AECOM Imagine it. Delivered.

65-69 Holmes Road

Transport Statement

Hallmark Property Group

September 2021

Quality information

Prepared by	Checked by	Verified by	Approved by
Olivia Hart Assistant Transport Planner	Paul Kelly Senior Transport Planner	Nick Anderson Regional Director	Paul Kelly Associate

Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	September 2021	Final	PK	Paul Kelly	Associate

Prepared for:

Hallmark Property Group

Prepared by:

AECOM Limited
Midpoint, Alençon Link
Basingstoke
Hampshire RG21 7PP
United Kingdom

T: +44(0)1256 824500
aecom.com

Table of Contents

Tables

1. Introduction

1.1 Context

This Transport Statement (TS) has been prepared by AECOM on behalf of Hallmark Property Group to support the proposals for an additional 25 student accommodation units in a seventh-floor extension at their existing student accommodation development 'The Stay Club' at 65-69 Holmes Road, Camden NW5 3AU. A site location plan is included at **Figure 1-1**.

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

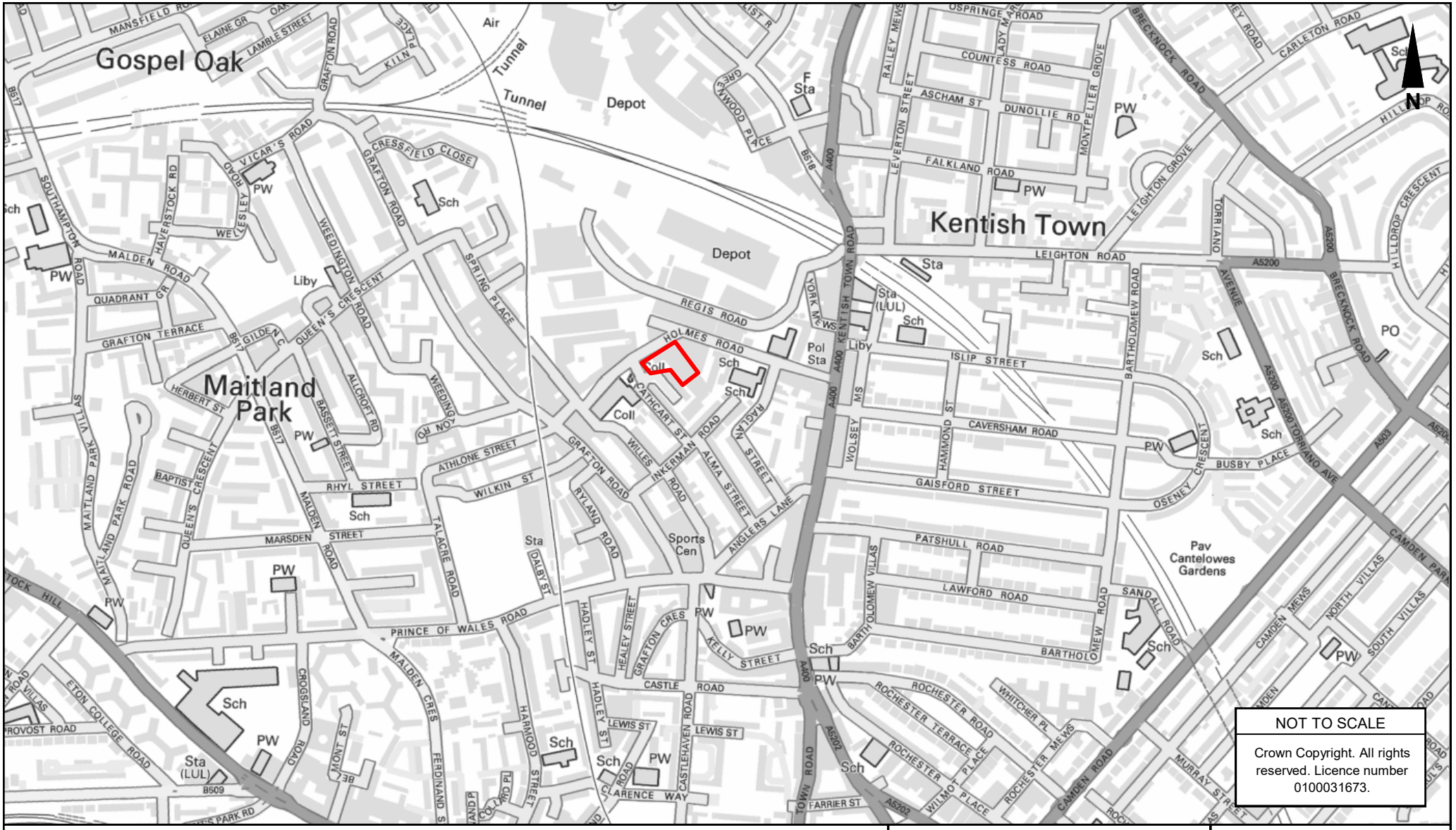
An updated scheme comprising 341 rooms and 439 bed spaces was approved in May 2016 (ref: 2015/5435/P) and the approved development is now constructed.

This document provides an update to the Transport Statements submitted as part of applications 2013/7130/P and 2015/5435/P. It specifically updates the review of policy and existing transport conditions for the site and appraises the changes in transport conditions arising from an additional 25 student accommodation units relative to the consented scheme.

1.2 Structure

The remainder of the report is structured as follows:

- **Section 2** presents the relevant policy guidelines;
- **Section 3** provides details about the development proposals;
- **Section 4** outlines the sites accessibility;
- **Section 5** presents the trip generation for the site;
- **Section 6** presents the servicing trips;
- **Section 7** provides the conclusions to the report.



