



**Harrison Varma Projects Ltd**

**Former Mansfield Bowling Club,  
Croftdown Road, NW5 1EP,  
London Borough of Camden**

Transport Statement

November 2023

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# 1 INTRODUCTION

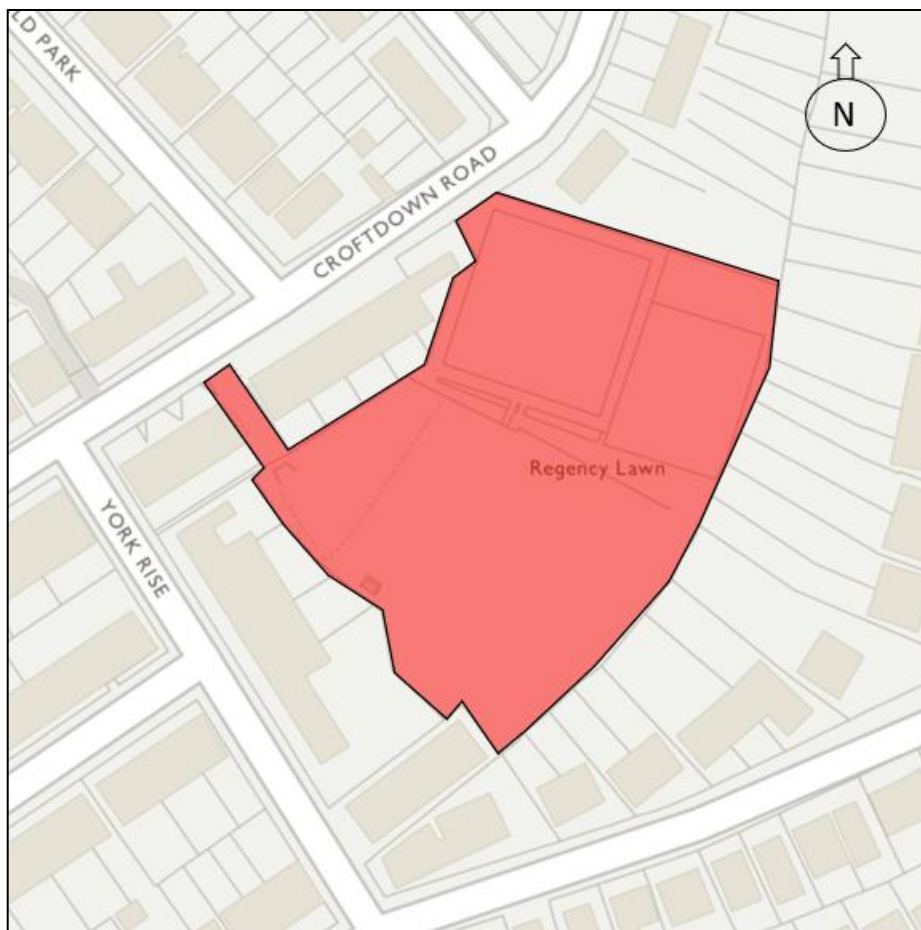
- 1.1 This Transport Statement has been prepared by Caneparo Associates on behalf of Harrison Varma Projects Ltd (the 'Applicant') in support of a planning application at the former Mansfield Bowling Club to the south of Croftdown Road (the 'site'), within the London Borough of Camden (LBC).
- 1.2 The proposal is for the redevelopment of the site to provide a 78-bed care home facility and associated parking within the southern section, with a community garden and tennis courts within the northern part. The vehicle access onto Croftdown Road will be retained which provides access to a parking area.
- 1.3 A copy of the Architect's relevant proposed plans is included at **Appendix A**.
- 1.4 It is pertinent to note that the site was granted planning permission for 21 residential dwellings and 20 on-site car parking spaces. The approved scheme would generate a higher number of vehicle movements in both the AM and PM peak hours, with further details provided within Table 6.7 of this report. The proposals therefore result in a reduction in parking on-site and subsequent reduction in vehicle movements during the peak hours and as such, providing a net-benefit on the local highway network.
- 1.5 This report assesses the proposal in traffic and transportation terms, setting out the existing situation, the accessibility of the site and the effects of the proposed development in terms of trip generation, access, parking, servicing and refuse collection. It concludes that the proposal will result in no adverse material impact on the surrounding highway and transport network.
- 1.6 The remainder of the report is set out as follows:
- Section 2 - describes the existing site conditions;
  - Section 3 - details the accessibility of the site by various modes of travel;
  - Section 4 - outlines the development proposals;
  - Section 5 - extracts the relevant transport planning policy;
  - Section 6 - assesses the effects of the development proposal; and
  - Section 7 - provides a summary and conclusion.

## 2 EXISTING SITUATION

### Site Location

- 2.1 The site is located on the southern side of Croftdown Road and comprises derelict land following the demolition of the existing clubhouse as part of the previously approved scheme on-site. The site has limited frontage onto Croftdown Road to the north, whilst backing onto residential properties to the east, south and west.
- 2.2 The site location with respect to the immediate local highway network is shown at **Figure 2.1** below.

**Figure 2.1 – Site Location Plan**



[Source: [www.osmaps.ordanancesurvey.co.uk](http://www.osmaps.ordanancesurvey.co.uk)]

## Local Highway Network

### Croftdown Road

- 2.3 Croftdown Road is a residential street that runs in a predominantly north-east to south-west orientation in the vicinity of the site, connecting to Chester Road and Highgate Road respectively. The carriageway measures circa 7m in width whilst also reducing in effective width due to intermittent parking bays located along its length. There are generally wide footways and street lighting on both sides. Traffic is subject to a 20mph speed limit.

### Highgate Road

- 2.4 Highgate Road runs in a north-south orientation and connects to Highgate West Hill to the north and forms part of the B518 to the south. In the vicinity of the site, the carriageway measures circa 10m in width with one lane of traffic travelling in both directions, with a southbound bus lane also present, with parking bays in intermittent locations along the western side. There are a number of signalised crossings as well as zebra crossings and pedestrian refuge islands along its length. Traffic is subject to a 20mph speed limit.

### Parking Beat Survey

- 2.5 The previous application carried out surveys in 2014 for a 200m walking distance from the site. The same scope has been applied to this development, with a third-party survey company commissioned to undertake parking surveys on Thursday 30<sup>th</sup> September and Saturday 2<sup>nd</sup> October 2021, between 08:00 – 18:00 at hourly intervals using the Lambeth methodology. This period monitors the usage of the bays throughout the day, when visitors would be expected to arrive to the site. A summary of the results is provided in **Table 2.1** with the raw survey data included in **Appendix B**.

<b>Table 2.1: Parking Survey Results</b>						
<b>Period</b>	<b>Thursday 30<sup>th</sup> September 2021</b>			<b>Saturday 2<sup>nd</sup> October 2021</b>		
	<b>Cars Parked</b>	<b>Observed Spaces</b>	<b>Parking Occupancy</b>	<b>Cars Parked</b>	<b>Observed Spaces</b>	<b>Parking Occupancy</b>
08:00	192	82	70%	206	61	77%
09:00	187	84	69%	211	54	80%
10:00	195	71	73%	231	41	85%
11:00	186	89	68%	244	30	89%
12:00	189	84	69%	229	88	72%
13:00	187	86	69%	211	61	78%
14:00	190	84	69%	204	69	75%
15:00	200	76	73%	198	76	72%
16:00	193	80	71%	188	85	69%
17:00	200	73	73%	194	79	71%
18:00	189	85	69%	194	79	71%
<b>Average</b>	<b>192</b>	<b>81</b>	<b>70%</b>	<b>210</b>	<b>66</b>	<b>76%</b>

2.6 The above was based on all parking spaces, which includes permit only, pay and display and some disabled parking.

2.7 As outlined in Table 2.1 above, on average during the week there were 192 cars parked, with 81 observed spaces therefore representing an average occupancy of 70%. On Saturday, on average there were 210 cars parked with 66 available spaces, thereby representing a 76% occupancy level. Even during the busiest period (Saturday at 11:00) there were still 30 available spaces, with a reduced demand at all other times. This therefore demonstrates that there is spare capacity locally to the site. This is discussed in more detail in Section 6.

## **Census Data**

2.8 Reference has been made to the 2011 Census Method of Travel to Work data for 'Camden 003 Middle Super Output Area (MSOA)', in which the site is located. Camden 003 MSOA has been selected as the 'destination' with all other areas selected as the 'origin'. This is an accurate method of predicting how future staff would travel to/from the site as it is based on existing travel habits for staff travelling to the area. A summary is provided in **Table 2.2**.

<b>Table 2.2: Method of Travel to Work Data</b>	
<b>Method of Travel</b>	<b>Percentage</b>
Underground	26%
Train	16%
Bus	12%
Taxi	0%
Motorcycle	1%
Driving a Car	25%
Passenger in a Car	2%
Bicycle	6%
On Foot	12%
<b>Total</b>	<b>100%</b>

2.9 Table 2.2 demonstrates that the majority of staff currently travel to work by public transport (54%), with a proportion travelling by car (25%) and by active modes of travel (18%). This is assessed in more detail within Section 6.

## **Planning History**

2.10 As mentioned previously, the site was granted planning permission on appeal in January 2017 (LPA Ref: APP/X5210/W/16/3153454), with no highways objections to the proposals. The previous proposals were for the following:

*“Creation of a new publicly accessible open space; enhanced tennis facilities including the reconfiguration and extension of the courts to provide an additional court and increased playing area to accord with LTA requirements; the provision of a new ancillary pavilion (Class D2) to replace existing ancillary buildings and structures providing community and leisure space; a new community garden; and the demolition and replacement of the existing bowling club building with a new part three storey, part 2 storey building providing 21 residential dwellings (Class C3) with associated access, parking and landscaping”.*

2.11 The consented scheme includes 20 on-site car parking spaces accessed from Croftdown Road. Demolition of the former Mansfield bowling club has taken place as part of the previous permission and therefore the site is currently vacant. The associated appeal decision is included at **Appendix C**.



## 3 ACCESSIBILITY

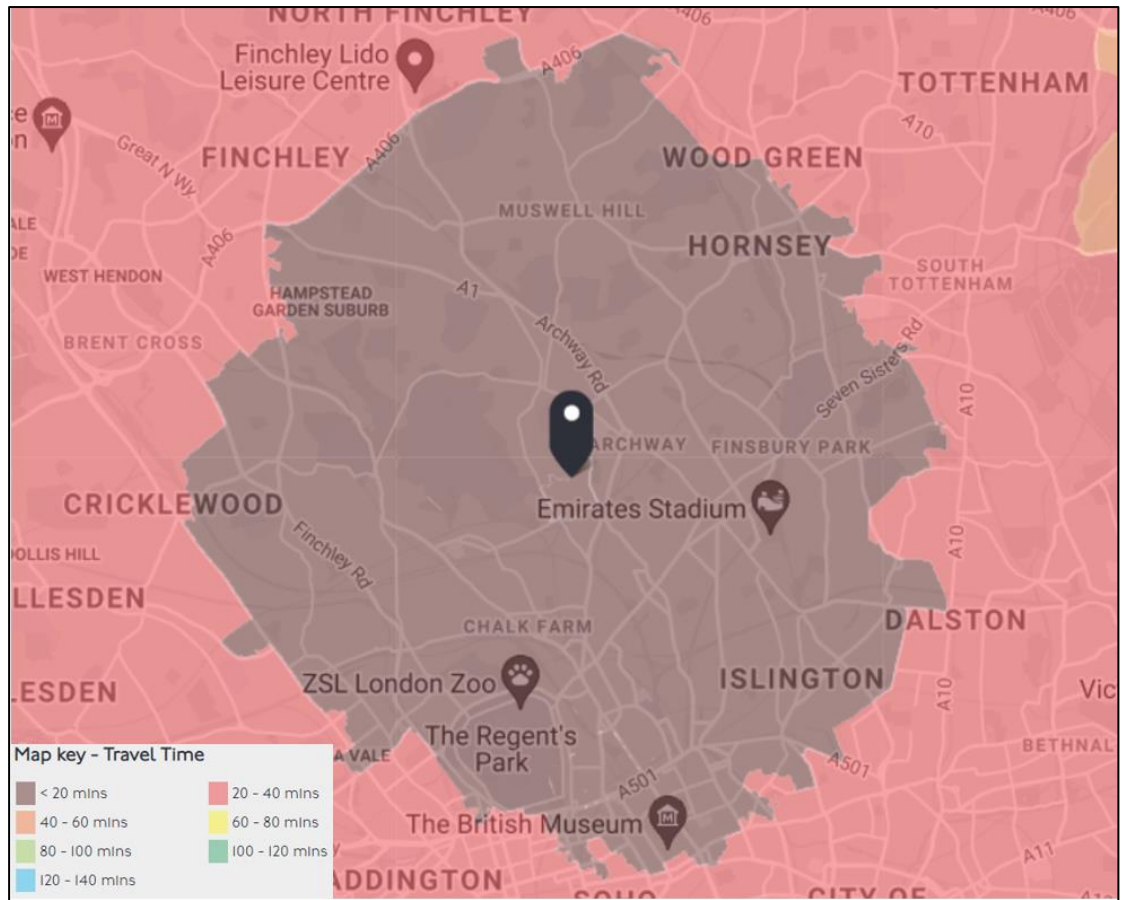
### Walking

- 3.1 Pedestrians are well served in the vicinity of the site, benefitting from good footway provision on all surrounding roads, with street lighting also present. The walking route to the nearest bus stops on Swain's Lane provides step-free access with dropped kerbs and tactile paving at crossing locations.

### Cycling

- 3.2 Cycleway 6 is located approximately 2km south of the site (8-minute cycle) on Kentish Town Road. This provides a cycling route between Camden Town and Elephant & Castle passing through Central London.
- 3.3 **Figure 3.1** below indicates a 20-minute cycle distance from the site, which also shows the area for which cycling has the potential to replace driving for distances up to 5 kilometres. This includes areas such as Islington, Finsbury Park, Hornsey, Archway, Camden Town and parts of Central London.

**Figure 3.1 – 20 Minute Cycle Time from Site**



[Source: [www.tfl.gov.uk](http://www.tfl.gov.uk)]

## Public Transport Accessibility Level (PTAL)

- 3.4 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 3.5 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.
- 3.6 The site achieves a PTAL rating of 3, demonstrating that it has a 'moderate' level of access to public transport facilities. A copy of the site's PTAL assessment is provided at **Appendix D**.

## Bus Services

- 3.7 The nearest bus stop is located 290m north of the site access (4 minutes' walk) on Swain's Lane (Bus Stop 'Brookfield Park'). The stop comprises sheltered seating and timetable information. Additional bus stops are located approximately 360m south-west of the site providing access to additional bus services. **Table 3.1** provides a summary of the bus services that service the stops, with a copy of the TfL bus spider map for the local area included in **Appendix E**.

Table 3.1: Bus Timetable Information				
Bus No.	Route	Bus Service Every 'X' Minutes		
		M-F	Sat	Sun
C11	Archway Station – Brent Cross Shopping Centre	9-12	10-13	11-13
88	Parliament Hill Fields – Omnibus Clapham	6-10	-	-
214	Hampstead Lane – Finsbury Square	6-10	6-10	10-14

Source: TfL

- 3.8 Table 3.1 demonstrates that there are approximately 20 bus services operating each hour during the week in the vicinity of the site, which equates to one service every 3 minutes on average.

## Underground/Overground Services

- 3.9 Tufnell Park Underground Station is located approximately 860m south-east of the site access (11 minutes' walk). The station is located on the Northern Line and provides approximately 27 services each hour to High Barnet, Morden and much of Central London. The distance between the site and the station is reasonable and therefore it is deemed realistic that future staff / visitors could travel by tube.
- 3.10 Gospel Oak Overground Station is located approximately 980m south-west of the site access (12 minutes' walk). The station is located on the London Overground and provides approximately 16 services each hour to the following destinations:
- 6 trains per hour to Stratford;
  - 4 trains per hour to Barking;
  - 4 trains per hour to Richmond; and
  - 2 trains per hour to Clapham Junction.

## 4 DEVELOPMENT PROPOSAL

### Description of Development

- 4.1 The proposals are for the redevelopment of the former Mansfield bowling club in the southern half of the site to provide a 78-bed care home facility, with a community garden and tennis courts proposed in the northern part of the site, which will be provided for the local community to use. The vehicle access onto Croftdown Road will be retained which will lead to a parking area. A copy of the relevant architect's layout plans is included at **Appendix A**.
- 4.2 The care home will cater predominantly for elderly residents who require full time nursing care, with approximately 80 members of staff being employed, however it is anticipated that there would be a maximum of 25 members of staff on-site at any-one time.
- 4.3 Further details on how the care home facility would operate have been included within an Operational Statement, which is attached at **Appendix F**.

### Access

- 4.4 The vehicle access into the site from Croftdown Road will be retained and improved which will provide access to the parking area. The kerb radii will be increased to 5m at the access in order to allow larger vehicles to access/egress the site, without impacting the parking bays opposite.
- 4.5 The width of the access measures 4.3m with a 1.5m wide footway on the western side. This is sufficient to allow two-way working for cars, however when larger servicing vehicles require access, a car will not be able to pass-by. A traffic signal system will be installed which will give priority to vehicles accessing the site to ensure that there is no queuing back onto the highway.
- 4.6 A junction visibility assessment has been undertaken which demonstrates that a 2.4m x 25m visibility is achievable, with the associated drawing included at **Appendix G**.
- 4.7 A pedestrian link will also be provided to the north of the site from Croftdown Road which will provide access into the community garden and tennis courts.

- 4.8 The access into/out of the site ensures that a fire tender can access/egress the site in forward gear, this is demonstrated in **Appendix H**.

## **Car Parking**

- 4.9 A total of 5 car parking spaces are provided on-site which is a reduction compared to the existing site and consented scheme. A total of 4 spaces will be provided with active electric vehicle charging points, with the remaining space provided with passive provision.
- 4.10 There are no parking standards for care homes within the London Plan or within Camden policy documents, as such, the number of parking spaces has been based on the expected number of staff and visitors that will drive to the development site, with further details provided within Section 6. Furthermore, one of the parking bays will be associated with the tennis court use which was proposed as part of the consented scheme.

## **Cycle Parking**

- 4.11 Cycle parking for the development will be provided in accordance with London Plan 2021 standards, which require a total of 5 long-stay and 4 short-stay spaces to be provided for the care home facility. The cycle parking will be provided in sheltered and secure storage within the building.
- 4.12 An additional 10 cycle parking spaces will be provided for the tennis court facility which is similar to the consented scheme.

## **Servicing and Refuse**

- 4.13 Servicing activity will be undertaken on-site within the parking area, with all manoeuvres able to take place in forward gear. Vehicle swept path analysis demonstrating this is included in **Appendix I**.
- 4.14 Waste will be stored at lower ground floor level in a dedicated storage area with 9 x 1,100L Eurobins provided. This level of provision is deemed sufficient and is based on British Standards (5906:2005), assuming a 1-bed flat is a care home unit (i.e. 100l per unit).
- 4.15 A private refuse collection will occur with vehicles able to enter and exit the site in forward gear and position themselves within 10m of the bin store in order to ensure bin dragging distances for collection operatives are minimised. Further details are provided in Section 6.

## 5 TRANSPORT PLANNING POLICY

### National Policy

#### National Planning Policy Framework (September 2023)

5.1 The latest version of the National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.

5.2 Chapter 9 – 'Promoting Sustainable Transport' sets out central Government national transport policy.

5.3 The chapter notes at paragraph 104 that:

*"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) The potential impacts of development on transport networks can be addressed;*
- b) Opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for new environmental gains; 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."*

5.4 The chapter continues at paragraph 105 by stating:

*"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However,*

*opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

5.5 When considering development proposals, paragraph 110 states that:

*"In assessing Sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

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

5.6 With regards to assessing the impact of development, paragraph 111 and 112 state:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

*Within this context, applications for development should:*

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

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

5.7 The chapter concludes at paragraph 113 that:

*"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

## **Regional Policy**

### **London Plan 2021 (March 2021)**

5.8 The Mayor formally adopted the new London Plan in March 2021. The policies set out in the London Plan which are pertinent to the proposed development are set out below.

*"Policy GG2 Making the best use of land – Point E: 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 – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.*

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

5.9 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 having regard to Transport for London guidance."*



5.10 Policy T5 addresses cycling, stating:

*a) "Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle This will be achieved through:*

- 1) Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure.*
- 2) Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*

*b) 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."*

5.11 Policy T6 addresses car parking, stating:

*a) "Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*

*b) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy.*

*c) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.*

*i) Adequate provision should be made for efficient deliveries and servicing and emergency access.*

*l) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."*

5.12 In regard to cycle parking, **Table 5.1** sets out the minimum cycle parking standards.

<b>Table 5.1: Minimum Cycle Parking Standards</b>		
<b>Use Class</b>	<b>Long-stay</b>	<b>Short-stay</b>
C2 Care Home	1 space per 5 FTE staff	1 space per 20 bedrooms
D2 Sports	1 space per 8 FTE staff	1 space per 100 sqm (GEA)

5.13 There are no car parking standards for care homes within the London Plan 2021, as such, reference has been made to the residential parking standards, which have been outlined in **Table 5.2** below.

<b>Table 5.2: Maximum Residential Parking Standards</b>	
<b>Use Class</b>	<b>Maximum Car Parking Standards</b>
C3 Residential	Inner London PTAL 3: Up to 0.25 spaces per dwelling
D2 Sports	PTAL 0-3: assessed on a case-by-case basis

5.14 It is also stated within the document that: *"all residential developments should provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 percent of all spaces should have active charging facilities, with passive provision for all remaining spaces."*

5.15 Policy T7 relates to freight and servicing, where part G is pertinent to the development proposals as follows:

*"G. Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way, which reflects the scale and complexities of developments"*.

5.16 The development proposals have been developed to accord with the London Plan including the provision of cycling parking facilities in accordance with Policy T5.

