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65-69 Holmes Road

Transport Statement Addendum

Hallmark Property Group

September 2018

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	September 2018	Final	MRW	Mark Watson	Associate Director

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Table of Contents

Tables

1. Introduction

1.1 Context

This Transport Statement (TS) Addendum has been prepared by AECOM on behalf of Hallmark Property Group to support the proposals for an additional floor of student accommodation comprising 42 single rooms at their development of 65-69 Holmes Road, Camden NW5 3AU.

A TS was originally prepared by AECOM (formerly URS) in October 2013 and the development was approved on the 6th March 2014 for the *'Erection of part seven, part three storey building above two basement levels to provide student accommodation comprising 273 units, with ancillary facilities (sui generis), warehouse (Class B8) at basement and ground floor levels and coffee shop (Class A1) at ground floor level following the demolition of existing B8 buildings.'* (ref: 2013/7130/P).

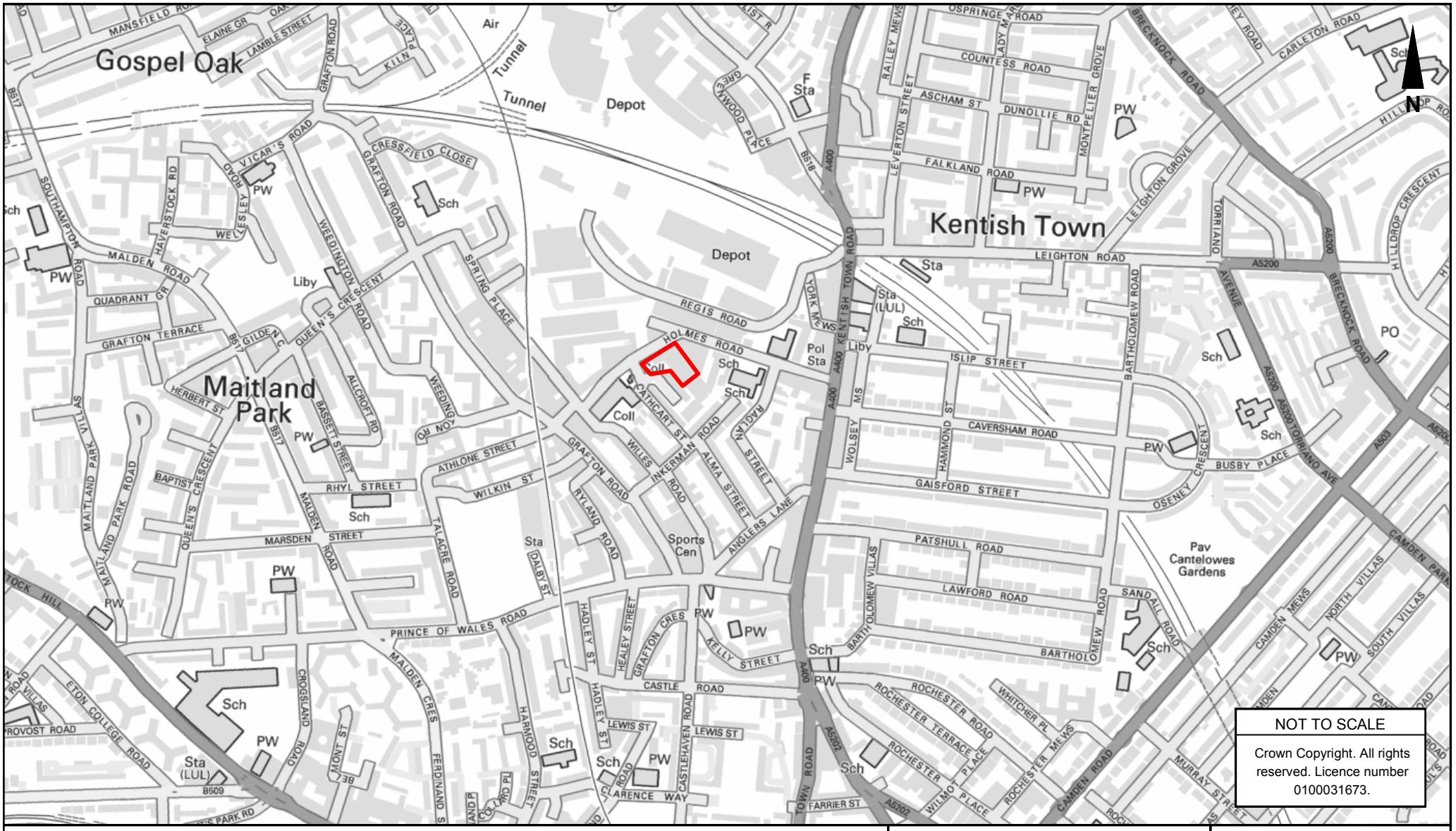
An updated scheme comprising 341 rooms and 439 bed spaces was approved in May 2016 (ref: 2015/5435/P).

The development site is located within the London Borough of Camden (LBC). A site location plan is included at **Figure 1.1**. This TS Addendum sets out the development proposals in order to identify the potential transport effects of the proposed development and to provide outline mitigation measures where necessary. In addition to setting out the revised development proposals the TS Addendum provides updates to the approved TS where appropriate.

1.2 Structure

The remainder of the report is structured as follows:

- **Section 2** presents the relevant policy guidelines;
- **Section 3** provides details about the development proposals;
- **Section 4** outlines the sites accessibility;
- **Section 5** and **Section 6** present details of the site in terms of trip generation and servicing trips;
- **Section 7** presents the likely impact of the development on the transport network; and
- **Section 8** provides the conclusions to the report.



Site Location

Figure 1.1

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2. Policy Review

2.1 Policy Guidance

To inform the development of the TS Addendum, a review of relevant national, regional and local transport policy has been undertaken in order to understand the context for the development and provide any updates since the TS was prepared in October 2013. This includes the following documents, with further detail on each provided below as well as best practice guidance:

- National Planning Policy Framework (July 2018)
- The London Plan (March 2015, with alterations since 2011)
- Mayor's Transport Strategy (March 2018)
- LB Camden Local Plan (July 2017)
- Camden Planning Guidance: CPG7 Transport (September 2011)

2.1.1 National Planning Policy Framework (July 2018)

A revised National Planning Policy Framework (NPPF) was issued by the Ministry of Housing, Communities and Local Government in July 2018.

The document states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (Paragraph 109).

Within the context of paragraph 109, the document gives greater weight to sustainable travel adding that applications should give priority to pedestrian and cyclists first, followed by facilitating access to high quality public transport where possible.

Also the document states that in assessing sites that may be allocated for development, or specific applications for development, it should be ensured that:

- opportunities to promote sustainable transport modes can be, or have been taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all people; and
- any significant impacts from the development on the transport network or on highway safety can be mitigated in a cost-effective manner.

2.2 Regional Policy Context

2.2.1 The London Plan (March 2015, with alterations since 2011)

The London Plan represents the Mayor's spatial development strategy for London, the latest version of which was published in March 2015 with alterations to the Plan since 2011. The over-arching vision of the London Plan is that up to 2036 and beyond, "London should excel amongst global cities; expanding opportunities for all its people and enterprises, achieving the highest environmental standards and quality of life and leading the world in its approach to tackling the urban challenges of the 21st Century".

