ARDENT | CONSULTING ENGINEERS

IDM LAND LTD

1A HIGHGATE ROAD,
LONDON, NW5 1JY

TRANSPORT STATEMENT

REPORT REFERENCE NO. Z180-06A
PROJECT NO. Z180
SEPTEMBER 2016

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LONDON, NW5 1JY

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CONTENTS

1.0 INTRODUCTION

1.1 Ardent Consulting Engineers (ACE) has been appointed by IDM Land Ltd to provide a Transport Statement (TS) in support of a Prior Approval application for the proposed redevelopment of 1A Highgate Road, Kentish Town, London, NW5 1JY.

1.2 Under the Permitted Development Rights, the development proposals are set to comprise the conversion of the ground and first floors of an existing warehouse (Class B8) into 13 residential units (Class C3).

1.3 As required within the '*The Town and Country Planning (General Permitted Development) Order 2015',* this TS has been prepared to achieve 'Prior Approval' before any works can commence.

1.4 As required, the report examines the transport and highways impact of the proposed conversion for submission to the local planning and highway authority, the London Borough of Camden (LBC). Transport for London (TfL) is the highway authority for the A503 to the southeast and the A1 to the northeast of the site which are "Red Routes" and form part of the Transport for London Road Network (TLRN).

1.5 A Prior Approval application (2016/0091/P) was previously submitted for the site in December 2015. The proposals comprised the change of use from warehouse (Class B8) to 16 residential units (Class C3). The Prior Approval was refused for several reasons including the following on transport: -

- *The proposed development, in the absence of a Section 106 legal agreement to secure the proposed residential units as car-free would contribute unacceptably to parking stress and traffic congestion in the surrounding area and would not promote use of sustainable transport contrary to the National Planning Policy Framework chapter 4, paragraphs 29, 30, 35 and 39.*

- *The proposed development, in the absence of a legal agreement to secure a construction management plan, would be likely to give rise to conflicts with other road users and be detrimental to the amenities of the area generally, contrary to the National Planning Policy Framework paragraphs 32, 109, 123, 124 and 144.*
- *The proposed development, in the absence of a legal agreement securing necessary contributions towards highway works would fail to make provision to restore the pedestrian environment to an acceptable condition after the construction works contrary National Planning Policy Framework paragraphs 17, 29, 30, 35, 38, 39.*

1.6 LBC also recommended that any future applications for residential use at the ground floor of the site should include provision for cycle storage.

1.7 The details provided in support of this revised Prior Approval application address the above points and are in accordance with the *NPPF* as follows: -

- The proposed residential units will be subject to a car-free agreement which will be secured by a S106 legal agreement;
- A Construction Traffic Management Plan (CTMP) can be secured by condition to demonstrate how any works undertaken as part of the change of use would be managed;
- Necessary contributions such as towards restoring the pedestrian environment post-construction can form part of the S106 legal agreement; and
- Details of the proposed level of cycle parking including long-stay and short-stay spaces have been provided within this TS.

1.8 Following this introduction, the remainder of this report is structured as follows: -

- **Section 2.0** provides a description of the existing site conditions;
- **Section 3.0** provides a description of the proposed development, site access and parking;
- **Section 4.0** outlines current planning policy requirements;
- **Section 5.0** assesses the predicted trip generation; and
- **Section 6.0** provides a summary and sets out the conclusions.

2.0 EXISTING SITE

2.1 The application site is located at 1A Highgate Road, Kentish Town, London NW5 1JY. The site is situated to the rear of properties on the western side of Highgate Road and within the northern area of Kentish Town's town centre in the LBC. The site measures 679sqm in size (less than 0.07 hectares).

2.2 The site is bordered by properties 1-3 Highgate Road, 389 Kentish Town Road (The Bull and Gate public house) and Highgate Road to the east, as well as properties to the north. To the west lies a private road which is used to access the rear of neighbouring properties. Railway tracks are situated further to the west and south of the site. A site location is shown in **Plate 1** below as well as on **Figure 1** in relation to the wider area.

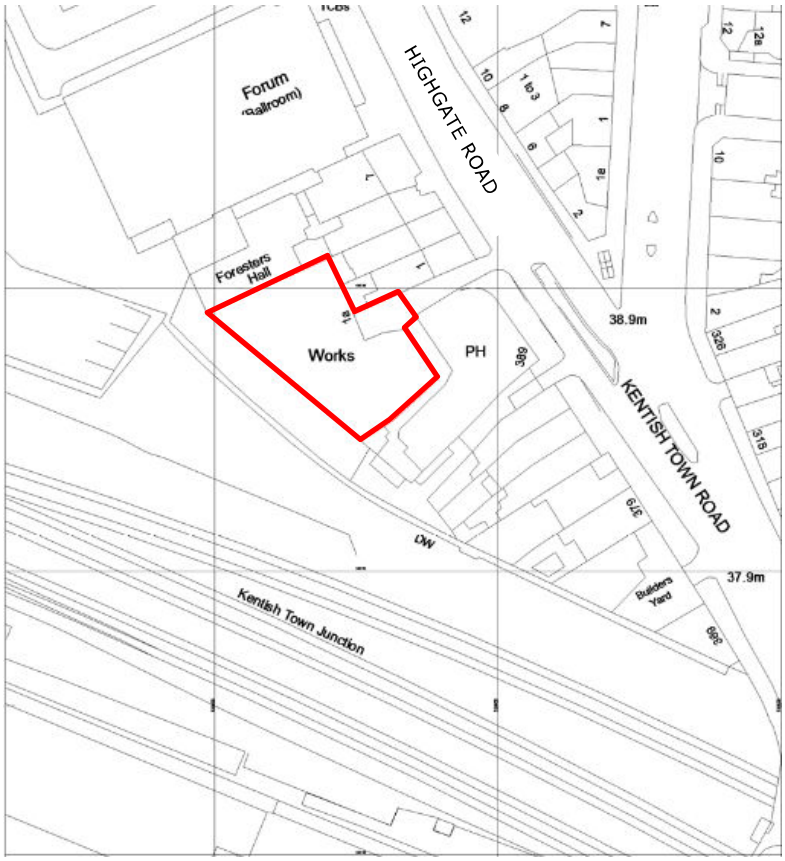


Plate 1: Site Location Plan

2.3 The existing site comprises a single-storey, double height, late 19th Century brick built warehouse and an adjoining garage. These occupy the entire footprint of the site. The existing warehouse building is not listed and is currently used by Jaques Samuel Pianos (JSP) to store pianos. The majority of the storage has however been relocated due to the poor condition of the building. No formal parking is available on-site.

2.4 The site is located just outside the London Plan's identified Central Activities Zone (CAZ). As a result, the surrounding site area is made up of high density residential, employment, leisure and retail uses (see **Figure 1**). The properties at 1-7 (odd) Highgate Road towards the northeast of the site are listed buildings as well as the O2 Forum venue further north. The Bull and Gate Pub to the east of the site is also a listed building.

2.5 The site is currently served directly from Highgate Road via an existing narrow access which leads into an informal parking area to the south of the warehouse building. The access is used by the site as well as the owners of the neighbouring Bull and Gate public house (no. 389 Kentish Town Road) who are also understood to have rights of access.

2.6 Highgate Road is subject to a range of parking controls along its length, with a mix of residential permit holder/pay and display spaces. The proposed site is within LBC's Controlled Parking Zone (CPZ) CA-M, which controls parking between the hours of 08.30 – 18.30, Monday to Friday (see **Figure 3**). A combination of single and double yellow line parking restrictions is provided on both sides of the carriageway, including double yellow lines across the site access.

2.7 The site is located in a sustainable location from a public transport point of view. The nearest London Underground station is Kentish Town, which is located less than 200m to the southeast of the site and also provides access to Thameslink rail services. A number of bus routes run along Highgate Road and along Kentish Town Road

(A400) further to the south. The public transport opportunities available within the vicinity of the site are shown on **Figure 2**.

2.8 Based on the proximity of the public transport opportunities the site is subject to a PTAL of 5-6a, which is defined as a very good to excellent level of accessibility. Details of the PTAL calculations are attached at **Appendix A**.

2.9 A number of car club spaces are located within 200m of the site including one ZipCar space on Falkland Road to the east and two City Car Club spaces including one on Ospringe Road to the northeast and the other on Islip Street to the south.