### **The Mayor's Transport Strategy (March 2018)**

5.17 The Mayor's Transport Strategy (MTS) was published in March 2018 and is a policy document developed in conjunction with the London Plan and the Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. The document outlines the Mayor's vision and how TfL and its partners will achieve the vision.

5.18 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. The document includes three key themes as set out below, all of which are considered and addressed by the proposed development.

1. Healthy streets and healthy people – creating streets and networks to encourage active and sustainable travel, reducing car dependency.
2. A good public transport experience – shifting journeys by private car to the public transport network.
3. New homes and jobs – unlocking growth through new homes and jobs, brought about through planning a city that encourages walking, cycling and public transport use.

## **Local Policy**

### **London Borough of Camden Local Plan (July 2017)**

5.19 The Camden Local Plan, adopted in July 2017, sets out the Council's planning policies and covers the period from 2016 – 2031 and outlines the Council's vision for the borough.

5.20 The document sets out several strategic objectives. Those that relate specifically to transport are as follows:

*"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".*

5.21 The Local Plan lists one of its main challenges as “improving transport” and states that:

*“Camden benefits from some of the best transport accessibility in the country. It is well served by bus, tube and rail, providing links within London, to other parts of the country and to Europe... We want to continue to promote travel that is easy, safe, healthy and does not harm our local environment or contribute to climate change”.*

5.22 Under “Prioritising walking, cycling and public transport” the Local Plan states that:

*“To promote sustainable transport choices, development should prioritise the needs of pedestrians and cyclists and ensure that sustainable transport will be the primary means of travel to and from the site.”*

### **Camden Planning Guidance: Transport (January 2021)**

5.23 The Camden Planning Guidance (CPG): Transport, sets out transport guidance to support the policies within the Camden Local Plan 2017. Section 2 of the CPG, ‘Assessing Transport Impact’, states at paragraph 2.4 that:

*“In line with policy A1 of the Camden Local Plan, the Council will resist development that fails to adequately assess and address the transport impacts of a development. Where the transport implications of proposals are significant, we will require a full Transport Assessment to examine the impact on transport movements arising from the development. In some circumstances where the transport implications are less severe but still significant we would require a Transport Statement rather than a full Transport Assessment.”*

5.24 Section 5, ‘Parking and car-free development’, details at paragraphs 5.23, 5.26 and 5.29 relevant to these proposals state:

*“5.23 – For non-residential development, the Council will consider some parking provision where it is demonstrated that this is essential to the use, operation and/or servicing of the use, business or service. Examples of this could include; Parking spaces for staff with a recognised disability; Parking for vehicles used by emergency services (e.g. ambulances)..*

*5.26 – where a need for new parking is agreed, the Council will require the provision of bays to include electric vehicle charging points (EVCPs) in accordance with the standards in the London Plan...*

5.29 – *In order to maintain a car-free development over the lifetime of a scheme, the developer will be required to enter into a legal agreement with the Council, which would permanently remove the entitlement to occupiers (residents or staff) for on-street parking permits.*

5.25 Section 8, 'Cycling Facilities', details the key messages on cycle parking within the CPG as:

- *"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.*
- *Applicants must provide, as a minimum, the quantity of cycle parking spaces as set out in the London Plan; and*
- *Applicants will provide cycling facilities that are fully inclusive and accessible by step free access".*

5.26 The proposals provide cycle parking in accordance with London Plan standards in sheltered and secure storage.

### **Policy Summary**

5.27 It is considered that the level of parking proposed is suitable for the site location given its access to public transport which will ensure that there will be a non-material impact on parking in the local area, whilst restricting it to a level to ensure that sustainable modes of travel are promoted. Cycle parking will also be provided in accordance with London Plan standards.

## 6 EFFECTS OF THE DEVELOPMENT PROPOSAL

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

### Trip Generation

#### Consented Scheme

6.2 As outlined previously, the site has planning consent for a residential-led scheme, with the approved trip generation extracted from Table 5.6 of the Transport Assessment, and summarised in **Table 6.1** below.

<b>Table 6.1: Consented Scheme</b>						
<b>Mode</b>	<b>AM Peak</b>			<b>PM Peak</b>		
	<b>In</b>	<b>Out</b>	<b>2-way</b>	<b>In</b>	<b>Out</b>	<b>2-way</b>
Rail	1	1	2	1	1	2
Underground	2	4	6	4	3	7
Bus	1	3	4	3	2	5
Single Vehicle Occupants	1	2	4	3	3	7
Multi Vehicle Occupants	0	0	0	1	1	2
Bicycle	1	2	3	2	2	4
On Foot	1	2	3	3	3	6
<b>Total</b>	<b>7</b>	<b>15</b>	<b>23</b>	<b>17</b>	<b>16</b>	<b>34</b>

6.3 The above trip generation is assessed in more detail later within this section.

#### Proposed Care Home Facility

6.4 Reference has been made to the TRICS database in order to determine the impact of the proposals on the local highway network. The assessment was based on care homes (elderly residential) within Greater London only with a focus on weekday data. The assessment generated two sites, with a summary of each site included in **Table 6.2** below.

<b>Table 6.2: TRICS Assessment Sites</b>				
<b>TRICS Reference</b>	<b>Location</b>	<b>Development</b>	<b>Parking Spaces</b>	<b>PTAL</b>
IS-05-F-01	Highbury	51 Residents	7	4
KI-05-F-01	Kingston upon Thames	89 Residents	32	2

6.5 The site located in Kingston upon Thames was subsequently removed from the assessment as it has too much parking and therefore not completely comparable to the development site. A summary of the trip generation associated with the Highbury site is included in **Table 6.3** with the full output results included in **Appendix J**.

<b>Table 6.3: Proposed Person Trip Rates &amp; Trip Generation (78 Residents)</b>						
<b>Time</b>	<b>Trip Rates (Per Resident)</b>			<b>Total (Based on 78 Residents)</b>		
	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
AM Peak	0.392	0.275	0.667	31	21	52
PM Peak	0.235	0.314	0.549	18	24	43
Daily	2.861	2.941	5.802	223	229	453

*Note: Figures subject to rounding*

6.6 The TRICS database also provides a modal split for the selected site which has been outlined in **Table 6.4** below, which has been based on the total number of people expected in the peak periods as outlined in Table 6.2.

<b>Table 6.4: Method of Travel (TRICS)</b>							
<b>Mode</b>	<b>Percentage</b>	<b>AM Peak</b>			<b>PM Peak</b>		
		<b>In</b>	<b>Out</b>	<b>2-way</b>	<b>In</b>	<b>Out</b>	<b>2-way</b>
Underground/Rail	3.4%	1	1	2	1	1	1
Bus	27%	8	6	14	5	7	12
Single Vehicle Occupants	6.1%	2	1	3	1	1	3
Multi Vehicle Occupants	7.1%	2	2	4	1	2	3
Bicycle	0%	0	0	0	0	0	0
On Foot	56.4%	17	12	29	10	14	24
<b>Total</b>	<b>100%</b>	<b>31</b>	<b>21</b>	<b>52</b>	<b>18</b>	<b>24</b>	<b>43</b>

*Note: Figures subject to rounding*

6.7 The above modal share appears appropriate and is supported by Census data. When applying the total number of staff on-site (25) to the Census data as included in Table 2.2, this equates to approximately 6-7 staff driving. The figures in Table 6.4 are slightly less, however it is expected that the majority of staff would arrive before the AM peak and therefore may not be accounted for within the survey. Furthermore, as detailed later within this section, there is only 4 parking spaces provided for staff and therefore this limits the number of staff that can drive due to the local CPZ restrictions.

### Proposed Tennis Court

6.8 The consented scheme included an assessment of the tennis courts, with the trip rates included in **Table 6.5** below, which have been extracted from Table 5.5 of the consented Transport Assessment (Table 6.1).

<b>Table 6.5: Tennis Court Trips (Extracted from Table 5.5 of Consented TA)</b>						
<b>Mode</b>	<b>AM Peak</b>			<b>PM Peak</b>		
	<b>In</b>	<b>Out</b>	<b>2-way</b>	<b>In</b>	<b>Out</b>	<b>2-way</b>
Person Trip Rates	0.17	0.00	0.17	1.42	1.58	3.00
Person Trips (2 courts)	0	0	0	3	3	6
Vehicle Drivers	0	0	0	1	1	2
Vehicle Passengers	0	0	0	1	1	1
Cycles	0	0	0	0	0	0
Walk	0	0	0	1	1	2
Train	0	0	0	0	0	0
Underground	0	0	0	0	0	0
Bus	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Taxi	0	0	0	0	0	1

*Note: Figures subject to rounding*

6.9 Table 6.5 above demonstrates that the proposed courts could generate up to two vehicle movements in the PM peak with a reduced demand at all other times.

### Combined Development

6.10 The trip generation outlined in Table 6.4 and Table 6.5 have been combined, with a summary provided below in **Table 6.6**.



<b>Table 6.6: Combined Development – Trip Generation</b>						
<b>Mode</b>	<b>AM Peak</b>			<b>PM Peak</b>		
	<b>In</b>	<b>Out</b>	<b>2-way</b>	<b>In</b>	<b>Out</b>	<b>2-way</b>
Underground/Rail	1	1	2	1	1	1
Bus	8	6	14	5	7	12
Single Vehicle Occupants	2	1	3	2	2	5
Multi Vehicle Occupants	2	2	4	2	3	5
Bicycle	0	0	0	0	0	0
On Foot	17	12	29	11	15	26
<b>Total</b>	<b>31</b>	<b>21</b>	<b>52</b>	<b>21</b>	<b>27</b>	<b>49</b>

*Note: Figures subject to rounding*

- 6.11 Table 6.5 demonstrates that the proposed development will generate approximately 3 and 5 two-way car trips in the AM and PM peak periods respectively. This equates to one additional vehicle every 12 – 20 minutes and is therefore deemed negligible.

#### Net Impact

- 6.12 The proposed trip generation (Table 6.6) has been compared with the consented scheme (Table 6.1), with a summary provided in **Table 6.7** below.

<b>Table 6.7: Net Impact</b>						
<b>Mode</b>	<b>AM Peak</b>			<b>PM Peak</b>		
	<b>In</b>	<b>Out</b>	<b>2-way</b>	<b>In</b>	<b>Out</b>	<b>2-way</b>
Underground/Rail	-3	-2	-6	-4	-3	-8
Bus	+7	+3	+10	+2	+5	+7
Single Vehicle Occupants	+1	-1	-1	-1	-1	-2
Multi Vehicle Occupants	+2	+2	+4	+1	+1	+3
Bicycle	-1	-2	-3	-2	-2	-4
On Foot	+16	+10	+26	+8	+12	+20
<b>Total</b>	<b>+24</b>	<b>+6</b>	<b>+29</b>	<b>-4</b>	<b>+11</b>	<b>+15</b>

*Note: Figures subject to rounding*

- 6.13 The table above demonstrates that the proposed development would result in a reduction in vehicle trips by approximately one in the AM peak hour and two in the PM peak hour, therefore resulting in net benefit on the local highway network.

- 6.14 Despite the reduction, there would be an additional 29 and 15 two-way person trips in the AM and PM peak hours respectively when compared to the consented use. Notwithstanding this, there would be a reduction in underground/rail trips by 6 and 8 in the AM and PM peak hours respectively.
- 6.15 There would however be an increase of 26 and 20 walking trips in the AM and PM peaks respectively, whilst an additional 10 and 7 bus trips are anticipated in the peaks. This level of impact is expected to be negligible. An additional assessment is provided below which does not make reference to the consented use in order to provide a robust assessment.

### **Impact on Public Transport**

- 6.16 There is expected to be an additional two passengers in the AM peak and one additional passenger in the PM peak split across the underground and rail network. This level of impact is expected to be negligible.
- 6.17 There are expected to be an additional 14 and 12 two-way bus trips in the AM and PM peaks respectively. When referencing the number of bus services as outlined in Section 3 (20 an hour and therefore 40 bus trips each way), this equates to one additional passenger every 3 – 4 services. This impact reduces further once taking into consideration the consented use on-site.
- 6.18 It is pertinent to note that the bus modal share is expected to be less with an increase in underground use expected. This is because the TRICS site is located immediately adjacent to bus stops, however, the proposed site has good access to the underground network and would therefore expect a slightly higher proportion than 3.4%. Notwithstanding this, one additional passenger every 3 – 4 services is expected to be negligible and will fall within daily fluctuations.

### **Parking**

#### Car Parking

- 6.19 As mentioned previously, there are no car parking standards for care homes, as such, the below provides justification that 5 spaces is deemed reasonable for the proposed development. Furthermore, vehicle swept path analysis demonstrating that vehicles can access/egress each of the parking spaces is included in **Appendix K**.

- 6.20 One of the spaces is associated with the tennis courts and therefore the remaining 4 are associated with the care home facility.
- 6.21 The level of parking provision has been calculated based on staff arrivals / departures and that the spaces need to accommodate staff shift changeover times, whilst also being restrictive in overall quantum in order to promote sustainable modes of travel. The nature of a care home facility is such that staff may also need to park near to the building as they may be carrying important equipment and personal information.
- 6.22 As outlined previously, it is expected that out of 25 staff, 6-7 will drive. As such, the proposed level of parking appears appropriate for the care home facility, which will also help to promote sustainable travel to staff.
- 6.23 The trip generation assessment also demonstrates that there would be no more than 5 cars at any one time associated with the proposals. When referencing the parking surveys (Table 2.1), there are approximately 81 available spaces during the week. Should 5 additional cars park on-street, there would still be 76 spaces available and therefore not detrimental to the impact on parking for existing local residents.
- 6.24 A draft Workplace Travel Plan has been prepared by Caneparo Associates and is included as a separate document as part of the planning application. Staff and visitors will be encouraged to travel to the site by sustainable / active modes through the implementation of the Travel Plan. The primary objective of the document will be to set out a long-term strategy to facilitate and encourage modes of travel to the site by means other than the private car, which reflects current central Government policy. The Travel Plan will be finalised and agreed prior to the occupation of the proposed development and can be secured by condition.
- 6.25 It is also pertinent to note that the consented scheme provided 20 parking spaces on-site and therefore the proposed provision represents a reduction and will therefore discourage car use.

### Cycle Parking

- 6.26 Cycle parking will be provided in accordance with London Plan 2021 standards, all of which provided within sheltered and secure storage.
- 6.27 An additional 10 cycle parking spaces will be provided for the tennis courts, which is the same provision as the consented scheme and is in accordance with standards.

## Servicing and Refuse Collection

6.28 Servicing activity will take place on-site within the parking area. As demonstrated previously, vehicles are able to access/egress the site in forward gear.

6.29 Reference has been made to the TRICS database, as outlined previously, in order to estimate the number of deliveries associated with the proposed development. This has been based on the care home site with a summary provided in **Table 6.7** below.

<b>Table 6.7: Expected Daily Deliveries</b>			
<b>Period</b>	<b>Arrive</b>	<b>Depart</b>	<b>2-way</b>
AM Peak	0	3	3
PM Peak	3	2	5
<b>Daily</b>	<b>12</b>	<b>11</b>	<b>23</b>

6.30 As can be seen from Table 6.7, it would be reasonable to expect approximately 11-12 deliveries per day for the site, the majority of which will be undertaken by LGVs. Based on an average dwell time of circa 10 minutes, this would equate to the on-site loading bay being occupied for approximately 110-120 minutes throughout the entire day. If assumed a 12-hour period from 07:00-19:00, this equates to the bay being occupied 15-17% of the time and therefore ensures there is surplus capacity. Furthermore, all drivers will have to book in their deliveries 24 hours prior otherwise deliveries may be turned away. This ensures that the number of deliveries can be managed throughout the day.

6.31 The waste will be stored at lower ground floor level in a dedicated storage area. There will be separate bins for general waste, recycling and clinical waste. The location of the bin store ensures that bin dragging distances for collection operatives are minimised. The strategy also ensures that waste is stored off of the public highway at all times. Waste collection is expected to take place weekly with refuse vehicle operatives phoning 20 minutes in advance of arriving so that site management can assist with the moving of bins.

## 7 SUMMARY AND CONCLUSION

### Summary

7.1 Caneparo Associates Limited is retained by Harrison Varma Projects Ltd ('the Applicant') to provide traffic and transportation advice with regard to their proposal to redevelop the former Mansfield bowling club to the south of Croftdown Road, within the London Borough of Camden.

7.2 The planning application seeks to provide a 78-bed care home facility and associated parking within the southern section, with a community garden and tennis courts within the northern part. The proposal has been assessed taking into consideration policy and existing conditions and can be summarised as follows:

- The proposals will result in one and two fewer vehicle trips in the AM and PM peak hours respectively, when compared to the consented scheme. This will therefore provide a net-benefit on the local highway network. This reduction is predominantly as a result of reducing the level of parking on-site.
- It is proposed that a total of 5 parking spaces will be provided, of which one will be associated with the tennis courts, with the remaining 4 associated with the care home facility. This is deemed appropriate when based on staffing numbers and will help to promote sustainable modes of travel. This also represents a reduction when compared to the consented scheme which previously provided 20 parking spaces and should therefore be seen as a benefit as vehicle movements will be reduced.
- Cycle parking has been provided in accordance with London Plan 2021 standards.
- Servicing and deliveries will take place within the site. It is estimated that the proposed development will generate approximately 11-12 deliveries per day by small to medium sized vehicles.
- Refuse collection will take place on-site, with site management staff assisting with the transfer of waste to the refuse collection vehicles. There will be separate bins for general waste, recycling, clinical waste and food waste, with collections expected to occur weekly and be undertaken by a private refuse collection contractor.

- A Workplace Travel Plan will be implemented for the site to encourage staff and visitors to travel to and from the site using active / sustainable modes.

## **Conclusion**

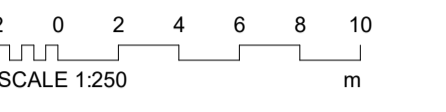
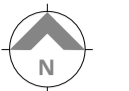
7.3 In conclusion, it is considered that the development proposals will have no material impact on the local transport network, and are in accordance with relevant adopted national, regional and local policy guidance.

7.4 The proposal is therefore considered to accord with the NPPF's statement at paragraph 111 relating to the overall impact of a proposal which states: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

# Appendix A

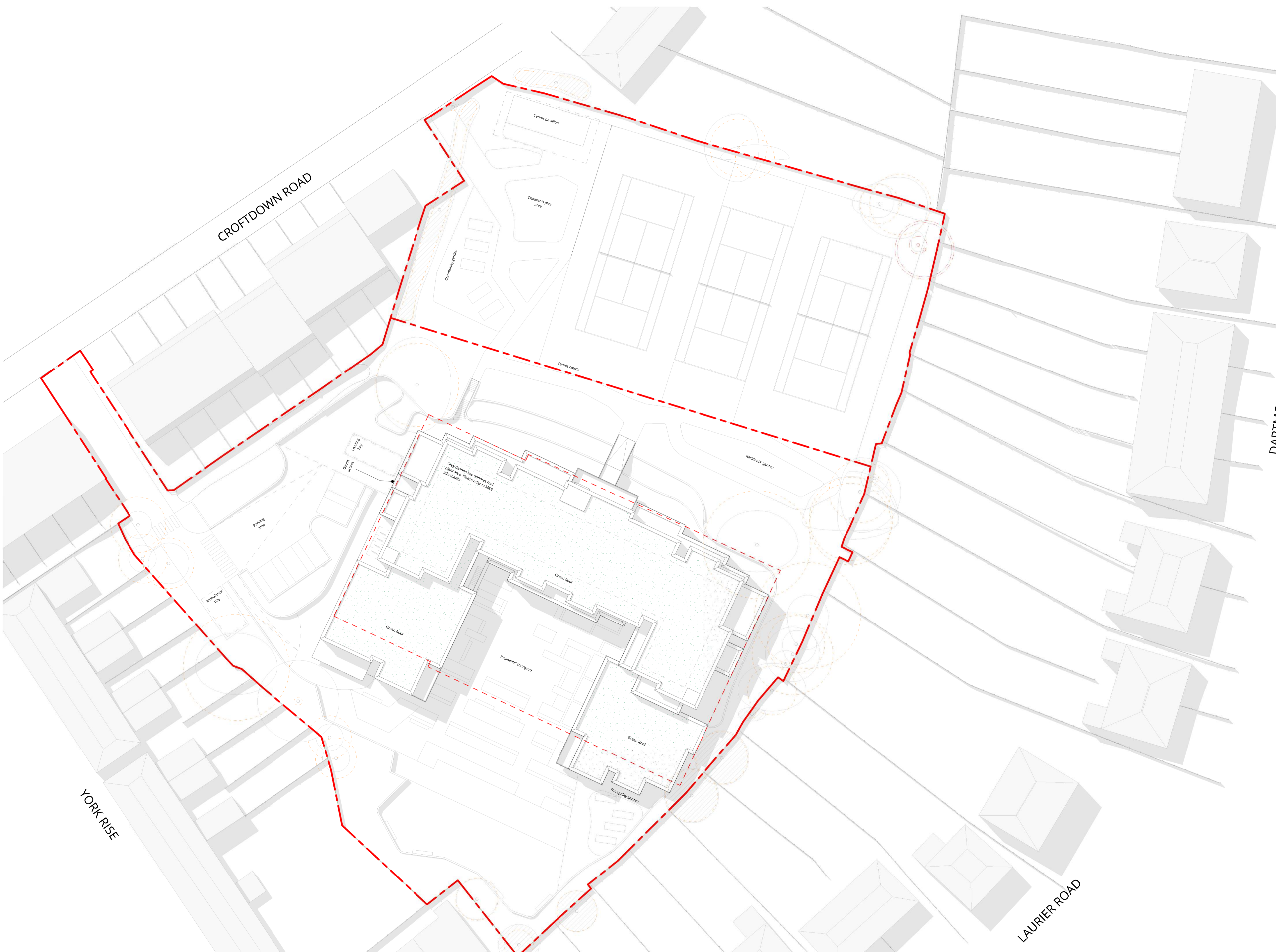
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**Notes:**



**Key**

- Boundary line
- - - Outline above
- - - - Outline of building pre-demolition
- - - - Outline of Consented Scheme
- Root Protection Zone
- Tree canopy
- Trees to be removed



