

## **369-377 Kentish Town Road**

Transport Statement

February 2019

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# 1 INTRODUCTION

1.1 Caneparo Associates Limited is retained by the Applicant to provide traffic and transportation advice with regard to their proposal at 369-377 Kentish Town Road, NW5 2TJ, in the London Borough of Camden (LBC).

1.2 The existing site is a car valeting centre. The proposal seeks to demolish the existing structures at the site in order to construct a 7 storey residential building with retail / restaurant use at ground and basement floor levels. The site location is shown in **Figure 1**.

1.3 This planning application has been submitted following pre-application discussions with both TfL (Borough Planning and London Buses) and LBC. This report reviews the proposal in traffic and transportation terms setting out the existing situation and considering the effects of the proposed development in terms of trip generation, access, parking, servicing and refuse collection. It concludes that the proposal will result in no material impact on the surrounding transport network.

1.4 The remainder of the report is set out as follows;

- Section 2 summarises the existing site conditions;
- Section 3 details the accessibility of the site via various modes of travel;
- Section 4 summarises the relevant transport planning policy;
- Section 5 describes the development proposal;
- Section 6 assesses the effects of the development proposal; and,
- Section 7 summarises and concludes.

## 2 EXISTING SITUATION

### The Site and Surrounding Area

- 2.1 The site currently operates as a car valeting centre. There is a single storey structure towards the south of the site operating as the office for the valeting centre, while the ground and first floor structure to the north of the site provides shelter for the vehicle washing area. The valet centre also provides an area of hardstanding for vehicle manoeuvring.
- 2.2 The existing site is situated directly north of railway tracks which run between Kentish Town and West Hampstead Thameslink stations. The site is also bound to the east by Kentish Town Road and to the north by a 5 storey residential building with a convenience store at ground floor level.
- 2.3 Kentish Town Road borders the site along its eastern frontage. The site is provided with a combined pedestrian and vehicular access onto Kentish Town Road. Immediately south of the site's access is a bus stop and shelter.
- 2.4 Kentish Town Road (A400) is the main commercial high street in the area. The surrounding area typically comprises of light industrial and commercial buildings to the south-west, while terrace style residential buildings are typically located to the north-east.

### Highway Network

- 2.5 Kentish Town Road (A400) bounds the site to the east and extends southwards for access to Camden Town Underground Station. To the north of the site, Kentish Town Road forks into Highgate Road for Highgate, and Fortess Road (A400) for Tufnell Park and Archway.
- 2.6 In the vicinity of the site, no parking is permitted on Kentish Town Road or Highgate Road, while some sections of double yellow line road markings permit loading outside of the restricted hours shown on plaques.
- 2.7 There is a section of carriageway immediately south of the site on Kentish Town Road, where loading is permitted outside of the restricted times which are; Monday – Friday between 07:00-10:00 and 16:00-19:00.



2.8 Further loading opportunities, with peak hour restrictions, are located on the opposite side of Kentish Town Road, by Kentish Town station and northwards on Highgate Road.

### 3 ACCESSIBILITY

3.1 The site is accessible by all modes being within walking and cycling distance of a number of local amenities, as well as central London destinations. There are a large number of public transport services within the vicinity of the site, with regular bus routes which pass the site on Kentish Town Road, in addition to London Underground and Rail services.

#### Walking

3.2 The Chartered Institution of Highways and Transportation (CIHT) Guidelines (*Guidelines for Providing for Journeys on Foot*) suggest that the maximum 'acceptable' walking distance for pedestrians without mobility impairment is 2km. The Transport for London guidance document '*Walking Good Practice*', also refers to car journeys up to 2km in length which could easily be walked in less than 30 minutes.

3.3 A summary of the local transport services available within acceptable / convenient walking distances of the site is provided at **Table 3.1**.

<b>Amenity</b>	<b>Location</b>	<b>Distance (metres)</b>	<b>Approximate Walking Time (minutes)</b>
Bus stops	Kentish Town Road (Stop KF)	0	<1
	Highgate Road (Stop KJ)	90	1
Kentish Town London Underground and Rail Station	Kentish Town Road	120	2

#### Cycling

3.4 Guidance on cycling can be found in the '*Cycle Friendly Infrastructure*' guidelines published by CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are undertaken by private cars. The guidelines highlight that there is a '*substantial potential*' for substituting cycling for driving for distances up to 5 miles.

3.5 There is good infrastructure for cycling within the vicinity of the site, with on-street cycle parking facilities and a number of cycle friendly roads in the local area.

- 3.6 On-street cycle parking frames are located c.40 metres south of the site on Kentish Town Road. Further on-street cycle parking facilities, in the form of M-profile stands are located on the western side of Kentish Town Road in 3 zones surrounding Kentish Town Road station, with capacity for c.24 cycles.
- 3.7 There are local roads which have been designated by TfL as roads which are appropriate for use by cyclists. Roads are allocated into different categories based on the degree of cycle provision and a rating of cycle friendliness.
- 3.8 There are a number of local roads which have been labelled as '*Routes signed or marked for use by cyclists*' including Leighton Road, Gordon House Road and Grafton Road. Additionally, further local roads are designated as '*Other roads that have been recommended by cyclists*' including Holmes Road, Caversham Road and Highgate Road, as well as part of Kentish Town Road and Somerset Road.

## Bus Services

- 3.9 There are a number of bus services that operate in the vicinity of the site with the closest northbound and southbound bus stops being located on Kentish Town Road and Highgate Road, the former of which is directly in front of the site and the latter is situated 90 metres walking distance to the north of the site respectively.
- 3.10 Further bus routes are also accessible from Fortess Road and Leighton Road. **Table 3.2** summarises the services and frequencies of the buses available, while a copy of the local Bus 'Spider' Map is included at **Appendix A**.