3.0 DEVELOPMENT PROPOSALS

3.1 The proposed development seeks to convert the existing warehouse at the ground and first floors into 13 x one bedroom residential apartments.

3.2 An extract of the proposed ground floor layout is shown in **Plate 2**. Plans prepared by IDM Land Ltd showing the proposed layout for the two floors are provided in **Appendix B**.

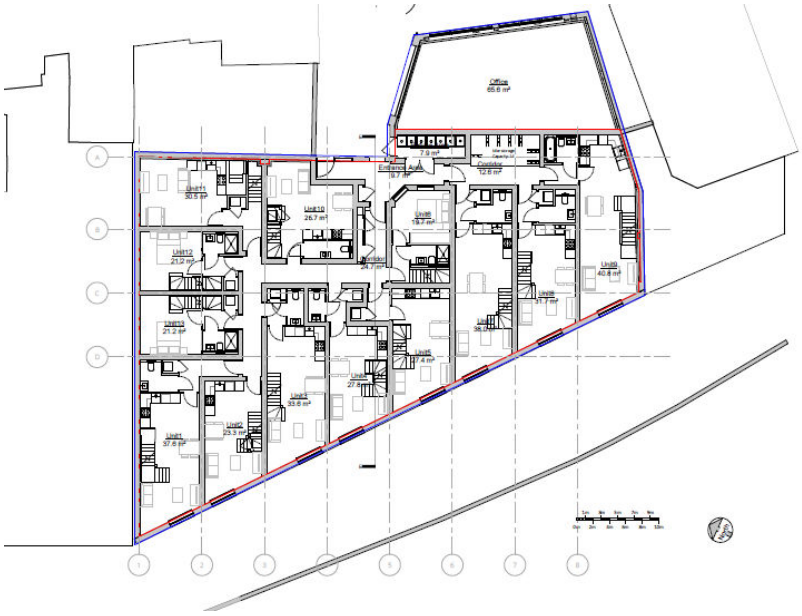


Plate 2: Proposed Ground Floor Layout Extract

3.3 The existing vehicular and pedestrian access into the site will not change after the conversion. No parking spaces are proposed as part of the conversion and residents will be ineligible from applying for parking permits from LBC so that they are unable to park on-street within the surrounding CPZ. The development will therefore be car-free in line with the *NPPF*.

3.4 A total of 14 cycle parking spaces will be provided including 13 long-stay spaces and 1 short-stay space in line with the *London Plan*.

3.5 The site will make use of the existing servicing/delivery arrangements for the site and the proposals are anticipated to

attract a minimal level of delivery activity as set out within **Section 5.0**.

3.6 Refuse collection will take place from Highgate Road by means of the existing collection round which is used to serve other residential properties in the area. No new routing will be required. The two-wheeled bins will be transported to an area within a maximum carry distance of 25m of the carriageway on the day of collection.

4.0 POLICY CONTEXT

4.1 Relevant policy guidance on transport and land use planning relating to new development is set out in the following documents:-

- *National Planning Policy Framework* (March 2012); and
- The *Further Alterations to the London Plan* (March 2015); and
- *Camden Local Development Framework (November 2010)*

National Planning Policy Framework (March 2012)

4.2 The *NPPF* states, at paragraph 29, that: "*Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. 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.*"

4.3 Paragraph 30 goes on to state that: "*Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.*"

4.4 At paragraph 32, the *NPPF* states that: "*All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of 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 the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

4.5 Paragraph 34 states that: "*Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised."*

4.6 Paragraph 35 states that: "*Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, 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;"*

4.7 Paragraph 39 states: *"If setting local parking standards for residential and non-residential development, local planning authorities should take into account: -*

- *The accessibility of the development;*
- *The type, mix and use of development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *An overall need to reduce the use of high-emission vehicles."*

The London Plan (March 2015)

4.8 The *London Plan* forms the spatial development strategy for London and has been consolidated with alterations since the version adopted in 2011. The Plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. This section examines Chapter 6 of the *London Plan* on London's transport.

4.9 **Policy 6.1 Strategic Approach** states that "*The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by: -*

- *Encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- *Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand; and*
- *Supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity."*

4.10 **Policy 6.3 Assessing Effects of Development on Transport Capacity** states that: -

- *"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;*
- *Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account; and*

- *Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance."*

4.11 **Policy 6.13 Parking** states that: "*The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. In addition, developments must:*

- *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; and*
- *Provide for the needs of businesses for delivery and servicing."*

4.12 **Policy 6.13** also recommends the promotion of car-free developments in locations with high public transport accessibility (while still providing for disabled people).

4.13 Para 6.42 states that*: "Parking policy, whether in terms of levels of provision or regulation of on- or off-street parking, can have significant effects in influencing transport choices and addressing congestion. It can also affect patterns of development and play an important part in the economic success and liveability of places, particularly town centres."*

4.14 It goes on to state that: *"TAs and travel plans for major developments should give details of proposed measures to improve non-car based access, reduce parking and mitigate adverse transport impacts. They will be a key factor in helping boroughs assess development proposals and resultant levels of car parking."*

4.15 Paragraph 6.43 states that: *"PTALs are used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. Given the need to avoid over-provision, car parking should reduce as public transport accessibility increases. TfL may refine how PTALs operate and will consult on any proposed changes to the methodology."*

4.16 Paragraph 6.44 recognises that developments should always include parking provision for disabled people as despite improvements to public transport, some disabled people require the use of private cars. These should be suitability designed and located and the transport assessment should demonstrate how the needs of disabled people have been addressed.

4.17 Table 6.2 sets out maximum car parking standards of less than one space for each dwelling with one or two bedrooms, up to 1.5 spaces per three bedroom dwelling and up to two spaces per dwelling with four or more bedrooms.

4.18 Table 6.3 of the *London Plan* sets out minimum cycle parking standards of one long stay space per studio or one bedroom unit, and two long stay spaces for all other dwellings. One short stay cycle space e.g. for visitors should also be provided per 40 units.

Camden Local Development Framework (LDF)

4.19 Camden's LDF replaced the Unitary Development Plan (UDP) in November 2010. The LDF is a collection of planning documents that sets out their strategy for managing growth and development in the Borough, including where new homes, jobs and infrastructure will be located.

4.20 As part of the LDF a number of separate documents are provided, which set LBC's policy in respect of Transport Assessment, Car and Cycle Parking, Servicing and Travel Plans.

4.21 The Camden Development Policy (CDP) – 2010 to 2025 document, forms part of the LDF and sets out Camden's Planning Policy, in respect of new development.

4.22 **Policy DP16** states that "*The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. 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."

4.23 **Policy DP17** states "*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."*

4.24 **Policy DP18** states "*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 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 provision."

4.25 Appendix 2 of the CDP states the following in respect of car and cycle parking:

C3 – Residential development (housing)

Cycles	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.
People with disabilities	Wheelchair housing: 1 space per dwelling, with dimensions suitable for use by people with disabilities.
	General housing: where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 10 units, 1 space per 20 units or part thereof, with dimensions suitable for use by people with disabilities.
General car parking	Low parking provision areas: maximum of 0.5 spaces per dwelling.

4.26 Paragraph 19.14 of the document states: *"In order to promote more sustainable modes of travel, the Council generally welcomes proposals to reduce the amount of off-street parking in the borough, provided that the removal of spaces would not:*

- *lead to a shortfall against minimum parking standards relating to bicycles, people with disabilities, service vehicles, coaches and taxis (see Appendix 2);*
- *cause difficulties for existing users, particularly if the spaces are used by shoppers, by nearby residents, or for the operational needs of a business; or*
- *displace parking to controlled parking zones, particularly in identified areas of parking stress."*

Policy Compliance

4.27 The site is located within close proximity to retail outlets, supermarkets, restaurants, heath facilities and schools. The site is also located is within walking distance of bus stops served by a

number of routes and of Kentish Town Underground and Thameslink stations. The intensification of development in an area such as this complies with current national, regional and local planning policy guidance.

4.28 Given the highly sustainable location of the site (PTAL 5-6a), the nature of the development adheres with the requirements and aspirations of the *London Plan*.

4.29 The proposed development will be car-free, with no on-site car parking bays being provided in support of the proposals. Residents will also be ineligible from applying for parking permits from the LBC in line with policies 29, 30, 35 and 39 of the *NPPF*.

4.30 As a result of the highly sustainable location of the site, residents will be naturally encouraged to use sustainable modes of transport as their main mode of travel thereby being deterred from owning a car.