P2	Parking spaces amended	05/10/23	MM	AG
P1	Planning Issue	21/10/22	MM	AG
Rev	Description	Date	Drawn	Clkd



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status: **PLANNING**

project: **Mansfield Green  
London**

drawing title: **Proposed Site Plan**

date: **09/09/22** | scale: **1:250**

dwg no: **1962-PL-0198** | rev no: **P2**



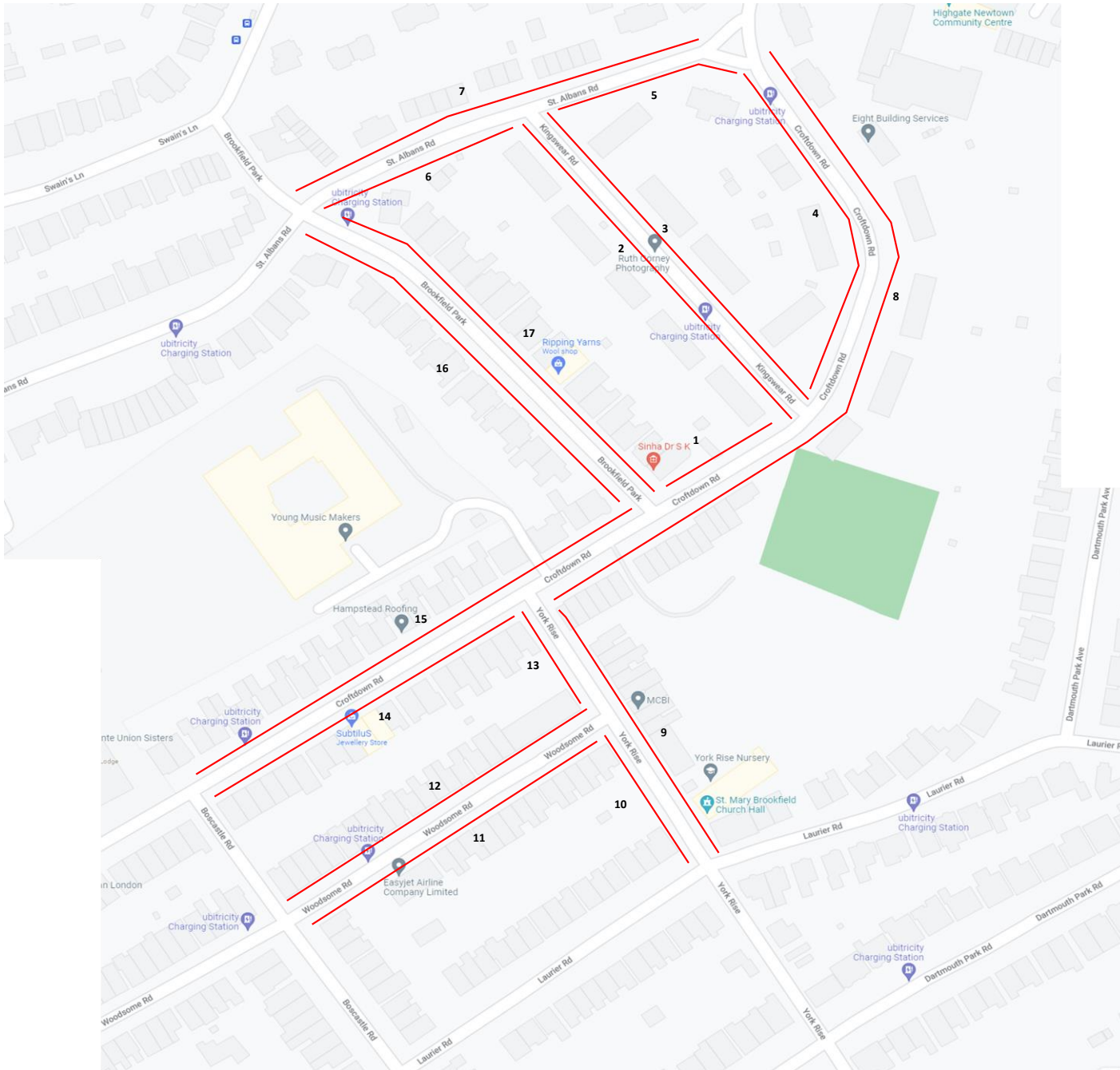
## **Appendix B**

# K&M TRAFFIC SURVEYS

DATE : 30th SEPTEMBER & 2nd OCTOBER 2021

DAY : THURSDAY & SATURDAY

LOCATION : CROFTDOWN RD, HAMPSTEAD

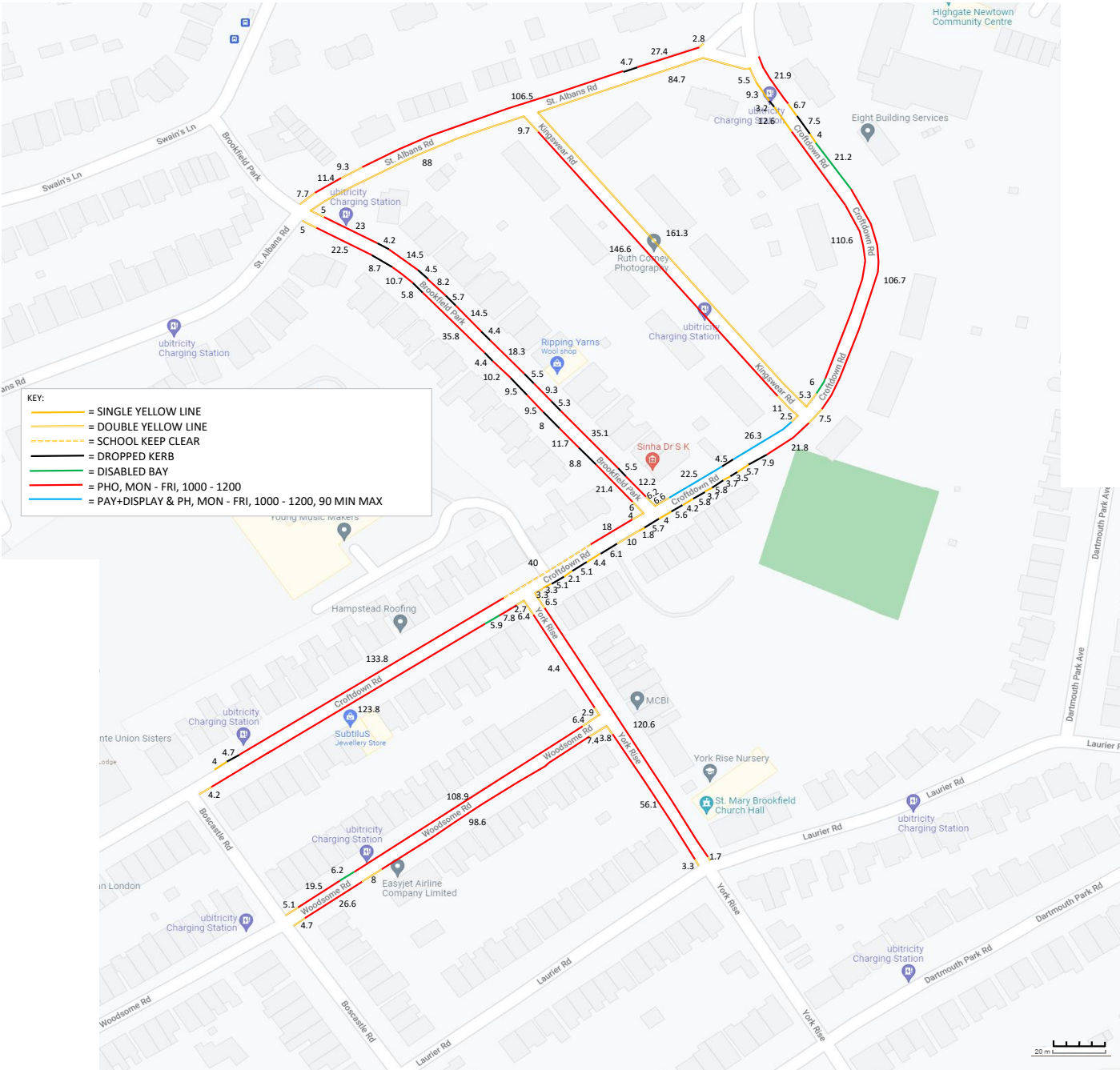


# K&M TRAFFIC SURVEYS

DATE : 30th SEPTEMBER & 2nd OCTOBER 2021

DAY : THURSDAY & SATURDAY

LOCATION : CROFTDOWN RD, HAMPSTEAD







## **Appendix C**

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## Appeal Decision

Hearing held on 26 October 2016

Site visit made on 27 October 2016

**by Kevin Gleeson BA MCD MRTPI**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Decision date: 27 January 2017**

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**Appeal Ref: APP/X5210/W/16/3153454**

**Mansfield Bowling Club, Croftdown Road, London NW5 1EP.**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Generator Group LLP against the decision of the Council of the London Borough of Camden.
  - The application Ref 2015/1444/P, dated 11 March 2015, was refused by notice dated 1 February 2016.
  - The development proposed is the creation of a new publicly accessible open space; enhanced tennis facilities including the reconfiguration and extension of the courts to provide an additional court and increased playing area to accord with LTA requirements; the provision of a new ancillary pavilion (Class D2) to replace existing ancillary buildings and structures providing community and leisure space; a new community garden; and the demolition and replacement of the existing bowling club building with a new part three storey, part 2 storey building providing 21 residential dwellings (Class C3) with associated access, parking and landscaping.
- 

### Decision

1. The appeal is allowed and planning permission granted for the creation of a new publicly accessible open space; enhanced tennis facilities including the reconfiguration and extension of the courts to provide an additional court and increased playing area to accord with LTA requirements; the provision of a new ancillary pavilion (Class D2) to replace existing ancillary buildings and structures providing community and leisure space; a new community garden; and the demolition and replacement of the existing bowling club building with a new part three storey, part 2 storey building providing 21 residential dwellings (Class C3) with associated access, parking and landscaping at Mansfield Bowling Club, Croftdown Road, London NW5 1EP in accordance with the terms of the application Ref 2015/1444/P, dated 11 March 2015, subject to the conditions in the schedule at the end of the decision.

### Application for Costs

2. An application for costs was made by Generator Group LLP against the Council of the London Borough of Camden. This is the subject of a separate decision.

### Procedural Matters

3. Prior to the hearing, but outside of the hearing timetable, the appellant indicated that they wished to introduce a rebuttal statement in response to the Council's statement and representations from interested parties. At the hearing, following submissions by the main parties I decided to accept the
-

rebuttal statement because to do so was in line with the Town and Country Planning (Hearing Procedure) (England) Rules 2000 and my consideration of it would not prejudice any other parties. For the same reasons I agreed to accept the Council's further statement and various other items of correspondence.

4. At the hearing it was apparent that a number of representations made directly to The Planning Inspectorate had not been provided to me or copied to the main parties. I can confirm that the representations were made available to the main parties, that no additional comments were raised in response, and that I have taken these representations, along with all of the others made, into account in reaching my decision.
5. The application was refused on the basis of 13 reasons for refusal. The Council confirmed that the second to thirteenth reasons do not fall to be considered if the first reason is upheld. However, the Council indicated that all of these subsequent reasons could be addressed through an agreement under Section 106 of the Town and Country Planning Act, 1990.
6. A signed and dated Section 106 agreement was submitted after the hearing. This contains obligations in respect of affordable housing, construction management, a sports facility contribution, sustainability, employment and training, the enhancement of existing tennis facilities, open space maintenance and transport matters. I return to the obligations later in my decision.

### **Main Issues**

7. At the start of the hearing there was some discussion about my initial list of main issues. On reflection I have amended my original version of issue a) as I consider that this appropriately reflects the wording of the relevant policy. The appellant suggested two additional main issues but I address them under other matters as they did not directly relate to the reasons for refusal. Whilst the Council were content with the initial list they were also not opposed to the proposed revisions. Consequently the main issues are:
  - a) Whether adequate alternative facilities are available in the area, such that no shortfall in provision would be created by the loss;
  - b) Whether it has been demonstrated that there is no demand for an alternative leisure use of the site that would be suitable; and
  - c) Whether it is necessary to provide a financial contribution towards new or improved local sports facilities as mitigation for the loss of the leisure facilities.

### **Reasons**

#### *Background*

8. The first reason for refusal indicated that the application had not complied with Policy DP15 of the London Borough of Camden Local Development Framework (LDF) Development Policies, 2010.
9. The main parties agreed that the relevant parts of Policy DP15 were those which seek to *'protect existing leisure facilities by resisting their loss unless: e) adequate alternative facilities are already available in the area, and therefore no shortfall in provision will be created by the loss; or f) the leisure facility is*



*no longer required and it can be demonstrated that there is no demand for an alternative leisure use of the site that would be suitable'.*

10. The supporting text to Policy DP15 indicates that in addition to demonstrating that there would be no shortfall in provision created by the loss, the proposals should 'also' show that the site cannot be used for alternative leisure uses. Nevertheless, the Council acknowledged at the hearing that permission should be granted if either DP15 e) or f) were satisfied.

#### *Alternative Facilities*

11. The appeal site comprises an indoor bowling club building although the use has ceased. The building also provides changing rooms, a bar, club rooms and offices, a Masonic Lodge room and two ancillary residential flats. Elsewhere on the site can be found a disused bowling green, two tennis courts and car parking.
12. The evidence of both main parties confirms that there has been a decline in demand for bowling with a low level of participation locally. Adequate alternative bowling facilities are available within a reasonable distance of the site and without a significant financial subsidy the bowling club has no prospect of future use. Consequently no shortfall in provision would be created by the loss. Whilst local residents suggested that the alternative facilities for indoor bowling were inadequate I had no clear evidence to substantiate this position.
13. The Council argued that the building had a wider multi-purpose community facility than as a bowling club and that it had not been demonstrated that adequate alternative facilities were not available in the area for the community facility. Whilst there is evidence that the building was used for other community purposes it is clear to me that the primary use of the building was as a bowling club.
14. The Council made a distinction between the reference to facilities in DP15 e) which it suggested related to the building, and the use made of the facilities in DP15 f). Based on the words preceding DP15 e), I consider that '*adequate alternative facilities*', requires consideration of alternatives to the existing use that is to be lost and that the appropriate test under Policy DP15 e) is whether an alternative to the existing use exists rather than consideration of alternative leisure facilities. The issue of potential alternative uses is a feature of criterion f) only.
15. The appellant has drawn my attention to the Council's decision earlier this year in respect of Belsize Fire Station (Ref 2016/0745/P). The loss of the Fire Station was considered under Policy DP15 as a specific use rather than a more general community facility. This adds further weight to the position that the correct approach to Policy DP15 e) is to consider the existing use rather than a broader range of facilities.
16. Policy CS10 of the London Borough of Camden Core Strategy, 2010 (the Core Strategy) states that the Council will support the retention and enhancement of existing community, leisure and cultural facilities and the provision of multi-purpose community facilities that can provide a range of services to the community. The supporting text to Policy CS10 states that the Council will seek to protect existing community facilities where they are necessary to support the local population. It also makes reference to Policy CP15 as

providing a detailed approach to protecting community and leisure facilities. The supporting text to DP15 indicates that these two policies should be read together.

17. I have also taken account of emerging policy in the form of Policy C2, Community Facilities and Policy C3, Cultural and Leisure Facilities, in the Submission Version of the new Local Plan. Whilst these policies are at an advanced stage, having recently been through their examination, and therefore carry some weight, they would not justify a departure from the policies in the adopted development plan.
18. I therefore find that the loss of the existing bowling club would not be contrary to Policy DP15 e) of the LDF Development Policies because there are adequate alternative facilities in the area and the loss would not result in a shortfall in provision. Consequently, in the context of Policy DP15 e) there would be no conflict with Policy CS10 of the Core Strategy as I have found that the use is not necessary and additionally there would be no conflict with Policy CS19 which aims to monitor progress of the Core Strategy.
19. In addition the proposal would not be in conflict with paragraph 70 of the National Planning Policy Framework (the Framework) which seeks to deliver the social, recreational and cultural facilities and services the community needs and guards against the unnecessary loss of valued facilities and services.

*Demand for an Alternative Leisure Use*

20. Policy DP15 f) of the LDF Development Policies requires a demonstration that the facility is no longer required and there is no demand for any alternative relevant leisure use. The second part of the criterion requires an assessment as to whether the alternative leisure use for which there is a demand is suitable. Whilst no guidance is provided as to how this element of the policy is assessed the appellant suggested that the alternative use must be acceptable in planning terms and viable. This interpretation was accepted by the Council at the hearing and appears reasonable to me.
21. The policy is phrased in terms of proving a negative but the appellant's position is that the standard of proof must be the balance of probabilities which also seems reasonable.
22. The only form of alternative leisure use which meets the policy requirements is tennis for which the proposal makes additional provision through a third court and improvements to the existing courts and facilities.
23. The report by consultants SLC submitted by the appellant considered a wide range of alternative uses for the site. Commenting on it, the officer report summarised the low demand and sufficient supply in the vicinity of the site for alternative uses or that the location was unsuitable in amenity or financial viability terms. This view was endorsed by the Council's own consultants who assessed the appellant's submission during consideration of the application. In terms of methodology I find that the SLC report is in line with the appropriate guidance for undertaking such assessments and that the conclusions are well supported by evidence.
24. Nevertheless, I accept the view of the Council's consultant Nortoft which echoes the views of local residents that there is a clear demand for indoor sports in the locality. Whether the alternative sports are suitable particularly

- from a viability perspective is another matter. Nortoft assessed the SLC alternatives and indicated that some could be suitable in different formats. However, a number of these such as athletics, BMX and football/rugby pitches would not find support from the local community and/or based on the evidence I have seen do not appear viable. Nortoft's view, and similar claims made by interested persons, is that a mix of alternative uses may be viable. This is based on statements of interest from commercial operators which are heavily caveated and therefore I attach limited weight to these comments.
25. On the basis of the Council's own planned provision and the evidence that additional private sector supply is not required to meet demand I find that a health and fitness facility would be unlikely to be viable, notwithstanding the caveated interest of GLL in the site. Many of the alternatives suggested are based on the use of indoor facilities provided through an indoor sports hall. Whilst there is interest from uses such as korfbal, soft play, nursery/creche and trampolining I have little evidence that these uses would be viable. Moreover, I find Nortoft's suggestion that the cost of refurbishing the bowling club building to enable it to operate as an indoor sports hall would be more viable than a replacement building to lack credibility. My conclusion is based on SLC's analysis of the condition of the existing building and the extent of works required.
26. It was agreed by the Council and the appellant that there is a deficit in sports hall space within the borough and there is a demand from a range of sports clubs and schools. However, I have seen no evidence to counter the view of the appellant that sports halls as standalone facilities are not commercially attractive due to low income generating potential and the difficulty of accommodating all of the potential users given that they are likely to want access at similar times. Significant question marks remain over the ability to secure funding for the capital costs of development and the land purchase and whilst it has been suggested that grant funding, crowd funding and community investment programme funding could be used these sources have not been tested. The provision of a sports hall which does not comply with Sport England guidance would also restrict the capacity of the facility to accommodate some sports and the ability to generate income notwithstanding the Council's comment that a like for like provision would be acceptable.
27. The potential for a large scale multi-use leisure facility was considered by various parties but the location and various site constraints suggest to me that the site would not attract a commercial operator.
28. The SLC report also considered the possibility of a mixed use development incorporating sports provision with housing but concluded in commercial terms that it would be unlikely to meet the requirement to maintain the open space and therefore would be unacceptable. I have no reason to doubt this view.
29. It was suggested by interested parties that alternative uses would not come forward whilst the possibility of the site being developed for residential use remained a realistic prospect. However, the appellant confirmed a willingness to entertain discussions with potential alternative providers and I consider that the appellant has undertaken reasonable consultation.
30. Whilst not a statutory consultee on the planning application Sport England objected on the basis that there was insufficient evidence to demonstrate that the current and future needs of the borough were being met and that the site

was no longer required to be retained in sport and leisure use. Whilst their objection was confirmed in writing immediately prior to the hearing it was not substantiated and therefore I afford it very limited weight. However, as set out in the officer report, the Council's emerging indoor facilities strategy indicated that the planned delivery of sports facilities would address the shortage in locations where they are most needed. I also note that Sport England did not object to the methodology used in compiling the assessment which appropriately focused on facilities required to meet an identified need.

31. Whilst neighbouring residents have indicated that there is a significant desire for additional and improved sports facilities not least from local schools I have no firm evidence or demonstration of interest. I note that La Sainte Union school expressed interest in the use of the site and this was not progressed through discussions with the appellant but in the absence of firm proposals I can attach little weight to this interest.
32. I therefore find that the leisure facility is no longer required and that there is no demand for an alternative leisure use of the site which would be suitable. Consequently the proposal would not be contrary to Policy DP15 f) of the LDF Development Policies or Policies CS10 and CS19 of the Core Strategy.
33. Additionally I consider that the proposal would not conflict with paragraphs 73 and 74 of the Framework which state that existing sports and recreational buildings should not be built on unless an assessment has been undertaken which shows the building to be surplus to requirements.

#### *Whether a Financial Contribution is required towards Sports Facilities*

34. The Council sought a financial contribution of £600,000 towards the extension or enhancement of local indoor sports facilities having regard to the fact that an alternative leisure use may be provided if a mixed residential and leisure use building were proposed on the footprint of the building. The Council justified this on the basis of the consultation responses which indicated a significant interest in additional or improved sports facilities.
35. The contribution was viewed by the Council as a material consideration justifying the grant of planning permission if the proposal failed to comply with Policy DP15 f). However, no justification is provided within the policy for financial contributions to secure compliance with the development plan and there are no material considerations which indicate that planning permission should be granted notwithstanding any non-compliance with the development plan. Consequently, as I have concluded that the proposals comply with Policy DP15 a contribution is not necessary to make the development acceptable.