<b>Table 3.2: Summary of Bus Services and Frequencies</b>			
<b>Number</b>	<b>Route</b>	<b>Weekday Frequency (min)</b>	<b>Weekend Frequency (min)</b>
<b>134</b>	North Finchley – Tottenham Court Road	4-8	5-9
<b>214</b>	Highgate Village – Moorgate	6-10	6-12
<b>393</b>	Chalk Farm – Clapton	10-12	12-17
<b>C2</b>	Conduit Street – Parliament Hill Fields	5-10	7-10



## London Underground and National Rail Services

- 3.11 Kentish Town London Underground and National Rail Station share an access on Kentish Town Road, which is located approximately 120 metres south of the site.
- 3.12 London underground services running on the northern line are available from Kentish Town station. Kentish Town station runs 24 southbound services and a further 23 northbound services during the weekday AM peak period (08:15-09:15).
- 3.13 Rail services available from Kentish Town station are operated by Thameslink. A summary of the rail services available from this station is provided below:
- Kentish Town – Sutton = 3 services per hour
  - Kentish Town – St Albans = 3 services per hour
  - Kentish Town – Sevenoaks = 1 service per hour
  - Kentish Town – Luton = 1 service per hour

## Public Transport Accessibility Level (PTAL)

- 3.14 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 3.15 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.
- 3.16 The site has a PTAL rating of 5, suggesting that the site has 'very good' access to public transport facilities compared with other London locations. A copy of the site's PTAL Assessment is provided at **Appendix B**.

## 4 PLANNING POLICY

### National Transport Policy

#### National Planning Policy Framework (NPPF)

- 4.1 The second National Planning Policy Framework (NPPF) was published in July 2018 and sets out the Government's planning policies for England and how these are expected to be applied.
- 4.2 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy.
- 4.3 The Chapter notes at Paragraph 102 that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) *'The potential impacts of development on transport networks can be addressed*
  - b) *Opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated*
  - c) *Opportunities to promote walking, cycling and public transport use are identified and pursued*
  - d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for new environmental gains*
  - e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'*
- 4.4 The Chapter continues at Paragraph 103 by stating *'the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*

4.5 When considering development proposals Paragraph 108 notes that *'in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been- taken up, given the type of development and its location*
- b) Safe and suitable access to the site can be achieved for all users*
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

4.6 As with the first NPPF, paragraph 109 of the Promoting Sustainable Transport Chapter states: *'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. Within this context applications for development should:*

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second -so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use*
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport*
- c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards*
- d) Allow for the efficient delivery of goods, and access by service and emergency service vehicles*
- e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

## Regional Transport Policy

### The London Plan

4.7 The London Plan provides policies and advice on matters that are of strategic importance to Greater London. It is a requirement that local policies, as set out in Unitary Development Plans (UDPs) and emerging Local Development Frameworks (LDFs), should be in accordance with it. The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.

4.8 Policy 6.1 Strategic Approach states that:

*'The Mayor will work with all relevant partners to encourage the closer integration of transport and development ... encouraging patterns and nodes of development that reduce the need to travel, especially by car.'*

4.9 Policy 6.13 Parking states that:

*'The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.'*

### New London Plan Draft

4.10 Consultation on the New London Plan has now ended. Although the text included in the consultation document is in draft, the proposal seeks to match the requirements included in order to facilitate more sustainable and active modes of travel included in the updated document.

4.11 The New London Plan includes higher demands for cycle parking for each class use, as summarised in **Table 4.2**.

Table 4.2 Minimum Cycle Parking Standards New London Plan		
Use Class	Minimum Cycle Parking	
	Long Stay	Short Stay
A1-5 Retail	1 space per 175 sqm (1 space per 250sqm for A1 non-food)	1 space per 20sqm (1 space per 60sqm for A1 non-food)
C3 Residential – Studio unit	1 space per unit	1 per 40 units
C3 Residential – 1 bed per unit	1.5 spaces per unit	
C3 Residential – 3 beds per unit	2 spaces per unit	
C3 Residential – 4 or more beds per unit		

## Local Transport Policy

### Camden's Local Plan

- 4.12 The Council's key document forms the Local Plan, adopted in June 2017, which replaces the Core Strategy and Development Policies planning documents. The Local Plan sets the Council's Strategic Vision up to 2031 and is used to make decisions on planning applications. The document itself forms the focal point of Camden's Development Plan.
- 4.13 Strategic Objective 8 sets out the transport objectives for the borough, which are '*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.*'
- 4.14 Policy T1 – Prioritising walking, cycling and public transport – states '*The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough*'. This will be promoted in various ways including the following ways:
- (a) '*improve the pedestrian environment by supporting high quality public realm improvement works;*
  - (b) '*make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*

- (c) *provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development; and*
- (d) *In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information.'*

4.15 Policy T2 reviews parking and car-free development and states that *'The Council will limit the availability of parking and require all new developments in the borough to be car free.'* The council aims to:

- (a) *'not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits; and*
- (b) *limit on-site parking to: i) spaces designated for disabled people where necessary, and/or ii) essential operational or servicing needs'*

4.16 Policy T4 covers sustainable movement of goods and material and states the following: *'The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road'*. The Council will:

- (a) *'promote the provision and use of freight consolidation facilities. Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:*
  - (i) *minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads; and*
  - (ii) *provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.'*

## **Kentish Town Neighbourhood Plan**

- 4.17 The Kentish Town Neighbourhood Plan was published in June 2016 (referendum version).
- 4.18 The Plan seeks to improve the Kentish Town area for existing and future residents and to create employment opportunities. The Plan states that this will be achieved through the delivery of various objectives, including their 'Spatial Policies' as described in part below.
- 4.19 Phase 2 of the Spatial Policies includes the creation of *'a new pedestrianised public open space, [which will] improve access to and views of Hampstead Heath and improve the interconnection of rail, underground, and bus services. This programme of action will be enabled by rafting over the rail tracks.'*
- 4.20 The above public realm proposal borders the development site at its southern boundary and therefore, when implemented, will change the character and outlook for the site.

## **Policy Summary**

- 4.21 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling. The application site benefits from a PTAL rating of 5, demonstrating it has a 'very good' level of accessibility to public transport services. The development proposal is suitably located for a car-free scheme based on the accessibility of the site and the availability of local amenities.

## 5 DEVELOPMENT PROPOSAL

- 5.1 The proposal seeks to demolish the existing buildings at the site in order to provide a residential apartment building comprising of 14 residential units plus 260 sqm of retail / restaurant floor space at ground and basement floor level. The proposed Architects layout plans are included in **Appendix C**.
- 5.2 It is proposed that the retail unit will have permission for A1 and A3 use. The residential units will comprise a unit split of 4 x 1-bed units and 10 x 2-bed units.
- 5.3 The proposal seeks to remove on-site vehicular access and will reinstate the existing crossover to public footway. The proposal also seeks to set back the eastern frontage of the site to improve the free flow of pedestrians on the western side of Kentish Town Road.
- 5.4 In line with the above pavement improvements, the proposal also seeks to rotate the existing bus stop shelter, so that the rear wall faces the road. This has been discussed with TfL buses, who have 'in principle' agreed to this approach. This is discussed further in Section 6 of this report.
- 5.5 In accordance with the aspirations of the Kentish Town Neighbourhood Plan, the proposal also includes a setback along the south-western boundary of the site, in order to provide a frontage which will support and encourage the future public realm improvements sought to be implemented in this location.
- 5.6 All existing on-site car parking will be removed as part of the works. Employee cycle parking will be provided in accordance with New Draft London Plan standards, while residential cycle parking will be provided in excess of the New Draft London Plan standards.
- 5.7 On-street visitor cycle parking is sought for the development. This has been discussed with Camden Highways team, who support the provision of improved on-street cycle parking provision in the vicinity of the site. This is discussed further in Section 6 of this report.