Site Location

Figure 1-1

AECOM

2. Policy Review

2.1 Policy Guidance

To inform the development of the Transport Statement, a review of relevant national, regional and local transport policy has been undertaken in order to understand the context for the development. This includes the following documents, with further detail on each provided below as well as best practice guidance:

- National Planning Policy Framework (July 2021)
- The London Plan (July 2021)
- Mayor's Transport Strategy (March 2018)
- LB Camden Local Plan (July 2017)
- Camden Planning Guidance: Transport (March 2019)

2.1.1 National Planning Policy Framework (July 2021)

The National Planning Policy Framework (NPPF) was revised on 20th July 2021 and sets out the government's planning policies for England and how these are expected to be applied. This revised Framework replaces the previous National Planning Policy Framework published in March 2012, revised in July 2018 and updated in February 2019.

The NPPF highlights the importance that transport infrastructure and transport related policies have in facilitating sustainable development and promoting wider health and sustainability objectives. 'Section 9 – Promoting sustainable transport' outlines the key transport policy considerations. At Paragraph 104 it states that transport issues should be considered at the earliest opportunities when planning development so that:

- "The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised;
- Opportunities to promote walking, cycling and public transport use are identified and pursued; and
- 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"

It is emphasised that development should give priority to pedestrian and cycle movements, create places that are safe, secure and attractive and designed to enable charging of plugin and ultra-low emission vehicles in safe, accessible and convenient locations. It is also important that developments facilitate the efficient delivery of goods, and access by service and emergency vehicles.

In line with the guidance this TS sets out the accessibility of the site to sustainable modes of transport. The site is located in an area of good accessibility for walking and cycling and has strong links to public transport, which is in line with the NPPF guidance.

2.2 Regional Policy Context

2.2.1 The London Plan (March 2021)

The London Plan, published in 2 March 2021 is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

Policy T1 'Strategic Approach to Transport' sets out how development plans should support and facilitate the Mayor's strategic target of 80 per cent of all trips to be made by sustainable means. In doing so, development plans should 'make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure any impacts on London's transport network and supporting infrastructure are mitigated.'

Policy T2 'Healthy Streets' outlines the importance that development proposals reduce the dominance of vehicles on London's streets, be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Policy T5 Cycling sets out the minimum cycle parking standards addressing that:

- *'Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Development should provide cycle parking at least in accordance with the minimum standards' and*
- *'Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards, Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people'.*

Policy T6 Car Parking addresses how car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

- Car-free development should be the starting point for all development proposals, whereby there is no general parking but should still provide disabled persons parking.
- Adequate provision should be made for efficient deliveries and serving and emergency access.

Policy T6.1 Residential parking states "large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free".

2.2.2 Mayor's Transport Strategy (March 2018)

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

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

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

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

2.3 Local Policy Context

2.3.1 LB Camden Local Plan (July 2017)

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

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

To create the conditions for growth, ensuring it takes place in the most appropriate and sustainable locations and minimises the impacts of development, and to harness the benefits of this growth so it meets the needs of Camden's communities for homes, jobs and services and preserves and enhances the borough's unique character and appearance.

To promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and promote new and improved transport links.

To improve health and wellbeing of Camden's population and reduce health inequalities through good spatial planning, supporting healthier lifestyles and environmental improvements, as well as ensuring appropriate access to health facilities.

To promote and protect the high levels of amenity and quality of life that makes Camden such an attractive, successful and vibrant place for residents, workers and visitors.

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

2.3.2 Transport Strategy 2019-2041 (April 2019)

The Camden Transport Strategy aims to transform transport and mobility in Camden, enabling and encouraging people to travel sustainably. The key priorities of the strategy include:

- increasing walking and cycling;
- improving public transport in the borough;
- reducing car ownership and use;
- improving air quality; and
- making the streets and transport networks safe, accessible and inclusive for all.

The report has been prepared to respond to the Mayor of London's Healthy Streets approach, and has the title of 'Healthy Streets, Healthy Travel, Healthy Lives'. The strategy aims to increase the sustainable transport mode share in Camden from 85% (2017) to 93% (2041), with half of all residents trips to be made on foot by 2041.

2.3.3 Camden Planning Guidance: Transport (March 2019)

Camden Planning Guidance (CPG): Transport (March 2019) provides support for the policies in the Camden Local Plan 2017. This document was adopted in March 2019 and replaces CPG7: Transport (September 2011).

CPG: Transport (March 2019) provides information on all types of detailed transport issues within the borough and provides the following key messages:

- Assessing transport capacity: A transport assessment is required for all applications that involve a change in the way that a site is accessed from the highway.

- Travel Plans: travel plans enable a development to proceed without adverse impact on the transport network through promoting a greater use of sustainable travel and thereby helping to tackle congestion and air pollution. The requirements of a travel plan will be tailored to the specific characteristics of the site and nature of the development.

- Parking and car-free development: the Camden Local Plan 2017 extends car-free development to the whole of the Borough.

- Parking and car-free development: Legal agreements will be used to maintain car-free and car-capped development over the lifetime of a scheme.

- Vehicular access and crossovers: The Council will not approve applications that would cause unacceptable parking pressure, add to existing parking problems or result in negative impacts on amenity.

- Cycling facilities: The council will seek high quality cycle parking facilities for development, including redevelopments and in applications that change travel patterns and the travel profile or increase the numbers of people travelling to a site.

- Cycling facilities: applicants must provide, as a minimum, the quantity of cycle parking spaces as set out in the London Plan, of which are fully inclusive and accessible by step free access. The Council will seek an additional 20% of spaces over and above the London Plan standards to support the expected future growth of cycling for those that live and work in Camden.

3. Development Proposals

3.1 Approved Development

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

An updated scheme was approved in May 2016 (ref: 2015/5435/P) for 341 rooms (with 439 bed spaces), a coffee shop, B8 Warehouse space and a double height goods yard. The approved development is now constructed.

3.2 Proposed Development

It is proposed to build an extension to the seventh floor of the existing development with a floor area of 552sqm. This will provide an additional 25 single student bedrooms bringing the total number of rooms to 366 and the total number of bed spaces to 464 (maximum 464 student residents). There are no proposed changes to the consented B8 Warehouse land use.

