



West Hampstead Square LLP

WEST HAMPSTEAD SQUARE

Addendum Car Parking Management Plan





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APPENDIX A

TOPOGRAPHICAL SURVEY DRAWINGS

1 INTRODUCTION

1.1 APPOINTMENT

- 1.1.1. WSP has been appointed by West Hampstead Square LLP to provide transport consultancy services in relation to West Hampstead Square, located at 187-199 West End Lane, in the London Borough of Camden, (LBC). The location of the site is shown in **Figure 1-1**.
- 1.1.2. WSP understands the site owner wants to regulate the use of existing car parking at West Hampstead Square (WHS) and the need to document the proposed changes to the car parking allocation at the West Hampstead Square site. To illustrate and justify the changes WSP has produced an Addendum Car Park Management Plan (ACPM) to the original Car Parking Management Plan dated June 2016 and as part of Planning Application Reference **2011/6129/P**.
- 1.1.1. The revised allocation provided to WSP is proposing to allocate four of the residential disabled parking bays to be used by the commercial units at WHS, to address the operational needs of WHS commercial use and to better utilise the unused disabled bays.
- 1.1.2. The context of the site from a transport and accessibility perspective will be addressed in order to assess the changes at the site. This will include a topographical survey and statistics provided by West Hampstead Square LLP which will set out the existing site usage and help to assess the operational parking needs at WHS.

Figure 1-1 - Site Location



2 SITE CONTEXT AND SURVEY

2.1 PLANNING HISTORY

- 2.1.1. WSP was originally appointed in 2016 to produce transport pre-occupation planning documents to support the original application. The development was granted planning consent on the 30th March 2012 for the following proposals (planning reference number **2011/6129/P**). The development description is as follows:

“Redevelopment of site to create seven new buildings between five and twelve storeys in height to provide 198 residential units, (Class C3), retail, financial and professional services and food and drink floorspace (Class A1, A2, A3 and A4), flexible employment / healthcare floorspace (Class B1 / D1) along with associated energy centre, storage, parking, landscaping and new public open space (existing buildings to be demolished).(Class B1 / D1) along with associated energy centre, storage, parking, landscaping and new public open space (existing buildings to be demolished).”

- 2.1.2. Given the site’s accessibility, the scheme is a car free development with 17 disabled residential bays, and one commercial bay.

2.2 PUBLIC TRANSPORT AND ACTIVE TRAVEL CONNECTIONS

- 2.2.1. Transport accessibility from the site is to an excellent standard with many accessible options within close proximity of the site.

WALKING

- 2.2.2. The B510 West End Lane, located adjacent to the eastern end of the site, can be easily accessed via a step free route along Heritage Lane, which receives very little vehicle traffic. The B510 West End Lane provides access to food and retail facilities as well as other services. All surrounding roads have substantial footways on both sides of the carriageway. As well as the green space provided within the site, residences can access open green space at Kilburn Grange Park within a 12-minute walk.

CYCLING

- 2.2.3. The development itself provides a total of 344 cycle parking spaces for residences which are provided in locked storage facilities. A further 32 visitor cycle parking spaces are provided in the form of Sheffield stands, adjacent to the residential blocks. The commercial units also have access to 2 more cycle parking spaces per unit. Included in these facilities are spaces for inclusive cycle parking for larger cycles, providing accessibility for all residents.
- 2.2.4. The surrounding streets such as the B510, are 20mph street which provides a safe route across the local area. Surrounding major cycling routes within close proximity of the site are shown in **Table 2-1**.

Table 2-1 – Nearby Access to Cycle Routes

CYCLE ROUTE	Locations Served	Proximity to the site
Q3	West Hampstead – Gladstone Park	4 min cycle
LCN 5	Edgware – Kilburn – Maida Vale – Marylebone – Knightsbridge – Battersea – Clapham – Streatham - Croydon	5 min cycle
LCN 50	Finchley – Golder’s Green – Hampstead – Marylebone – Hyde Park	6 min cycle
LCN 36	Hanworth - Whitton - Twickenham - Richmond - North Sheen - Chiswick - Hammersmith - Walthamstow	10 min cycle
LCN 45	Wealdstone – Wembley – Harlesden – Notting Hill – Brompton	7 min cycle
Cycleway 6	Belsize Park – Kentish Town – Kings Cross – Farringdon – Blackfriars – Elephant and Castle	13 min cycle
LCN 85	Ealing – Willesden - Brent Cross – Chipping Barnet	20 min cycle (Via Q3)

2.2.5. **Table 2-1** demonstrates good connections by bike and access to rail/tube connections which encourages multi modal travel. Many of these routes contain segregated lanes and paths which can encourage cyclists of all abilities.