This vision will be led by six objectives, with an efficient and effective transport system that actively encourages more walking and cycling, being one of these. The Plan recognises the Mayor's commitment to encouraging walking and cycling as sustainable modes of transport, along with improvements in public transport. Furthermore, the document states that delivery of the Mayor's

Transport Strategy (discussed below) is essential to achieving the aims and objectives of the London Plan.

Policy 6.1 (Strategic Approach) of the London Plan states that the Mayor will work with all relevant partners to encourage the closer integration of transport and development by (amongst others):

- Encouraging patterns and nodes of development that reduce the need to travel, especially by car;
- Supporting developments that generates high levels of trips at locations with high public transport accessibility; and,
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management.

Parking Standards Minor Alterations to the London Plan were published in March 2016 which affects parking standards in outer London boroughs. In outer London areas with low PTAL (0-1), boroughs should consider higher levels of provision, especially to address 'overspill' parking pressures.

It is noted that an emerging draft new London Plan was issued in December 2017 for public consultation. The new plan continues to place importance on Travel Plans in order to support the Mayor's target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.

2.2.2 Mayor's Transport Strategy (March 2018)

The Mayor's Transport Strategy (MTS) is a statutory document that sets out the Mayor's transport aspirations for Greater London, with the central aim to shift away from the car and achieve 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

One of the aims of the strategy it to ensure that regeneration and new development schemes incorporate the Mayor's principles of Good Growth, with transport delivering growth that satisfies the following principles:

- Good access to public transport;
- High density, mixed-use developments;
- People choose to walk and cycle;
- Car-free and car-lite places;
- Inclusive, accessible design;
- Carbon-free travel; and
- Efficient freight.

The strategy places importance on Transport Assessments and Travel Plans in order to 'encourage sustainable travel, reflect the aims of the Healthy Streets approach and ensure developers take account of the need to deliver carbon-free transport in London by 2050'.

2.3 Local Policy Context

2.3.1 LB Camden Local Plan (July 2017)

The Camden Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies. The Plan covers the period from 2016 to 2031. The overall vision of the plan is to *'make Camden a better Borough – a place where everyone has a chance to succeed and where nobody gets left behind. A place that works for everyone.'*

The vision is supported by a series of strategic objectives including the following:

- To create the conditions for growth, ensuring it takes place in the most appropriate and sustainable locations and minimises the impacts of development, and to harness the benefits of

this growth so it meets the needs of Camden's communities for homes, jobs and services and preserves and enhances the borough's unique character and appearance.

- To promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and promote new and improved transport links.
- To improve health and wellbeing of Camden's population and reduce health inequalities through good spatial planning, supporting healthier lifestyles and environmental improvements, as well as ensuring appropriate access to health facilities.
- To promote and protect the high levels of amenity and quality of life that makes Camden such an attractive, successful and vibrant place for residents, workers and visitors.

In terms of transport, Policy T1 states that the Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough. Developments should improve the pedestrian environment and provide secure, accessible cycle infrastructure. All new development in the borough is required to be car-free (Policy T2) with onsite parking limited to disabled bays and essential operational or servicing needs. The Council will also promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road.

2.3.2 Camden Planning Guidance: CPG7 Transport (September 2011)

Camden Planning Guidance (CPG) provides advice and information on how planning policies will be applied. The guidance is currently being reviewed as part of the delivery of the Camden Local Plan however CPG7 continues to apply until it is updated as part of Phase 2 of the review.

CPG7 Transport provides information on all types of detailed transport issues within the borough and provides the following key messages:

- Accessing transport capacity: A transport assessment is required for all schemes that will generate a significant travel demand.
- Travel Plans: travel plans enable a development to proceed without adverse impact on the transport system.
- Travel Plans: The requirements of a travel plan will be tailored to the specific characteristics of the site and the development.
- Car free and car capped development: Car free developments are expected to be located in the most accessible locations where the development may otherwise lead to on-street parking problems.
- Car free and car capped development: Legal agreements will be used to maintain car-free and car-capped development over the lifetime of a scheme.
- Vehicle access: The Council will not approve applications that would cause unacceptable parking pressure or add to existing parking problems.
- Cycling facilities: Minimum cycle parking standards will be implemented for new development.

2.4 Best Practice

2.4.1 Travel Planning Guidance (TfL, 2013)

This guidance, published in 2013, supersedes that previously published in 2011 entitled 'Travel Planning for New Development in London'.

The guidance defines what a travel plan is, the benefits which can be realised through its implementation, when a travel plan is required to support a planning application and the necessary content for a travel plan.

This Travel Plan has therefore been prepared in line with the objectives and principles laid out within the TfL guidance.

3. Development Proposals

3.1 Approved Development

The redevelopment of the Magnet showroom was approved on the 6th March 2014 for the *'Erection of part seven, part three storey building above two basement levels to provide student accommodation comprising 273 units, with ancillary facilities (sui generis), warehouse (Class B8) at basement and ground floor levels and coffee shop (Class A1) at ground floor level following the demolition of existing B8 buildings.'* (ref: 2013/7130/P).

An updated scheme comprising 341 rooms and 439 bed spaces was approved in May 2016 (ref: 2015/5435/P).

It is understood that the approved development is currently under construction.

3.2 Proposed Development

It is proposed to provide an additional floor of student accommodation at the site consisting of an additional 42 single bedrooms. This will result in the overall development being a part eight, part three storey building above two basement levels which will therefore include the following land uses:

- 2,292sqm of B8 warehouse/showroom space at ground floor and two basement levels,
- Seven upper floors of student accommodation providing 383 rooms and associated facilities, such as social space and study rooms; and
- A coffee shop (A1) at ground floor level

Table 3.1 summarises the development proposals in terms of the student room provision.

Table 3.1 – Development Proposals

Level	Single 14.5-26.8 sqm	Twin 17.7 – 30.3 sqm	Double 28.7 – 47.7 sqm	Disabled 16.3 – 17.3 sqm	Cluster Rooms 14 -20 sqm	B8 Warehouse Space
Lower Basement	0	0	0	0	0	975sqm
Upper Basement	11	8	12	0	0	937sqm
Ground Floor	10	3	6	0	0	380sqm
First Floor	23	18	14	1	0	-
Second Floor	21	13	10	6	8 (inc. 1 x twin room 20sqm)	-
Third Floor	12	11	8	7	8 (inc. 1 x twin room 20sqm)	-
Fourth Floor	12	13	8	5	8 (inc. 1 x twin room 20sqm)	-
Fifth Floor	10	13	10	5	8 (inc. 1 x twin room 20sqm)	-
Sixth Floor	8	15	12	4	0	-
Seventh Floor	42	0	0	0	0	-
Total	**149**	**94**	**80**	**28**	**32**	**2292sqm**

3.3 Site Access

The development site itself will only be accessible by pedestrians (and dismounted cyclists). All deliveries and servicing to the development will take place via a proposed service yard to the rear of the buildings at ground floor level, which will be accessed from Cathcart Street. The existing car park crossover at Cathcart Street will be used as the main access point to the development for all delivery and service vehicles, as shown in the site layout plan included at **Appendix A**. Emergency vehicles will be able to access the site via Holmes Road or Cathcart Street.