## **6 EFFECTS OF DEVELOPMENT PROPOSAL**

6.1 This Section of the report considers the effects of the proposal in terms of trip generation, access, parking, servicing and refuse collection.

### **Trip Generation**

6.2 Given the scale and nature of the planning application proposal, the number of person movements likely to be generated by the proposed residential units will be low and will not have any material impact on the operation of the local highway or public transport network.

6.3 Future visitors to the commercial element of the site are expected to typically travel to the site via public transport or as a linked trip with other commercial entities on Kentish Town Road. In light of this, the proposed A1/A3 retail unit is not anticipated to result in any material change to the highway network.

6.4 There will be no material change to public transport utilisation due to the high frequency of public transport services in the local area.

6.5 It is also pertinent to note that the previous use of the site as a car valeting centre would have generated significantly more vehicle movements on the local highway network than the proposed use of the site.

### **Access**

6.6 All pedestrian access points will be taken via Kentish Town Road, with the restaurant access located at the site's southern point, and the residential access located along the north eastern frontage. North of the residential access a further access will be provided for refuse storage. An internal division within the refuse store will enable commercial and residential waste to be collected directly from Kentish Town Road.

6.7 The proposal has been designed with the aspirations of the Kentish Town Neighbourhood Plan in mind. The site layout has therefore been designed in support of the future public realm works and walking route to be implemented along the south-western boundary of the site.

- 6.8 Furthermore, the proposal seeks to set back the site on the Kentish Town Road frontage in order to improve the existing public highway arrangement. The site frontage on Kentish Town Road currently experiences conflict between people waiting at the bus stop (Stop KF) and pedestrians proceeding north and south on Kentish Town Road. Setting back the building facade at ground floor level will increase the available width of the footway and therefore improve the free flow of pedestrians along Kentish Town Road.
- 6.9 In addition to the above public footway improvements, the proposal seeks to remove the existing vehicle crossover for the site and reinstate the footway. This will result in highway safety improvements and will result in further improvements for the pedestrian comfort surrounding the site.

## **Bus Stop Alterations**

- 6.10 An on-site meeting was held in May 2018 with TfL buses.
- 6.11 The proposed footway improvements, including removal of the crossover for the site, were discussed with the buses team. The TfL team identified that adjustment to the bus stop cage would not be suitable or appropriate, while slight adjustments to the bus stop shelter location would be supported. It was agreed 'in principle' that the bus stop shelter could be relocated so that the rear wall is closer to the road. Further details of the on-site meeting are included at **Appendix D**.

## **Parking**

### **Car Parking Provision**

- 6.12 No car parking is proposed for the development. Taking into consideration the accessibility of the site to public transport services and proximity to local amenities, the site is considered to be located within an appropriate location for a car free scheme.
- 6.13 Any potential for overspill parking on local streets will be mitigated through the implementation of a Permit Free Agreement, to be secured by Condition or a Section 106 Agreement.

## **Cycle Parking Provision**

- 6.14 New Draft London Plan standards indicate that the residential element of the site generates a demand for 24 cycle parking spaces, while the employee retail cycle parking generates a demand for 2 spaces.
- 6.15 The proposal seeks to provide an internal residential cycle store at basement level. The store has capacity for up to 32 cycles to be stored, which is in excess of the New Draft London Plan requirements.
- 6.16 A further 2 cycle parking spaces will be provided for retail staff. These spaces will be provided with at ground floor level within the back of house retail area.
- 6.17 It is typically challenging to provide visitor cycle parking for retail uses due to the layout and design of retail frontages. Therefore the Applicant is willing to work with the local highway authority to provide on-street cycle parking provision in the vicinity of the site.
- 6.18 Provision of visitor cycle parking for the retail unit was discussed during an on-site meeting with a representative of the Council's Highways team in November 2018. Typical of all high street retail units, the site layout limits the feasibility of providing retail visitor cycle parking. As such the possibility of providing on-street cycle parking for retail visitors was reviewed.
- 6.19 A number of prospective locations were discussed while on-site, including a location to the south of the development site, close to an existing pedestrian crossing. The provision of on-street cycle parking was agreed 'in principle'.

## **Servicing and Refuse Collection**

- 6.20 The scale and nature of the development site restrict the site's capacity to accommodate on-site deliveries.
- 6.21 All deliveries for the retail element of the site will be managed in accordance with a Delivery and Servicing Plan, with deliveries scheduled in accordance with the local loading restrictions.

- 6.22 The refuse store has been designed for convenient access for refuse collection operatives to collect waste via Kentish Town Road. There is suitable road width to allow vehicles to progress northwards on Highgate Road and Fortess Road while a refuse vehicle is servicing the development site.
- 6.23 Experience suggests that residential units typically generate in the region of 12-15 deliveries per 100 units per day. Consequently the residential element of the proposed development is expected to generate up to 3-4 deliveries per day. While refuse will be consolidated with the existing refuse collection service operating in the area.
- 6.24 The small quantum of floor space associated with the commercial element of the proposal is likely to generate in the region of 2-4 delivery and servicing trips per day, dependent on the nature of the commercial unit.
- 6.25 Therefore the proposed development is predicted to generate in the region of 5-8 delivery and servicing trips per day, which will likely fall within the day to day variation on Kentish Town Road and will be controlled via the existing on-street loading restrictions.
- 6.26 The proposed development will not, in our view, result in any material impact on the operation of Kentish Town Road, particularly when considering vehicle activities associated with the existing permitted use at the site.

## **Summary**

- 6.27 The key benefits for the development proposal are; the removal of the existing vehicle crossover, significant improvement for the pedestrian conditions associated with the vehicle removal and widening of the footway, as well as the addition of on-street cycle parking provision.