### **Other Matters**

#### *Character and Appearance*

36. The appeal site is located within the Dartmouth Park Conservation Area. As set out in the Council's Conservation Area Appraisal and Management Statement (the Appraisal), the area has a variety and complexity of residential development from the 18<sup>th</sup> century to the present day with schools, churches and other community facilities also present. The varied topography of the conservation area results in a number of interesting views and highlights the importance of roofscapes whilst hedges, trees and shrubs contribute to a semi-rural character.

37. The open space of the appeal site contributes to the character and the site has relevance to the historic development of the Dartmouth Park area. Surrounding houses and gardens are also generally positive contributors to the conservation area. However, the Mansfield Bowling Club building has a negative impact on the character and appearance of the conservation area by virtue of its industrial form and lack of architectural quality. The Appraisal recognises that it could contribute more positively through sensitive enhancement or redevelopment.
38. The removal of the building would be a positive aspect of the proposed development. Whilst the proposed replacement would occupy the same footprint and bulk as the existing building, the design of the replacement building would respond positively to the characteristics of surrounding residential development and the built form would assist in creating a scale which allows the bulk to appear reduced. The proposed development would also allow the historic tennis use to continue although it would result in the loss of an element of the site's historic use. Nevertheless, the improvement of the open space and its public accessibility would be a positive feature of the development.
39. Whilst the Dartmouth Park Conservation Area Advisory Committee expressed the view that the replacement building would not enhance the conservation area by virtue of a similar bulk and massing to the existing, for the reasons given I do not share this view. In addition, it was suggested at the hearing that greater improvements to the conservation area could be achieved but I have to consider the scheme before me.
40. I therefore find that the proposals would result in an enhancement to the character and appearance of the conservation area and would be in accordance with Policy CS14 of the Core Strategy which requires a standard of design that respects local context and character and seeks to preserve heritage assets. It would also meet the requirements of Policy DP25 which requires development in conservation areas to preserve and enhance the character and appearance of the area. In coming to this position I have had regard to the statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area, to which I attach considerable importance and weight.

#### *Open Space*

41. The application site with the exception of the bowling club building is designated as private open space and therefore protected in line with Policy CS15 of the Core Strategy. There would be a very slight increase in the proportion of the site occupied by buildings as a result of a larger tennis pavilion but as the proposed residential development would occupy the footprint of the existing building there would be no significant loss of designated open space. The outdoor bowling green would be lost but this would be outweighed in my opinion by the provision of a third tennis court and improvements to the existing courts and facilities.
42. Policy CS15 only allows development on designated open space if it is limited and ancillary to the use on the open space. The residential development is not ancillary to the existing use of the site for leisure but would occupy part of the open space for access and parking purposes whilst areas to the south of the residential development are more likely to be used by residents than the

public. Nevertheless the designated open space would be retained and would provide publicly accessible open space together with outdoor children's play facilities in an area where such facilities are deficient. Consequently I find that the scheme would comply with Policy CS15 and with Policy DP31 of the LDF Development Policies in that it would bring private open space into public use.

43. Concerns raised in representations and at the hearing included traffic impacts and the effect of the proposal on the living conditions of neighbouring residents. I have had regard to the fact that the highway authority did not support concerns about traffic. Nevertheless, I took account of the likely effects on traffic and living conditions when I visited the site but the concerns do not amount to reasons to dismiss the appeal. Concerns about drainage, parking, the impact of construction and the effect on trees can be addressed through appropriately worded planning conditions or planning obligations.
44. The appellant suggested that a main issue should be whether the benefits of the appeal scheme outweigh any breach of the development plan and the parties undertook a balancing exercise at the hearing. However, as I have found the scheme would not breach the development plan it is not necessary for me to address this further.
45. Mansfield Bowling Club has been formally listed as an asset of community value (ACV). The owner notified the Council of its intention to sell the property but as the period within which the local community can raise money to purchase the site has expired it would not be reasonable to dismiss the appeal on the basis that it is an ACV notwithstanding the significant value which the local community places upon the site.

#### *Conditions*

46. The Council suggested a number of conditions to be imposed were I to allow the appeal. These were discussed with the main parties at the hearing and I have also had regard to the conditions in the light of the Framework and Planning Practice Guidance (PPG).
47. In addition to the standard implementation condition (Condition 1) I have imposed a condition specifying the relevant drawings as this provides certainty (2). Conditions are necessary to address the appearance of the building in its surroundings (3, 4 and 5) and that landscaping provides an appropriate setting for the proposed building (6 and 7). I also attach a condition to reduce the rate of surface run-off and limit the impact on the storm-water drainage system (8). A condition is also required to address refuse and recycling for the benefit of the wider environment (9) and a condition requiring the provision of cycle storage is appropriate in the interests of sustainable transport (10). In order to minimise the effects of the proposed development on the living conditions of future occupiers and adjoining occupiers a condition to address noise is appropriate (11).
48. A condition to secure on-site parking is appropriate in order to avoid inconvenience to other road users (12). At the hearing there was a discussion about car parking options which was addressed through correspondence following the hearing. The layout which is shown in drawing AA4437/2130 Rev F was the scheme on which the Council made its decision and it is on this basis that I have determined the appeal. A condition to protect the living conditions of neighbouring residents during construction is also necessary (15).

Conditions to address the ecological interest in the site and biodiversity potential are also required (13, 14, 16, 17 and 18).

49. PPG advises that care should be taken when using conditions which prevent any development authorised by the planning permission from beginning until the condition has been complied with. In this respect it is necessary for conditions 6, 8 and 15 to be conditions precedent as they are so fundamental to the development that it would otherwise be necessary to refuse the application. I do not consider that conditions 9, 10, 12, 13, 14 or 16 need to be conditions precedent and I have therefore amended them. A condition to ensure that all units are designed and constructed in accordance with Building Regulations Part M 4 '2' is not necessary as it is covered in other legislation.

#### *Planning Obligations*

50. The Section 106 agreement makes provision for five intermediate housing units and six social rented housing units which is in line with Policy CS6 and CS19 of the Core Strategy in respect of providing quality homes and delivering the Core Strategy. It is also in line with Policy DP3 of the LDF Development Policies with regard to contributions to the supply of affordable housing.
51. Provision is also made for a Construction Management Plan to mitigate the impact of construction on the area and neighbouring occupiers. Such provisions are in accordance with Policies CS5, CS11 and CS19 of the Core Strategy which seek to manage the impact of growth and development and promote sustainable and efficient travel. The measures also conform to the requirements of Policies DP20, DP21 and DP26 of the LDF Development Policies in respect of managing the movement of goods and materials, the effect of development on the highway network and managing the impact of development on neighbours. Also related to construction, the agreement makes provision for a Basement Construction Plan to ensure that development does not cause harm to the environment or result in flooding or ground instability. The mechanisms proposed would be in accordance with the requirements of Policies CS5, CS14 and CS19 of the Core Strategy with CS14 seeking to conserve heritage, and Policies DP23 and DP27 of the LDF Development Policies in respect of water and the development of basements.
52. The agreement makes provision for the submission to and approval of a sustainability plan to ensure that the development is designed and implemented taking an efficient approach to the use of resources. These measures would be in line with Policies CS13 in respect of tackling climate change and CS19 of the Core Strategy and Policies DP22, sustainable design and construction and DP23, water of the LDF Development Policies.
53. An employment and training plan, an agreement to use reasonable endeavours to ensure that local residents are employed and an agreement to adopt the Council's local procurement code, subject to criteria being met would assist in ensuring that the development would not exacerbate local skill shortages and a lack of training and opportunities for local residents and businesses. Such measures would be in accordance with Policies CS5, CS8 which promotes a successful and inclusive local economy, and CS19 of the Core Strategy.
54. Measures are also proposed through the agreement to secure the provision of replacement affordable tennis facilities to ensure that the development would not undermine the provision of existing leisure facilities to support local

communities in line with Policies CS10 and CS19 of the Core Strategy and Policy DP15 of the LDF Development Policies regarding community and leisure uses. At the hearing concern was raised that as Kenlyn Lawn Tennis Club was not a signatory to the Section 106 agreement there was no guarantee that the club would continue to be granted a lease. Whilst I recognise this concern the agreement provides the mechanism for the continued tennis use but I am not able to address what are essentially private property interests.

55. To ensure that the open space is sustainably managed and maintained for the benefit of the public the agreement provides for an open space plan in line with Policies CS15, protecting and improving open spaces, and CS19 of the Core Strategy and Policy DP31 of the LDF Development Policies which addresses the provision of public open space.
56. The agreement also makes provision for a number of transport measures. These address parking provision, restrictions on car parking and the provision of disabled parking spaces as well as travel plan measures to promote sustainable travel. Contributions towards highway works, pedestrian, cycling and environmental works in the vicinity of the development would also be made in order to restore the pedestrian environment to an acceptable condition. Collectively these measures would address the requirements of Policies CS11 and CS19 of the Core Strategy in respect of promoting sustainable transport and delivering the Core Strategy and Policies DP16, DP17, DP18, DP19 and DP21 of the LDF Development Policies. These policies address the transport implications of development, sustainable transport measures, parking standards and the impact of parking and connecting development to the highway network.
57. I am satisfied that the contributions are necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related to the development and therefore consistent with Regulation 122 of the Community Infrastructure Levy Regulations, 2010 (as amended).
58. The agreement made provision for a local sports facility contribution but as I have found this to be unjustified I cannot take it into account in granting planning permission.

### **Conclusion**

59. For these reasons, and taking into account all matters presented in evidence and raised at the hearing, I conclude that the appeal should be allowed.

*Kevin Gleeson*

INSPECTOR



## **APPEARANCES**

### FOR THE APPELLANT

Charles Banner	Landmark Chambers
David Churchill	Iceni Projects Ltd
Laurie Handcock	Iceni Projects Ltd
Duncan Wood Allum	The Sport, Leisure and Culture Consultancy
Anna Dalton	The Sport, Leisure and Culture Consultancy
Frank Amato	Generator Group LLP

### FOR THE LOCAL PLANNING AUTHORITY

Nicholas Ostrowski	Six Pump Court Chambers
Jennifer Walsh	London Borough of Camden
William Bartlett	London Borough of Camden
Ian Gracie	London Borough of Camden
David O'Neil	Nortoft

### INTERESTED PERSONS

Sally Gimson	Ward Councillor, London Borough of Camden
Sian Berry	Ward Councillor, London Borough of Camden
Oliver Lewis	Ward Councillor, London Borough of Camden
Sam Kay	Dartmouth Park Residents CIC
Amy Silverston	Neighbouring Resident
Stephen Hill	Neighbouring Resident / Dartmouth Park Cohousing Group
Patrick Lefevre	Dartmouth Park Conservation Area Advisory Committee
Andrew Sutch	London Federation of Sport and Recreation
Ron Velden	Camden Fencing Club
William Morton	Kenlyn Lawn Tennis Club
Keith Northrop	Neighbouring Resident

Kathleen Northrop

Neighbouring Resident

### **DOCUMENTS SUBMITTED AT THE HEARING**

1. Additional Information Related to SLC Rebuttal and List of Allocated Sites 2016-2017 to 2030-2031, submitted by the Council.
2. Draft Section 106 Agreement.
3. Correspondence regarding Go Jump submitted by the appellant.
4. Correspondence with GLL submitted by the appellant.
5. Revisions to Drawing Numbers, submitted by the Council.
6. Opening Submissions on behalf of the Council.
7. Legal Submissions on the Interpretation of Policies Relevant to Reason for Refusal 1, submitted by the appellant.
8. Overview of the Appellant's Arguments.
9. Authorities, submitted by the appellant.
10. Correspondence with GLL, submitted by the Council.

### **DOCUMENTS SUBMITTED AFTER THE HEARING**

11. Email from the Appellant re Representations of Mr. S Hill, dated 31 October.
12. Email from the Council re Conditions, dated 2 November.
13. Email from the Appellant re Conditions , dated 2 November.
14. Signed and dated Section 106 agreement.

### **SCHEDULE OF CONDITIONS**

1. The development hereby permitted must be begun not later than the end of three years from the date of this permission.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:  
AA4437/2100 Rev B; AL4437-2000 Rev B; AL4437-2001 Rev C; AL4437-2002 Rev C; AL4437-2003 Rev C; AA4437/2101 Rev B; AA4437/2101 Rev B; AA4437/2102 Rev B; AA4437/2103 Rev B; AA4437/2104 Rev B; AA4437/2105 Rev B; AA4437/2106 Rev B; AA4437/2107 Rev B; AA4437/2110 Rev B; AA4437/2111 Rev B; AA4437/2120 Rev B; AA4437/212 Rev B; AA4437/2130 Rev F; AA4437/2131 Rev B; AA4437/2135 Rev C; AA4437/2136 Rev C; AA4437/2140 Rev B; AA4437/2145 Rev B; AA4437/2146 Rev B; AA4437/2147 Rev B; AA4437/2156 Rev B; AA4437/2157 Rev B; AA4437/2159 Rev B; AA4437/2160 Rev B; AA4437/2161 Rev B; AA4437/2162 Rev B;

AA4437/2163 Rev C; AA4437/2164 Rev B; AA4437/2170 Rev C;  
AA4437/2171 Rev C; AA4437/2175 Rev B; AA4437/2176 Rev B;  
AA4437/2180 Rev B; AA4437/2185 Rev C; AA4437/2186 Rev C;  
AA4437/2187 Rev C;

3. Samples of all new facing materials shall be submitted to and approved in writing by the local planning authority before the relevant parts of the work are commenced and the development shall be carried out in accordance with the approval given. The facing brickwork must include a 1m x 1m panel demonstrating the proposed colour, texture, face-bond and pointing.
4. Detailed drawings of the new external windows and doors including cills, reveals and heads shall at a scale of 1:10 shall be submitted to and approved in writing by the local planning authority prior to the relevant works taking place.
5. No lights, meter boxes, flues, vents or pipes, and no telecommunications equipment, alarm boxes, television aerials, satellite dishes or rooftop 'mansafe' rails shall be fixed or installed on the external face of the buildings, without the prior approval in writing of the local planning authority.
6. No development shall take place until full details of hard and soft landscaping including details of replacement trees and details and location of railings have been submitted to and approved in writing by the local planning authority. Details shall include samples of all ground surface materials and finishes. The details shall also include proposals for the enhancement of biodiversity, with particular reference to bats. The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.
7. All hard and soft landscaping works shall be carried out in accordance with the approved landscape details by not later than the end of the planting season following completion of the development or any phase of the development, or prior to the occupation for the permitted use of the development or any phase of the development, whichever is the sooner. Any trees or areas of planting which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced as soon as is reasonably possible and, in any case, by not later than the end of the following planting season, with others of similar size and species, unless the local planning authority gives written consent to any variation.
8. No development shall take place until details of a sustainable urban drainage system and scheme of maintenance shall be submitted to and approved in writing by the local planning authority. Such system shall be based on a 1:100 year event with 30% provision for climate change demonstrating 50% attenuation of all runoff, demonstrating greenfield levels of runoff. The system shall be implemented as part of the development and thereafter retained and maintained.
9. The development hereby permitted shall not be occupied until details of the refuse and recycling facilities intended for its occupiers of the residential

dwellings and commercial premises have been submitted to and approved in writing by the local planning authority. The approved facilities shall thereafter be provided in their entirety prior to the first occupation of any of the new dwellings and commercial premises and permanently retained thereafter.

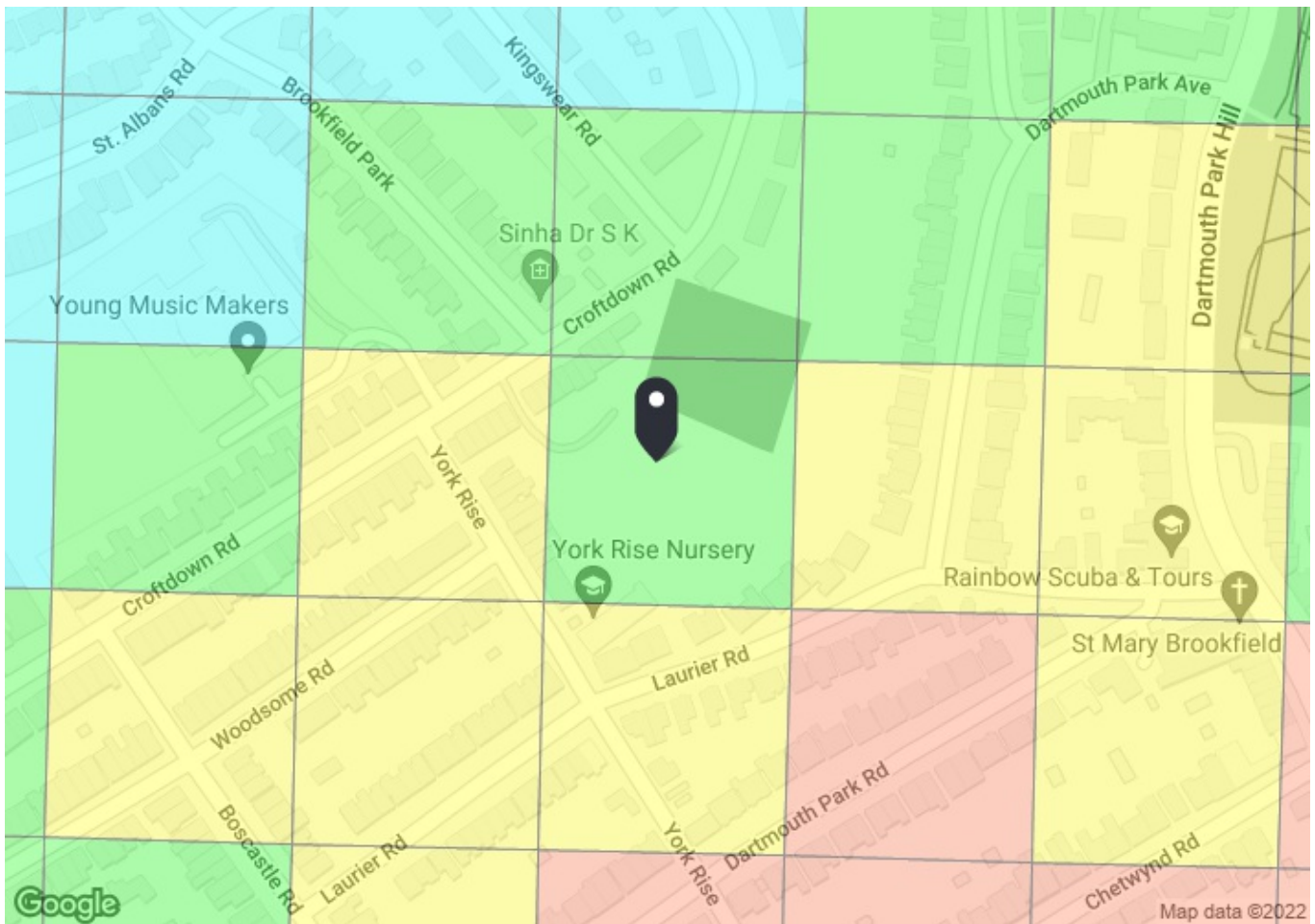
10. The development hereby permitted shall not be occupied until details of the cycle storage for 52 bicycles for the residential dwellings and 10 bicycles for the tennis club have been submitted to and approved in writing by the local planning authority. The approved facilities shall thereafter be provided in their entirety prior to the first occupation of any of the new dwellings and commercial premises and permanently retained thereafter.
11. Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment (or any part of it) is in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).
12. The development hereby permitted shall not be occupied until details of on-site parking spaces for the residential and tennis club, including dimensions of parking bay and turning circles, have been submitted to and approved in writing by the local planning authority. The approved parking spaces shall thereafter be provided in their entirety prior to the first occupation of any of the new dwellings and permanently retained thereafter.
13. The development hereby permitted shall not be occupied until a bat mitigation strategy to include the recommendations made in the Phase 2 ecology survey (Aspect Ecology, July 2015) has been submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in accordance with the approved strategy.
14. The applicant must apply for a European Protected Species Licence from Natural England due to likely evidence of the bat roost. Evidence that the Licence has been granted shall be submitted to and approved in writing by the local planning authority prior to the commencement of the relevant part of the works.
15. No development shall take place until a method statement for a precautionary working approach to demolition and construction has been submitted to and approved in writing by the local planning authority. This shall include:
  - a) detailed proposals for vegetation clearance demonstrating that all removal of trees, hedgerows, shrubs, scrub or tall herbaceous vegetation shall be undertaken between September and February inclusive. If this is not possible then a suitably qualified ecologist shall check the areas concerned immediately prior to the clearance works to ensure that no nesting or nest-building birds are present. If any nesting birds are present then the vegetation shall not be removed until the fledglings have left the nest.

b) Precautionary approaches to mitigate the impact on bats and badgers and hedgehogs, including impact of lighting during works.

All site operatives must be made aware of the possible presence of protected species during works. If any protected species or signs of protected species are found, works should stop immediately and an ecologist should be contacted. The applicant may need to apply for a protected species licence from Natural England, evidence of which should be submitted to the local planning authority.

16. The development hereby permitted shall not be occupied until full details of a lighting strategy, to include information about potential light spill on to buildings, trees and lines of vegetation to minimise impact on bats, has been submitted to and approved in writing by the local planning authority. The development shall not be carried out otherwise than in accordance with the details thus approved and shall be fully implemented before the premises are first occupied.
17. Prior to first occupation of the development a plan showing details of bird and bat and hedgehog box locations and types and indication of species to be accommodated shall be submitted to and approved in writing by the local planning authority. The boxes shall be installed in accordance with the approved plans prior to the occupation of the development and thereafter retained.
18. Details in respect of the green roof in the area indicated on the approved roof plan shall be submitted to and approved in writing by the local planning authority before the relevant part of the development commences. The details shall include species, planting density, substrate and a section at scale 1:20 showing that adequate depth is available in terms of the construction and long term viability of the green roof, and a programme for a scheme of maintenance shall be submitted to and approved in writing by the local planning authority. The green roof shall be fully provided in accordance with the approved details prior to first occupation and thereafter retained and maintained in accordance with the approved scheme of maintenance.