There will be four pedestrian access points to the development. The access to the northeast end of the development facing Holmes Road will be for student residents, with the remaining two entrances on Holmes Road for entrance to the coffee shop and the showroom. A further pedestrian entrance will be provided on Cathcart Street for use by showroom staff as well as for deliveries, refuse collection and servicing.

3.4 Car Parking

The proposed development will be car free, with the exception of servicing and deliveries. No vehicle parking will be provided on site for staff, students or visitors of the development.

This is in accordance with Policy T2 of Camden's Local Plan which states that 'the Council will limit the availability of parking and require all new developments in the borough to be car-free'. In addition, the high public transport accessibility of the site (reflected by PTAL level 5) shows that there are many alternatives to the private car and that the provision of no parking spaces can be deemed appropriate.

The surrounding roads are within the LBC Controlled Parking Zone and all on-street parking (other than for disabled users and motorcyclists) is pay and display.

3.5 Cycle Parking

A total of 284 cycle parking spaces will be provided at the site for students, employees and visitors. This will be broken down as follows:

- Student Accommodation - 258 cycle parking spaces plus 10 spaces for visitors to the student hall of residence;
- B8 Warehouse – 16 spaces for employee and visitor use

4. Site Accessibility

4.1 Context

This section of the TS Addendum has been updated where relevant to provide up-to-date information regarding the site's accessibility, local services and amenities and public transport availability. **Figure 4.1** presents the local services and amenities in proximity of the site and **Figure 4.2** presents the opportunities for sustainable transport within the local area.

4.2 Services and Amenities

There are a wide range of supermarkets and convenience stores situated within close vicinity of the site, which include an Iceland and a Cooperative Food Store both located approximately 300m to the east of the site, a Sainsbury which is located approximately 400m to the northeast of the site and Lidl located approximately 450m southeast of the site.

Kentish Town Sports Centre is located 400m to the south of the site, and offers a variety of services such as a gym and swimming pools, with Talacre Community Sports Centre situated approximately 350m to the southwest of the site.

Health centre's / doctors surgery's within the local area include Kentish Town Health Centre located approximately 740m to the northeast of the site, Caversham Group Practice located approximately 650m to the southeast and Prince of Wales Medical Centre located approximately 600m southwest of the site. Dental surgeries within the local area include A G Dentistry located 400m to the northeast and Kentish Town Urgent Dental located 700m southeast of the site.

4.3 Public Transport Accessibility Level (PTAL)

The site is in close proximity to a range of services and amenities as outlined above, such as supermarkets, leisure and health facilities and there are a range of travel opportunities in the local area, with bus stops within walking distance and Kentish Town Underground and rail station approximately 400m from the site.

According to TfL's online PTAL (public transport accessibility level) calculator, the site has a PTAL of 5, which is equivalent to 'Very Good' accessibility.

It is noted however that WebCAT, which provides further detail regarding PTAL in the wider geographical area, shows that the eastern section of Holmes Road has a PTAL of 6a, with Kentish Town Road acting as a public transport corridor in this area meaning that accessibility levels are higher along and in proximity to this route.

The associated summary PTAL report and accessibility zones within the vicinity of the site are included at **Appendix B** of this report.

Further information concerning the accessibility of the site to public transport is provided within the remainder of this chapter.

4.3.1 Walking and Cycling Pedestrian Access

Pedestrian provision near the site provides easy access to both Camden Town centre and Kentish Town Road, where a range of facilities is located. Excellent pedestrian links are also available for access to local transport nodes, railway stations and bus stops. Kentish Town station is an approximate five-minute walk along Holmes Road and Kentish Town Road.

Much of Holmes Road has 3.5-metre wide pedestrian footways on both sides of the carriageway that are maintained, lit and suitable for mobility impaired and visually impaired users. There are no controlled pedestrian crossings available within the immediate vicinity of the site, however low traffic flows on adjacent roads do not appear to warrant such provision. Pedestrian access to the existing site is facilitated from Holmes Road.

4.3.2 Cycling

The areas of Hampstead, Holloway, Camden, Primrose Hill and King's Cross are all accessible within a 2.5km cycle distance of the site. Within a 5km cycle distance of the site, Marylebone, Paddington, Kensal Rise, and Cricklewood, Golders Green and East Finchley are accessible to the west; Hornsey, Stoke Newington, Islington, Shoreditch, Holborn, Soho and Bloomsbury are accessible to the east of the site.

Holmes Road itself is defined by the London Cycle Network (LCN) as a "quiet road, recommended for cyclists". Leighton Road, approximately 400m to the east of the development is a dedicated signed route for cyclists. Other local signed cycle routes also exist near the site. See **Figure 4.2** for further detail**.**

4.4 Bus

The nearest bus stops to the site are located along Kentish Town Road. Northbound bus stops are located approximately 300m from the site (Stop KE), with southbound bus stops within 400m (Stop KB and KC).

These bus stops currently serve five bus routes including one night bus service (134, 214, 393, C2 and N20). These routes provide connections to a range of destinations as set out in **Table 4.1**.

TABLE 4.1 – Bus Services and Frequencies

Service	Route	Frequency AM Peak (0800 -0900)	Frequency PM Peak (1700 – 1800)
134	North Finchley Bus Station – New Oxford Street	Every 5 – 8 minutes	Every 5 – 8 minutes
214	Hampstead Lane – Finsbury Square	Every 6 – 10 minutes	Every 6 – 10 minutes
393	Clapton Pond – Chalk Farm	Every 11 – 12 minutes	Every 10 – 12 minutes
C2	Parliament Hill Fields – Oxford Circus Station / Condult Street	Every 5 - 8minutes	Every 7 - 10 minutes
N20	Barnet High Street – Trafalgar Square	-	-

4.5 London Underground

The nearest London Underground station is Kentish Town located approximately 400m to the northeast of the site. The station is in Zone 2 and serves the High Barnet branch of the northern line.

Northern Line trains serve Kentish Town Underground station every 2-6 minutes on weekdays. Journey times to Euston and London Bridge are six and 17 minutes respectively with journeys to Morden in south London likely to take 40 minutes.

4.6 National Rail

The nearest rail station to the site is also Kentish Town. The station operates Thameslink services to Luton, St Albans City, London St Pancras, Wimbledon, Sutton (Surrey) and Bedford. **Table 4.2** provides a summary of the rail services from Kentish Town station.

TABLE 4.2 – Kentish Town Train Services, Frequencies and Duration

Destination	Frequency (trains per hour Mon-Fri 0800-0900)	Frequency (trains per hour Mon-Fri 1700-1800)	Duration
St Albans	4	4	27 – 31 minutes
Sutton (Surrey)	3	1	50 – 73 minutes
Luton	2	2	43 – 45 minutes
Sevenoaks	1	1	77 minutes
London St Pancras	4	4	4 minutes
Wimbledon	1	1	54 minutes

The proposed development is also located approximately 550m to the northeast of Kentish Town West station. This station provides access to London Overground services between Stratford and Richmond. The journey time from Kentish Town West to Stratford is 25 minutes, with Richmond approximately 40 minutes away. Approximately eight trains per hour operate in each direction.