BUS

2.2.6. The B510 is served by several bus routes which can be accessed at two bus stops called “West Hampstead Station”, with one on each side of the road. These bus stops can both be accessed in under a 3-minute walk. **Table 2-2** displays the routes serving these stations and their frequencies. Busses here tend to be frequent and run late into the night and early morning, allowing for frequent opportunities to travel to far away areas.

Table 2-2 – Access to Bus Services

Bus Service	Locations Serve	Frequency (Weekday Daytime)
139	Golder's Green – West Hampstead - St. John's Wood – Marylebone – Charing Cross - Waterloo	Every 6-8 mins
328	Golder's Green – West Hampstead – Kilburn – Notting Hill – Earls Court – Chelsea	7 – 9 mins
C11	Archway – Gospel Oak – Belsize Park – Swiss Cottage - West Hampstead Station – Brent Cross	8 – 12 mins

NATIONAL RAIL AND LONDON UNDERGROUND

2.2.7. The site is in close proximity to several different lines ran by TfL and Thameslink, the patterns and services are detailed in **Table 2-3** below.

Table 2-3 - Access to National Rail, London Overground, and London Underground

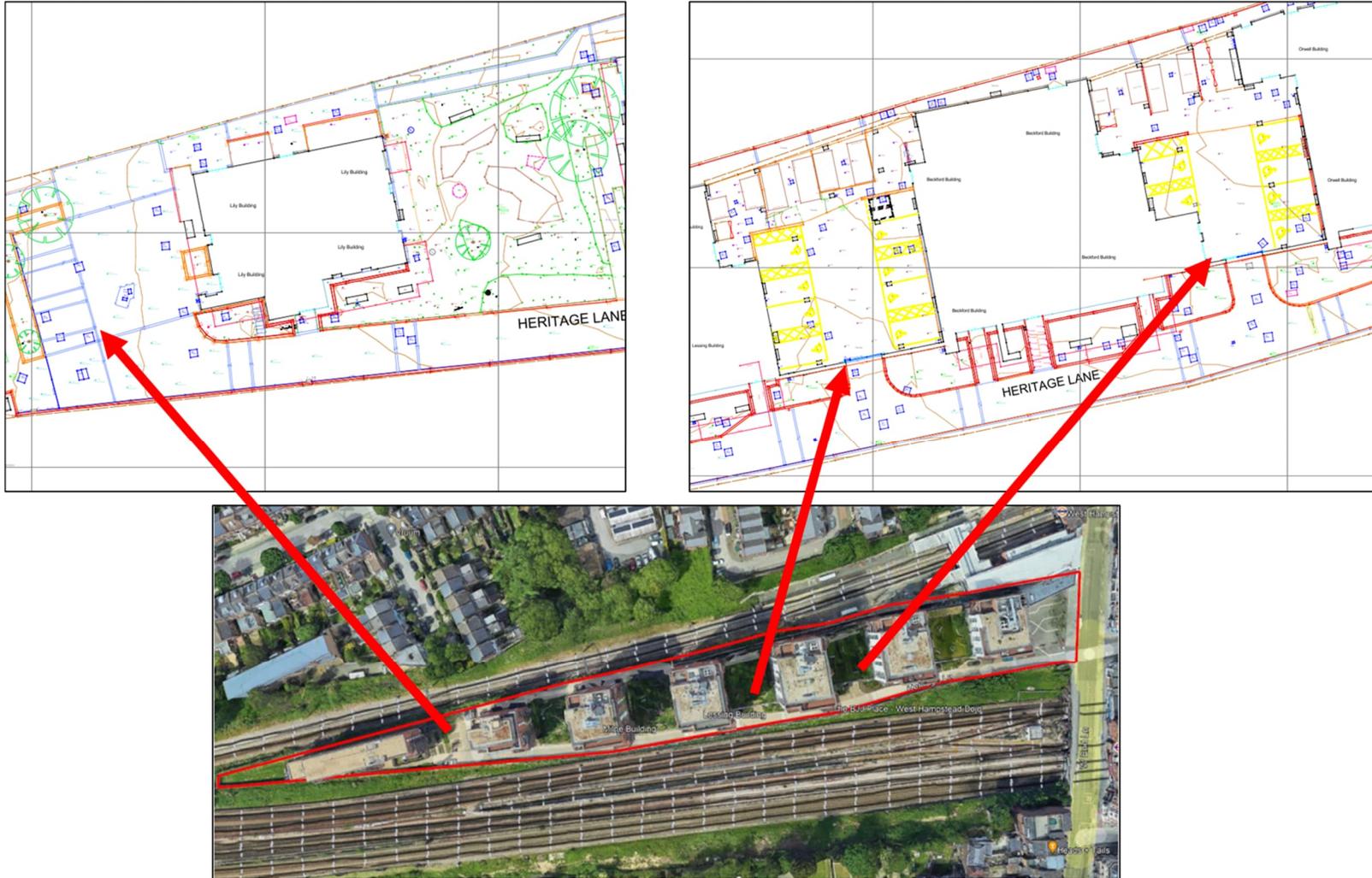
Station	Services	Frequency	Proximity to the site
West Hampstead	London Overground to Richmond, Stratford & Clapham Junction	Every 6 Mins	1 min walk
Kilburn Park	London Overground – Trains to Euston & Watford	Every 15 mins	21 min walk / 6 min cycle
West Hampstead	London Underground - Jubilee Line	Every 3 mins	2 min walk
Kilburn High Road	London Underground - Bakerloo Line	Every 3 mins	18 min walk / 4 min cycle
Hampstead	Northern Line	Every 4 mins	27 min walk / 11 min cycle
West Hampstead	Thameslink – Trains to Blackfriars, St Albans City, Bedford, Sutton, Brighton, Luton & Rainham	Varies depending on route	3 min walk

