100 Avenue Road

Transport Assessment

February 2025

REGAL

CANEPARO ASSOCIATES
Transport Planning & Highway Design

Regal Avenue Road Limited

100 Avenue Road, London NW3 3HF, Camden

Transport Assessment

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Appendices

1 INTRODUCTION

1.1 This Transport Assessment ('TA') has been prepared by Caneparo Associates on behalf Regal Avenue Road Limited ('the Applicant') in relation to the s.73 Amendment Application for proposals to redevelop a Site known as 100 Avenue Road (the 'Site'), located within the London Borough of Camden ('LBC').

1.2 The Site is located in the South Hampstead area and is highly accessible by public transport, being located at the eastern entrances to Swiss Cottage Underground Station. The existing Site comprises a construction site at present, associated with the 'Implemented Permission' (ref: 2014/1617/P (as amended under 2016/2048/P, 2018/4239/P, 2019/1405/P and 2022/1609/P)). This s.73 Amendment Application seeks amendments to this Implemented Permission.

Planning History

1.3 The Site benefits from Implemented Planning Permission for the construction of a 184-unit residential scheme comprising a private rent tower block (130-units) and an affordable housing lower block (54-units), with associated flexible commercial space and community use space.

1.4 The original planning application for the Site was submitted in March 2014 (LPA Ref: 2014/1617/P) and refused in October 2014, however this was subsequently allowed on Appeal in February 2016 with the application comprising the following:

"Demolition of existing building and redevelopment for a 24 storey building and a part 7 part 5 storey building comprising a total of 184 residential units (Class C3) and up to 1,041sqm of flexible retail/financial or professional or café/restaurant floorspace (Classes A1/A2/A3) inclusive of part sui generis floorspace for potential new London Underground station access fronting Avenue Road and up to 1,350sqm for community use (class D1) with associated works including enlargement of existing basement level to contain disabled car parking spaces and cycle parking, landscaping and access improvements."

1.5 Following approval on Appeal, the planning permission was implemented, with the historic existing building now having been demolished and the basement level of the Implemented Permission having been constructed. The Implemented Permission and the Amendment Application have been assessed against both the existing position (i.e. the stalled construction site) and the Implemented Permission being completed and fully built out.

1.6 Secured under the Implemented Permission s.106, is the requirement for the following reports, of which some have already been approved and discharged:

- Clause 3.5 – Construction Management Plan. This report has been approved and discharged as of the 3rd February 2020. An updated CMP is being developed with LBC and TfL currently.
- Clause 3.6 – Servicing Management Plan. This report has been approved and discharged, setting in place the servicing strategy for the development. This was discharged on the 13th October 2020.
- Clause 3.7 – Travel Plan. This report was approved and discharged on the 14th January 2019.
- Clause 3.11 – Waste and Recycling Plan. This report has been approved and discharged as of the 23rd October 2020.

Development Proposals

1.7 The Proposed Development seeks the:

"Demolition of the existing building and redevelopment comprising residential units (Class C3) and flexible commercial, business and service use (Class E) and community use (Class F2(b)) with associated works including enlargement of the existing basement level to contain disabled car parking spaces and cycle parking, landscaping and access improvements."

1.8 The proposals, which are the subject of this s.73 Amendment Application, comprise of the delivery of 237 residential units across two blocks, comprising 167 private rental units in the 'Tower' block, and 70 affordable residential units provided in the 'Lower Block'. The proposals also include the provision of circa 1,188sqm GIA of retail space, to be delivered as a modest retail unit (231sqm GIA) in the Tower block and a larger retail unit (957sqm GIA) in the Lower block, anticipated to be for use as a small food retail offering. The Development will also provide circa 1,368sqm GIA of community space. The proposals provide a focus on active and sustainable travel to residents and visitors, with cycle parking facilities provided and car parking limited to blue badge holder parking only.

Pre-Application Discussions

1.9 During the pre-application stage, a number of discussions have been held with LBC highways and the LBC markets team, in addition to the Greater London Authority (GLA) and Transport for London (TfL). The following provides a summary of the pertinent points discussed during this pre-application engagement.

LBC Highways Meeting – 14/08/2024

1.10 A pre-application meeting was held with LBC on the 14th August 2024, with a copy of the feedback received included at **Appendix A**. In addition, a pre-application scoping report was submitted to LBC. A summary of the key transport and highways points from the meeting are as follows:

- It was discussed and agreed that the servicing strategy will remain as per the Implemented Permission, which will see van deliveries and cargo bikes utilising the basement car park, with larger servicing vehicles utilising the ground floor within the Site, in defined and managed areas of public realm.

- The strategy for blue badge holder parking was discussed and agreed in principle, with vehicles utilising the basement level car park and provision for 3% of the total residential units as a minimum.

- Cycle parking will continue to be provided in accordance with the Implemented Permission for the associated number of residential units (184 units). Cycle parking for the additional residential units, commercial and community uses will be at an increased level of provision that accords with current London Plan standards and meets London Cycle Design Standards (LCDS).

- A Healthy Streets Active Travel Audit (ATA) was scoped and agreed for both daytime and nighttime audits. The routes covered within the audit were discussed and agreed, with details on the audit set out within section 4 of this TA.

- The provision of a trip generation assessment within the TA was agreed, with the assessment covering the Proposed Development in comparison to the Implemented Permission, as well as the existing unoccupied Site as a baseline scenario.

LBC Highways and LBC Markets Meeting – 01/10/2024

1.11 A pre-application meeting was held with LBC highways and LBC markets team on the 1st October 2024. The markets team are responsible for the management of the Swiss Cottage Market, which is located immediately adjacent to the north of the Site on Eton Avenue.

1.12 It was highlighted during discussions that operation of both the market and the Proposed Development will need to work together to ensure the Site can be appropriately accessed and serviced, as well as not impacting the operation of the market. It is noted that between the Proposed Development and the Implemented Permission, the markets now operate more frequently, with activity taking place 5 days per week, compared to 3 days per week previously.

1.13 As part of discussions with LBC Highways, it was requested that a Transport Scoping Report (TSR) be prepared ahead of a planning application submission. The TSR should include the anticipated trip generation of the Proposed Development, including servicing demand and the relationship with the market. It was also requested that the number of vehicles which will use the basement and use the ground floor for servicing be detailed within the TA, alongside justification as to why Avenue Road is not considered appropriate for accessing or servicing the Proposed Development. A TSR was prepared and provided to LBC and this TA captures the requested servicing information at Section 3 paragraphs 3.40-3.44 and at Section 5 paragraphs 5.32-5.43 for the servicing demand calculations.

GLA and TfL Meeting – 20/08/2024

1.14 On the 20th August 2024, a GLA pre-application meeting was held, attended by TfL, with the formal GLA report feedback provided on the 30th October 2024, a copy of which is included at **Appendix B**. Summarised below are the agreed principles and submission requests from the GLA/TfL.

- The TA should include an ATA including a nighttime audit, with this study informing the public realm design. The ATA should consider appropriate routes, including to Finchley Road town centre and station to the north. This is included within Section 4 of the TA.

- TfL requested that the existing bus stop provision adjacent to the Site be audited against the TfL Accessible Bus Stop Design Guidance and improvements be proposed such as a raised kerb. TfL also noted that given the number of bus services that operate locally and the limited number of bus trips likely to be generated, the development is unlikely to require service frequency enhancement mitigation.

- All London Underground (LUL) infrastructure protection mitigation secured under the extant consent (Implemented Permission) must be re-secured under any new planning permission for this scheme.

- The approach to applying the latest London Plan cycle parking standards only to the net uplift in residential units is accepted in principle, given the Implemented Permission. Cycle parking will need to meet London Cycle Design Standards (LCDS). This is confirmed within Section 3 of this report.

- Blue badge holder parking proposals are agreeable in principle. TfL would seek a condition to secure the provision of a Parking Design and Management Plan (PDMP). A condition would also be sought to secure electric vehicle charging facilities (20% active and remainder passive).

- The retained servicing strategy is considered appropriate and agreeable in principle. The submission of a framework Delivery and Servicing Plan at application stage is requested. This has been provided in draft as part of the planning application submission.

Report Scope

1.15 This TA reviews the proposal in traffic and transportation terms, setting out the existing situation, the Implemented Permission and considering the effects of the Amended Application on matters such as trip generation, the pedestrian and cycle environment, car and cycle parking, servicing, and waste. A TSR was submitted to LBC during pre-application discussions and this report follows the agreed scoped format.

1.16 Draft Residential and Workplace Travel Plans (TPs) and a Delivery, Servicing and Waste Management Plan ('DSWMP') have been prepared separately as part of the planning application to fully consider and mitigate the potential effects of the Proposed Development. A draft Construction Management Plan (CMP) using LBC's pro forma document has also been submitted following pre-application consultation with LBC and applying the construction principles already established as part of the Implemented Permission.

1.17 The remainder of this TA is set out as follows:

- Section 2 reviews the relevant transport planning policy;
- Section 3 describes the existing Site, surroundings and proposals;
- Section 4 details the Site accessibility and presents the Active Travel Audit;
- Section 5 presents an assessment of trip generation and servicing demand;
- Section 6 outlines the benefits of the proposals and its sustainable measures; and,
- Section 7 provides a summary and conclusion.

2 PLANNING POLICY CONSIDERATIONS

2.1 This Section provides a summary of the relevant transport policies at a national (Central Government), strategic (London Plan) and local level (Camden Local Plan).

National Planning Policy

National Planning Policy Framework (December 2024)

2.2 The latest version of the National Planning Policy Framework (NPPF) was published in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied.

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

2.4 The chapter notes at paragraph 109 that:

" Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

2.5 The chapter continues at paragraph 110 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."

2.6 When considering development proposals paragraph 115 notes that:

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

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) 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 through a vision-led approach."

2.7 With regards to assessing the impact of development, paragraph 116 and 117 states:

"116. 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

117. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

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

2.8 The chapter concludes at paragraph 118 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

Strategic Planning Policy

The London Plan (March 2021)

2.9 The London Plan (March 2021) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The policies set out in the London Plan which are pertinent to the proposed development are set out below.

2.10 Policy T1 sets out a number of strategic aims, including:

A. "Development Plans should support, and development proposals should facilitate:

1) *the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.*

B. *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

2.11 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."*

2.12 Policy T5 – Cycling states the following:

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:*

(i) *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*

(ii) *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 10.3, 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."*

2.13 In terms of car parking Policy T6 states:

A. "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 ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy."

2.14 Table 10.2 sets out under policy section T5 Cycling the specific standards for cycle parking throughout London. These are detailed with reference to the site in **Table 2.1** below, which are minimum standards.

Table 2.1: London Plan Cycle Parking Standards

Description	Minimum long-stay cycle parking	Minimum short-stay cycle parking
C3 – C4 Dwellings (all)	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2-person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings
A1 Food Retail	1 space per 175sqm (GEA)	First 750sqm: 1 space per 20sqm (GEA) Thereafter: 1 space per 150sqm (GEA)
D1 Other	1 space per 8 FTE Staff	1 space per 100sqm (GEA)

2.15 Policy T7 Deliveries, Servicing and Construction states the following:

A. "Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road."

2.16 'Point G' of Policy T7 states:

G. "Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. 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."

Mayor's Transport Strategy (March 2018)

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

2.18 The Mayor's Transport Strategy vision states:

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

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

2.19 Central to this vision are the following three transport aims:

1. *"By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.*
2. *For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.*
3. *To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041."*

Local Planning Policy

Camden Local Plan (July 2017)

2.20 The Local Plan, adopted July 2017, sets out the LBC spatial vision and policies to deliver the strategy, guiding change until 2031. The LBC Local Plan should be used in conjunction with the London Plan and replaces the Core Strategy and Development Policies planning documents that were previously adopted in 2010.

2.21 Strategic Objective 8 sets out a transport objective for the borough, which states:

"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."

2.22 Policy T1 – Prioritising walking, cycling and public transport states: *"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough"*. This will be promoted in the following ways:

a) *"Improve the pedestrian environment by supporting high quality public realm improvement works;*

b) *Make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*

c) *Are easy and safe to walk through ('permeable')*

d) *Are adequately lit;*

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

f) *Contribute towards bridges and water crossings where appropriate.*

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

g) *Provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietway's Network, Cycle Super Highways and;*

h) *provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*

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

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

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

LBC Planning Guidance – Transport (2021)

2.23 LBC has prepared the Camden Planning Guidance (CPG) on Transport to support the policies in the Camden Local Plan (2017). This was adopted in January 2021 and is a material consideration in planning decisions.

2.24 At paragraph 8.6, the guidance states that *"The Council will expect developments to provide, as a minimum, the number of cycle parking spaces as set out in the London Plan. The Council will seek an additional 20% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden."*

2.25 A paragraph 9.7, the guidance states the following with regards to pedestrian and cycle movement:

"Key considerations to be given to the movement of people in and around a site includes the following:

- *Ensuring the safety of vulnerable road users, including children, elderly people and people with mobility difficulties, sight impairments, and other disabilities;*
- *Maximising pedestrian and cycle accessibility and minimising journey times making Sites 'permeable';*
- *Providing stretches of continuous footways without unnecessary crossings;*
- *Making it easy to cross where vulnerable road users interact with motor vehicles;*
- *Linking to, maintaining, extending and improving the network of pedestrian and cycle routes;*
- *Maximising safety by providing adequate lighting and overlooking from adjacent buildings;*
- *Taking account of surrounding context and character of the area;*
- *Providing a high-quality environment in terms of appearance, design and construction, considering Conservation Areas and other heritage assets, and using traditional materials (such as natural stone), SuDS and planting (trees, pocket parks etc.) where appropriate;*

- *Investing in the public realm to create inclusive spaces that support greater social interaction (places to sit, sheltered, not too noisy, safe, etc);*
- *Use of paving surfaces which enhance ease of movement for vulnerable road users;*
- *Avoiding street clutter and minimising the risk of pedestrian routes being obstructed or narrowed, e.g. by footway parking or by unnecessary street furniture; and*
- *Having due regard to design guidance set out in the Camden Streetscape Design Manual, TfL's London Cycling Design Standards, TfL's Pedestrian Comfort Level Guidance and TfL's Healthy Streets Indicators."*

2.26 The above policies demonstrate that a car-free proposal would be acceptable for a site in this location, whilst cycle parking will be provided to help promote sustainable modes of travel. The Proposed Development includes high quality public realm featuring greening and seating and level access is provided to all aspects of the Development.

Draft New Camden Local Plan (January 2024)

2.27 LBC are currently in the consultation process for their emerging new Local Plan, with the latest draft consulted upon between 17th January – 13th March 2024. The draft new Local Plan sets out the vision for development in Camden for the next 15 years, identifying site allocations and planning policies to achieve the Council's vision.

2.28 Chapter 14: Safe, Healthy and Sustainable Transport, sets out the relevant forthcoming policy positions of highways relevance. Policy T1 – Safe, healthy and Sustainable Transport states that *"The Council will:*

i. *Prioritise walking, wheeling and cycling;*
ii. *ensure that streets are designed to be attractive and safe; minimise opportunities for crime; and be inclusive and accessible for all, in line with the Mayor's Healthy Streets approach;*
iii. *require development to contribute towards the delivery of highways greening measures, including tree planting, provision of pocket parks and green space, the introduction of rain gardens and other street greening measures;*

iv. *reduce vehicle use through the delivery of car free development, provision of alternative, sustainable modes of travel, supporting improvements to and investment in public transport, and by prioritising the sustainable movement of goods, services, and materials;*

v. *require development to reduce and mitigate the impact of transport-based emissions and noise in Camden…"*

2.29 Chapter 14 also sets out clear and detailed positions on the above matters, including guidance on walking and wheeling, cycling, public transport, shared transport infrastructure and services, i.e. cycle hire, parking and car free development, and sustainable servicing.

2.30 Policy T5 – Parking and car-free development outlines that *"The Council will limit the availability of parking and require all new developments in the borough to be car-free, to reduce car ownership and vehicle use and encourage the use of alternative, sustainable modes of travel."*

2.31 Policy T6 (A) – Sustainable movement of goods, services and materials, states that:

"To promote the sustainable movement of goods, services and materials and minimise their movement by road, the Council will:

i. *encourage the safe movement of goods, services and materials by bicycle, canal, and rail, where possible;*

ii. *require major developments to make provision for cargo bike parking, where appropriate;*

v. *require developments to be designed to enable and encourage servicing using sustainable means, for example on foot, using zero emission vehicles or by cargo bike;*

vi. *seek to minimise the impact of freight and servicing trips through such measures as the provision of on-site servicing facilities, the timing of deliveries outside peak hours and the adoption of area wide solutions;*

vii. *promote the provision and use of freight consolidation facilities to ensure that last mile deliveries are undertaken by sustainable means."*

Policy Summary

2.32 The development proposals accord with the Camden Local Plan and the London Plan by in essence creating a car-free development in an area which provides excellent access to both active and sustainable modes of travel.

2.33 The Proposed Development will provide cycle parking in accordance with the London Plan standards with both long and short-stay cycle parking being provided in a secure and covered store. The inclusion of high-quality cycle parking will encourage both staff and residents at the Site to make use of active travel.

2.34 The Proposed Development provides high quality public realm featuring seating and greening, connecting with adjacent pedestrianised spaces and green spaces. The proposals follow the Implemented Permission at the Site and proposals will align with agreed strategies for servicing. This agreed servicing strategy accords with all levels of policy, providing on-site facilities and allowing for all manoeuvring to be undertaken on-site.

3 EXITING SITE, SURROUNDINGS AND PROPOSALS

3.1 This section describes the Site, existing situation and Proposed Development in the context of the surrounding area.

Site Location

3.2 The application Site is bounded on its western side by Avenue Road and the Swiss Cottage/Finchley Road junction and gyratory. Ye Olde Swiss Cottage pub is located directly opposite on the western side of Avenue Road, facing on to the junction. On the northern side the Site is bounded by the western end of Eton Avenue which is pedestrianised but allows access to the Site. To the east of the Site is Swiss Cottage Open Space and to the south of the Site is Swiss Cottage Library.

3.3 The location of the Site in its local context along with surrounding public transport nodes is shown in **Figure 3.1** below;

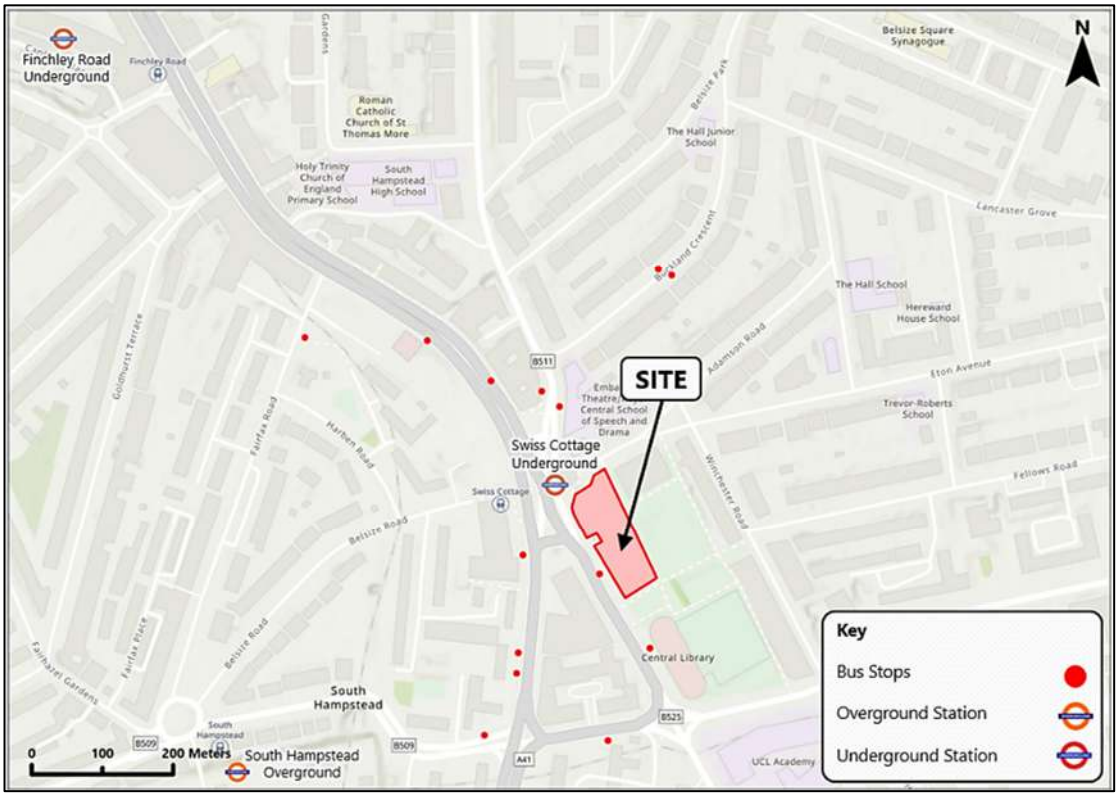


Figure 3.1: Site Location Plan *Source: ArcGIS Pro 2024*

3.4 The existing Site currently comprises a stalled construction site with a built-out basement resulting from the Implemented Permission. The Site currently has hoarding surrounding its boundary on each side and is only accessible to authorised personnel.

Local Highway Network

Eton Avenue

3.5 Eton Avenue lies to the north of the Site and forms two sections of highway, with the section to the northeast forming a two-way residential road and the section immediately abounding the Site to the north being a pedestrian zone (allowing access only and loading).

3.6 To the northeast of the Site, Eton Avenue operates in a broadly east to west orientation between the pedestrian zone and Belsize Park Gardens. The road offers parking bays on both sides of the carriageway, retaining a two-way flow. Parking bays are designated as resident permit holder only within Controlled Parking Zone (CPZ) CA-B, with restrictions operational Monday to Friday 09:00-18:30 and Saturday 09:30-13:30. At the western section of Eton Avenue, pay-by-phone parking bays are provided, as well as double yellow lines permitting loading.

3.7 The pedestrian zone section of Eton Avenue adjacent to the Site is in regular operation as a market, as detailed above. This section of highway permits access only to off-street premises (i.e. the Site) and for loading access for market traders. The highway is controlled by double yellow lines, which permit market trader associated van parking with no time restriction.

3.8 The Site's vehicle accesses are both taken from Eton Avenue, with the vehicle ramp access taken immediately to the east of the pedestrian zone adjacent to Hampstead Theatre, and the primary vehicle access at-grade into the Site taken directly from the pedestrian zone of Eton Avenue, where unrestricted access is permitted for Site vehicles.

Avenue Road

3.9 Avenue Road operates to the west of the Site in a predominantly north-south orientation connecting to the B525 in the south and connecting to Finchley Road / College Cresent adjacent to the Site and to the north. Avenue Road forms part of the A41 which connects South Hampstead to the M1. Adjacent to the Site, Avenue Road operates one-way southbound with varying lane provisions and separations through its local extent, forming opportunities for northbound circulation via Finchley Road in a circulatory pattern. In the vicinity of the Site, Avenue Road is part of a TfL Red Route (known as the Transport for London Road Network (TLRN)) restricting stopping on-street. Avenue Road is subject to 20mph speed restrictions.

Controlled Parking Zones

3.10 Roads surrounding the Site are situated within three CPZs which restrict on-street parking. Much of the surrounding roads are within CPZ-CA-J Primrose Hill which is in operation on Mondays to Fridays from 08:30 to 18:00. To the east of the Site CPZ-CA-B Belsize is in operation on Mondays to Fridays from 09:00 to 18:30 and on Saturdays from 09:30 – 13:30. Just to the west of the Site lies a pocket of the CA-K Kilburn Priory CPZ, this is in operation between 08:30 – 18:30 on Mondays to Fridays.

3.11 **Figure 3.2** below shows the location of the surrounding CPZs in relation to the Site.

Figure 3.2: Local Controlled Parking Zones

Swiss Cottage Markets

3.12 Eton Avenue directly to the north of the Site is a pedestrian zone, utilised by the Swiss Cottage Market. The market operates from Tuesday to Saturday, between the hours of 10:00-17:00, with Wednesday market trading providing a farmers' market, operating between 10:00-15:00.

3.13 At the time of the Implemented Permission, the market operated 3 days per week. The markets now operate 5 days per week, which is a material increase in activity when considering the clear access requirement for the Site and which were secured under the Implemented Permission, and is relevant to both the previously agreed and secured emergency vehicle access and servicing access arrangements.

3.14 Shown in **Image 3.1** below is a photograph taken of the farmers' market on Wednesday 17th July 2024. **Image 3.2** shows the markets in the context of the Site and its retained access to Eton Avenue.

Image 3.1: Looking West to Swiss Cottage Market Activity on Eton Avenue

Image 3.2: Swiss Cottage Market at the Site Access Hoarding on Eton Avenue

3.15 As part of this s.73 Amendment Application, the Proposed Development will retain the same access strategy as the Implemented Permission, which has been secured through the approved and discharged Servicing Management Plan, required under Clause 3.6.1 of the s.106 as of the 13th October 2020. As such, there will be a continued clear access right and requirement from Eton Avenue for servicing vehicles and emergency access.

3.16 It is recognised however, that there is an associated need for co-operation with the markets and LBC to minimise any potential impacts to the market and vice versa once the Development is occupied. With regards to the operation of and any future development of the markets, these would need to consider and be cognisant of the access arrangements for the Site and Implemented Permission given this is the existing and active situation.

Implemented Permission

3.17 The Implemented Permission comprises 184 residential units (Class C3), up to 1,041sqm of flexible retail/financial or professional or café/restaurant floorspace (Class E), and up to 1,350sqm for community use (class D1) space. The Implemented Permission establishes the following highway principles:

- Pedestrian access would be taken from the ground floor along the Avenue Road frontage, providing a landscaped courtyard area which would lead round to the eastern access foyer.

- Vehicle access would be retained from Eton Avenue, as well as the retention of the vehicle ramp to basement level which is accessible at the Hampstead Theatre onto Eton Avenue.

- The pre-existing building on the Site provided a basement level car park with 49 spaces. The Implemented Permission provides no standard parking is car-free with the exception of 13 disabled parking bays located at basement level and accessed via the retained vehicle ramp from Eton Avenue.

- Cycle parking is provided at basement level, with space for 240 long-stay spaces. Short-stay cycle parking is provided within the ground floor public realm on-site, with space for 48 cycles.

- The delivery and servicing strategy for the Implemented Permission is to receive deliveries on-site at ground floor level via the retained access from Eton Avenue, as well as for small vans and cars via the vehicle ramp to basement level. Deliveries undertaken from the courtyard area would be scheduled to avoid market days.

- The Implemented Permission proposes a managed waste collection strategy, whereby waste is stored for both residential blocks at basement level, before on-site management moves waste to ground floor level for collection. The Tower block includes waste chutes for internal waste transfer.

Proposed Development

3.18 This s.73 Amendment Application includes a number of changes to the Implemented Permission to provide an integrated residential scheme with flexible commercial space, community space, as well as building on the previously agreed principles of the Implemented Permission.

3.19 The Proposed Development seeks to deliver 237 residential units across two blocks, comprising 167 private rental units in the Tower block (24 x studios, 58 x 1-bed units, 74 x 2-bed units and 11 x 3-bed units), and 70 affordable residential units (20 x 1-bed units, 24 x 2-bed units and 26 x 3-bed units), provided in the Lower Block.

3.20 The proposals also include circa 1,188sqm GIA of commercial floorspace, to be delivered as a small retail unit in the Tower block and a larger retail unit in the Lower Block, anticipated to be for use as a convenience store. The Proposed Development will also provide circa 1,372sqm GIA of community space. Dedicated waste storage facilities will be provided, as well as basement cycle parking. A basement level car park will be retained to provide blue badge disabled parking only, as well as space for on-site servicing activity by smaller goods vehicles and cargo cycles.

