Fairview Ventures Limited

Centric Close, Oval Road
London Borough of Camden

Transport Statement

December 2016

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1 INTRODUCTION

1.1 Vectos has been appointed by Fairview Ventures Limited to advise on transport issues related to proposals for a new residential led mixed-use development at Centric Close, Oval Road in the London Borough of Camden.

1.2 The site, which is currently occupied by a number of commercial buildings, is situated to the west of Oval Road, opposite the junction with Gloucester Crescent. The western perimeter of the site is formed by the West Coast Main Line, whilst a mixture of residential and commercial properties borders the site to the north and south. The location of the site in a strategic context is shown in **Figure 1.**

1.3 The proposed development comprises the demolition of existing buildings and the erection of 76 residential units and 1,219 sqm of commercial floorspace (Use Class B1) over 4, 5, 6 and 7 storeys providing a mix of 1, 2 and 3 bed apartments. The development includes a landscaped courtyard and communal amenity areas.

1.4 The redevelopment of the site will make a positive enhancement to the visual appearance of the area, providing much needed homes for the local area, including commercial floorspace to reflect the Council's aspirations for the area.

1.5 This Transport Statement (TS) has been prepared in support of a planning application for the development. In preparing this report a Transport Statement Scoping Note was submitted to LB Camden, as the local highway authority, to agree the approach that should be taken in demonstrating the suitability of the site for the proposed development. The Scoping Note addressed several key issues including the proposed level of car parking and the potential traffic generation of the proposed uses.

1.6 Following this introduction section, the TS is structured as follows:

- **Section 2: Existing Conditions** – A review of transport conditions at the site and surrounding area, existing pedestrian and cycle routes, public transport provision and the highway network.
- **Section 3: Policy Context** – A review of key current and emerging transport and land use planning policy at national and local level.
- **Section 4: Development Proposals** – A description of the Proposed Development.

- **Section 5: Traffic Generation and Impact** – An assessment of the anticipated multi-modal trip generation based on agreed trip rates.
- **Section 6: Summary & Conclusions** – A review of the key points described in this report.

2 EXISTING CONDITIONS

2.1 This section of the TS provides a description of the transport conditions at the site and the surrounding area.

Site Location

2.2 The site, which is currently occupied by a number of commercial buildings, is situated to the west of Oval Road, opposite the junction with Gloucester Crescent. The western perimeter of the site is formed by the West Coast Main Line, whilst a mixture of residential and commercial properties borders the site to the north and south. Oval Road is a two-way single carriageway road subject to a 20mph speed limit.

2.3 The location of the site in both a strategic and local context is shown in **Figure 1** and **Figure 2** respectively.

Existing Site

2.4 The site currently supports a small industrial estate, comprising a terrace of 6 units with a combined Gross Internal Area (GIA) of 2,434 sqm together with an area of hardstanding used for turning, loading and parking. The units comprise 2,187 sqm of B1(c) floorspace and a further 247 sqm of B8 ancillary mezzanine floorspace.

2.5 A total of 20 car parking spaces are currently provided on-site. Existing access is currently provided onto Oval Road to the east via a simple priority junction.

Pedestrian Accessibility

2.6 Pedestrian access to the site is currently provided via the existing access from Oval Road. The site is highly accessible to pedestrians, with footways provided along all surrounding roads. The pavements are an average of between two and three metres wide. Street lighting is present at regular intervals.

2.7 Dropped kerbs are provided at the site access as well as at crossing points within the vicinity of the Oval Road/Gloucester Crescent junctions. Further to the north, a raised table as well as both dropped kerbs and tactile paving are provided at the Oval Road/Jamestown Road junction.

Existing Pedestrian Network

2.8 Following pre-application discussions with London Borough of Camden, a review of the local pedestrian network has been undertaken in order to assess the connectivity of the site with local amenities and sustainable transport facilities.

2.9 This review has focussed on key routes to destinations including Camden High Street, Camden Town Underground Station, the closest bus stops and Hawley Primary School. An audit of the following routes has therefore been undertaken:

- Route 1: Site to Camden High Street/Camden Town Underground Station
- Route 2: Site to Hawley Primary School
- Route 3: Site to Gloucester Avenue Bus Stops

Route 1: Site to Camden High Street/Camden Town Underground Station

2.10 The first section of the route requires pedestrians to cross from the site towards Gloucester Crescent. Although dropped kerbs are present at this crossing point, there is no tactile paving provided for visually impaired users. Direct sight lines are provided from the site access looking along Gloucester Avenue.

2.11 As the route continues along Gloucester Avenue, the footway is well-maintained with sufficient width to allow for the modest pedestrian flow. Several lamp columns are provided along this section of Gloucester Avenue, which comprises a number of residential properties, to ensure that the route is well-lit.

2.12 Towards the southeast, Gloucester Avenue connects with Inverness Street. Tactile paving and a dropped kerb are provided at across Inverness Street as the footway continues eastwards towards Camden High Street. **Photo 1** below shows the crossing point.

Photo 1: Gloucester Avenue/Inverness Street Crossing Point

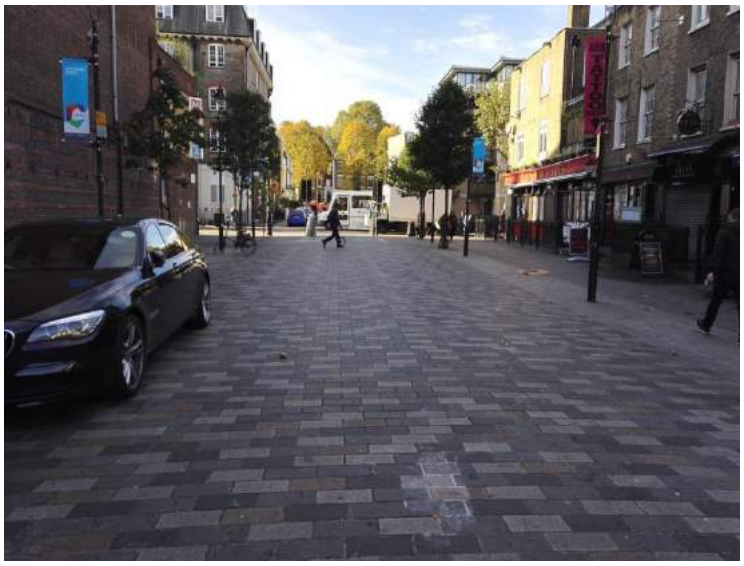
2.13 Footways of appropriate width are provided along both sides of Inverness Street. The road is marked as a school zone and therefore vehicles will be alerted to the presence of pedestrians. Tactile paving and dropped kerb crossing points are provided at both ends of Inverness Street. **Photo 2** was taken facing westbound along Inverness Street.