## 7 SUMMARY AND CONCLUSION

### Summary

7.1 Caneparo Associates Limited is retained by the Applicant to provide traffic and transportation advice with regard to their proposal to redevelop 369-377 Kentish Town Road, NW5 2TJ, in the London Borough of Camden.

7.2 The planning application seeks to convert the existing car valeting centre in order to provide 14 residential units and c.260sqm of retail floor space. The proposal has been assessed taking into consideration policy and existing conditions and can be summarised as follows;

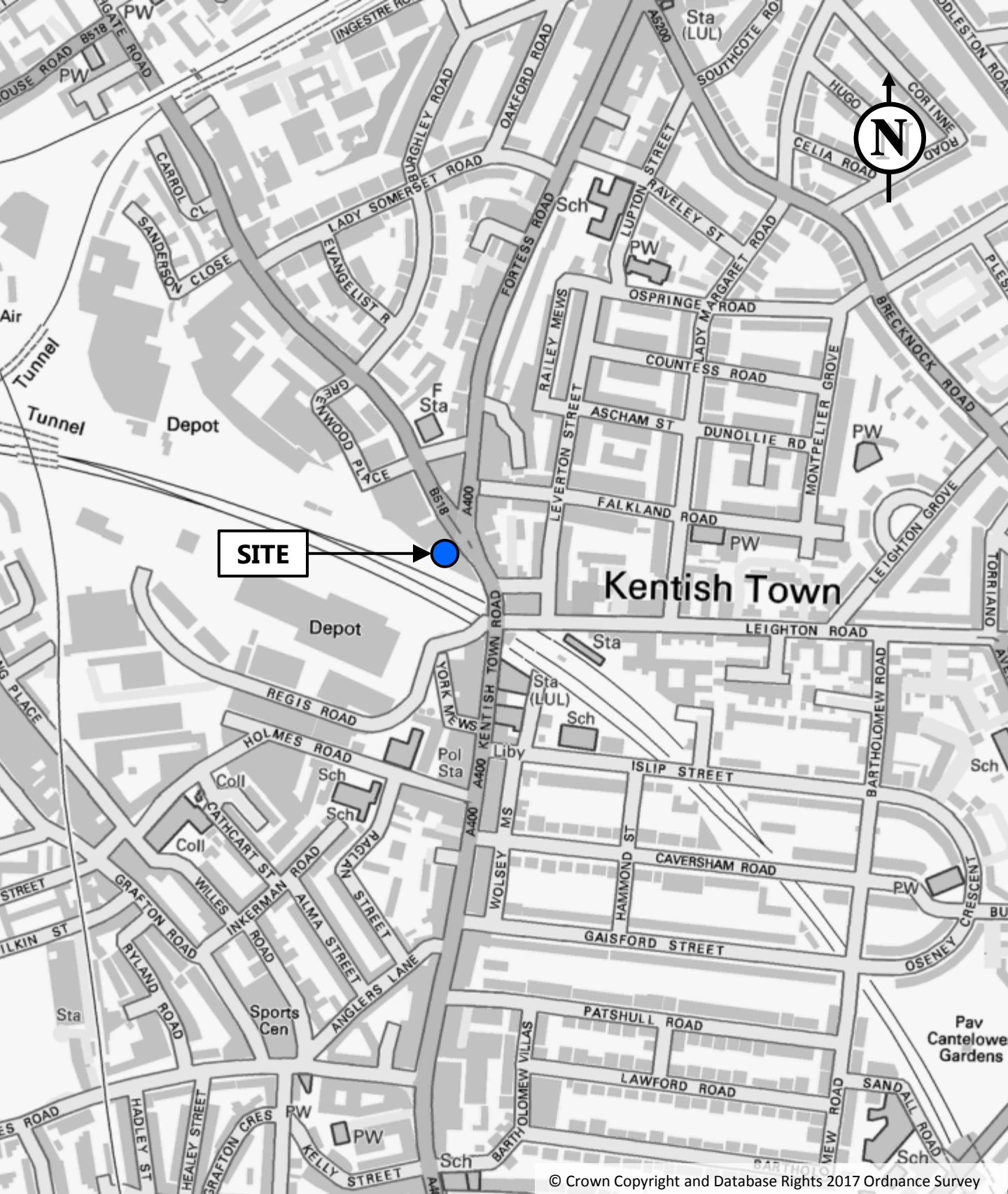
- The site is considered appropriate for a car-free development, due to the very good provision for pedestrians, cyclists and public transport users in the surrounding area;
- The proposal will result in additional trips largely taken on foot, by bicycle and by public transport, albeit the potential increases are anticipated to be low and as such will not result in any noticeable changes to the local highway and public transport network;
- The removal of the site's vehicular access will result in a tangible benefit in terms of pedestrian safety, particularly, when considering the proximity of the existing access to a bus stop;
- The proposed bus shelter relocation has been agreed 'in principle' by the TfL buses team;
- Residential cycle parking will be provided in excess of New Draft London Plan standards, while employee cycle parking will be in accordance with these standards;
- Provision of on-street retail visitor cycle parking has been discussed and agreed 'in principle' with Camden Highways; and
- The small number of servicing and delivery vehicles expected to be generated by the site will utilise the designated loading facilities within the times permitted.



## **Conclusion**

- 7.3 In conclusion, it is considered that the development proposal is appropriate for the location, will have no material impact on the local transport network, and is in accordance with relevant adopted national, regional and local transport policy guidance.

## Figures



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TITLE:  
**Site Location Plan**

PROJECT:  
**369-377 Kentish Town Road**

CLIENT:  
 -



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DRAWN: L.D  
 CHECKED: P.C  
 DATE: 25.01.2019  
 SCALE: NTS