## Appendix D



**PTAL output for Base Year**  
3

RegencyLawn, Croftdown Rd, London NW5 1HF, UK  
Easting: 528741, Northing: 186252

Grid Cell: 110937

Report generated: 02/08/2022

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**Calculation Parameters**

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

**Map key - PTAL**

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

**Map layers**

- PTAL (cell size: 100m)

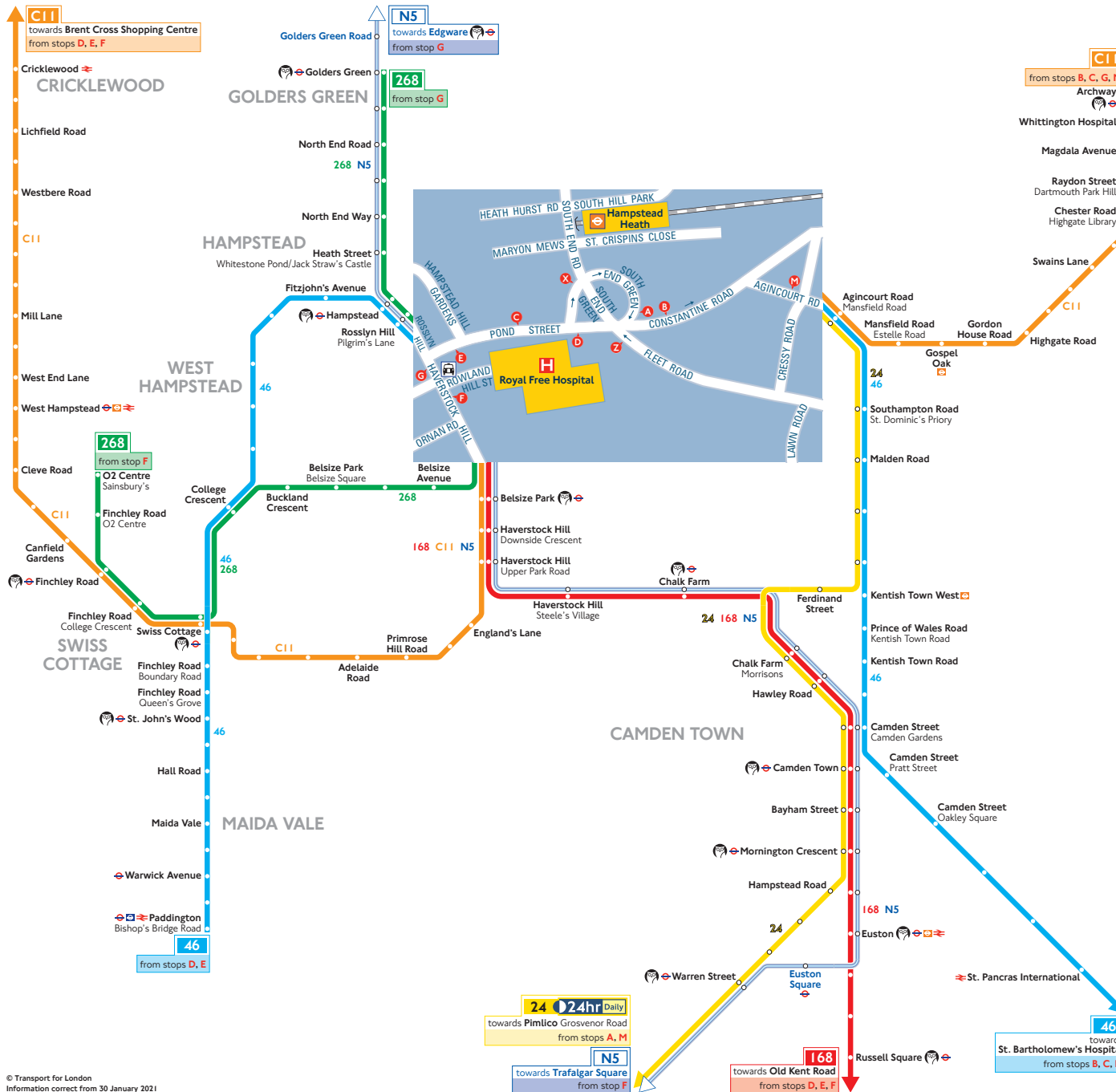
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGHGATE RD CROFTDOWN RD	C2	438.33	8	5.48	5.75	11.23	2.67	0.5	1.34
Bus	HIGHGATE RD CROFTDOWN RD	214	438.33	8	5.48	5.75	11.23	2.67	0.5	1.34
Bus	SWAINS LAST ALBANS RD	C11	320.44	7.5	4.01	6	10.01	3	1	3
LUL	Tufnell Park	'Morden-HighBarnet'	944.28	14.67	11.8	2.79	14.6	2.06	1	2.06
LUL	Tufnell Park	'Morden-MillHillE'	944.28	4	11.8	8.25	20.05	1.5	0.5	0.75
LUL	Tufnell Park	'HighBarnet-Morden'	944.28	0.33	11.8	91.66	103.46	0.29	0.5	0.14
LUL	Tufnell Park	'HighBarnet-Kenningt'	944.28	5.33	11.8	6.38	18.18	1.65	0.5	0.82
LUL	Tufnell Park	'MillHill-Morden'	944.28	1.67	11.8	18.71	30.52	0.98	0.5	0.49
LUL	Tufnell Park	'MillHillE-Kenningt'	944.28	1.67	11.8	18.71	30.52	0.98	0.5	0.49
<b>Total Grid Cell AI:</b>										<b>10.42</b>



## **Appendix E**

# Buses from Hampstead Heath (Royal Free Hospital)



## How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)



## Key

- Connections with London Underground
- Connections with London Overground
- Connections with TfL Rail
- Connections with National Rail
- Connections with river boats
- Tube station with 24-hour service Friday and Saturday nights

## Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TFL app to top up or buy a ticket anytime, anywhere, or visit [tfl.gov.uk/oyster](https://tfl.gov.uk/oyster). Alternatively, find your nearest Oyster Ticket Stop at [tfl.gov.uk/ticketstopfinder](https://tfl.gov.uk/ticketstopfinder) or visit your nearest TFL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

## Appendix F

# **OPERATIONAL STATEMENT IN RESPECT OF PROPOSED CARE HOME**

**Former Mansfield Bowling Club,  
Croftdown Road, London, NW5 1EP**

**NOVEMBER 2022**

## **1. Introduction**

- 1.1 This Care Home Operational Statement sets out the details of the operation of a proposed care home at former Mansfield Bowling Club, Croftdown Road, London, NW5 1EP. This statement also provides an overview of the Care Concern Group, who will manage and operate the proposed care home.
- 1.2 This Statement has been prepared by Care Concern Group to support the planning application which has been submitted by Harrison Varma Projects Ltd, the development company who will develop the site for Care Concern Group.

## **2. Care Concern Group**

- 2.1 The Care Concern Group was founded in 1991 and has established a reputation as a well regarded care home provider operating over 75 care homes for the elderly across England, Scotland and Wales.
- 2.2 Care Concern Group employs over 4,000 people through their diverse portfolio of care homes which are located throughout Great Britain. CCG's homes offer a range of care needs including residential, nursing, dementia and respite care.
- 2.3 The care and comfort for CCG's residents is at the heart of everything we do. The care homes deliver person-centred care along with an extensive range of communal and support facilities which provide a varied and engaging lifestyle.
- 2.4 CCG's proposed scheme for the site is an innovative concept, aimed at combining high quality architecture with interior spaces and landscaped gardens and external communal spaces. This will enable residents to live within a varied, safe, purpose-built environment and with the assurance of 24-hour care support. There will also be a diverse range of communal amenities and activity spaces to promote the mental and physical wellbeing of residents.

## **3. The Planning Application**

- 3.1 This statement has been prepared to assist an application for planning permission for the redevelopment of the site for a 78 bed care home with associated parking, landscaping and communal facilities (Use Class C2).
- 3.2 This application follows on the granting of planning permission (via appeal) on 27<sup>th</sup> January 2017 for *'The creation of a new publicly accessible open space; enhanced tennis facilities including the reconfiguration and extension of the courts to provide an additional court and increased planning area to accord with LTA requirements; the provision of a new ancillary pavilion (Use Class D2) to replace existing ancillary buildings and structures providing community and leisure space; a new community garden; and the demolition and replacement of the existing bowling club building with a new part three storey, part 2 storey building providing 21 residential dwellings (Use Class C3) with associated access, parking and landscaping'* under application 2015/1444/P.

#### **4. Planning Policy Context:**

- 4.1 Planning Practice Guidance, defines residential care homes and nursing homes as having *“individual rooms within a residential building and provide a high level of care meeting all activities of daily living. They do not usually include support services for independent living. This type of housing can also include dementia care homes.”*
- 4.2 The London Plan (2021) sets out a pressing need for more homes in London, setting a minimum ten-year target for the borough of Camden of 10,380 dwellings. The London Plan states that **Care home accommodation (C2)** *is an important element of the suite of accommodation options for older Londoners and this should be recognised by boroughs and applicants. To meet the predicted increase in demand for care home beds to 2029, London needs to provide an average of 867 care home beds a year. The provision of Care Quality Commission rated Good or Outstanding care home beds is growing at around 3,525 bed-spaces a year in London and provision of dementia-capable bed spaces at a rate of 2,430 places a year.*
- 4.3 Camden Local Plan (CLP) Policy H1 relates to all forms of housing where people live long-term, including care homes. The policy seeks to maximise the supply of housing in the borough. The proposal complies with this policy insofar as it is providing additional long-term housing in the borough.
- 4.4 CLP Policy H8 relates to all housing designated for occupation by older people and includes care homes (Use Class C2). The Policy states that the Council will aim to ensure that there is a sufficient supply of appropriate housing available for older people to live as independently as possible. The Council *‘will support development of a variety of housing aimed at meeting the specific needs of older people provided that the development (amongst other things): is needed to meet a demonstrable need within the borough and will be targeted at borough residents, and will be suitable for the intended occupiers in terms of standards of facilities, the level of independence, and the provision of support and/or care.*
- 4.5 CLP Policy C1 states that the Council will support the provision of new or improved health facilities, in line with Camden’s Clinical Commissioning Group and NHS England requirements.

#### **5. The provision of Personal Care within the proposed care home:**

- 5.1 The proposed care home will provide residential and nursing care accommodation and care. The accommodation provided is non self-contained accommodation, comprising a bedspace and associated en-suite wetroom. Care Concern Group will provide personal or nursing care, which is delivered alongside the provision of accommodation.
- 5.2 The proposed care home will provide care to all residents along with the accommodation facilities. Care will be provided by Care Concern Group’s care providers, who are registered with the Care Quality Commission (CQC).

- 5.3 All residents who reside on the site would be required to be in need of personal care and would be assessed and confirmed to meeting this requirement prior to entering the proposed care home.
- 5.4 Care provided will include all activities of daily living (ADL); washing, dressing, taking medication and going to the toilet. Some elements of care provision is carried out by a registered nurse, such as blood pressure measurements, taking blood, administering injections and other medications, treating bed sores or other skin ailments. Specialist dementia care is provided to people experiencing various forms of dementia, such as Alzheimer's Disease, Parkinson's Disease, Pick's Disease, frontotemporal dementia and vascular dementia.
- 5.5 The scheme design includes specialist dementia design elements, including appropriate lighting and colour schemes, sign posting and minimised trip hazards. Staff will be specially trained in dementia care in order to meet often complex needs.
- 5.6 Care Concern would prepare a care plan for each resident based on the initial needs assessment, the plans would be regularly reviewed to meet the ongoing needs of residents.
- 5.7 Residents are expected to move into the care home and would then be able to comfortably age in place. The provision of specialist care and appropriate accommodation provides the full environmental and care needs of residents, in what would for many be the final move.
- 5.8 The minimum care package to be offered to a resident will be:
- Trained care staff available 24 hours a day.
  - Regular health and well-being checks from a trained carer.
  - Ordering and management of any required medications.
  - Overseeing any required therapy.
  - Person centered care approach.
- 5.9 The minimum care level will comprise of several hours of care per day with significantly more for those with complex needs.
- 5.10 In addition to the provision of care, Care Concern offer various social gatherings and activity based events within the care home. There is also emphasis on garden participatory activities.
- 5.11 The rooms within the care home all include an en-suite bathroom. The care home will provide a number of communal facilities, which are provided to support the daily needs of residents. Each floor of the proposed building will provide dining rooms and lounges. Due to the high care needs of the residents, they are not able to prepare their own meals, as such meals will be provided, either served within the bed-spaces or within communal dining area.
- 5.12 Care Concern's registered nurses and carers offer relevant clinical care and personal services to all residents.
- 5.13 On the basis that both personal care and provision of accommodation will be registered with the Care Quality Commission (CQC) and all care would fall firmly within Use Class C2.

## **6. Care Concern Group's care offering**

6.1 The following are the key principles of the Care Concern services;

- Registration of the accommodation and care with the Care Quality Commission;
- The provision of a wide range of care and support from low dependence to high needs including nursing, dementia and residential services;
- Highly qualified clinical and trained healthcare professionals are employed;
- All residents would receive an individual care and support plan;
- 24-hour on site care and nursing provision;
- Specialist facilities and design to provide care and support for people living with dementia;
- Wide range of supporting healthcare specialists, including doctors, nurses, podiatrists, and physiotherapists;
- Facilities for respite accommodation, to provide for short stays, between hospital and returning to home.

## **7. Care Home Operation**

7.1 The Care Concern care home at Land at former Mansfield Bowling Club will operate as follows:

7.2 Care Concern will operate and manage the care home, communal spaces, garden, kitchen, delivery of care, activities and maintenance.

7.3 Care Concern will partner with several external companies to support the care home and allow Care concern to focus on the needs of residents, support partners will provide services such as refuse collection and laundry provision.

7.4 Care Concern will prepare and serve all meals and drinks to residents. Meals and refreshments will be available to residents within their own rooms or within the communal dining areas or outside. Residents will be offered a range of meals to suite various health and dietary requirements or simply to cater to personal choice. Menus will be developed by nutritionists and Care Concern will ensure that residents are in receipt of their daily dietary requirements and are hydrated.

7.5 A range of activities will be provided by Care Concern to encourage physical and cognitive activity as well as interactions between residents. An activities co-ordinator will be employed for this role.

7.6 Care concern will provide housekeeping services to residents, with ongoing cleaning for all resident's rooms and bathrooms.

## **8. Care Concern Communal Facilities**

8.1 The care home provides a range of communal facilities which are provided for the use of residents and their guests, and include:

- Hair and beauty



- Cinema/theatre room
- Communal lounge/dining areas per floor level
- Therapy room
- Activity rooms
- Quiet room
- Library
- Landscaped gardens

8.2 The extensive provision of shared communal spaces and activity areas within the care home provide the facilities required to deliver the highest level of care and support to residents and to promote health and wellbeing.

8.3 In addition to the communal facilities set out above the care home provides a range of facilities to support the care offering, each floor level within the building will provide:

- Assisted toilets
- Assisted bathrooms
- Nursing Stations and medical store

8.4 In addition to the above, the care home will provide an on-site laundry, administrative offices, kitchen area, staff room and staff changing and shower facilities.

## **9. Staffing**

9.1 Care Concern would seek to employ staff from the local area and staff would be encouraged to make use of public transport or sustainable travel means. Staff will be directly employed by the Care Concern Group.

9.2 Due to the high-level care needs of the residents of the care home it is expected that there would be a maximum of 25 members of staff would be at the home in one time at any 24 hour period (at full capacity). However, staff shift patterns will be staggered so this number is likely to be less.

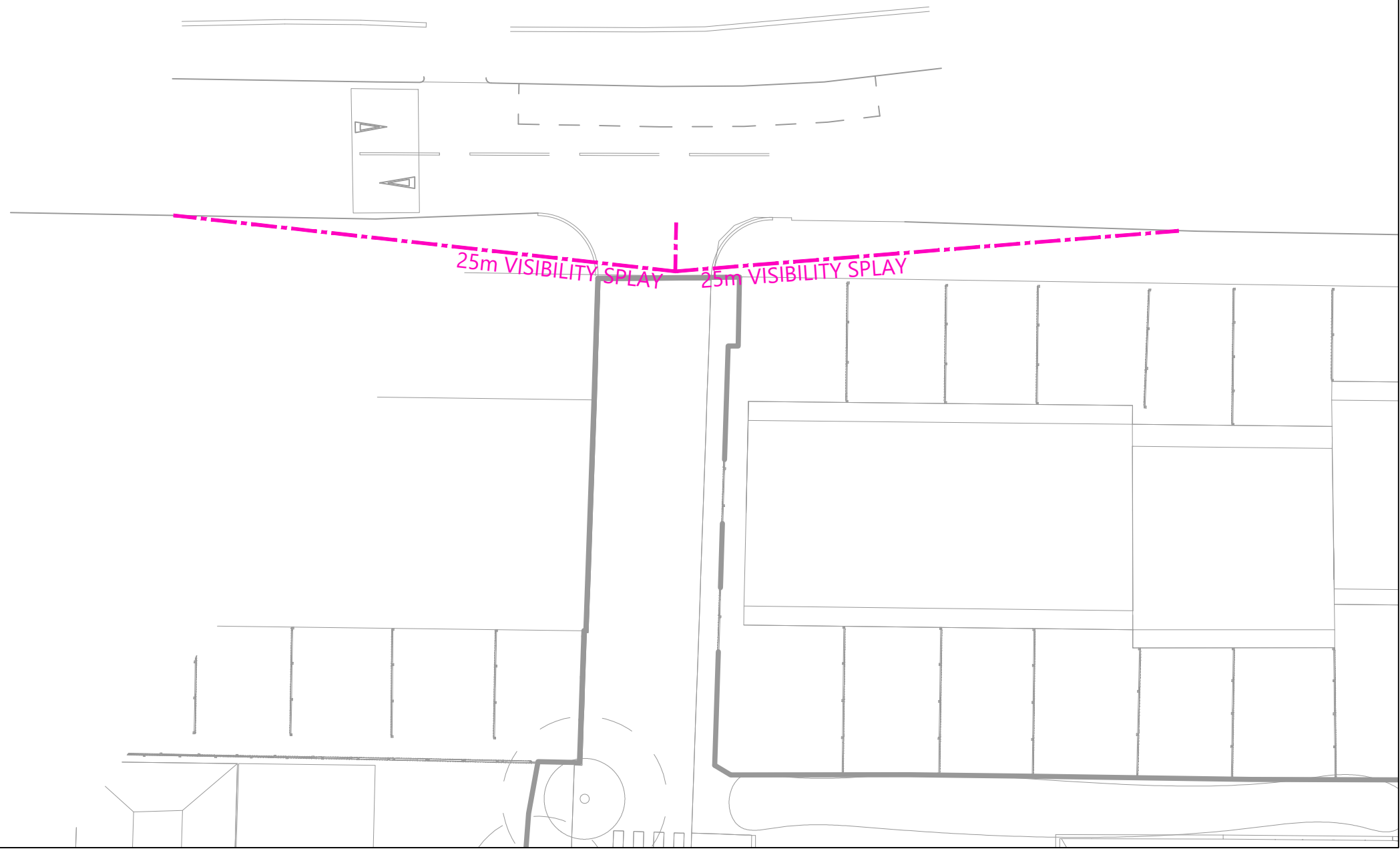
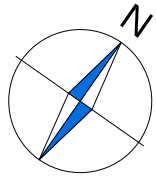
9.3 When the home is at full capacity, the home will provide employment to approximately 80 people in total to cover 24 hour, 7 day a week care for its residents.

## **10. Conclusion**

10.1 The development is to be designed to the highest standards and will be approved and registered by CQC. It will be designed to provide residential, nursing and dementia care. The proportion of these types of care within the home will change to meet known demand, and over time it will be operated flexibly to continually respond to needs.