4.31 The proposed development will include cycle storage at a provision of one long-stay space per one bedroom unit, as well as one short-stay space for visitors (resulting in 14 cycle spaces in total). This will promote the use of sustainable transport modes in line with paragraph 35 of the *NPPF*.

4.32 For standard above ground collections, refuse vehicles need to position themselves within 10m of bin stores containing four-wheeled bins or within 25m of two-wheeled bins. On the day of collection, the two-wheeled bins will be transported to a holding area within a maximum distance of 25m of the carriageway in line with these requirements.

4.33 There will be no demolition works associated with the proposals. The proposed conversion/ refurbishment works would not be expected to give rise to conflicts with other road users or result in any deterioration to the existing pedestrian environment in line with the *NPPF*.

4.34 Overall, in respect of being car-free and promoting non-car modes of travel, the proposals are considered to adhere with national and regional planning policy.

5.0 PERSON TRIP CHANGE AND DEVELOPMENT IMPACT

5.1 In line with current government guidance, given the very small level of development proposed, traffic impact would not normally be assessed as part of a standard Transport Statement or Assessment. However, as required for Permitted Development applications, the following outlines the basic levels of person trip change that could be expected from the proposed change of use.

Existing Trip Attraction

5.2 The site is currently used as a warehouse which stores pianos and is partially out of use due to the poor condition of the existing building. It has therefore been assumed that few trips are currently attracted by the site and that all trips to be generated by the proposed residential development will be additional to the network. This provides a robust assessment of the proposals since the building has an extant consent for storage use and so could be expected to attract a number of vehicle trips, including goods vehicles of over 3.5 tonnes.

Proposed Trip Generation

5.3 The person trip rates for the proposed residential units have been extracted using the TRICS/TRAVL database. The sites were determined by including those comprising private flats situated in town centre/edge of town centre locations within Greater London and with a PTAL of 5 to 6. None of the sites had Travel Plans and further details of these are provided in **Appendix C**. A summary of the trip rates for the weekday peak hours and the resulting all person trip generation has been provided in **Table 5.1** below.

Table 5.1: Proposed All Person Trip Rates and Trip Generation (Weekday Peak Hours)

Proposed Trip Generation	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
All Person Trip Rate (per dwelling)	0.117	0.67	0.787	0.267	0.136	0.403
All Person Trip Generation (13 x dwellings)	**2**	**9**	**11**	**3**	**2**	**5**

5.4 The all person trip generation has been split by mode using the 'Method of Travel to Work – Resident Population' dataset within the 2011 Census database. The site is situated within the centre of the Kentish Town ward and the overall travel patterns of residents living within this area have therefore been used. The Census information is contained within **Appendix D**.

5.5 As the proposals will be car-free and residents will be ineligible for applying for parking permits, it has been assumed that no trips will be made by vehicle driver or car passenger. These trips have been re-distributed over the other travel modes based on the relative proportions of each of these. The original and adjusted mode share is shown in **Table 5.2** below.

Table 5.2: Proposed Resident Mode Share (Source: 2011 Census Travel to Work data – Kentish Town Ward)

Mode	Share		
	%	Adj	Dev
Car Driver/Motorcycle	10.1%	-10.1%	0.0%
Car Passenger	0.6%	-0.6%	0.0%
Underground	34.1%	4.1%	38.1%
Rail	8.5%	1.0%	9.5%
Bus	20.5%	2.4%	22.9%
Bicycle	11.7%	1.4%	13.1%
Walk	13.2%	1.6%	14.8%
Other	1.4%	0.2%	1.6%
Total	**100%**	**-**	**100%**

5.6 The mode share shown in **Table 5.2** has been applied to the all person trip generation shown in **Table 5.1** to determine the total

number of trips likely to be made by each travel mode as a result of the proposed development. The resulting multi-modal trip generation for each of the weekday peak hours has been presented in **Table 5.3** below.

Table 5.3: Proposed Multi-Modal Trip Generation

Mode	Share	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
		Arr	Dep	Total	Arr	Dep	Total
Car Driver/Motorcycle	0.0%	0	0	**0**	0	0	**0**
Car Passenger	0.0%	0	0	**0**	0	0	**0**
Underground	38.1%	1	3	**4**	1	1	**2**
Rail	9.5%	0	1	**1**	0	0	**0**
Bus	22.9%	1	3	**3**	1	0	**1**
Bicycle	13.1%	0	1	**1**	1	0	**1**
Walk	14.8%	0	2	**2**	0	1	**1**
Other	1.6%	0	0	**0**	0	0	**0**
Total	**100%**	**2**	**9**	**11**	**3**	**2**	**5**

5.7 The above demonstrates that the proposed conversion of warehouse space into 13 residential units will result in a minimal increase in all person movements, with a maximum of four two-way London Underground trips and three two-way bus trips during the weekday AM peak hour. As previously discussed, the proposals will be car-free and the level of vehicular activity associated with the site will be minimal.

5.8 Based on these findings is it concluded that the development will not have an adverse impact on the immediate highway network, surrounding cycling/pedestrian infrastructure or public transport capacity and that no surrounding improvements are required.

Servicing and Delivery Change

5.9 The proposed development will have a requirement for refuse collections and deliveries. However, it is important to note that the existing warehouse also requires deliveries and collections to take place.

5.10 As noted earlier, refuse collection will take place via the existing refuse round that currently serves the surrounding area. Therefore, no additional refuse demand or highway impact should occur.

5.11 Given the low level of residential units proposed, it is unlikely that the proposed development will generate an excessive increase in deliveries across the day. As a general rule, a residential dwelling attracts a delivery demand of circa 0.05 vehicles per day i.e. approximately one delivery made by vehicle every three weeks. This is equivalent to less than one vehicle per day based on the proposals for 13 dwellings.

5.12 In light of the above, the change in requirement will be negligible and no adverse impact or demands should occur as a result of the proposed change of use.

Construction

5.13 The proposed development will involve a change in use. There will be no demolition works associated with the proposals and the level of vehicular activity associated with the proposed conversion/ refurbishment works will be negligible. It is therefore considered that the proposed conversion/ refurbishment works would not give rise to conflicts with other road users in line with the *NPPF*.

5.14 Notwithstanding the above, a CTMP could be secured by condition if required to demonstrate how any works undertaken as part of the change of use would be managed to reduce any impacts.

5.15 The proposed conversion/ refurbishment works would not be expected to result in any deterioration to the existing pedestrian environment in line with the *NPPF*. Nonetheless, it is considered that any contributions towards restoring the pedestrian environment post-construction could be secured by condition if needed.

6.0 SUMMARY AND CONCLUSION

6.1 This report has been prepared to achieve 'Prior Approval' of a Permitted Development for the part conversion of property no. 1A Highgate Road, London NW5 1JY from an existing warehouse (Class B8) into 13 residential units (Class C3).

6.2 As required, the report examines the transport and highways impact of the proposed conversion for submission to the local planning authority, the London Borough of Camden (LBC). LBC is also the highway authority for all roads in the immediate area.

6.3 The proposals will be car-free with no on-site car parking provided, and residents will be ineligible from applying for parking permits from the LBC so that they are not able to park within the surrounding CPZ. The car-free nature of the proposals is in line with the policies set out in the *London Plan* and the *NPPF*.