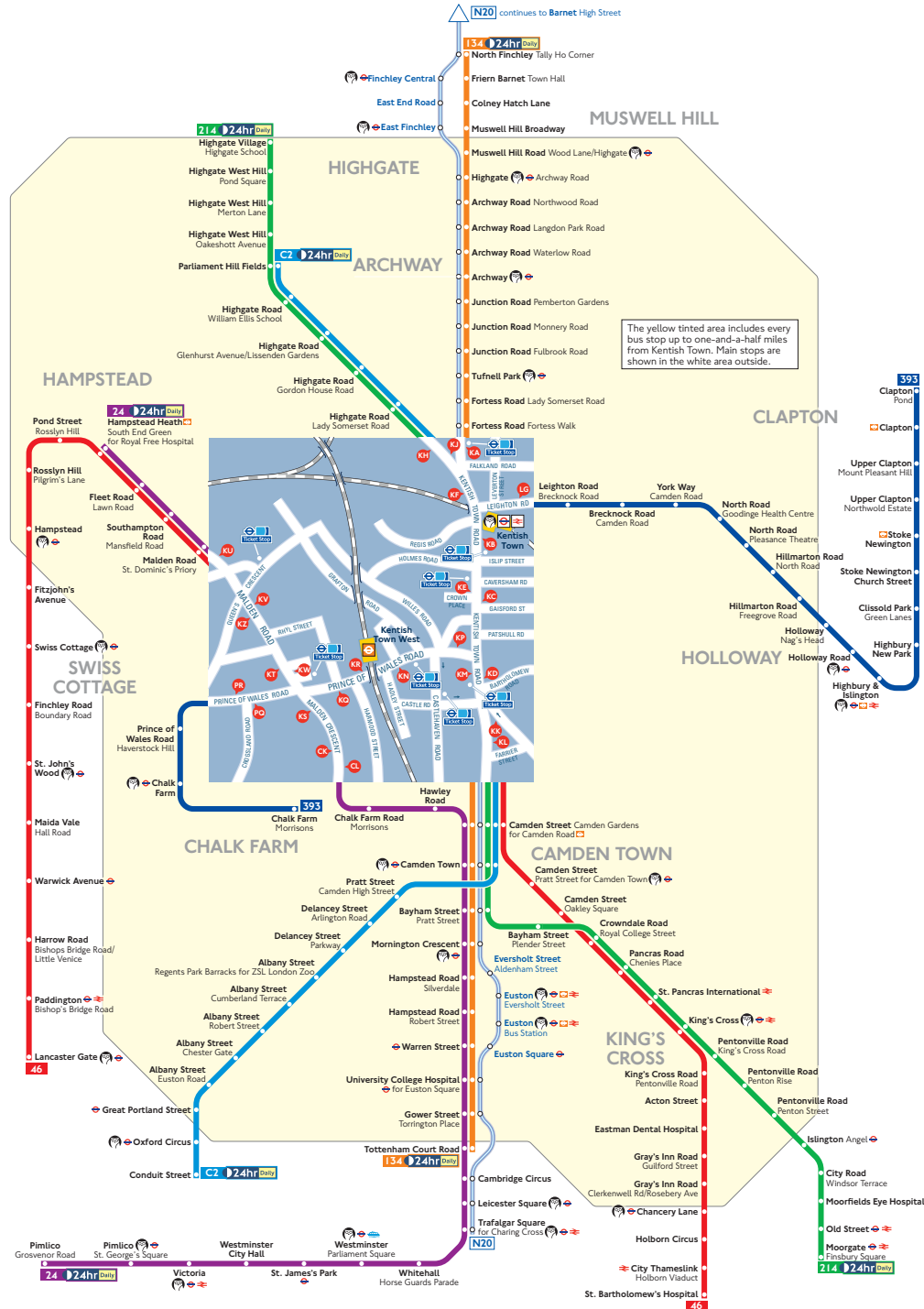
DRAWING REFERENCE:  
**Figure 1**



# **Appendix A**

## **Bus 'Spider' Map**

# Buses from Kentish Town



## Route finder

Bus route	Towards	Bus stops
24 24hr Daily	Hampstead Heath	CB CS KT KZ
46	Pimlico	CB CU KV
	Lancaster Gate	CB KZ
	St. Bartholomew's Hospital	CB KL KP KR
134 24hr Daily	North Finchley	CB KF KH
214 24hr Daily	Tottenham Court Road	CB KC KD KE
	Highgate Village	CB KF KH
	Moorgate	CB KC KD KE
393	Chalk Farm	CB KC KD KE
C2 24hr Daily	Clapton	CB CM CL CP
	Conduit Street	CB KC KD KE
	Parliament Hill Fields	CB KF KH

## Night buses

Bus route	Towards	Bus stops
N3	Barnet	CB KF KH
	Trafalgar Square	CB KC KD KE

## Key

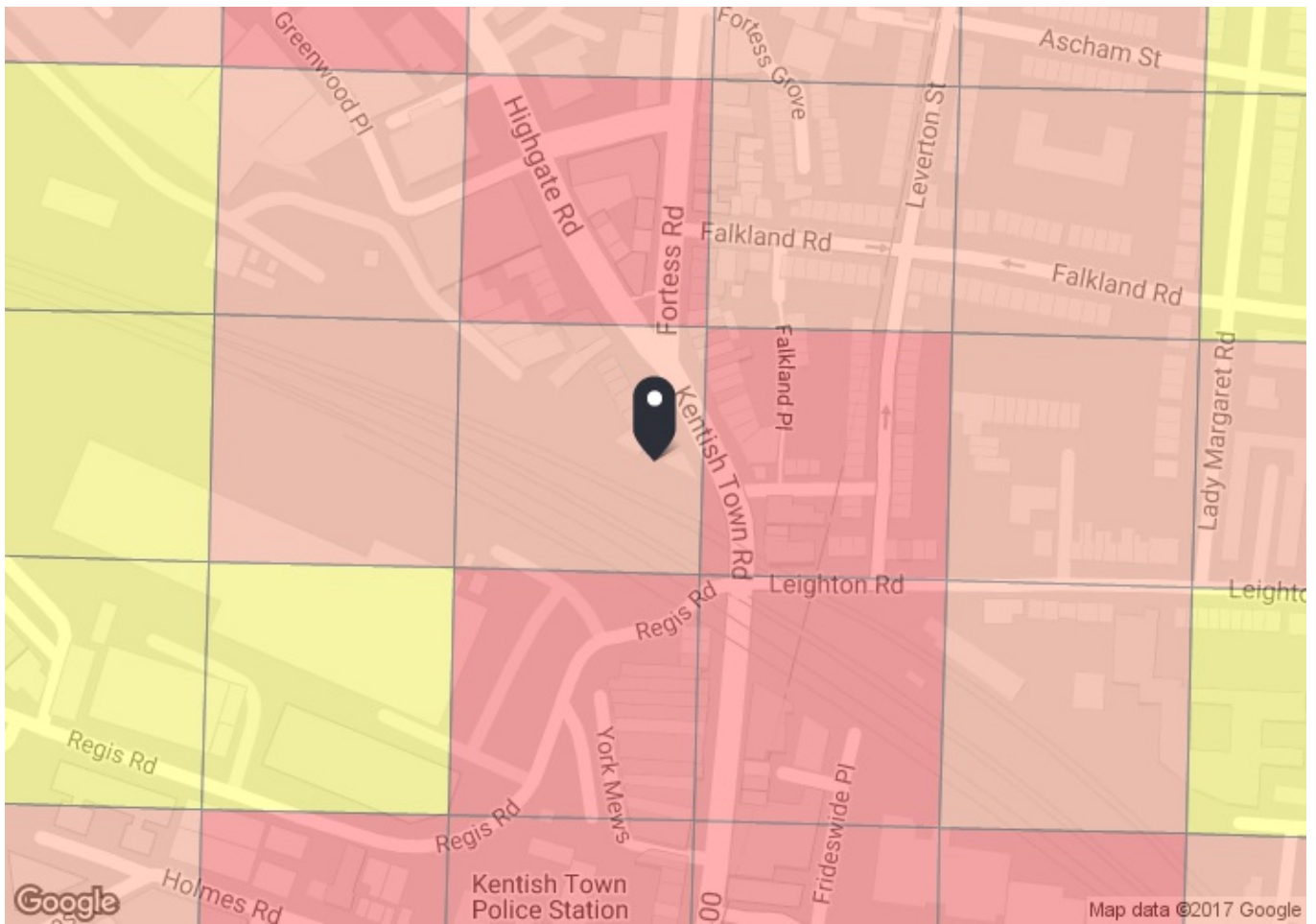
- 46 Day buses in black
- N3 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with river boats
- Tube station with 24-hour service Friday and Saturday nights