Photo 2: Inverness Street

2.14 Past its junction with Arlington Street, Inverness Street transforms into a 'Pedestrian Zone' prohibiting access to vehicles other than for loading purposes between 5-10am and 4-8pm. Street lighting is present at regular intervals, as well as an active retail frontage due to an

array of commercial uses along this section of the route. These combine with direct sight lines along Inverness Street to provide pedestrians with an increased sense of personal security. **Photo 3** shows the pedestrianised section of Inverness Street.

Photo 3: Inverness Street 'Pedestrian Zone'



2.15 To the east of Inverness Street, the pedestrian route connects with Camden High Street, which has a single one-way carriageway with well-maintained, wide footways provided along either side. An active retail frontage as well as numerous elements of street furniture make this an attractive section of the route. Camden Town Underground Station is located approximately 60m to the south of the Camden High Street/Inverness Street junction. **Photo 4** shows the layout of Camden High Street.

Photo 4: Camden High Street

2.16 In summary, the route between the site and Camden High Street/Camden Town Underground station is an attractive and safe option for pedestrians, as well as being a short walking distance. The standard of the crossing points along the route is deemed to be acceptable with dropped kerbs provided at all junctions.

Route 2: Site to Hawley Primary School

2.17 This route is a continuation of Route 1, described above. Hawley Primary School is located on Bucks Street, 100m walking distance to the northeast of the Inverness Street/Camden High Street junction (approximately 450m from the site). As mentioned previously, Camden High Street has well-maintained, wide footways provided along either side. An active retail frontage, as well as numerous elements of street furniture, make this an attractive section of the route.

2.18 A raised table is provided at the Bucks Street/Camden High Street junction allowing the footways to remain flush with the carriageway. Tactile paving is present at the crossing point to notify visually impaired users of the change from footway to carriageway. Footways of appropriate width are provided along both sides of Buck Street, with dropped kerbs and tactile paving present at its junction with Stucley Place within the immediate vicinity of the school entrance. However, sections of the tactile paving slabs are poorly maintained and cracks are visible. **Photo 5** shows the entrance to Hawley Primary School as well as the tactile paving provided at the Stucley Place crossing point.

Photo 5: Stucley Place Tactile Paving

2.19 In summary, this short section of the route is considered suitable for pedestrians and, in particular, chilldren. Footways of suitable width are provided along both sides of Camden High Street and Buck Street. It was noted that some minor deterioration had occurred to the existing tactile paving at the Stucley Place crossing point.

Route 3: Site to Gloucester Avenue Bus Stops

2.20 A continuous footway, with an approximate length of 220m, is provided from the site access along Oval Road in a southbound direction towards its junction with Gloucester Avenue. Vehicle crossovers into residential driveways are present at regular intervals, however these are dropped and there is a clear transition between footway and vehicle crossover for visually impaired users.

2.21 Street lighting is provided at regular intervals as well as direct sight lines along the entirety of Oval Road to enhance the sense of personal security and permeability for pedestrians travelling along the route. **Photo 6** provides a viewpoint of Oval Road looking southbound.

Photo 6: Oval Road

2.22 The southbound bus stop is located adjacent to the eastern footway of Gloucester Avenue. Pedestrians are not required to cross the carriageway at any point before reaching this bus stop. The northbound bus stop is located adjacent to the western footway of Gloucester Avenue, approximately 60m to the northwest of its junction with Oval Road. Shelters are provided at both bus stops.

2.23 A signalised crossing point is provided at the junction with a refuge island located in the centre of the carriageway. Both dropped kerbs and tactile paving are also provided. The footway along both sides Gloucester Avenue is well-maintained and of an appropriate width for the modest pedestrian flow in this area.

2.24 In summary, the route to the Gloucester Avenue bus stops is very direct and only requires pedestrians to use a single crossing point, if accessing the northbound bus stop. The footways are of a high standard as is the signalised crossing point.

Cycling Accessibility

2.25 Within the vicinity of the site there are several roads, including Oval Road, Delancey Street and Arlington Road, which are classified within the TfL Local Cycling Guide as “quieter roads that have been recommended by other cyclists, may connect other route sections”.

2.26 A section of advisory cycle lane is provided along Oval Road to the north of its junction with Jamestown Road. This section connects with Morrisons Supermarket via a short passage between residential properties.

2.27 The Santander Cycle Hire scheme, which allows the hire of bicycles in central London for up to 24 hours, is designed to encourage short cycle trips. A total of 81 Santander Cycles are available at three docking stations located within a short walk of the site. A breakdown of the location of these docking stations, as well as the number of bikes provided and the distance from the site, is as follows:

- Arlington Road, Camden Town (290m) – 22 docking stations
- Gloucester Avenue (350m) – 24 docking stations
- Parkway, Camden Town (450m) – 30 docking stations

Public Transport Accessibility

2.28 The site is well served by public transport, with London Underground services provided at Camden Town Station as well as several bus routes along the A4201 Parkway, Gloucester Avenue and Camden High Street

Public Transport Accessibility Level (PTAL)

2.29 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk accesses time and service availability. This method is a way of measuring the density of the public transport network at a particular point.

2.30 Due to the high public transport accessibility of the site, it achieves an overall PTAL level of 6a, which indicates 'excellent' access to the site by public transport.

2.31 **Figure 3** demonstrates the connectivity of the site through sustainable modes of transport, which are also discussed in greater detail below.

Bus Services

2.32 There are a number of bus services operating within the local area. Both northbound and southbound bus stops on Gloucester Avenue are located within a walking distance of 300m

to the south of the site, whilst additional bus stops on the A4201 Parkway and Camden High Street are both situated within a 450m and 550m walking distance of the site respectively.

2.33 A summary of the services that call at these stops is provided in **Table 2.1**.

Table 2.1: Existing Bus Services

Bus Service	Route Summary	Approximate Frequency (Minutes)		
		Weekday	Saturday	Sunday
29	Lordship Lane – Charing Cross Station	3-7	4-8	4-8
88	Camden Gardens – Omnibus Clapham	4-8	10-13	10-13
134	North Finchley – New Oxford Street	4-8	5-8	5-9
214	Highgate School – Finsbury Square	6-10	6-10	10-12
253	Hackney Central Station – Euston	4-8	4-8	7-10
274	Angel Islington – Lancaster Gate	7-10	7-10	8-12
C2	Parliament Hill Fields - Victoria	6-10	7-10	9-12
N20	Barnet High Street – Whitehall	30	9-11	9-11
N29	Little Park Gardens – Charing Cross	7-8	3-4	3-4
N253	Aldgate – New Oxford Street	15	11-12	11-12
N279	Waltham Cross – Charing Cross	20	11-12	11-12

2.34 As demonstrated by the information contained in **Table 2.1** the site is extremely well served by bus.

London Underground

2.35 Camden Town Underground Station is located approximately 500m walking distance from the site and is served by the Northern Line.