3.3 Site Access

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

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

3.4 Car Parking

The consented development is car free, with the exception of servicing and deliveries. No vehicle parking is provided on site for staff, students or visitors of the development. No parking will be provided for the additional proposed 25 student accommodation units.

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

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

3.5 Cycle Parking

The consented development set out proposals for a total of 284 cycle parking spaces provided at the site for students, employees and visitors, broken down as follows:

- Student Accommodation - 258 cycle parking spaces plus 10 spaces for visitors to the student hall of residence;

- B8 Warehouse – 16 spaces for employee and visitor use

An additional 30 cycle parking spaces will be provided on site for the additional 25 student accommodation units, which is in line with both the London Plan guidance (1 cycle parking space per studio) and Camden Planning Guidance, which seeks an additional 20% of spaces over and above the London Plan standard.

4. Site Accessibility

4.1 Context

This section of the TS provides information regarding the site's accessibility, local services and amenities and public transport availability. **Figure 4-1** presents the local services and amenities in proximity of the site and **Figure 4-2** presents the opportunities for sustainable transport within the local area.

4.2 Services and Amenities

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

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

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

4.3 Public Transport Accessibility Level (PTAL)

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

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

WebCAT shows that the eastern section of Holmes Road has a PTAL of 6a, with Kentish Town Road acting as a public transport corridor in this area meaning that accessibility levels are higher along, and in proximity to, this route.

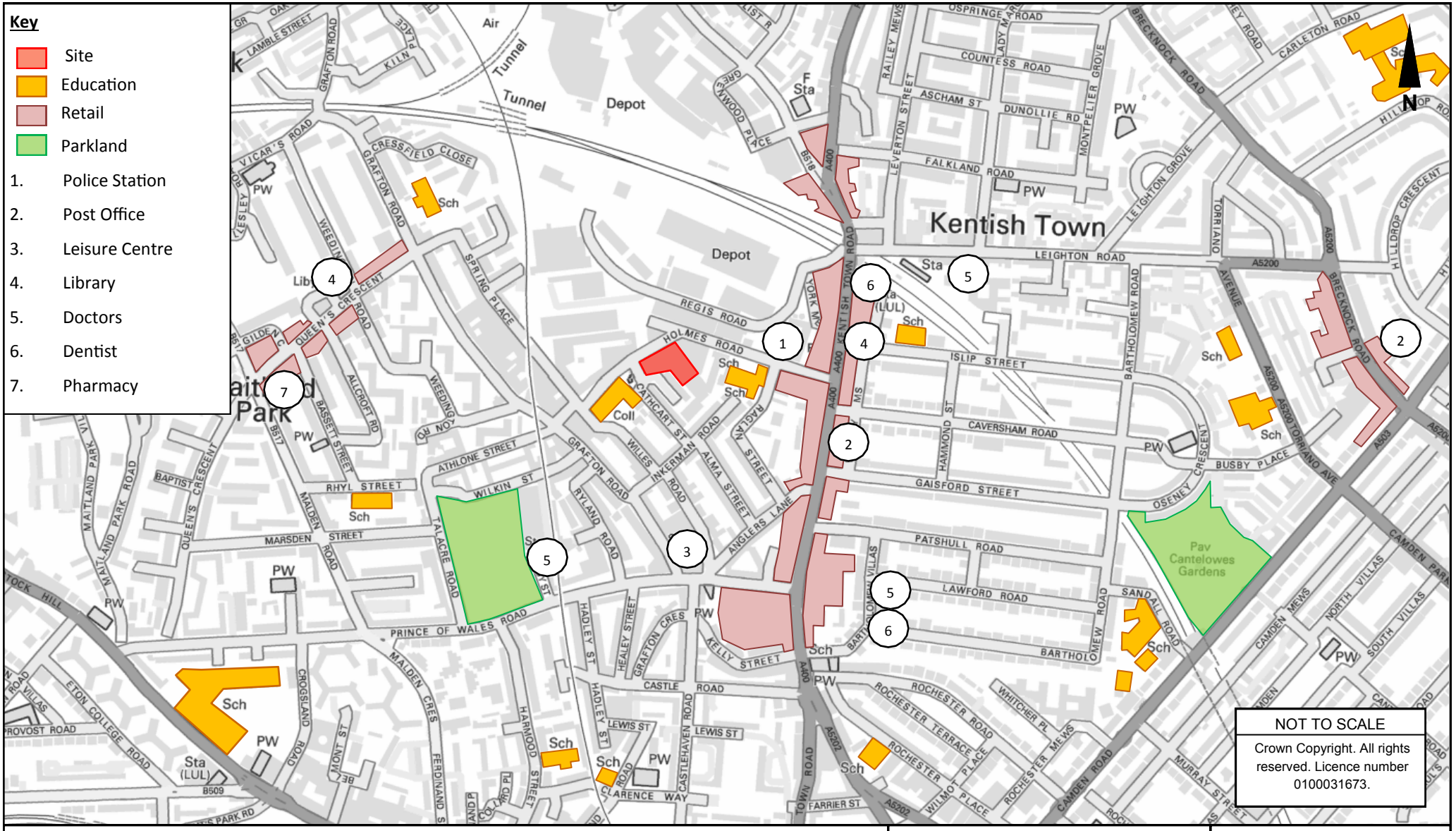
The associated summary PTAL report and accessibility zones within the vicinity of the site are included at **Appendix B** of this report.