## Ways to pay

- Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
- Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

# **Appendix B**

## **PTAL Assessment**



**PTAL output for Base Year**  
**5**

369-377 Kentish Town Rd, London NW5 2TJ, UK  
Easting: 528978, Northing: 185239

Grid Cell: 105321

Report generated: 17/11/2017

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**Calculation Parameters**

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

**Map key - PTAL**

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

**Map layers**

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	KENTISH TOWN STATION	393	157.47	5	1.97	8	9.97	3.01	0.5	1.5
Bus	KENTISH TOWN STATION	134	157.47	12	1.97	4.5	6.47	4.64	1	4.64
Bus	KENTISH TOWN HIGHGATE RD	C2	87.43	8	1.09	5.75	6.84	4.38	0.5	2.19
Bus	KENTISH TOWN HIGHGATE RD	214	87.43	8	1.09	5.75	6.84	4.38	0.5	2.19
LUL	Tufnell Park	'HighBarnet-Kenningt'	654.27	5.33	8.18	6.38	14.56	2.06	0.5	1.03
LUL	Tufnell Park	'MillHillE-Kenningt'	654.27	1.67	8.18	18.71	26.89	1.12	0.5	0.56
Rail	Kentish Town	'STALBCY-SVNOAKS 2E11'	189.9	1	2.37	30.75	33.12	0.91	1	0.91
Rail	Kentish Town	'STALBCY-SVNOAKS 2E95'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2006'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
Rail	Kentish Town	'SUTTON-LUTON 2010'	189.9	1	2.37	30.75	33.12	0.91	0.5	0.45
Rail	Kentish Town	'STALBCY-SUTTON 2021'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2029'	189.9	0.67	2.37	45.53	47.9	0.63	0.5	0.31
Rail	Kentish Town	'LUTON-BCKNHMJ 2S91'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
Rail	Kentish Town	'STALBCY-BROMLYS 2S93'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2V08'	189.9	0.67	2.37	45.53	47.9	0.63	0.5	0.31
Rail	Kentish Town	'SUTTON-KNTSHTN 2V20'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2V27'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
Rail	Kentish Town	'SVNOAKS-STALBCY 2E59'	189.9	0.67	2.37	45.53	47.9	0.63	0.5	0.31
Rail	Kentish Town	'SVNOAKS-LUTON 2E61'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E65'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E67'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
Rail	Kentish Town	'BROMLYS-LUTON 2E93'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
Rail	Kentish Town	'ORPNGTN-KNTSHTN 2L65'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
LUL	Kentish Town	'Morden-HighBarnet'	189.9	14.67	2.37	2.79	5.17	5.8	1	5.8
LUL	Kentish Town	'Morden-MillHillE'	189.9	4	2.37	8.25	10.62	2.82	0.5	1.41
LUL	Kentish Town	'HighBarnet-Morden'	189.9	0.33	2.37	91.66	94.03	0.32	0.5	0.16
LUL	Kentish Town	'MillHill-Morden'	189.9	1.67	2.37	18.71	21.09	1.42	0.5	0.71

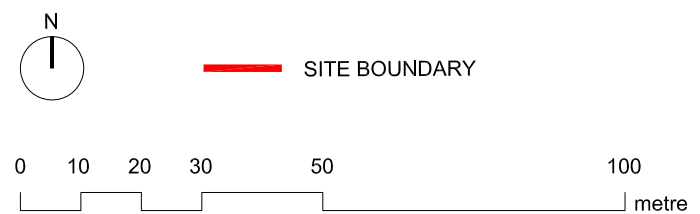
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# **Appendix C**

## **Architect's Layout Plans**



date	rev	revisions
///	/	///



**notes**

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**DE METZ FORBES KNIGHT ARCHITECTS**  
the old library 119 cholmley gardens london nw6 1aa t 020 7435 1144 f 020 7435 0884 mail info@dmfk.co.uk  
project Kentish Town Road (369-377) drawing title **LOCATION PLAN**