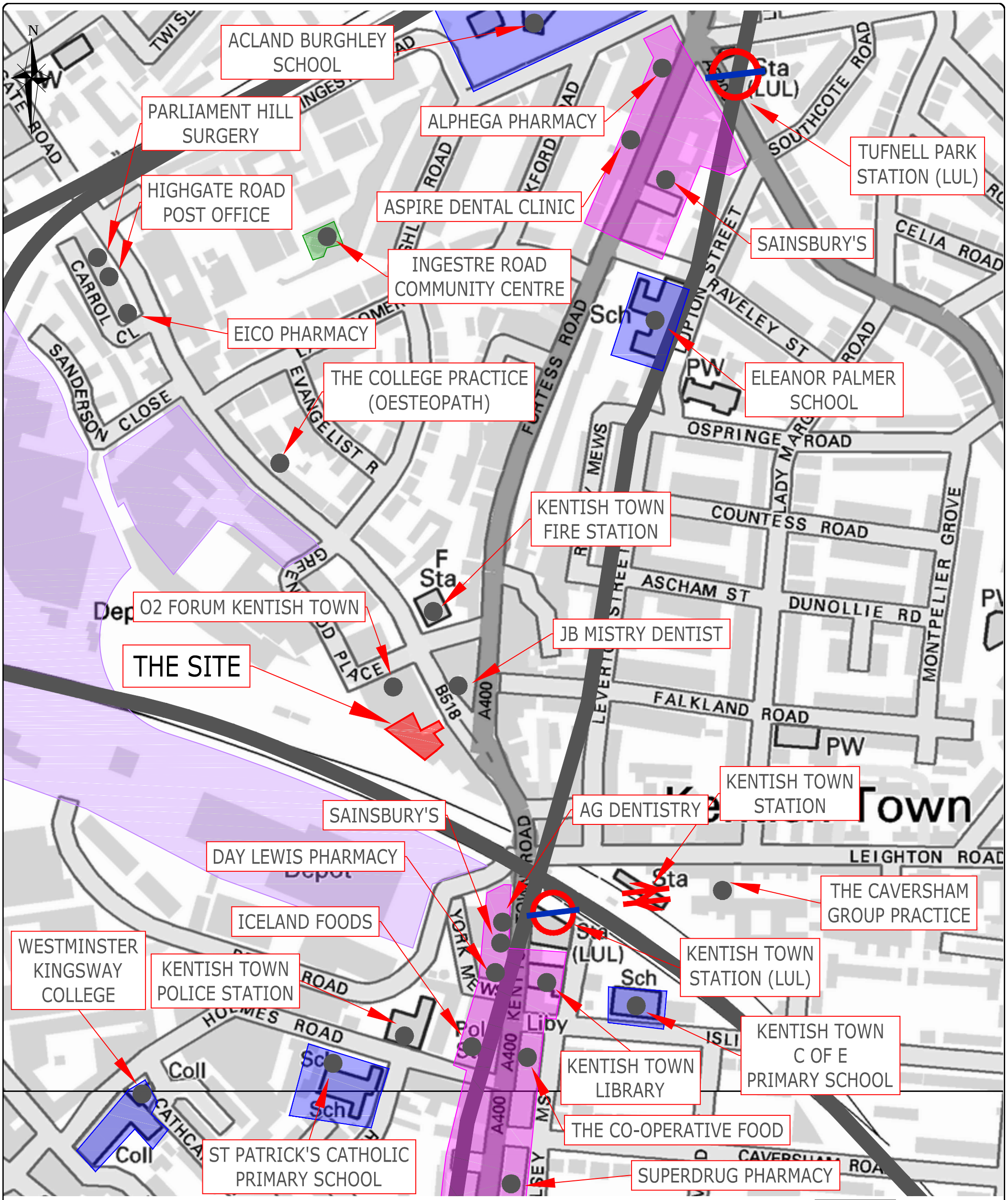
6.4 The site is located just outside of the London Plan's identified Central Activities Zone, and is subject to a very good to excellent PTAL (5-6a). Therefore, the development is located in a highly sustainable area, with a significant level of nearby public transport opportunities and infrastructure to accommodate walking and cycling as main modes of travel. A total of 14 cycle parking spaces (13 long-stay and one short-stay) will be provided in support of the proposals in accordance with the *London Plan*.

6.5 Therefore, the site is considered highly appropriate for a residential development in accordance with the principles on transport and land use planning set out in *NPPF* and the *London Plan*.

6.6 The expected weekday peak hour trip generation of the proposals has been considered for each mode of travel as well as in terms of the likely number of servicing/delivery movements. It has been demonstrated that the proposed development is likely to result in a minimal increase in person trip movements with no increase in vehicle trips.

6.7 The proposed development will not require any demolition works and the level of vehicular activity associated with the proposed conversion/ refurbishment works will be negligible. It is therefore considered that the proposed conversion/ refurbishment works would not give rise to conflicts with other road users or result in any deterioration to the existing pedestrian environment. Nonetheless, a CTMP could be secured by condition if required.

6.8 Overall, it is concluded that the development proposals would have no adverse impact on the performance of the local highway network, accords with regional planning policies, and should therefore be considered acceptable on highways grounds.



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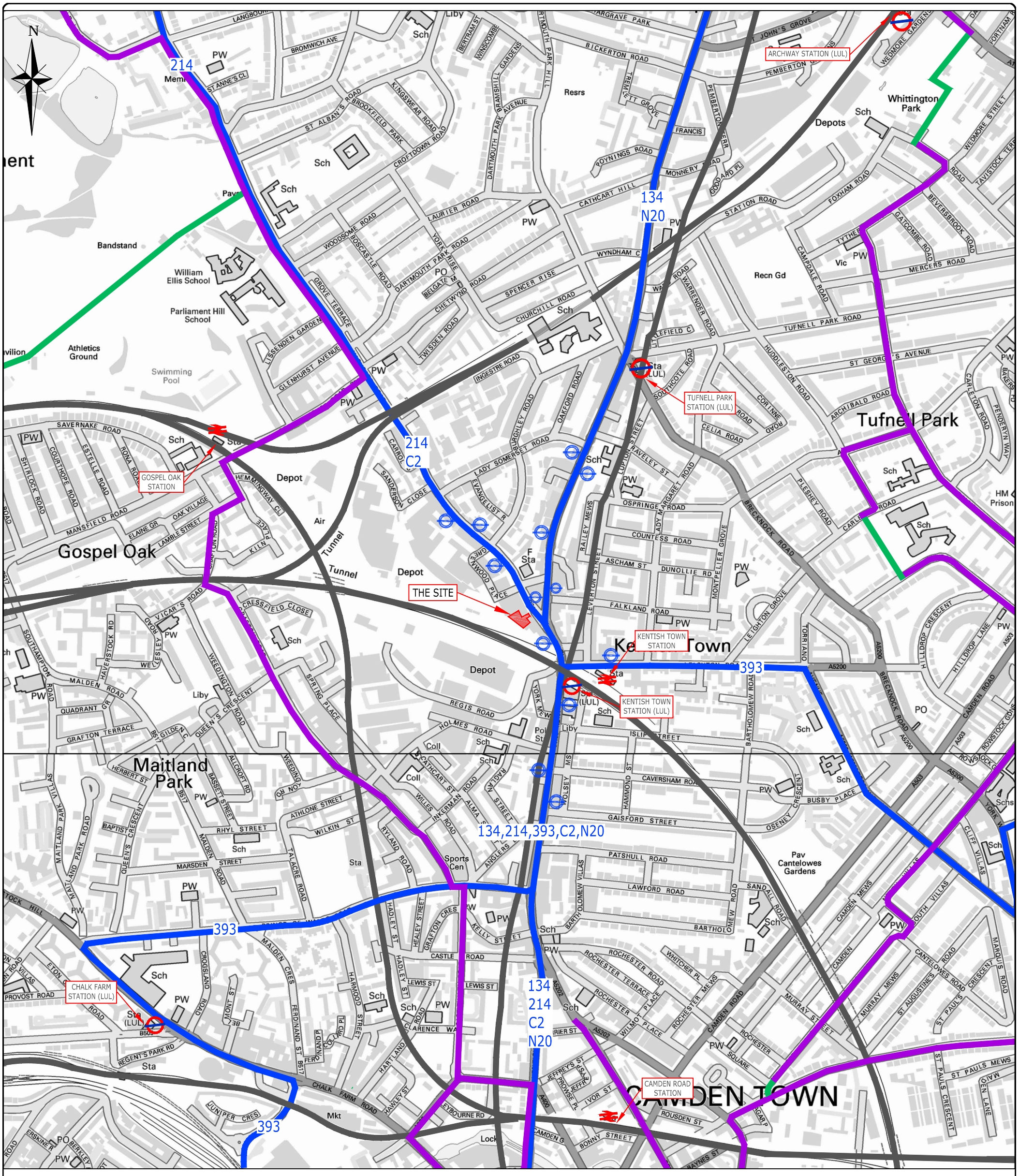
w www.ardent-ce.co.uk e enquiries@ardent-ce.co.uk

PROJECT TITLE: 1A HIGHGATE ROAD, LONDON		
DRAWING TITLE: LOCAL FACILITIES		
CLIENT: IDM PROPERTIES		
SCALE: NTS	DATE: DECEMBER 2015	DESIGNED: RF
DRAWN: RF	CHECKED: CB	APPROVED: SJH
DRAWING NO. Z180 - FIGURE 1		REV -