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

4.4 Walking and Pedestrian Access

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

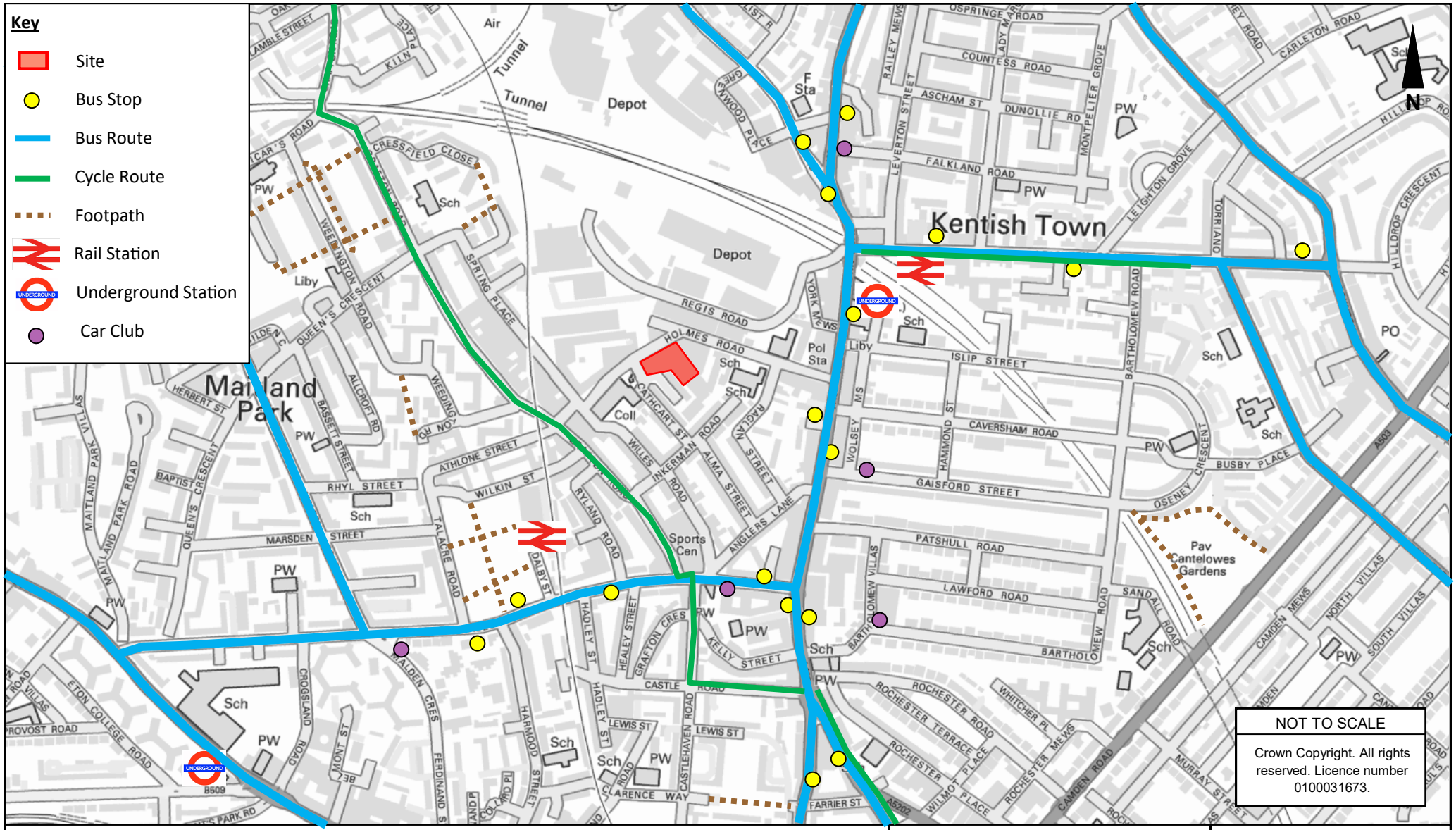
Much of Holmes Road has 3.5-metre wide pedestrian footways on both sides of the carriageway that are well maintained and lit.



Local Services and Amenities

Figure 4-1

AECOM



Sustainable Travel Plan

Figure 4-2

AECOM

4.5 Cycling

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

Holmes Road itself is defined by the London Cycle Network (LCN) as a "quiet road, recommended for cyclists". Leighton Road, approximately 400m to the east of the development is a dedicated signed route for cyclists. Other local signed cycle routes also exist near the site. Cycleway 6 begins on Kentish Town Road adjacent to Kelly Street and provides a connection along the A5202 towards Central London. See **Figure 4-2** for further detail**.**

4.6 Bus

The nearest bus stops to the site are located along Kentish Town Road. Northbound bus stops are located approximately 300m from the site (Stop KE), with southbound bus stops within 400m (Stop KB and KC). Both can be reached in five minutes or less on foot.

These bus stops currently serve five bus routes including one night bus service (88, 134, 214, 393 and N20). These routes provide connections to a range of destinations as set out in **Table 4-1**.

Table 4-1 Bus Services and Frequencies

Service	Route	Frequency AM Peak (0800 -0900)	Frequency PM Peak (1700 – 1800)
88	Parliament Hill Fields – Omnibus Clapham	Every 6 – 9 minutes	Every 6 – 9 minutes
134	North Finchley Bus Station – Warren Street Station	Every 6 – 10 minutes	Every 6 – 10 minutes
214	Hampstead Lane – Finsbury Square	Every 6 – 10 minutes	Every 6 – 10 minutes
393	Upper Clapton Road – Chalk Farm	Every 11 – 12 minutes	Every 10 – 12 minutes
N20	Barnet High Street – Trafalgar Square	-	-

4.7 London Underground

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

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

4.8 National Rail

The nearest rail station to the site is also Kentish Town. The station operates Thameslink services to Luton, St Albans City, London St Pancras, Wimbledon, Sutton (Surrey) and Bedford. **Table 4-2** provides a summary of the rail services from Kentish Town station.

Table 4-2 Kentish Town Train Services, Frequencies and Duration

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

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

4.9 Car Club

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

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

There are five car club vehicles located within a 10-minute walk of the site; these are shown on **Figure 4-2**:

- Zipcar – one car on Prince of Wales Road 400m (5-minute walk) from the site;
- Zipcar - one car on Gaisford Street 450m (6-minute walk) from the site;
- Zipcar – one van on Falkland Road 650m (9-minute walk) from the site;
- Zipcar – one car on Bartholomew Road 750m (9-minute walk) from the site; and
- Zipcar – one car on Malden Crescent 800m (10-minute walk) from the site.