## Appendix G



**NOTES**

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

**KEY:**

	PROPOSED JUNCTION VISIBILITY SPLAYS (20 Mph - 2.4 x 25m)
--	--

B	Updated Layout	COS	JT	10.11.2023
A	Updated Layout	COS	JT	20.07.2022
Rev	Details	Drawn	Checked	Date

**REVISION HISTORY**

Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client:

**Harrison Varma Projects Limited**

Project:

**Former Mansfield Bowling Club,  
Camden**

Drawing Title:

**Proposed Junction Visibility Splays  
(20 Mph - 2.4 x 25m)**

Scale:

**1:250**

Size:

**A3**

Drawn by:

**COS**

Checked by:

**JT**

Date:

**14.10.2021**



Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

**4704**

Drawing No:

**001**

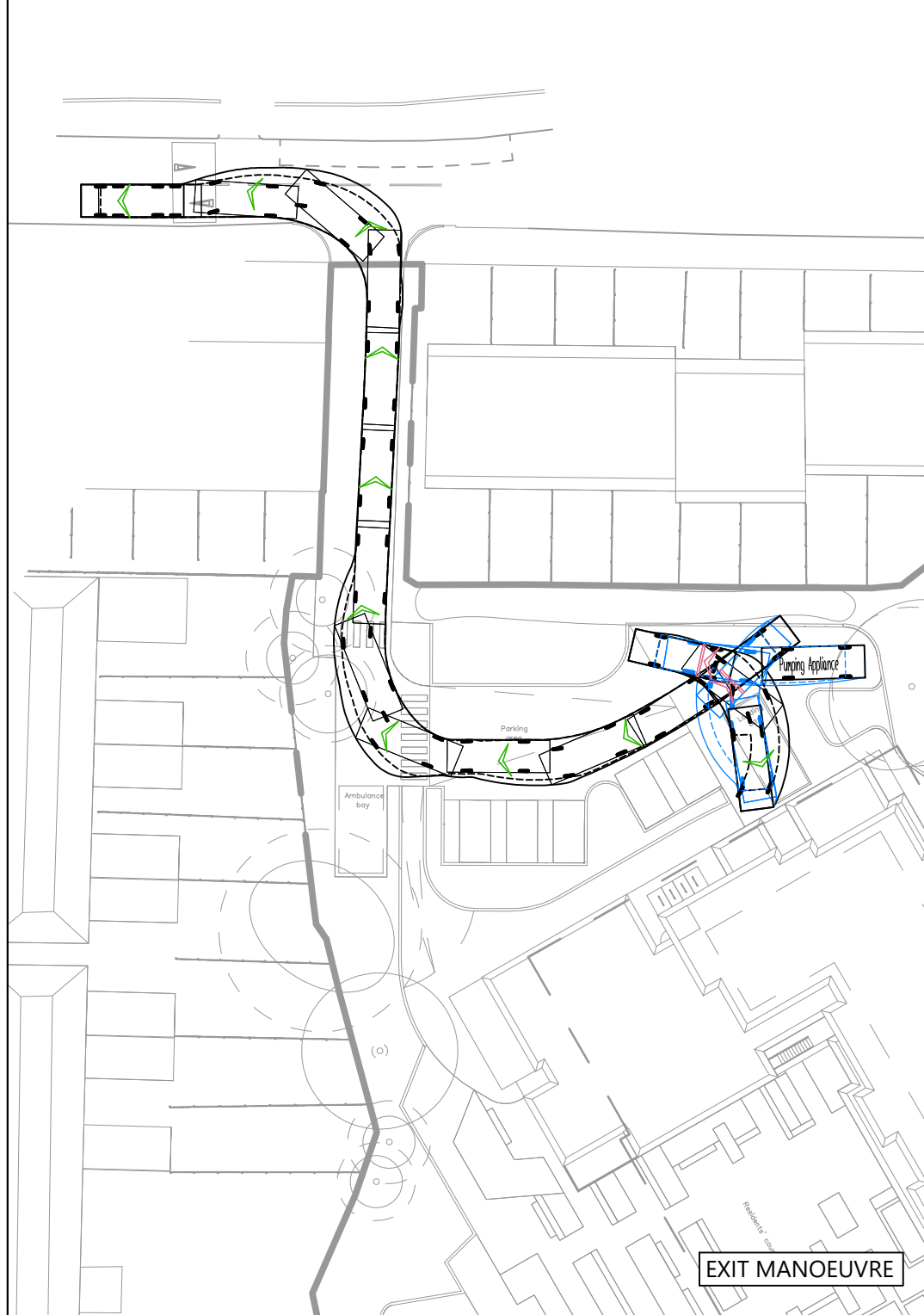
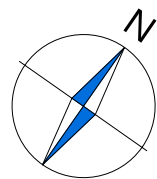
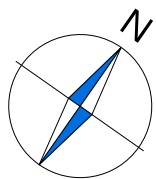
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**1 of 1**

Rev:

**B**

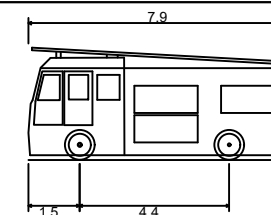
## **Appendix H**



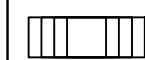
### NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

### PUMPING APPLIANCE



Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.750m



FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

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F	Updated Layout	COS	JT	10.11.2023
E	Updated Layout	COS	JT	25.10.2022
D	Updated Layout	COS	JT	21.09.2022
C	Updated Layout	COS	JT	20.09.2022
B	Updated Layout	COS	JT	20.07.2022

### REVISION HISTORY

Status:  Preliminary  For Approval  For Construction  
 For Information  For Tender  As Built

Client:

Harrison Varma Projects Limited

Project:

Former Mansfield Bowling Club,  
Camden

Drawing Title:

Vehicle Swept Path Analysis for a  
Pumping Appliance

Scale:

1:250

Size:

A3

Drawn by:

COS

Checked by:

JT

Date:

08.10.2021



Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

4704

Drawing No:

TR003

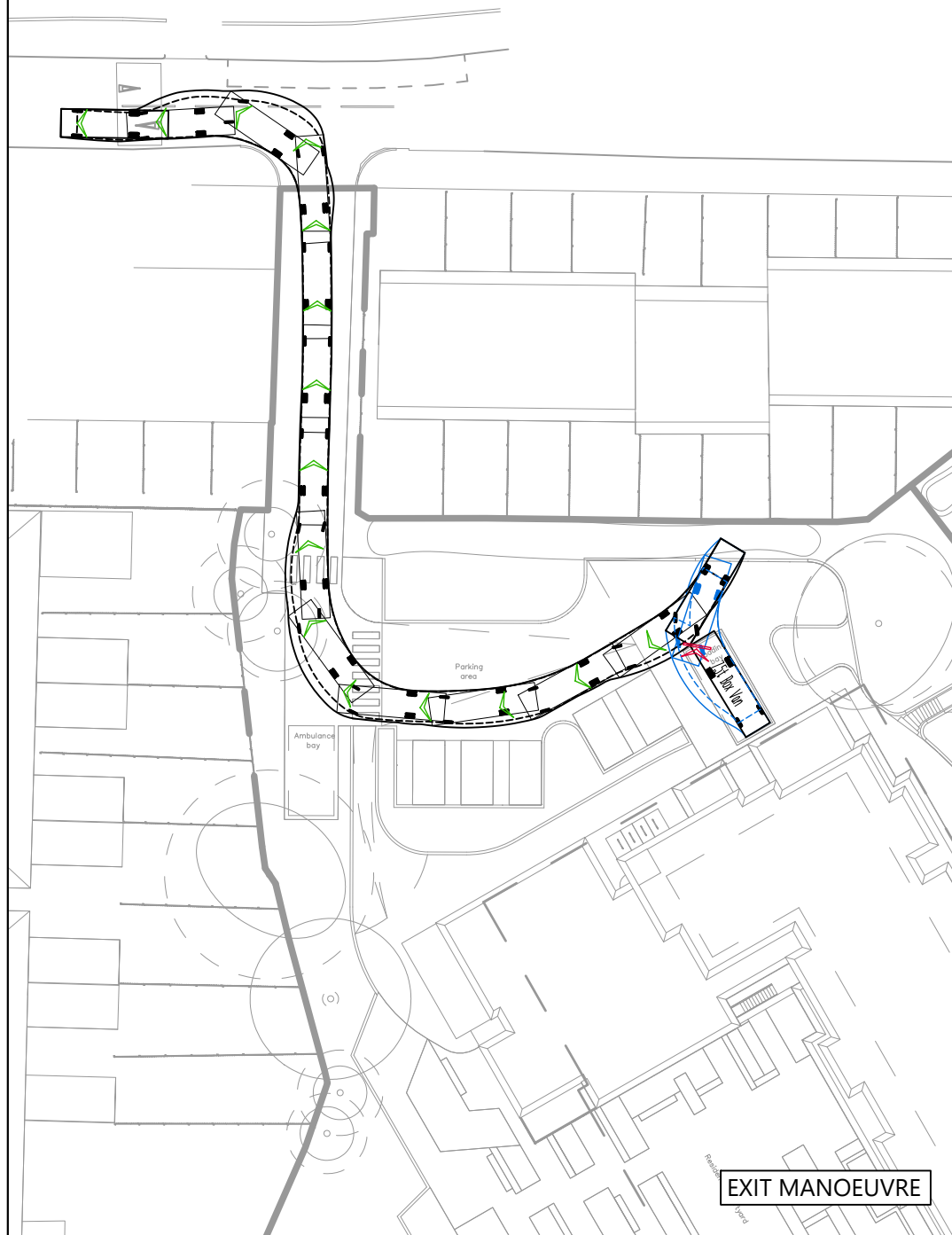
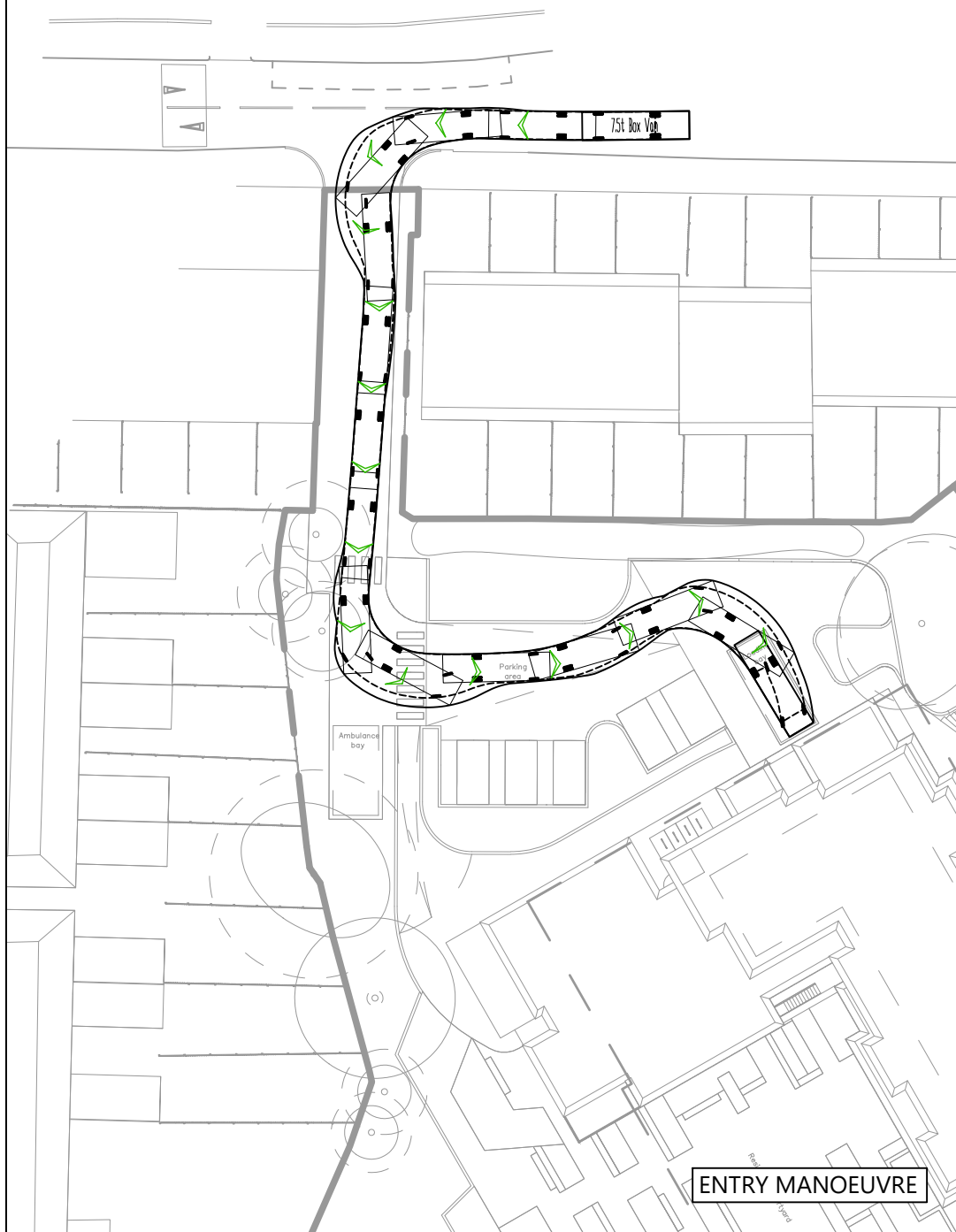
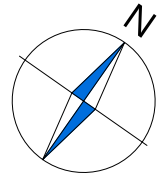
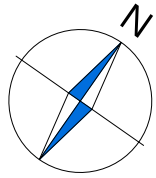
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1 of 1

Rev:

F

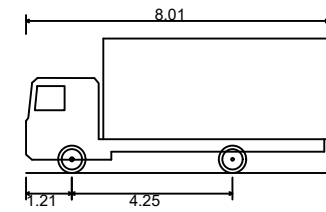
# Appendix I



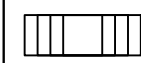
### NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

### 7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m



FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

Rev	Details	Drawn	Checked	Date
G	Updated Layout	COS	JT	10.11.2023
F	Updated Layout	COS	JT	25.10.2022
E	Updated Layout	COS	JT	21.09.2022
D	Updated Layout	COS	JT	20.09.2022
C	Updated Layout	COS	JT	20.07.2022

REVISION HISTORY				
Rev	Details	Drawn	Checked	Date
Status: <input type="checkbox"/> Preliminary <input type="checkbox"/> For Approval <input type="checkbox"/> For Construction				
<input checked="" type="checkbox"/> For Information <input type="checkbox"/> For Tender <input type="checkbox"/> As Built				

Client:  
**Harrison Varma Projects Limited**

Project:  
**Former Mansfield Bowling Club, Camden**

Drawing Title:  
**Vehicle Swept Path Analysis for a 7.5t Box Van**

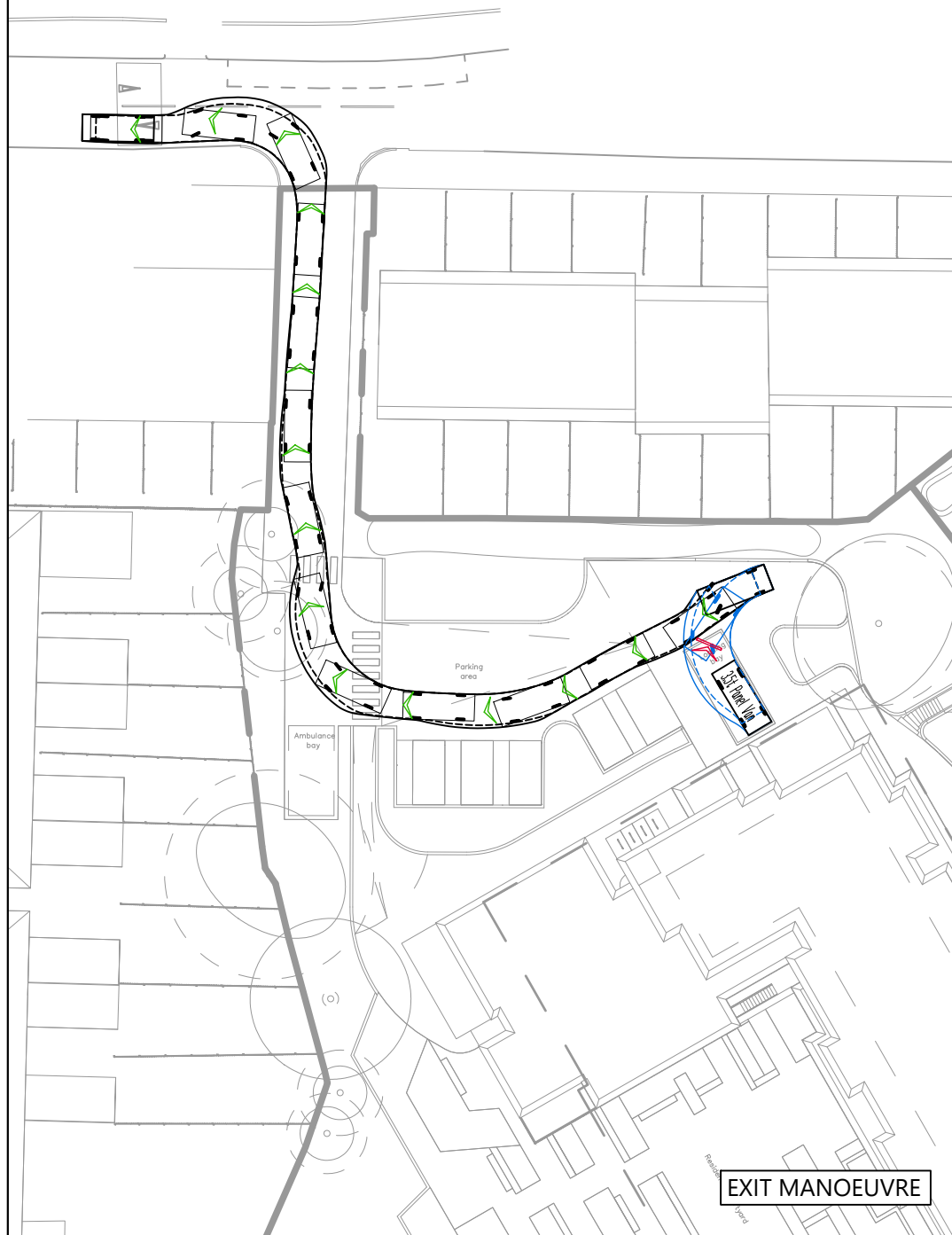
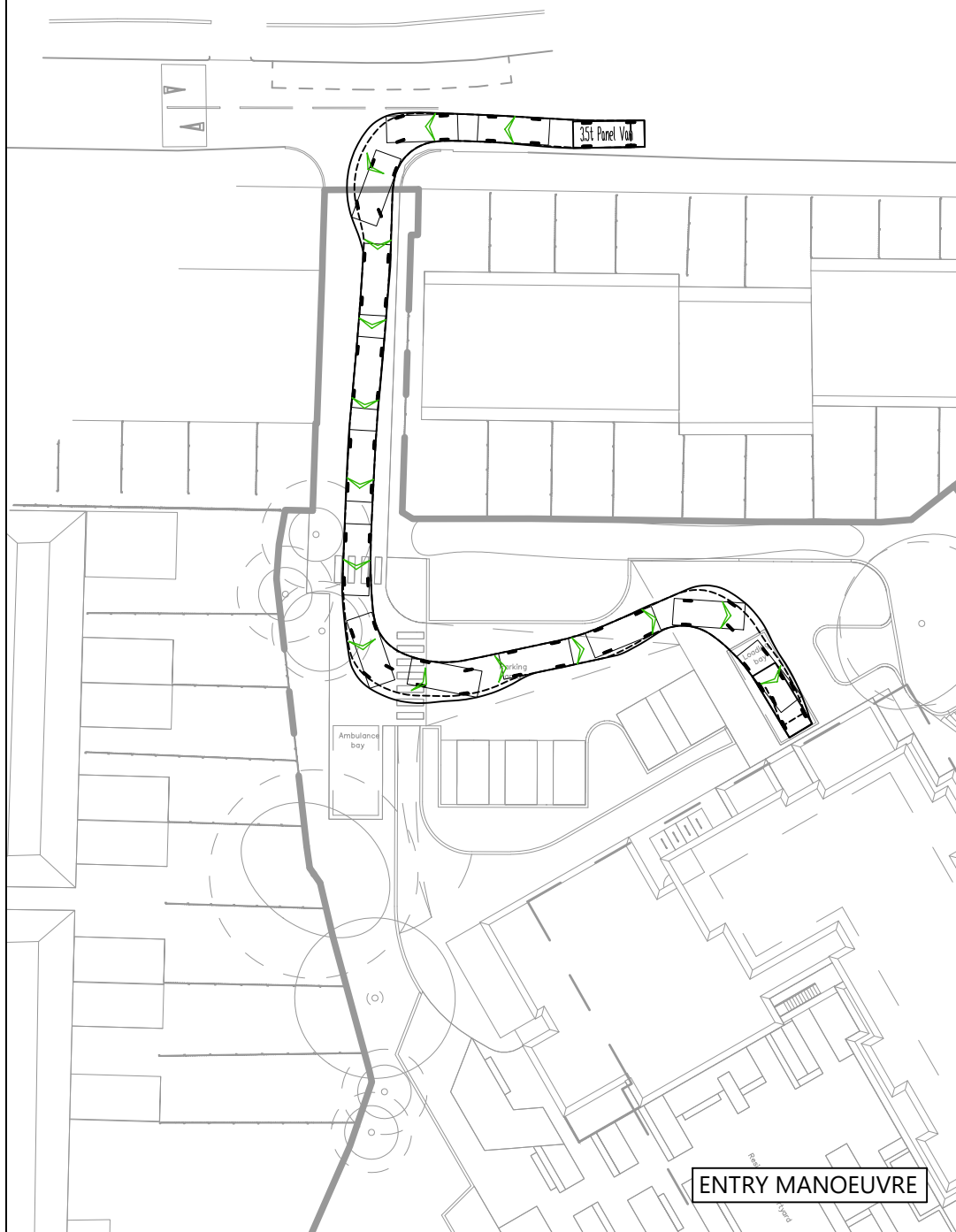
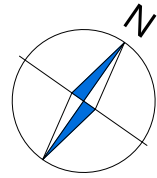
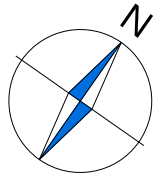
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Drawn by: COS Checked by: JT Date: 28.09.2021

**CANEPARO ASSOCIATES**  
Transport Planning & Highway Design  
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: <b>4704</b>	Drawing No: <b>TR001</b>	Sheet: <b>1 of 3</b>	Rev: <b>G</b>
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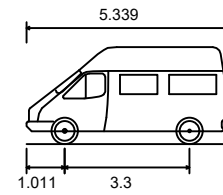




### NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

### 3.5T PANEL VAN



Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.400m

 FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

 REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

Rev	Details	Drawn	Checked	Date
G	Updated Layout	COS	JT	10.11.2023
F	Updated Layout	COS	JT	25.10.2022
E	Updated Layout	COS	JT	21.09.2022
D	Updated Layout	COS	JT	20.09.2022
C	Updated Layout	COS	JT	20.07.2022

REVISION HISTORY				
Rev	Details	Drawn	Checked	Date
Status: <input type="checkbox"/> Preliminary <input type="checkbox"/> For Approval <input type="checkbox"/> For Construction				
<input checked="" type="checkbox"/> For Information <input type="checkbox"/> For Tender <input type="checkbox"/> As Built				

