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Transport Planning & Highway Design

Luxgrove Capital Partners Ltd

1-3 Ferdinand Place, Camden NW1 8EE

Transport Statement

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1 INTRODUCTION

1.1 Caneparo Associates has been appointed by Luxgrove Capital Partners Ltd (the 'Applicant') to provide traffic and transportation advice regarding the proposed redevelopment of a site which is located at 1-3 Ferdinand Place, NW1 8EE in the London Borough of Camden (LBC).

1.2 The existing site comprises a funeral centre with associated offices and garages on the ground floor with a single 2-bedroom flat and associated office on the first floor. The proposed development (LPA Ref: 2019/6087/PRE) relates to:

'Demolition of the existing building and the erection of a four storey building plus roof level accommodation and roof terrace comprised of office use (Class B1(a)) at ground floor level and 9 self-contained residential units (Class C3) on the upper floors with associated plant, cycle parking and refuse storage.'

1.3 The development will provide 24 cycle parking spaces for the residential and commercial units in line with the 'Intend to Publish' London Plan and will be car-free.

1.4 A copy of the Architect's ground floor layout plan for this proposal is included at **Appendix A.**

1.5 A wider site including 4, 6 and 8 Ferdinand Place was previously granted full planning permission subject to a Section 106 Legal Agreement in 2018 (LPA Ref: 2016/2457/P). This was in relation to the following:

'*Demolition of existing buildings and erection of two new four storey plus basement buildings to provide replacement funeral directory facility at ground and basement levels of 4-8 Ferdinand Place and provision of 19x residential units (6 x 1-bed, 8 x 2-bed and 5 x 3-bed units), split across both sites.'*

This Document

1.6 This Transport Statement (TS) examines the transport and highways effects of the proposed development, considering matters such as accessibility, trip generation, car and cycle parking provision, refuse and servicing.

1.7 This TS has been written with reference to best practice guidance from the Department for Transport (DfT), the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) and previous experience of advising on a significant number of similar applications, namely at sites in the immediate vicinity of the proposed development.

1.8 This TS has been prepared with the benefit of pre-application advice received from LBC Planning Officers.

1.9 The remainder of this report is outlined as follows:

- **Section 2** summarises the site and surrounding area;
- **Section 3** sets out the site's accessibility;
- **Section 4** reviews the relevant transport planning policy;
- **Section 5** describes the proposal and its effects; and
- **Section 6** presents a summary and conclusion

2 THE SITE AND SURROUNDING AREA

Site Location and Description

2.1 The site is situated in Camden Town within the LBC, within 400m from Chalk Farm London Underground Station to the west and within 750m from Camden Town London Underground Station to the south-east. The site is provided with vehicular access to internal garages onto Ferdinand Place via existing crossovers on the south and east frontages of the building. The site location relative to the local highway network and surrounding transport connections is indicated in **Figure 2.1** below.

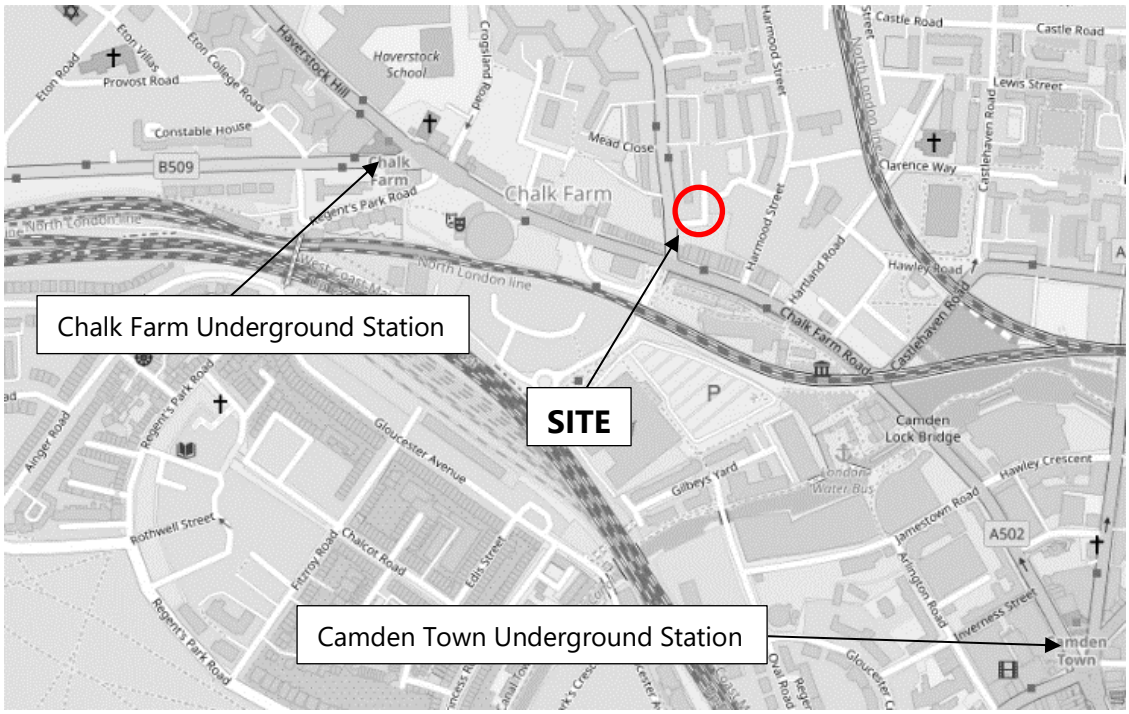


Figure 2.1 – Site Location Plan **Open Street Map (2020)**

2.2 The surrounding area primarily comprises retail use and is served by a wide range of facilities and amenities within a short walking distance owing to the site's proximity to both Chalk Farm Station, Camden Town Station and nearby bus stops on Ferdinand Street (Stops CJ and CK) and on Chalk Farm Road (The Roundhouse Stops CF and Chalk Farm Road Morrisons Stop CE). The proposed development is therefore, considered to be located within an established area which benefits from services that cater for the future users of the site.