4.10 Summary

To summarise, TfL's WebCAT online PTAL calculator indicates the site is located in an area of 'Very Good' public transport accessibility, with strong opportunities available for sustainable travel to and from the site. It is within walking distance of a number of local services and amenities, including supermarkets, leisure and health facilities.

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

5. Trip Generation

5.1 Approved Development

The approved development comprises a total of 341 rooms (439 bed spaces) and 2,292 sqm of B8 Warehouse space. **Table 5-1** presents the approved trip generation using the trip rates from the 2015 TS that supported the consented and constructed scheme (2015/5435/P).

Table 5-1: All Modes Approved Trip Generation – Student Accommodation & B8 Warehouse

	Student Accommodation (439 bed spaces)			B8 Warehouse (2,292sqm)			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	8	9	17	0	0	0	8	9	17
08:00-09:00	13	81	94	64	0	64	77	81	158
09:00-10:00	17	96	113	0	0	0	17	96	113
10:00-11:00	31	57	88	0	0	0	31	57	88
11:00-12:00	53	57	110	0	0	0	53	57	110
12:00-13:00	66	79	145	0	0	0	66	79	145
13:00-14:00	78	90	168	0	0	0	78	90	168
14:00-15:00	72	67	139	0	0	0	72	67	139
15:00-16:00	81	51	132	0	0	0	81	51	132
16:00-17:00	108	60	168	0	0	0	108	60	168
17:00-18:00	88	52	140	0	64	64	88	116	204
18:00-19:00	65	47	112	0	0	0	65	47	112
19:00-20:00	96	85	180	0	0	0	96	85	180
20:00-21:00	125	76	201	0	0	0	125	76	201
21:00-22:00	80	71	151	0	0	0	80	71	151
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
Total	**981**	**977**	**1958**	**64**	**64**	**128**	**1045**	**1041**	**2086**

*Any discrepancies due to rounding

5.2 Proposed Student Accommodation Trips

It is proposed that an additional 25 single student rooms are provided at the development. This would increase the potential number of bed spaces / residents from 439 to 464.

The approved trip rates for the site have been applied to the 25 additional bed spaces to give the trip generation levels set out in **Table 5-2**.

Table 5-2: All Mode Proposed Trip Generation – Student Accommodation (25 units)

Time Band	Arrivals	Departures	Total
00:00-07:00	0	0	0
07:00-08:00	0	1	1
08:00-09:00	1	5	5
09:00-10:00	1	5	6
10:00-11:00	2	3	5
11:00-12:00	3	3	6
12:00-13:00	4	4	8
13:00-14:00	4	5	10
14:00-15:00	4	4	8
15:00-16:00	5	3	8
16:00-17:00	6	3	10
17:00-18:00	5	3	8
18:00-19:00	4	3	6
19:00-20:00	5	5	10
20:00-21:00	7	4	11
21:00-22:00	5	4	9
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Total	**56**	**56**	**112**

Table 5-2 shows that the proposed 25 student accommodation bed spaces would likely generate an additional 56 all person arrivals and 56 all person departures with a total of 112 movements across the day.

5.3 Total Trip Generation

To determine the total trip generation for the 65-69 Holmes Road site the trip generation associated with the 25 proposed student accommodation bed spaces has been added to the existing student accommodation trip generation (439 bed spaces) to give a trip generation for a total of 464 student accommodation bed spaces. There is no proposed change to trip generation or modal split associated with the B8 Warehouse as approved (64 arrivals in the AM peak, 64 departures in the PM peak).

The total non-motorised person trip generation is set out in **Table 5-3**.

Table 5-3: Total Approved + Proposed Trip Generation

	Student Accommodation (464 bed spaces)			B8 Warehouse (2,292sqm)			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	8	10	18	0	0	0	8	10	18
08:00-09:00	14	86	99	64	0	64	78	86	163
09:00-10:00	18	101	119	0	0	0	18	101	119
10:00-11:00	33	60	93	0	0	0	33	60	93
11:00-12:00	56	60	116	0	0	0	56	60	116
12:00-13:00	70	83	153	0	0	0	70	83	153
13:00-14:00	82	95	178	0	0	0	82	95	178
14:00-15:00	76	71	147	0	0	0	76	71	147
15:00-16:00	86	54	140	0	0	0	86	54	140
16:00-17:00	114	63	178	0	0	0	114	63	178
17:00-18:00	93	55	148	0	64	64	93	119	212
18:00-19:00	69	50	118	0	0	0	69	50	118
19:00-20:00	101	90	190	0	0	0	101	90	190
20:00-21:00	132	80	212	0	0	0	132	80	212
21:00-22:00	85	75	160	0	0	0	85	75	160
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
Total	**1037**	**1033**	**2070**	**64**	**64**	**128**	**1101**	**1097**	**2198**

*Any differences due to rounding

Table 5-3 indicates that non-motorised trips to and from the proposed development will experience a morning peak between 08:00 and 09:00 and an afternoon peak between 17:00 and 18:00 when 163 and 212 movements will be generated respectively. The development is also likely to experience an evening peak between 20:00 and 21:00 with 212 movements. Across the day the development will generate approximately 2,198 movements in total.

It should be noted that the peaks for student movements are 09:00-10:00 and 20:00-21:00; with the peaks for the B8 warehouse 08:00-09:00 and 17:00-18:00.

As the development is car-free the majority of trips to and from the development will be undertaken by public transport and by foot. Any car trips are likely to be associated with the pick-up and drop-off of students at the beginning and end of a semester, with a 'Student Pick-Up and Drop-Off Management Scheme' developed to manage this process. An update of this document is provided with the application.

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

5.4 Modal Split

The modal split for the student accommodation element of the development has been derived from the mode of travel to work for residents (aged 16-24) in LBC in the Census 2011. As there is no car parking at the proposed development this mode has been removed from the dataset and redistributed across the remaining modes based on the relevant proportions. Similarly, those who 'work mainly at or from home' have also been removed from the table and the percentage redistributed.