2.2.8. **Table 2-3** demonstrates the many options for travelling around London by rail from the site, showing there are many car alternative options. Key interchanges around London can also be accessed from these stations.

2.2.9. Step free access is available from surface to platform at all West Hampstead stations, with bookable boarding ramps for access to the train, meaning people of all abilities can access public transport.



Figure 2-2 - Topographical Exerts



3 PROPOSED AMENDMENTS

3.1 INTRODUCTION

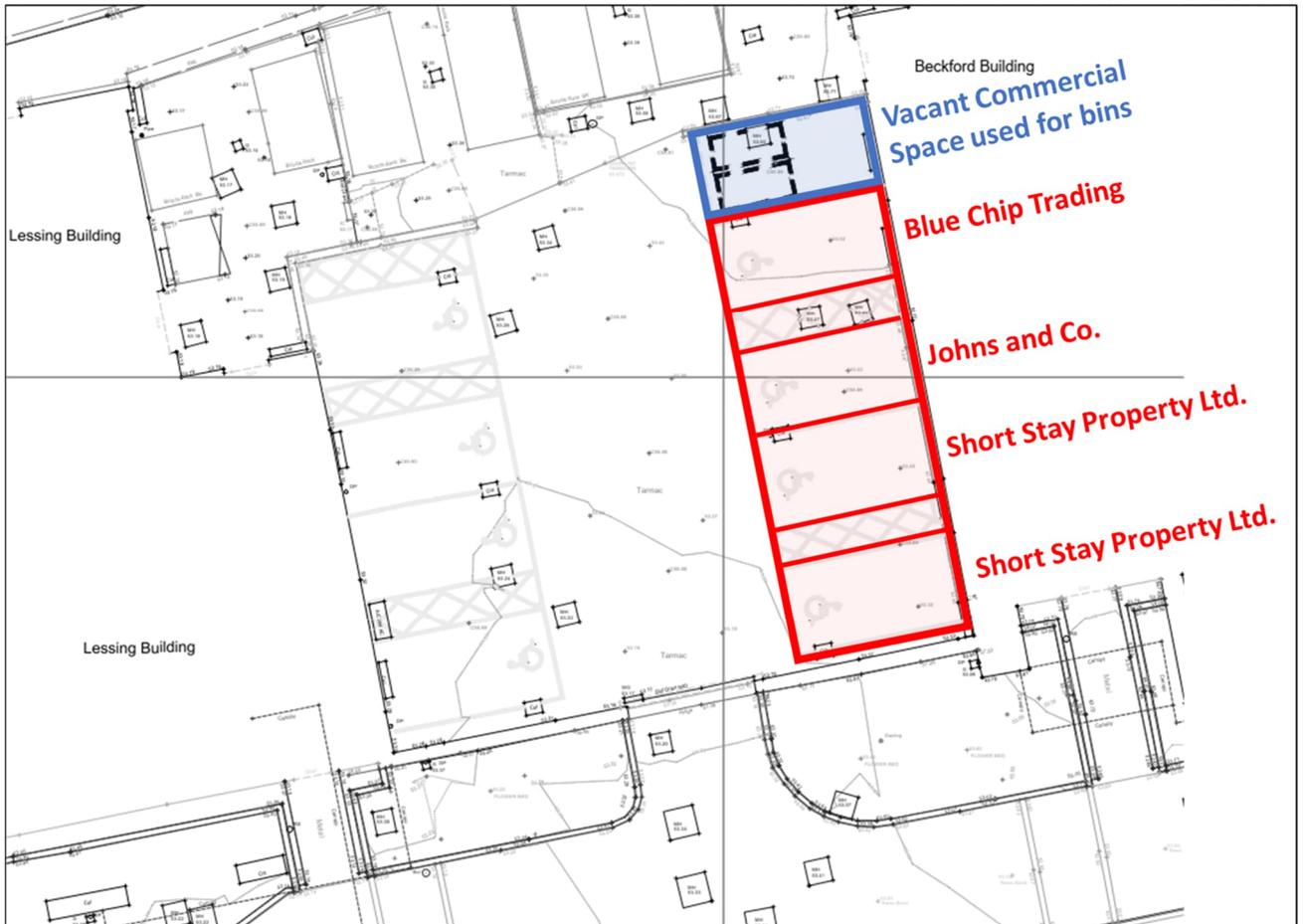
3.1.1. This section details the amendments to the car parking allocation, and the justification for making the changes are presented.

3.2 REALLOCATION OF SPACES

3.2.1. Since being occupied after its construction, one of the commercial units on the eastern end of the site was sold the leasehold rights to four car parking spaces by West Hampstead Square LLP. This was justified following a review of permits issued to the existing residents demonstrating there was a large amount of remaining capacity for blue badge spaces.

3.2.2. The car parking spaces which were sold are located in the car park below the Lessing Building podium, which separates the Lessing Building and Beckford Building, their arrangement is shown in **Figure 3-1** below.

Figure 3-1 - Commercial Car Parking



3.3 SUPPORTING PLANNING POLICY

NON-RESIDENTIAL PARKING POLICY

London Plan Policy

- 3.3.1. With regards to Retail car parking, the London Plan states that for a site located in a PTAL 5-6 area, which this is, the development should be car-free. However the policy T6.3 goes onto state:

“Boroughs may consider amended standards in defined locations consistent with the relevant criteria in the NPPF where there is clear evidence that the standards in Table 10.5 would result in:

1) A diversion of demand from town centres to out of town centres, undermining the town centres first approach.

2) A significant reduction in the viability of mixed-use redevelopment proposals in town centre.”

- 3.3.2. This suggests that where car parking related to retail developments would overspill onto surrounding roads, which is likely to be the case with the estate agent business where a car is essential to their operational ability, the reprovision of parking off-street would be supported.

- 3.3.3. With regards to office use car parking, the London Plan states:

“Operational parking requirements should be considered on a case-by-case basis. All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.”

- 3.3.4. In the case of the development at West Hampstead Square it is considered that the commercial car parking is required for the businesses to operate.

Camden Parking Policy

- 3.3.5. With regard to car parking in new developments, Camden Local Plan 2017 states under point 10.17:

“Car-free development means that no car parking spaces are provided within the site other than those reserved for disabled people and businesses and services reliant upon parking, where this is integral to their nature, operational and/or servicing requirements (e.g. emergency services, storage and distribution uses).”