Client:  
**Harrison Varma Projects Limited**

Project:  
**Former Mansfield Bowling Club, Camden**

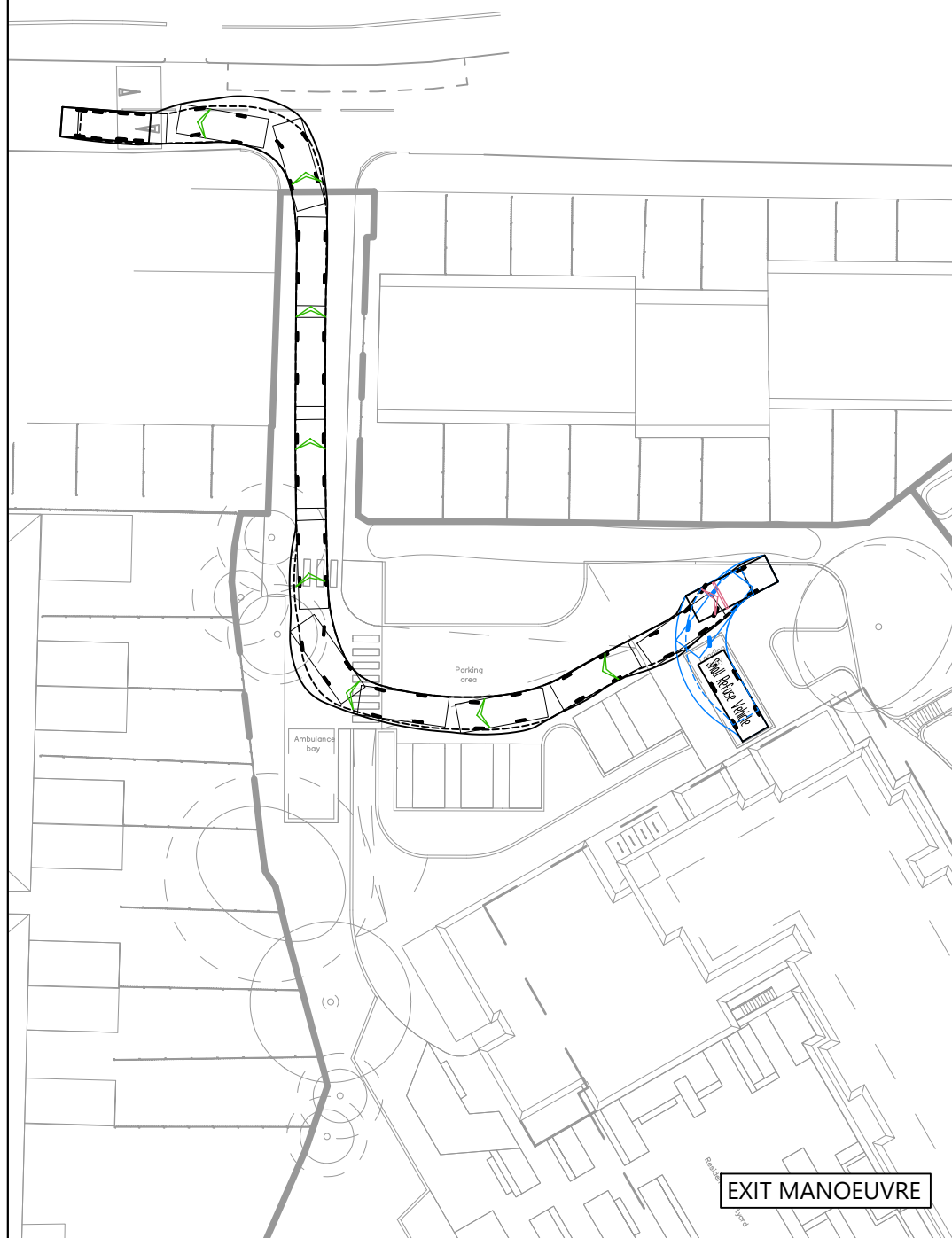
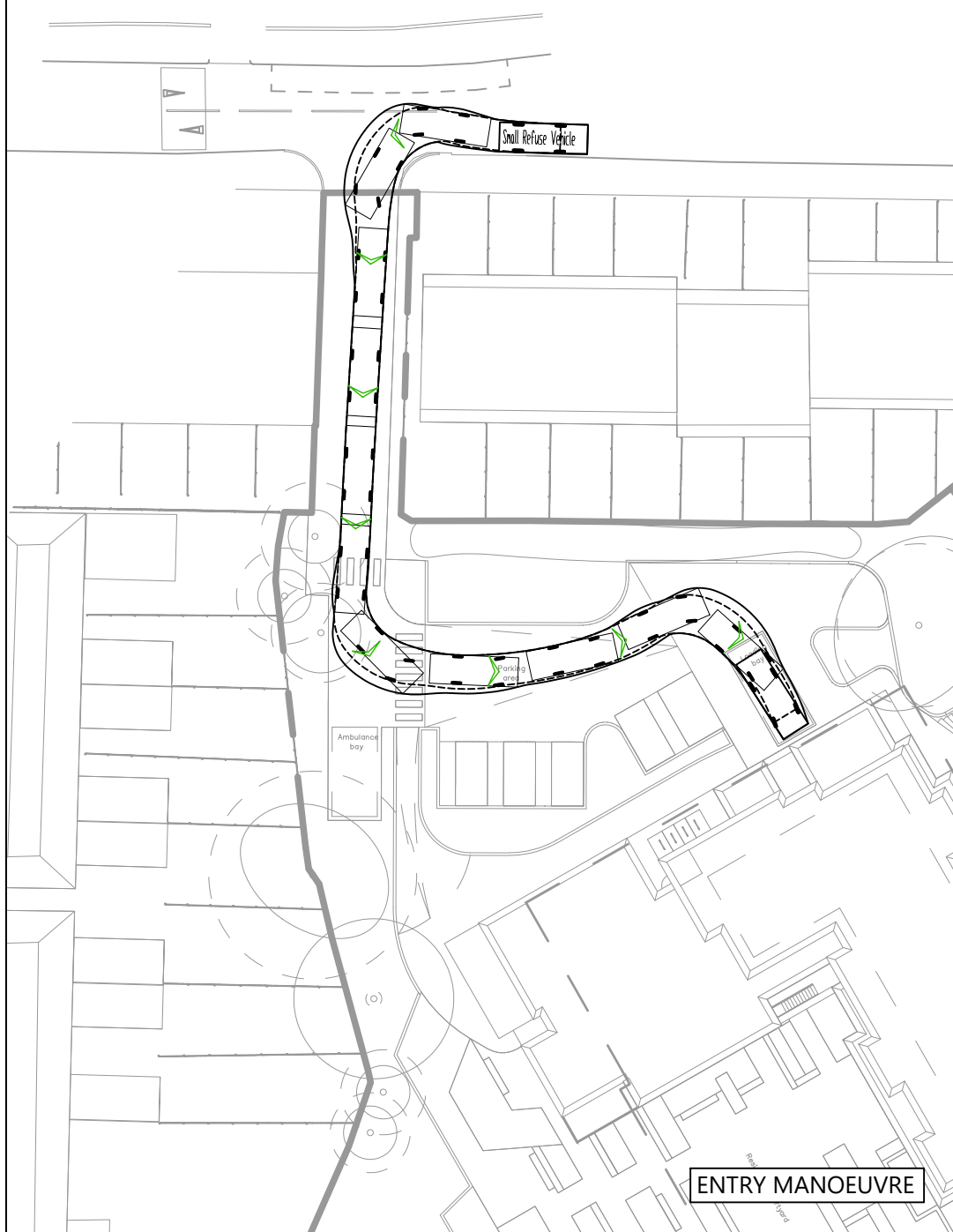
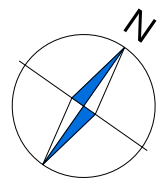
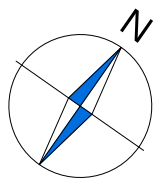
Drawing Title:  
**Vehicle Swept Path Analysis for a 3.5t Panel Van**

Scale: **1:500** Size: **A3**

Drawn by: **COS** Checked by: **JT** Date: **28.09.2021**

**CANEPARO ASSOCIATES**  
Transport Planning & Highway Design  
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

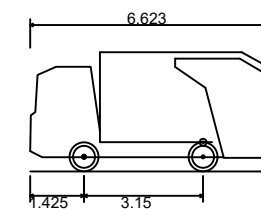
Scheme Ref: <b>4704</b>	Drawing No: <b>TR001</b>	Sheet: <b>2 of 3</b>	Rev: <b>G</b>
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### NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

### SMALL REFUSE VEHICLE



Overall Length	6.623m
Overall Width	2.200m
Overall Body Height	3.153m
Min Body Ground Clearance	0.358m
Track Width	2.200m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.750m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

Rev	Details	Drawn	Checked	Date
G	Updated Layout	COS	JT	10.11.2023
F	Updated Layout	COS	JT	25.10.2022
E	Updated Layout	COS	JT	21.09.2022
D	Updated Layout	COS	JT	20.09.2022
C	Updated Layout	COS	JT	20.07.2022

REVISION HISTORY		Drawn	Checked	Date
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction	
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client:  
**Harrison Varma Projects Limited**

Project:  
**Former Mansfield Bowling Club, Camden**

Drawing Title:  
**Vehicle Swept Path Analysis for a Camden Refuse Vehicle**

Scale: 1:500      Size: A3

Drawn by: COS      Checked by: JT      Date: 28.09.2021

**CANEPARO ASSOCIATES**  
Transport Planning & Highway Design  
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: <b>4704</b>	Drawing No: <b>TR001</b>	Sheet: <b>3 of 3</b>	Rev: <b>G</b>
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## **Appendix J**

Calculation Reference: AUDIT-358901-210921-0944

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON  
 IS ISLINGTON 1 days

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

## Primary 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 residents  
 Actual Range: 51 to 51 (units: )  
 Range Selected by User: 33 to 89 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 05/11/19

*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:

Tuesday 1 days

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

Selected survey types:

Manual count 1 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 undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

*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 1

*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:

C2 1 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 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

100,001 or More 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

500,001 or More 1 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 1 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:

No 1 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:

4 Good 1 days

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

LIST OF SITES relevant to selection parameters

1 IS-05-F-01 NURSING HOME ISLINGTON  
 Highbury New Park  
 Highbury

Suburban Area (PPS6 Out of Centre)  
 Residential Zone

Total Number of residents: 51

Survey date: TUESDAY

05/11/19

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.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KI-05-F-01	too much parking

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	51	0.020	1	51	0.020	1	51	0.040
08:00 - 09:00	1	51	0.020	1	51	0.039	1	51	0.059
09:00 - 10:00	1	51	0.039	1	51	0.020	1	51	0.059
10:00 - 11:00	1	51	0.039	1	51	0.000	1	51	0.039
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.020	1	51	0.020
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.020	1	51	0.000	1	51	0.020
15:00 - 16:00	1	51	0.039	1	51	0.039	1	51	0.078
16:00 - 17:00	1	51	0.020	1	51	0.078	1	51	0.098
17:00 - 18:00	1	51	0.039	1	51	0.039	1	51	0.078
18:00 - 19:00	1	51	0.000	1	51	0.059	1	51	0.059
19:00 - 20:00	1	51	0.000	1	51	0.020	1	51	0.020
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.236			0.334			0.570

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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#### Parameter summary

Trip rate parameter range selected:	51 - 51 (units: )
Survey date range:	01/01/13 - 05/11/19
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	51	0.020	1	51	0.020	1	51	0.040
08:00 - 09:00	1	51	0.000	1	51	0.000	1	51	0.000
09:00 - 10:00	1	51	0.000	1	51	0.000	1	51	0.000
10:00 - 11:00	1	51	0.000	1	51	0.000	1	51	0.000
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.000	1	51	0.000
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.000	1	51	0.000	1	51	0.000
15:00 - 16:00	1	51	0.000	1	51	0.000	1	51	0.000
16:00 - 17:00	1	51	0.000	1	51	0.000	1	51	0.000
17:00 - 18:00	1	51	0.000	1	51	0.000	1	51	0.000
18:00 - 19:00	1	51	0.000	1	51	0.000	1	51	0.000
19:00 - 20:00	1	51	0.000	1	51	0.000	1	51	0.000
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.020			0.020			0.040

*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.*



TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	51	0.235	1	51	0.098	1	51	0.333
08:00 - 09:00	1	51	0.392	1	51	0.275	1	51	0.667
09:00 - 10:00	1	51	0.392	1	51	0.059	1	51	0.451
10:00 - 11:00	1	51	0.176	1	51	0.078	1	51	0.254
11:00 - 12:00	1	51	0.157	1	51	0.059	1	51	0.216
12:00 - 13:00	1	51	0.059	1	51	0.157	1	51	0.216
13:00 - 14:00	1	51	0.137	1	51	0.176	1	51	0.313
14:00 - 15:00	1	51	0.255	1	51	0.176	1	51	0.431
15:00 - 16:00	1	51	0.275	1	51	0.333	1	51	0.608
16:00 - 17:00	1	51	0.216	1	51	0.353	1	51	0.569
17:00 - 18:00	1	51	0.235	1	51	0.314	1	51	0.549
18:00 - 19:00	1	51	0.078	1	51	0.431	1	51	0.509
19:00 - 20:00	1	51	0.176	1	51	0.157	1	51	0.333
20:00 - 21:00	1	51	0.078	1	51	0.275	1	51	0.353
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.861			2.941			5.802

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CARS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	51	0.000	1	51	0.000	1	51	0.000
08:00 - 09:00	1	51	0.020	1	51	0.000	1	51	0.020
09:00 - 10:00	1	51	0.020	1	51	0.000	1	51	0.020
10:00 - 11:00	1	51	0.000	1	51	0.000	1	51	0.000
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.020	1	51	0.020
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.020	1	51	0.000	1	51	0.020
15:00 - 16:00	1	51	0.000	1	51	0.039	1	51	0.039
16:00 - 17:00	1	51	0.020	1	51	0.039	1	51	0.059
17:00 - 18:00	1	51	0.000	1	51	0.020	1	51	0.020
18:00 - 19:00	1	51	0.000	1	51	0.059	1	51	0.059
19:00 - 20:00	1	51	0.000	1	51	0.000	1	51	0.000
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.080			0.177			0.257

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL LGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	51	0.000	1	51	0.000	1	51	0.000
08:00 - 09:00	1	51	0.000	1	51	0.039	1	51	0.039
09:00 - 10:00	1	51	0.020	1	51	0.020	1	51	0.040
10:00 - 11:00	1	51	0.039	1	51	0.000	1	51	0.039
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.000	1	51	0.000
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.000	1	51	0.000	1	51	0.000
15:00 - 16:00	1	51	0.039	1	51	0.000	1	51	0.039
16:00 - 17:00	1	51	0.000	1	51	0.039	1	51	0.039
17:00 - 18:00	1	51	0.039	1	51	0.020	1	51	0.059
18:00 - 19:00	1	51	0.000	1	51	0.000	1	51	0.000
19:00 - 20:00	1	51	0.000	1	51	0.020	1	51	0.020
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.137			0.138			0.275

*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.*

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 RESIDE

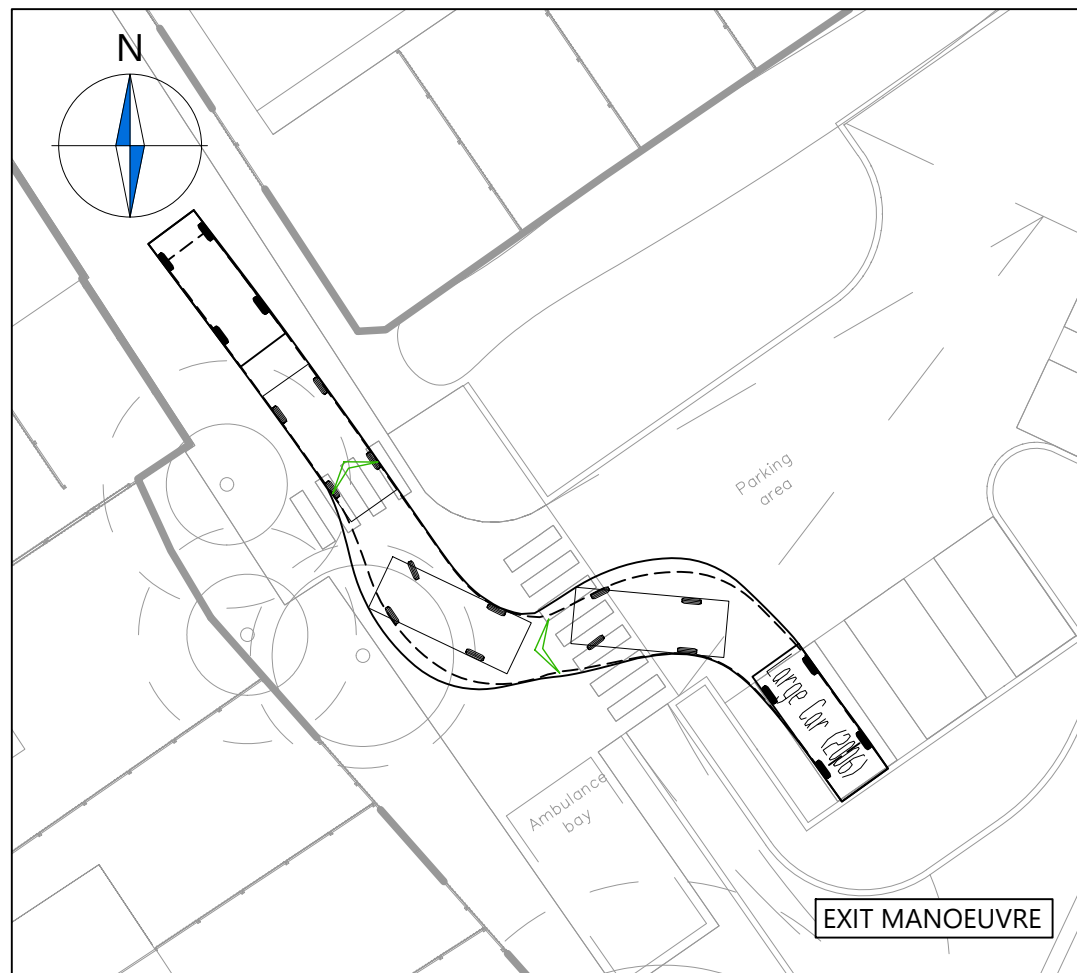
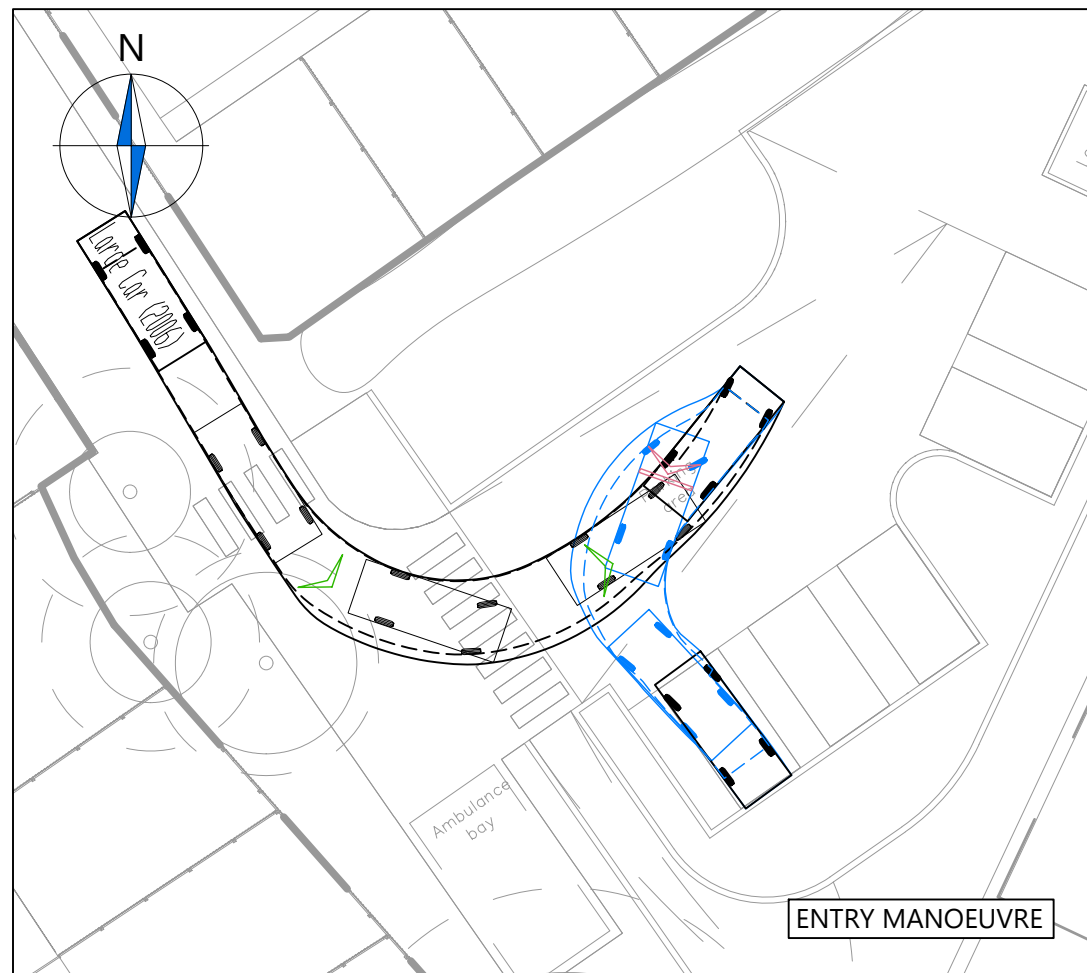
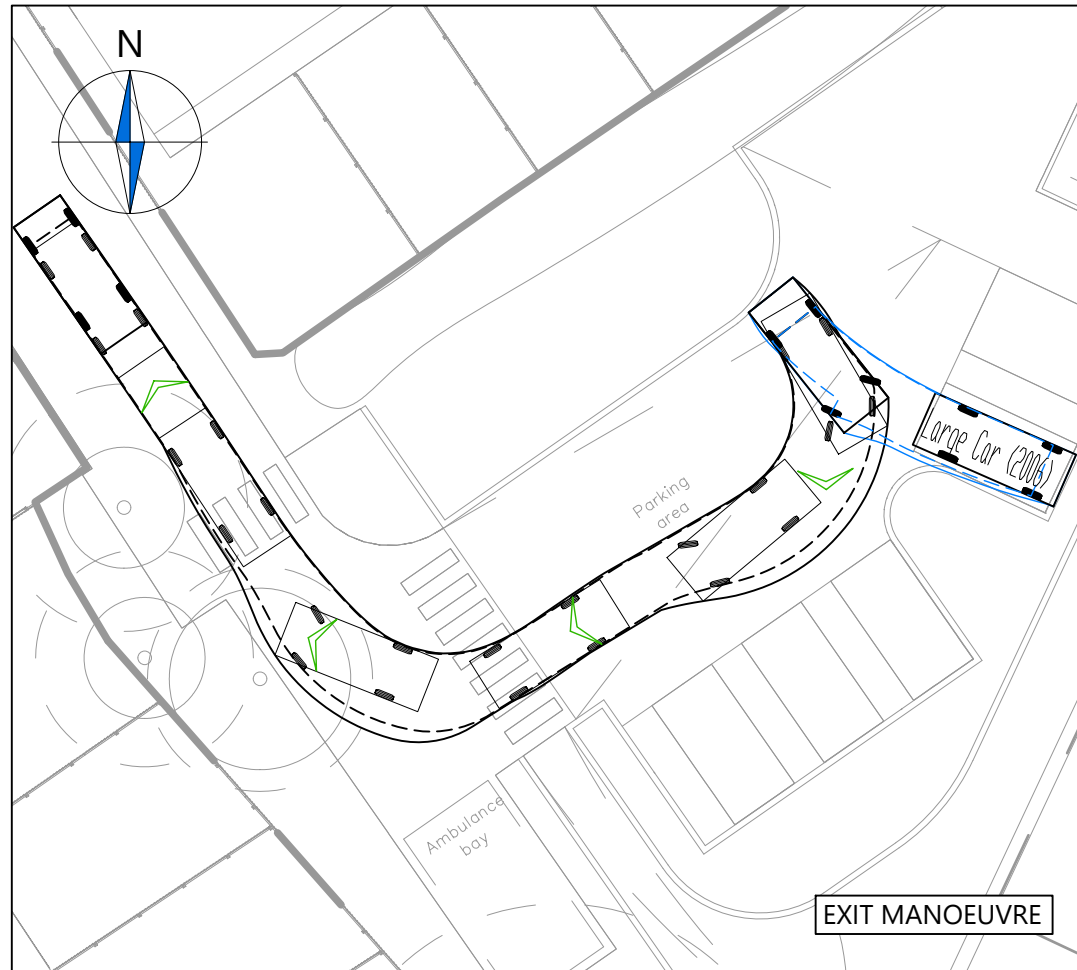
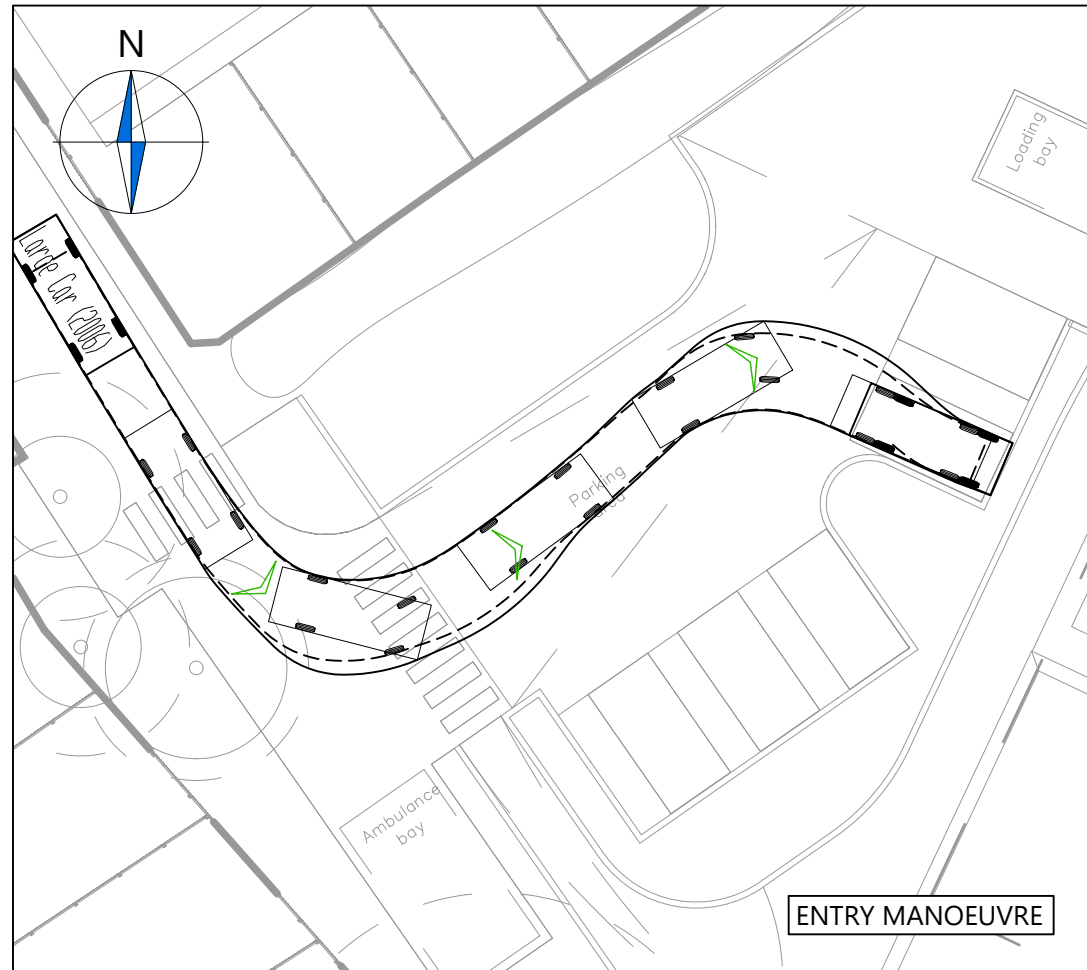
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	51	0.020	1	51	0.020	1	51	0.040
08:00 - 09:00	1	51	0.000	1	51	0.039	1	51	0.039
09:00 - 10:00	1	51	0.020	1	51	0.020	1	51	0.040
10:00 - 11:00	1	51	0.039	1	51	0.000	1	51	0.039
11:00 - 12:00	1	51	0.000	1	51	0.000	1	51	0.000
12:00 - 13:00	1	51	0.000	1	51	0.000	1	51	0.000
13:00 - 14:00	1	51	0.000	1	51	0.000	1	51	0.000
14:00 - 15:00	1	51	0.000	1	51	0.000	1	51	0.000
15:00 - 16:00	1	51	0.039	1	51	0.000	1	51	0.039
16:00 - 17:00	1	51	0.000	1	51	0.039	1	51	0.039
17:00 - 18:00	1	51	0.039	1	51	0.020	1	51	0.059
18:00 - 19:00	1	51	0.000	1	51	0.000	1	51	0.000
19:00 - 20:00	1	51	0.000	1	51	0.000	1	51	0.000
20:00 - 21:00	1	51	0.000	1	51	0.000	1	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.157			0.138			0.295