Redistributing these trips provides a more robust assessment and the results are set out in **Table 5.6**. This gives a good indication of the modal share for residents in the college/university age group who travel to work/college in the local area.

Table 5-4: Adjusted Travel to Work Modal Split (Camden) – Residents Aged 16-24

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

Table 5-4 indicates that the majority of residents (49%) are likely to use the underground, train, light rail or tram to travel to work or education. 23% of residents travel on foot and 21% by bus. 5% of journeys are anticipated to take place by bicycle.

The all mode trip generation for the student accommodation shown in **Table 5-4** has been applied to the proposed trip generation shown in **Table 5-3** to provide a peak hour and daily trip generation for the student accommodation split by mode. The resultant AM and PM peak and daily proposed trip generation for the student accommodation is shown in **Table 5-5;** the AM peak for the student accommodation differs from the overall peak for the scheme.

Table 5-5: Peak Hour and Daily Trips for Student Accommodation Split by Mode

Mode of Travel to Work	Modal Split	AM Peak (09:00-10:00)	PM Peak (20:00-21:00)	Daily
Train, Underground, Metro, Light Rail or Tram	49%	59	104	1,014
Bus, Minibus or Coach	21%	25	45	435
Bicycle	6%	7	13	124
On foot	23%	27	49	476
Other	1%	1	2	21
Total		119	212	2,070

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

6. Servicing

6.1 Approved Servicing Trip Generation

The 2013 and 2015 Transport Statements for the site set out a delivery profile and an estimation of the number of servicing trips for the student accommodation and B8 Warehouse based on outputs from the TRICS database. These approved trips are presented in **Table 6-1**.

Table 6-1: Approved Servicing Trips – Student Accommodation & B8 Warehouse

	Student Accommodation (439 bed spaces)			B8 Warehouse (2,292sqm)			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00-08:00	0.0	0.0	0.0	0.2	0.3	0.5	0.2	0.3	0.5
08:00-09:00	0.0	0.0	0.0	1.1	0.3	1.4	1.1	0.3	1.4
09:00-10:00	0.4	0.4	0.8	0.2	0.5	0.7	0.6	0.9	1.6
10:00-11:00	0.4	0.4	0.8	1.3	0.9	2.2	1.7	1.3	3.1
11:00-12:00	0.4	0.4	0.8	1.0	0.9	1.9	1.4	1.3	2.8
12:00-13:00	0.0	0.0	0.0	1.3	0.2	1.5	1.3	0.2	1.5
13:00-14:00	0.0	0.0	0.0	1.3	0.7	2.0	1.3	0.7	2.0
14:00-15:00	0.0	0.0	0.0	0.5	0.9	1.4	0.5	0.9	1.4
15:00-16:00	0.0	0.0	0.0	0.3	0.5	0.8	0.3	0.5	0.8
16:00-17:00	0.0	0.0	0.0	0.5	0.9	1.4	0.5	0.9	1.4
17:00-18:00	0.0	0.0	0.0	0.3	0.7	1.0	0.3	0.7	1.0
18:00-19:00	0.0	0.0	0.0	0.5	0.2	0.7	0.5	0.2	0.7
19:00-24:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**1.2**	**1.2**	**2.4**	**8.5**	**7.0**	**15.5**	**9.8**	**8.3**	**18.1**

*Any discrepancies due to rounding

6.2 Proposed Servicing Trip Generation

6.2.1 Student Accommodation

Day-to-day deliveries to the student accommodation are likely to be predominantly cleaning and general maintenance supplies. The trip rates used for the consented development have been applied to the overall proposed 464 student bed spaces / residents to derive a profile of student accommodation servicing trips in **Table 6-2** below.

Table 6-2: Proposed Student Accommodation Servicing Trips – 464 bed spaces

Time Band	Arrivals	Departures	Total
00:00-07:00	0.0	0.0	0.0
07:00-08:00	0.0	0.0	0.0
08:00-09:00	0.0	0.0	0.0
09:00-10:00	0.4	0.4	0.8
10:00-11:00	0.4	0.4	0.8
11:00-12:00	0.4	0.4	0.8
12:00-13:00	0.0	0.0	0.0
13:00-14:00	0.0	0.0	0.0
14:00-15:00	0.0	0.0	0.0
15:00-16:00	0.0	0.0	0.0
16:00-17:00	0.0	0.0	0.0
17:00-18:00	0.0	0.0	0.0
18:00-19:00	0.0	0.0	0.0
19:00-24:00	0.0	0.0	0.0
Total	**1.3**	**1.3**	**2.5**

Table 6-2 indicates that approximately one HGV trip associated with the student element of the development will be made to and from the development on a daily basis. This trip is likely to occur between the hours of 09:00 and 12:00 and is unlikely to have any significant impact on the surrounding road network.

As there are no changes proposed to the B8 warehouse/showroom element of the proposed development, there are no changes to the proposed servicing and delivery trip generation set out for the consented development.

Based on the above, the total number of delivery movements generated by the proposed development is presented in **Table 6-3**.

Table 6-3: Total Proposed Delivery and Servicing Trips

	Student Accommodation			B8 Warehouse			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
07:00-08:00	0	0	0	0.2	0.3	0.5	0.2	0.3	0.5
08:00-09:00	0	0	0	1.1	0.3	1.4	1.1	0.3	1.4
09:00-10:00	0.4	0.4	0.8	0.2	0.5	0.7	0.6	0.9	1.5
10:00-11:00	0.4	0.4	0.8	1.3	0.9	2.2	1.7	1.3	3.0
11:00-12:00	0.4	0.4	0.8	1.0	0.9	1.9	1.4	1.3	2.7
12:00-13:00	0	0	0	1.3	0.2	1.5	1.3	0.2	1.5
13:00-14:00	0	0	0	1.3	0.7	2.0	1.3	0.7	2.0
14:00-15:00	0	0	0	0.5	0.9	1.4	0.5	0.9	1.4
15:00-16:00	0	0	0	0.3	0.5	0.8	0.3	0.5	0.8
16:00-17:00	0	0	0	0.5	0.9	1.4	0.5	0.9	1.4
17:00-18:00	0	0	0	0.3	0.7	1.0	0.3	0.7	1.0
18:00-19:00	0	0	0	0.5	0.2	0.7	0.5	0.2	0.7
19:00-24:00	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**1.3**	**1.3**	**2.5**	**8.5**	**7.0**	**15.5**	**9.8**	**8.3**	**18.0**

Table 6-3 demonstrates that there are likely to be a total of 10 vehicles arriving and eight departing the site for deliveries and servicing purposes per day. This represents no change from the approved servicing trips. These deliveries are likely to take place between the hours of 09:00 and 18:00. Delivery vehicles will continue to serve the site from Cathcart Street.