- 3.3.6. Following this point 10.18 states:

“Parking will only be considered for new non-residential developments where it can be demonstrated that the parking provided is essential to the use or operation of the development.”

- 3.3.7. The following section details the commercial car parking user’s business activities, explaining that the use of car is imperative for their business operations.

- 3.3.8. LB Camden offers business parking permits if a business has a vehicle that is required for day-to-day use. The businesses which currently use the car parking at the West Hampstead site all have justifiable reasons which are detailed herein.

Parking Space users

- 3.3.9. West Hampstead Square LLP has leased five car parking spaces to the following businesses within WHS:

- Short Stay Property Ltd - 2 spaces;

- Blue Chip Trading - 1 space;
- Johns & Co - 1 space; and
- 1 space is currently vacant and used to store bins.

3.3.10. Short Stay Property Limited are a property company who have to attend daily site meetings inside and outside London every day, often in areas not easily accessible by public transport. Without a car their business would suffer.

3.3.11. Blue Chip Trading is a hotel operator and developer who has been operating from their offices at WHS since January 2018. The business build and run hotels for the homeless. They require access to car parking as they need to visit different hotels and construction sites every day of the week and replenish commodities which each hotel needs on a daily basis.

3.3.12. Johns & Co is an estate agent which requires a car to travel around the area to undertake viewings and valuations.

RESIDENTIAL PARKING POLICY

3.3.13. According to the 2021 London Plan, all developments within areas of PTAL 5 – 6 and Inner London PTAL 4 are required to be car free. This is with the exception of disabled persons parking spaces, which should be provided within all developments of over 10 units.

3.3.14. In developments over 10 units, 3% of spaces must be designated disabled persons parking bays from the outset. Therefore, a development of 198 dwellings would be expected to provide six blue badge spaces at minimum.

3.3.15. Whilst considering four spaces have been reallocated to commercial use, this leaves 13 residential blue badge spaces which is significantly above the six spaces required for current policy.

3.3.16. In addition, London Plan policy would support the removal of car parking particularly in a PTAL 6b location.

3.4 REVIEW OF RESIDENTIAL PERMITS

3.4.1. A review of how many residents had permits to use the 17 blue badge spaces illustrated there was plenty of available capacity.

3.4.2. A car parking plan with the allocated blue badge parking spaces illustrated that six bays are used by residents. Whilst considering four spaces have been reallocated to commercial use, this leaves seven spaces unoccupied to meeting future residential demand.

3.5 CENSES DATA ANALYSIS

3.5.1. According to 2021 census data, the West Hampstead ward has below average amounts of car ownership compared to the rest of London. 62% of households reported having no cars or vans in their households, with only 5.5% of households having two or more cars. Therefore, the reduction of residential car parking is supported by the car parking ownership data.