KEY

- SITE BOUNDARY
- LOCAL BUS STOP
- BUS ROUTE
- 393 TFL BUS SERVICE NUMBER
- LONDON UNDERGROUND STATION
- OVERGROUND RAIL STATION
- TRAFFIC FREE CYCLE ROUTE
- ON-ROAD CYCLE ROUTE

ARDENT CONSULTING ENGINEERS

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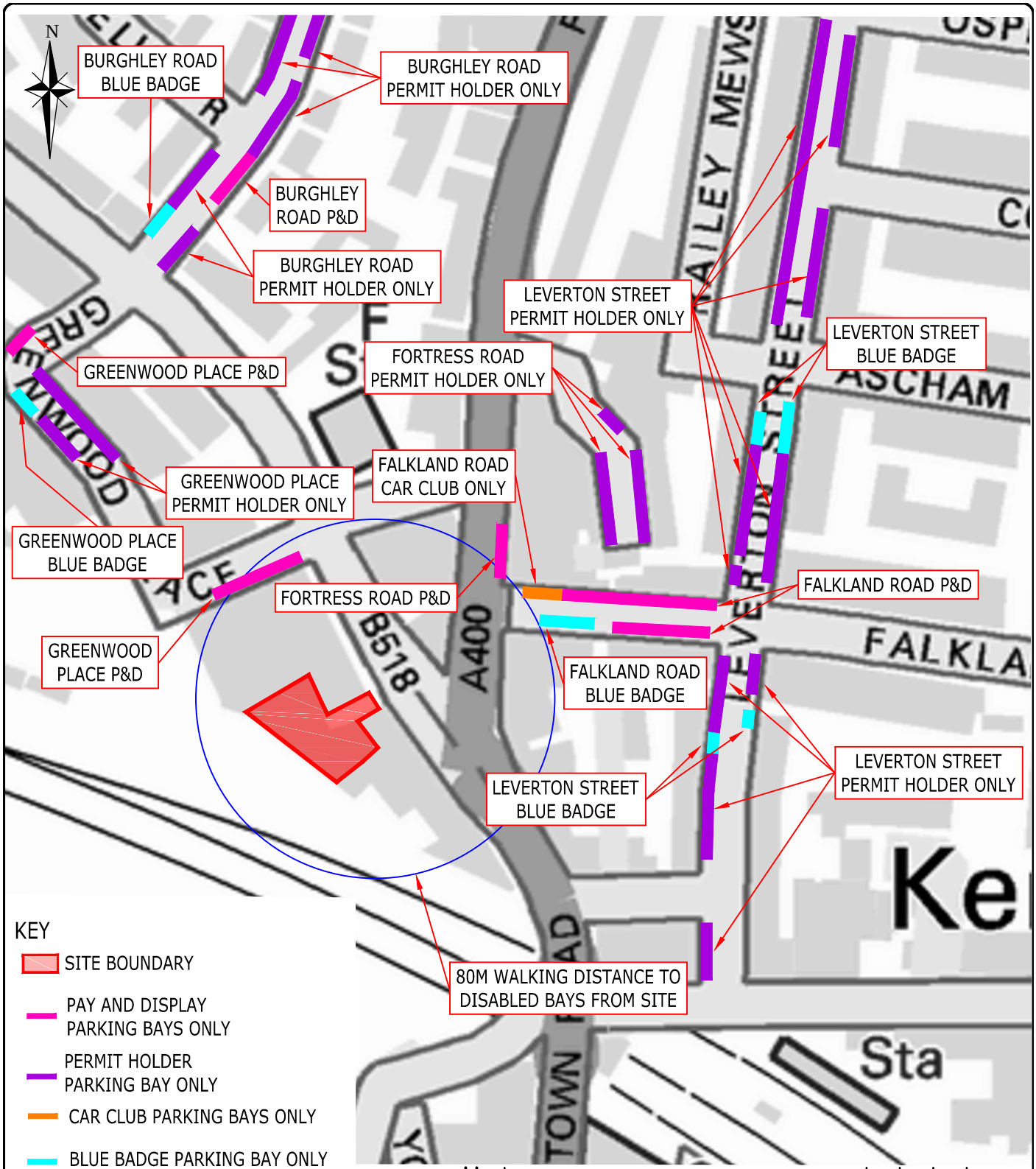
PROJECT TITLE:	1A HIGHGATE ROAD, LONDON
DRAWING TITLE:	LOCAL TRANSPORT ROUTES
CLIENT:	IDM PROPERTIES

SCALE: NTS	DATE: DECEMBER 2015	DESIGNED: RF
DRAWN: RF	CHECKED: CB	APPROVED: SJH
DRAWING NO. Z180 - FIGURE 2		REV -



ISO 9001 BUREAU VERITAS Certification

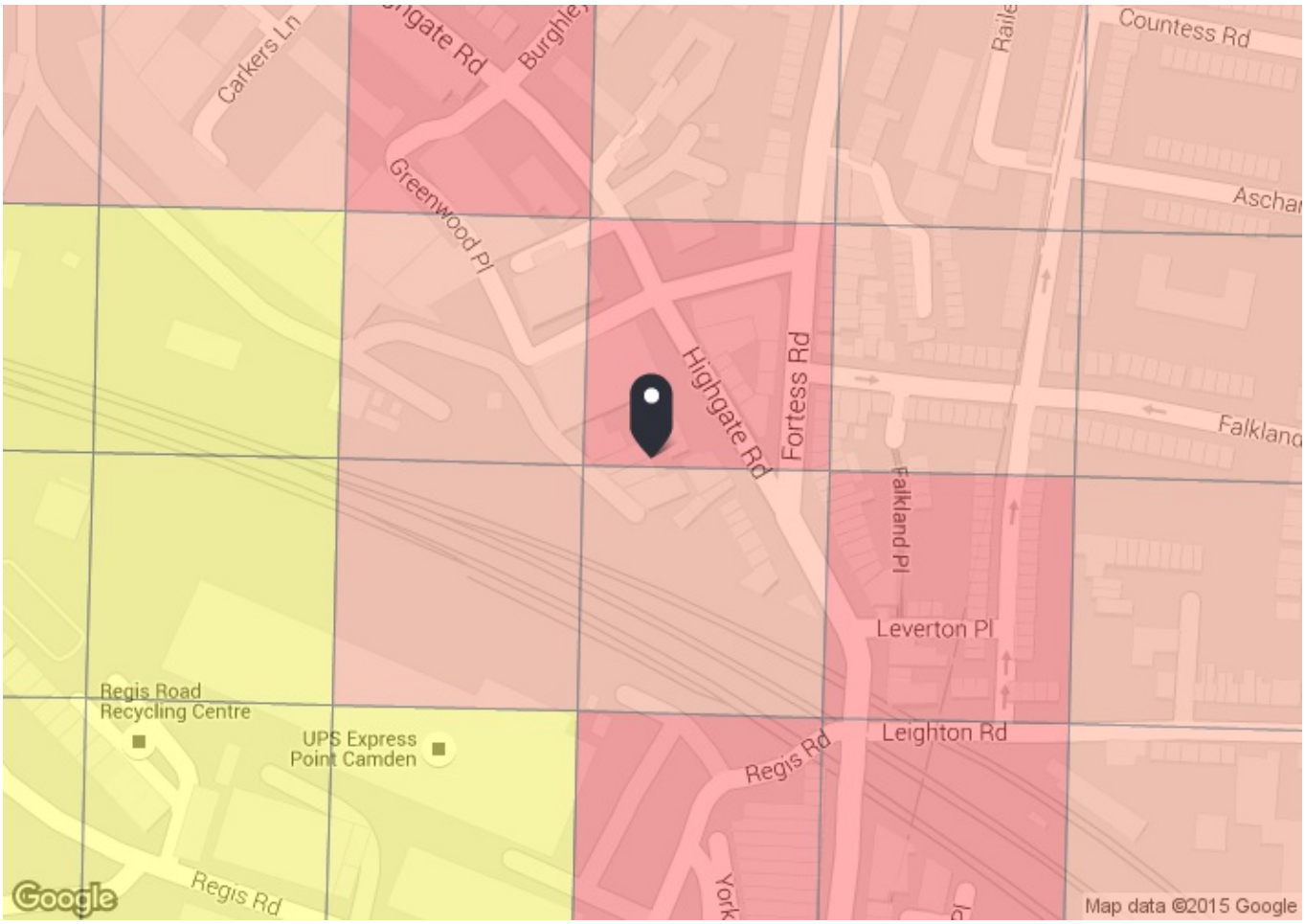
REV	AMENDMENTS	DRN	CHK	APP	DATE

ARDENT CONSULTING ENGINEERS
Suite 207, One Alie Street, London, E1 8DE
t 020 7680 4088 f 020 7488 3736
w www.ardent-ce.co.uk e enquiries@ardent-ce.co.uk