7. Impact on Transport Network

The proposals for a seventh-floor extension of student accommodation comprising 25 single bedrooms will result in an increase of approximately 112 daily two-way person trips over and above the already consented trip levels.

78 (70%) of these movements are anticipated to be undertaken by public transport (train, underground, bus), with 26 (23%) journeys undertaken on foot and seven (6%) by bicycle. No movements will be undertaken by car due to the car-free nature of the development.

The consented development is expected to generate a total of 2,070 daily two-way trips. The 112 daily two-way trips associated with the proposed development represents a 5% increase in trips.

The addition of the extra student accommodation units will not result in an increase in any servicing trips in comparison to the approved trip levels set out in **Section 6**.

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

The associated travel plan aimed at the student residence will further assist in promoting and marketing the sustainable travel choices presented by the location and design of the development; whilst the ‘Student Pick-Up and Drop-Off Management Scheme’ will manage the drop-off and collection of students at key times of the year.

8. Conclusions

This Transport Statement has set out the proposals for a seventh-floor extension, comprising 25 single student accommodation rooms, at the consented 65-69 Holmes Road development in the London Borough of Camden. The development was previously approved for a total of 439 student accommodation bed spaces alongside a warehouse and a coffee shop (2015/5435/P) and is now constructed.

In addition to setting out the proposals for the additional student accommodation, a review of relevant transport policy and of the sites accessibility to sustainable transport has been undertaken. The review has identified the development is located close to a range of amenities and public transport nodes, which support the car-free nature of the development and is in accordance with Policies T1 and T2 of the Camden Local Plan.

The Transport Statement has set out the proposed trip generation for the of 25 single bedrooms based on previously approved trip rates. This shows that the change in rooms would result in an increase of approximately 112 additional two-way person trips each day. The majority of these movements would be undertaken by public transport, with the remainder undertaken by walking and cycling. No movements will be undertaken by car due to the car-free nature of the development on an average day.

The proposals for the increase in student accommodation will result in no increase in servicing trips over and above those already taking place in connection with the extant use of the site.

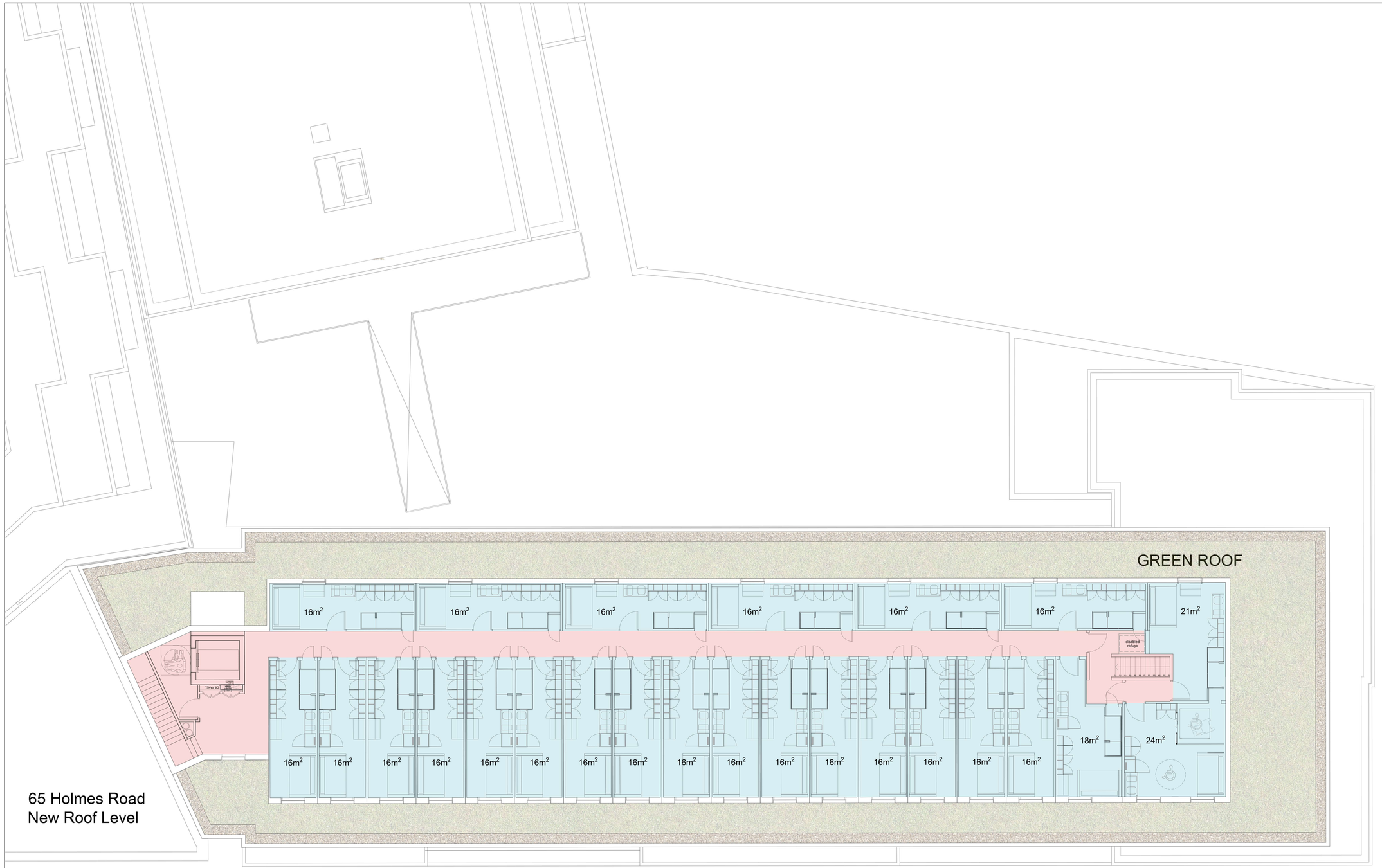
The car-free nature of the development in combination with the infrastructure on site and the student travel plan will assist in encouraging the use of sustainable modes of travel by residents of the site; whilst the ‘Student Drop-Off and Pick-Up Scheme’ will manage the drop-off and collection of students at key times of the year i.e. during the start and end of term.