3.21 Included at **Appendix C** is a copy of the Architect's ground floor and basement layout plans, which provide context to the lower floors of the Proposed Development.

3.22 **Table 3.1** below provides a comparison between the Proposed Development and the Implemented Permission.

Table 3.1: Comparison of Implemented Permission and Proposed Development

Use Class	Implemented Permission	Proposed Development	Net Change
Residential (Class C3)	184 units (130 private rent and 54 affordable)	237 units (167 private rent and 70 affordable)	+53 units (+37 private rent and +16 affordable)
Flexible Class A Retail (now Class E)	1,041sqm GIA	1,188sqm GIA	+147sqm GIA
Community (Class F2b)	1,350sqm GIA	1,368sqm GIA	+22sqm GIA

Access and Public Realm

3.23 The Site is bound to the west by Avenue Road and to the north by Eton Avenue. As part of both the Implemented Permission and the Proposed Development, opportunities for accessing the Site by vehicle and on-foot has been reviewed to ensure the most appropriate access strategy. Access to the Site by vehicles from Avenue Road has not been considered appropriate, as the road forms part of a busy section of TfL Red Route which also sees high pedestrian footfall owing to the presence of crossings, bus stop provision and the entrance to Swiss Cottage Underground Station.

3.24 As such, vehicle access will continue to be provided from the north of the Site via Eton Avenue as per the Implemented Permission, with vehicles able to access the shared surfacing. Vehicular access into the Site will be reserved for servicing and refuse vehicles and those using the blue badge parking spaces at basement level. This strategy is as per the Implemented Permission and its associated approved and discharged Servicing Management Plan, and is considered the most appropriate vehicle access strategy. It also takes into consideration the fact that the basement and its configuration for the Implemented Permission has already been constructed.

3.25 Vehicle access is also afforded from the existing car ramp access at the Hampstead Theatre, immediately east of the pedestrian zone section of Eton Avenue, as can be seen in **Image 3.3** below, with **Figure 3.3** visualising this location contextually to the wider Site. This provides access to the basement car park, which will be for use by blue badge holding residents, as well as providing dedicated cargo bike bays and space for smaller vans and cars to service the Site from basement level.

Image 3.3: Retained Vehicle Ramp to Site from Eton Avenue

Figure 3.3: Basement Vehicle Ramp Location Context to Site

3.26 The Site's landscaping will provide multiple pedestrian routes and accesses to the Site. The primary pedestrian access will be made via the Site's frontage to the west onto Avenue Road, where a centralised entrance space will be created between the two blocks of the Site, providing access both into the Site itself and creating a through-route from natural desire lines to the Swiss Cottage Open Space from the west and Underground station.

3.27 The Proposed Development like the Implemented Permission, will bring forward significant public realm improvements, creating high quality publicly accessible space, greening with seating, cycle parking, routes through to the Swiss Cottage Open Space and north to south connectivity improvements between Eton Avenue and the Swiss Cottage Library and Leisure Centre. **Figure 3.4** below provides an extract of the Architect's ground floor plan showing the landscaping proposals for the Proposed Development.

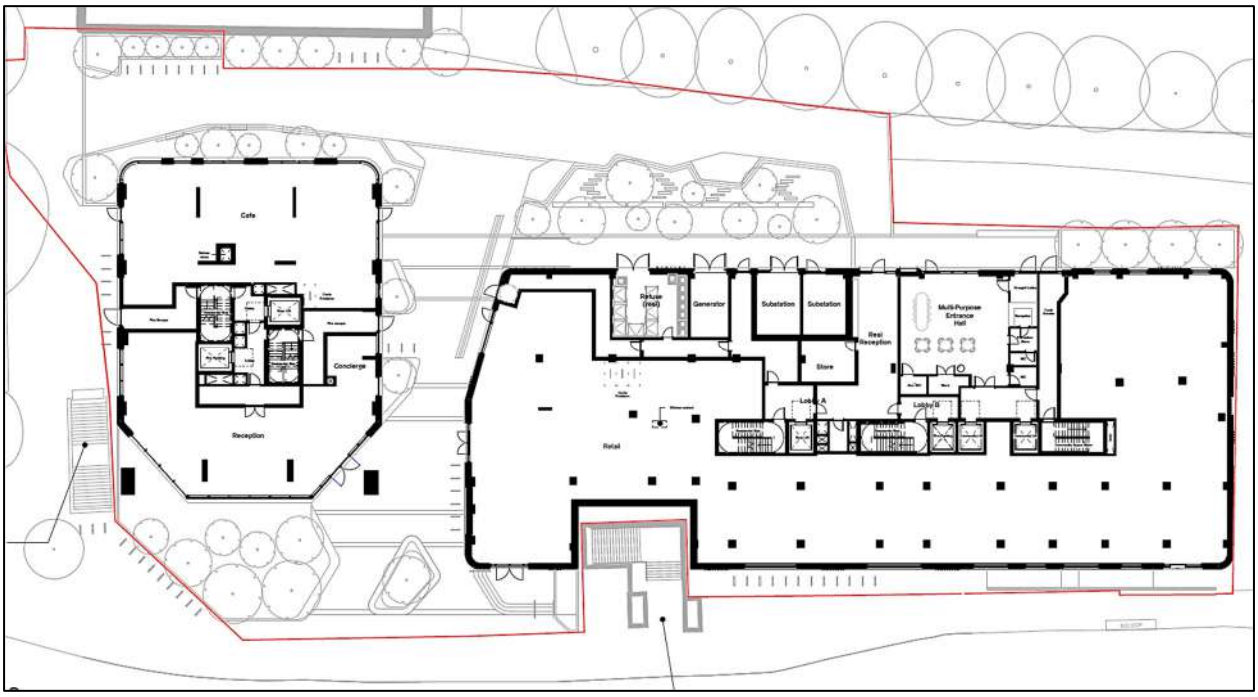


Figure 3.4: Extract of Architect's Ground Floor Plan showing Landscaping

Car Parking

3.28 The proposals seek an overall reduction in on-site car parking from the pre-existing building and the Implemented Permission. The proposals will, however, include the provision of 8 blue badge holder parking spaces, providing an opportunity for disabled residents to park at the Site.

3.29 The provision of 8 disabled parking spaces comprises 5 spaces for the Tower and 3 spaces for the Lower Block, which represents a minimum 3% parking to residential unit ratio, as prescribed within London Plan guidance. This approach has been discussed and agreed in principle with both LBC and TfL during pre-application discussions.

3.30 The car parking spaces will be provided at basement level, accessed via the car ramp shown in Image 3.3, with internal lifts providing access into each block from the parking area at basement level. Included at **Appendix D** is a copy of swept path analysis demonstrating that each parking bay and the servicing bay are accessible.

3.31 To prevent the Proposed Development from impacting any local on-street parking, the Applicant is willing to enter into a permit-free agreement, prohibiting residents from obtaining a parking permit for on-street parking, which will be secured by legal agreement.

Cycle Parking

3.32 The Implemented Permission includes 240 long-stay cycle parking spaces for residential use along with 48 short-stay spaces, of which, 66 long-stay spaces were for the Lower block and 174 spaces were for the Tower block.

3.33 The Proposed Development seeks to retain the cycle parking for the Implemented Permission as a baseline for the consented 184 residential units across each block. The additional 53 residential units proposed would be provided with cycle parking that accords with current London Plan standards. This will also include cycle parking for the commercial and community uses in line with London Plan standards. Short-stay cycle parking will also be provided in line with London Plan standards.

3.34 The total cycle parking provision for all uses will increase to 340 long-stay spaces and 88 short-stay spaces (332 residential long-stay and 7 short-stay, 7 commercial long-stay and 60 short-stay, and 1 community long-stay and 14 short-stay). **Table 3.2** below provides a summary of the cycle parking for the Implemented Permission compared with the Proposed Development.

Table 3.2: Comparison of Implemented Permission and Proposed Development Cycle Parking Provision

Use Class	Implemented Permission		Proposed Development	
	Long-stay Cycle Parking	**Short-stay Cycle Parking**	**Long-stay Cycle Parking**	**Short-stay Cycle Parking**
Tower Block Residential	174 spaces	Not defined for each block	236 spaces	7 spaces
Lower Block Residential	66 spaces		96 spaces	
Retail	Not defined for each block		7 spaces	60 spaces
Community			1 space	14 spaces
Total	**240 spaces**	**48 spaces**	**340 spaces**	**81 spaces**

3.35 Long-stay cycle parking will be provided within basement level cycle stores for each block, which will be secured and lit, and accessible via lifts and stairs. The cycle storage will be delivered following London Cycle Design Standards (LCDS) for all cycle parking proposed on-site. The design follows the LCDS principles, meets London Plan requirements for accessible cycles, provides a proportion of standard Sheffield stand spaces and provides two cargo cycle spaces at basement level external to the secure stores, for use by delivery cycles.

3.36 The approach to long-stay cycle parking for the Proposed Development offers a significant improvement in comparison with the Implemented Permission which provided cycle parking lower than current London Plan standards and did not provide accessible cycle parking or cycle parking to the LCDS.

3.37 The long-stay cycle parking is shown at basement level at **Figure 3.5**.

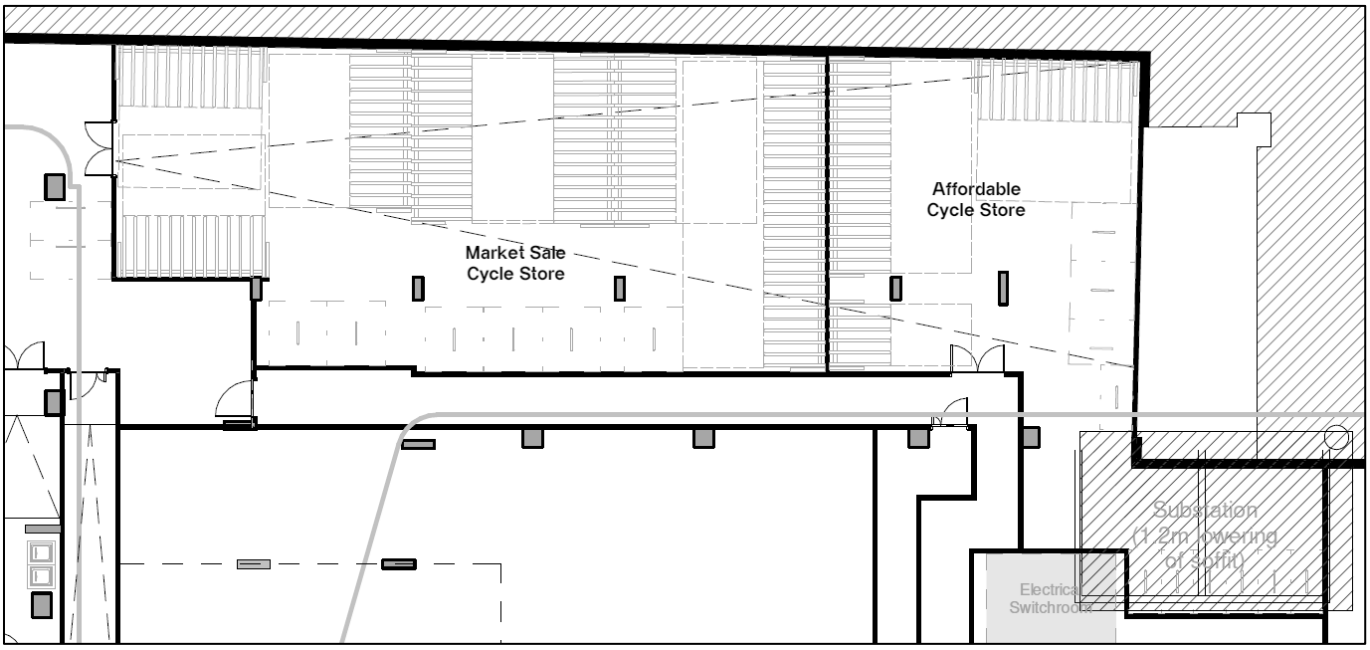


Figure 3.5: Basement Plan Extract showing Long-stay Cycle Parking

3.38 Short-stay cycle parking for visitors will be provided on-site within the external landscaping as shown in **Figures 3.6**.

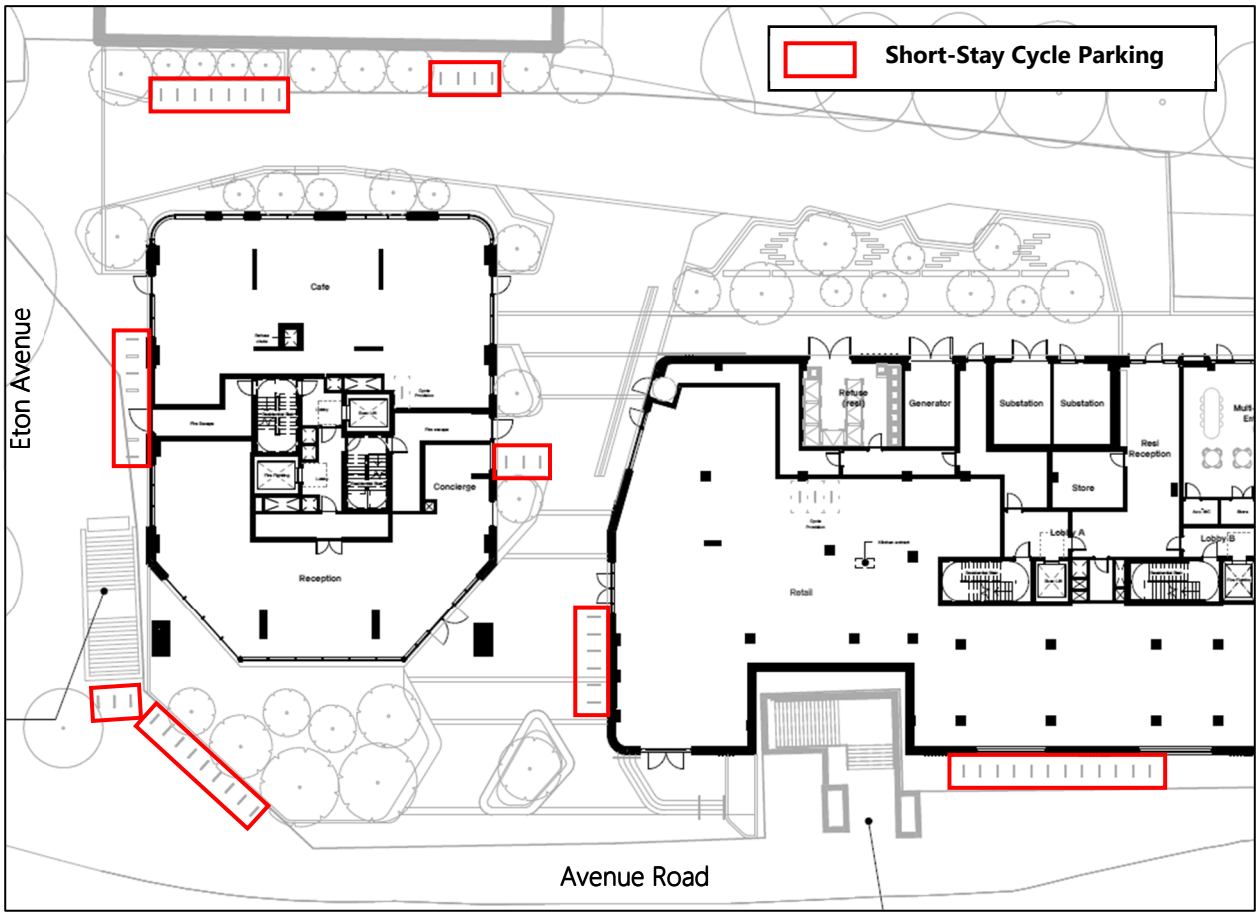


Figure 3.6: Site Plan showing Short-stay Cycle Parking

3.39 The approach to cycle parking provision has been discussed and agreed in principle during pre-application discussions with LBC and TfL.

Servicing Arrangements

3.40 The servicing strategy for the Implemented Permission receives deliveries from the on-site at-grade courtyard, accessible from Eton Avenue, with smaller delivery vehicles (small vans, cars and motorcycles) making use of the basement car park area, accessed from Eton Avenue.

3.41 Cognisant of the Swiss Cottage Market on Eton Avenue, the Implemented Permission sought to manage delivery activity to avoid the market activity, with Delivery and Servicing Plan stating that:

"Deliveries to the site will be organised into time windows. This means that staff associated with the retail units know when to expect the delivery and so are in place and ready to act in an efficient manner. It also means that service vehicles will not arrive at the same time. It can also be used to ensure that deliveries arrive at a convenient time. Conforming to specific time slots will allow servicing activities to avoid conflict with market trading days."

3.42 All delivery vehicles which are small vans, cars, motorcycles and cargo cycles, will service the Development from the basement servicing area, accessible via the vehicle ramp to Eton Avenue. Larger delivery vehicles will make use of the courtyard area provided on-site, accessed from the pedestrian zone of Eton Avenue, as per the Implemented Permission and access rights on Eton Avenue.

3.43 There will be a requirement to always retain unfettered access to the Development from the Eton Avenue pedestrian zone, to ensure emergency access can be made to all areas of the building. As such, any market stall layouts will need to be positioned conscious of the swept path analysis requirements of fire tender vehicles and any other fire safety regulations.

3.44 Included at **Appendix E** is swept path analysis which demonstrates the movements of all servicing vehicles required for the Development at ground floor level, with **Appendix D** presenting the swept path analysis of the basement level car parking and servicing bay. The ground floor level swept path analysis includes waste collection vehicles, fire tenders and access for low-loader articulated lorries. The articulated vehicle has been tracked on the basis of very infrequent access in the event of access being required to the substation.

Waste Storage and Collection

3.45 Waste storage will be provided across the Development individually for each use. The residential element of the Tower will be provided with a dedicated waste store located at basement level, with residents making use of a waste chute system, removing the need for residents to travel to the waste store. Waste from basement level will then be taken by Site Management to a level holding area at the vehicle ramp, before waste is then taken up to street level prior to collection using a bin tug. This will see collection take place from Eton Avenue.

3.46 The residential element of the Lower Block will be provided with a ground floor waste store located adjacent to the courtyard to allow direct collection without the need for management.

3.47 The commercial uses will provide waste storage capacity within their units, the details of which will be provided by the tenant occupants upon the occupancy of each unit once waste demands for each user have been defined. The community use is provided with a waste store at basement level, accessible via a dedicated lift for the community use.

3.48 Waste collections for the residential within the Lower block, the commercial space and the community use space will take place within the Site at the ground floor courtyard area, as shown within the swept path analysis at **Appendix E**. Waste collections will be programmed to be undertaken prior to and outside market operations. Where Council waste collections are required for the Lower Block affordable residential element, waste collection records suggest this will be before 10am, avoiding market activity.

4 SITE ACCESSIBILITY AND ACTIVE TRAVEL AUDIT

4.1 This section of the TA assesses the local public transport opportunities, local pedestrian and cycle facilities and accessibility to nearby employment and amenities.

4.2 The Site benefits from excellent access to walking, cycling and public transport networks, which are currently used by residents, employees and visitors in the locality and will be conveniently accessible to all future users.

4.3 The Implemented Permission pre-dates the Healthy Streets initiative and as such, a full Healthy Streets Assessment including Active Travel Audit (ATA) has been undertaken as part of this s.73 Amendment Application.

Access by Active Modes

4.4 The Healthy Streets Approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. TfL has defined 20-minute walking and cycling distances as an ATZ.

Access by Foot

4.5 The Site benefits from good local pedestrian facilities, with wide and evenly paved footways present on all abounding roads to the Site, providing enough room for pedestrians using pushchairs and wheelchairs and those walking with young children. Surrounding roads have appropriate crossing opportunities with signalised pedestrian crossings provided at key pedestrian desire lines opposite the Site on Avenue Road, equipped with tactile paving and dropped kerbs. Avenue Road presents a harsh environment for pedestrian travel due to the significant vehicle activity present and associated noise pollution. The footway and crossing provisions however, are appropriate to meet the requirements for travel by foot.

4.6 TfL's Healthy Streets approach aims to have all Londoners undertake 20 minutes of active travel each day. Following the Healthy Streets initiative, **Figure 4.1** below displays the local area and rail and underground stations within a 20-minute walking catchment of the Site.

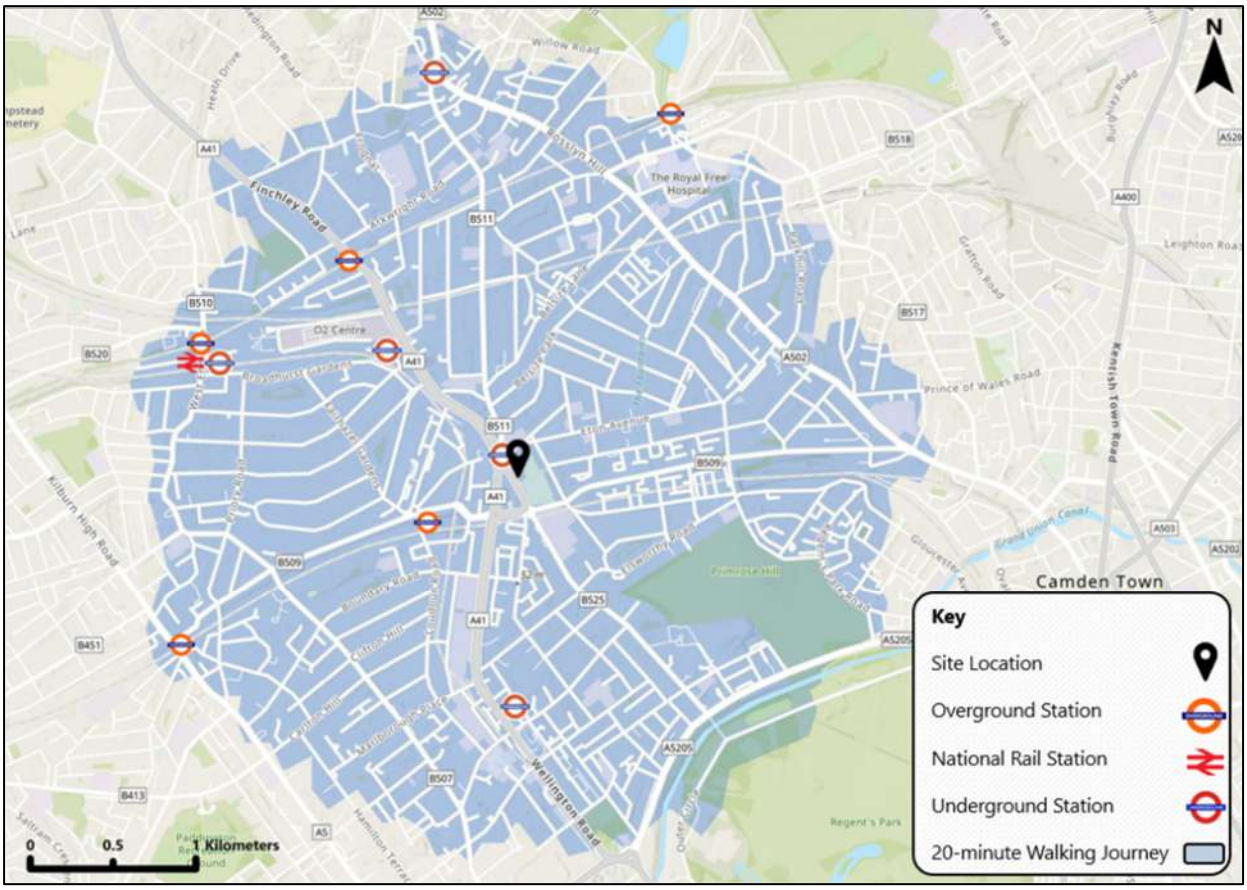


Figure 4.1: Walking Isochrone (20 minutes) *Source: ArcGIS Pro 2024*

4.7 **Table 4.1** below summarises the local amenities available for future users of the Proposed Development, including approximate walking distances (measured from the frontage of the Site), as well as approximate walking times assuming an average speed of 80 metres per minute. The table highlights a range of local amenities and services, including several public transport nodes.

Table 4.1: Approximate Distances to local amenities			
Amenity	**Location**	**Distance (metres)**	**Approximate Walking Time (minutes)**
Public Transport Opportunities			
Swiss Cottage Underground Station		<10m	<1 minute
Swiss Cottage Station Bus Stops		<80m	<1 minute
College Cresent Bus Stops		120m	2 minutes
South Hampstead Overground		500m	6 minutes
Finchley Road Underground		600m	8 minutes
Finchley Road & Frognal Underground		1km	13 minutes
West Hampstead Underground		1.4km	18 minutes
West Hampstead Overground		1.5km	19 minutes
West Hampstead Thameslink		1.6km	20 minutes
Facilities and Amenities			
Swiss Cottage Greenspace	-	<20m	<1 minute
Hampstead Theatre	Eton Avenue	<20	<1 minute
Ye Olde Swiss Cottage Public House and Restaurant	Finchley Road	70m	1 minute
Tesco Express	Northways Parade	100m	1 minute
ODEON Cinema	Finchley Road	100m	1 minute
Swiss Cottage Leisure Centre	Adelaide Road	220m	3 minutes
Swiss Cottage Surgery	Winchester Mews	240m	3 minutes
Swiss Cottage Post Office	Finchley Road	260m	3 minutes
Swiss Cottage School	Avenue Road	300m	4 minutes
Tesco Express & ATM	Belsize Road	400m	5 minutes
Waitrose Supermarket	South Hampstead	500m	6 minutes
HSBC Bank	Kilburn High Road	1.6km	20 minutes

Access by Cycle

4.8 TfL's Healthy Streets initiative seeks to enable all Londoners to achieve 20 minutes of active travel each day. A 20-minutes cycling journey is representative in London of circa 5km journey distance. Using this guidance, a 20-minute cycling zone is shown in **Figure 4.2**. There is a good provision of infrastructure for cycling in the vicinity of the Site, with a number of national cycle routes in the local area.