2.3 The application site currently comprises a funeral directors with associated offices, stores and a residential unit.

Local Highway Network

Ferdinand Place

2.4 Ferdinand Place is a cul-de-sac located off B517 Ferdinand Street. Both Ferdinand Place and Ferdinand Street are 20mph. It is primarily industrial with an independent funeral directors opposite the site, which is part of the same business which currently occupies the application site. Ferdinand Place has single yellow lines in place with parking restrictions outlined during the following time periods:

- Monday to Friday from between 8:30am – 11:00pm; and
- Saturday and Sunday from between 9:30am – 11:00pm.

2.5 Parking along Ferdinand Place is limited to a maximum stay of 2 hours.

Ferdinand Street

2.6 B517 Ferdinand Street forms a priority junction with Chalk Farm Road to the south. It is well-lit throughout, primarily with a mix of commercial and residential land uses. It has parking bays on the western side of its carriageway with restrictions outlined during the following time periods:

- Monday to Friday from between 8:30am – 11:00pm; and
- Saturday and Sunday from between 9:30am – 11:00pm.

2.7 The parking bays start from approximately 12m from its junction with Chalk Farm and are suitable for 6-7 standard sized cars.

Chalk Farm Road

2.8 Chalk Farm Road is a well-lit road, which operates broadly east to west. It subsequently becomes Camden High Street beyond its junction with A502 Castlehaven Road, after which it provides access towards Camden Town London Underground Station to the south-east. It provides access towards Belsize Park and Hampstead towards the north-west when it becomes A502 Haverstock Hill, and westbound access towards Swiss Cottage and Kilburn via its priority junction with B509 Adelaide Road.

Census Data

2.9 The 2011 Census has been interrogated to establish the method of journey to work for the residential population in the Middle Layer Super Output Area (MSOA) 'Camden 012'. The data is outlined in **Table 2.1** and shows that public transport modes (Underground, Train and Bus) are responsible for 53.7% of all trips to work by residents that live in the area, with walking and cycling collectively contributing 22.9% and car drivers contributing to 19.8% of the modal split.

Table 2.1: Resident Travel to Work Modal Split – 'Camden 012'

Mode	Percentage (%)
Underground	30.3%
Train	10.6%
Bus	12.8%
Taxi	0.3%
Motorcycle	1.6%
Car Driver	19.8%
Car Passenger	1.7%
Bicycle	9.7%
Walking	13.2%

3 ACCESSIBILITY

3.1 This section outlines how the site is accessible by non-car modes, being within walking and cycling distance of local services and amenities and with a variety of public transport opportunities serving the local area.

Accessibility by Foot

3.2 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey.

3.3 It is generally accepted that for journeys of up to 2-kilometres, walking is an appropriate mode to replace a private car. This is outlined in The Chartered Institution of Highways and Transportation (CIHT) Guidelines ('Guidelines for Providing for Journeys on Foot' 2000), which suggests a maximum 'acceptable' walking distance, for pedestrians without mobility impairment, of 2 kilometres. This 'acceptable' distance is also referred to in Transport for London's (TfL) guidance document 'Walking Good Practice' published in April 2012.

3.4 The 2-kilometre walk catchment includes Camden Town in addition to Kentish Town, Primrose, Belsize Park and Hampstead.

3.5 As noted above, relatively wide footways are provided along both sides of Ferdinand Street and Chalk Farm Road, in addition to consistent street lighting.

3.6 There are a range of local services and amenities surrounding the station including the retail and restaurants/bars located on Chalk Farm Road / Camden High Street.

3.7 Several amenities are outlined with **Table 3.1** overleaf.

Table 3.1 Approximate Walk Distances to Local Amenities			
Amenity	**Location**	**Distance**	**Approximate Walking Time**
Chalk Farm Road Retail	Chalk Farm Road	200m	3 mins
Morrisons	Chalk Farm Road	350m	4 mins
Haverstock School	Haverstock Hill	500m	7 mins
Hawley Primary School	Hawley Road	600m	8 mins
Queens Crescent Post Office	Queens Crescent	850m	11 mins
Kentish Town Sports Centre	Grafton Road	900m	11 mins
St Pancras Hospital	Saint Pancras Way	1800m	23 mins

Accessibility by Bicycle

3.8 The Chartered Institution of Highways and Transportation (CIHT) document, 'Cycle Friendly Infrastructure' guidelines, highlights previous research by the Department for Transport (DfT) that indicates that three quarters of all journeys are less than 5-miles (8-kilometres) of which 60% are by car. The guidelines highlight that there is a "*substantial potential for substituting cycling for driving*" for distances up to 5 miles.

3.9 A large area of north-west London is within five miles of the site. Areas within a 5-mile catchment include Hampstead, Chalk Farm, Islington, St John's Wood and Marylebone. As such, there is scope for this mode of transport to be taken up by occupiers and visitors to the site.

3.10 There are several cycle routes in the surrounding area; Chalk Farm Road and Ferdinand Street / Malden Crescent are all categorised by TfL Cycle Guide 7 as 'other roads that have been recommended by cyclists, may connect other route sections.'

Accessibility by Public Transport

Public Transport Accessibility Level (PTAL)

3.11 Public Transport Accessibility Levels (PTAL) provide a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a point.

3.12 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.

3.13 The site obtains a PTAL rating of 6a, which indicates an excellent level of public transport accessibility. The PTAL report is presented within **Appendix B**.

Bus Services

3.14 The nearest bus stop to the site is located within 120m walk distance to the north-west for Ferdinand Street Stop CL (southbound), and 165m walk distance to the north-west of the site for Ferdinand Street Stop CK (northbound). These stops are solely served by the 24 Bus Route (24-hour service), which provides services every 4-8 minutes during the weekday peak, between the Royal Free Hospital in Hampstead towards Pimlico.

3.15 The Chalk Farm Road Bus Stop (CE) is marginally further, being located within 140m walk distance to the south of the site. It does, however, provide a greater number of services as outlined within **Table 3.2** below.

