy screen
- Double-glazed, anodised aluminium sliding doors
- Proposed canopy awnings
- Acoustically attenuated plant enclosure
- Vent
- Refer to Sustainability Statement by Council for size & quantity of PV's

Rev C	31.05.16	4th Floor omitted
Rev B	21.04.16	Photovoltaics updated
Rev A	04.03.16	Issued for Planning

PLANNING

Project No. **15052**

Client **AHIG Ltd**

Date **March 2016**

Scale **1:100 @ A1/1:200 @ A3**

Project **152-156 Kentish Town Road**

Drawing Title **Proposed Roof Plan**

Drawing No. **P_07** Rev. **C**

Drawn	Approved	Signed
CK	MW	AT

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Appendix D

TRICS Output Files

Calculation Reference: AUDIT-734001-160218-0257

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
HM	HAMMERSMITH AND FULHAM	1 days
HO	HOUNSLOW	1 days
KI	KINGSTON	1 days
KN	KENSINGTON AND CHELSEA	1 days
SK	SOUTHWARK	2 days
WH	WANDSWORTH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 29 to 132 (units:)
 Range Selected by User: 10 to 200 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 23/04/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	3 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	3
High Street	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	7 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days
101,000 or More	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	HM-03-C-01 VANSTON PLACE	BLOCK OF FLATS		HAMMERSMITH AND FULHAM
	FULHAM Town Centre High Street			
	Total Number of dwellings:		42	
	Survey date: WEDNESDAY		16/07/14	Survey Type: MANUAL
2	HO-03-C-02 HIGH STREET	BLOCK OF FLATS		HOUNSLOW
	BRENTFORD Town Centre Built-Up Zone			
	Total Number of dwellings:		86	
	Survey date: WEDNESDAY		03/09/14	Survey Type: MANUAL
3	KI-03-C-02 SOPWITH WAY	BLOCK OF FLATS		KINGSTON
	KINGSTON UPON THAMES Edge of Town Centre No Sub Category			
	Total Number of dwellings:		132	
	Survey date: MONDAY		14/06/10	Survey Type: MANUAL
4	KN-03-C-03 ALLEN STREET	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	KENSINGTON Edge of Town Centre Residential Zone			
	Total Number of dwellings:		72	
	Survey date: FRIDAY		11/05/12	Survey Type: MANUAL
5	SK-03-C-01 PARK STREET	BLOCK OF FLATS		SOUTHWARK
	SOUTHWARK Edge of Town Centre Built-Up Zone			
	Total Number of dwellings:		53	
	Survey date: FRIDAY		19/09/14	Survey Type: MANUAL
6	SK-03-C-02 LAMB WALK	BLOCK OF FLATS		SOUTHWARK
	BERMONDSEY Edge of Town Centre Built-Up Zone			
	Total Number of dwellings:		29	
	Survey date: THURSDAY		23/04/15	Survey Type: MANUAL
7	WH-03-C-01 AMIES STREET	BLOCKS OF FLATS		WANDSWORTH
	CLAPHAM JUNCTION Edge of Town Centre Residential Zone			
	Total Number of dwellings:		30	
	Survey date: WEDNESDAY		09/05/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	63	0.047	7	63	0.342	7	63	0.389
08:00 - 09:00	7	63	0.097	7	63	0.520	7	63	0.617
09:00 - 10:00	7	63	0.106	7	63	0.236	7	63	0.342
10:00 - 11:00	7	63	0.077	7	63	0.137	7	63	0.214
11:00 - 12:00	7	63	0.104	7	63	0.113	7	63	0.217
12:00 - 13:00	7	63	0.149	7	63	0.128	7	63	0.277
13:00 - 14:00	7	63	0.162	7	63	0.142	7	63	0.304
14:00 - 15:00	7	63	0.133	7	63	0.142	7	63	0.275
15:00 - 16:00	7	63	0.291	7	63	0.108	7	63	0.399
16:00 - 17:00	7	63	0.207	7	63	0.144	7	63	0.351
17:00 - 18:00	7	63	0.342	7	63	0.191	7	63	0.533
18:00 - 19:00	7	63	0.315	7	63	0.128	7	63	0.443
19:00 - 20:00	1	29	0.379	1	29	0.069	1	29	0.448
20:00 - 21:00	1	29	0.103	1	29	0.138	1	29	0.241
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.512			2.538			5.050

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 29 - 132 (units:)
 Survey date date range: 01/01/07 - 23/04/15
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.