PROJECT TITLE: 1A HIGHGATE ROAD, LONDON			
DRAWING TITLE: CAMDEN CPZ - CA-M			
CLIENT: IDM PROPERTIES			
SCALE: NTS	DATE: DECEMBER 2015	DESIGNED: RF	
DRAWN: RF	CHECKED: CB	APPROVED: SJH	
DRAWING NO. Z180 - FIGURE 3			REV -

Appendix A
PTAL Output Data

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
6a

1B Highgate Rd, London NW5 1JY, UK

Easting: 528925, Northing: 185297

Grid Cell: 105883

Report generated: 18/12/2015

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

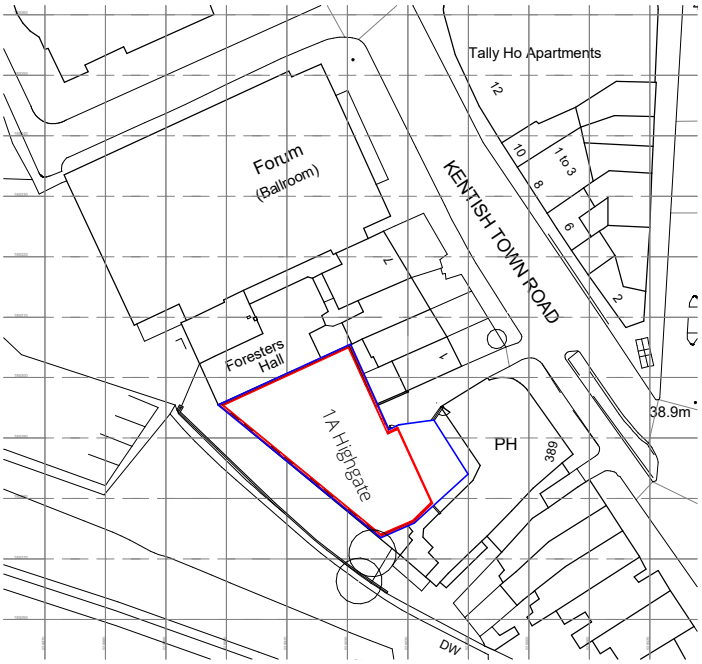
Calculation Parameters

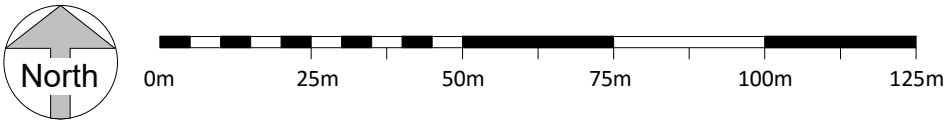
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	KENTISH TOWN STATION	393	216.53	5	2.71	8	10.71	2.8	0.5	1.4
Bus	KENTISH TOWN HIGHGATE RD	C2	41.62	8	0.52	5.75	6.27	4.78	0.5	2.39
Bus	KENTISH TOWN HIGHGATE RD	214	41.62	8	0.52	5.75	6.27	4.78	1	4.78
Bus	KENTISH TN FORTESS WALK	134	156.54	12	1.96	4.5	6.46	4.65	0.5	2.32
Bus	TUFNELL PARK STATION	390	623.06	8	7.79	5.75	13.54	2.22	0.5	1.11
Rail	Gospel Oak	'BARKING-GOSPLOK 2J00'	956.54	4	11.96	8.25	20.21	1.48	1	1.48
Rail	Gospel Oak	'GOSPLOK-BARKING 2J07'	956.54	4	11.96	8.25	20.21	1.48	0.5	0.74
Rail	Gospel Oak	'CLPHMJ2-STFD 2L50 '	956.54	3.67	11.96	8.92	20.88	1.44	0.5	0.72
Rail	Gospel Oak	'STFD-CLPHMJ2 2Y11 '	956.54	3.67	11.96	8.92	20.88	1.44	0.5	0.72
Rail	Kentish Town	'STALBCY-SVNOAKS 2E11'	248.96	1	3.11	30.75	33.86	0.89	0.5	0.44
Rail	Kentish Town	'STALBCY-SVNOAKS 2E95'	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2O06 '	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
Rail	Kentish Town	'SUTTON-LUTON 2O10 '	248.96	1	3.11	30.75	33.86	0.89	0.5	0.44
Rail	Kentish Town	'STALBCY-SUTTON 2O21 '	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2O29 '	248.96	0.67	3.11	45.53	48.64	0.62	0.5	0.31
Rail	Kentish Town	'LUTON-BCKNHMJ 2S91 '	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
Rail	Kentish Town	'STALBCY-BROMLYS 2S93'	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2V08 '	248.96	0.67	3.11	45.53	48.64	0.62	0.5	0.31
Rail	Kentish Town	'SUTTON-KNTSHTN 2V20 '	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2V27 '	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
Rail	Kentish Town	'SVNOAKS-STALBCY 2E59'	248.96	0.67	3.11	45.53	48.64	0.62	0.5	0.31
Rail	Kentish Town	'SVNOAKS-LUTON 2E61 '	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E65'	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E67'	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
Rail	Kentish Town	'BROMLYS-LUTON 2E93 '	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
Rail	Kentish Town	'ORPNGTN-KNTSHTN 2L65'	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
LUL	Kentish Town	'Morden-HighBarnet '	248.96	14.67	3.11	2.79	5.91	5.08	1	5.08
LUL	Kentish Town	'Morden-MillHillE '	248.96	4	3.11	8.25	11.36	2.64	0.5	1.32
LUL	Kentish Town	'HighBarnet-Morden '	248.96	0.33	3.11	91.66	94.77	0.32	0.5	0.16
LUL	Kentish Town	'HighBarnet-Kenningt '	248.96	5.33	3.11	6.38	9.49	3.16	0.5	1.58
LUL	Kentish Town	'MillHill-Morden '	248.96	1.67	3.11	18.71	21.83	1.37	0.5	0.69
LUL	Kentish Town	'MillHillE-Kenningt '	248.96	1.67	3.11	18.71	21.83	1.37	0.5	0.69
									Total Grid Cell AI:	28.92

Appendix B
Proposed Site Masterplan





rev	description	drw	date
3	Boundary shown	jb	09.09.16
2	Issue for Planning	jb	08.09.16
1	First Issue	jb	20.08.16

AVEBURY
- 1986 2016 -

IDM Land Limited

Highgate Piano Factory
1A Highgate Road

Site Location Plan

Scale @A3 1 : 1250

Drawing number	Revision
050	**P3**

Office
65.6 m²

Refuse Area
7.9 m²

bike storage
Capacity: 14

Corridor
12.6 m²

Entrance Area
9.7 m²

Unit11
30.5 m²

Unit10
26.7 m²

Unit6
19.7 m²

Unit12
21.2 m²

Corridor
24.7 m²

Unit9
40.8 m²

Unit8
31.7 m²

Unit13
21.2 m²

Unit7
38.0 m²

Unit5
27.4 m²

Unit4
27.8 m²

Unit3
33.6 m²

Unit2
23.3 m²

Unit1
37.6 m²

1m 3m 5m 7m 9m
0m 2m 4m 6m 8m 10m

North

A B C D

1 2 3 4 5 6 7 8

rev	description	drw	date
4	Issue for Planning	jb	08.09.16
3	Boundary shown	jb	09.09.16
2	Issue for Comment	jb	06.09.16
	GIA boundary included	jb	06.09.16
	FF height adjusted	jb	06.09.16
1	First Issue	jb	31.08.16