Table 3.2: Local Bus Services

Service No.	Key Destinations	Peak Frequency (minutes)		
		Monday–Friday	Saturday	Sunday
27 (24-hour service)	Hammersmith – Paddington – Chalk Farm	6-10 minutes	7-10 minutes	11-13 minutes
31 (24-hour service)	White City – Westbourne Park – Camden Town	4-8 minutes	5-6 minutes	5-8 minutes
168	Hampstead Heath – Holborn – Old Kent Road Tesco	7-11 minutes	7-11 minutes	10-13 minutes
393	Clapton – Stoke Newington – Chalk Farm Morrisons	8-12 minutes	8-12 minutes	15-20 minutes

3.16 The corresponding westbound bus stop (The Roundhouse (Stop CF)) is located within 260m walk distance to the south-west of the site. Further information about the location of bus stops and services that are available within the vicinity of the site are shown on TfL's bus map for the area, which is contained within **Appendix C**.

London Underground Services

3.17 Chalk Farm London Underground Station is the closest station to the site. It is located on the Northern Line within Travelcard Zone 2 and can be reached by walking approximately 400m north-east along A5100 Station Road from A5 High Street and by several bus routes that stop at adjacent stops to the station including 31, 168 and 393 bus routes.

3.18 During peak hours, typical services from Chalk Farm Station are 24 trains per hour with:

- 10 trains per hour from Edgware to Kennington (via Charing Cross);
- 2 trains per hour from Edgware to Morden (via Charing Cross); and
- 12 trains per hour from Edgware to Morden (via Bank).

3.19 Chalk Farm Station has lifts to accommodate for station users with accessibility difficulties. It also has taxi ranks within walking distance of the site located on Chalk Farm Road adjacent to The Stables Market.

3.20 The site is also located within reasonable walk distance of Camden Town London Underground Station and is located 100m walk distance from Camden Town Station (Stop X) to the south, where it is served by several bus routes. Camden Town Station not only has a similar frequency of services to Chalk Farm Station, but also has the following services from the High Barnet branch of the Northern Line:

- 10 trains per hour from High Barnet to Kennington via Charing Cross;
- 2 trains per hour from High Barnet to Morden via Charing Cross; and
- 12 trains per hour from High Barnet to Morden via Bank.

London Overground Services

3.21 The site is also located within 700m walk distance (9-minute walk) from Kentish Town West Rail Station to the north-east and 1000m walk distance (13-minute walk) from Camden Road Rail Station to the east. Both stations are located on the North London Line with London Overground. The North London Line provides services between Richmond in South-west London and Stratford in East London, so therefore bypasses Central London (Travel Zone 1). Typical weekday services are 6 trains in either direction, which are 4 from Richmond to Stratford, and 2 from Clapham Junction to Stratford.

3.22 There are opportunities for interchanges at several stations including Richmond, West Hampstead, Highbury & Islington, Canonbury and Stratford to onward destinations. Kentish Town West Station has step-free access available from the street to the ticket office and has storage spaces available for 4 cycles. Camden Road Station has lifts to platform level with step-free access coverage and ramps available for train access.

4 TRANSPORT POLICY

4.1 This section summarises the relevant transport policies at national, regional and local level. It outlines policy directions that should be followed and summarises how the proposed development aligns with these policies. It includes the following policy documents:

- National Planning Policy Framework (NPPF, 2019);
- The London Plan (2016);
- The 'Intend to Publish' London Plan (2019);
- The Mayor's Transport Strategy (2018); and
- Camden Local Plan (2017).

National Guidance

National Planning Policy Framework (NPPF, 2019)

4.2 The National Planning Policy Framework (NPPF) was most recently updated in February 2019 and outlines the Government's planning policies for England and how these are expected to be applied.

4.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central Government national transport policy, with Paragraph 102 setting out 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 transport 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 net environmental gains; and

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 A summary of the pertinent proposed policy directions is taken from Chapter 9 (Promoting Sustainable Transport) and is summarised below.

"108. 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; and

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.

109. Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.

110. 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 vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

4.5 The site is accessible by public transport, walking and cycling and it is considered that there will be no significant residual cumulative impacts as a result the proposed development.

Regional Guidance

The London Plan (2016)

4.6 The London Plan (March 2016) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.

4.7 Policy 6.1 sets out several strategic aims, key aims include:

a) *"encouraging patterns and modes of development that reduce the need to travel, especially by car;*

b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*

c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*

d) *promoting walking by ensuring an improved urban realm."*

4.8 The accessibility of the site and the sustainable measures proposed ensure that the development will be in line with the aspirations of the London Plan.

The 'Intend to Publish' London Plan (2019)

4.9 The 'Intend to Publish' London Plan is the latest version of the forthcoming New London Plan, which supersedes all previous versions. It *"provides an appropriate spatial strategy that plans for London's growth in a sustainable way and has been found sound by the planning inspectors through the examination in public."*

"Policy GG2 Making the best use of land – G: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – C: Use the Healthy Streets Approach to prioritise health in all planning decisions."

4.10 Policy T4 – *Assessing and mitigating transport impacts* provides the following advice:

B. "When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required in accordance with relevant Transport for London guidance."

4.11 With regards to car parking, the 'Intend to Publish' London Plan outlines that locations with a PTAL of 5-6, are to have car-free provision, which is supported by the development and is outlined in **Table 4.1** below.

Table 4.1: Maximum Car Parking Standards	
Location	**Provision**
Inner London PTAL 6a	Car-free

4.12 Regarding cycle parking, **Table 4.2** below sets out the draft cycle parking minimum standards.

Table 4.2: Cycle Parking Minimum Standards		
Use Class	**Long-stay**	**Short-stay**
B1 Office	1 space per 75 sqm	First 5,000 sqm: 1 space per 500 sqm Thereafter: 1 space per 5,000 sqm (GEA)
C3 residential	1 space per studio or 1 person 1-bedroom dwelling; 1.5 spaces per 2 person 1-bedroom dwelling; 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces; thereafter, 1 space per 40 dwellings

Mayor's Transport Strategy (2018)

4.13 The Mayor's Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating 'Healthy Streets' and healthy people with the aim for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.