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.

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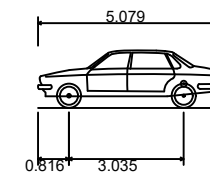
## **Appendix K**



**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

**LARGE CAR**



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

D	Updated Layout and Tracking	COS	JT	10.11.2023
C	Updated Layout	COS	JT	27.10.2022
B	Updated Layout	COS	JT	21.09.2022

**REVISION HISTORY**

Status:  Preliminary  For Approval  For Construction  
 For Information  For Tender  As Built

Client:  
**Harrison Varma Projects Limited**

Project:  
**Former Mansfield Bowling Club,  
 Camden**

Drawing Title:  
**Vehicle Swept Path Analysis for a  
 Large Car**

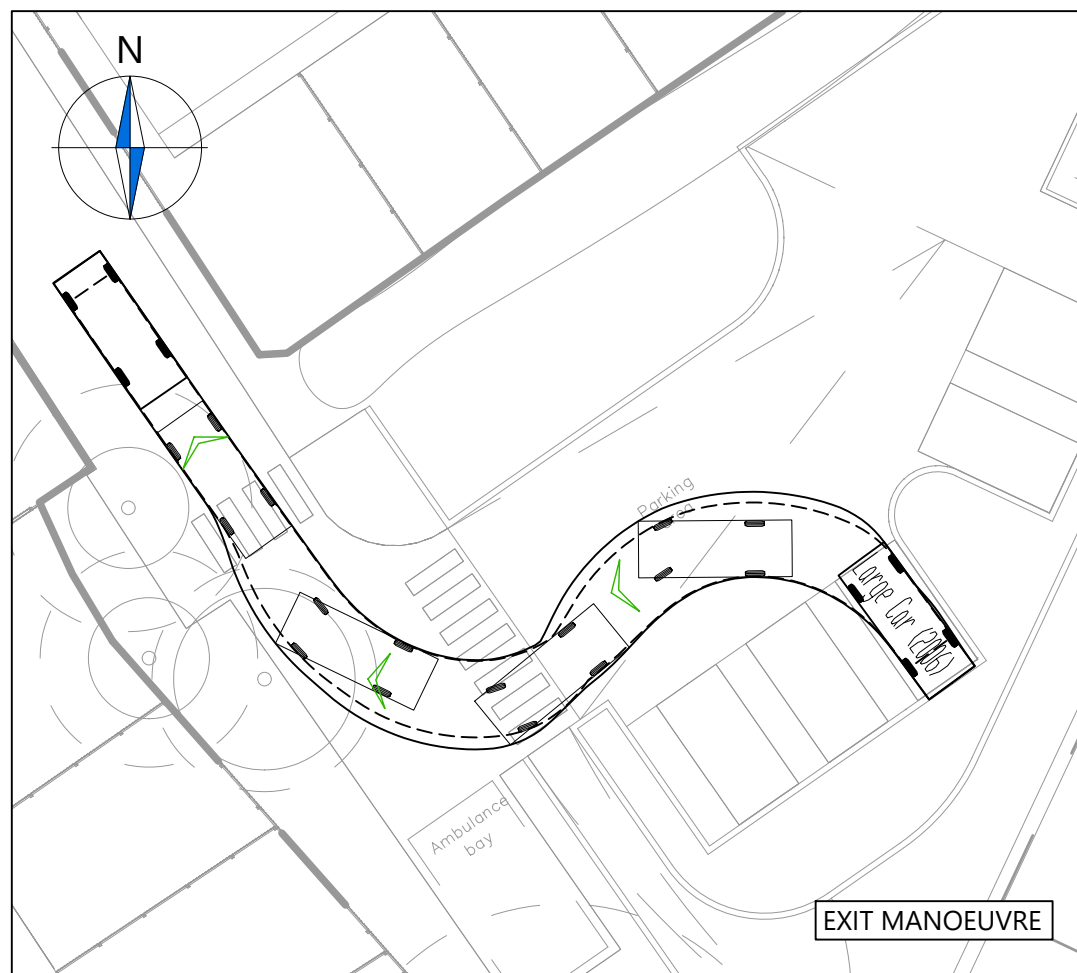
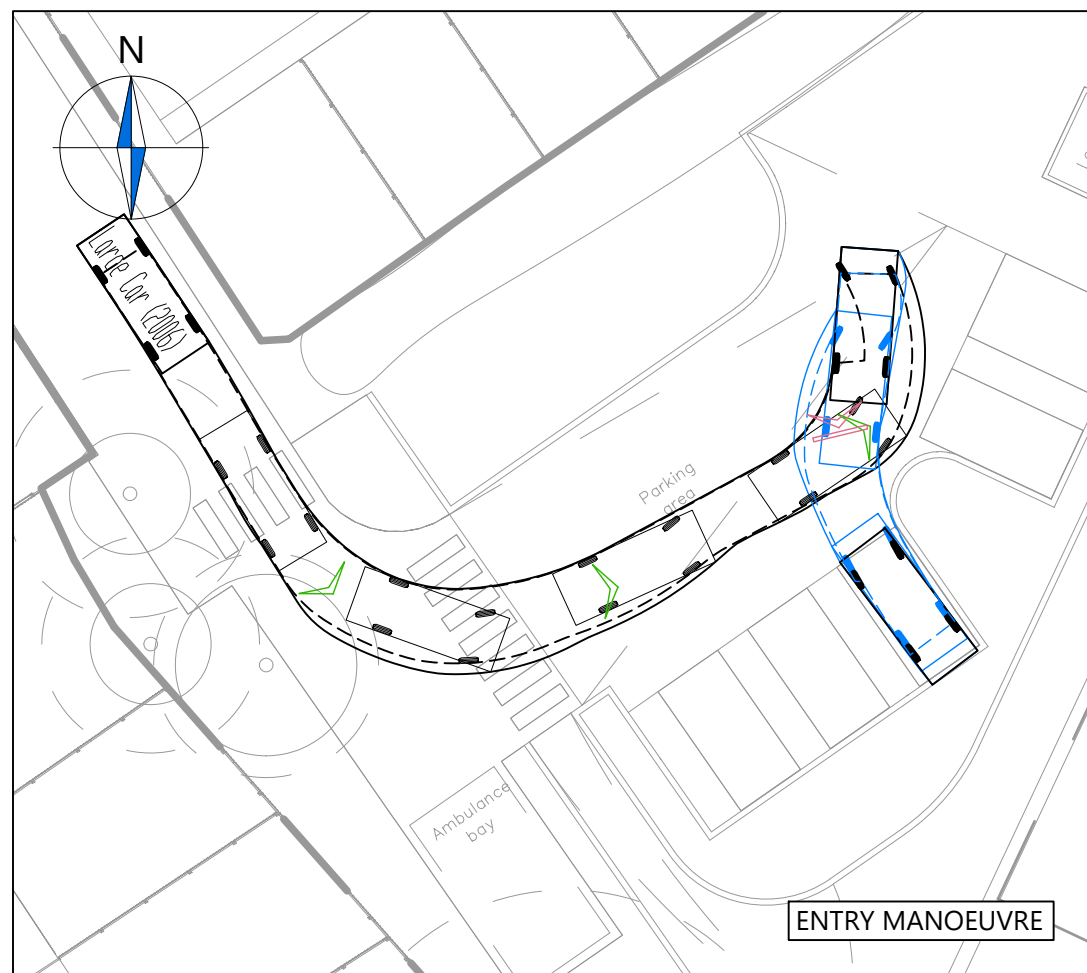
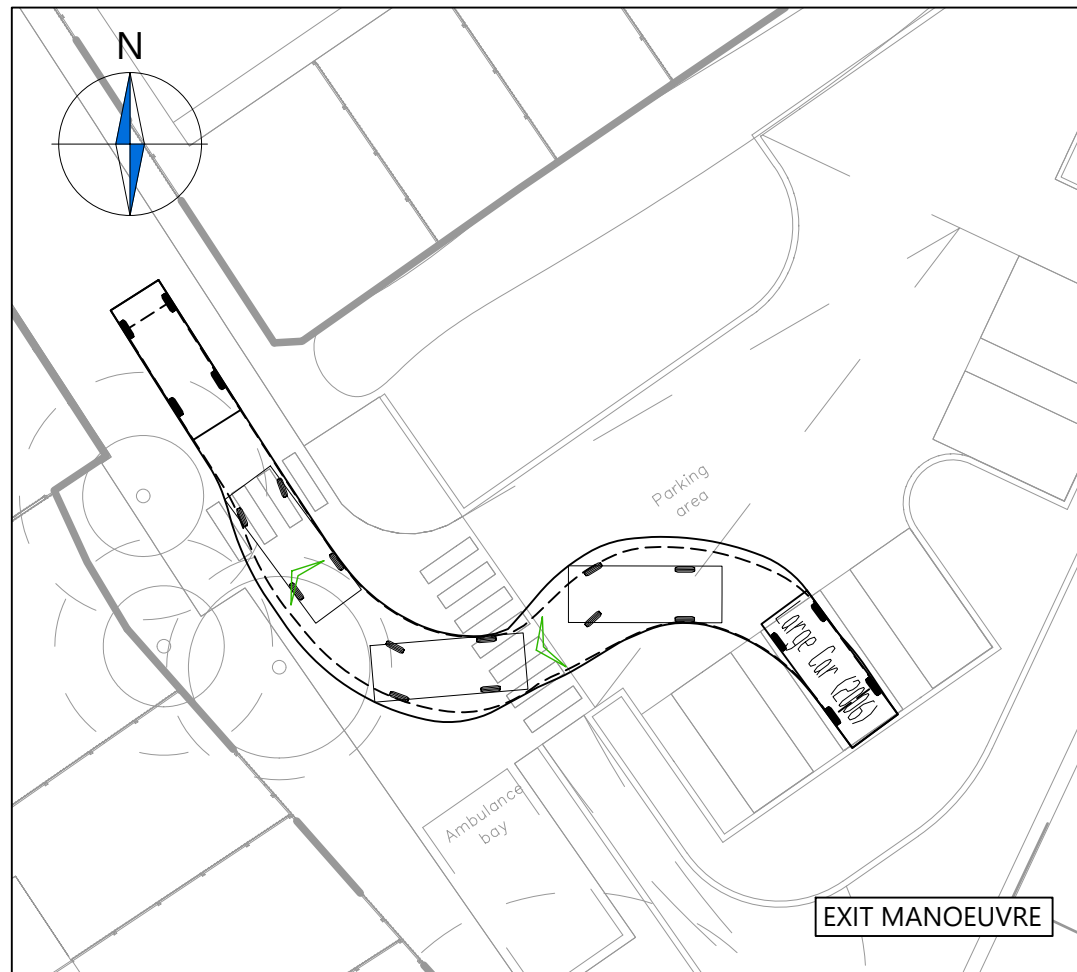
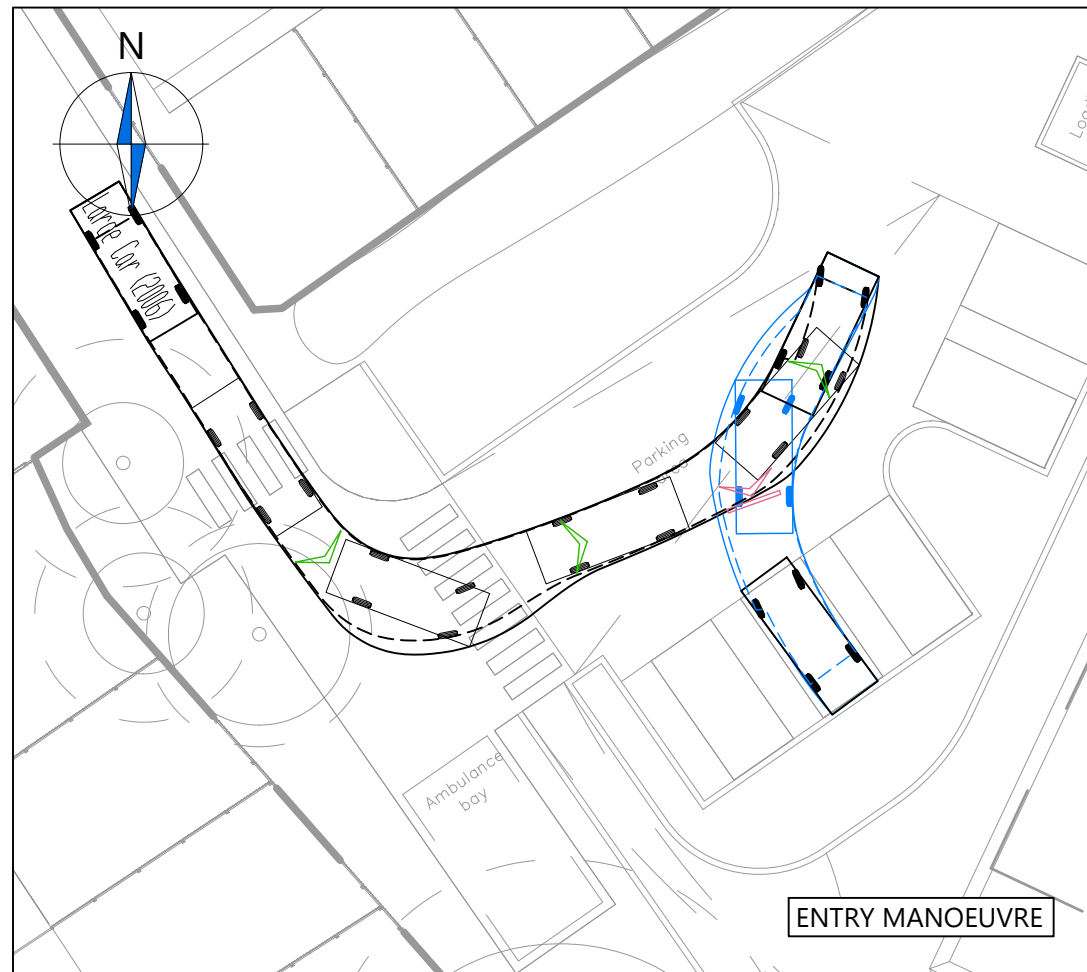
Scale: **1:250** Size: **A3**

Drawn by: **COS** Checked by: **JT** Date: **09.08.2022**



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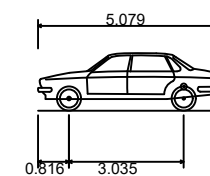
Scheme Ref: <b>4704</b>	Drawing No: <b>TR004</b>	Sheet: <b>1 of 2</b>	Rev: <b>D</b>
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**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

**LARGE CAR**



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

D	Updated Layout and Tracking	COS	JT	10.11.2023
C	Updated Layout	COS	JT	27.10.2022
B	Updated Layout	COS	JT	21.09.2022

**REVISION HISTORY**

Status:  Preliminary  For Approval  For Construction  
 For Information  For Tender  As Built

Client:  
**Harrison Varma Projects Limited**

Project:  
**Former Mansfield Bowling Club, Camden**

Drawing Title:  
**Vehicle Swept Path Analysis for a Large Car**

Scale: **1:250** Size: **A3**

Drawn by: **COS** Checked by: **JT** Date: **09.08.2022**



Scheme Ref: <b>4704</b>	Drawing No: <b>TR004</b>	Sheet: <b>2 of 2</b>	Rev: <b>D</b>
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