2.36 A summary of the services available from Camden Town Underground Station is shown below in **Table 2.2**.

Table 2.2: Summary of London Underground Services from Oxford Circus

Route	Service Frequency (per Hour)		
	Weekday AM	Weekday PM	Weekend
Northbound (Edgware Branch)	18	21	21
Northbound (High Barnet Branch)	17	16	20
Northbound (Mill Hill East Branch)	5	4	-
Southbound (Charing Cross Branch)	24	25	20
Southbound (Bank Branch)	23	24	20

2.37 As demonstrated by the information contained in **Table 2.2** the site is extremely well served by London Underground services.

Car Club Facilities

2.38 Car Club facilities are a cost-effective and flexible alternative to owning a car and seek to combat the growing issues of congestion on London's road network. A number of car club spaces are located within a short walking distance of the site.

2.39 Within the vicinity of the northern junction between Oval Road and Gloucester Crescent, there are two Enterprise Car Club spaces that can be used by future residents on an hourly, self-service basis. Additional facilities are provided by Zipcar who operate several car club vehicles on Gloucester Avenue, approximately 350m to the southwest of the site.

2.40 As such, local Car Club facilities should be viewed as a genuine possibility for use by future residents and employees of the proposed development.

Summary

2.41 The Site has a high level of public transport accessibility (PTAL 6a), particularly due to its proximity to Camden Town Underground Station and numerous bus services which operate locally with a good frequency.

2.42 A review of the existing pedestrian environment, which has been undertaken for routes between the site and key local destinations, demonstrates that the local pedestrian environment is of a high standard.

3 POLICY REVIEW

National Policy

National Planning Policy Framework (NPPF)

3.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

3.2 One of the 12 core land-use principles within the NPPF includes:

"[to] actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

3.3 Section 4 of the NPPF deals with 'Promoting sustainable transport.' Paragraph 29 states that:

"the transport systems needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel."

3.4 Paragraph 32 sets out the transport issues which should be addressed within Development Plans and decisions. These are:

- *"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."*

Regional Policy

The London Plan

3.5 The London Plan, Spatial Development Strategy for Greater London was adopted in July 2011 and has been subject to several alterations since.

3.6 The Revised Early Minor Alterations to the London Plan was published in October 2013 which aimed to ensure that the London Plan is fully consistent with NPPF. Following this, The Draft Further Alterations to the London Plan was adopted in March 2015 to address key housing and employment issues emerging from analysis of Census 2011 data. In March 2016, the Mayor published the Housing Standards and the Parking Standards Minor Alterations to the London Plan (MALPs) to form the consolidated version. From this date, these alterations are operative as formal alterations to the London Plan and form part of the development plan for London.

3.7 The London Plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

3.8 One of the Mayor's six objectives for London is:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

3.9 Policy 6.1 establishes the Mayor's strategic approach to transport. Of relevance it states that the Mayor will encourage the closer integration of transport and development by:

"a. encouraging patterns and nodes of development that reduce the need to travel, especially by car;

b. seeking to improve the capacity and accessibility of public transport, walking and cycling;

g. supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and

i. promoting walking by ensuring an improved urban realm".

3.10 Within the consolidated London Plan document, the Mayor notes that transport infrastructure will: *"have a vital part to play in supporting the capital's success...The planning of transport services and the physical infrastructure they require will need to be carefully coordinated with the growth and development envisaged by this Plan" (para. 1.39).*

3.11 The Mayor states that the London Plan will have a new focus on quality of life and transport provision will play a part in this: *"ensuring Londoners in all parts of the city have adequate efficient transport networks and services, and the support for cycling and walking, to enable them to access job, social and other life opportunities while minimising any adverse impacts on the environment or quality of life"* (para. 1.44).

3.12 The Mayor's target for cycling is that it accounts for at least a five per cent modal share by 2026. Specifically, the Mayor will (Policy 6.9):

- *Identify promote and implement a network of cycle routes across London which will include Cycle Superhighways and Quietways;*
- *Continue to operate and improve the cycle hire scheme; and*
- *Fund the transformation of up to four outer London borough town centres into cycle friendly 'mini Hollands'.*
- *Among other things, development should, among other things, (Policy 6.9B):*
- *Contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable; and*
- *Provide links to existing and planned cycle infrastructure projects including Cycle superhighways, Quiet-ways, the Central London Grid and the 'mini-Hollands'.*

The Mayor's Transport Strategy (MTS) (2010)

3.13 The Mayor's Transport Strategy (MTS) was published in May 2010 and was developed in conjunction with the London Plan and the Economic Development Strategy as part of a strategic policy framework to support the development of London over the next 20 year period. The MTS outlines the Mayor's vision and how TfL and its partners aim to achieve this.

3.14 The Mayor's vision states that:

"London's transport system should excel among those of global cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st Century."

3.15 The MTS sets out six goals which are designed to achieve the vision. These are as follows:

- Support economic development and population growth

- Enhance the quality of life of all Londoners
- Improve the safety and security of all Londoners
- Improve transport opportunities for all Londoners
- Reduce transport's contribution to climate change, and improve its resilience
- Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

3.16 The MTS stresses the importance of integrating development with transport infrastructure and locating development in areas that are highly accessible to sustainable travel modes.

Local Policy

3.17 Local policy is contained within the Camden Local Development Framework (LDF) which was adopted in November 2010 and superseded the 2006 Camden Unitary Development Plan. The LDF documents consist of the London Borough of Camden Core Strategy 2010-2025 and Development Policies.

Camden Core Strategy

3.18 The Camden Core Strategy 2010-2025 is part of the Camden Local Development Framework, which sets out the Council's planning strategy and policies.

3.19 Policy CS3 states that the Council will promote appropriate development in the "highly accessible areas".

3.20 Policy CS11 seeks to promote sustainable and efficient travel within the borough. In particular, it aims to make private transport more sustainable. It states that, "*as part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will:*

- *expand the availability of car clubs and pool cars as an alternative to the private car;*
- *minimise provision for private parking in new developments, in particular through:*
    - *car free developments in the borough's most accessible locations and*
    - *car capped developments;*
- *restrict new public parking and promote the re-use of existing car parks, where appropriate;*
- *promote the use of low emission vehicles, including through the provision of electric charging points; and*

- *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, 2010

3.21 Policy DP16 looks at the transport implications of development, and expects development proposals to ensure that there are sufficient walking, cycling and public transport links. Developers are expected to assess and address the need for:

"a) movements to, from and within the site, including links to existing transport networks. The Council will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks..