AVEBURY
- 1986 2016 -

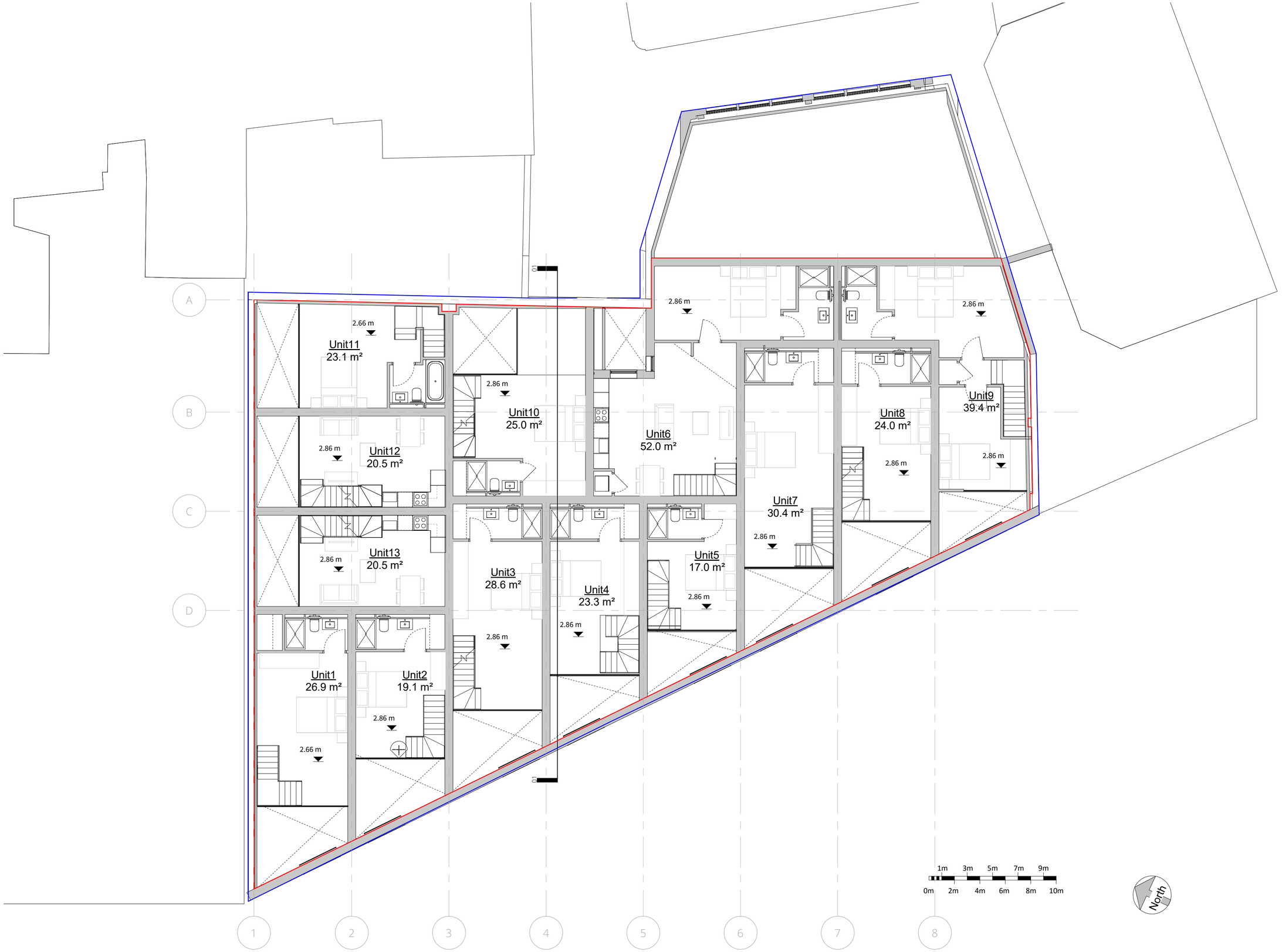
IDM Land Limited

Highgate Piano Factory
1A Highgate Road

Ground Floor Layout 13 Unit PD

Scale @A2 1 : 100
For Planning

Drawing number **070**
Revision **P4**



rev	description	drw	date
4	Issue for Planning	jb	08.09.16
3	Boundary shown	jb	09.09.16
2	Issue for Comment	jb	06.09.16
	GIA boundary included	jb	06.09.16
	FF height adjusted	jb	06.09.16
1	First Issue	jb	31.08.16

AVEBURY
- 1986 2016 -

IDM Land Limited

Highgate Piano Factory
1A Highgate Road

First Floor Layout 13 Unit PD

Scale @A2 1 : 100
For Planning

Drawing number **071**
Revision **P4**

rev	description	drw	date
4	Issue for Planning	jb	08.09.16
3	Boundary shown	jb	09.09.16
2	Issue for Comment	jb	06.09.16
	GIA boundary included	jb	06.09.16
1	First Issue	jb	31.08.16