4.14 The Mayor's Transport Strategy vision states:

"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.

The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."

4.15 Key to this vision are the following three transport aims:

1. *"By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.*

2. *For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.*

3. *To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041".*

Local Guidance

Camden Local Plan (2017)

4.16 Camden's Local Plan outlines LBC's planning policies and supersedes the Core Strategy and Development Policies documents, which were adopted in 2010. It covers the period from 2016 to 2031 and forms part of LBC's Development Plan. The Local Plan outlines improving transport as one of LBC's challenges and particularly intends to: 'continue to promote travel that is easy, safe, healthy and does not harm our local environment or contribute to climate change.'

4.17 The following policies within the Local Plan relate directly to transport:

"Policy T1 – Prioritising walking, cycling and public transport

The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

Walking

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

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. are easy and safe to walk through ('permeable');

d. are adequately lit;

e. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and

f. contribute towards bridges and water crossings where appropriate.

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;

h. 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;

i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

j. is easy and safe to cycle through ('permeable'); and

k. contribute towards bridges and water crossings suitable for cycle use where appropriate.

Public Transport

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. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort."

Policy Summary

4.18 Transport policy at all levels advocate locating developments in areas which are accessible by public transport, walking and cycling. The development proposal is suitably located for the uptake of sustainable travel modes, in addition to providing cycle parking in accordance with relevant policy guidance, as discussed further in Section 5.

5 THE PROPOSAL AND ITS EFFECTS

The Proposal

5.1 The proposal seeks the redevelopment of the existing funeral directors and associated uses to provide a 218sqm GIA commercial unit with 9 x residential units.

5.2 The proposed residential mix for the flatted units is as follows:

- 3 x 1-bedroom residential units;
- 5 x 2-bedroom residential units; and
- 1 x 3-bedroom residential unit.

5.3 This development will be car-free in line with the 'Intend to Publish' London Plan (2019).

Multi-Modal Trip Generation

5.4 The trip generation for the residential use of the site has been estimated using the Trip Rate Information Computer System database (TRICS 7.6.4), which is the industry standard tool for estimating trip generation for new developments. On this basis, the proposed development trip generation assessment will focus on the trips generated by the residential units.

5.5 The total person trips associated with the proposed residential units are outlined in **Table 5.1**. The full TRICS residential report is provided within **Appendix D**.

Table 5.1: Total Person Trip Rate & Trip Generation (9 Residential Flats)

Time Period	Trip Rates			Trip Generation		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak	0.200	0.880	1.080	2	8	10
PM Peak	0.456	0.200	0.656	4	2	6
Total Day	3.844	3.649	7.493	35	33	68

5.6 **Table 5.1** indicates that the proposed residential units could generate up to 10 total person trips in the AM Peak Hour, up to 6 total person trips in the PM Peak Hour and 68 total person trips over the total day. As there will be no car parking spaces provided and a permit free agreement will be in place, no material vehicle trips will be generated by the residential units, except for servicing/delivery trips, which will be minimal for a development of this scale and nature.

5.7 The modal split for the proposed residential development has been based on the 2011 Census modal split table as provided in **Table 2.1**, albeit adjusted to reflect the car-free nature of the development. The subsequent modal split is included within **Table 5.2** alongside the expected multi modal trip generation.

Table 5.2: Summary of Residential Trip Generation by Mode

Mode	2011 Census Mode Split	Adjusted Mode Split	AM Peak Hour		PM Peak Hour		Total Day	
			In	Out	In	Out	In	Out
Underground	30.3%	38.6%	1	3	2	1	14	13
Train	10.6%	13.5%	0	1	1	0	5	4
Bus	12.8%	16.3%	0	1	1	0	6	5
Taxi	0.3%	0.4%	0	0	0	0	0	0
Motorcycle	1.6%	2.0%	0	0	0	0	1	1
Car Driver	19.8%	0.0%	0	0	0	0	0	0
Car Passenger	1.7%	0.0%	0	0	0	0	0	0
Bicycle	9.7%	12.4%	0	1	0	0	4	4
Walking	13.2%	16.8%	0	1	1	0	6	6
Total	**100%**	**100%**	**2**	**8**	**4**	**2**	**35**	**33**

5.8 The results outlined within **Table 5.2** above, forecast that the majority of the trips generated will be by public transport modes, with 6 total trips generated during the AM Peak Hour, 5 total trips generated during the PM Peak Hour and 47 total trips generated during the total surveyed day. In terms of walking and cycling trips, 2 total trips are forecast to be generated during the AM Peak Hour, 1 total trip forecast during the PM Peak Hour and 20 total trips generated during the total surveyed day.

5.9 It is noted that the trip generation associated with the 218sqm GIA commercial unit on the ground floor will be similar when compared with the existing use, effectively being a replacement with no material change in the trips that could be generated. On this basis a trip generation exercise for the commercial element of the development is not considered necessary / appropriate.

Car Parking

5.10 The proposed development will be car-free for the residential use. To mitigate against any potential on-street parking demand, the Applicant is willing to enter into a permit-free agreement, secured by way of a legal agreement as part of the application.

Cycle Parking

5.11 Cycle parking will be provided in line with the 'Intend to Publish' London Plan minimum standards.

5.12 A total of 24 cycle parking will be provided within secure cycle stores for use by all residents and visitors to the site. This is inclusive of 2 cycle parking space to be allocated to visitors (short-stay). It is noted that the cycle parking is accessible for all users, as it is located on ground floor level and therefore easy to access and secure. It is also noted that this is inclusive of 4 cycle parking spaces allocated for the commercial element in line with the 'Intend to Publish' London Plan minimum standards.

5.13 These proposed provisions will further encourage future residents and employees to travel to and from the site by bicycle, therefore, will have the potential to increase active modes of travel.

Access

5.14 The existing development provides two separate garage facilities which are accessible on the south and east frontages of the building from Ferdinand Place. As part of the proposals the garages and associated accesses will be removed which is a benefit given there will no longer be the opportunity for the site itself to generate vehicle activity in/out of the building. The removal of the accesses and opportunity to reinstate footway will also improve the pedestrian environment by providing an uninterrupted footway without vehicles crossing over it in/out of the site.