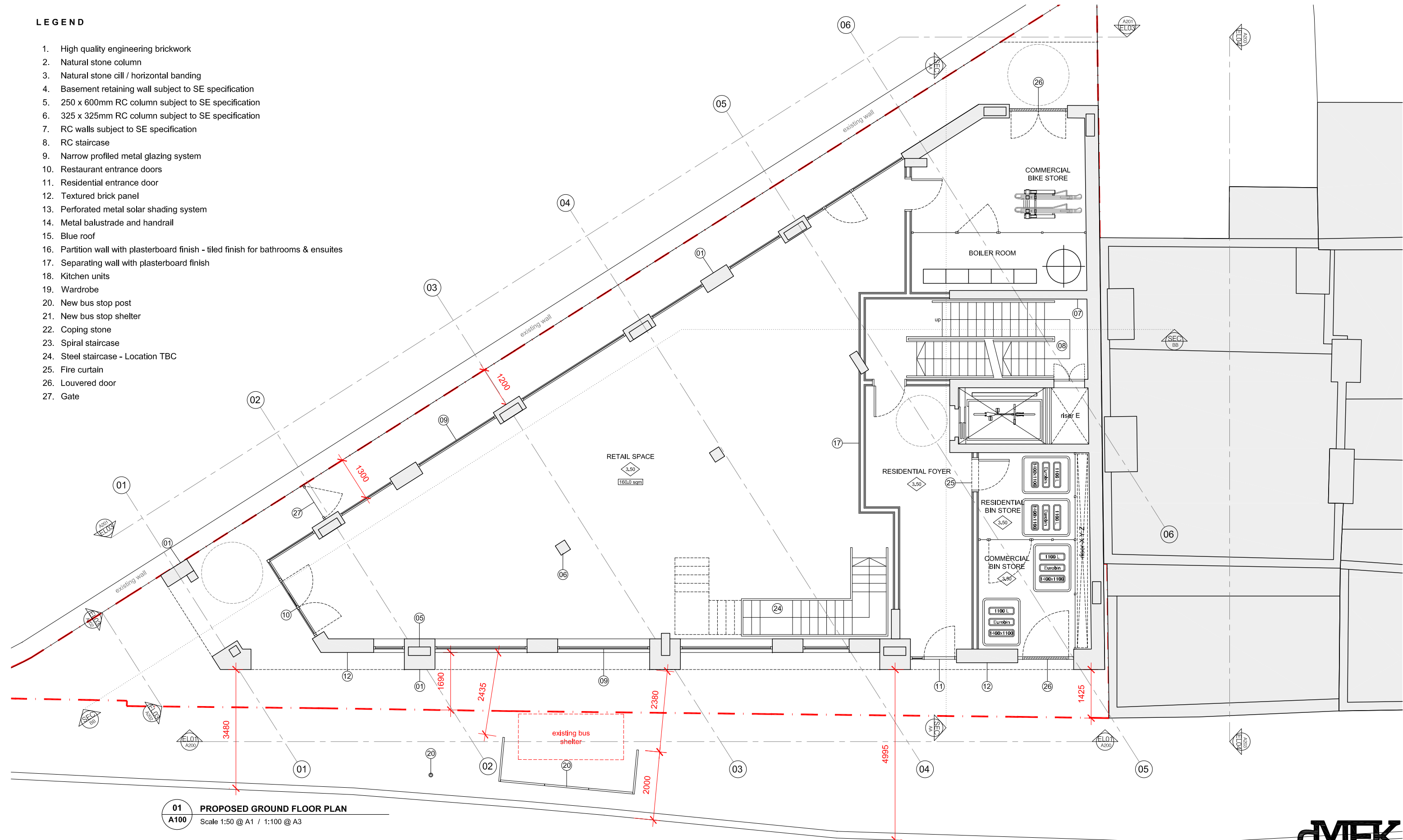
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	project no.	revision		
	-	A05	-	





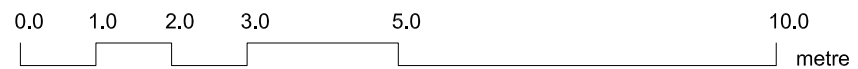
**LEGEND**

1. High quality engineering brickwork
2. Natural stone column
3. Natural stone cill / horizontal banding
4. Basement retaining wall subject to SE specification
5. 250 x 600mm RC column subject to SE specification
6. 325 x 325mm RC column subject to SE specification
7. RC walls subject to SE specification
8. RC staircase
9. Narrow profiled metal glazing system
10. Restaurant entrance doors
11. Residential entrance door
12. Textured brick panel
13. Perforated metal solar shading system
14. Metal balustrade and handrail
15. Blue roof
16. Partition wall with plasterboard finish - tiled finish for bathrooms & ensuites
17. Separating wall with plasterboard finish
18. Kitchen units
19. Wardrobe
20. New bus stop post
21. New bus stop shelter
22. Coping stone
23. Spiral staircase
24. Steel staircase - Location TBC
25. Fire curtain
26. Louvered door
27. Gate



**01 PROPOSED GROUND FLOOR PLAN**  
 A100 Scale 1:50 @ A1 / 1:100 @ A3

date	rev	revisions
///	/	///



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 project Kentish Town Road (369-377) drawing title

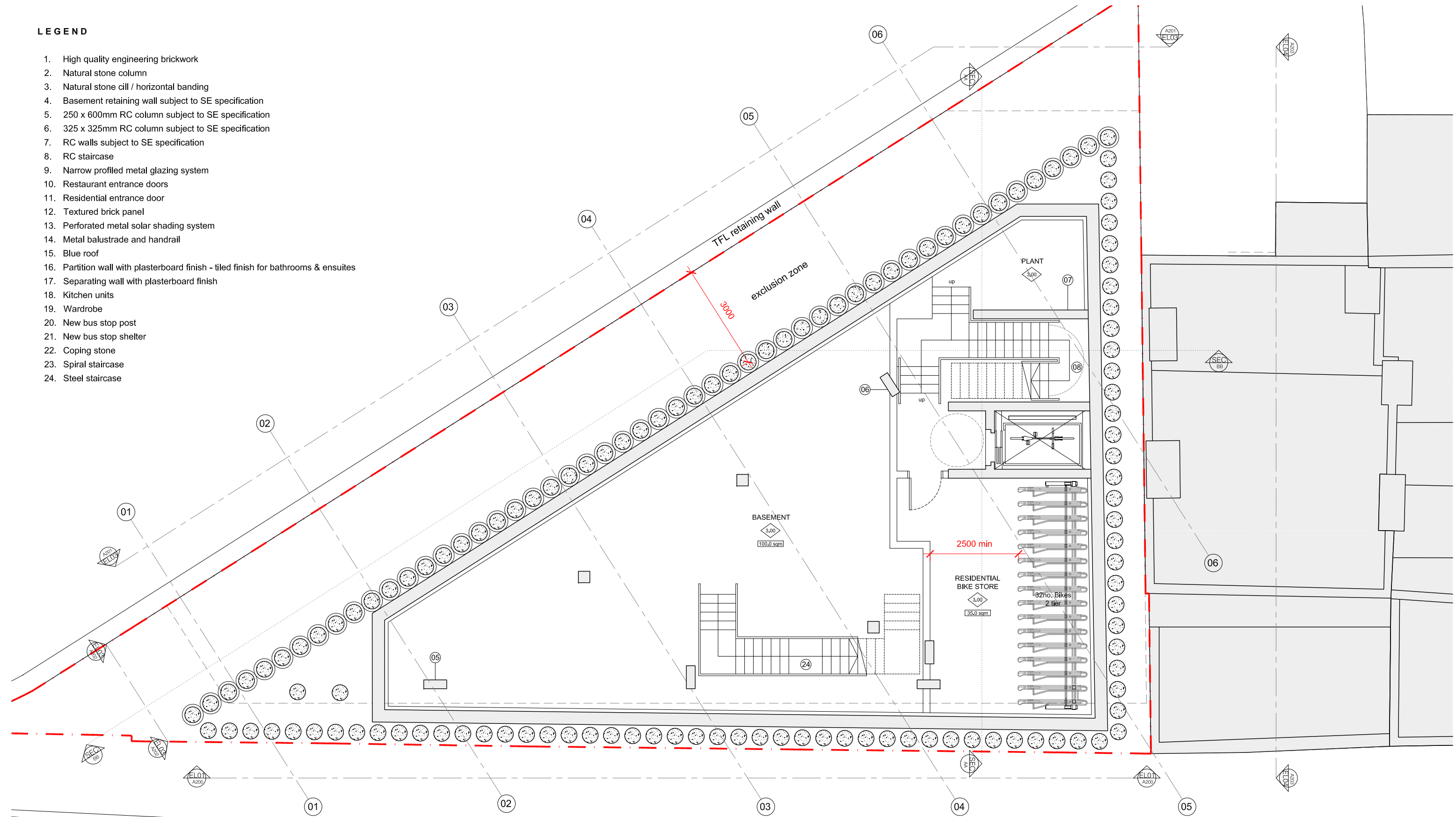
**PROPOSED DRAWINGS**  
 GROUND FLOOR PLAN