3.22 Policy DP17 relates to the development's requirement to provide suitable walking, cycling and public transport facilities, and also provision for interchanging between different modes of transport. This 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 and high quality cycle parking;

c) safe road crossings where needed;

d) bus stops, shelters, passenger seating and waiting areas, signage and timetable information"

3.23 Policy DP17 states that the Council will resist development that would be dependent on travel by private motor vehicles.

3.24 Policy DP18 relating to car parking standards states that development should comply with the Council's parking standards, and areas easily accessible by public transport are expected to be 'car free'. The Council will:

"a) limit on-site car parking to:

- *spaces designated for disabled people,*
- *any operational or servicing needs*

b) *not issue on-street parking permits*

c) *use a legal agreement to ensure that future occupants are aware they are no entitled to on-street parking permits"*

Camden Planning Guidance (CPG) 7: Transport

3.25 Camden Planning Guidance provides advice and information on how the borough will apply their planning policies. Camden has prepared the Camden Planning Guidance to support the policies in their Local Development Framework (LDF). This guidance is therefore consistent with the core strategy and development policies that comprise the Local Development Framework (LDF)

3.26 Chapter 5 of CPG 7 addresses car free and car capped development. Camden state the following within their key messages:

- *"We expect car free development in the borough's most accessible locations and where a development could lead to on-street parking problems*
- *Legal agreements will be used to maintain car-free and car-capped development over the lifetime of a scheme"*

Emerging Camden Local Plan

3.27 Consultation on the Local Plan Submission Draft ran for 8 weeks from 8th February to the 4th April. The Council then submitted the Camden Local Plan and supporting documents to the Secretary of State on the 24th June 2016.

3.28 When finalised, the Plan will replace Camden's current Core Strategy and Camden Development Policies documents as the basis for planning decisions and future development within the borough.

Summary

3.29 The development proposals accord with policy requirements. As set out in detail in this report, the site is located in an accessible location for ease of access by walking, cycling and public transport. This supports national, regional and local governmental aspirations for encouraging sustainable travel behaviour.

3.30 Further references to both car and cycle parking standards are provided within **Section 4** of this report.

4 DEVELOPMENT PROPOSALS

4.1 This section of the report describes the development proposals, including details of access, parking and servicing.

Overview of Development

4.2 The proposed development comprises the demolition of existing buildings and the erection of 76 residential units and 1,219 sqm of commercial floorspace (Use Class B1) over 4, 5, 6 and 7 storeys providing a mix of 1, 2 and 3 bed apartments. The development includes a landscaped courtyard and communal amenity areas.

4.3 The redevelopment of the site will make a positive enhancement to the visual appearance of the area, providing much needed homes for the local area, including commercial floorspace to reflect the Council's aspirations for the area.

4.4 The residential element of the proposed development will provide the following mix:

- 5 x studios;
- 23 x one bed apartments;
- 35 x two bed apartments; and
- 13 x three bed apartments.

4.5 A Masterplan is provided at **Appendix A**.

Site Access

4.6 The existing priority junction access via Oval Road to the east of the site will be retained. A pedestrian route will be provided along the southern edge of the access creating a shared space for pedestrians, cyclists and vehicles. The route will connect the site with the Oval Road footway.

Car Parking

4.7 A total of 14 parking spaces will be provided as part of the development proposals, with the following breakdown:

- 8 disabled residential parking spaces;
- 1 disabled commercial parking space;

- 4 standard commercial parking spaces; and
- 1 delivery/servicing space.

4.8 Further details on the compliance of the proposed parking provision with local policy are provided below.

Residential Parking

4.9 The residential aspect of the development is proposed to be car free with the exception of 8 no. disabled parking spaces provided for 8 wheelchair accessible units.

4.10 It is anticipated that the car free nature of the residential aspect of the development would be secured via S106 planning obligation preventing future residents form purchasing parking permits within the surrounding CPZ.

4.11 The proposed residential disabled parking provision reflects pre-application discussions between Fairview and Camden planning officers who have requested that one parking space be provided for each wheelchair accessible unit.

4.12 It is our understanding that this accords with the Camden Parking Standards for C3 Residential development as set out in Appendix 2 of the Camden Development Policies, which states the following:

4.13 *"Wheelchair housing: 1 space per dwelling, with dimensions suitable for use by people with disabilities"*

4.14 The proposed disabled parking provision is also in line with the guidance provided in the London Plan (parking addendum to Chapter 6), which requires that:

4.15 *"Adequate parking spaces for disabled people must be provided preferably on-site"*

4.16 A single service vehicle parking bay will be provided for servicing and delivery vehicles towards the northeast corner of the site.

Commercial Parking

4.17 A single disabled parking bay and a further 4 no. parking spaces are proposed as part of the commercial aspect of the proposed development. It is recognised that this is above the standards outlined with the Camden Development Policies (Appendix 2) which state a

maximum requirement of 1 space per 1,500 sqm for B1 floorspace. This commercial car parking is provided in response to anticipated market demand associated with the commercial floorspace. Given the existing on-street parking restrictions in the vicinity of the site, it is considered appropriate to provide parking for the commercial units to maximise their attractiveness to potential future occupiers.

4.18 As discussed in **Section 2** of this report, there are currently 20 car parking spaces provided on-site for the existing industrial uses. The proposed provision of 4 no. commercial parking spaces would result in a significant overall reduction in commercial car parking provision at the site of 16 spaces.

4.19 Even considering the total proposed on-site provision of 14 spaces, inclusive of disabled parking and a delivery/servicing vehicle space, this would still result in an overall reduction of 6 parking spaces when compared with the existing provision.

Cycle Parking

4.20 The proposed cycle parking provision has been calculated in accordance with London Plan Minimum Parking Standards. The minimum standards and the proposed cycle parking provision are both shown below in **Table 4.2**.

Table 4.2: Minimum Cycle Parking Standards and Proposed Provision

	Development Quantum	Long-Stay Minimum Standards	Short-Stay Minimum Standards	Long-Stay Requirement	Short-Stay Requirement
B1 Office	1,219 sqm of B1 floorspace	Inner/central London: 1 space per 90 sqm	First 5,000 sqm: 1 space per 500 sqm	14 spaces	3 spaces
C3 Residential	5 x studio 23 x 1 bed 35 x 2 bed 13 x 3 bed	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units	5 spaces 23 spaces 70 spaces 26 spaces	2 spaces
Total				138 spaces	5 spaces

4.21 A total of 138 long-stay parking spaces and 5 short-stay parking spaces will be provided.

4.22 As discussed in **Section 2** of this report, a number of Santander Cycle facilities are also provided locally. Potential future residents and employees of the site will also have option to use these facilities, which are provided within a short walking distance of the site.