Oversailing

5.15 In responding to pre-application feedback from LBC the office entrance on the south east corner of the building has been recessed to provide an element of weather protection. This also accentuates the residential balconies above and increases the level of interest on the prominent corner of the building.

5.16 A result of these design changes is that a small portion of the building oversails the highway on the south east corner from the first floor upwards, at a height of circa 3.5m. To address any oversailing elements of the building the Applicant will apply for an oversail licence via Section 177 of the 1980 Highways Act (should planning permission be granted).

Deliveries and Waste Collection

5.17 All servicing, deliveries and waste collection for the proposed development will be undertaken within Ferdinand Place, which is as per the existing situation.

Servicing and Delivery Trips

5.18 Residential developments, based upon information within the TRICS database, generate around 12-15 delivery and servicing trips per 100 units per day. As such, the proposed residential element would be expected to generate up to 2 deliveries per day.

5.19 Deliveries would be expected to be made predominantly by small to medium sized goods vehicles, for instance, cars and panel vans delivering internet shopping goods.

5.20 It is noted that office use typically generates circa 0.25 daily deliveries per 100sqm of floor space, which would result in less than 1 delivery trip per day for the 218sqm GIA of commercial use, which is a replacement of an existing use in any event.

5.21 As such, there is not anticipated to be a material impact from deliveries and servicing of the proposed development.

Refuse and Recycling Storage and Collection

5.22 The development will be provided with a bin storage area that will be located to the front of the proposed building, within a communal area, which provides independent access to each bin and within a 10m drag distance of the public highway.

5.23 In accordance with the existing situation for the site and its neighbouring properties, all refuse vehicles will stop on the public highway across the site frontage. The bin storage location is located within 10m drag distance from the public highway, which accords with best practice.

6 SUMMARY AND CONCLUSION

Summary

6.1 Caneparo Associates has been appointed by Luxgrove Capital Partners Ltd (the 'Applicant') to provide traffic and transportation advice regarding the proposed redevelopment of a site which is located at 1-3 Ferdinand Place, NW1 8EE in the London Borough of Camden (LBC).

6.2 The proposal is for:

'*Demolition of the existing building and the erection of a four storey building plus roof level accommodation and roof terrace comprised of office use (Class B1(a)) at ground floor level and 9 self-contained residential units (Class C3) on the upper floors with associated plant, cycle parking and refuse storage.*'

6.3 This Transport Statement has assessed the proposals in transport and traffic terms and can be summarised as follows:

- The site is located within an accessible location (PTAL 6a), benefiting from good walking and cycling links and access to public transport. As such, most trips generated by the site are anticipated to be made by non-car modes.
- The development will be car-free for the 9 residential units. This is in accordance with the 'Intend to Publish' London Plan standards (2019) and in line with the site's excellent PTAL rating of 6a.
- Cycle parking will be provided in accordance with the 'Intend to Publish' London Plan standards with a total of 24 cycle parking spaces located on ground floor level in a safe, secure and accessible location.
- It has been demonstrated in this report that the total person trips associated with the proposed use will be predominantly made by public transport modes, with most of the remaining trips made by walking and cycling.
- The in-filling of the site's existing garages and associated accesses is a benefit of the scheme that will remove vehicle movements from the site and provide an opportunity to improve the pedestrian environment by reinstating the footway.

- There is expected to be no discernible difference in delivery and servicing trips generated by the proposed development when compared to the existing permitted use of the site, with potential for a reduction in delivery numbers. All servicing will be undertaken adjacent to the site on Ferdinand Place as in the existing situation.

- Refuse and recycling for the development will be stored within a communal refuse store adjacent to the cycle store area on the ground floor, with collection undertaken from the street as in the existing situation.

Conclusion

6.4 It is considered that the development proposal is appropriate for the location and accords with relevant adopted national, regional and local policy guidance. An assessment of the effects of the development identifies that it will result in minor benefits resulting from reduced car use, removal of vehicle accesses and measures to promote and increase travel by active and sustainable modes.

6.5 The development proposal, therefore, accords with the NPPF's statement at paragraph 109 relating to the overall impact of a proposal which 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."