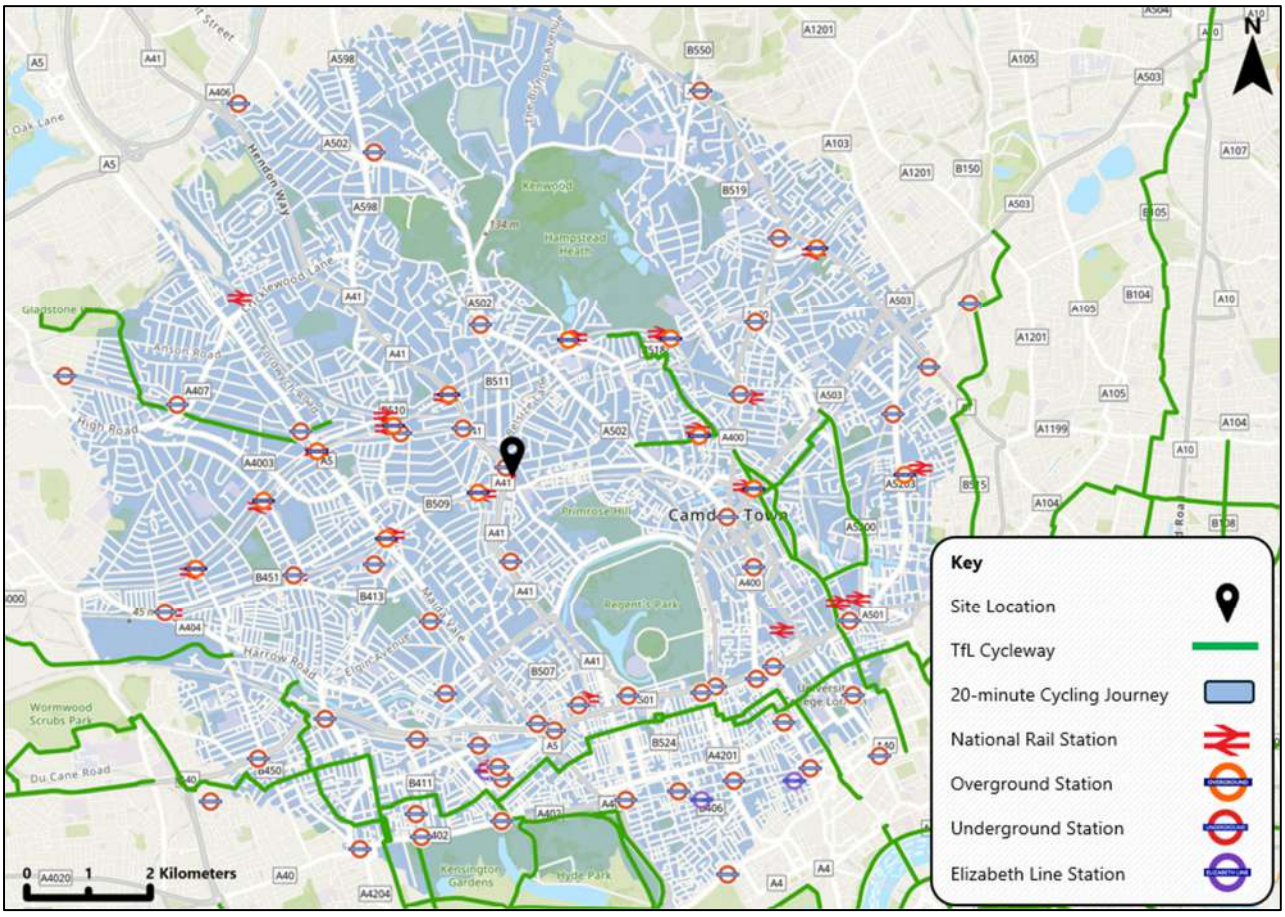


Figure 4.2: Cycle Isochrone (20 minutes) *Source: ArcGIS Pro 2024*

4.9 As shown in the Figure above, the Site is within a 20-minute cycle journey from several national rail stations and underground stations providing further connectivity and accessibility.

4.10 The Site is also well served by a number of TfL cycle hire docking stations which are located within walking distance. The nearest cycle hire docking stations to the Site are as follows:

- Charlbert Street, St John's Wood (16 cycles) circa 1.4km south of the Site (18-minute walk).
- Wellington Road, St. John's Wood (16 cycles) – circa 1.6km south of the Site (19-minute walk).
- Greenberry Street, St John's Wood (23 cycles) – circa 1.7km south of the Site (21-minute walk).

Access by Public Transport

Public Transport Accessibility Level (PTAL)

4.11 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

4.12 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.

4.13 Using the TfL web-based connectivity assessment toolkit, it has been determined that most of the Site falls within a PTAL rating of 6a, demonstrating an 'excellent' level of accessibility to public transport. A copy of the PTAL output report is included at **Appendix F**.

Bus Services

4.14 There are a number of bus stops within the vicinity of the Site which serve a range of routes to different destinations. The nearest bus stops are located adjacent to the Site on Avenue Road (Swiss Cottage Station Stops) where there are regular services to Camden Town, Archway, Central London, Marble Arch, Victoria and Paddington.

4.15 **Table 4.2** sets out information regarding the bus route frequency in the vicinity of the Site.

Table 4.2: Summary of Bus Service Frequency				
No.	Route	Frequency (minutes)		
		Weekday	Saturday	Sunday
13	North Finchley Bus Station - Victoria Station	9 - 12	9 - 12	10 - 12
31	Bayham Street - White City Bus Station	11 - 13	11 - 13	11 - 14
46	Paddington Stn / Eastbourne Terrace - St Bartholomew's Hospital	6 - 10	10 - 11	15
113	Edgware Bus Station - Marble Arch Station	6 - 9	7 - 9	10 - 14
187	Central Middlesex Hospital - O2 Centre / Sainsbury's	16	16	20
268	Golders Green Station - O2 Centre / Sainsbury's	12 - 14	20	20
C11	Archway Station - Brent Cross Shopping Centre	9 - 13	9 - 13	12

4.16 In total, 7 bus services are available within a 640m walking distance (the threshold used by PTAL) and these run approximately 42 buses per hour.

Overground Services

4.17 The Site is located in close proximity to two stations on the Overground line operated by TfL. South Hampstead Overground Station is approximately 500m southwest of the Site, equating to an approximate 6-minute walk. South Hampstead Station is located on the Lioness Line which provides services from Euston to Watford Junction. Services operate with the following frequencies during the weekday AM peak hour:

- 4 services per hour to Watford; and
- 4 services per hour to Euston.

4.18 The Site is also within walking distance of West Hampstead Overground, located approximately 1.5km west of the Site, equating to a 19-minute walk. West Hampstead is located on the Mildmay Line and offers services to Stratford, Clapham Junction and Richmond. Services operate with the following frequencies during the weekday AM peak hour:

- 5 services per hour to Richmond;
- 5 services per hour to Clapham; and
- 9 services per hour to Stratford.

Underground Services

4.19 The Site is well provided for in terms of London Underground access, with several stations including Swiss Cottage, Finchley Road and West Hampstead located within close proximity to the Site and all providing Jubilee Line services. The closest Underground station to the Site is Swiss Cottage which abuts the Site.

4.20 The Jubilee Line offers services to Willesden Green, Stanmore and Wembley Park in a northbound direction and Stratford in a southbound direction via Central London. The Jubilee Line runs approximately 16 services each hour, equating to one service every four minutes on average.

4.21 In addition, Finchley Road also offers Metropolitan Line services to Chesham, Watford and Uxbridge in a northbound direction and Baker Street and Aldgate in a southbound direction. The Metropolitan Line runs approximately 24 services each hour in the weekday AM peak equating to a service every 2 and a half minutes.

4.22 Finchley Road Station is currently shortlisted by TfL to receive step-free upgrades, which will facilitate access to the above services for those with physical disabilities, as well as for pushchair access.

Rail Services

4.23 West Hampstead Thameslink is the closest train station to the Site, located approximately 1.6km north of the Site (20 minutes' walk) and offers Thameslink services. West Hampstead Station on a typical peak hourly period offers 14 trains per hour (tph) comprising:

- 4 tph to Sutton.
- 4 tph to St Albans.
- 2 tph to Brighton.
- 2 tph to Rainham (Kent).
- 2 tph to Luton.

Active Travel Audit

4.24 The ATA routes are highlighted within this section, which align with the Healthy Streets Approach. The areas included are deemed the most appropriate and shortest routes to / from the Site to public transport, green space and amenities. The scope of the ATA was discussed and agreed during pre-application with LBC Highways and TfL, with the below routes identified and shown in **Figure 4.3**:

- Route 1: to / from South Hampstead Overground Station.
- Route 2: to / from Finchley Underground Station.
- Route 3: to / from Finchley Road & Frognal Overground Station.
- Route 4: to / from Chalk Farm Underground Station.
- Route 5: to / from Primrose Hill Greenspace.
- Route 6: to / from West Hampstead Station.

Figure 4.3: Active Travel Audit Routes

4.25 The audit was undertaken on the 25th of November 2024, between the hours of 14:30 and 16:30. The audit has been undertaken in accordance with the Healthy Streets Approach utilising the '*Guide to the Heathy Streets Indicators – Delivering the Healthy Streets Approach*' (November 2017) and '*Healthy Streets Check for Designers*' (April 2019). In addition to the day-time audit and according with Healthy Streets recommendations, a nighttime audit was also conducted on 25th of November 2024 between the hours of 18:00 and 20:30 by two auditors.

4.26 The full photographic analysis of the ATA is provided within **Appendix G** with each photo given a label such as '1A' with the numerical element aligning with the route number and the alphabetical element outlining the sequence within the route, these image references are cited throughout the ATA analysis below with some images directly shown.

4.27 This ATA has been undertaken in line with the Active Travel Zone (ATZ) requirements from TfL. ATZs are the areas surrounding development sites that users are expected to walk and cycle to access services, points of interests, and transport nodes. Photos have been taken at least every 150m along the main identified routes.

Healthy Streets Approach

4.28 The Healthy Streets Approach to assessing the local environment has been adopted by TfL and the Mayor of London as the principle means of evaluating the local area with the aim of reducing car use and helping Londoners to walk, cycle and use public transport more.

4.29 The approach is based on 10 indicators of what forms a Healthy Street with a particular focus on the experience of people using streets, as detailed within the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*' document. The indicators, which provide initial starting points for discussions around the quality of the pedestrian environment, are illustrated within the Health Streets Indicator Wheel at **Figure 4.4** below.

Figure 4.4: Healthy Streets Indicator Wheel

4.30 It is recognised that not all of the sections within the Healthy Streets Approach are necessarily relevant to each individual street, but in conjunction, form a holistic approach to street appraisal.

Vision Zero

4.31 TfL's Vision Zero sets out the Mayor's goal, that by 2041, all deaths and serious injuries will be eliminated from London's transport network. An aim of the Vision Zero Action Plan is for Safe Streets: designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes.

4.32 **Figure 4.5** below, details the audit area in conjunction with the latest accident data (Killed or Seriously Injured – KSI) along the routes assessed for the last 5 years to July 2024. A copy of the collision data for the last 5 years is included at **Appendix H**.

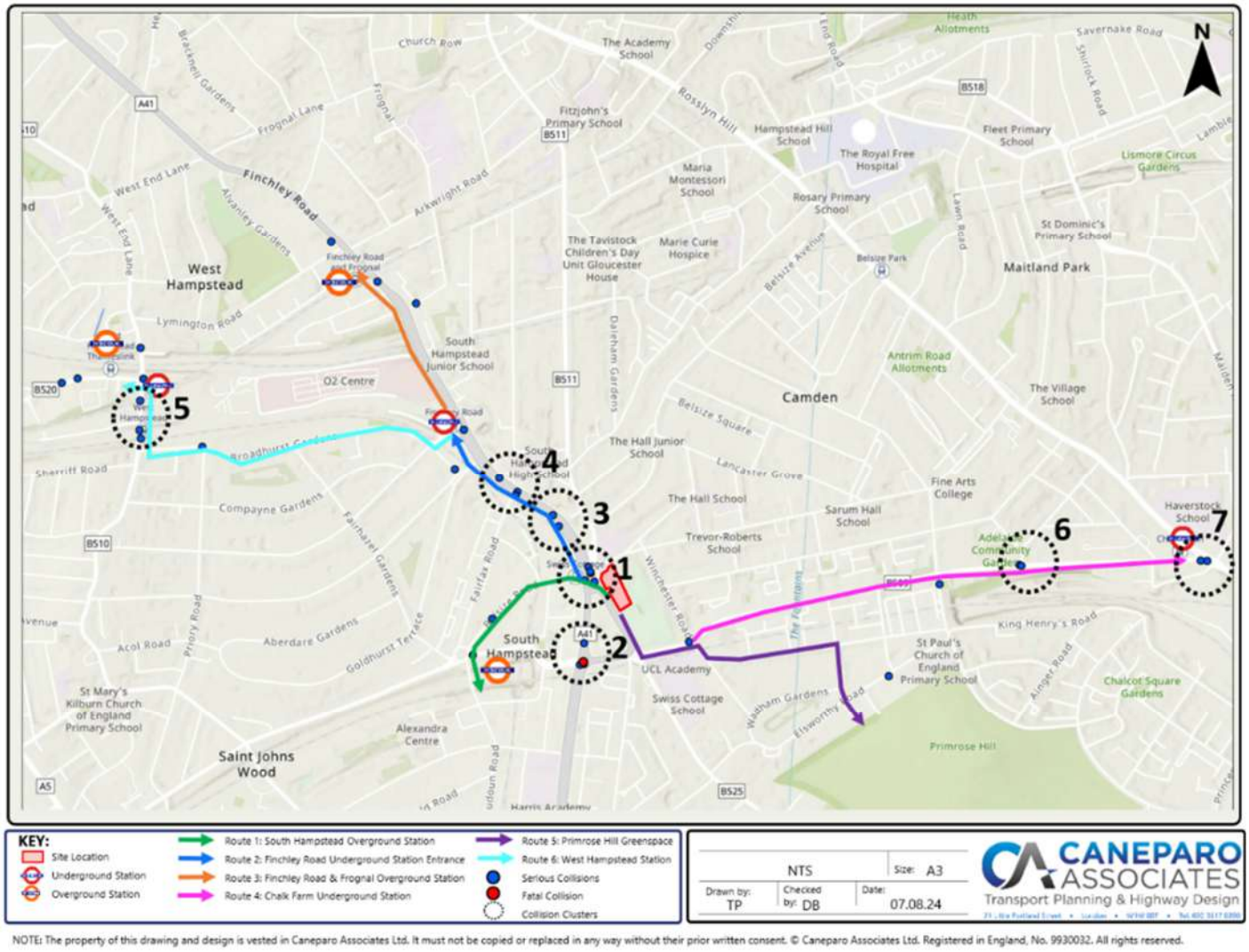


Figure 4.5: KSI Collision Data *Source: ArcGIS Pro 2024*

Collision Analysis

4.33 In total for the ATZ routes, there were 42 recorded serious collisions and a single fatal collision. For the purposes of this assessment, a collision cluster is classified as a location in which 2 or more KSI accidents were recorded or a location where a single fatal collision occurred. The area close to the Site indicates there being 7 'serious' collision clusters recorded, and a summary of the key collision clusters recorded is provided below:

1. The first cluster contained 5 collisions and took place along Finchley Road on Route 2, 4 of which involved a pedestrian or cyclist. The first collision took place between a car and a cyclist and occurred due to the driver of the car failing to look properly. The second collision involved a cyclist and a pedestrian, with the collision occurring due to a combination of recklessness from both parties. The third serious collision took place between a car and a cyclist, it is not known how this collision occurred. The final collision was a result of a pedestrian incorrectly using a crossing resulting in collision with a motorcycle.

2. The second cluster is situated on the Adelaide Road / Finchley Road junction south of the Site and not directly located on any of the active travel routes, but due to its proximity to the Site and a fatality it has been deemed necessary to include, albeit this incident did not include a pedestrian or cyclist. The first serious collision in this cluster stemmed from a failure to look by a cyclist when changing lanes causing a car to strike the rear of the bicycle. Another serious collision occurred in this cluster and was caused by a car disobeying traffic signals, which lead to it colliding with a cyclist.

3. The third cluster was also located on Finchley Road, further north of the Site and comprised of two serious collisions. The first collision was between a van and a pedestrian and was caused by a combination of the pedestrian being impaired by alcohol and fatigue on the part of the van driver. The second collision took place because a pedestrian failed to look properly when crossing the road causing a collision between them and a bus / coach.

4. The fourth collision cluster took place along Finchley Road on the approach to the northern junction with College Crescent. This cluster contains 3 serious collisions, one of which involved a cyclist who caused injury to themselves, although it is not known how this occurred.

5. The fifth collision cluster is located near the West Hampstead Stations along West End Lane and contains 3 serious collisions, 2 of which included a pedestrian or cyclist. The first collision occurred as a taxi was moving off from the kerb and failed to see a pedestrian undercutting the vehicle on the road. The second collision in this cluster took place as a pedestrian was moving into a motorcyclist's blind spot as it was moving off.

6. The sixth collision cluster was identified along Adelaide Road on the route to Chalk Farm and contained 2 serious collisions, though neither of these involved pedestrians or cyclists.

7. The final cluster took place east of Chalk Farm between the junction of Adelaide Road and Regent's Park Road / Haverstock Hill comprising two serious collisions, though neither of these involved pedestrians or cyclists.

Collisions Summary

4.34 Based on the above, it is evident that there have been several instances of collision clustering on the ATA routes, however, it is noted that these principally occurred between motorcycle or car drivers as a result of driver errors. The number of clusters may be due to high vehicle activity in the local area with a regular need for vehicles to stop/start resulting from traffic signals and queuing, increasing the propensity for driver error. Based on this, it can be concluded that no upgrades/improvements are deemed necessary along the surrounding roads of the Site.

The Review Process

4.35 To align with the Healthy Streets and ATZ Transport Assessment Guidance, each route has been assessed. A thorough assessment of the 'worst' part of each journey is then undertaken using the Healthy Streets indicators as the structure, including a description of aspects that could improve the active travel experience and environment in the location. The ATA concludes with a list of recommendations which could be implemented in the locality to meet the Healthy Streets indicators.

Route 1 – to / from South Hampstead Overground Station

4.36 The active travel route between the Site and South Hampstead Overground Station is built to a good quality. Most pedestrian crossings along the route feature dropped kerbs and tactile paving, which allows pedestrians of all abilities to travel to/from the station, the route itself is not step-free however an alternative route which is located along Finchley Road is step-free and does not pose as a major detour. The route has a high-level of pedestrian footfall and a good active frontage which provides high natural surveillance and therefore vulnerable pedestrians will naturally feel safer. In addition, all footways are wide which makes them capable of accommodating the high footfall fitted with wide and evenly paved surfacing.

4.37 The weakest section of the route is at **Photograph 1D** in **Appendix G**, which is located on the northern kerbside of Belsize Road within 100m from South Hampstead Overground Station. This section of the route could be viewed as difficult to cross as there are no formal crossing identification for drivers which could leave pedestrians stranded during busy traffic hours. This section of the route has been assessed against the Healthy Streets indicators with details provided in **Table 4.3**.

Photograph 1D: Crossing Point along Belsize Road.

Table 4.3: Healthy Streets Indicators for Photograph 1D		
Healthy Streets Indicator	**Observations**	**Areas for Improvements**
Pedestrians from all walks of life	The pavements are wide and built to a good standard, therefore presenting no access issues.	No improvements are recommended for this aspect of Route 1.
Easy to cross	The provision of an informal crossing does provide an opportunity for a crossing however it doesn't provide a good opportunity with no onus on the vehicle driver to stop.	A recommendation of a more formalised crossing would be applicable potentially offering clear road markings.
Shade and shelter	The tall trees provide plenty of shade, while the nearby shops provide shelter at regular intervals.	There are no obvious areas of improvement.
Places to stop and rest	Outdoor benches are offered at regular intervals.	No improvements are recommended.
Not too noisy	The roundabout nearby features a high volume of vehicle traffic including heavy vehicles – and is therefore quite loud and results in high emissions.	The societal shift to electric vehicles could help reduce noise at the road as these vehicles are generally much quieter and emit fewer/no emissions.
People choose to walk, cycle and use public transport	Belsize Road offers a good route for cyclists with a plentiful offering of dockless cycles. The route is suitable for public transport offering a connection to the Overground and Bus stops nearby. People may be deterred to walk due to the lack of a suitable crossing.	A recommendation of a more formalised crossing would be applicable potentially offering clear road markings.
People feel safe	This section of the route has a moderate level of pedestrian footfall and active frontage during the day and therefore feels quite safe.	No improvements are recommended.
Things to see and do	There are many shops, restaurants and pubs nearby which provide people with plenty to do.	There is already lots to see and do, so no improvements are recommended.
People feel relaxed	Pedestrians could feel stressed and unrelaxed by how loud this road is due to the high volume of traffic.	Vehicle traffic and noise should further reduce due to the Clean Air initiative.
Clean air	High traffic flow including many HGVs at this road.	A further reduction in the reliance of the private vehicle is required, in accordance with the Mayor's Transport Strategy. The transition to more electric and hybrid vehicles will also improve air quality. Servicing movements are anticipated to reduce as a result of the proposals and will therefore provide a net-benefit on the local area.

Route 2 – to / from Finchley Road Underground Station

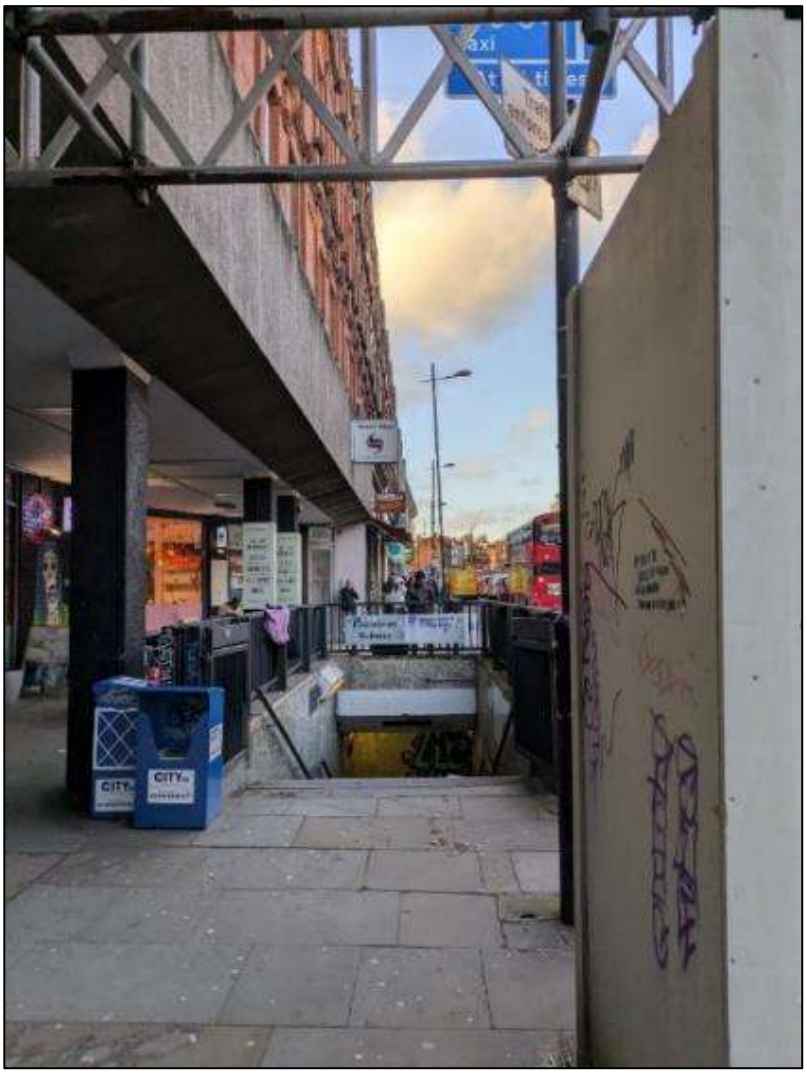
4.38 The pedestrian environment between the Site and Finchley Road Underground Station is of a high quality. The route has wide footways throughout, while there is also a good provision of dropped kerbs and tactile paving at all crossing points which makes it accessible. Close to the station, signalised crossing points are provided enabling pedestrians to safely cross. The route has good natural surveillance provided by the high footfall to the station with plenty of open shopfronts. The route lacks major cycle infrastructure, but it is understood that cyclists are encouraged to use alternative roads and routes.

4.39 Due to the high quality of pedestrian infrastructure and the relatively high level of footfall during the day, there has been 'no worst section' of Route 2 identified and therefore has not been assessed further in the daytime audit analysis.

Route 3 – to / from Finchley Road & Frognal Overground Station

4.40 The active travel route between the Site and Finchley Road & Frognal Overground Station is built to a good quality for the majority of the journey. The majority of pedestrian crossings along the route feature dropped kerbs and tactile paving, which allows pedestrians of all abilities to travel to/from the Overground Station, in addition, the route includes a Copenhagen crossing benefiting both pedestrians and cyclists. The route has a moderate level of pedestrian footfall creating a relaxing atmosphere during the day.

4.41 The weakest section of the route is at **Photograph 3A** in **Appendix G**, which is located just after the entrance to Finchley Road Underground Station leading to a subway underneath Finchley Road with a footway to the left of this (when travelling northbound). This section of the route could be viewed as uncomfortable due to the significant level of litter and graffiti / vandalism; this could intimidate pedestrians. The passage could also encourage anti-social behaviour as it is hidden from natural surveillance. This section of the route has been assessed against the Healthy Streets indicators with details provided in **Table 4.4**.



Photograph 3A: Footway north of Finchley Road Entrance

Table 4.4: Healthy Streets Indicators for Photograph 3A		
Healthy Streets Indicator	**Observations**	**Areas for Improvements**
Pedestrians from all walks of life	The pavements are generally wide and built to a good standard, providing an even surface to walk on.	No improvements are recommended for this aspect of Route 3.
Easy to cross	Due to the subway and provision of crossings all this section of the route is easy to cross.	No improvements are recommended for this aspect of Route 3.
Shade and shelter	The provision of the overhanging building offers places to take shelter.	There are no obvious areas of improvement.
Places to stop and rest	No places to stop and rest.	Due to the level of nearby noise people would be unlikely to want to stop and rest for a significant amount of time.
Not too noisy	Finchley Road is a major road which features a high volume of vehicle traffic including heavy vehicles. This is therefore quite loud and results in high emissions.	The societal shift to electric vehicles could help reduce the minimal amount of noise on surrounding roads.
People choose to walk, cycle and use public transport	This section of the route provides wide and evenly paved footways. Public transport amenities are provided along Finchley Road as discussed throughout this report.	No improvements are recommended, since there is already a good environment for active travel.
People feel safe	This section of footway has a level of litter and graffiti creating an unpleasant atmosphere, in addition the entrance to the frontage to the left could be seen as daunting due to its blind spot, this could encourage anti-social behaviour making it feel less safe for vulnerable pedestrians.	The introduction of CCTV cameras could help to improve safety. In addition, a clean-up of the walls and footway could be seen as an improvement as well as a possible installation of a bin to prevent littering.
Things to see and do	Many shops are provided along this route.	There is already lots to see and do, so no improvements are recommended.
People feel relaxed	Pedestrians could feel stressed and potentially unsafe at times due to the mentioned graffiti and littering.	Same improvements as 'people feel safe' element.
Clean air	Finchley Road is a major road which features a high volume of vehicle traffic including heavy vehicles.	A further reduction in the reliance of the private vehicle is required, in accordance with the Mayor's Transport Strategy. The transition to more electric and hybrid vehicles will also improve air quality.

Route 4 – to / from Chalk Farm Underground Station

4.42 The active travel route between the Site and Chalk Farn Underground Station is built to a good quality. The majority of pedestrian crossings provide tactile paving and dropped kerbs offering access to pedestrians of all walks of life. The footway is also wide which allows two wheelchair / pushchair users to pass at one section. The route has a moderate level of footfall.

4.43 It was noted that during the daytime audit, road works prohibited footway use, with no formal crossing point provided to reach the footway on the opposite side of the highway. Therefore, the weakest section of the route is at **Photograph 4D** in **Appendix G**. This section of the route has been assessed against the Healthy Streets indicators with details provided in **Table 4.5**.