4.7 Car Club

In recent years, car club services have become more prevalent throughout the United Kingdom, particularly within urban areas. Car clubs provide an alternative to owning or using a private car for travel, with each vehicle shared between car club members who choose to use it for specific times.

In this way, a car club provides the flexibility of having access to a private vehicle, without the associated costs and burdens (i.e. running costs, maintenance and parking / garaging) of owning one.

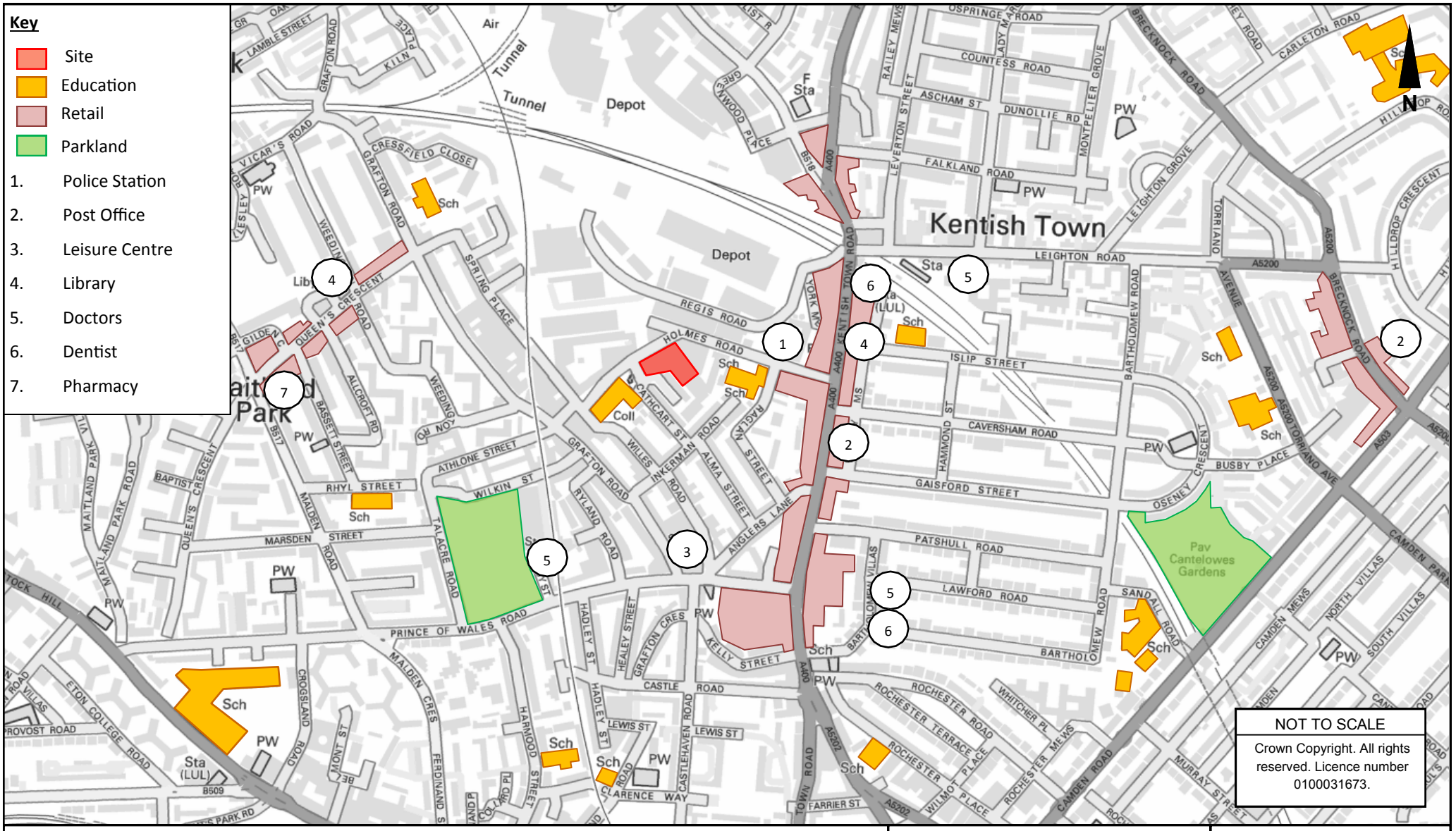
The nearest available car club vehicles are:

- Zipcar – one car on Prince of Wales Road 400m from the site
- Zipcar - one van on Gaisford Road 450m from the site
- Zipcar – one car on Hammond Street 600m from the site

4.8 Summary

To summarise, the site is located in an area of ‘Very Good’ public transport accessibility, with good opportunities available for sustainable travel to and from the site. It is within walking distance of a number of local services and amenities, including supermarkets, leisure and health facilities.

Kentish Town rail station is a five minute walk from the site, providing both Underground and National Rail services to destinations such as Euston and London Bridge for Central London and stations such as Luton, St Albans City and Sutton (Surrey). Bus stops providing connections to a range of destinations are within a four to five minute walk from the site.



Local Services and Amenities

Figure 4.1

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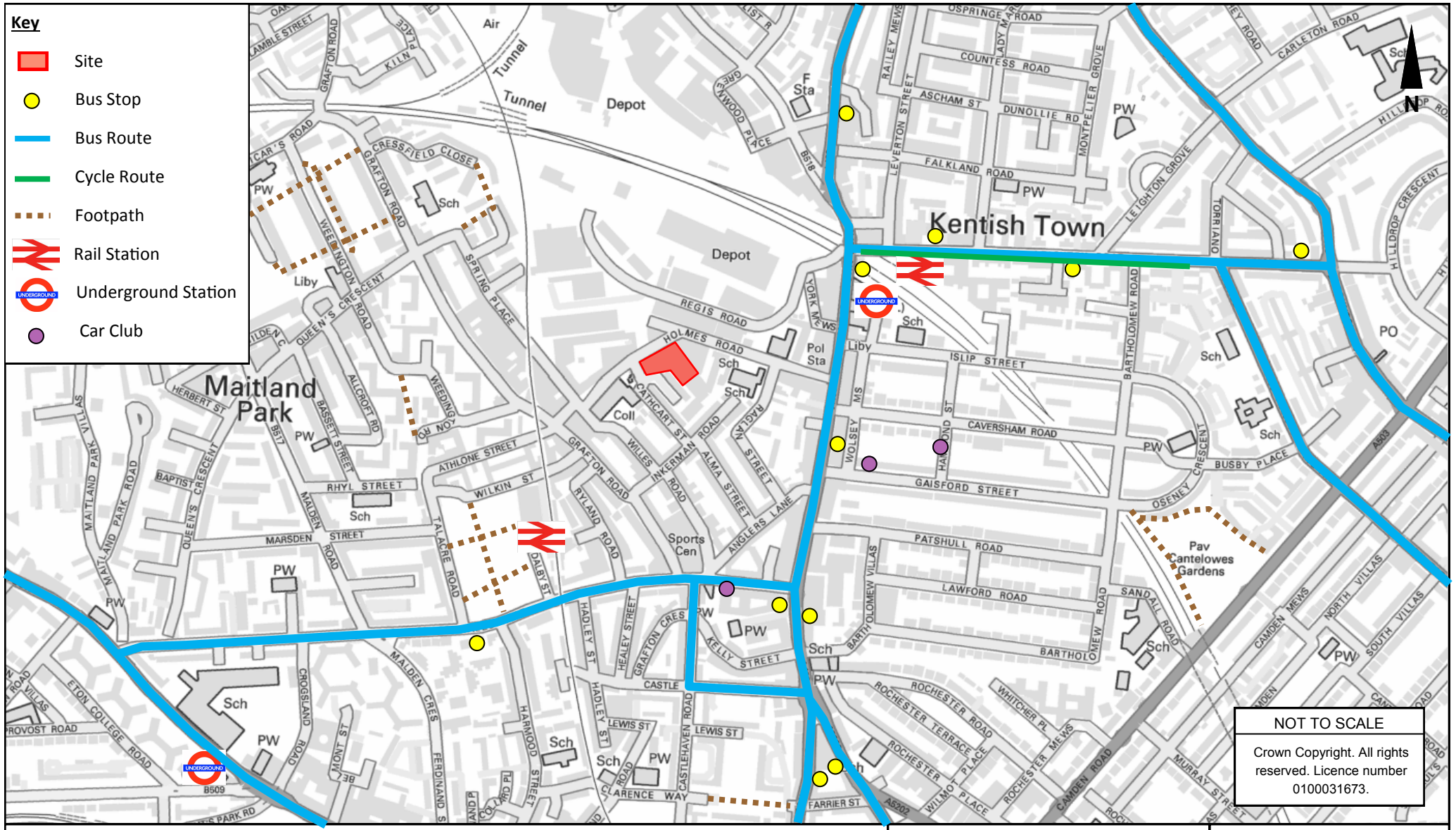