Refuse and Emergency Vehicle Access

4.23 To confirm that refuse and emergency vehicles can adequately access the site, swept path analysis has been undertaken and is shown in Vectos drawing numbers **131191/AT/A01 Rev. E** and **131191/AT/B01 Rev. E** which are contained within **Appendix B**. These drawings demonstrate that a refuse collection vehicle and fire tender can adequately access the site within the required distances of all dwellings.

Framework Construction Traffic Management Plan

4.24 A Framework Construction Traffic Management Plan (CTMP) has been produced and is contained at **Appendix C**. The Framework CTMP sets out the key headings that would be addressed within the CTMP to be produced prior to the start of construction on site. It is anticipated that the requirement for a CTMP would be secured via planning condition.

Travel Plan Statement

4.25 A Travel Plan Statement has been produced for the residential element of the proposed development and is contained at **Appendix D**. The report sets out a strategy to reduce single occupancy vehicle trips, and encourage the use of sustainable modes, including car sharing, public transport, walking and cycling.

Framework Delivery and Servicing Management Plan (DSMP)

4.26 Servicing and delivery vehicles will utilise the existing site access and undertake loading/unloading activities from a servicing bay located towards the northeast corner of the proposed car parking layout.

4.27 Further information of delivery and servicing activities is provided within a Framework Delivery and Servicing Management Plan (DSMP), which has been produced and is contained at **Appendix E**.

5 TRAFFIC GENERATION AND IMPACT

Introduction

5.1 This section will provide details of the methodology used to calculate the traffic generation associated with the proposed development.

Traffic Generation

5.2 In order to provide a robust assessment of the potential trip generation of the development proposals, the number of vehicle trips generated by the proposed development has been compared against the existing uses which are outlined below.

Existing Uses

5.3 As discussed within **Section 2** of this report, the site currently supports a small industrial estate, comprising a terrace of 6 units with a combined Gross Internal Area (GIA) of 2,434 sqm together with an area of hardstanding used for turning, loading and parking. The units comprise 2,187 sqm of B1(c) floorspace and a further 247 sqm of B8 ancillary mezzanine floorspace.

5.4 In order to be robust when drawing comparisons between the existing uses and the proposed development, a trip generation exercise has only been undertaken for the B1 element and the existing ancillary floorspace has not been considered.

5.5 In order to establish the likely trip generation of the existing commercial use, TRICS, the industry standard trip generation database for London, was interrogated. The following criteria was used to determine suitable residential survey sites within the database:

- Inclusion of site within Greater London only;
- Inclusion of weekday surveys only;
- Sites between 1,215 sqm and 2,095 sqm; and
- Inclusion of town centre and edge of town site locations (subject to individual interrogation).

5.6 The resultant sites were then individually interrogated in order to determine their suitability in providing an accurate total person trip rate. Total person trip rates were obtained for the average weekday AM Peak (08:00-09:00) and PM Peak (17:00-18:00).

5.7 Using census data for the Camden 018 Middle Super Output Area (MSOA), a modal split was derived in order to establish a representative proportion of vehicle trips. **Table 5.1** sets out the modal split for the daytime population working within the MSOA.

Table 5.1: Travel to Work Modal Split (Daytime Population)

Mode	Proportion
Underground, metro, light rail or tram	36.0%
Train	18.8%
Bus, minibus or coach	10.5%
Taxi	0.3%
Motorcycle, scooter or moped	1.9%
Driving a car or van	13.4%
Passenger in a car or van	0.9%
Bicycle	6.3%
On foot	11.7%
Other method of travel to work	0.2%
Total	100.0%

5.8 As shown above, the proportion of car/van modal split is 13.4% within Camden 018 MSOA. **Table 5.2** sets out the total trip rates from the TRICS database as well as the potential number of vehicle trips that have been established using the modal split data. It summarises how these relate to actual vehicle trips for the existing commercial use at the site, assuming a quantum of 2,187 sqm of B1 floorspace.

Table 5.2: Trip Generation for Existing Commercial Use

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	**Dep.**	**Tot.**	**Arr.**	**Dep.**	**Tot.**
Trip Rate	2.889	0.300	3.189	0.527	3.039	3.566
Total Trips	63	7	70	12	66	78
Vehicle Trips	8	1	9	2	9	10

Note: Minor rounding “errors” do not affect the final result

5.9 **Table 5.2** indicates that there would be 9 two-way vehicle trips associated with the existing commercial use during the AM peak and 10 two-way vehicle trips during the PM peak hour.

Proposed Development

Residential Traffic Generation

5.10 In order to establish the likely trip generation of the proposed residential use, TRICS, the industry standard trip generation database for London, was interrogated. The following criteria was used to determine suitable residential survey sites within the database:

- Inclusion of site within Greater London only;
- Inclusion of weekday surveys only;
- Sites between 9 and 132 units; and
- Inclusion of town centre and edge of town site locations (subject to individual interrogation).

5.11 The resultant sites were then individually interrogated in order to determine their suitability in providing an accurate total person trip rate. Total person trip rates were obtained for the average weekday AM Peak (08:00-09:00) and PM Peak (17:00-18:00).

5.12 Using census data for the Camden 018 Middle Super Output Area (MSOA), a modal split was derived in order to establish a representative proportion of vehicle trips. **Table 5.3** sets out the modal split for usual residents living within the MSOA.

Table 5.3: Travel to Work Modal Split (Usual Residents)

Mode	Proportion
Underground, metro, light rail or tram	33.6%
Train	3.8%
Bus, minibus or coach	15.2%
Taxi	2.3%
Motorcycle, scooter or moped	2.0%
Driving a car or van	11.1%
Passenger in a car or van	1.0%
Bicycle	11.2%
On foot	19.2%
Other method of travel to work	0.6%
Total	100.0%

5.13 As shown above, the proportion of car/van modal split is 11.1% within Camden 018 MSOA. **Table 5.4** sets out the total trip rates from the TRICS database as well as the potential number of vehicle trips that have been established using the modal split data. It summarises how these relate to actual vehicle trips for the proposed residential use at the site, assuming a quantum of 76 residential units.

Table 5.4: Trip Generation for Proposed Residential Use

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	**Dep.**	**Tot.**	**Arr.**	**Dep.**	**Tot.**
Trip Rate	0.092	0.512	0.604	0.330	0.183	0.513
Total Trips	7	39	46	25	14	39
Vehicle Trips	1	4	5	3	2	4

Note: Minor rounding "errors" do not affect the final result

5.14 **Table 5.3** indicates that there would be 5 two-way vehicle trips associated with the proposed residential use during the AM and 4 two-way vehicle trips during the PM peak hour.

Commercial Traffic Generation

5.15 In order to establish the likely trip generation of the proposed commercial use, the same total person trip rates used in the assessment of the existing uses have been applied to the proposed quantum of commercial floorspace. The same 'Travel to Work' census data for the Camden 018 Middle Super Output Area (MSOA) has also been used to establish a representative proportion of vehicle trips.