Photograph 4D: Closed footway along Adelaide Road

Table 4.5: Healthy Streets Indicators for Photograph 4D		
Healthy Streets Indicator	**Observations**	**Areas for Improvements**
Pedestrians from all walks of life	Footways are wide and evenly paved which offers a good environment for all walks of life for most of the route, however road works do cause a sudden end of the footway on one side of the road which provides no clear and immediate crossing.	Issues are deemed as temporary and are expected to conclude before the operation of the Proposed Development.
Easy to cross	The route provides several crossing points which are suitable with tactile paving and dropped kerbs however the lack of a crossing near the closed footway may pose an issue to pedestrians, who would have to walk back on themselves to cross.	Issues are deemed as temporary and are expected to conclude before the operation of the Proposed Development. Warning signs of the closed footway are present however people may miss these.
Shade and shelter	Tall trees provide a good level of shade and shelter.	There are no obvious areas of improvement.
Places to stop and rest	The destination of this route provides no suitable places to stop and rest.	People are unlikely to want to stop and rest next to a road such as Adelaide Road.
Not too noisy	Adelaide Road is a moderately sized road which features a high volume of vehicle traffic including heavy vehicles. This therefore results in high emissions and noise.	The societal shift to electric vehicles could help reduce the minimal amount of noise on surrounding roads.
People choose to walk, cycle and use public transport	This section of the route is ideal to walk along as it provides wide footways other than the section of the route previously analysed. Sheffield stands are provided throughout the route, encouraging cycling.	No improvements are recommended, since there is already a good environment for active travel.
People feel safe	This section has a moderate level of football, creating a sense of feeling safe. However, the high speeds of the vehicles may create a feeling of being unsafe.	Same areas of improvement as suggested within the 'Easy to cross' recommendations
Things to see and do	The route offers a good selection of shops.	There is already lots to see and do, so no improvements are recommended.
People feel relaxed	Pedestrians could feel stressed and unrelaxed by how loud this road is due to the high volume of traffic.	Vehicle traffic and noise should further reduce due to the Clean Air initiative.
Clean air	High traffic flow including many HGVs at this road.	A further reduction in the reliance of the private vehicle is required, in accordance with the Mayor's Transport Strategy. The transition to more electric and hybrid vehicles will also improve air quality.

Route 5 – to / from Primrose Hill Greenspace

4.44 The pedestrian environment between the Site and the Primrose Hill Greenspace is of a high quality. The route has wide footways throughout, while there is also a good provision of dropped kerbs and tactile paving at all crossing points which makes it generally accessible. The route however does have a low footfall and a limited active frontage creating a lack of natural surveillance.

4.45 The weakest section of the route is at **Photograph 5F** in **Appendix G**, which is located at the just after the entrance to Primrose Hill Park This section of the route could be viewed as uncomfortable due to the lack of footfall, no active frontage and seasonal foliage build-up. This section of the route has been assessed against the Healthy Streets indicators with details provided in **Table 4.6**.

Photograph 5F: Entrance to Primrose Hill Park

Table 4.6: Healthy Streets Indicators for Photograph 5F		
Healthy Streets Indicator	**Observations**	**Areas for Improvements**
Pedestrians from all walks of life	Footways are wide and evenly paved which offers a good environment for all walks of life for the route. Foliage build-up may impede wheelchair use.	Improvements to frequency of foliage clearance during Autumn/Winter months.
Easy to cross	The route provides several crossing points which are suitable with tactile paving and dropped kerbs.	There are no obvious areas of improvement.
Shade and shelter	Tall trees provide a good level of shade and shelter.	There are no obvious areas of improvement.
Places to stop and rest	The destination of this route provides suitable places to stop and rest.	There are no obvious areas of improvement.
Not too noisy	The route and the areas around Primrose Hill are quiet.	There are no obvious areas of improvement.
People choose to walk, cycle and use public transport	This section of the route is ideal to walk along as it provides wide footways.	No improvements are recommended, since there is already a good environment for active travel.
People feel safe	This section has a low level of football, creating a sense of feeling unsafe.	Footfall is likely to increase with the proposed development.
Things to see and do	Primrose Hill offers a place to relax.	There is already lots to see and do, so no improvements are recommended.
People feel relaxed	This section has a low level of football, creating a sense of feeling unrelaxed.	Vehicle traffic and noise should further reduce due to the Clean Air initiative.
Clean air	High traffic flow including many HGVs in vicinity of the Site and on Adelaide Road.	A further reduction in the reliance of the private vehicle is required, in accordance with the Mayor's Transport Strategy. The transition to more electric and hybrid vehicles will also improve air quality.

Route 6 – to / from West Hampstead Station

4.46 The pedestrian environment between the Site and the West Hampstead Station(s) is of a high quality. The route has wide footways throughout, while there is also a good provision of dropped kerbs and tactile paving at all crossing points which makes it generally accessible. The route has acceptable natural surveillance provided by shop frontages. The route also has a moderate level of footfall which provides a safe environment for vulnerable pedestrians. The route is also suitable for cyclists due to the quiet roads and advance cycle stop lines.

4.47 Due to the high quality of both pedestrian and cycle infrastructure and the moderate level of footfall during the day, there has been 'no worst section' of Route 6 identified and therefore has not been assessed further in the day time audit analysis.

Nighttime Travel Audit

4.48 To understand how the active travel routes could be perceived at night, particularly by vulnerable pedestrians, an additional Night Time Travel Audit was undertaken on the same routes as the daytime active travel audit.

4.49 It is noted that Route 1, 2 and 4 presented no issues that were not already addressed within the daytime active travel audit. At night-time, these routes still had high levels of footfall, well-lit footways, and active frontages, therefore, these routes are subject to no further night-time analysis and are deemed safe and useable for vulnerable pedestrians.

4.50 The Night Time Travel Audit was undertaken by two auditors on 25th of November 2024 between the hours of 18:00 and 20:30. In this audit, the healthy streets indicators that were of particular interest were; 'pedestrians of all walks of life', 'easy to cross', 'people choose to walk, cycle or use public transport', 'people feel safe' and 'people feel relaxed' as these are the indicators which are most likely to differ from the day time situation in this context.

4.51 Using these criteria, some minor issues were raised during the night time audit, including the presence of dark spots / areas, lack of active frontage, lack of active footfall and a general feeling of being unsafe.

Route 3 – to / from Finchley Road & Frognal Overground Station

4.52 While the nighttime audit was being undertaken, it was noted that an area of Route 3 passes through a narrow section due to site hoarding which may create a feeling of being unsafe at night due to the blind spots caused by it. Due to the surrounding area being residential in nature, it also lacks active frontage and has a low footfall at night (shown in **Photograph N1** below).

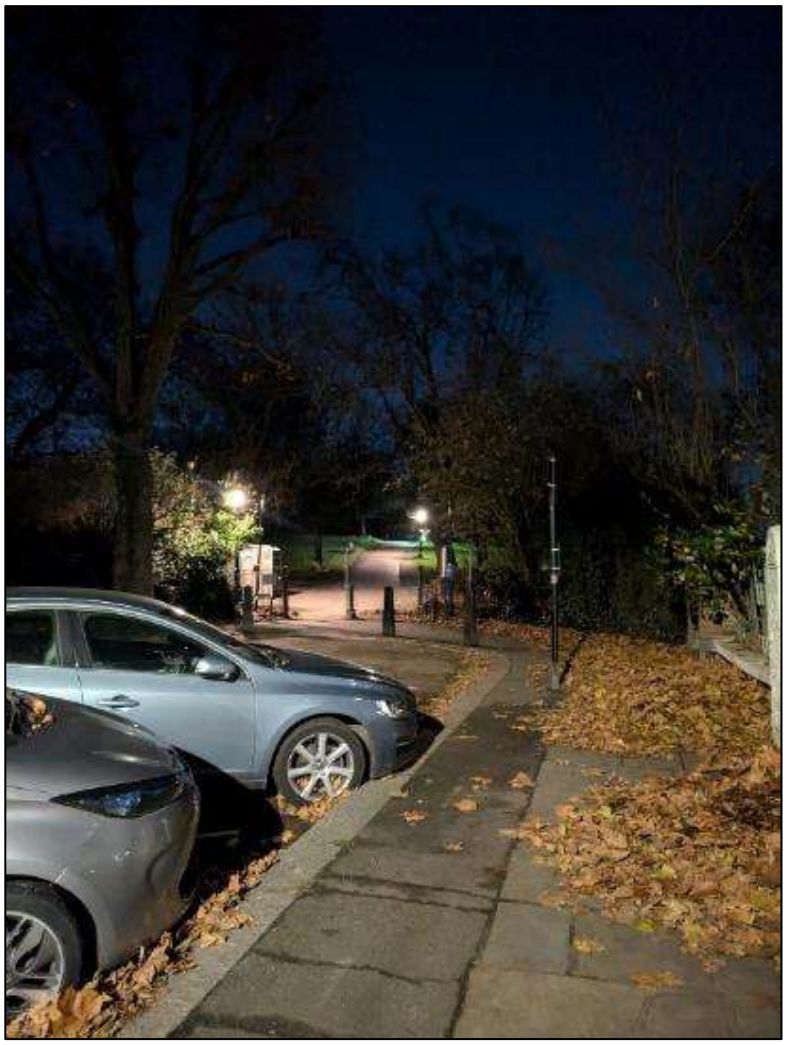
Photograph N1: Hoarding located on Finchley Road

4.53 The nature of this section and low levels of activity at night could encourage anti-social behaviour and therefore create a sense of unease for vulnerable pedestrians.

4.54 It is noted that it is unlikely that footfall and active frontage at night can be increased along this route. Notwithstanding, this section of the street would benefit from improved street lighting, the presence of CCTV and exploring the potential to provide street art. It is noted that the hoarding is a temporary measure and will likely conclude upon the completion of the proposed development.

Route 5 – to / from Primrose Hill

4.55 The route to Primrose Hill posed issues alluded to during the daytime audit but exacerbated due to the lack of lighting and decreased footfall. Due to the surrounding area being residential in nature, it also lacks active frontage creating a general feeling of unease (shown in **Photograph N2** below).



Photograph N2: Entrance to Primrose Hill

4.56 This may create an uncomfortable pedestrian environment with open, exposed space which creates a daunting atmosphere combined with the low footfall and no active frontages. The introduction of clear CCTV coverage for this area would improve the feeling of safety through overlooking.

Route 6 – to / from West Hampstead Stations

4.57 The route to West Hampstead largely provides a good nighttime active travel environment however it was noted that in certain areas the route lacks footfall and active frontage due to the surrounding area being residential in nature (shown in **Photograph N3** below).

Photograph N3: Broadhurst Gardens

4.58 This may create an uncomfortable pedestrian environment with a limited number of other pedestrians around, the atmosphere could be improved with more active frontage, however, this is hard to put into place.

Summary, Recommendations and Conclusions

Summary

4.59 An Active Travel Audit was undertaken in line with the Healthy Streets Approach utilising the '*Guide to the Heathy Streets Indicators – Delivering the Healthy Streets Approach*' (November, 2017) and '*Healthy Streets Check for Designers (April 2019)'*. The Active Travel Audit included routes to / from all relevant destinations within an acceptable walking distance of the Site, considering pre-application advice from LBC.

4.60 The worst performing locations during the daytime audit were identified as being caused by:

- Lack of suitable crossing on Belsize Road.
- Litter and graffiti along Finchley Road

- Closed footway along Adelaide Road with no implemented pedestrian crossing.
- Lack of active frontages and footfall near Primrose Hill Park

4.61 The worst performing locations during the nighttime audit were identified as being caused by:

- Dark spots along Finchley Road hoarding
- Lack of lighting, low footfall and no active frontages at the entrance to Primrose Hill
- Low footfall along Broadhurst Gardens

Recommendations

4.62 As part of the Healthy Streets Approach and TfL Transport Assessment guidance, a number of recommendations for improvements to the local transport network have been identified, which would facilitate an environment that encourages walking and cycling.

- Top-down measures from TfL and LBC could be introduced to reduce air pollution by restricting the flow of larger vehicles such as HGVs along the major roads near the Site.
- The introduction of CCTV cameras and street lighting at the entrance to Primrose Hill, and Finchley Road along with street lighting.
- Review of crossing along Belsize Road.
- Removal of graffiti and litter along Finchley Road and general clean-up.
- Review of closed footway crossing arrangements.

4.63 It is not considered necessary or appropriate that the Proposed Development would contribute towards or implement the recommendations identified within this Active Travel Audit, owing to the limited impact from the proposals and non-localised setting of improvements. It is pertinent to also note that the Implemented Permission, which could be built out, did not propose the implementation of the above recommendations.

5 TRIP GENERATION AND SERVICING DEMAND ASSESSMENT

5.1 The following section sets out the methodology in calculating the trip generation associated with the Implemented Permission and the Proposed Development. It also outlines the servicing demand assessment, utilising industry standard TRICS outputs for similar sites.

Trip Generation Assessment

Methodology

5.2 The trip generation exercise assesses the estimated total number of weekday AM peak (08:00–09:00), PM peak (17:00–18:00) and daily (07:00-21:00 for residential and 06:00-24:00 for retail) trips by land use and by mode of travel using the Trip Rate Information Computer System (TRICS) database and local 2011 Census data for method of travel. The 2011 Census data has been utilised as the 2021 Census study was undertaken during the Covid-19 pandemic, which resulted in associated travel questions being specified to current travel means, which results in a skewed output for method of travel, to that which occurs prior and since travel opportunities have been available once more.

5.3 This trip generation assessment focuses on the proposed residential and commercial/retail uses given the trips arriving and departing the local area using public transport modes. Whilst the trip generation of the commercial uses is anticipated to primarily be on foot or by bicycle within a relatively small and local catchment area, there would be a proportion of public transport trips which is evident from modal split data presented in the TRICS database. Considering this, it is appropriate to assess the potential impacts of the commercial uses on the public transport network in addition to the residential use.

5.4 The community use has not been assessed as it is expected that most trips to this use will be local trips by those living and working in the local catchment area. The number of trips will also be modest in the context of the other uses on the Site and predominantly off-peak, being at times when any potential impacts on the local transport network would be less pronounced.

5.5 The methodology for assessing residential and commercial trip generation for the Proposed Development also reviews the trip generation for the Implemented Permission, utilising the most recent TRICS data to give an accurate comparator based on the Implemented Permission being built out. The Proposed Development is also assessed on its own, as this is therefore representative of assessing against the existing Site, which is currently a stalled construction Site.

5.6 Importantly, the approach to the residential and commercial trip generation is consistent with the methodology applied in the TA for the Implemented Permission and has been set out to LBC as part of the pre-application process by way of the TSR.

Implemented Permission Trip Generation

5.7 Total person trip generation assessments for residential and commercial uses have been undertaken for the Implemented Permission using trip rates for comparable sites.

Implemented Permission Residential Trip Generation

5.8 TRICS trip rates have been sought for residential sites based on the following criteria:

- Residential Use – Flats Privately Owned;
- Inner London Boroughs;
- Sites range between 190-255 units;
- Sites surveyed since 2019;
- PTAL rating of 5 and higher; and,
- Include servicing vehicle data.

5.9 TRICS identified four comparative sites which met the criteria for this trip generation assessment. These sites have also been used later within this report when assessing servicing demand. A copy of the TRICS output data is included at **Appendix I**.

5.10 A summary of the total person trip rates and trip generation associated with the 184 units of the Implemented Permission is included in **Table 5.1** below, presenting the weekday AM and PM peak hours (08:00-09:00 and 17:00-18:00), as well as daily trips (07:00-21:00).

Table 5.1: Implemented Permission Person Trip Rates & Trip Generation (184 Residential Units)						
Time Period	**Trip Rates (Per 100 sqm)**			**Trip Generation**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
AM Peak (08:00-09:00)	0.078	0.47	0.548	14	86	101
PM Peak (17:00-18:00)	0.249	0.119	0.368	46	22	68
Daily (07:00-21:00)	2.391	2.525	4.916	440	465	905

5.11 The trip generation from Table 5.1 has been applied to the 2011 Census data for method of travel to work (residents), taken from the super output area – middle layer: Camden 017. This has been adjusted to represent the minimal expected trips made by private vehicle due to only blue badge parking being available and a permit free agreement preventing on-street resident parking, and therefore car use. This is summarised within **Table 5.2**.

Table 5.2: Implemented Permission Multi-Modal Trip Generation (184 Units)										
Travel Mode	**2011 Census (%)**	**AM Peak (08:00-09:00)**			**PM Peak (17:00-18:00)**			**Daily (07:00-21:00)**		
		In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	61.3%	9	53	62	28	13	42	270	285	555
Train	5.2%	1	5	5	2	1	4	23	24	47
Bus	13.4%	2	12	14	6	3	9	59	62	122
Taxi	0.9%	0	1	1	0	0	1	4	4	8
Motorcycle	1.3%	0	1	1	1	0	1	6	6	12
Driving Car	1.3%	0	1	1	1	0	1	6	6	12
Car Passenger	1.3%	0	1	1	1	0	1	6	6	12
Bicycle	4.1%	1	4	4	2	1	3	18	19	37
On Foot	10.9%	2	9	11	5	2	7	48	51	99
Total	**100%**	**14**	**86**	**101**	**46**	**22**	**68**	**440**	**465**	**905**
**Minor numerical discrepancies due to rounding.*										

5.12 As shown in the Table above, the Implemented Permission would be expected to generate 101 two-way trips in the weekday AM peak hour and 68 two-way trips in the weekday PM peak hour.

Implemented Permission Commercial Trip Generation

5.13 The Implemented Permission included the provision of circa 1,041sqm of flexible retail/financial or professional or café/restaurant floorspace across the ground floor levels of both the tower and lower blocks. It is anticipated that the larger flexible commercial space could be utilised as a small food retail / convenience store. This use type has been applied to assess the implemented and proposed flexible commercial space, on the basis that this use is a high trip attractor and will comprise the primary anticipated use of the flexible commercial space.

5.14 TRICS trip rates have been sought for convenience store sites based on the following criteria:

- Retail – Convenience Store;
- Inner London;
- Sites surveyed since 2019 (both sites were from 2023);
- PTAL rating of 5 or higher; and,
- Include servicing vehicle data.

5.15 TRICS identified two comparative sites which met the criteria for this trip generation assessment. These sites have also been used later within this report when assessing servicing demand. A copy of the TRICS output data is included at **Appendix J**.

5.16 A summary of the total person trip rates and trip generation associated with the commercial/retail element of the Implemented Permission is included in **Table 5.3** below, presenting the weekday AM and PM peak hours (08:00-09:00 and 17:00-18:00) and daily trips (06:00-24:00).

Table 5.3: Person Trip Rates & Trip Generation (1,041sqm GIA Convenience Store)

Time Period	Trip Rates (Per 100 sqm)			Trip Generation		
	In	Out	Total	In	Out	Total
AM Peak (08:00-09:00)	11.889	13.111	25	124	136	260
PM Peak (17:00-18:00)	14.444	14	28.444	150	146	296
Daily (06:00-24:00)	181.776	181.665	363.441	1,892	1,891	3,783

5.17 The trip generation from Table 5.3 has been applied to the modal split data associated with the two sites used from the TRICS database. This has been adjusted to represent the minimal expected trips made by private vehicle due to only disabled parking being provided (i.e. no standard parking is available). This is summarised within **Table 5.4**.

Table 5.4: Implemented Permission Multi-Modal Trip Generation (1,041sqm GIA Convenience Store)										
Travel Mode	**2011 Census (%)**	**AM Peak (08:00-09:00)**			**PM Peak (17:00-18:00)**			**Daily (06:00-24:00)**		
		In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	16.1%	20	22	42	24	23	48	305	304	609
Train	3.0%	4	4	8	5	4	9	57	57	114
Bus	23.3%	29	32	61	35	34	69	441	441	882
Taxi	1.0%	1	1	3	2	1	3	19	19	38
Motorcycle	2.1%	3	3	5	3	3	6	40	40	79
Driving Car	0.8%	1	1	2	1	1	2	15	15	30
Car Passenger	0.2%	0	0	1	0	0	1	4	4	8
Bicycle	5.3%	7	7	14	8	8	16	100	100	201
On Foot	48.2%	60	66	125	72	70	143	912	912	1,824
Total	**100%**	**124**	**136**	**260**	**150**	**146**	**296**	**1,892**	**1,891**	**3,783**
**Minor numerical discrepancies due to rounding.*										

5.18 As shown in the table above, the Implemented Permission would be expected to generate 110 two-way public transport trips in the weekday AM peak hour and 126 two-way public transport trips in the weekday PM peak hour.

Total Implemented Permission Trip Generation

5.19 **Table 5.5** below summarises the total trip generation for the Implemented Permission combining both the residential and commercial trip generation.

Table 5.5: Implemented Permission Total Multi-Modal Trip Generation									
Travel Mode	**AM Peak (08:00-09:00)**			**PM Peak (17:00-18:00)**			**Daily (06:00-24:00)**		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	20	22	42	24	23	48	305	304	609
Train	4	4	8	5	4	9	57	57	114
Bus	29	32	61	35	34	69	441	441	882
Taxi	1	1	3	2	1	3	19	19	38
Motorcycle	3	3	5	3	3	6	40	40	79
Driving Car	1	1	2	1	1	2	15	15	30
Car Passenger	0	0	1	0	0	1	4	4	8
Bicycle	7	7	14	8	8	16	100	100	201
On Foot	60	66	125	72	70	143	912	912	1,824
Total	**124**	**136**	**260**	**150**	**146**	**296**	**1,892**	**1,891**	**3,783**
**Minor numerical discrepancies due to rounding.*									

Proposed Development Trip Generation

Proposed Residential Trip Generation

5.20 Utilising the same TRICS trip rates as the assessment for the Implemented Permission, a residential and convenience store trip generation assessment has been undertaken for the Proposed Development, which seeks to deliver 237 residential units and 1,188sqm GIA of flexible commercial space.

5.21 A summary of the total person trip rates and trip generation for the Proposed Development is included in **Table 5.6** below, with **Table 5.7** presenting the multi-modal trip generation assessment, utilising the modal splits presented earlier in Table 5.2.

Table 5.6: Proposed Development Total Person Trip Rates & Trip Generation (237 Units)						
Time Period	**Trip Rates (Per Unit)**			**Trip Generation**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
AM Peak (08:00-09:00)	0.078	0.47	0.548	18	111	130
PM Peak (17:00-18:00)	0.249	0.119	0.368	59	28	87
Daily (07:00-21:00)	2.391	2.525	4.916	567	598	1,165

Table 5.7: Proposed Development Multi-Modal Trip Generation (237 Units)										
Travel Mode	**2011 Census (%)**	**AM Peak (08:00-09:00)**			**PM Peak (17:00-18:00)**			**Daily (07:00-21:00)**		
		In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	61.3%	11	68	80	36	17	53	347	367	714
Train	5.2%	1	6	7	3	1	5	30	31	61
Bus	13.4%	2	15	17	8	4	12	76	80	157
Taxi	0.9%	0	1	1	1	0	1	5	6	11
Motorcycle	1.3%	0	2	2	1	0	1	8	8	16
Driving Car	1.3%	0	1	2	1	0	1	7	8	15
Car Passenger	1.3%	0	2	2	1	0	1	8	8	16
Bicycle	4.1%	1	5	5	2	1	4	23	25	48
On Foot	10.9%	2	12	14	6	3	10	62	65	127
Total	**100%**	**18**	**111**	**130**	**59**	**28**	**87**	**567**	**598**	**1,165**
**Minor numerical discrepancies due to rounding.*										

5.22 The results above forecast that the residential element of the Proposed Development will generate 104 two-way public transport trips in the weekday AM peak and 70 two-way public transport trips in the weekday PM peak.

Proposed Commercial Trip Generation

5.23 The proposed commercial trip generation will utilise the same approach as summarised for the Implemented Permission in tables 5.3 and 5.4 above. **Tables 5.8 and 5.9** present the trip rates, trip generation and multi-modal trip generation of the Proposed Development commercial space (assessed as convenience store), including the AM and PM peak hours (08:00-09:00 and 17:00-18:00) and daily trips (06:00-24:00).

Table 5.8: Proposed Trip Rates & Trip Generation (1,188sqm GIA Convenience Store)						
Time Period	**Trip Rates (Per 100 sqm)**			**Trip Generation**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
AM Peak (08:00-09:00)	11.889	13.111	25	141	156	297
PM Peak (17:00-18:00)	14.444	14	28.444	172	166	338
Daily (06:00-24:00)	181.776	181.665	363.441	2,159	2,158	4,318

Table 5.9: Proposed Development Multi-Modal Trip Generation (1,188sqm GIA Convenience Store)										
Travel Mode	**2011 Census (%)**	**AM Peak (08:00-09:00)**			**PM Peak (17:00-18:00)**			**Daily (06:00-24:00)**		
		In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	16.1%	23	25	48	28	27	54	348	347	695
Train	3.0%	4	5	9	5	5	10	65	65	130
Bus	23.3%	33	36	69	40	39	79	503	503	1,006
Taxi	1.0%	1	2	3	2	2	3	22	22	43
Motorcycle	2.1%	3	3	6	4	3	7	45	45	91
Driving Car	0.8%	1	1	2	1	1	3	17	17	35
Car Passenger	0.2%	0	0	1	0	0	1	4	4	9
Bicycle	5.3%	7	8	16	9	9	18	114	114	229
On Foot	48.2%	68	75	143	83	80	163	1,041	1,040	2,081
Total	**100%**	**141**	**156**	**297**	**172**	**166**	**338**	**2,159**	**2,158**	**4,318**
**Minor numerical discrepancies due to rounding.*										

5.24 As shown above, the commercial use of the Proposed Development is anticipated to generate 126 two-way public transport trips in the weekday AM peak and 143 two-way public transport trips during the weekday PM peak.

Total Proposed Development Trip Generation

5.25 **Table 5.10** below summarises the total trip generation for the Proposed Development, combining the residential and commercial uses.

Table 5.10: Proposed Development Total Multi-Modal Trip Generation									
Travel Mode	**AM Peak (08:00-09:00)**			**PM Peak (17:00-18:00)**			**Daily (06:00-24:00)**		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	34	93	127	64	44	108	695	714	1,410
Train	5	10	16	8	6	15	94	96	190
Bus	35	51	87	48	43	90	579	583	1,163
Taxi	2	3	4	2	2	4	27	27	54
Motorcycle	3	5	8	4	4	8	53	53	106
Driving Car	1	3	4	2	2	4	25	25	50
Car Passenger	1	2	2	1	1	2	12	12	24
Bicycle	8	13	21	12	10	22	138	139	277
On Foot	70	87	157	89	83	172	1,103	1,106	2,209
Total	**160**	**267**	**427**	**231**	**195**	**425**	**2,726**	**2,757**	**5,483**
**Minor numerical discrepancies due to rounding.*									

5.26 The Proposed Development is anticipated to generate 427 two-way total person trips in the weekday AM peak and 425 two-way total person trips in the weekday PM peak. Of these, 230 two-way weekday AM peak trips will be by public transport, and 213 two-way trips in the weekday PM peak will be by public transport.

Net-Change in Trip Generation

5.27 A comparison of the trip generation scenarios has been conducted to assess the overall variation in trips during the weekday AM and PM peak hours between the Implemented Permission and the Proposed Development. The difference in trip generation by mode of travel is displayed below in **Table 5.11**.

Table 5.11: Net-Difference in Trips from Implemented Permission to Proposed Development									
Travel Mode	**AM Peak (08:00-09:00)**			**PM Peak (17:00-18:00)**			**Daily (06:00-24:00)**		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	+5	+18	+24	+12	+7	+19	+121	+125	+246
Train	+1	+2	+3	+1	+1	+2	+15	+15	+30
Bus	+5	+8	+12	+7	+6	+12	+79	+80	+160
Taxi	0	0	+1	0	0	+1	+4	+4	+8
Motorcycle	0	+1	+1	+1	+1	+1	+7	+7	+15
Driving Car	0	0	+1	0	0	+1	+4	+4	+8
Car Passenger	0	0	0	0	0	0	+2	+2	+5
Bicycle	+1	+2	+3	+2	+1	+3	+19	+20	+39
On Foot	+9	+12	+21	+12	+11	+22	+143	+143	+286
Total	**+22**	**+44**	**+66**	**+34**	**+27**	**+61**	**+394**	**+401**	**+795**
**Minor numerical discrepancies due to rounding.*									

5.28 As shown in the table above, the Proposed Development is expected to generate a net increase in trips of 66 additional two-way total trips during the weekday AM peak and 61 additional trips during the weekday PM peak, of which the majority would be by public transport, with 39 additional public transport trips in the weekday AM peak and 33 additional public transport trips in the weekday PM peak.