AVEBURY
- 1986 2016 -

IDM Land Limited

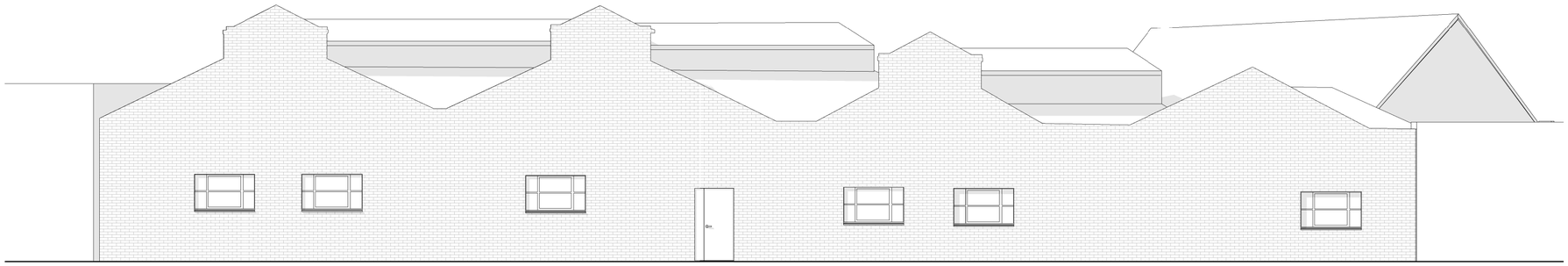
Highgate Piano Factory
1A Highgate Road

Existing Gross Intenal Area

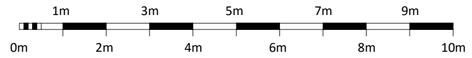
Scale @A2 1 : 100
For Planning

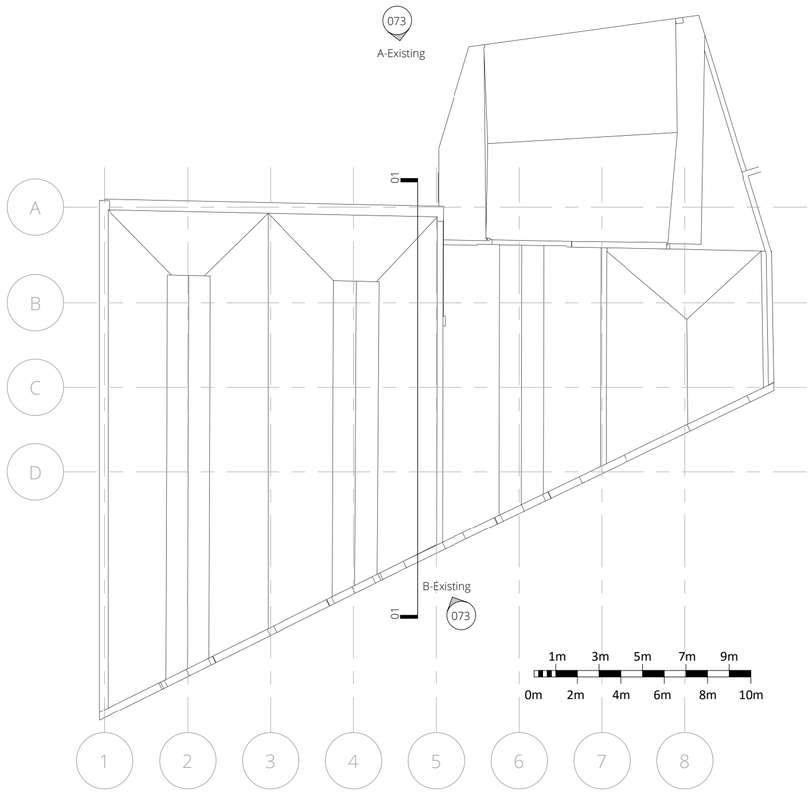
Drawing number	Revision
072	**P4**

A-Existing Front Elevation
1 : 100

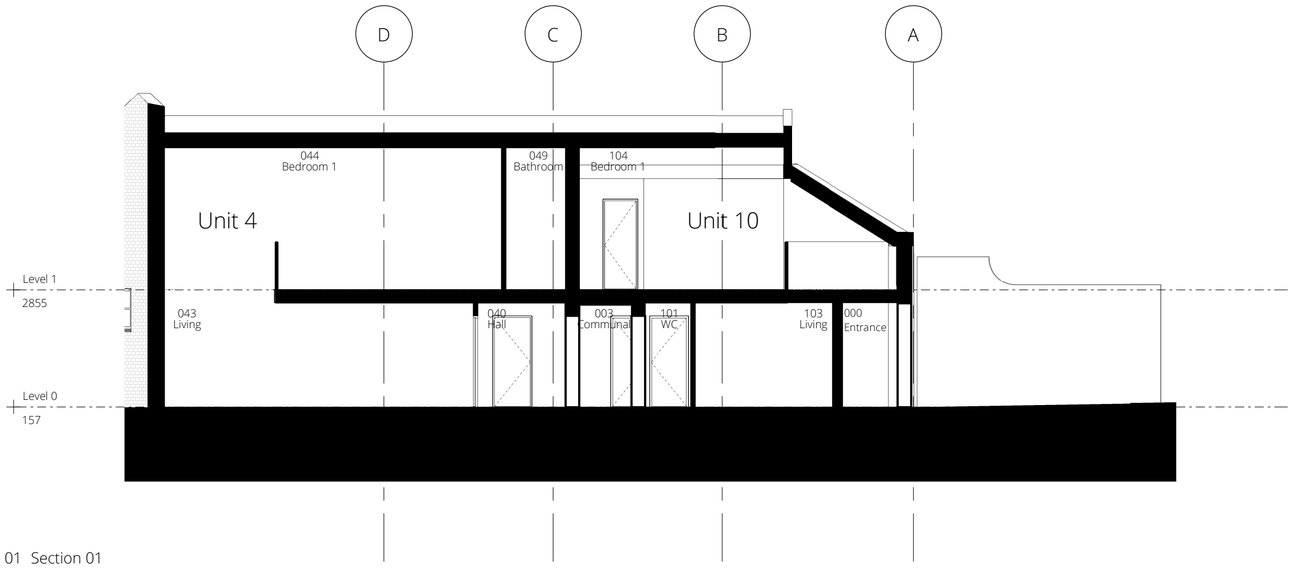


B-Existing Rear Elevation
1 : 100





RF Existing Roof Plan
1 : 200



01 Section 01
1 : 100

rev	description	drw	date
3	Issue for Planning	jb	08.09.16
2	Entrance area and bike stroage amended	jb	08.09.16
1	First Issue	jb	06.09.16

AVEBURY
- 1986 2016 -

IDM Land Limited

Highgate Piano Factory
1A Highgate Road

Roof Plan, Elevations and Section 01

Scale @A2 As indicated
For Planning

Drawing number **073**
Revision **P3**

Appendix C
TRICS/TRAVL Output Data

TRICS 7.2.3
Trip Rate Parameter: Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

1	GREATER LONDON		
	HK	HACKNEY	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	SK	SOUTHWARK	1 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 calc
Parameter: Number of dwellings
Actual Range: 9 to 72 (units:)
Range Selected by User: 9 to 80 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 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:
Tuesday 1 days
Wednesday 2 days
Friday 2 days
This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 5 days
Directional ATC Count 0 days
This data displays the number o the total addin whilst ATC surveys are undertaking using machines.

Selected Locations:
Town Centre 2
Edge of Town Centre 3
Suburban Area (PPS6 Out of Cer 0
Edge of Town 0
Neighbourhood Centre (PPS6 Lc 0
Free Standing (PPS6 Out of Tow 0
Not Known 0
This data displays the number of surveys per main location category within the selected set.

Selected Location Sub Categories:
Industrial Zone 0
Commercial Zone 0
Development Zone 0
Residential Zone 2
Retail Zone 0
Built-Up Zone 2
Village 0
Out of Town 0
High Street 1
No Sub Category 0
This data displays the number of surveys per location sub-category within the selected set.

Filtering Stage 3 selection:

Use Class:

C3	5 days

This data displays the number of surveys per Use Class classification within the selected set.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
50,001 to 100,000	2 days
101,000 or More	1 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	3 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	4 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:

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 HK-03-C-02 BLOCK OF FLATS HACKNEY
HOXTON

SHOREDITCH
Town Centre
Built-Up Zone
Total Number of dwellings: 9
Survey date: TUESDAY 11/11/2008 Survey Typ MANUAL

2 HM-03-C-01 BLOCK OF FLATS HAMMERSMITH AND FULHAM
VANSTON PLACE

FULHAM
Town Centre
High Street
Total Number of dwellings: 42
Survey date: WEDNESDAY 16/07/2014 Survey Typ MANUAL

3 KN-03-C-03 BLOCK OF FLATS KENSINGTON AND CHELSEA
ALLEN STREET

KENSINGTON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 72
Survey date: FRIDAY 11/05/2012 Survey Typ MANUAL

4 SK-03-C-01 BLOCK OF FLATS SOUTHWARK
PARK STREET

SOUTHWARK
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 53
Survey date: FRIDAY 19/09/2014 Survey Typ MANUAL

5 WH-03-C-01 BLOCKS OF FLATS WANDSWORTH
AMIES STREET

CLAPHAM JUNCTION
Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY 09/05/2012 Survey Typ 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
Calculation Factor: 1 DWELLS
Count Type: TOTAL PEOPLE

			ARRIVALS			DEPARTURES			TOTALS
Time Range	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	5	41	0.058	5	41	0.33	5	41	0.388
08:00-09:00	**5**	**41**	**0.117**	**5**	**41**	**0.67**	**5**	**41**	**0.787**
09:00-10:00	5	41	0.121	5	41	0.277	5	41	0.398
10:00-11:00	5	41	0.102	5	41	0.18	5	41	0.282
11:00-12:00	5	41	0.107	5	41	0.083	5	41	0.19
12:00-13:00	5	41	0.238	5	41	0.141	5	41	0.379
13:00-14:00	5	41	0.194	5	41	0.117	5	41	0.311
14:00-15:00	5	41	0.126	5	41	0.131	5	41	0.257
15:00-16:00	5	41	0.369	5	41	0.092	5	41	0.461
16:00-17:00	5	41	0.15	5	41	0.087	5	41	0.237
17:00-18:00	**5**	**41**	**0.267**	**5**	**41**	**0.136**	**5**	**41**	**0.403**
18:00-19:00	5	41	0.209	5	41	0.078	5	41	0.287
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			2.058			2.322			4.38

Parameter summary

Trip rate parameter range selec 9 - 72 (units:)
Survey date date range: 01/01/00 - 23/04/15
Number of weekdays (Monday- 5
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from 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

Appendix D
Census Travel to Work Data

Method of Travel to Work (QS701EW)

			Kentish To\ Ward	Camden London Bo	London Region	England Country
All Usual Residents Aged 16	Persons	Mar-11	10740	173833	6117482	38881374
Work Mainly at or From Ho	Persons	Mar-11	552	8984	202679	1349568
Underground, Metro, Light	Persons	Mar-11	2308	37305	902263	1027625
Train	Persons	Mar-11	573	7089	532720	1343684
Bus, Minibus or Coach	Persons	Mar-11	1386	16076	561605	1886539
Taxi	Persons	Mar-11	35	770	20314	131465
Motorcycle, Scooter or Mo	Persons	Mar-11	68	1237	45976	206550
Driving a Car or Van	Persons	Mar-11	614	10904	1120826	14345882
Passenger in a Car or Van	Persons	Mar-11	42	793	69659	1264553
Bicycle	Persons	Mar-11	792	7072	161705	742675
On Foot	Persons	Mar-11	895	17641	352612	2701453
Other Method of Travel to '	Persons	Mar-11	62	1095	28538	162727
Not in Employment	Persons	Mar-11	3413	64867	2118585	13718653
Method of Travel to Work,	30-Jan-13					
Method of Travel to Work,	Office for National Statistics					
Method of Travel to Work (QS701EW)