5.16 **Table 5.5** sets out the total trip rates from the TRICS database as well as the potential number of vehicle trips that have been established using the modal split data. It summarises how these relate to actual vehicle trips for the proposed commercial use at the site, assuming a quantum of 1,219 sqm of commercial floorspace.

Table 5.5: Trip Generation for Proposed Commercial Use

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	**Dep.**	**Tot.**	**Arr.**	**Dep.**	**Tot.**
Trip Rate	2.889	0.300	3.189	0.527	3.039	3.566
Total Trips	35	4	39	6	37	43
Vehicle Trips	5	0	5	1	5	6

Note: Minor rounding "errors" do not affect the final result

5.17 **Table 5.5** indicates that there would be 5 two-way vehicle trips associated with the proposed commercial use during the AM 6 two-way trips during the PM peak hour.

Total Proposed Traffic Generation

5.18 The traffic generation estimates presented in **Table 5.4** and **Table 5.5** have been combined to provide the following total vehicle trip generation figures for the proposed development, as outlined below in **Table 5.6** below.

Table 5.6: Vehicle Trip Generation for Proposed Development

Land Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Residential (76 Units)	1	4	5	3	2	4
Commercial (1,219 sqm)	5	0	5	1	5	6
Total	5	5	10	4	6	10

Note: Minor rounding "errors" do not affect the final result

5.19 **Table 5.6** indicates that there would be 10 vehicle trips associated with the proposed development (residential and commercial elements) during both the AM and PM peak hours.

Comparison of Existing and Proposed Traffic Generation

5.20 Based on the potential traffic generation of the existing uses and the proposed development, the net change in vehicle trips has been determined and is shown in **Table 5.7** below.

Table 5.7: Net Change in Vehicle Trip Generation between Existing and Proposed Uses

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Existing	8	1	9	2	9	10
Proposed	5	5	10	4	6	10
Net Change	-3	4	1	2	-2	0

5.21 **Table 5.7** suggests that, when comparing the proposed and existing uses, there will be one additional vehicle trip during the weekday AM Peak and a net increase of zero vehicle trips during the PM peak hour.

5.22 In light of the above, the proposed development would result in a negligible increase in total vehicle trips during both the AM and PM peaks and, as a result, it is not considered necessary to undertake any further assessment of the development impact on the local highway network.

6 SUMMARY & CONCLUSIONS

6.1 Vectos has been appointed by Fairview Ventures Limited to advise on transport issues related to proposals for a new residential led mixed-use development at Centric Close, Oval Road in the London Borough of Camden.

6.2 The site, which is currently occupied by a number of commercial buildings, is situated to the west of Oval Road, opposite the junction with Gloucester Crescent. The western perimeter of the site is formed by the West Coast Maine Line, whilst a mixture of residential and commercial properties borders the site to the north and south.

6.3 The proposed development comprises the demolition of existing buildings and the erection of 76 residential units and 1,219 sqm of commercial floorspace (Use Class B1) over 4, 5, 6 and 7 storeys providing a mix of 1, 2 and 3 bed apartments. The development includes a landscaped courtyard and communal amenity areas.

6.4 The redevelopment of the site will make a positive enhancement to the visual appearance of the area, providing much needed homes for the local area, including commercial floorspace to reflect the Council's aspirations for the area.

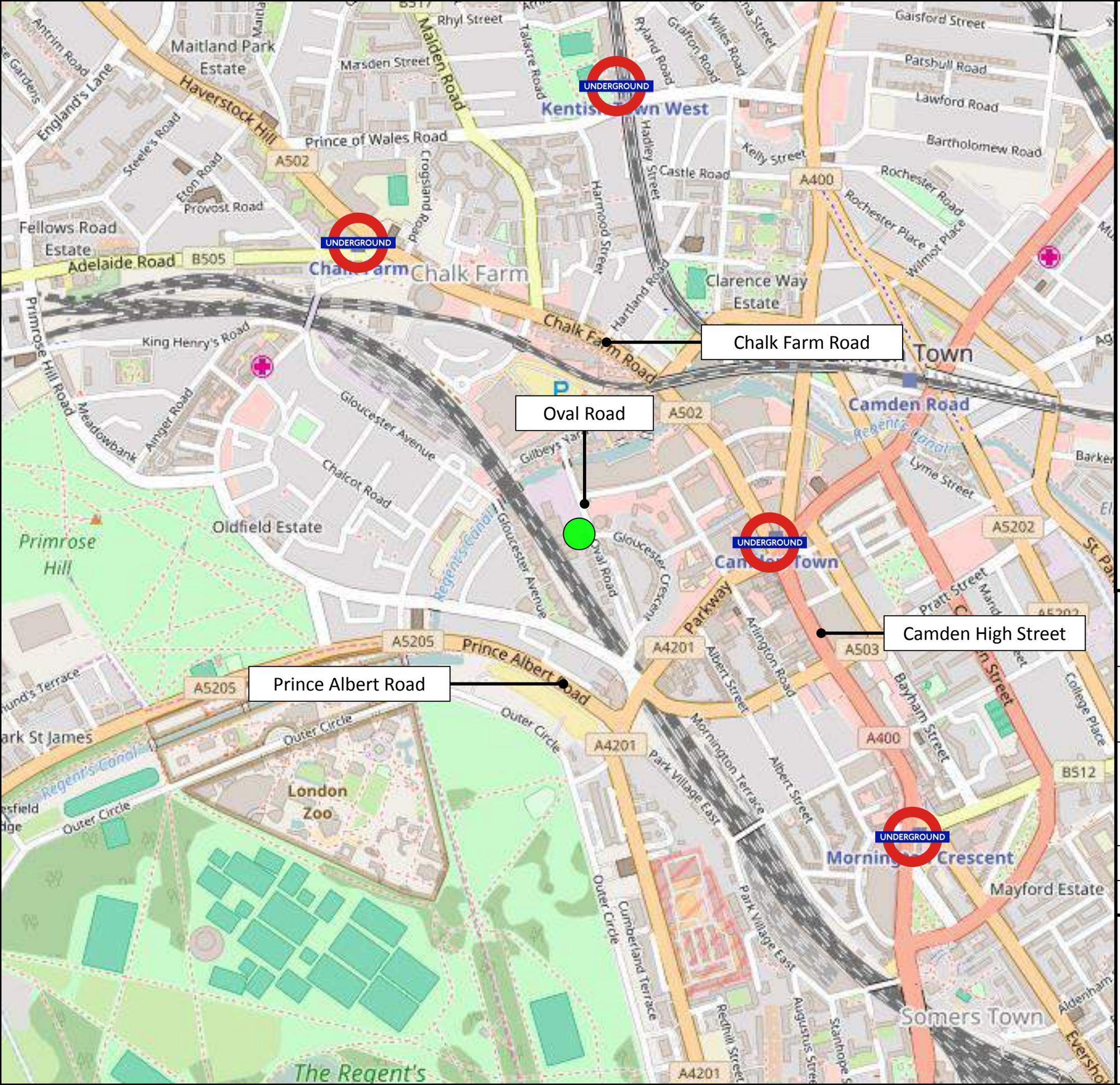
6.5 The Site has a high level of public transport accessibility (PTAL 6a), particularly due to its proximity to Camden Town Underground Station and numerous bus services which operate locally with a good frequency. A review of the local pedestrian network, which has been undertaken for routes between the site and key local destinations, demonstrates that the local pedestrian environment is of a high standard.