5.29 When considered against the Implemented Development, there is a negligible change in trips to the Site. It is pertinent to note however, that the existing Site is a stalled construction site and not generating any trips. As such, Table 5.10 presenting the anticipated trip generation of the Proposed Development provides a comparison between the existing vacant Site and the proposals, which would see a gross increase of 427 two-way weekday AM peak movements and 425 two-way weekday PM peak movements.

5.30 Given that the trip generation for the Implemented Permission has already been accepted, and on the basis of the highly accessible and sustainable location of the Site; the potential increase in trips arising from the Proposed Development is not expected to have a material impact on the local public transport or highway network.

5.31 To assess this, a review of peak hour public transport trips against public transport availability has been undertaken. It is recognised that for the busiest peak hour of the Proposed Development, when assessing against the existing Site, there will be 230 two-way public transport trips (AM peak). Reviewing the accessibility of the Site and available services, it is recognised that there are circa 118 services per hour across the bus, rail and underground network. When applying the trips generated by the scheme to these services, an addition of less than 2 additional passengers per service is estimated, which is a recognised similar level of minor increase in passengers per mode to that assessed as part of the Implemented Permission, which recognised that there would be no material impact on the local public transport network.

Servicing Demand Assessment

5.32 Servicing demand was not estimated as part of the TA or DSP associated with the Implemented Permission. As such, estimates against the Implemented Permission and the Proposed Development have been made utilising TRICS data of appropriate sites from within the last circa 5 years.

5.33 The TRICS database has been analysed for similar residential sites and convenience store sites from the last circa 5 years. These types of sites have been chosen on the basis that the development predominantly comprises residential use, with the large ground floor commercial space being anticipated to form a convenience store.

5.34 TRICS sites which are of a similar scale, PTAL level, located within London and surveyed within the last circa 5 years have been assessed to determine servicing demand estimations for the Implemented Permission and the Proposed Development. **Appendix I** includes a copy of the residential use TRICS trip rate output file for total person trip rates and servicing vehicle trip rates, and **Appendix J** includes a copy of the convenience store TRICS total person and servicing vehicle trip rate output file.

5.35 The TRICS trip rate for servicing activity for residential use was recognised as 0.141 deliveries per residential unit and the convenience store trip rate was recognised as 0.222 deliveries per 100sqm. Based on these trip rates for servicing, the Implemented Permission would generate approximately 26 residential deliveries per day and 2-3 commercial deliveries per day. It is expected that the community use space will have a nominal low delivery requirement, with around 1 delivery per day estimated. The Implemented Permission would therefore generate circa 29-30 deliveries per day in total.

5.36 Using the same approach for the Proposed Development, based on 237 residential units and 1,188sqm GIA of commercial/retail space, there will be an estimated 33-34 residential deliveries per day, 2-3 commercial deliveries per day and 1 community use delivery per day, equalling a daily delivery demand of circa 36-38 deliveries per day. This will result in an increase in daily deliveries from the Implemented Permission of circa 6-9 deliveries per day.

Servicing Demand Distribution

5.37 As detailed in section 3 of this TA, the Site has two servicing opportunities available, being the at-grade internal courtyard, accessed via the pedestrian zone of Eton Avenue to the north, and the basement servicing area accessed via the vehicle ramp from Eton Avenue to the east of the pedestrian zone.

5.38 The basement ramp has height restrictions (circa 2m), which would limit basement servicing use to cargo cycles, motorcycles, cars and panel vans (up to 4.6t panel vans due to manoeuvrability and headroom). It is also recognised that any servicing strategy for the Site will have to operate appropriately mindful of the frequent market activity at the Site access from Eton Avenue.

5.39 To determine what this means for servicing demand, analysis of the delivery activity for the TRICS sites has been undertaken. The review of the convenience store sites indicate all servicing activity is undertaken utilising OGV's, estimated to be 10m rigid lorries or articulated vehicles. The residential servicing activity recognised a more significant variation in delivery vehicle types, owing largely to the variation in delivered goods. **Table 5.12** below provides a summary of the delivery activity recognised across each assessed TRICS residential site, as well as presenting the combined modal split of delivery vehicles.

Table 5.12: TRICS Residential Servicing Demand by Vehicle

TRICS Site	Delivery Activity by Vehicle Type					
	Car	LGV	M/Cycle	OGV 1	OGV 2	Total
BM-03-C-01	0	9	0	1	0	10
HG-03-C-01	0	11	0	0	0	11
HM-03-C-02	6	22	0	3	0	31
IS-03-C-08	5	26	22	0	0	53
SK-03-C-03	5	6	8	2	1	22
Total (%)	**16 (12%)**	**74 (58%)**	**30 (24%)**	**6 (5%)**	**1 (1%)**	**127**

5.40 As demonstrated in Table 5.12, the residential element of the scheme generates a mix of delivery vehicles. The majority of delivery vehicles are by small to medium sized vehicles (motorcycles, cars and light goods vehicles), with 6% of deliveries being by HGV's (OGV 1 and OGV 2). Of the servicing activity, 36% was undertaken by cars and motorcycles, with a likely contributor to this figure being food takeaway orders.

5.41 Applying the delivery splits for residential deliveries as outlined in Table 5.12, and findings of delivery types for convenience stores, to the Proposed Development, **Table 5.13** below provides the anticipated delivery profile for the Development.

Table 5.13: Proposed Development Delivery Demand Profile*

Delivery Vehicle Type		Total Proposed Development Deliveries
Vehicle	**Percentage**	
Car	12%	5
LGV	58%	21
Motorcycle	24%	8
OGV 1 (HGV)	5%	2
OGV 2 (HGV)**	1%	2
Total	**100%**	**38**

**Minor numerical discrepancies due to rounding.*

***Data includes residential use delivery percentages, with convenience store deliveries added as OGV 2 deliveries in addition.*

5.42 As shown in Table 5.13, the vehicles which will make use of the ground floor public realm are anticipated to be low, with circa 5 HGV deliveries anticipated per day. Of these HGV movements, two will be attributed to the commercial space which can therefore be managed to take place outside of market operational hours.

5.43 It will be made clear to all residents that should they receive a specialist delivery and/or are moving out and make use of an HGV, these deliveries must be programmed to arrive before 10:00 or after 17:00, to ensure there is no conflict between servicing vehicles and the market operation. The Site management team will ensure all residents and operators on-site are aware of the limitations to servicing and deliveries at the Site, the appropriate protocol to servicing from basement level, and the operational hours of the markets.

6 DEVELOPMENT BENEFITS AND SUSTAINABLE MEASURES

6.1 This section provides details of the benefits and sustainable measures that would be delivered by the Proposed Development and how this will also mitigate any potential effects on the surrounding transport and highway network, both during construction and operation.

6.2 A range of benefits and measures are embedded within the scheme design, as set out in section 3, including public realm improvements, car parking removal, a managed servicing solution and the promotion of active travel.

Travel Plans

6.3 Residents and employees at the Proposed Development will be encouraged to travel by sustainable modes through the implementation of Travel Plans. Draft Residential and Workplace Travel Plans have been prepared and included as separate documents as part of this Amendment Application.

6.4 The Travel Plans have been prepared in accordance with TfL's guidance concerning new development in London.

Aims and Objectives

6.5 The primary objective of the Travel Plans 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 policy. It will also seek to promote a shift from travel by public transport to active modes such as walking and cycling.

6.6 The Travel Plan strategy allows for adaptability to ensure its relevance over the long term as changing travel habits occur. The Travel Plans will use a combination of incentives, improved facilities, and initiatives in order to change individual's attitudes to more sustainable travel modes.

Measures and Initiatives

6.7 The initiatives and measures that form part of the Travel Plans will be a mixture of 'hard' and 'soft' measures.

6.8 The 'hard' measures include the provision of facilities such as safe and secure cycle parking, showers and changing rooms. The 'soft' measures include initiatives such as cycle training courses and providing information on public transport services.

6.9 The Travel Plans would be finalised and agreed prior to the occupation of the Development.

Delivery, Servicing and Waste Management Plan

6.10 To ensure that the impact of deliveries and servicing associated with the development is minimised, a Draft Delivery, Servicing and Waste Management Plan (DSWMP) has been prepared. It is envisaged a final DSWMP will be secured by way of a legal agreement or planning condition.

6.11 The primary objectives of the DSWMP are to manage deliveries and servicing to, from and within the premises in order to ensure that servicing activity is undertaken successfully and without conflict between vehicles and/or pedestrians. The key aims and objectives of the DSWMP are:

- To minimise disruption to the local roads and Strategic Road Network (SRN).
- To ensure that deliveries are continuously and effectively managed.
- To manage deliveries effectively to avoid peaking of deliveries and departures that may have a detrimental impact on the local highway network.
- To ensure that, where possible, deliveries do not take place from the ground floor on-site public realm during Swiss Cottage Market activity.
- To ensure that deliveries are undertaken by small to medium sized vehicles (e.g. bicycles, motorbikes and transit vans) and electric or hybrid vehicles, so as to enable maximum utilisation of the basement level servicing facility, avoiding requirement for use of the ground floor public realm on-site.
- To manage the number / volume of delivery vehicle movements during the relevant peak periods.
- To record and manage waste arisings and collection strategy.

Construction Management Plan

6.12 To reduce the effects of construction vehicles on the local highway network and environment, the Applicant has prepared a draft Construction Management Plan (CMP) using LBC's standardised document as part of the planning application submission. The CMP includes further information on the type and management of construction vehicles, construction vehicle access and routeing arrangements, along with measures to ensure pedestrian, cyclist and vulnerable road user safety during construction hours.

6.13 The strategy for construction vehicle management builds on the principles set out by the Implemented Permission and all vehicle management arrangements have been and are being developed with TfL and LBC to ensure appropriate safety and clear access is maintained at the Site and surrounding network.

Construction Programme

6.14 Construction is expected to start in Q4 2025 and would commence following appointment of a contractor and subject to the receipt of planning permission and associated discharge of planning conditions and legal obligations.

Construction Vehicle Routing and Site Access Strategy

6.15 The primary access point to the Site is from the A41 where there are two access gates for construction vehicles to enter and exit the Site in a safe one-way gyratory action. In addition to these access points, there is a pit lane which takes the inner lane of the A41 which has space for two construction vehicles. **Figure 6.1** below includes an extract of the swept path analysis plans for the CMP, showing the two access gates from the A41. **Figure 6.2** below shows the pit lane arrangement and servicing access strategy for this.

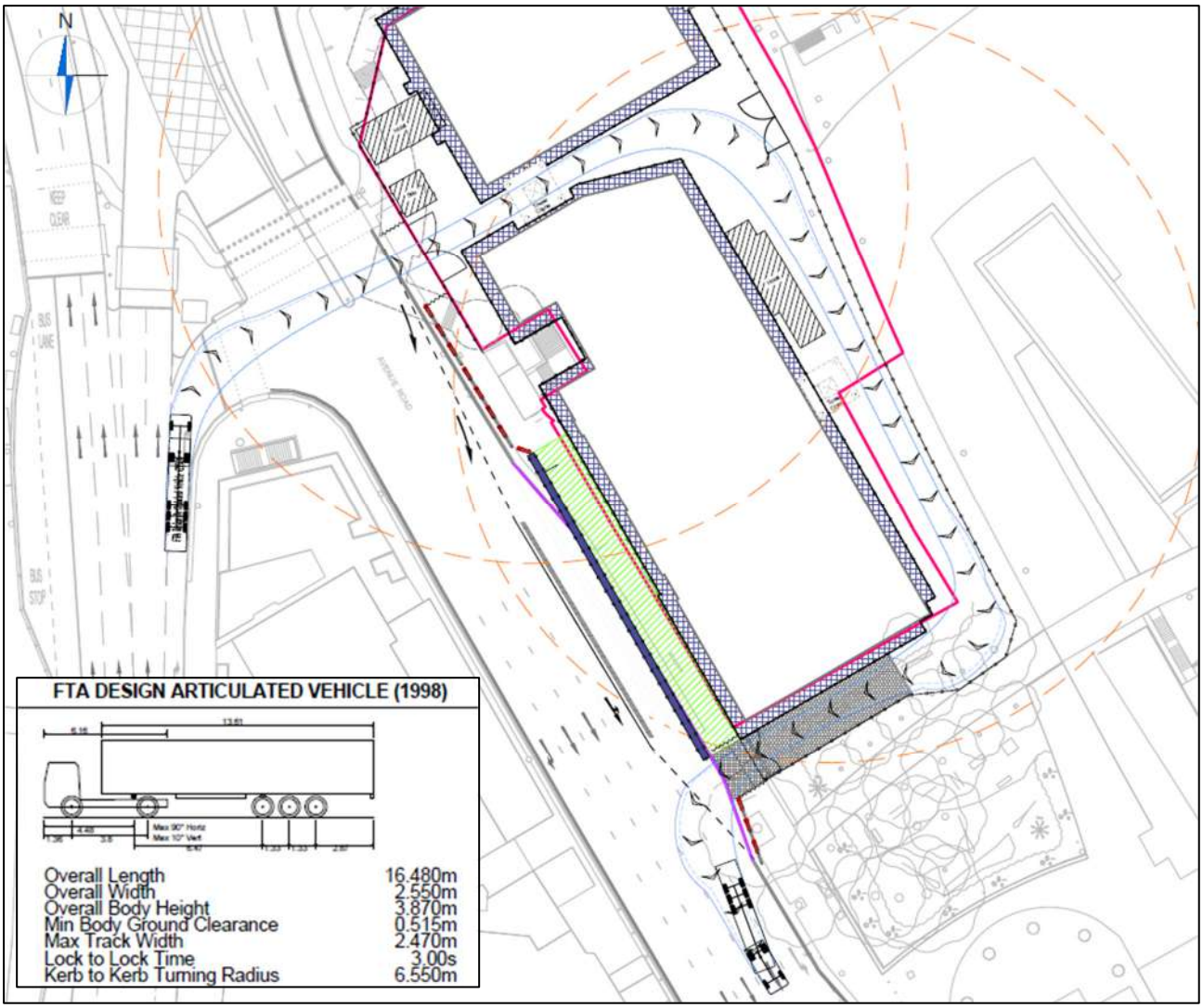


Figure 6.1: Swept Path Analysis Showing Access During Construction from the A41.

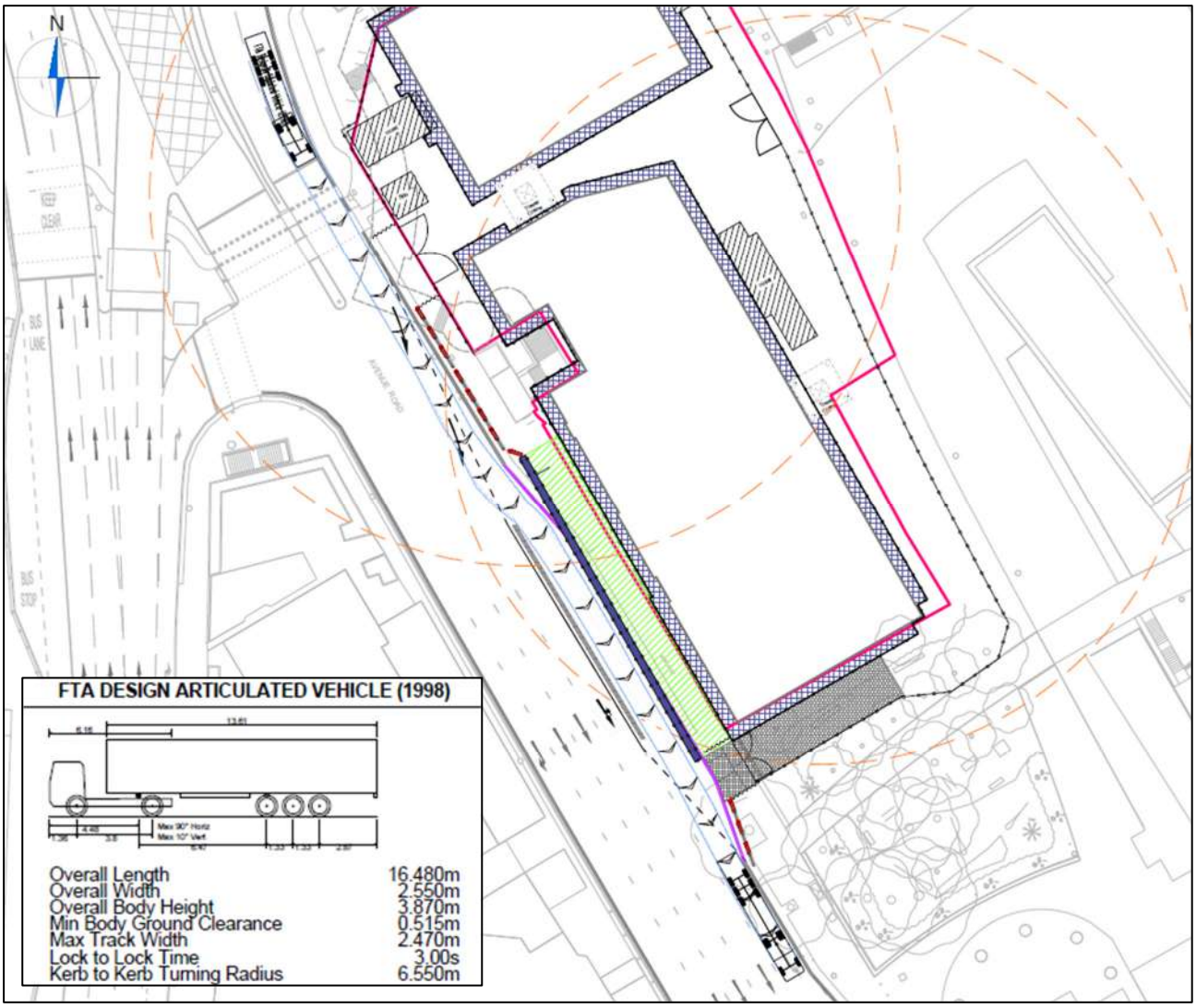


Figure 6.2: Swept Path Analysis Showing Access During Construction from Pit Lane on the A41.

6.16 Vehicle routing to the aforementioned access points will be taken as per **Figure 6.3** below. There is also an existing entrance to the already built basement in Eton Avenue, however, deliveries through this access will only be requested in exceptional circumstances. Construction traffic will be instructed to not approach from any other route.

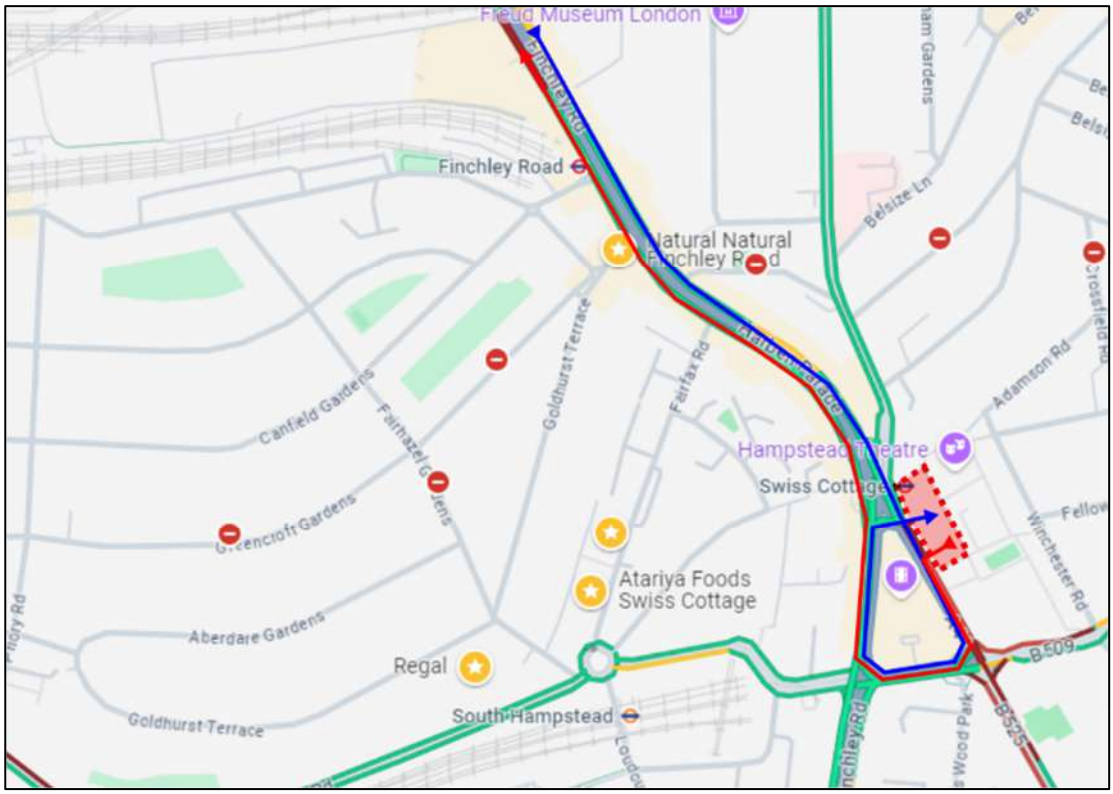


Figure 6.3: Construction Vehicle Routing Plan

6.17 The construction vehicle access and routing strategies are all proposed to align with the Implemented Permission and previously agreed CMP. The principle of access is to utilise the A41 and avoid residential streets and market activity where possible, therefore moving vehicles away from Eton Avenue and areas where there is more concentrated pedestrian activity and other sensitive receptors.

7 SUMMARY & CONCLUSION

Summary

7.1 This Transport Assessment ('TA') has been prepared by Caneparo Associates on behalf Regal Avenue Road Limited ('the Applicant') in relation to the s.73 Amendment Application for the proposal to redevelop a Site known as 100 Avenue Road (the 'Site'), located within the London Borough of Camden ('LBC').

7.2 The Proposed Development seeks the:

"Demolition of the existing building and redevelopment comprising residential units (Class C3) and flexible commercial, business and service use (Class E) and community use (Class F2(b)) with associated works including enlargement of the existing basement level to contain disabled car parking spaces and cycle parking, landscaping and access improvements."

7.3 The proposals have been assessed taking into consideration relevant planning policy, existing conditions, the Implemented Permission and pre-application discussions and engagement, and can be summarised as follows:

- The Site is in an area of excellent accessibility by non-car modes of transport, being within convenient walking distance of several rail and underground stations and many bus services; this is evidenced by the centre of the Site's PTAL rating of 6a.
- The Proposed Development will bring forward a high-quality public realm, connecting with the pedestrianised section of Eton Avenue to the north and to the Swiss Cottage Open Space to the east/southeast. Landscaping around the Site's periphery and internally will improve permeability and connectivity, providing a more pleasant environment for pedestrians.
- Pedestrian access will be taken from all boundaries, with vehicle access taken via a basement ramp accessed from Eton Avenue, as well as through a retained access from Eton Avenue to ground floor level via the pedestrianised section, as per the approved and discharged Servicing Management Plan for the Implemented Permission.
- The proposals are essentially car-free which reflects the Site's excellent accessibility by walking, cycling and public transport. Basement level accessible parking bays will be provided for blue badge holders to meet London Plan standards.

- A day time and nighttime ATA has been undertaken according to the Healthy Streets Approach to assess the routes to key amenities / facilities. This provided recommendations in order to improve these routes, albeit none are considered a necessary, as the Proposed Development will bring forward significant improvements to the pedestrian environment locally to the Site and for the local community visiting the Swiss Cottage Open Space and the Swiss Cottage Markets.

- Both long-stay and short-stay cycle parking will be provided on-site. Long-stay cycle parking provision has been agreed in principle with TfL and LBC, taking the form of a hybrid position between what the Implemented Permission delivers and what will be improved upon by the proposals, namely increasing compliance with London Plan standards and the LCDS.

- Servicing activity at the Site will be managed to ensure deliveries do not occur at ground floor level during market operational hours on Eton Avenue. Deliveries will make use of the basement car park, where a servicing bay has been provided. Deliveries by vehicles larger than 4.6t panel vans will take place at ground floor level accessing via Eton Avenue. This activity will be programmed to avoid market operation hours of 10:00-17:00.

- A multi-modal trip generation assessment has been undertaken for the Implemented Permission and the Proposed Development, which demonstrates that the uplift in residential units/areas will not result in any material impact on the local highway and public transport network. An assessment of the Proposed Development trips against local public transport availability also concludes that the proposals (taking the baseline situation into account of no activity on-site), will result in a negligible increase in passenger loading per public transport service in the weekday peak hours.

- Waste storage will be provided at ground floor and basement levels across the various uses. Waste collections will take place from within the public realm for the commercial, community and affordable residential uses, with the private residential use having waste collected from Eton Avenue, making use of the vehicle ramp to transfer waste.

- The effects of the Proposed Development will be mitigated and managed by a series of commitments by the Applicant which will be secured by way of planning condition and/or legal agreement. In association with this TA and the topics covered within, these commitments and equivalent reports submitted with the planning application include a Residential Travel Plan, Workplace Travel Plan, Delivery, Servicing and Waste Management Plan and Construction Management Plan.

Conclusion

7.4 In light of the above, it is concluded that the Proposed Development is acceptable in traffic and transport terms. Taking into consideration the Implemented Permission, the benefits of the proposals and mitigation measures proposed, it is consistent with relevant transport policy guidance and is considered to meet the key test of the revised NPPF and paragraph 116, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

7.5 On the basis there is no unacceptable impact on highway safety or residual cumulative impacts on the road network that would be deemed severe and that the proposals align with many of the key principles agreed through the Implemented Permission, sharing servicing strategies and a similar public realm offering, it is concluded that the Proposed Development should be supported on transport and highways grounds.

APPENDIX A

2024/2905/PRE, 100 Avenue Road London NW3 3HF, Planning Performance Agreement PPA Application for 210 market and affordable homes, commercial and community space.

Thank you for consulting Transport Planning, our considerations are covered below:

- Policy review
- Site location and access to public transport
- Trip generation
- Travel planning
- Access and permeability
- Cycle parking
- Car parking and vehicle access
- Construction management
- Deliveries and servicing
- Transport Assessment
- Highway works
- Pedestrian, Cycling and Environmental Improvements
- Micro and shared mobility improvements

1. Policy review

1.1 Policy T1 of the Local Plan promotes sustainable transport by prioritising walking, cycling and public transport in the borough. Policy T2 seeks to limit the availability of car parking and requires all new developments in the borough to be car-free.

1.2 Policy T3 sets out how the Council will seek improvements to transport infrastructure in the borough. Policy T4 addresses how the Council will promote the sustainable movement of goods and materials and seeks to minimise the movement of goods and materials by road.