In light of the above, it is considered that the proposed increase in student accommodation in the form of an extension to the seventh floor will have no material, significant or detrimental impact either on the surrounding highway network or on the local public transport network. Consequently, there are no evident transport related reasons why planning permission for the proposed development should not be granted.

Appendix A – Site Layout

REVISIONS

Rev.	Date	By
-	-	-



65 Holmes Road
New Roof Level

Seventh Floor Plan
Scale 1:100 @ A1

GIA - 552 sqm
GEA - 588 sqm

PLANNING APPLICATION

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

Contemporary Design Solutions

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

Client

65 HOLMES ROAD LTD

Project Title
7th Floor Extension
65 Holmes Road
London
NW5 3AN

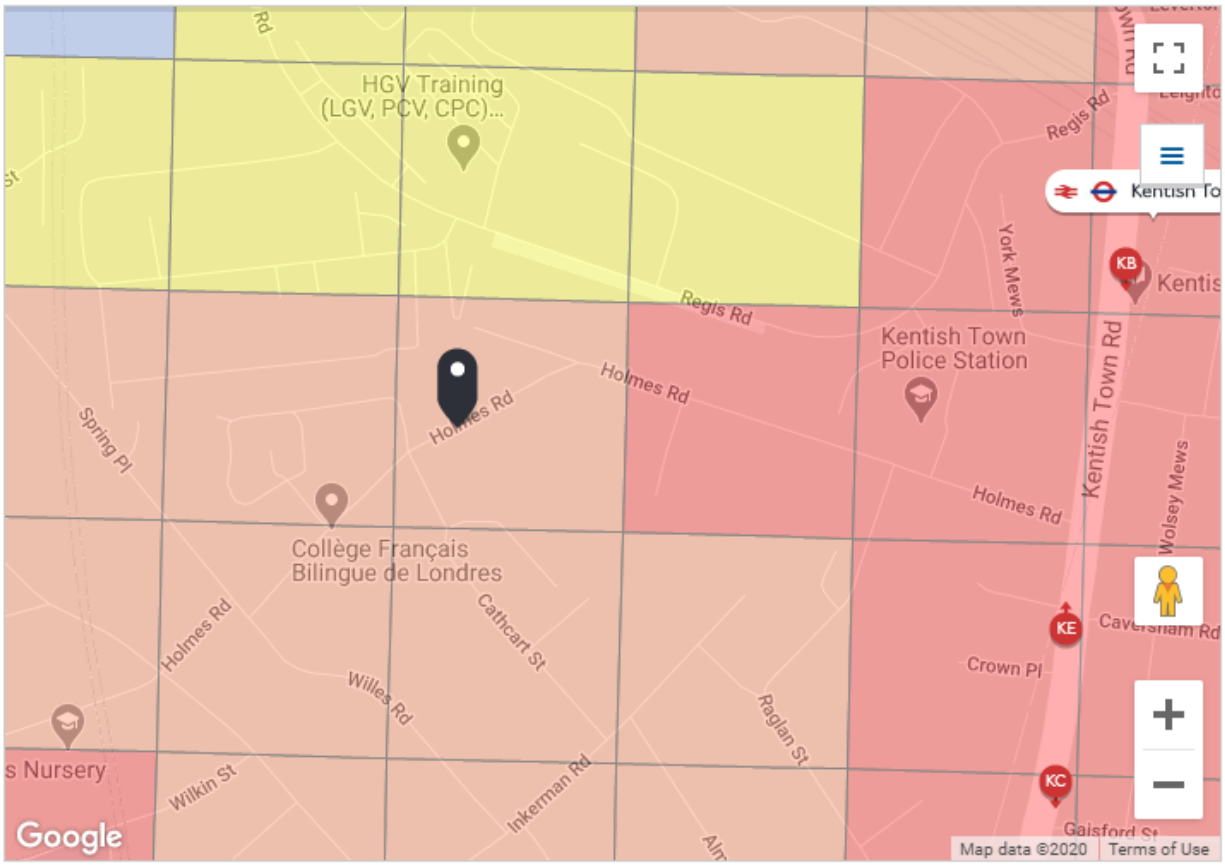
Drawing Title
PROPOSED
7th Floor Plan

Scale	1: 100 @A1	Date	JULY 2021
Drawn	MR	Checked	CT
Drawing No.		Rev.	
200305- A(GA)P170			-

DRAWING LOCATION - F:\01 HALLMARK-PROJECTS\180400 - 65 HOLMES RD 7TH FLOOR EXTENSION\06 DESIGN\01 CAD\SHEETS\A(GA) 200305.DWG

PLOT DATE - 7/30/2021 11:29 AM

Appendix B – PTAL Report



You can click anywhere on the map to change the selected location.

PTAL output for Base Year

5

73 Holmes Rd, Kentish Town, London NW5 3AN, UK
Easting: **528723**, Northing: **185038**

All public transport modes in London currently available:
National Rail, London Overground, Tube, DLR, Tram, Buses

Calculation data

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