6.6 It is, therefore, concluded that the development should not be refused on transport grounds.

Appendix A

N

Ownership boundary

Outline of approved scheme ref: 2016/2457/P

0 5 10 M

Rev	Date	Note
P1	06/05/2020	Planning Application

Sheet Status
Town Planning Set

Project Title
1-3 Ferdinand Place

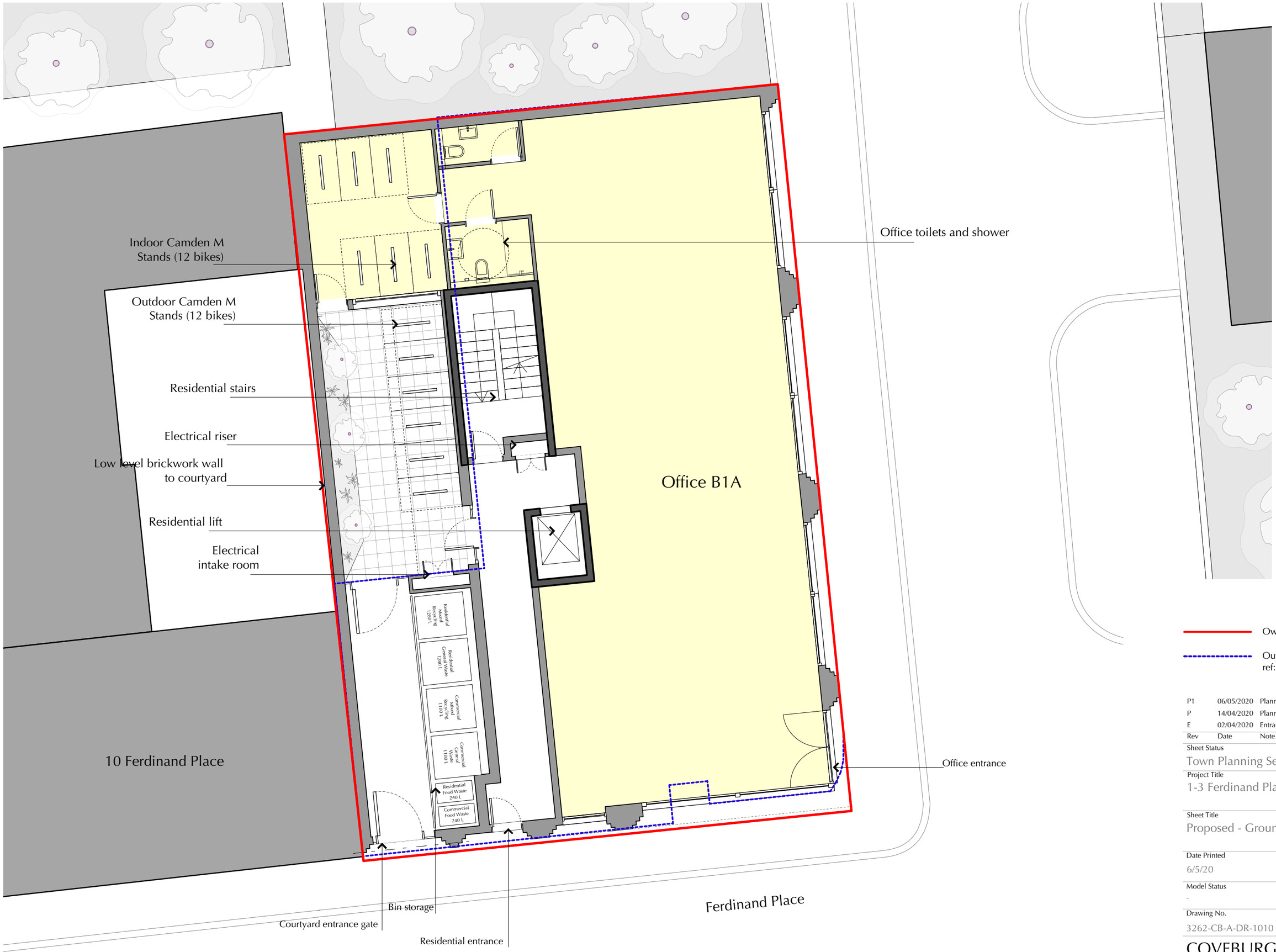
Sheet Title
Existing - Ground Floor Plan

Date Printed	Scale	
6/5/20	1:200	A3

Model Status	Drawn by	Checked
-	VC	DC

Drawing No.	Revision
3262-CB-A-DR-0010	P1

COVEBURGESS
6-8 Cole Street, SE1 4YH
Tel: 020 3758 7050



Ownership boundary

Outline of approved scheme ref: 2016/2457/P

Rev	Date	Note
P1	06/05/2020	Planning application
P	14/04/2020	Planning Application
E	02/04/2020	Entrance corner amended