1.3 The Council consulted on the Draft new Local Plan from 17th January to 13th March 2024. The document sets out our vision for future development in Camden for the next 15 years. The applicant is encouraged to explore the new planning policies which will start gaining weight in the coming months. Policy W1 – West Camden includes the support and delivery of several infrastructure schemes in the vicinity of the site, towards which the Council will seek the appropriate contributions. Of particular importance to this development are:

- The delivery of a new link / step free access into Finchley Road Underground station;
- The creation of attractive and safer walking, wheeling, and cycling routes both into and through the area to deliver the priorities set out in the Council's Transport Strategy and Cycling Action Plan;
- Improvements to the street environment and public realm particularly around the Finchley Road and Swiss Cottage stations and along Finchley Road, Swiss Cottage and Avenue Road, through measures such as tree planting, greening, biodiversity enhancements, improved crossings, and wider pavements;
- The roll-out of the Council's neighbourhood-based Safe and Healthy Streets programme across this area, delivering through-traffic reduction and other Healthy Streets measures.

1.4 Camden's Transport Strategy (CTS) aims to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets our objectives, policies, and measures for achieving this goal.

Our priorities include:
- increasing walking and cycling
- improving public transport in the Borough
- reducing car ownership and use
- improving the quality of our air
- making our streets and transport networks safe, accessible, and inclusive for all.

1.5 On 13th November 2024, Camden Council's Cabinet agreed to implement the next phase of our CTS for 2025 to 2028, investing in more environmentally friendly, healthier forms of travel and creating more welcoming streets and neighbourhoods. The strategy includes commitments, all of which are pertinent to this application, and which will be expanded upon in later sections, to:
- introduce segregated cycle lanes in at least one direction (westbound/uphill) and potentially both, subject to available widths, along the full length of Adelaide Road, alongside improved pedestrian infrastructure, urban greening, and incorporating places to stop and rest, shade and shelter.
- implement the northbound (uphill) segregated cycle lane on Fitzjohn's Avenue, with pedestrian improvements at side road junctions.
- develop a comprehensive network of electric vehicle charging points (EVCPs) that both responds to existing demand for EV infrastructure and provides for and accelerates the uptake of cleaner vehicles in the future, in line with our Electric Vehicle Charging Point Action Plan.
- continue to expand our dockless bike and e-scooter hire network, and
- to contribute towards the implementation of the CTS Cycling Action Plan, Walking and Accessibility Action Plan, and Road Safety Action Plan.

1.6 Camden's Clean Air Action Plan and Climate Action Plan also contain policies which are relevant to our transport observations.

1.7 London Plan policies on transport of relevance include:
- Policy T1 (Strategic approach to transport)
- Policy T2 (Healthy Streets)
- Policy T3 (Transport capacity, connectivity, and safeguarding)
- Policy T4 (Assessing and mitigating transport impacts)
- Policy T5 (Cycling)
- Policy T6 (Car parking)
- Policy T7 (Deliveries, servicing, and construction)
- Policy T9 (Funding transport infrastructure through planning)

1.8 London Plan Policy T1 (Strategic approach to transport) states that Development Plans should support, and development proposals should facilitate, the delivery of the Mayor's strategic target of 95% per cent of all trips in central London to be made by foot, cycle, or public transport by 2041.

1.9 London Plan Policy T1 also states that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

1.10 We have developed a Freight and Servicing Action Plan (FSAP) to support safe, clean and efficient deliveries, freight and servicing operations in our borough. It will help us meet the objectives in the Camden Transport Strategy. The Plan was adopted on 1st July 2024.

2. Site location and access to public transport

2.1 The site is adjacent to the Belsize Park Conservation Area and is bounded by Eton Avenue to the north-east and A41 Avenue Road to the west, which forms part of the Transport for London Road Network (TLRN).

2.2 The site is easily accessible by public transport with a Public Transport Accessibility Level (PTAL) rating of 6a (excellent).

2.3 Swiss Cottage Underground station is located next to the site, and Finchley Road approximately 700m north. South Hampstead London Overground station is located approximately 550m metres south-west of the site.

2.4 The closest bus stops are located outside Swiss Cottage London Underground station on Avenue Road.

2.5 The nearest local cycle route is located on College Crescent, Eton Avenue and Winchester Road. The nearest Cycleway C-link on King Henry's Road connects with the Cycleway 6 on Prince of Wales Road and Haverstock Hill via Chalk Farm.

2.6 The nearest Santander Cycle docking station in the Borough is located on Castlehaven Road in Camden Town, more than 2km east of the site. This development presents an opportunity to introduce the scheme in Swiss Cottage to better serve the local area.

2.7 The nearest dedicated parking bays for dockless rental e-bikes and rental e-scooters are located on Eton Avenue and Belsize Road, approximately 100 east and west of the site, respectively. However, these bays are already showing signs of overcapacity and increasing demand. Camden's Transport Strategy and Projects Service has commissioned a project to identify Shared Transport Availability Level (STAL) which mirrors a PTAL rating, but in this case only including shared transport modes: Car Clubs, Santander bicycles, E-scooters, and E-Scooter and Cycle Hire bays. It is our aspiration for the STAL score to be 6b in the area. The Council has plans to expand the network of dockless rental e-bikes and rental e-scooter bays in the area, and it is hoped that additional bays could be provided in the future via developer contributions.

3. Trip generation

3.1 Acknowledging that the implemented scheme does not generate (and has never generated) any trips is important to understand the true impact of the proposed development.

3.2 The anticipated residential and commercial use person trip generation for the proposed development was calculated using trip rates obtained from TRICS and the modal share from 2011 Census.

3.3 Table 6.10 presented in the Transport Scoping Note and reproduced here, shows the anticipated travel demand generated by the proposed development.

Table 6.10: Proposed Development Total Multi-Modal Trip Generation

Travel Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Underground	34	96	130	66	44	110
Train	5	11	16	8	6	15
Bus	35	52	87	48	43	91
Taxi	2	3	4	2	2	4
Motorcycle	3	5	8	4	4	8
Driving Car	1	3	4	2	2	4
Passenger in Car	1	2	2	1	1	2
Bicycle	8	13	21	12	10	22
On Foot	70	88	158	90	83	173
Total	**160**	**271**	**431**	**234**	**195**	**429**

**Minor numerical discrepancies due to rounding.*

3.4 Some of the sites used for the analysis are located in outer London boroughs. Residential trip generation should be based on TRICS inner London sites only, which are comparable to the proposed development in terms of their PTAL, location and scale. It is requested that the TRICS output is amended accordingly.

3.5 The communal use will cater for the established charity The Winch. Clarification is requested if the charity will relocate into the new premises from its present location or operate from both sites. Any increase in patronage should be reflected in trip generation analysis.

3.6 It is requested that the trip generation analysis is provided for the whole day.

3.7 Based on other developments in the area, it is anticipated that a high volume of the walking trips is likely to be made from Swiss Cottage and Finchley Road London Underground and South Hampstead London Overground stations, and bus stops on Avenue Road and Finchley Road.

3.8 Considering the increase in active travel, the applicant will be requested to provide financial contributions towards the aforementioned CTS commitments outlined in paragraph 1.5.

3.9 It is confirmed that an Active Travel Zone Assessment comprising of previously agreed destination routes will be included in the Transport Assessment in line with the TfL Healthy Streets guidance.

4. Travel planning

4.1 A Framework Travel Plan in line with CPG Transport should be submitted with a future application. Further detail on Travel Plans is available on Travel Plans - Camden Council.

4.2 A Travel Plan covering an associated monitoring and measures contribution of £11,348 will be secured by legal agreement if planning permission is granted.

5. Access and permeability

5.1 The main pedestrian access is proposed from Avenue Road via a centralised entrance created between the two blocks of the site. This arrangement will provide access to the site and the adjacent Swiss Cottage Open Space. Clarification is requested on whether pedestrians and cyclists will also be able to access the site from Eton Avenue pedestrian area, and if so, how any potential conflict with the proposed servicing activity in the inner courtyard can be managed.

5.2 The existing vehicle ramp to the basement is located to the east of the pedestrian zone adjacent to Hampstead Theatre on Eton Avenue. This will be retained to provide access to blue badge parking and a servicing area.

5.3 The extant permission allows servicing by large vehicles via the pedestrian zone at the west end of Eton Avenue, an area where the market is located. The applicant is requested to consider exploring servicing the site by larger vehicles from Avenue Road in consultation with TfL.

6. Cycle parking

6.1 The Council requires high quality cycle parking to be provided in accordance with Local Plan Policy T1, CPG 7, the London Cycling Design Standards (LCDS), and London Plan Policy T5 for A1, C3-C4 and D1 uses.

6.2 The long-stay cycle parking for the implemented scheme will be provided in line with the previously agreed standards, whilst the residential uplift will benefit from the current London Plan standards. Cycle parking will be provided within basement level cycle stores for each block, accessible via lifts and stairs. The lifts should be able to accommodate all bikes in a horizontal position. It is requested that cycle channels are installed on the stairs to help with the transportation of bikes.

6.3 Short-stay cycle parking will be provided in line with London Plan standards. A financial contribution will be requested towards any Sheffield stands located outside the red line boundary on the public highway.

6.4 Full cycle parking details for all land uses will be provided with the application.

7. Car parking and vehicle access

7.1 The site is located in Controlled Parking Zone (CPZ) CA-B Belsize, which operates 08:30-18:30 Monday to Friday and 09:30-13:30 on Saturday or pay and display with maximum stay of four hours.

7.2 Eight blue badge car parking spaces will be provided in the basement level, which is five spaces fewer than the implemented scheme, even though the new proposal will result in an increase of 53 residential units. Whilst this represents a 3% parking to residential unit ratio, it is requested that the applicant demonstrates how an additional seven per cent could be provided, in line with the London plan standards and preapplication discussions.

7.3 'National disability, accessibility and blue badge statistics: 2021 to 2022' published on 18 January 2023, report that on 31 March 2022, 4.3% of the population held a Blue Badge, an increase of 3.6% since March 2021.

7.4 Also, it is important to acknowledge that neither Swiss Cottage nor Finchley Road London Underground stations offer step free access. This presents an opportunity for the applicant to liaise with TfL and explore the opportunity of providing step free access at these stations.

7.5 The entire development would be secured car-permit free by legal agreement if planning consent were granted.

7.6 Officers expect the large majority of staff and visitors to travel to the site by sustainable modes of transport. However, there is potential for some visitors with electric vehicles to drive to the site with a view to parking in an 'Electric Vehicles Only' parking bay in the controlled parking zone. This would put pressure on infrastructure which has been provided primarily for local stakeholders. Officers therefore suggest that an additional EVCP (fast charger on an island buildout) be provided on the public highway in the general vicinity of the site. A financial contribution of £20,000 will be secured by legal agreement in accordance with Local Plan Policy A1 if planning permission were granted.

CPZ Review

7.7 Objective 2 of the CTS sets out to reduce car ownership and use, and motor traffic levels in Camden, and features several measures in support of achieving this objective. One of the measures is 2d, which states that the Council will 'undertake a study to provide a robust evidence base using all relevant data and local context to identify where amendments to Controlled Parking Zone (CPZ) hours of control or size will have an impact on car ownership and car use and use that study to help guide future reviews and decisions.'

7.8 In alignment with that action, Camden's Controlled Parking Zones (CPZ) Review final report, which was published in February 2023, independently appraised all of Camden CPZs using a multi-criteria assessment. The findings show that there is a greater need to manage parking demand in the borough through the hours

of CPZ controls. The CPZ Assessment Results show that CA-B CPZ performed poorly in terms of the impact of its current hours of control in helping manage demand, and was attributed an “Amber” RAG status, which present the need and justification for increasing the regulation parking. The review recommends, amongst others, that the CA-B hours of operation are extended, subject to consultation and decision-making processes.

7.9 In 2023 we reviewed our progress so far on the CTS and also set out our delivery plan for the period covering 2024/25. This was presented to Culture and Environment Scrutiny Committee on 6th February 2024. We committed to deliver a package of Parking Management measures to reduce motor vehicle ownership and use, traffic levels and vehicle emissions in the Borough:

- Controlled Parking Zone (CPZ) hours extensions
- Workplace Parking Levy
- EVCP roll out.

7.10 At present, the CA-B CPZ control hours do not extend into the evening, nor do they cover much of the weekend, which presents an opportunity for visitors to drive to the site and park on street outside of hours of control, or indeed within hours, using paid for parking/visitor vouchers. This has a potential to increase on-street parking pressure which may drive demand for CPZ reviews. Considering the scale and the location of the proposed development, it is appropriate to request a contribution of £30,000 towards the CA-B CPZ review.

8. Construction management

8.1 The applicant is requested to submit a Construction Management Plan (CMP) using the Council’s CMP pro-forma in line with LB Camden guidance on construction management. A CMP document will also be secured by legal agreement in accordance with Local Plan Policy A1 if planning permission is granted.

8.2 Our primary concern is public safety, but we also need to ensure that construction traffic does not create (or add to existing) traffic congestion in the local area. The proposal is also likely to lead to a variety of amenity issues for local people (e.g., noise, vibration, air quality, temporary loss of parking, etc). The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area.

8.3 A detailed CMP document will also be secured by legal agreement in accordance with Local Plan Policy A1 if planning permission is granted.

8.4 The development will require input from officers at demolition and construction stage. This will relate to the development and assessment of the CMP as well as ongoing monitoring and enforcement of the DMP and CMP during demolition and construction.

8.5 Implementation support contributions of £30,513 and construction impact bonds of £32,000 for the demolition and construction phases of the development works

will be secured by legal agreement in accordance with Local Plan Policy A1 if planning permission is granted.

8.6 A further requirement to form a construction working group consisting of representatives from the local community prior to commencement of demolition or construction will also be secured by legal agreement if planning permission is granted.

9. Deliveries and servicing

9.1 The proposed development has a potential to generate 35 servicing trips, based on interrogating TRICS database. In line with the implemented scheme, servicing is proposed to take place from the internal courtyard, accessed via the pedestrian zone of Eton Avenue, and the basement servicing area, accessed via the vehicle ramp from Eton Avenue.

9.2 Table 5.4 presented in the Transport Scoping Note and reproduced here, shows the projected servicing vehicle profile likely to access the site.

Table 5.4: Proposed Development Delivery Demand Profile*

Delivery Vehicle Type		Total Proposed Development Deliveries
Vehicle	Percentage	
Car	12%	4
LGV	58%	18
Motorcycle	24%	8
OGV 1 (HGV)	5%	2
OGV 2 (HGV)**	1%	3
Total	**100%**	**35**

**Minor numerical discrepancies due to rounding.*

***Data includes residential use delivery percentages, with convenience store deliveries added as OGV 2 deliveries in addition.*

9.3 The basement ramp has height restrictions which would limit servicing to cargo cycles, motorcycles, cars, and panel vans. It is important to understand the level of servicing taking place from each location, especially given the fact that the majority of LGVs used for residential grocery and amazon type deliveries will not be able to access the basement.

9.4 Whilst it is appreciated that servicing for commercial premisses and refuse collection can be regulated to take place outside market hours, such arrangements would be difficult if not impossible to implement and enforce for the residential use, even if mandated via a Delivery and Servicing Plan (DSP).

9.5 The proposed development benefits from the planning consent and the implemented scheme tried to manage deliveries to avoid conflict with market traders. However, the servicing strategy should be further refined to take account of the operational requirements of the Eton Avenue Market, and its plans for the upgrade and new public realm. The applicant is therefore strongly encouraged to consult with the borough's Market and Highways teams in developing a strategy which will be of benefit to all stakeholders.

9.6 Transport officers have previously suggested exploring a possibility of servicing the site from Avenue Road to reduce pressure on Eton Avenue. TfL has permitted construction vehicles to enter and exit the site during the construction of the basement and will again allow so for the construction of the proposed development. This presents an opportunity to devise a servicing strategy for larger vehicles which could potentially access the site from Avenue Road.

9.7 A detailed DSP would be secured by legal agreement if planning permission were granted. This would help to ensure that any operational impacts associated with delivery and servicing movements will be mitigated.

10. Highway works

10.1 It is not known if the proposal would require any physical alterations to the public highway. However, it is suggested that a modest highways contribution of £50,000 towards repairing any damage potentially caused to the public highway on Eton Avenue during construction is secured by legal agreement if planning permission is granted.

11. Public realm improvements

11.1 We will be seeking a contribution towards the delivery of public realm improvement works in the vicinity of the site, in line with the extant permission. Further details will be provided at the full application stage.

11.2 Transport for London are also likely to seek a financial contribution for public realm and road safety improvements to Avenue Road and Finchley Road.

12. Pedestrian, cycling and environmental improvements

12.1 Securing financial planning obligations from major developments towards transport improvement schemes is necessary when it is considered that a development will have significant impacts on the local area which cannot be mitigated by planning conditions. New developments place pressure on the existing infrastructure and services and benefit directly from new and improved safe and healthy street schemes we are delivering across the borough, as well as complementary initiatives (such as cycle training – covered through Travel Plan contributions). The delivery of these Safe & Healthy Streets schemes is based on our ambitious Camden Transport Strategy Delivery Plan for 2025 - 2028, in which developer contributions have been identified as a source of funding.

12.2 It is therefore appropriate that all developments, even those with limited transport impact, should contribute towards future active travel infrastructure schemes for several reasons:

- Investing in active travel infrastructure supports environmental and public health objectives by encouraging sustainable travel options.
- Contributions from developments today help ensure that adequate infrastructure is in place when future demand increases, rather than reacting to issues as they arise.
- By requiring all developments to contribute, funding for active travel infrastructure is spread more evenly. This ensures that the financial burden is

not placed disproportionately on developments with significant transport impacts.
- Contributions from small developments can help manage and mitigate cumulative impacts over time and support sustainable growth.
- Implementing active travel infrastructure is essential for creating greener, more sustainable Camden.

12.3 In line with the increase in walking and cycle trips generated by the proposed development and further promoted by the requested Travel Plan, we will seek a contribution towards:
- introducing segregated cycle lanes in at least one direction (westbound/uphill) and potentially both, subject to available widths, along the full length of Adelaide Road, alongside improved pedestrian infrastructure, urban greening, and incorporating places to stop and rest, shade and shelter.
- implementing the northbound (uphill) segregated cycle lane on Fitzjohn's Avenue, with pedestrian improvements at side road junctions.
- Introducing Safe and Healthy Streets improvements in the residential area to the east of the site.

12.4 The level of financial contribution will be determined once a planning application has been submitted.

13. <u>Micro and shared mobility improvements</u>

13.1 Parking bays for dockless rental e-bikes and rental e-scooters are located nearby. However, these merely provide capacity for existing usage by residents and people who work in or visit the area.

13.2 The STAL analysis shows low grades of 1 - 3 throughout the area which indicates significant opportunities for improvement, considering it is our aspiration (and target) for the STAL score to be 6b. We anticipate significant demand for more parking bays to be provided in the area should planning permission be granted.

13.3 A cycle/e-scooter hire improvements contribution of would therefore be secured as a Section 106 planning obligation if planning permission is granted. This would allow the Council to provide additional capacity for the parking of dockless rental e-bikes and rental e-scooters in the local area (e.g., by expanding existing bays and providing additional bays). Officers anticipate staff and visitors using these modes of transport as an alternative to public transport, especially when their primary mode of transport is rail with a secondary trip by micromobility vehicles.

APPENDIX B

GREATER**LONDON**AUTHORITY

Good Growth

Chloe Saunter
Regal
By email

Our ref: 2024/0393/P2I
Date: 30 October 2024

Dear Chloe Saunter

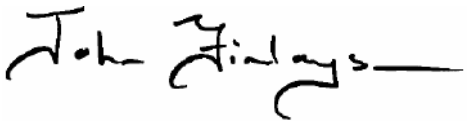
Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999 & 2007; Town & Country Planning (Mayor of London) Order 2008

Site: 100 Avenue Road
LPA: Camden
Our reference: 2024/0393/P2I

Further to the pre-planning application meeting held on 20 August 2024 I enclose a copy of the GLA's assessment which sets out our advice and matters which will need to be fully addressed before the application is submitted to the local planning authority.

The advice given by officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of the application.

Yours sincerely



John Finlayson

Head of Development Management

cc Allison Flight, Deputy Head of Development Management
TfL

GREATER**LONDON**AUTHORITY

pre-application report 2024/0393/P2I

30 October 2024

100 Avenue Road

Local Planning Authority: Camden

The proposal Residential-led mixed use redevelopment to provide 236 homes (35% affordable housing); 1,280 sq.m. retail floor space; and floor space for use by a charity, in a building of 8 and 26 storeys, plus basement.
The applicant The applicant is **Regal Avenue Road Limited** and the architect is **Cartwright Pickard**.
Assessment summary Amendment of the extant consent to optimise the site by providing an uplift in residential units, including affordable homes, and commercial floorspace is supported in land use terms. Issues with respect to housing; urban design; heritage; strategic views; transport; sustainable development; and environmental issues must be addressed in advance of an application being made.
Key next steps The future application will need to address the issues raised in this report with respect to housing; urban design; heritage; strategic views; transport; sustainable development; and environmental issues.

Context

1. On 20 August 2024 a pre-planning application meeting to discuss a proposal to develop the above site for the above uses was held on MS Teams with the following attendees:

GLA group

- Nikki Matthews, Case Officer
- Connaire O'Sullivan, Team Leader (Development Management)
- Kerry Branford, Senior Design Officer
- Yannis Papadopoulos, Energy Officer
- Rachel Howsen, Project Support Officer
- Gavin McLaughlin, TfL

Local Authority

- Christopher Smith, London Borough of Camden

Applicant

- Steve Harrington, Regal
- Chloe Saunter, Regal
- David Roberts, Cartwright Pickard
- James Pickard, Cartwright Pickard
- Alex Florea, Cartwright Pickard
- Joe Todd, Turkington Martin
- Nikolena Gkolfinopoulou, Turkington Martin
- Ellen Huelin – Whitecode
- Daniel Burkin, Caneparo
- Roger Mascall, Turley
- Rachel Power, Montagu Evans
- James Leuenberger, Montagu Evans.

2. The advice given by GLA officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of an application.

Site description

3. The pre-application site is located on the corner of Finchley Road, College Crescent and Eton Avenue, and is directly adjacent to the Swiss Cottage London Underground station access on Avenue Road. The pre-existing building has been demolished and a basement has been constructed under the extant consent. Previously the site was occupied by an office building.

4. The pre-application site lies within the extended background of the London View Management Framework (LVFM) Greenwich Park Panorama: Greenwich Park Wolfe statue (viewing location 5A) to Tower Bridge. The site is also located within the Swiss Cottage / Finchley Road District Town Centre pursuant to the Camden Local Plan.

5. The site is bound by the A41 Avenue Road to the west, and a pedestrianised section of Eton Avenue to the north. Avenue Road, along with Adelaide Road and Finchley Road, is part of the Swiss Cottage gyratory that forms part of the Transport for London Road Network (TLRN). A new cycle superhighway route (CS11 – West Hendon to Marble Arch) has been proposed along this section of the A41 and Swiss Cottage, as identified by TfL, has a priority junction for highway safety improvements.

6. The nearest London Underground station is Swiss Cottage which provides access to Jubilee line services towards the West End, Docklands, North Greenwich and Stratford. The station is located immediately adjacent to the site with two existing accesses on Avenue Road. The site records a public

transport accessibility level (PTAL) of 6b on a scale of 1 to 6 where 6 is most accessible.

Details of this proposal

7. This pre-application relates to the proposed residential-led mixed use redevelopment of the site to provide 236 homes (35% affordable housing); 1,280 sq.m. of retail floor space; and floor space to be used by a charity, in a building of 8 and 26 storeys, plus basement.

8. The site benefits from an extant consent (LPA ref: 2014/1617/P) for the construction of a 24 storey building and a part-7 and part 5-storey building to provide 184 residential units, up to 1,041 sq.m. of commercial floorspace and up to 1,350 sq.m. of community floorspace, as well as permission for potential new London Underground access. This scheme was initially refused by the Council and granted at appeal. The application was referable to the Mayor.

Approved	**Proposed**
184 residential units	236 residential units
23% affordable housing excluding DMR 31% affordable housing including DMR	35% affordable housing
24 storeys and part-5 part-7 storeys	26 storeys and part-6 part-8 storeys
1,041 sq.m. commercial floorspace	1,280 sq.m. commercial floorspace
1,350 sq.m. community floorspace	1,028 sq.m. community floorspace
240 long-stay cycle parking spaces 48 short-stay cycle parking spaces	334 long-stay cycle parking spaces 87 short-stay cycle parking spaces

Table 1: Extant consent and proposed development

9. The extant consent has been amended four times, with the most recent amended to facilitate design changes (LPA ref: and 2022/1609/P). The building has been demolished and basement construction works have commenced.

10. The Applicant is intending to submit a Section 73 application to amend the extant consent to optimise the development including an increase to the number of homes (including the number of affordable homes); amendment of the charity floorspace to respond to the needs of the occupier; and ensuring the development meets current standards for wheelchair user and wheelchair adaptable units; to introduce a second stair case; and address current energy / carbon reduction requirements.

11. The future application is expected to be referable to the Mayor under the following categories of the Mayor of London Order 2008:

    - 1A "*Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats*"; and
    - 1C "*Development which comprises or includes the erection of a building of more than 30 metres high and outside the City of London*".

Strategic planning issues and relevant policies and guidance

12. For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises the Camden Local Plan (2017); Camden Local Plan Site Allocations (2013); and the London Plan 2021.

13. The following are relevant material considerations:

- The National Planning Policy Framework and National Planning Practice Guidance;
- New Camden Local Plan (Regulation 18 Consultation draft) (2024); and
- Draft Camden Site Allocations Local Plan (2020).
- A Written Ministerial Statement, for the ongoing consultation on the revised National Planning Policy Framework (NPPF), was issued on 30 July 2024 by the Deputy Prime Minister and Secretary of State for Housing, Communities and Local Government. The weight to be given to this is a matter for the decision-maker having regard to the means by which it is proposed to effect a change in policy. The draft NPPF was also published on 30 July 2024. However, given it is still in draft and subject to consultation and change, the weight to attach to it is limited.

14. The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:

• Good Growth	*London Plan*;
• Housing	*London Plan; Housing SPG; the Mayor's Housing Strategy; Play and Informal Recreation SPG; Character and Context SPG*; *Housing Design Standards LPG*;
• Affordable housing	*London Plan; Housing SPG; Affordable Housing and Viability SPG; the Mayor's Housing Strategy*; *Affordable Housing draft LPG; Development Viability draft LPG;*
• Reprovision of housing	*London Plan; Housing SPG; the Mayor's Housing Strategy; Play and Informal Recreation SPG; Character and Context SPG; Affordable Housing and Viability SPG*;
• Retail	*London Plan*;
• Office	*London Plan*;
• Urban design	*London Plan; Character and Context SPG; Public London Charter LPG; Characterisation and Growth Strategy LPG; Optimising Site Capacity: A Design-Led Approach LPG; Housing SPG; Play and Informal Recreation SPG; Housing Design Standards LPG*;
• Fire Safety	*London Plan, Fire Safety draft LPG*;

- Strategic views — *London Plan, London View Management Framework SPG*;
- Heritage — *London Plan;*
- Inclusive access — *London Plan; Accessible London: achieving an inclusive environment SPG; Public London Charter LPG*;
- Sustainable development — *London Plan; Circular Economy Statements LPG; Whole-life Carbon Assessments LPG; 'Be Seen' Energy Monitoring Guidance LPG; Energy Planning Guidance; London Environment Strategy*;
- Air quality — *London Plan; the London Environment Strategy; Control of dust and emissions during construction and demolition SPG; Air quality positive LPG; Air quality neutral LPG*;
- Transport and parking — *London Plan; the Mayor's Transport Strategy*; and
- Green Infrastructure — *London Plan; the London Environment Strategy; All London Green Grid SPG; Urban greening factor LPG*.