6.6 A total of 14 car parking spaces will be provided as part of the development proposals, inclusive of 8 disabled resident car parking bays, 1 disabled commercial car parking bay, 4 commercial car parking bays and 1 delivery/servicing bay. A total of 138 long-stay cycle parking spaces and 5 short-stay cycle parking spaces will be provided in accordance with parking standards provided within the London Plan.

6.7 Based on the potential traffic generation of the existing and proposed uses, the proposed development would result in a negligible increase in total vehicle trips during both the AM and PM peaks and, as a result, it is not considered necessary to undertake any further assessment of the development impact on the local highway network.

6.8 In conclusion, and in light of the above, it is considered that the proposed change of use is acceptable in transport and traffic terms.

FIGURES



Key

Site Location

Underground Stations

Fairview New Homes

Centric Close, Oval Road

Site Location Plan
(Strategic Context)

SCALES:			
NTS			
DRAWN:	CHECKED:	DATE:	REVISION:
LK	CE	29/09/16	.

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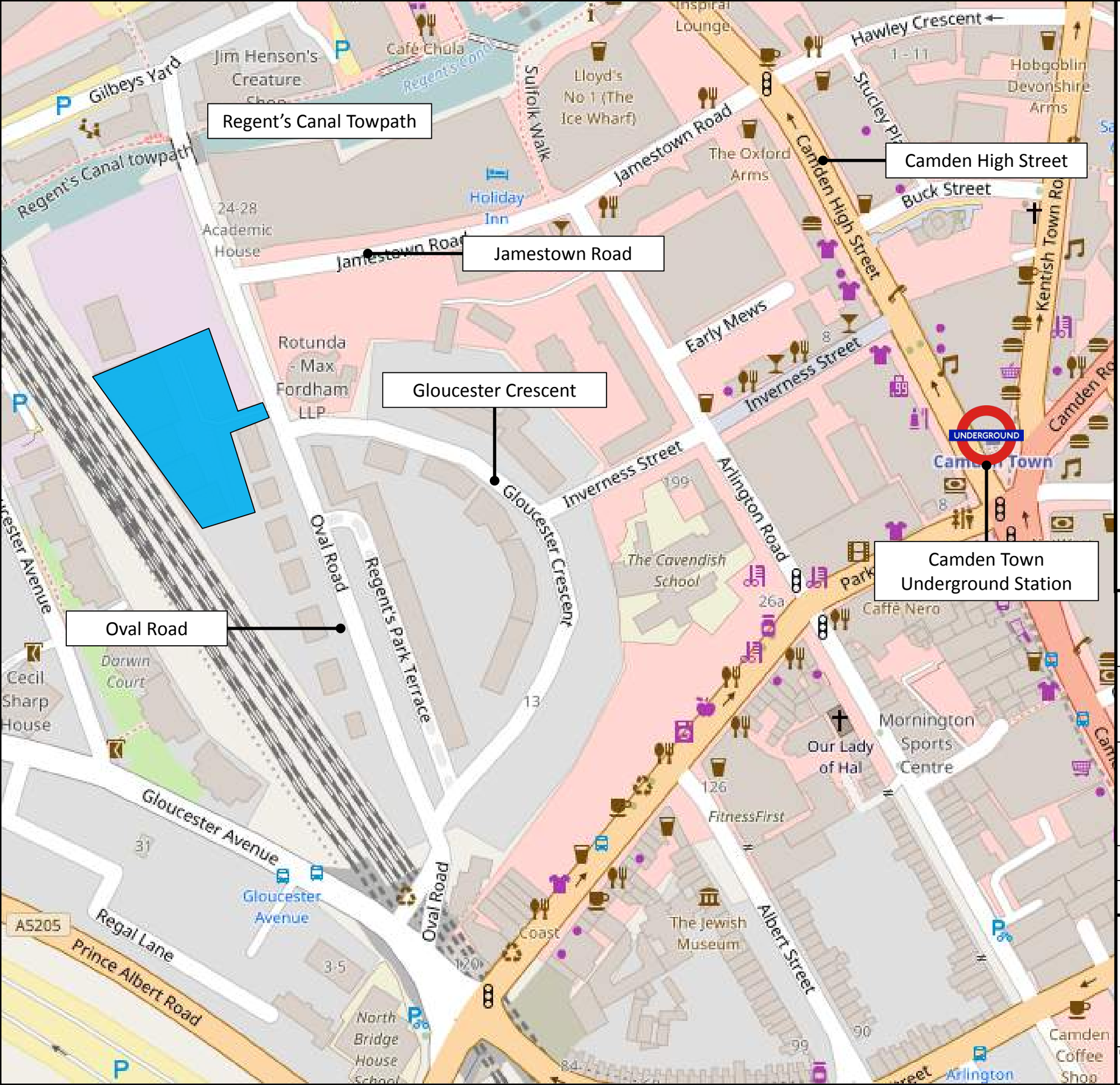
DRAWING REFERENCE:

Figure 1



Key

Site Location

Fairview New Homes

Centric Close, Oval Road

Site Location Plan
(Local Context)