Sustainable Travel Plan

Figure 4.2

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5. Trip Generation

5.1 Existing Trips

The existing trips associated with the Magnet showroom were set out in the 2013 TS and are replicated in **Table 5.1** below for reference.

Table 5.1: Existing Magnet Vehicle Trips

Time Band	Arrivals	Departures	Total
00:00-07:00	0	0	0
07:00-08:00	7	1	8
08:00-09:00	15	6	21
09:00-10:00	7	5	12
10:00-11:00	10	6	16
11:00-12:00	10	10	20
12:00-13:00	4	8	12
13:00-14:00	6	7	13
14:00-15:00	5	7	12
15:00-16:00	6	6	12
16:00-17:00	3	5	8
17:00-18:00	1	4	5
18:00-19:00	0	0	0
19:00-24:00	0	0	0
Total	**74**	**65**	**139**

5.2 Approved Student Accommodation Trips

The trip generation for the site as set out in the October 2013 TS which was subsequently approved in March 2014 is presented below. This was developed on the worst case assumption, where the maximum amount of bed spaces (439) are all occupied. Trip rates were obtained from TRICS and were multiplied by the total potential number of residents in the proposed scheme (439) to give the trip generation set out in **Table 5.2** below.

Table 5.2: All Mode Approved Trip Generation

Time Band	Arrivals	Departures	Total
00:00-07:00	0	0	0
07:00-08:00	8	9	17
08:00-09:00	13	81	94
09:00-10:00	17	96	113
10:00-11:00	31	57	88
11:00-12:00	53	57	110
12:00-13:00	66	79	146
13:00-14:00	78	90	167
14:00-15:00	72	67	139
15:00-16:00	81	51	132
16:00-17:00	108	60	168
17:00-18:00	88	52	140
18:00-19:00	65	47	112

19:00-20:00	96	85	181
20:00-21:00	125	76	201
21:00-22:00	80	71	151
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Total	**981**	**978**	**1,959**

5.3 Proposed Student Accommodation Trips

It is proposed that an additional 42 single rooms are provided at the development. This would increase the potential number of bed spaces / residents from a total of 439 as set out in the October 2013 TS to a total of 481.

The approved trip rates for the site have been applied to the revised total number of residents (481) to give the trip generation levels set out in **Table 5.3**.

Table 5.3: All Mode Proposed Trip Generation

Time Band	Arrivals	Departures	Total
00:00-07:00	0	0	0
07:00-08:00	9	10	19
08:00-09:00	14	89	103
09:00-10:00	19	105	124
10:00-11:00	34	62	96
11:00-12:00	58	62	120
12:00-13:00	72	87	159
13:00-14:00	85	99	184
14:00-15:00	79	73	152
15:00-16:00	89	56	145
16:00-17:00	118	66	184
17:00-18:00	96	57	153
18:00-19:00	71	51	122
19:00-20:00	105	93	198
20:00-21:00	137	83	220
21:00-22:00	88	78	166
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Total	**1,074**	**1,071**	**2,145**

Table 5.3 shows that trips to and from the student accommodation are likely to peak between the hours of 09:00-10:00 and 20:00-21:00. Across the day the site is likely to generate 1,074 person arrivals and 1,071 person departures with a total of 2,145 movements. Despite the above peaks it is noted that the majority of trips are spread out across the day with a relatively even flow of trips between the hours of 08:00 and 22:00.

The increase in trips from the approved trips set out in **Table 5.2** to the proposed trips set out in **Table 5.3** is set out in **Table 5.4** below.

Table 5.4: All Mode Increase in Trip Generation (Additional from Approved to Proposed)

Time Band	Arrivals	Departures	Total
00:00-07:00	0	0	0
07:00-08:00	1	1	2
08:00-09:00	1	8	9
09:00-10:00	2	9	11
10:00-11:00	3	5	8
11:00-12:00	5	5	10
12:00-13:00	6	8	14
13:00-14:00	7	9	16
14:00-15:00	7	6	13
15:00-16:00	8	5	13
16:00-17:00	10	6	16
17:00-18:00	8	5	13
18:00-19:00	6	4	10
19:00-20:00	9	8	17
20:00-21:00	12	7	19
21:00-22:00	8	7	15
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Total	**93**	**93**	**186**

This indicates that the proposed additional floor of student accommodation will likely generate an additional 93 person daily arrivals and 93 person daily departures.

5.4 Modal Split

The October 2013 TS set out a modal split for the development based on Census 2001 data. An updated modal split for the development has been generated using Census 2011 data and the mode of travel to work for residents (aged 16-24) in LBC is set out in **Table 5.5**. This gives a good indication of the modal share for residents in the college/university age group who travel to work/college in the local area.

Table 5.5: Census 2011 Mode of Travel to Work – Residents Aged 16-24

Mode of Travel to Work	Total People	Percentage
All People	10,554	100%
Work mainly at or from home	685	6%
Train, Underground, Metro, Light Rail or Tram	4,544	43%
Bus, Minibus or Coach	2,007	19%
Driving a car or van	414	4%
Passenger in a car or van	100	1%
Bicycle	511	5%
On foot	2,170	21%
Other	123	1%

Table 5.5 indicates that the majority (43%) of residents aged 16-24 use train, underground, light rail or tram. 21% of residents in this age group travel on foot and 19% by bus or coach.

Census data shows that approximately 4% of residents travel to work by car. However, as these trips will not feature due to the car-free nature of the development and lack of car parking available, these trips have been distributed onto the remaining modes (according to the Census percentage split).