Sheet Status
Town Planning Set

Project Title
1-3 Ferdinand Place

Sheet Title
Proposed - Ground Floor Plan

Date Printed	Scale	
6/5/20	1:200	A3

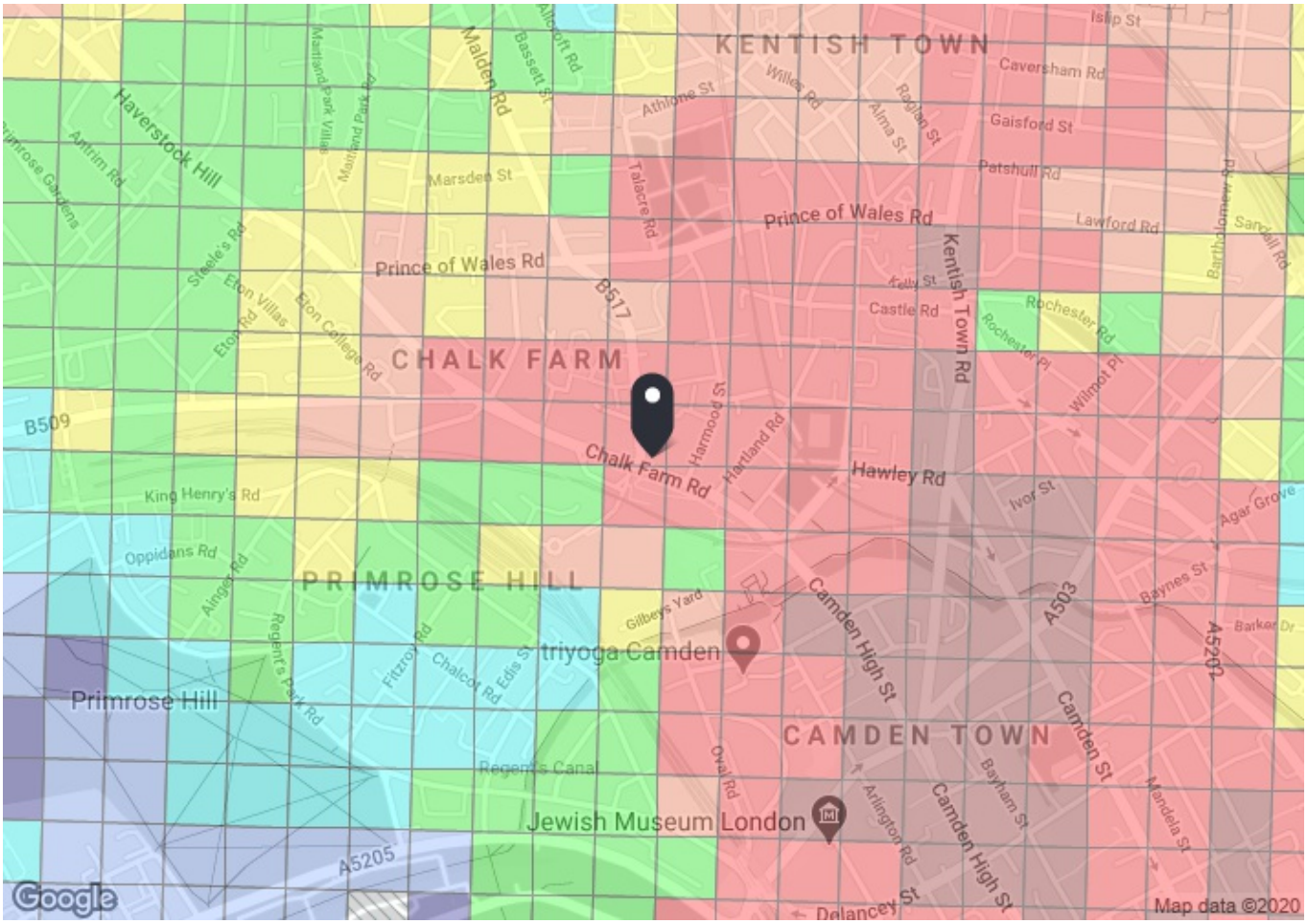
Model Status	Drawn by	Checked
-	VC	DC

Drawing No.	Revision
3262-CB-A-DR-1010	P1

COVEBURGESS
6-8 Cole Street, SE1 4YH
Tel: 020 3758 7050

Appendix B

TRANSPORT FOR LONDON



PTAL output for Base Year
6a

1 Ferdinand Pl
1 Ferdinand Pl, Chalk Farm, London NW1 8EE, UK
Easting: 528476, Northing: 184301

Grid Cell: 100365

Report generated: 11/02/2020

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

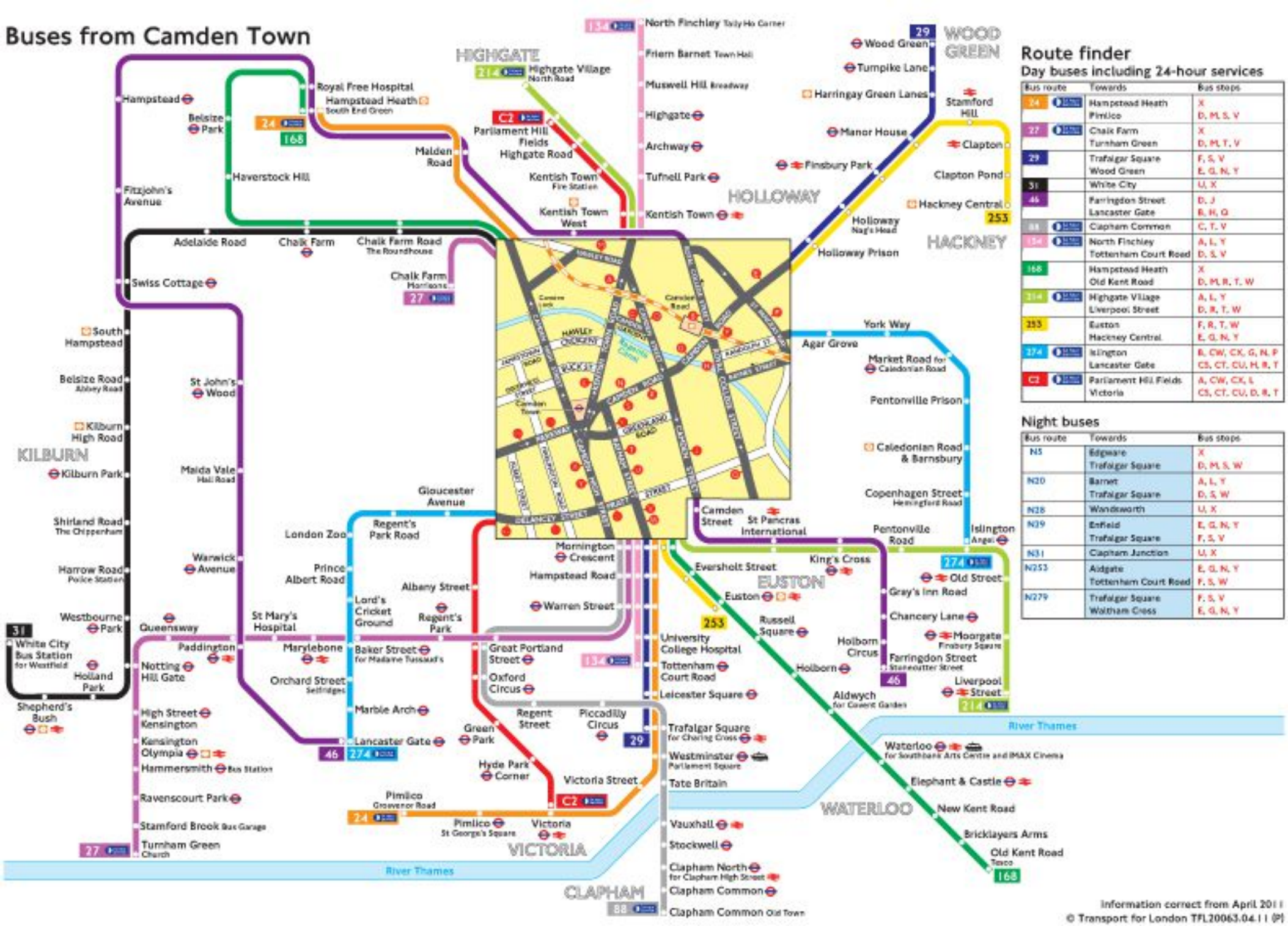
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CHALK FM RD FERDINAND ST	393	159.78	5	2	8	10	3	0.5	1.5
Bus	CHALK FM RD FERDINAND ST	31	159.78	10	2	5	7	4.29	0.5	2.14
Bus	CHALK FM RD FERDINAND ST	27	159.78	8	2	5.75	7.75	3.87	0.5	1.94
Bus	CHALK FM RD FERDINAND ST	168	159.78	9	2	5.33	7.33	4.09	0.5	2.05
Bus	FERDINAND ST CHALK FM RD	24	95.24	10	1.19	5	6.19	4.85	1	4.85
Bus	MALDEN ROAD ST LEONARD'S SQUARE	46	387.42	6	4.84	7	11.84	2.53	0.5	1.27
Rail	Kentish Town West	'STFD-CLPHMJ2 2Y11 '	742.26	3.67	9.28	8.92	18.2	1.65	1	1.65
LUL	Chalk Farm	'Morden-Edgware '	409.21	4.67	5.12	7.17	12.29	2.44	0.5	1.22
LUL	Chalk Farm	'Kennington-Edgware '	409.21	14.67	5.12	2.79	7.91	3.79	1	3.79
Rail	Camden Road	'CLPHMJ2-STFD 2L50 '	930.85	3.67	11.64	8.92	20.56	1.46	0.5	0.73
LUL	Camden Town	'Edgware-Morden '	677.09	9	8.46	4.08	12.55	2.39	0.5	1.2
LUL	Camden Town	'Morden-HighBarnet '	677.09	14.67	8.46	2.79	11.26	2.66	0.5	1.33
LUL	Camden Town	'Morden-MillHillE '	677.09	4	8.46	8.25	16.71	1.79	0.5	0.9
LUL	Camden Town	'HighBarnet-Morden '	677.09	0.33	8.46	91.66	100.12	0.3	0.5	0.15
LUL	Camden Town	'HighBarnet-Kenningt '	677.09	5.33	8.46	6.38	14.84	2.02	0.5	1.01
LUL	Camden Town	'MillHill-Morden '	677.09	1.67	8.46	18.71	27.18	1.1	0.5	0.55
LUL	Camden Town	'MillHillE-Kenningt '	677.09	1.67	8.46	18.71	27.18	1.1	0.5	0.55
									Total Grid Cell AI:	**26.82**