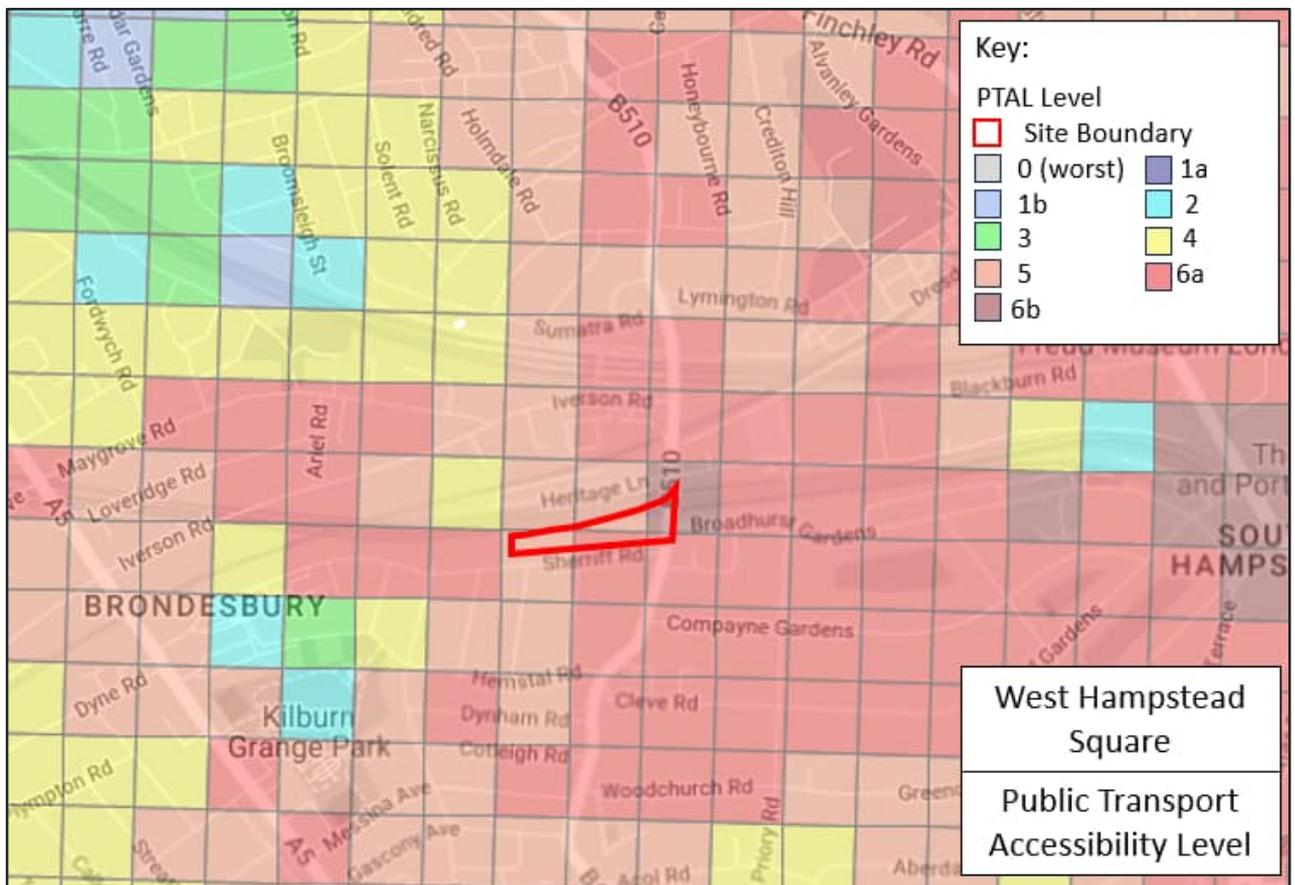
3.5.2. Additionally, the reduction of car parking promotes a car free lifestyle that fits with the highly accessible nature of the site which is discussed further within this chapter.

3.6 PTAL ACCESSIBILITY REVIEW

3.6.1. **Figure 3-2** displays the current Public Transport Accessibility Level, according to TfL's data. The eastern end of the site is situated within PTAL level 6b, the highest possible level of accessibility. The majority of the local area is at levels 5 and 6a however, which is still very high and reflects the lack of demand for car-based infrastructure.

3.6.2. The high PTAL further supports the removal of excessive residential car parking at the site, as residents are able to travel sustainably via public transport.

Figure 3-2 - Public Transport Accessibility Level



4 CONCLUSION

4.1 OVERVIEW

- 4.1.1. WSP has been appointed by West Hampstead Square LLP to provide transport consultancy services in relation to the West Hampstead Square development, located at 187-199 West End Lane, in the London Borough of Camden, (LBC). WSP has produced an Addendum Car Parking Management Plan, (ACPMP) to document and justify the proposed changes to the car parking allocation at the West Hampstead Square site.
- 4.1.2. Additionally, WSP were commissioned to undertake a Topographical Survey to provide as-constructed drawings of the sites Ground Floor arrangement. These plans have been used to illustrate the current car parking arrangement.
- 4.1.3. The revised allocation provided to WSP shows a reduction of four car parking spaces which have been reallocated to the neighbouring commercial land use. This ACPMP details that the reallocation is justifiable for the following reasons:
- A car parking plan with the allocated blue badge parking spaces illustrated that six bays are used by residents. Whilst considering four spaces have been reallocated to commercial use, this leaves seven spaces unoccupied to meeting future residential demand. Therefore, the reallocation of four spaces does not materially affect the ability for residents to park on-site.
 - The site is situated in a highly accessible location meaning residents are expected to travel by other modes instead of driving a private car. The reduction of car parking promotes a car free lifestyle that fits with the highly accessible nature of the site which is discussed further within this chapter.
 - London Plan car parking standards would require a development of 198 dwellings to provide six blue badge spaces. Whilst considering four spaces have been reallocated to commercial use, this leaves 13 residential blue badge spaces which is significantly above the six spaces required. London Plan policy would support the removal of car parking particularly in a PTAL 6b location.
 - According to 2021 census data, the West Hampstead ward has below average amounts of car ownership compared to the rest of London. This supports the data showing the car parking demand at the site is low.
- 4.1.4. In summary, the ACPMP illustrates the reallocation of four car parking spaces from residential to commercial use will have no detrimental effect on the resident's ability to park on site, and remaining car parking capacity is present to accommodate any further demand.