Similarly, those who 'work mainly at or from home' have also been removed from the table and the percentage redistributed. Redistributing these trips provides a more robust assessment. The revised modal split is presented in **Table 5.6**.

Table 5.6: Adjusted Travel to Work Modal Split – Residents Aged 16-24

Mode of Travel to Work	Total People	Percentage
Train, Underground, Metro, Light Rail or Tram	4,544	49%
Bus, Minibus or Coach	2,007	21%
Bicycle	511	5%
On foot	2,170	23%
Other	123	1%

Table 5.6 indicates that the majority of residents (49%) are likely to use the underground, train, light rail or tram to travel to work or education. 23% of residents travel on foot and 21% by bus. 5% of journeys are anticipated to take place by bicycle.

The all mode trip generation for the student accommodation shown in **Table 5.6** has been applied to the proposed trip generation shown in **Table 5.3** to provide a peak hour and daily trip generation for the student accommodation split by mode. The resultant proposed trip generation for the student accommodation is shown in **Table 5.7**.

Table 5.7: Peak Hour and Daily Trips for Student Accommodation Split by Mode

Mode of Travel to Work	Modal Split	AM Peak (09:00-10:00)	PM Peak (20:00-21:00)	Daily
Train, Underground, Metro, Light Rail or Tram	49%	61	108	1051
Bus, Minibus or Coach	21%	26	46	451
Bicycle	5%	6	11	107
On foot	23%	28	51	493
Other	1%	1	2	21
Total	**100%**	**124**	**220**	**2145**

The trip generation shown above is for a typical mid-term day. It is acknowledged that the profile of trips at the beginning and end of term times as well as during the summer will vary as students move in or out during holiday period. However, it was considered appropriate to ensure robustness to focus on the 'worst case scenario' of full term-time occupancy in terms of trip generation.

5.5 B8 Warehouse

There is no proposed change to trip generation or modal split associated with the B8 Warehouse as set out in the approved 2013 TS (64 arrivals in the AM peak, 64 departures in the PM peak). As there is no parking at the proposed development, trips by staff will be made by other modes. The approved trips for the B8 warehouse have been added to the updated all mode person trips generated by the student accommodation to give a total non-motorised person trip generation as set out in **Table 5.8**.

Table 5.8: Total Non-Motorised Trip Generation

Time Band	Arrivals	Departures	Total
00:00-07:00	0	0	0
07:00-08:00	9	10	19
08:00-09:00	78	89	167
09:00-10:00	19	105	124
10:00-11:00	34	62	96
11:00-12:00	58	62	120
12:00-13:00	72	87	159
13:00-14:00	85	99	184
14:00-15:00	79	73	152
15:00-16:00	89	56	145
16:00-17:00	118	66	184
17:00-18:00	96	121	217
18:00-19:00	71	51	122
19:00-20:00	105	93	198
20:00-21:00	137	83	220
21:00-22:00	88	78	166
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Total	**1,138**	**1,135**	**2,273**

Table 5.8 indicates that non-motorised trips to and from the proposed development will experience a morning peak between 08:00 and 09:00 and an afternoon peak between 17:00 and 18:00 when 167 and 217 movements will be generated respectively. The development is also likely to experience an evening peak between 20:00 and 21:00 with 220 movements. Across the day the development will generate approximately 2,273 movements in total.

As the development is car-free the majority of trips to and from the development will be undertaken by public transport and by foot.

Detail of the proposed delivery and servicing trip generation for the development is provided in **Section 6** of this report.

6. Servicing

6.1 Context

The 2013 TS also set out a delivery profile and an estimation of the number of servicing trips for the proposed student accommodation based on outputs from the TRICS database. Day-to-day deliveries to the student accommodation are likely to be predominantly cleaning and general maintenance supplies.

The HGV trips associated with the approved student accommodation development are presented in **Table 6.1** below.

Table 6.1: Approved Student Accommodation Servicing Trips

Time Band	Arrivals	Departures	Total
00:00-08:00	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0.4	0.4	0.8
10:00-11:00	0.4	0.4	0.8
11:00-12:00	0.4	0.4	0.8
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-24:00	0	0	0
Total	**1.2**	**1.2**	**2.4**

Table 6.1 indicates that approximately one HGV trip associated with the student element of the development will be made into and out of the loading bay. This is likely to occur between the hours of 09:00 and 12:00 and is unlikely to have any significant impact on the surrounding road network. The approved trip rates have been applied to the increased number of residents (481) and this confirms no changes to the level of servicing trips as set out in **Table 6.1**.

As there are no changes proposed to the B8 warehouse/showroom element of the proposed development, there are no changes to the proposed servicing and delivery trip generation set out in the approved 2013 TS. Therefore there is the potential for a total of 15 movements associated with deliveries at the site each day and it is unlikely that there will be any more than two trips per hour. Based on the above, the total number of delivery movements generated by the proposed development is presented in **Table 6.2**.

Table 6.2: Total Proposed Delivery and Servicing Trips

Time Band	Arrivals	Departures	Total
00:00-07:00	0.0	0.0	0.0
07:00-08:00	0.2	0.3	0.5
08:00-09:00	1.1	0.3	1.4
09:00-10:00	0.2	0.5	0.7
10:00-11:00	1.7	1.3	3.0
11:00-12:00	1.4	1.3	2.7
12:00-13:00	1.7	0.6	2.3
13:00-14:00	1.3	0.7	2.0
14:00-15:00	0.5	0.9	1.4
15:00-16:00	0.3	0.5	0.8
16:00-17:00	0.5	0.9	1.4
17:00-18:00	0.3	0.7	1.0
18:00-19:00	0.5	0.2	0.7
19:00-24:00	0.0	0.0	0.0
Total	**9.7**	**8.2**	**17.9**

Table 6.2 demonstrates that there are likely to be a total of 10 vehicles arriving at the site for deliveries and servicing purposes per day. These deliveries are likely to take place between the hours of 10:00 and 14:00. The deliveries will all take place to and from the goods yard at the rear of the development, off Cathcart Street. Of all delivery trips a total of six are expected to be carried out by HGV vehicles with the remaining 12 carried out by LGVs.

Delivery vehicles will access the site from Cathcart Street as set out in the approved TS.

7. Impact on Transport Network

The proposals to include an additional floor of student accommodation comprising 42 single bedrooms will result in an increase of approximately 93 person daily arrivals and departures to and from the development compared to the approved trip levels.

70% of these movements are anticipated to be undertaken by public transport (train, underground, bus), with the remainder of journeys undertaken on foot (23%) or by bicycle (5%). No movements will be undertaken by car due to the car-free nature of the development and this therefore represents a reduction of vehicular trips compared to the previous land use, as set out in the approved 2013 TS.

Combining the revised student accommodation proposals with the B8 warehouse/showroom element of the development, it is expected that the overall proposed development will generate a total of 2,273 daily non-motorised movements.

The addition of the extra floor of student accommodation will not result in an increase in any servicing trips in comparison to the approved trip levels set out in **Section 6**. Therefore it is anticipated that the proposed student accommodation element of the development will generate approximately one HGV arrival and one departure a day. Combined with the proposed B8 warehouse/showroom element of the development, it can be expected that there will be a total of 18 two-way delivery and servicing trips per day of which six are anticipated to be HGVs and 12 to be LGVs.