SCALES:	NTS		
DRAWN: LK	CHECKED: CE	DATE: 29/09/16	REVISION: -

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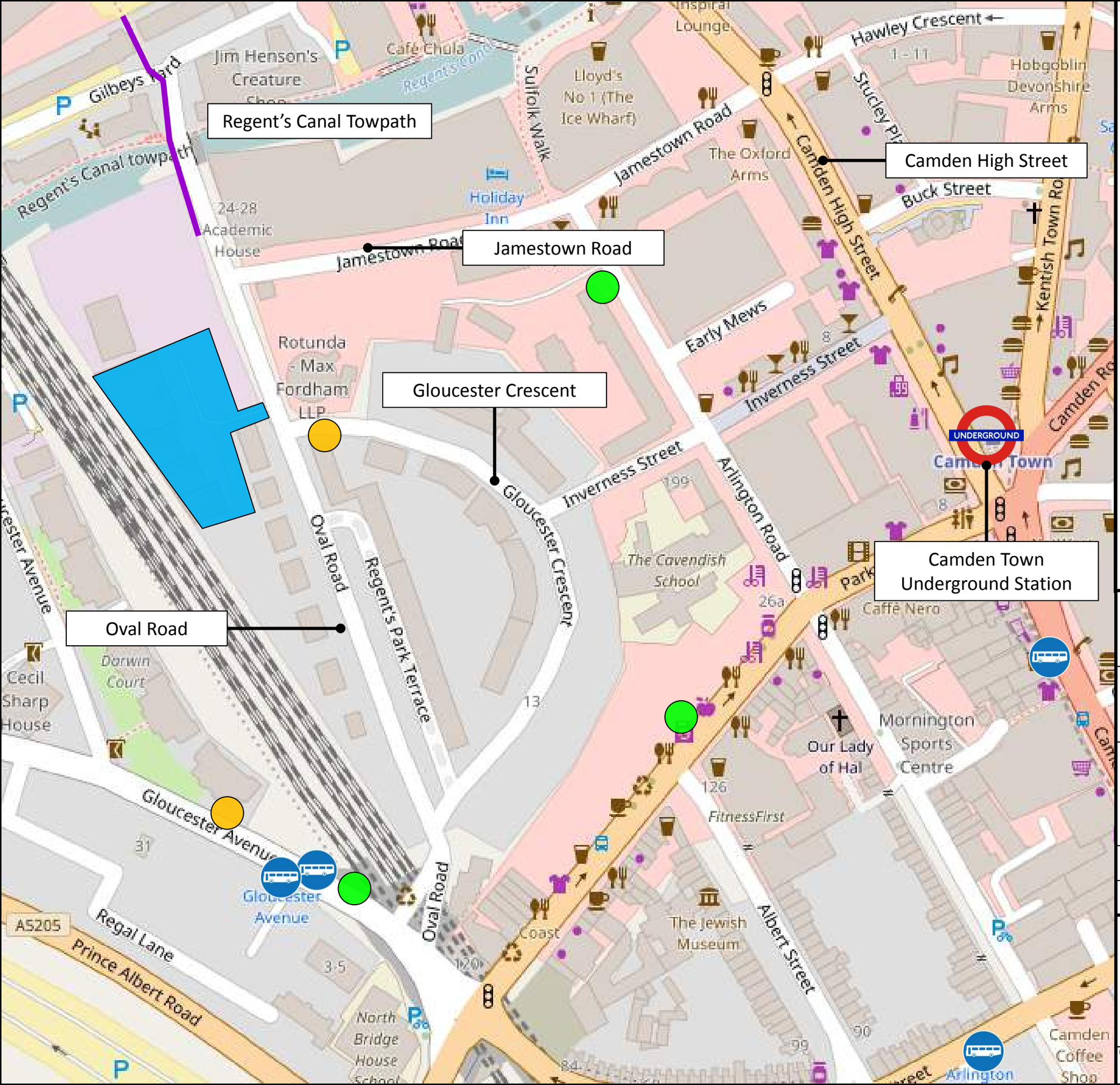
DRAWING REFERENCE:

Figure 2



Fairview New Homes

Centric Close, Oval Road

Sustainable Travel Options

SCALES: NTS

DRAWN:	CHECKED:	DATE:	REVISION:
LK	CE	29/09/16	.

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DRAWING REFERENCE: Figure 3

APPENDIX A

KEY

- WORKSPACE
- 1B STUDIO
- 1B - 2 Persons
- 2B - 3 Persons
- 2B - 4 Persons
- 3B - 5-6 Persons

- APPLICATION SITE BOUNDARY
- SS SMOKE SHAFT
- AOV AUTOMATIC OPENING VENT
- PRIVATE AMENITY SPACE
- WHEELCHAIR ADAPTABLE UNIT

0 2 10

NOTE

When this drawing is issued in uncontrolled CAD format it will be accompanied by a PDF version and is issued to enable the recipient to prepare their own documents / models / drawings for which they are solely responsible.
The recipient should report all drawing errors, omissions and discrepancies to the architect. All dimensions should be checked on site by the contractor and such dimensions shall be the contractor's responsibility.

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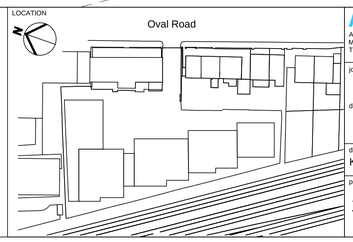
LOCATION



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job title: CENTRIC CLOSE

drawing title / location: PROPOSED L00 PLAN

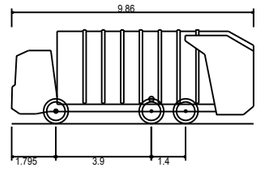
drawn by	checked	scale	status
KP	JR	1:125@A1; 1:250@A3	

project	zone	source	classification	drawing no.	revision
16041			(SK)_004		a

APPENDIX B

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on AHMM layout: EXA_GROUNDFLOOR LINEWORK



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV.	DETAILS	DRAWN	CHECKED	DATE
E	Architect's layout updated, tracking amended to suit.	TF	LK	06.12.2016
D	Architect's layout updated, tracking amended to suit.	TF	LK	23.11.2016
C	Tracking amended to suit updated parking layout.	TF	LK	14.11.2016
B	Architect's layout updated, tracking amended to suit.	TF	LK	07.11.2016
A	Architect's layout updated, tracking amended to suit.	TF	LK	25.10.2016

CLIENT:

Fairview Estates (Housing) Ltd

PROJECT:

Oval Road, Camden

DRAWING TITLE:

Swept Path Analysis
Refuse Collection Vehicle

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
TF	CE	01.09.2016

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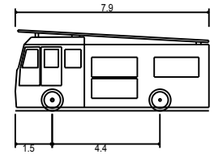
DRAWING NUMBER: 162505/AT/B01

REVISION: E

Oval Road

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Based on AHMM layout: EXA_GROUNDFLOOR LINEWORK



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

REV.	DETAILS	DRAWN	CHECKED	DATE
E	Architect's layout updated, tracking amended to suit.	TF	LK	06.12.2016
D	Architect's layout updated, tracking amended to suit.	TF	LK	23.11.2016
C	Tracking amended to suit updated parking layout.	TF	LK	14.11.2016
B	Architect's layout updated, tracking amended to suit.	TF	LK	07.11.2016
A	Architect's layout updated, tracking amended to suit.	TF	LK	25.10.2016

CLIENT:

Fairview Estates (Housing) Ltd

PROJECT:

Oval Road, Camden

DRAWING TITLE:

Swept Path Analysis
Emergency Fire Access

SCALES:

1:500 at A3

DRAWN:	CHECKED:	DATE:
TF	CE	31.08.2016

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