Summary of meeting discussion

15. Following a presentation of the proposed scheme from the applicant team, meeting discussions covered strategic issues with respect land use principles and affordable housing; urban design and townscape; transport; and energy. Based on the information made available to date, GLA officer advice on these issues is set out within the sections that follow.

Land use principles

Residential development

16. London Plan Policy H1 sets Camden a completion target of 10,380 over the ten-year period to 2029. In accordance with London Plan Policy, which seeks to increase housing supply, boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites. This includes sites with high public transport access levels (PTALs) or which are located within 800m distance of a train station.

17. Under the Camden Local Plan the site is allocated for "a mixed use redevelopment including permanent (Class C3) residential and other appropriate town centre uses such as retail and employment". It is noted the site is not included in the Draft Camden Site Allocations Local Plan (2020) however, there is an extant consent on for the site.

18. The principle of residential development was established under the extant consent (2014/1617/P). Under the proposed scheme 236 homes would be provided, which would be an uplift of 52 compared with the extant consent, including 16 additional affordable homes (by unit). The additional homes would

be provided without significant alterations to the previously approved building envelope. The proposed development would optimise housing delivery on the site which is supported in land use terms.

Non-residential development

19. The proposed development includes 1,280 sq.m. of commercial floor space. This is an uplift of 798 sq.m. compared to the extant consent. The principle of commercial floor space was established under the extant consent and remains supported in land use terms.

HS2 Safeguarding

20. It is noted the Camden Local Plan Site Allocations (2013) identifies the southern portion of the site is included in the proposed safeguard corridor for HS2. Refer to the “Transport” section of this report for details on this. Where safeguarding matters are resolved or appropriate mitigation is secured, the scheme would be acceptable in principle.

Affordable housing

21. London Plan Policies H4 and H5 seek to maximise the delivery of affordable housing, setting a strategic target of 50% across London. These policies in conjunction with the Mayor’s Affordable Housing and Viability SPG seek to increase the provision of affordable housing in London and embed affordable housing policy requirements into land prices.

22. In order to be eligible for the Fast Track Route, London Plan Policy H5 and the Affordable Housing and Viability SPG set a threshold of 35% affordable housing (or 50% on industrial or public land) and require developments to meet the specific tenure mix set out in London Plan Policy H6 along with other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor. For Fast Track applications, viability information is not required to be submitted and the application will not be subject to a late-stage review.

23. London Plan Policy H6 and the Affordable Housing and Viability SPG set out a preferred tenure mix for market housing schemes of at least 30% low-cost rent (social or affordable rent), at least 30% intermediate (with London Living Rent and shared ownership being the default tenures), and the remaining 40% to be determined by the local planning authority as low-cost rented homes or intermediate products based on identified need. There is a presumption that the 40% to be decided by the borough will focus on low-cost rent, however in some cases flexibility may be appropriate, for example due to viability constraints or to achieve more mixed and inclusive communities. At a local level, the Camden Local Plan requires 60% social rent and 40% intermediate housing. It is noted the draft local plan includes the same requirement.

24. The proposed development would provide an uplift of 52 additional units compared to the extant consent, as illustrated in the table below.

	Approved Scheme		Proposed		Difference	
	Private	Affordable	Private	Affordable	Private	Affordable
Studio	25	0	24	0	-1	0
1 Bed	32	16	58	21	26	5
2 Bed	49	20	74	20	25	0
3 Bed	24	18	10	228	-14	10
4 Bed	0	0	0	1	0	1
Total	130	54	166	70	36	16
	184		236		52	

Table 1: Approved and proposed housing (by unit)

25. Although the proposed uplift in housing provision is welcomed, the Applicant has not yet provided the habitable room numbers or confirmed the proposed tenure split. Notwithstanding, the Applicant has confirmed they intend to submit a Fast Track Route compliant scheme with at least 35% affordable housing by habitable room. This is supported. At application stage the Applicant should ensure the tenure split is confirmed.

26. If circumstances change such that the scheme would no longer be deliverable as Fast Track Route compliant, the Applicant is encouraged to engage the GLA for a follow-up pre-application meeting to discuss viability matters. In the event that the scheme would need to follow the viability tested route the Applicant should note that submitted applications that are required to following the Viability Tested Route will be required to pay the GLA's costs via an upfront payment of £10,000 plus VAT.

27. The Council would be expected to secure the affordable housing appropriately in a S106 Agreement, as well as viability review(s) as appropriate in line with London Plan Policy H5.

Housing choice

28. London Plan Policy H10 states that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes housing need and demand; the nature and location of a site; and the requirement to optimise housing potential and deliver mixed and inclusive neighbourhoods.

Affordability

29. The Mayor is committed to the delivery of genuinely affordable housing and London Plan Policy H6; the Mayor's Affordable Housing and Viability SPG; and the Mayor's Affordable Homes Programme 2021-26 Funding Guidance set out the Mayor's preferred affordable housing products. The Applicant is advised

that the Mayor's preference is for affordable rent products to be secured at London Affordable Rent benchmark levels or social rent levels.

30. In accordance with London Plan Policy H6 paragraph 4.6.9, the intermediate homes should be available to and affordable for households on a range of incomes below the maximum AMR income levels, which is currently £60,000 for intermediate rented products and £90,000 for shared ownership. Total housing costs should not exceed 40% of net household income. Local income thresholds must be secured for the first three months of marketing in line with London Plan Policy H6 paragraphs 4.6.9 and 4.6.10. Should any London Living Rent units be provided, the rents must be secured according to the relevant ward rental levels. Once agreed, these ranges and rent levels must be secured within any S106 agreement.

Urban design

31. Chapter 3 of the London Plan sets out key urban design principles to guide development in London. Design policies in this chapter seek to ensure that development optimises site capacity; is of an appropriate form and scale; responds to local character; achieves the highest standards of architecture, sustainability and inclusive design; enhances the public realm; provides for green infrastructure; and respects the historic environment.

32. Policy D4 sets out that development proposals referable to the Mayor must have undergone at least one design review early on in their preparation before a planning application is made or demonstrate that they have undergone a local borough process of design scrutiny.

Development layout

33. The proposed building footprint is the same as that of the extant consent. The proposal is for an uplift in the quantum of accommodation. The pre-application presentation has indicated that this can be delivered within the consented envelope. As the design develops the Applicant should also ensure functionality i.e. that play space, external amenity, ancillary spaces, lobbies and circulation can all accommodate the uplift in residents proposed without compromising quality.

34. GLA Officers support the high proportion of active frontages to public routes and spaces generally; however, approximately one-third of the park-facing elevation of the lower block is occupied by back of house uses. If no improvement can be made to this, the Applicant should provide landscaping and lighting that make the external space safe and welcoming.

35. The location of the entrance to The Winch is supported, and the expansion of the frontage of this would help mitigate concerns raised above.

36. Residential entrances should be clear and legible with a strong street presence. The entrance to the tower is well located to address the new public space between the buildings; however, the residential entrances of the lower building do not have the same presence. Increasing their size or introducing a double height entrance space may improve this.

37. The Applicant should ensure inclusive level access is provide to residential entrances and all communal and commercial facilities on the site.

Tall buildings, scale and massing

38. London Plan Policy D9 (Part B) states that tall buildings should only be developed in locations identified as suitable in development plans. The Camden Local Plan defines tall buildings as those which are substantially taller than their neighbours or which significantly change the skyline, and specifies that all of Camden is considered sensitive to the development of tall buildings. It is noted that the Camden (Regulation 18 draft) Local Plan defines tall buildings as those over 30 metres (outside the Central Activities Zone) and identifies the site as a location where tall buildings may be appropriate. Under both the adopted and the draft local plan's, the proposed development would constitute a tall building.

39. The building height remains in line with the consented scheme and the form, height and scale is therefore acceptable in principle, subject to the materials and the appearance generated by opening proportions and architectural treatment. The planning application should include an assessment against the criteria set out at London Plan Policy D9 Part C, and should be supported by technical assessments of the visual, functional, environmental and cumulative impacts of the proposed tall building.

Landscape and public realm

40. The new east west route linking the theatre and the library is generous and activated by play and relaxation opportunities. However, this area appears to be predominantly hard landscaping. The Applicant should explore opportunities to soften this with planting, including tree planting. The Applicant should also clarify how the multiple active uses of this route (play, cycling, and vehicle movement) would be managed through clearly defined paths, good sight lines and a pedestrian priority approach.

41. GLA Officers welcome the reference to *Make Space for Girls* in the pre-application meeting presentation, recognising the importance of providing safe inclusive public realm that is welcoming for all. It is important that this aspiration is developed through consultation and carried through to the final design.

42. The Applicant should continue to engage with the LPA and relevant stakeholders to explore see how improvements indicated beyond the red line boundary can be facilitated by this development.

Architecture and materials

43. The proposed materials palette was not presented in detail however the emerging architectural expression is positive. The precedents shown are appropriate and the character study provides good local references.

44. GLA Officers note that the crown of the consented scheme appeared quite heavy. The Applicant should consider how the crown's appearance could be improved in the revised proposals.

Residential quality

45. Prior to submission of the planning application the Applicant should review the proposed development against London Plan Policy D6. This includes exploring opportunities to maximise the number of dual aspect units and reducing the number of units per core to no more than eight.

46. The floor-to-floor heights proposed are reduced from the extant consent and are lower than the typical provision for housing, with no tolerances. The Applicant has confirmed they will achieve minimum ceiling heights throughout, however concern remains that there are likely to be bulkheads and areas of reduced ceiling heights which would impact on quality of space and exacerbate any internal daylight issues.

47. The balconies for some homes look smaller than the homes approved under the extant consent. The Applicant should confirm that all private outdoor amenity space meets minimum size requirements.

48. The Applicant should clarify the proposed uses of internal amenity, particularly at basement level. The scheme should provide high quality external amenity for residents and any internal amenity proposals should supplement this.

Children's play space

49. London Plan Policy S4 states that development proposals should incorporate high quality, accessible play provision for all ages, of at least 10 sq.m. per child. Play space should normally be provided on-site; however, off-site provision may be acceptable where it can be demonstrated that this would address the needs of the development and can be provided nearby within an accessible and safe walking distance, and in these circumstances contributions to off-site provision should be secured by a section 106 agreement. Play space should be available to all housing tenures to promote social inclusion.

50. The pre-application documents indicate children's play space provision for 0-4 year olds would be provided wholly on site, and some of the provision for 5-11 years olds would also be provided on site. The balance of the required play space and that required for older children would be provided off-site in the local area. Specific details on the quantum of 5-11 year olds play space to be provided on and off site has not been specified, and the location of the off-site provision also has not yet been provided. This information should be clarified at planning application stage, as well as details of the on-site play space design. The Applicant should also provide information regarding distances, facilities available and safe inclusive routes to off-site play. Play space should include areas of play available to both tenures to promote social integration.

Fire safety

51. In line with London Plan Policy D12 the future application should be accompanied by a fire statement, prepared by a suitably qualified third party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.

52. Further to the above, London Plan Policy D5 seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the buildings.

53. A second stair case would be provided to all residential units with a floor height above 18 metres.

Inclusive access

54. London Plan Policy D3 seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). The future application should ensure that the development: can be entered and used safely, easily and with dignity by all; is convenient and welcoming (with no disabling barriers); and provides independent access without additional undue effort, separation or special treatment.

55. London Plan Policy D5 requires that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

56. It is positive the Applicant is amending the extant consent to provide 10% of dwellings in line with requirement M4(3) and the remaining 90% and M4(2) compliant. The future application should include an inclusive design statement in accordance with London Plan Policy D5. The future application should also be supported by plans that show where the wheelchair accessible homes would be located and how many there would be. These should be distributed across tenure types and sizes to give disabled and older people similar choices to non-disabled people. This information and typical flat layouts and plans of the wheelchair accessible homes should be included in the design and access statement. The Council should secure M4(2) and M4(3) requirements by condition as part of any planning permission.

Heritage and strategic views

Heritage

57. London Plan Policy HC1 requires development proposals to conserve significance by being sympathetic to the assets' significance and appreciation within their surroundings and avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process. London Plan Policy D3 requires development proposals to respond to the existing character of a place and respect, enhance and utilise the heritage assets that contribute towards local character. In relation to tall buildings, London Plan Policy D9 requires development proposals to take account of and avoid harm to London's heritage assets and their settings and requires clear and convincing justification for any harm, and demonstration that alternatives have been explored and that clear public benefits outweigh that harm.

58. The site includes the Hampstead Figure Sculpture, listed Grade II, which is proposed to be relocated. The proposed development is in the setting of the following designated heritage assets:

- Swiss Cottage Library, listed Grade II;
- Regency Lodge, listed Grade II;
- Belsize Fire Station, listed Grade II*;

- Primrose Hill Tunnels (Western Entrance), listed Grade II;
- Church of St Peter, listed Grade II;
- 40 College Crescent, the Palmer Memorial Drinking Fountain and South Hampstead High School, all listed Grade II;
- Belsize Park Conservation Area and the listed buildings within it;
- Fitzjohn's and Netherhall Conservation Area and the listed buildings within it;
- Alexandra Road Estate, listed Grade II* and the associated Conservation Area;
- Elsworthy Road Conservation Area and the listed buildings within it;
- St John's Wood Conservation Area and the listed buildings within it;
- South Hampstead Conservation Area and the listed buildings within it.

59. The previously consented relocation of the Hampstead Figure Sculpture was not considered harmful by the Inspector or the Secretary of State in relation to the previous scheme. The Inspector found "limited" less than substantial harm to only the Belsize Park Conservation Area and the Secretary of State concurred.

60. It is understood there is minimal change to the building footprint and height proposed, with relatively minor design amendments to the building frontages, an entrance, façade details and public realm. At this early stage, based on the limited information provided (basic views are provided, renders have not been provided at this stage) GLA Officers would concur with the assessment of harm made by the Secretary of State, unless the detailed design leads to a different conclusion.

61. The future planning application should be supported by a Heritage Impact Assessment and Townscape and Visual Impact Assessment which should pay due regard to the key principles of the GLA's *Practice Note: Heritage Impact Assessments and the setting of heritage assets*[1]. GLA Officers request that the VuCity model be shared, if available.

Strategic views

62. Part A of London Plan Policy HC4 states that development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements. They should also preserve and, where possible, enhance viewers ability to recognise and to appreciate Strategically-Important Landmarks in these views. Part D of London Plan Policy HC4 sets out requirements for proposals in designated views.

63. The pre-application site lies within the extended background of the London View Management Framework (LVFM) Greenwich Park Panorama: Greenwich Park Wolfe statue (viewing location 5A) to Tower Bridge. It is acknowledged the proposed development does not seek to increase the height of the building above what is approved under the extant consent. Notwithstanding, the future

[1] https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance

planning application should clearly demonstrate the impacts of the proposed development on this Panorama, even if to demonstrate there would be no additional impact.

Transport

Active Travel Zone (ATZ) assessment

64. The Transport Assessment (TA) should include an ATZ assessment as required by TfL guidance.

65. The ATZ should include a night-time assessment, paying attention to specific Healthy Streets indicators. This study should also inform the public realm design within and around the development, including surrounding streets and pedestrian routes to key local destinations. It is considered that particular consideration should be given to existing cycling and pedestrian routes to Finchley Road town centre and station to the north, and whether they are step free.

Public transport impacts

Buses

66. The bus stops outside the site serve an important interchange function for London Underground (LU) passengers at Swiss Cottage. The Applicant should ensure these bus stops are audited against the TfL Accessible Bus Stop Design Guidance, and improvements such as kerb raising should be proposed and funded if needed to make them fully accessible. This is particularly important considering potential future introduction of step free access to LU services at Finchley Road to the north. S106 obligations have been secured from the O2 Centre scheme (LPA ref: 2022/0528/P) to the north which ensure land safeguarding and, subject to phased delivery of the O2 Centre permission, future connection of a footbridge and construction to shell and core standard of a new step free accessible (SFA) entrance for Finchley Road LU station.

67. Given the number of bus services that operate locally and the limited number of bus trips likely to be generated, the development is unlikely to require service frequency enhancement mitigation. However, construction of the development may impact local bus stops. Detailed construction proposals should be discussed further with TfL and the Applicant should seek to minimise construction impacts. Temporary stop suspensions and relocations should be avoided where possible. The Applicant would be responsible for the full cost of any such disruption, including provision of replacement shelters, temporary road markings, and compensation to TfL for projected fare revenue loss.

68. Bus stop impacts, including temporary construction impacts, should be clarified in the application submission to enable further assessment.

London Underground

69. To ensure compliance with London Plan Policies T3, T4 and the Sustainable Transport, Walking and Cycling LPG, all London Underground (LU) infrastructure protection mitigation secured under the extant consent must be re-secured under any new planning permission for this scheme. Conditions previously imposed to protect both existing LU infrastructure and safeguard

space for the new HS2 (High Speed 2) rail link should be reproduced and retained.

70. As mentioned above, due to the extremely close proximity of Swiss Cottage LU station, multiple legal agreements with TfL's subsidiary LU Ltd may be required. TfL may also require the application submission to show significant progress towards agreement of a separate Infrastructure Protection agreement (IPA) for a S106 Agreement to be finalised prior to Stage 2. Alternatively, the S106 Agreement may need to set out specific provisions for how agreement of a full IPA would progress and eventually be achieved. Bespoke additional infrastructure protection obligations may also be needed in the S106 Agreement and IPA. This should be discussed in detail with TfL and LU Ltd legal representatives prior to Stage 2.

71. Ongoing collaboration on these matters is required as they would require significant separate additional S106 funding from other developments around Swiss Cottage, and application of Community Infrastructure Levy (CIL) funding.

Cycle parking

72. Cycle parking provision should accord with the minimum standards set out in London Plan Policy T5, secured by condition, and designed and delivered in accordance with the London Cycle Design Standards (LCDS).

73. Given that demolition has occurred and the basement previously consented has been constructed, the proposed approach to apply the latest London Plan cycle parking standards to the net uplift in new residential units only is accepted in principle. The addition of short and long stay cycle parking for commercial and community uses in line with current London Plan standards is supported. Full compliance with LCDS in terms of design is proposed which is also supported.

Car parking

74. Car parking should accord with the maximum standards set out in London Plan Policy T6. The proposed development retains some car parking with access from the ramp below the neighbouring theatre. However, it would be car free except for Blue Badge disabled spaces for relevant residential units which is supported.

75. At application stage, a Parking Design and Management Plan (PDMP) should be secured by condition in line with London Plan Policy T6 (Part J). The PDMP should indicate how the car parking would be designed and managed and include proposals for future re-purposing in the context of changing requirements, including technological change. Alternative uses can include seating, places for people to stop and spend time, areas of planting or additional cycle parking.

76. If planning permission is granted, a condition should be secured to ensure provision of active electric vehicle charging points (EVCPs) for at least 20% of the proposed disabled car parking spaces. The Applicant should note that provision of EVCPs for all spaces would be supported.

Highway works and Healthy Streets

77. The proposed development includes highway works on the TLRN along Avenue Road. Given this, a Section 278 (S278) agreement with TfL must be secured in the S106 agreement if approval is granted.

78. The Applicant should engage TfL and the borough in further discussions regarding the location of proposed tree planting on Avenue Road to finalise appropriate planting positions. As strategic highway authority, TfL would retain full sign-off on all design and works for the TLRN to the south.

79. The extant consent included S106 contributions of £1,000,000 towards public realm and highways improvements, and £150,000 towards a new cycle link. The Applicant and Council are requested to confirm the status of these contributions, and further consultation should be undertaken with TfL to agree allocation of the funds where both TfL and the LPA are affected highway authorities.

Deliveries, servicing and construction

80. The previous loading strategy to receive deliveries on-site at ground floor level and via the basement for small vans has largely been retained. Vehicles would enter the site via Eton Avenue to the north, away from the TLRN which is supported.

81. An outline construction logistics plan (CLP) would need to be produced prior to determination of any planning application. A full CLP, secured by pre-commencement condition in accordance with TfL guidance, would also be required.

82. It is expected the LPA would consult TfL on discharge of the finalised CLP due to the proximity of the TLRN and potential bus and LU impacts. The Applicant should note that no temporary closure or significant disruption to Swiss Cottage LU station and passenger access to local LU and bus services would be supported or facilitated to enable the development.

83. The proposed delivery and servicing arrangements would minimise conflicts with pedestrians and cyclists in accordance with London Plan Policy T7. Notwithstanding, the Applicant should submit a framework Delivery and Servicing Plan (DSP) with the planning application. This should also follow relevant TfL guidance, and the new TfL Cargo bike action plan.

Sustainable development

Energy strategy

84. Applicants should follow the GLA Energy Assessment Guidance 2022[2] which sets out the information that should be provided within the energy assessment to be submitted with a planning application.

85. Important – the omission of required information from energy assessments commonly delays the assessment of planning applications. To avoid delay, applicants must ensure that all the information set out below, particularly where

[2] https://www.london.gov.uk/sites/default/files/gla_energy_assessment_guidance_june_2022_0.pdf

there are cross-references to the guidance, is fully included in the energy assessment submitted with the application.

Net zero carbon target

86. The London Plan requires all major developments to meet the Mayor's net-zero carbon target, and so carbon savings must be maximised on site. At the very minimum, an on-site 35% reduction in carbon emissions beyond Part L of 2021 Building Regulations must be met.

87. Applicants should submit a completed Carbon Emissions Reporting spreadsheet[3] alongside any planning application to confirm the anticipated carbon performance of the development.

88. The carbon emission figures should be reported against a Part L 2021 baseline. Sample SAP full calculation worksheets (both DER and TER sheets) and BRUKL sheets for all stages of the energy hierarchy should be provided to support the savings claimed.

Be Lean demand reduction

89. London Plan Policy SI 2 requires applicants to meet the London Plan energy efficiency targets:

    a. **Residential** – at least a 10% improvement on Part L of 2021 Building Regulations from energy efficiency measures alone

    b. **Non-residential** – at least a 15% improvement on Part L of 2021 Building Regulations from energy efficiency measures alone

90. The applicant should minimise the estimated energy costs to occupants and set out measures to protect the consumer from high prices, including through energy demand reductions and quality assurance mechanisms.

Be Clean heating infrastructure

91. The Applicant should investigate opportunities for connection to nearby existing or planned district heating networks (DHNs). Where such opportunities exist, this should be the priority for supplying heat to the site in line with the London Plan heating hierarchy. Evidence of this investigation should be provided including evidence of active two-way communication with the network operator, the local authority and other relevant parties. This should include information on connection timescales and confirmation that the network has available capacity. See the guidance for full details on the information to be provided.

92. The site should be provided with a single point of connection and a communal heating network where all buildings/uses on site will be connected. Relevant drawings/schematics demonstrating the above should be provided.

93. The applicant has outlined that the Winch and supermarket would have individual VRF systems. Interconnection and heat share between uses should be further explored between the site uses, especially since the ambient loop system and supermarket use is proposed that could offer waste heat recovery. Associated constraints to this and wider benefits of the proposed approach

[3] https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0

should be clearly outlined and robustly justified if the current strategy will be proposed.

94. The Applicant should provide evidence confirming that the development is future proofed for connection to wider district networks now or in the future, where an immediate connection is not available.

95. Where a DHN connection is not available, either now or in the future, applicants should follow the London Plan heating hierarchy to identify a suitable communal heating system for the site.

96. The London Plan limits the role of CHP to low-emission CHP and only in instances where it can support the delivery of an area-wide heat network at large, strategic sites. Applicants proposing to use low-emission CHP will be asked to provide sufficient information to justify its use and strategic role while ensuring that the carbon and air quality impact is minimised.

Be Green renewable energy

97. All major development proposals should maximise opportunities for renewable energy generation by producing, using, and storing renewable energy on-site. This is regardless of whether or not the 35% on-site target has already been met through earlier stages of the energy hierarchy.

98. Solar PV should be maximised; developments are expected to maximise opportunities for on-site electricity production including potentially through the provision of biosolar roofs where green roofs are proposed. As set out on page 48 of the guidance, applicants must provide a high resolution plan for the whole development that shows the available roof area for PV, any constraints to further PV and the total PV system output (kWp).

99. Should heat pumps be proposed, the applicant will be expected to demonstrate a high specification of energy efficiency measures under Be Lean, a thorough performance analysis of the heat pump system and, where there are opportunities for DHN connection, that the system is compatible. The detail submitted on heat pumps should include the information set out on pages 46 to 49 of the guidance:

    a. An estimate of the heating and/or cooling energy (MWh/annum) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads. The applicant will be required to demonstrate how the heat fraction from heat pump technologies will be maximised.

    b. Details of how the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER) has been calculated for the energy modelling. This should be based on a dynamic calculation of the system boundaries over the course of a year i.e. incorporating variations in source temperatures and the design sink temperatures (for space heat and hot water).

    c. The expected heat source temperature and the heat distribution system temperature with an explanation of how the difference will be minimised to ensure the system runs efficiently. The distribution loss factor should be calculated based on the above information and used for calculation purposes.

100. Should an ambient loop heat network be proposed, the Applicant will be required to engage with local DHN stakeholders and demonstrate that proposals will be compatible and commercially viable for future connection to district heating.

Energy flexibility

101. The Applicant should also investigate the potential for energy flexibility in new developments in line with the guidance, including proposals to reduce the amount of capacity required for each site and to reduce peak demand. The measures followed to achieve this should be set out in its energy assessment.

Be Seen energy monitoring

102. The development's energy performance should be monitored and reported on through an online monitoring portal. Guidance to support this monitoring is available here[4]. The development must be designed to enable post construction monitoring and the information set out in the 'Be Seen' guidance should be submitted to the GLA's portal at the appropriate reporting stages via the online webforms[5]. This will be secured through the S106 agreement using the GLA's suggested legal wording[6].

Energy Use Intensity (EUI) and Space Heating Demand Reporting

103. Applicants should report the EUI and space heating demand of the development. Applicants are encouraged to improve performance where possible against the demand values reported in Table 4 of the Energy Assessment Guidance. Applicants can use the 'be seen' methodology or an alternative predictive energy modelling methodology.

104. Reported values should exclude any renewable energy contribution.

Carbon offsetting

105. The Applicant should maximise carbon emission reductions on-site, aiming to meet the zero carbon target. Should the site fall short of the carbon reduction targets and clearly demonstrate that no further carbon savings can be achieved, the Applicant would be required to make a cash-in-lieu contribution to the borough's carbon offset fund using the GLA's recommended carbon offset price or, where a local price has been set, the borough's carbon offset price.

106. Energy strategies should provide a calculation of the shortfall in carbon emissions and the offset payment that will be made to the borough.

Cooling and overheating

107. The Good Homes Alliance (GHA) Early Stage Overheating Risk Tool should be submitted to the GLA alongside any planning application to identify potential overheating risk and passive responses early in the design process.

108. In line with London Plan Policy SI 4, the Applicant should follow the cooling hierarchy and ensure that passive measures are maximised. The dynamic

[4] https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance
[5] https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance
[6] https://www.london.gov.uk/sites/default/files/be_seen_draft_legal_wording_may_22.pdf

overheating modelling assumptions for window opening should align with the noise and air quality assessments. If windows are required to be assumed closed, the Applicant should present one version of overheating assessment with windows open without the acoustic constraints (to demonstrate that the passive design could achieve compliance in the absence of external constraints) and another with windows closed.

109. Any cooling provision (both cooling capacity e.g. a limited capacity to facilitate a peak lopping approach and number of units provided with cooling) should be minimised. The Applicant should provide details on the set point and control strategy, to ensure that the system will not be used for comfort cooling. In line with the cooling hierarchy, the Applicant should investigate peak lopping solutions such as low capacity ambient cooling approaches to meet the overheating requirements before full active cooling from the ambient loop system is considered.

