

## **53 to 55 Chalton Street and 60 Churchway - Transport**

### **Introduction**

The development consists of a 46 bedroom hotel and a 3 flat residential development to be provided within Somertown. The main hotel entrance will be from Chalton Street and a service access from Doric Street; the residential access via Churchway

### **Site Location**

Being located within Somertown the development site has easy and ready connections on foot to attractions such as:

- Madame Tussauds;
- London Zoo;
- Regent's Park;
- British Library; and
- University of London.

Or via a short cycle or bus ride to attractions such as:

- Camden Town markets;
- Regent's Canal; and
- The British Museum.

Or via the Underground to attractions such as:

- Oxford Street, Leicester Square, Piccadilly Circus shopping districts;
- Covent Garden including many theatres;
- Downing Street, Whitehall, Houses of Parliament;
- Westminster Abbey, St Paul's, Buckingham Palace;
- St James's Park, Hyde Park, Green Park;
- The City of London, Tower Bridge, Tower of London; and
- The Shard, London Eye, and London Aquarium.

Taking into account the wide variety of local facilities and the area's excellent connections to central London visitors and residents are highly provided for without having to use private cars.

### **Accessibility**

#### *Roads*

The development site fronts Chalton Street and Churchway. Chalton Street is a two lane single carriageway road, with street lighting, waiting and loading restrictions, a 20mph speed limit and relatively wide footways. Churchway to the south is a local access road, whilst to the north is a pedestrian only thoroughfare linking Chalton Street to Drummond Crescent/Doric Way.

Chalton Road connects with the A501 Euston Road to the south, and the A400 to the north (via a number of roads). The area is accessible to the A1 and A41 and from those roads to the A406 and to the M25 beyond.

On street car parking and loading is controlled in the area throughout the day with waiting and loading restrictions along Chalton Street; and Controlled Parking Zones operating in the local residential street providing some short term visitor parking but mainly residential permit parking.

### **Public Transport**

The site has a public transport accessibility level (PTAL) of 6b which is excellent.

#### *London Overground*

The site lies within 7 minutes' walk of Euston, and 8 minutes' walk of King's Cross & St Pancras stations. These stations provide access to International and domestic train services covering either directly or through easy connections access to many parts of the UK and beyond.

#### *London Underground*

The site lies within 7 minutes' walk of Euston Station, 8 minutes' walk of King's Cross St Pancras, 10 minutes' walk of Euston Square, and 11 minutes' walk of Russell Square. These stations provide access to the Northern Line, Victoria Line, Metropolitan Line, Circle Line, Hammersmith & City Line, and Piccadilly Line; which in turn provide easy access to the whole London Underground system.

#### *London Buses*

There are numerous bus stops (with shelters) located within 3 minutes' to 8 minutes' walk along Euston Road, Upper Woburn Place, Midland Road, Eversholt Street, St Pancras Road, Euston Road, and King's Cross, St Pancras & Euston stations. Daily bus (and 24 hour) services include the following:

- 10 St Pancras to Hammersmith – 24 hour service
- 18 (N18) Euston Station to Sudbury & Harrow Road Station (continues to Trafalgar Square and Harrow Weald)
- 30 Marble Arch (via Euston Station) to Hackney Wick
- 45 King's Cross to Clapham Park
- 46 Lancaster Gate (via St Pancras) to St Bartholomew's Hospital
- 59 King's Cross to Streatham Hill
- 63 (N63) King's Cross to Honor Oak (continues to Crystal Palace)
- 68 (N68) to Euston to West Norwood Station (Tottenham Court Road Station to Old Coulsdon)
- 73 (N73) Victoria (via Euston Station) to Stoke Newington (continues to Walthamstow Central Bus Station)
- 91 (N91) Trafalgar Square (via Euston Station) to Crouch End (continues to Cockfosters)
- 168 Old Kent Road to Hampstead Heath
- 205 (N205) Paddington Station (via Euston Station) to Bow Church (continues to Leyton – Drapers Field)

- 214 Morgate (via King's Cross) to Highgate Village – 24 hour service
- 253 (N253) Euston Station to Hackney Central (Tottenham Court Road to Aldgate)
- 390 Notting Hill Gate (via St Pancras) to Archway Station – 24 hour service
- 476 Euston Station to Northumberland Park

### *Cycling*

There are no designated formal cycle lanes in the immediate vicinity of the development site but there are intermittent cycle lanes along Euston road and where the road width allows cyclists can use the designated bus lanes.