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	project no.	drawing no.	revision	
		A100		



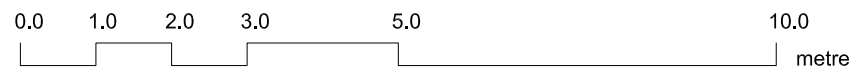
**LEGEND**

1. High quality engineering brickwork
2. Natural stone column
3. Natural stone cill / horizontal banding
4. Basement retaining wall subject to SE specification
5. 250 x 600mm RC column subject to SE specification
6. 325 x 325mm RC column subject to SE specification
7. RC walls subject to SE specification
8. RC staircase
9. Narrow profiled metal glazing system
10. Restaurant entrance doors
11. Residential entrance door
12. Textured brick panel
13. Perforated metal solar shading system
14. Metal balustrade and handrail
15. Blue roof
16. Partition wall with plasterboard finish - tiled finish for bathrooms & ensuites
17. Separating wall with plasterboard finish
18. Kitchen units
19. Wardrobe
20. New bus stop post
21. New bus stop shelter
22. Coping stone
23. Spiral staircase
24. Steel staircase



**01 PROPOSED BASEMENT PLAN**  
 A90 Scale 1:50 @ A1 / 1:100 @ A3

date	rev	revisions
///	/	///



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 project Kentish Town Road (369-377) drawing title

**PROPOSED DRAWINGS**  
**BASEMENT PLAN**

client	scale at A1	scale at A3	drawn	date
-	1:50	1:100	TPLS	AUG 18
	project no.	drawing no.	revision	
		A90		

# **Appendix D**

## **Transport Note TfL Buses**

**Job No:** 2017-3575  
**Date:** May 2018  
**Job Title:** 369-377 Kentish Town Road

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**Subject:** Transport Note – Site Visit with TfL Buses

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## **Introduction**

1. Caneparo Associates is appointed to provide traffic and transport advice in relation to 369-377 Kentish Town Road, NW5 2TJ, in the London Borough of Camden (LBC).
2. The existing site comprises a car valeting centre, with two single storey structures surrounding an area of hardstanding. The proposal seeks to demolish the existing structures in order to construct a 5 storey residential building with restaurant use at ground and basement level.
3. This Transport Note follows an on-site meeting attended by Peter Caneparo and Louise Dell from Caneparo Associates and Fatima Moreno Viera (TfL Borough Planning) and Christopher Rumble / Tennyson Scotland (Transport for London Buses) on 17<sup>th</sup> May 2018. The meeting was set up in order to discuss the potential to relocate the existing bus stop shelter located immediately to the east of the site.

## **Existing Bus Stop**

4. The existing bus stop infrastructure comprises a double panelled bus shelter, a bench, an arrivals information panel, a bus stop flag and a bus stopping cage. The bus stop cage is aligned with the northernmost part of the bus stop shelter and extends southwards for approximately 18.5 metres.
5. The shelter is placed flush up against the rear of the footway, with no end panels and a standard overhang. The bus stop flag is also placed towards the rear of the footway, to the south of the shelter.
6. Immediately north of the bus stop shelter and associated cage is a vehicular access which serves the on-site car wash, as shown in **Figure 1**. Observations during the site visit indicate that the vehicular access is in constant use resulting in conflict between vehicles accessing the site, passengers waiting for buses and, also, pedestrians walking past the site.

7. Bollards located on either side of the crossover minimise the propensity for vehicles to mount the kerb as they enter or exit the car wash.



**Figure 1:** Site access and bus stop configuration. *Source: Google Maps*

## **The Proposed Development**

8. The TfL team were informed of the proposed scheme, in terms of the proposed uses, removal of the existing vehicular crossover and proposed setting back of the building boundary at ground floor level in order to create a colonnade effect along its eastern and southern extents of the site, within the ownership boundary.
9. Alongside the above changes, PC/LD noted that it is proposed to move the bus stop and post a short distance so as to improve pedestrian flow along the site frontage. Therefore, the proposed altered location will not be significantly different from the existing situation.

## **TfL Feedback**

10. TfL staff indicated that the proposal to alter the location of the bus stop shelter and associated post would be acceptable in principle and noted that the removal of the existing access servicing the car wash would improve highway safety.
11. CR stated that the existing bus cage should remain as per the existing situation. This is due to its proximity to a controlled pedestrian crossing to the north.
12. The precise details of the proposed relocated shelter and post will be subject to further discussion and agreement with TfL. Key particulars to be confirmed include:
  - a. Precise bus shelter position
  - b. Length (number of panels) of the new shelter
  - c. Shelter orientation relating to visual amenity for restaurant guests and those waiting for the bus alike
  - d. A minimum width of 1.5 metres will be required between the colonnade pillars and the building in order to facilitate pedestrian movements (including wheel chairs and prams)

## **Summary**

13. TfL are supportive of the proposed minor adjustment to the location of the bus shelter and post located to the east of the development site. Detailed design considerations are to be discussed and confirmed with TfL in due course.