Appendix A

TOPOGRAPHICAL SURVEY
DRAWINGS





DO NOT SCALE

NOTES

Grid: Local Grid orientated to Ordnance Survey Grid (OSTN15)
 Datum: Ordnance Survey Datum (OSGM15)
 Site Centred Local Scale Factor: 1.000000
 Site Centred about STN7

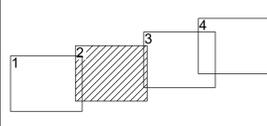
STATIONS

Name	Easting	Northing	Height
STN1	52502.288	18451.280	84.123
STN2	52541.273	18451.278	84.132
STN3	52547.653	18451.277	83.222
STN4	52548.407	18451.277	83.838
STN5	52548.864	18451.276	83.782
STN6	52537.142	18452.213	82.283
STN7	52537.173	18452.213	84.817
STN8	52535.138	18452.245	81.811
STN9	52535.213	18452.247	83.187
STN10	52545.130	18452.221	84.229
STN11	52543.763	18452.244	81.781
STN12	52541.742	18454.425	81.288
STN13	52543.523	18454.425	81.385
STN14	52536.767	18454.428	84.472
STN15	52536.792	18452.213	84.817

SURVEY LEGEND

- Bank - bottom
- Bench
- Building
- Shed
- Circle - outline
- Cover - rim height
- Cover - Gully
- Chamberlain - metal cover
- Cover - Inspection
- Cover - Manhole
- Cover - Manhole
- Concrete - top
- Concrete - outline
- Cover - Slip valve
- Cover - Sewer
- Cover - Water meter
- Cover - Wash Out
- Drip
- Black paving - edge of
- Concrete - edge of
- Comp. stone - edge of
- Footpath - edge of
- Grass - edge of
- Waste - edge of
- Stone - edge of
- Tarmac - edge of
- Tarred paving - edge of
- Waste - edge of
- Face - unspalled
- Face - clean finished
- Face - dressed
- Face - rough edge
- Face - random rubble
- Height
- Iron - cast iron box
- Iron - capped
- Iron - shoulder stone
- Iron - chamber
- Leveling - ground
- Level board
- Overhead canopy
- Overhead - walking end
- Road - edge line
- Road line 100m
- Road line 100m
- Speed bump
- Shed
- Bank - top
- Town canopy
- Gravel - retention edge
- Vegetation
- Wall - bottom
- Wall - Top
- Gate
- Liter Bin
- Cover - Foot - earthing end
- Pipe - Foot
- Lamp Post
- Sealing
- Taxi
- Debris tree
- Cover - Manhole
- Manhole
- Cover - IC manhole
- Cover - manhole round
- Cover - manhole
- Down pipe
- Phil
- Roof-top/Parapet
- Sign Post
- Vent Pipe

SHEET LAYOUT



REV	DATE	BY	DESCRIPTION	CHK	APP



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CLIENT:
WEST HAMPSTEAD SQUARE LLP

PROJECT / DRAWING TITLE:
**WEST HAMPSTEAD SQUARE, LONDON
 TOPOGRAPHICAL LAND SURVEY
 GROUND FLOOR**

DRAWING NAME:
**TOPOGRAPHICAL LAND SURVEY
 AS OF FEBRUARY 2024**

SCALE: 1:100	SIZE: A0	DATE: 19/03/2024
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