Appendix C

Buses from Camden Town



Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
24	Hampstead Heath	X
	Pimlico	D, M, S, V
27	Chalk Farm	X
	Turnham Green	D, M, T, V
29	Trafalgar Square	F, S, V
	Wood Green	E, G, N, Y
31	White City	U, X
46	Farringdon Street	D, J
	Lancaster Gate	B, H, Q
88	Clapham Common	C, T, V
134	North Finchley	A, L, Y
	Tottenham Court Road	D, S, V
168	Hampstead Heath	X
	Old Kent Road	D, M, R, T, W
214	Highgate Village	A, L, Y
	Liverpool Street	D, R, T, W
253	Euston	F, R, T, W
	Hackney Central	E, G, N, Y
274	Islington	B, CW, CX, G, N, P
	Lancaster Gate	CS, CT, CU, H, R, T
C2	Parliament Hill Fields	A, CW, CX, L
	Victoria	CS, CT, CU, D, R, T

Night buses

Bus route	Towards	Bus stops
N5	Edgware	X
	Trafalgar Square	D, M, S, W
N20	Barnet	A, L, Y
	Trafalgar Square	D, S, W
N28	Wandsworth	U, X
N29	Enfield	E, G, N, Y
	Trafalgar Square	F, S, V
N31	Clapham Junction	U, X
N253	Aldgate	E, G, N, Y
	Tottenham Court Road	F, S, W
N279	Trafalgar Square	F, S, V
	Waltham Cross	E, G, N, Y

Information correct from April 2011

Appendix D

Calculation Reference: AUDIT-358901-200213-0213

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
	HK	HACKNEY	1 days
	IS	ISLINGTON	3 days
	SK	SOUTHWARK	1 days
	WH	WANDSWORTH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 9 to 30 (units:)
Range Selected by User: 9 to 40 (units:)

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 31/01/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	4 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	1 days
50,001 to 100,000	3 days
100,001 or More	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	6 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	4 days
0.6 to 1.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	1 days
6a Excellent	4 days
6b (High) Excellent	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 EN-03-C-03 BLOCKS OF FLATS ENFIELD
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

2 HK-03-C-03 BLOCK OF FLATS HACKNEY
GREEN LANES
FINSBURY PARK
MANOR HOUSE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *24/09/14* *Survey Type: MANUAL*

3 IS-03-C-03 BLOCK OF FLATS ISLINGTON
FLORENCE STREET
ISLINGTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: THURSDAY *21/11/13* *Survey Type: MANUAL*

4 IS-03-C-05 BLOCK OF FLATS ISLINGTON
LEVER STREET
FINSBURY

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

5 IS-03-C-06 BLOCK OF FLATS ISLINGTON
CALEDONIAN ROAD
HOLLOWAY

Edge of Town Centre
Residential Zone
Total Number of dwellings: 14
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

6 SK-03-C-02 BLOCK OF FLATS SOUTHWARK
LAMB WALK
BERMONDSEY

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 29
Survey date: THURSDAY *23/04/15* *Survey Type: MANUAL*

7 WH-03-C-01 BLOCKS OF FLATS WANDSWORTH
AMIES STREET
CLAPHAM JUNCTION

Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY *09/05/12* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	18	0.104	7	18	0.576	7	18	0.680
08:00 - 09:00	7	18	0.200	7	18	0.880	7	18	1.080
09:00 - 10:00	7	18	0.232	7	18	0.336	7	18	0.568
10:00 - 11:00	7	18	0.136	7	18	0.256	7	18	0.392
11:00 - 12:00	7	18	0.136	7	18	0.080	7	18	0.216
12:00 - 13:00	7	18	0.184	7	18	0.120	7	18	0.304
13:00 - 14:00	7	18	0.136	7	18	0.144	7	18	0.280
14:00 - 15:00	7	18	0.152	7	18	0.256	7	18	0.408
15:00 - 16:00	7	18	0.408	7	18	0.120	7	18	0.528
16:00 - 17:00	7	18	0.368	7	18	0.184	7	18	0.552
17:00 - 18:00	7	18	0.456	7	18	0.200	7	18	0.656
18:00 - 19:00	7	18	0.424	7	18	0.168	7	18	0.592
19:00 - 20:00	4	19	0.592	4	19	0.211	4	19	0.803
20:00 - 21:00	4	19	0.316	4	19	0.118	4	19	0.434
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.844			3.649			7.493

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*