The proposed development will result in a net reduction in vehicular activity as a result of the removal of car parking. Through its ‘car-free’ approach and integrated cycle parking and storage facilities, the development encourages visitors and occupants to make journeys by means other than the private car. This is in line with national policy and local LB Camden policy, which promotes the use of sustainable modes of travel, including cycling, walking and public transport.

The associated travel plans aimed at the student residences and the warehouse/showroom element of the development will further assist in promoting and marketing the sustainable travel choices presented by the location and design of the development.

8. Conclusions

This Transport Statement Addendum has set out the proposals for an additional floor of student accommodation comprising 42 single rooms at the development of 65-69 Holmes Road in the London Borough of Camden. The development was approved in March 2014 for a total of 439 bed spaces alongside a warehouse and a coffee shop and the TS was originally prepared in October 2013 as part of this application.

In addition to setting out the proposals for the additional floor of student accommodation, a review of relevant transport policy and a review of the sites accessibility to sustainable transport have been undertaken. The development is located close to a range of amenities and public transport nodes, supporting the car-free nature of the development.

This Addendum has set out the approved trip generation and the proposed trip generation including the proposed addition of 42 single bedrooms. This shows that the addition of these rooms would result in an increase of approximately 93 person arrivals and departures to and from the site each day. The majority of these movements would be undertaken by public transport, with the remainder undertaken by walking and cycling. No movements will be undertaken by car due to the car-free nature of the development.

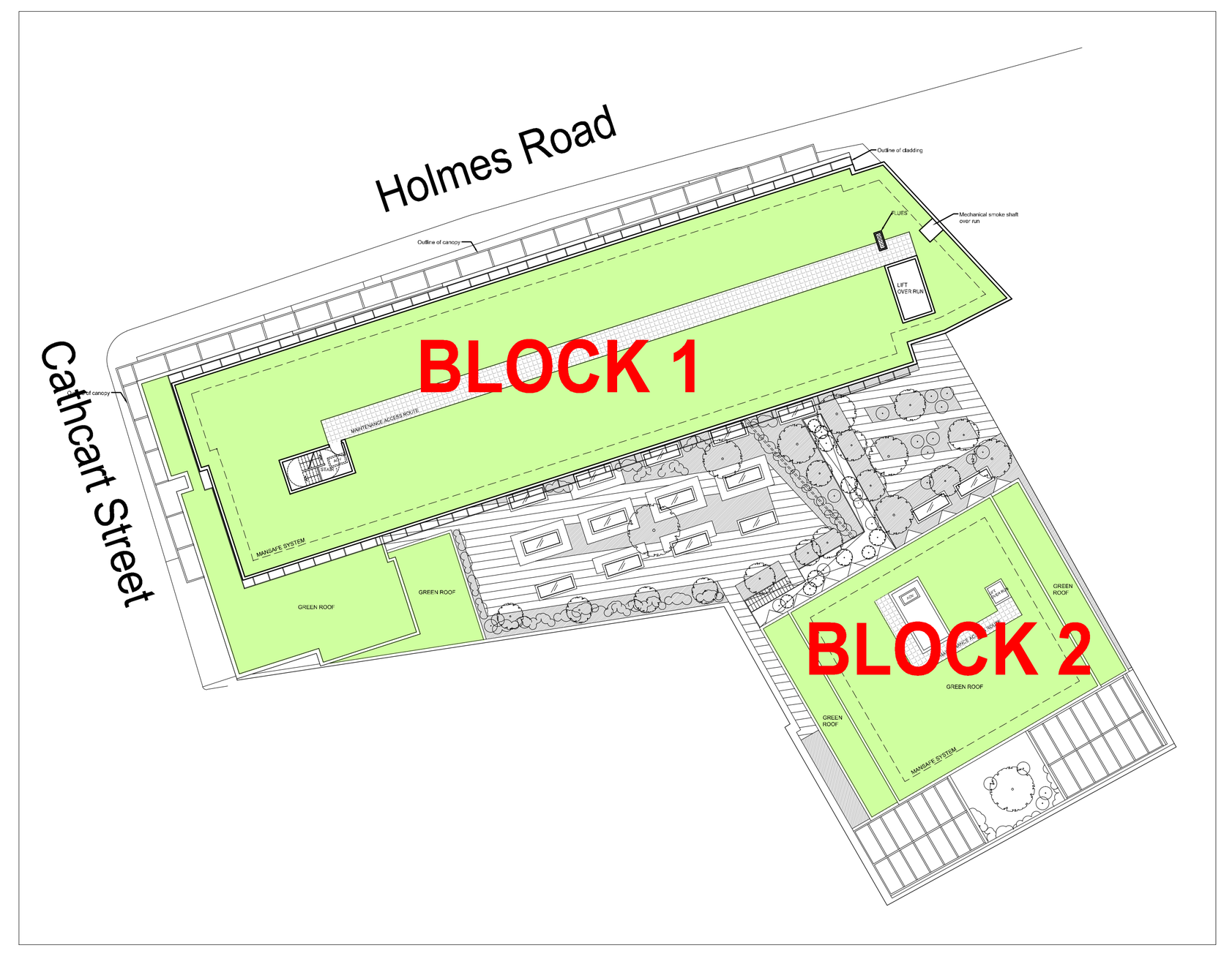
The proposals for the increase in student accommodation will result in no increase in servicing trips compared to the level which was set out in the approved October 2013 TS and therefore a total of one HGV trip can be expected to serve the student accommodation each day. Combined with the approved servicing trips for the B8/showroom element of the development it is anticipated that a total of 18 servicing and delivery trips will take place at the site per day.

The car-free nature of the development in combination with the infrastructure on site and the student travel plan will assist in encouraging the use of sustainable modes of travel by residents of the site.

In light of the above, it is considered that the proposed increase in student accommodation in the form of an additional floor will not impact the surrounding highway network and the application should not be refused on transport grounds.

Appendix A – Site Layout

Single studio (x7)	
Twin studio (x5)	
Double studio (x3)	
Social/Study area	



KEY PLAN

REVISIONS

Rev.	Date	By
A: Outline of canopy added.	22.11.13	HS
B: Showroom entrance ramp added, Flue ducting location amended.	08.01.14	SN
C: Showroom / warehouse cycle storage increased to 16 cycle spaces.	12.02.14	CT
D: - Rearrangement of rooms in "Block 2". - Area Warehouse Mezzanine converting to Social space and Study Rooms. - Rearrangement of Roof lights and light well over new social space and Study Rooms. - Rearrangement of Entrance Reception. - New Larger Lifts to accommodate cycles to basement level. - Rearrangement of Bin store.	15.08.15	SP
E: - Rearrangement of single and twin rooms in "Block 2". - Renumbering of single and twin rooms.	20.11.15	SP