The surrounding residential roads carry significant less traffic and are well suited for cyclists although on-street parking does restrict the carriageway width.

These cycle routes are complemented by a number of cycle stands located on the wider footways to accommodate the current demand.

### *Walking*

Pedestrians are well accommodated with wide footways and crossings with tactile paving. The connectivity with the surrounding residential roads is very good with a good choice of links to the numerous local facilities.

Overall, the development site is has very good access to future residents' day-to-day needs, and is supported in that respect by the excellent PTAL rating.

## **Transport and Land Use Policies**

### Camden Development Policies

DP14 states:

*'...All tourism development and visitor accommodation must:*

*d) be easily reached by public transport;*

*e) provide any necessary off-highway pickup and set down points for taxis and coaches;...'*

At paragraph 14.4 it states that *'...Where it is not possible to provide for a suitable set down point for coaches, the Council may negotiate planning obligations with developers to prevent coach access to these sites...'*

DP16 states:

*'We will resist development that fails to assess and address any need for:...c) safe pick up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development.'*

Appendix 1 provides the Thresholds for transport assessments and transport statements. A transport assessment is required for a hotel with 50 or more beds (1,000 sq m).

DP18 states

Appendix 2 provides the local authority's parking standards which for hotels are:

#### C1 – Hotels

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Cycles	Staff – from threshold of 500 sq m, 1 space per 500 sq m or part thereof. Customer – from threshold of 500 sq m, 1 space per 500 sq m or part thereof.
People with disabilities	Staff/ operational – 1 space per disabled employee or, from a threshold of 2,500 sq m, 1 space per 20,000 sq m or part thereof – whichever is the greater. Customer – from threshold of 2,500 sq m, 1 space per 1,250 sq m or part thereof.
Service vehicles	Required above 2,500 sq m - one 3.5m x 8.5m bay.
Coaches	Above 2,500 sq m – the Transport Assessment required under policy T1B / Appendix 2 will be required to consider the need for space for coaches to pick-up/ set-down and wait.
Taxis	Pick-up/set-down bay adequate for 2 required above 2,500 sq m, with any departure justified by a Transport Assessment.
Other staff / operational parking	Low parking provision areas: maximum of 1 space per 1,500 sq m Rest of borough: maximum of 1 space per 1,000 sq m
Other resident parking	Only considered if supported by a Transport Assessment (or supporting information as appropriate for smaller schemes) showing that existing spaces, public transport and coaches/ taxis cannot cater for the expected travel demand, and a Travel Plan can be secured.

The hotel has 46 bedroom hotel (1,484m<sup>2</sup>) which does not meet the threshold for having to accommodate service vehicles, coaches or taxis within the demise of the development land. However, Chalton Street has on-street space for a small to medium sized coach (size restricted due to width restrictions at Euston Road), and also can accommodate taxis for pick up / drop off.

The hotel includes five cycle parking stands on site and six on-street cycle parking stands. According to the standards the required cycle parking is 2 spaces for staff and 2 spaces for customers/guests.

The residential component of the scheme consists of 3 flats, one 2-bed, and two 1-bed. The larger flat has an internal cycle store to accommodate two bicycles, and smaller units have a cycle store within the entrance hall for a bicycle each.

#### Transport Impact

In accordance with policy the development site is easily accessible by public transport.

With a relatively small hotel of 46 bedrooms and 3 flats the number of person trips at peak times is unlikely to be significant, with the predominant time of travel being mid-morning and during the evenings.

The scheme does not include any designated car parking, and with on-street car parking limited to short term spaces and/or residents' permit parking, it is very unlikely that future guests will use cars. Such car-free developments are common in the area and reflect the excellent accessibility to public transport and local facilities.

The hotel will operate with a small number of staff, all of whom are likely to be local; walking, cycling or using public transport to travel to/from work.

### **Conclusion**

It is considered that the proposed hotel development is located in an area with excellent access to local facilities and public transport, and with an immaterial effect on the various transport networks with employees and guests travelling by sustainable modes.