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

HALLMARK PROPERTY GROUP

Project Title

B8/WAREHOUSE & STUDENT ACCOMMODATION
65-69 HOLMES ROAD

Drawing Title

PROPOSED GROUND FLOOR PLAN

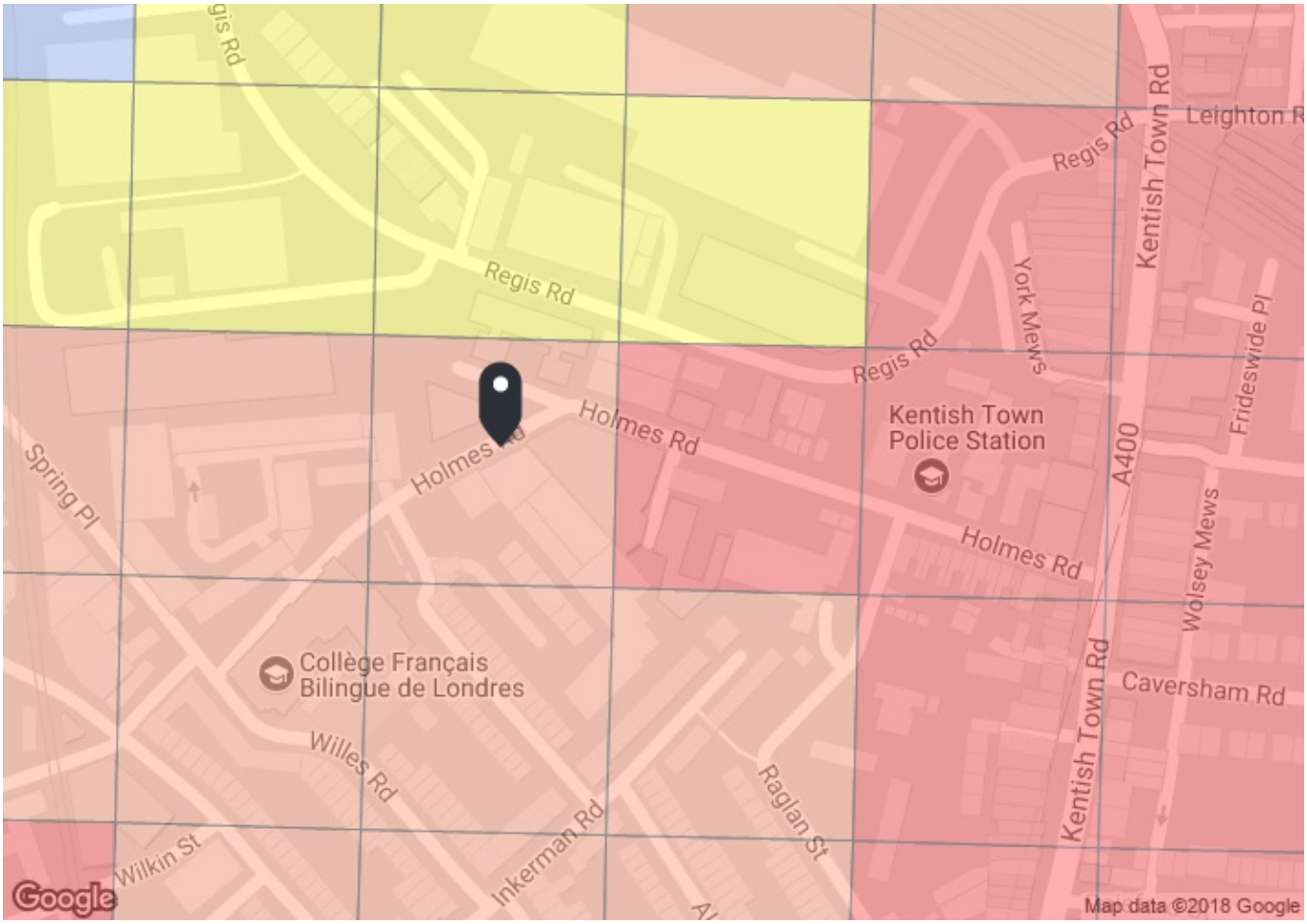
Scale	1: 100@A0 NTS@A3	Date	November 2015
Drawn	SP	Checked	CT
Drawing No.	131050 A(GA)P100	Rev.	E

CAD plot date: 20 Nov 2015 - 12:53pm

Drawing location - F:\01 HALLMARK-PROJECTS\140715 MAGNET SITE_6 STOREY_SOCIAL SPACE AND STUDY ROOMS\06 DESIGN\01 CAD\SHEETS\PLANNING APPLICATION\150710\A(GA)P100 GROUND FLOOR.DWG

Appendix B – PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
5

Simone House, 74A Holmes Rd, London NW5 3AT, UK
Easting: 528750, Northing: 185050

Grid Cell: 104195

Report generated: 08/06/2018

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	CAVERSHAM ROAD	393	343.33	5	4.29	8	12.29	2.44	0.5	1.22
Bus	CAVERSHAM ROAD	C2	343.33	8	4.29	5.75	10.04	2.99	0.5	1.49
Bus	CAVERSHAM ROAD	134	343.33	12	4.29	4.5	8.79	3.41	1	3.41
Bus	CAVERSHAM ROAD	214	343.33	8	4.29	5.75	10.04	2.99	0.5	1.49
Bus	P OF WALES R KENTISH T R	46	537.7	6	6.72	7	13.72	2.19	0.5	1.09
Rail	Kentish Town West	'CLPHMJ2-STFD 2L50'	403.03	3.67	5.04	8.92	13.96	2.15	1	2.15
Rail	Kentish Town West	'STFD-CLPHMJ2 2Y11'	403.03	3.67	5.04	8.92	13.96	2.15	0.5	1.07
Rail	Kentish Town	'STALBCY-SVNOAKS 2E11'	406.91	1	5.09	30.75	35.84	0.84	0.5	0.42
Rail	Kentish Town	'STALBCY-SVNOAKS 2E95'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2O06'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-LUTON 2O10'	406.91	1	5.09	30.75	35.84	0.84	0.5	0.42
Rail	Kentish Town	'STALBCY-SUTTON 2O21'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2O29'	406.91	0.67	5.09	45.53	50.61	0.59	0.5	0.3
Rail	Kentish Town	'LUTON-BCKNHMJ 2S91'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-BROMLYS 2S93'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2V08'	406.91	0.67	5.09	45.53	50.61	0.59	0.5	0.3
Rail	Kentish Town	'SUTTON-KNTSHTN 2V20'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2V27'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-STALBCY 2E59'	406.91	0.67	5.09	45.53	50.61	0.59	0.5	0.3
Rail	Kentish Town	'SVNOAKS-LUTON 2E61'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E65'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E67'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'BROMLYS-LUTON 2E93'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'ORPNGTN-KNTSHTN 2L65'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
LUL	Kentish Town	'Morden-HighBarnet'	406.91	14.67	5.09	2.79	7.88	3.81	1	3.81
LUL	Kentish Town	'MillHillE-Morden'	406.91	1.33	5.09	23.31	28.39	1.06	0.5	0.53
LUL	Kentish Town	'HighBarnet-Morden'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
LUL	Kentish Town	'HighBarnet-Kenningt'	406.91	5.33	5.09	6.38	11.46	2.62	0.5	1.31
LUL	Kentish Town	'MillHill-Morden'	406.91	1.67	5.09	18.71	23.8	1.26	0.5	0.63
LUL	Kentish Town	'MillHillE-Kenningt'	406.91	1.67	5.09	18.71	23.8	1.26	0.5	0.63
									Total Grid Cell AI:	**22.66**