110. Evidence should be provided on how the demand for cooling and the overheating risk would be minimised through passive design in line with the cooling hierarchy. Dynamic overheating modelling in line with CIBSE Guidance should be carried out (TM59 for residential taking into account the associated Approved Document O requirements and TM52 for non-residential) for all TM49 weather scenarios. It is expected that external shading will form part of major proposals. All applications are expected to comply with the DSY1 and maximise compliance with DSY2 & DSY3 by enhancing passive measures.

111. For any non-domestic mechanically cooled spaces (that have demonstrated that the passive measures are not adequate to address overheating), the area weighted average (MJ/m^2) and total (MJ/year) cooling demand for the actual and notional building should be provided and the Applicant should demonstrate that the actual building's cooling demand is lower than the notional.

Whole Life-Cycle Carbon Assessment

112. In accordance with London Plan Policy SI 2 the Applicant will be expected to calculate and reduce whole life-cycle carbon (WLC) emissions to fully capture the development's carbon footprint.

113. The pre-application tab of the Whole Life-Cycle Carbon Assessment template has been completed which is welcomed. It is noted the response does not align with the Applicant's Circular Economy Statement, including the targeted use of recycled or repurposed materials. Prior to submission of a planning application, the Applicant should ensure the information provided throughout the submissions documents are consistent, including both the WLC assessment and the Circular Economy Statement.

114. The Applicant has provided the following information which is welcomed:

- The Applicant has confirmed that the site has already undergone demolition and the basement car park has been constructed. The Applicant has outlined the options for retaining existing buildings and structures that have been considered and has committed to retaining the constructed basement already on site.
- The Applicant has explained that low carbon materials are being considered for large structural elements and the façade/windows of the

buildings design. Currently, the Applicant has provided examples of materials which are expected at minimum, for example 20% GGBS for concrete is a minimum standard and would not contribute to making carbon reduction material choices.

- The Applicant has demonstrated that they have considered and are undertaking a 'fabric first' approach to minimise the heating and cooling requirement for the building.
- The applicant has examples of how water leakage is reduced during the building's operation.
- The Applicant has demonstrated that they have considered the shape and form of the building to minimise carbon emissions from both the quantity of materials required and from operational energy use and have provided relevant examples.
- The Applicant has demonstrated somewhat that they have considered the use of materials and systems which would remove carbon emissions from the atmosphere and has provided one reason why this is feasible. The Applicant should consider other ways in which the building can incorporate regenerative design (e.g. maximising amounts of vegetation on site).
- The Applicant has demonstrated and has provided examples that they would attempt to maximise the relationship between operational and embodied carbon emissions such as considering the amount of glazing materials in the buildings design.
- The Applicant has demonstrated and has provided confirmation that they will attempt to source materials as locally as possible to reduce transport distances and therefore carbon emissions in line with Regal's Sustainable Procurement Plan policies.
- The Applicant has demonstrated and has provided examples of how they will use efficient construction methods to reduce construction waste, reduce the need for repairs in the post-completion and defects period and/or to allow for future disassembly.
- The Applicant has provided examples of building elements which will be constructed with construction methods in line with this carbon reduction principle.

115. The Applicant should submit a whole life-cycle carbon assessment to the GLA as part of any planning application submission, following the Whole Life-Cycle Carbon Assessment Guidance and using the GLA’s reporting template. In response to the WLC information provided to date, the Applicant should also ensure the following is addressed:

- The Applicant has not provided an estimate of the percentage of the new build development which would be made up of existing elements and an estimate of the carbon emissions associated with pre-construction demolition. The Applicant should provide this figure.
- The Applicant should confirm whether any part of the existing structure will be demolished and if so, provide examples of how they intend to use repurposed and recycled materials within the building design, including

details of which materials and anticipated quantities of these materials may be reused.

- Examples of how water is collected, stored, recycled, distributed and treated around the building to reduce associated carbon emissions. Provide reasons why this is not being considered where applicable;
- The Applicant has confirmed that the design would follow the approach of BREEAM Wst 06 requirements however, has not provided specific examples of how the building is being designed for ease of disassembly/dismantling and reuse at the end of the building's lifespan;
- The examples of disassembly and reuse of materials provided in the spreadsheet does not align with the Applicant's Circular Economy Statement. Please confirm that both responses align on this principle;
- The Applicant has provided examples of protection measures which would be incorporated to prevent damage to vulnerable parts of the internal and external building elements. However, the Applicant should also demonstrate that they have considered and provided examples of more robust materials which will require fewer repairs and fewer replacements over the building's lifespan;
- Demonstrate the scheme incorporates flexible design principles within the building to allow for changes in how the building may be used in the future;
- The Applicant has stated that the building life expectancy is 60 years however, the Applicant should demonstrate that they have considered the life expectancy of materials and products to improve material efficiency and life cycle carbon emissions;
- The Applicant has demonstrated that they have attempted to minimise waste through the building's design and/or choice of materials. Examples should be provided;
- Where waste is unavoidable, the Applicant should show they have established suppliers process for disposal to minimise waste/landfilling of materials and have/or would reuse waste. This is also expected to be covered in the relevant section of the Applicant's Circular Economy Statement;
- Demonstrate and provide examples of how the weight of the construction materials would be minimised to reduce the carbon footprint of the building (e.g. foundations); and
- Demonstrate and provide examples of how the circular economy principle in focussing on a more efficient use of materials has been considered.

116. The Applicant would also be conditioned to submit a post-construction assessment to report on the development's actual WLC emissions. The assessment guidance and template are available on the GLA website[7].

[7] https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/whole-life-cycle-carbon-assessments-guidance

Circular economy

117. London Plan Policy D3 requires development proposals to integrate circular economy principles as part of the design process. London Plan Policy SI 7 requires development applications that are referable to the Mayor of London to submit a Circular Economy Statement, following the Circular Economy Statements LPG.

118. The Applicant has completed the pre-application tab of the GLA's Circular Economy spreadsheet which is welcomed. It is understood the buildings on the site have been demolished under the previous planning permission, with a basement constructed and capped off which would be retained, which is welcomed from a circular economy standpoint.

119. The Applicant has begun to consider the management of operational waste, which is welcomed. For detailed planning applications, Applicants should provide a detailed Operational Waste Management Plan at planning stage, in line with the details in Section 4.8 of the Circular Economy Statements LPG. The Operational Waste Management Plan should consider the management of waste for all use types.

120. With respect to the Circular Economy Design Approaches for the existing site, the Applicant should ensure that the decision tree prompts are completed in full to confirm the proposed approaches. The Applicant should provide a Pre-Redevelopment Audit at planning stage at the latest which provides a detailed description of all buildings, structures and materials on the site and demonstrates that in-situ retention has been fully explored. Relevant details from these supporting studies should be summarised in the Circular Economy Design Approaches table.

121. With respect to the Circular Economy Design Approaches for the new buildings, the Applicant should ensure that the decision tree prompts are completed in full to confirm the proposed approaches. The Applicant should further explore how the development has been designed for replaceability, particularly with respect to layers which are expected to undergo maintenance and replacement during the lifespan of the development, for example building services. The Applicant should further explore how the development is designed for disassembly. For example, it is unlikely that bathroom pods would be removed from the building for reuse. Bathroom pods are often supplied as sealed units using wet trades which can make maintenance challenging and produce large quantities of waste. The Applicant should consider engaging with the contractor on circular economy matters. The Applicant also references that the facade could be disassembled separately from the structure. However, itis understood that brick is proposed to several of these facades, the Applicant should ensure that necessary measures have been considered in order to facilitate the effective disassembly of the facade at end-of-life.

122. The Applicant should continue to develop the responses provided in the Circular Economy Design Principles table to planning stage to demonstrate how the proposals respond to these. The Applicant should ensure that information is provided to describe both what is proposed and how this is to be secured within the design. The Applicant should demonstrate where the proposals seek to go beyond standard practice. For examples of this, the

Applicant may refer to the GLA Circular Economy Statement Monitoring Report 2022.

123. It is welcomed that the Applicant has acknowledged commitments to each of the GLA policy targets in the Circular Economy Targets table. The Applicant should also note the London Environment Strategy target for a 75% business waste recycling rate by 2030. The Applicant is strongly encouraged to provide a Site Waste Management Plan, cut and fill calculations / excavated materials options assessment, reused and recycled content calculations, at planning stage as supporting evidence with respect to the tables to be completed in the GLA Circular Economy template.

124. As part of any planning application the Applicant is required to submit a Circular Economy Statement in accordance with the GLA guidance. This statement should address the comments raised above. The Applicant would also be conditioned to submit a post-construction report, with suggested wording available on the GLA website[8].

Environmental issues

Urban greening and biodiversity

125. London Plan Policies G1 and G5 embed urban greening as a fundamental aspect of site and building design. Features such as street trees, green roofs, rain gardens, and hedgerows should all be considered for inclusion and the opportunity for ground level urban greening should be maximised. The Applicant must calculate the Urban Greening Factor as set out in London Plan Policy G5 and seek to achieve the specified target prior to the Mayor's decision-making stage. A landscaping plan should also be provided.

126. Development proposals should aim to secure biodiversity net gain in line with Policy G6.

Sustainable drainage and flood risk

127. The drainage strategy should aim to reduce surface water discharge from the site to greenfield rates in accordance with London Plan Policy SI 13. Where greenfield runoff rates cannot be achieved and robust justification is provided, a discharge rate of three times the greenfield rate may be acceptable.

128. The drainage strategy should maximise opportunities to use Sustainable Drainage System (SuDS) measure at the top of the drainage hierarchy, as set out in London Plan Policy SI13. Roofs and new public realm areas present an opportunity to integrate SuDS such as green and blue roofs, tree pits, and permeable paving into the landscape, thereby providing amenity and water quality benefits.

Air quality

129. London Plan Policy SI 1 requires applications to be accompanied by an air quality assessment which demonstrates how the development would not lead to further deterioration of existing poor air quality, create any new areas that exceed air quality limits (or delay the date at which compliance will be achieved

[8] https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/circular-economy-statement-guidance

in areas that are currently in exceedance of legal limits) or create unacceptable risk of high levels of exposure to poor air quality. Development proposals must be at least air quality neutral. The formal application should be supported by an air quality assessment in accordance with London Plan Policy SI 1. The Applicant should refer to the GLA's guidance for further information.

Conclusion

130. Amendment of the extant consent to provide optimise the site by providing an uplift in residential units, including affordable homes, and commercial floorspace is supported in land use terms. Issues with respect to housing; urban design; heritage; strategic views; transport; sustainable development; and environmental issues must be addressed in advance of an application being made.

---

for further information, contact GLA Planning Unit (Development Management Team):
Nikki Matthews, Senior Strategic Planner (case officer)
email: nikki.matthews@london.gov.uk
Connaire OSullivan, Team Leader – Development Management
email: connaire.osullivan@london.gov.uk
Allison Flight, Deputy Head of Development Management
email: alison.flight@london.gov.uk
John Finlayson, Head of Development Management
email: john.finlayson@london.gov.uk
Lucinda Turner, Assistant Director of Planning
email: lucinda.turner@london.gov.uk

APPENDIX C

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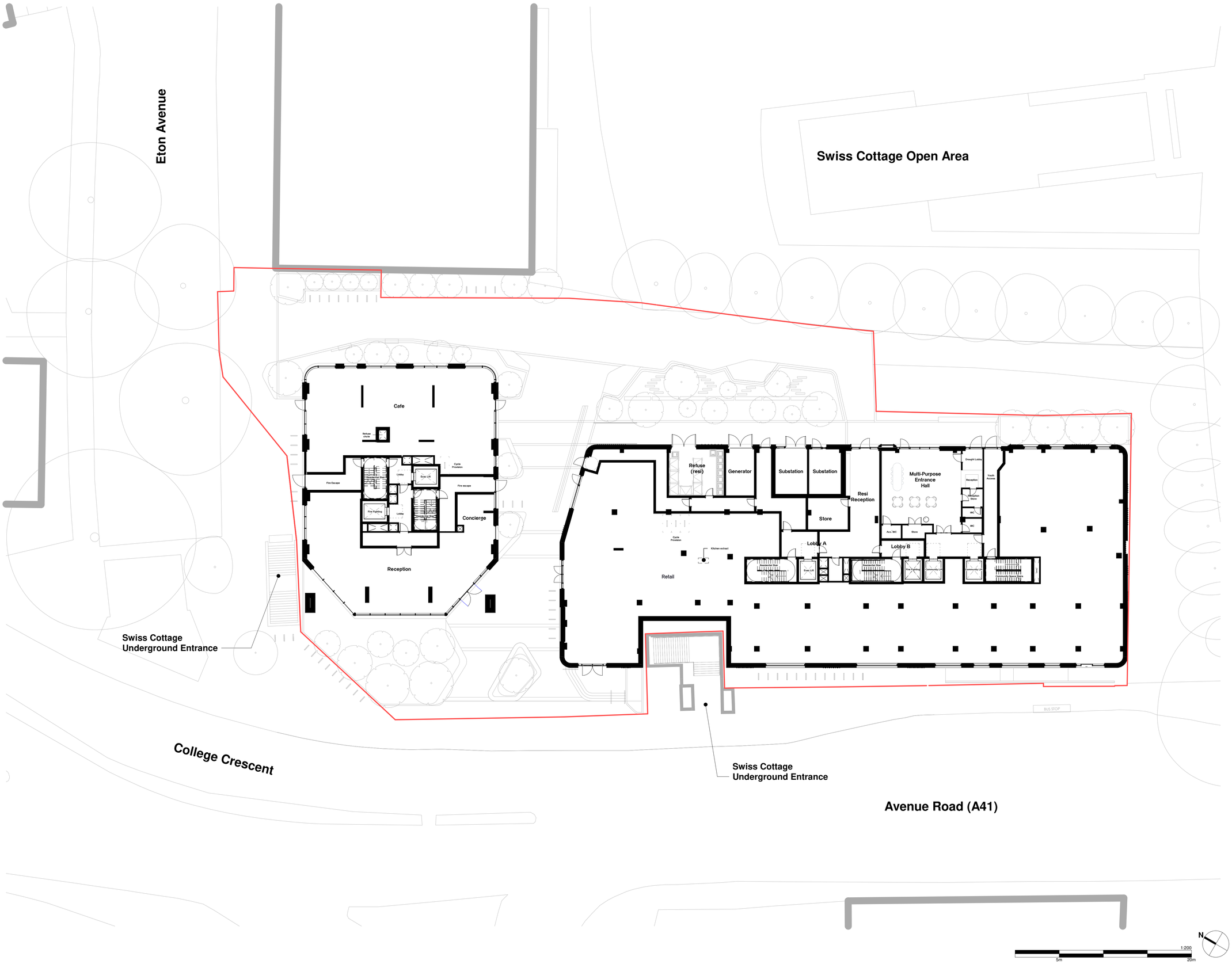

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Notes
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Drawing Revisions

Date:	Rev:	Note:	Check:
31.01.25	P01	Section 73 Application Submission	DR

CARTWRIGHT PICKARD

Client
Regal Avenue Road Ltd.

Project
1016 | 100 Avenue Road

Building Name
Tower & Lower Building

Drawing Title
Ground Floor Plan

Scale
1: 200 @ A1

Drawing Created
August 2024

Revision
P01

Drawing No.
1016-CPA-ZZ-ZZ-DR-A-0200

London Office
1 Canal Side Studios
8-14 St Pancras Way
London NW1 0QG
Tel 020 7554 3330

cartwrightpickard.com

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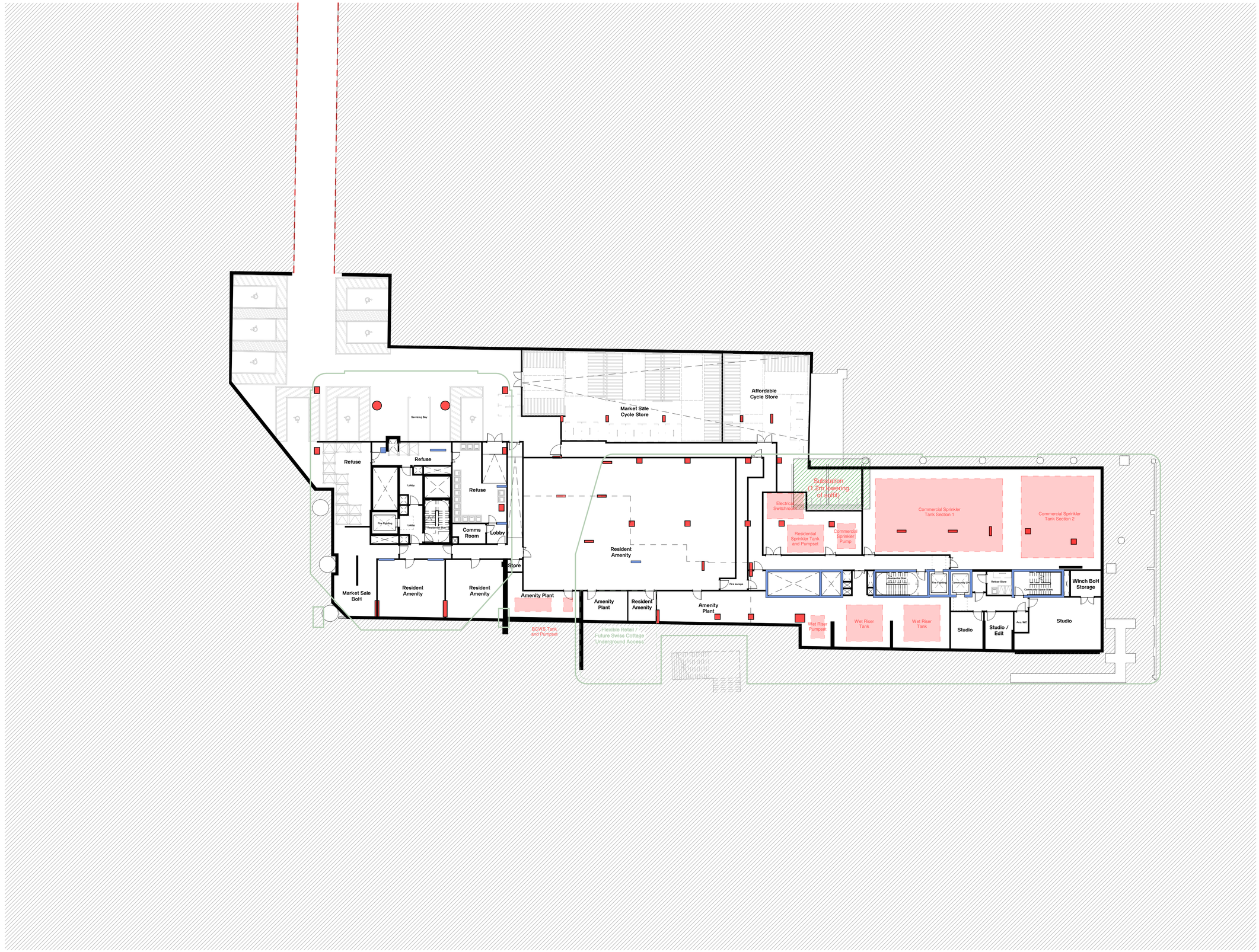

Drawing Original Size
A1

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Structure referencing Robert Bird model (SC-RBP-00-XX-M3-S-0001)

Robert Bird to confirm revised column locations

Drawing Revisions

Date:	Rev:	Note:	Check:
06.09.24	P02	Issue for Structures Review	AS
25.09.24	P03	Issue to Whitecode for Information	AS
25.09.24	P04	Issue to Caneparo for Information	AS
07.10.24	P05	Issue to Regal for Information	AF
21.10.24	P06	Issue Winch Drawings to Regal	AS
23.10.24	P07	Issue Winch Drawings to Regal	AF
30.10.24	P08	Winch Areas Updated	DR
01.11.24	P09	Tower Plans Issued for Design Freeze	DR
04.11.24	P10	Winch Basement Issued to Regal	AF
05.11.24	P11	Tower Plans Issued for Design Freeze	AF
05.11.24	P12	Tower Plans Amended for Design Freeze	DR
08.11.24	P13	Drawings Issued for Design Freeze	DR
18.11.24	P14	Winch Issue to Regal	DR
22.11.24	P15	GA Issue to Regal	DR
11.12.24	P16	Winch Drawings Amendments	DR
22.01.25	P17	Drawings Issued for Design Freeze	DR

CARTWRIGHT PICKARD

Client
Regal Avenue Road Ltd.

Project
1016 | 100 Avenue Road

Building Name
Tower & Lower Block

Drawing Title
Basement Floor Plan

Scale
1: 200 @ A1

Drawing Created
July 2024

Revision
P17

Drawing No.
1016-CPA-ZZ-B1-DR-A-0299

London Office
1 Canal Side Studios
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London NW1 0QG
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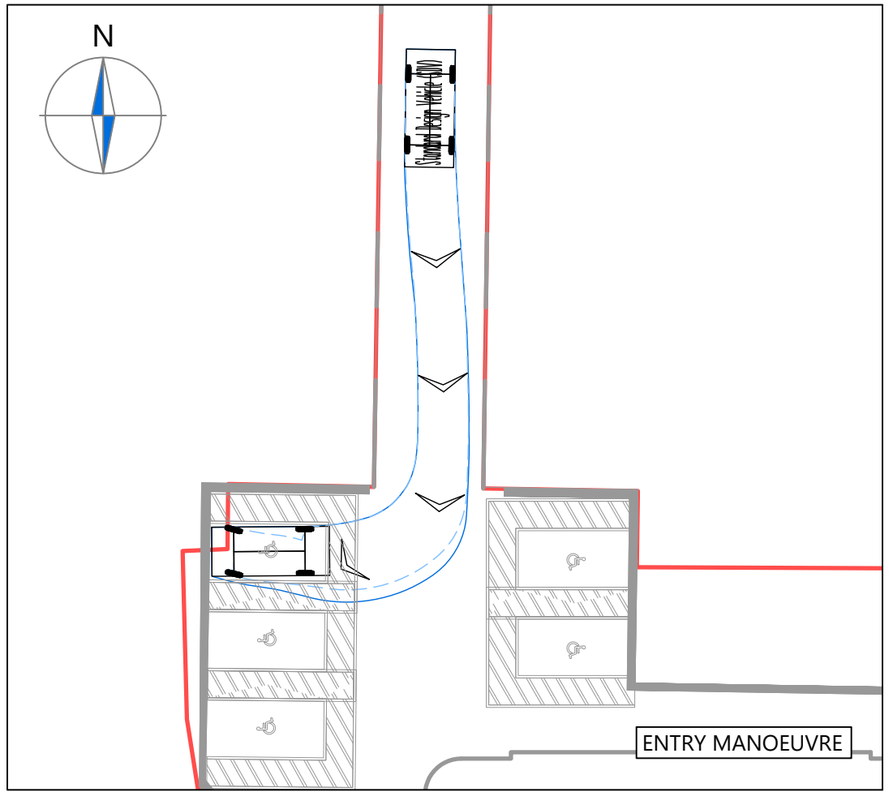
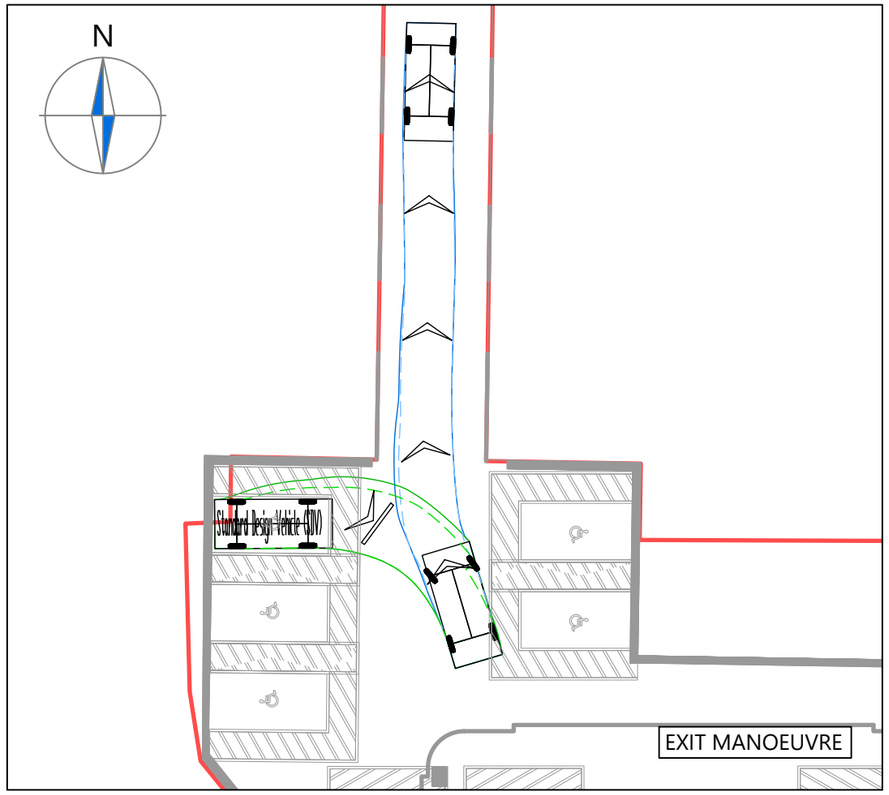
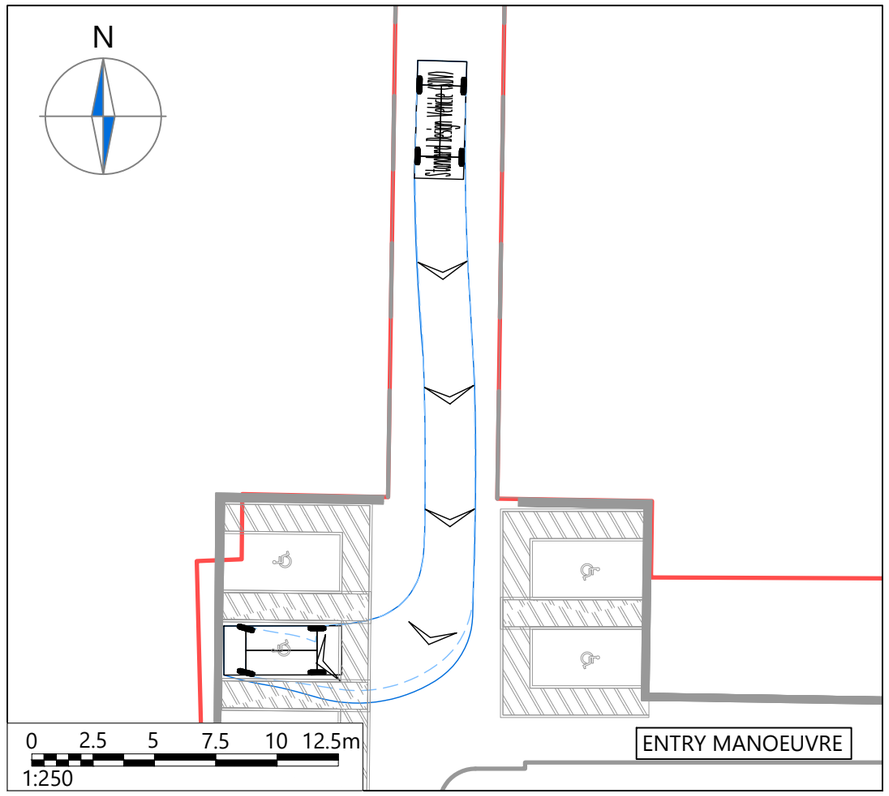
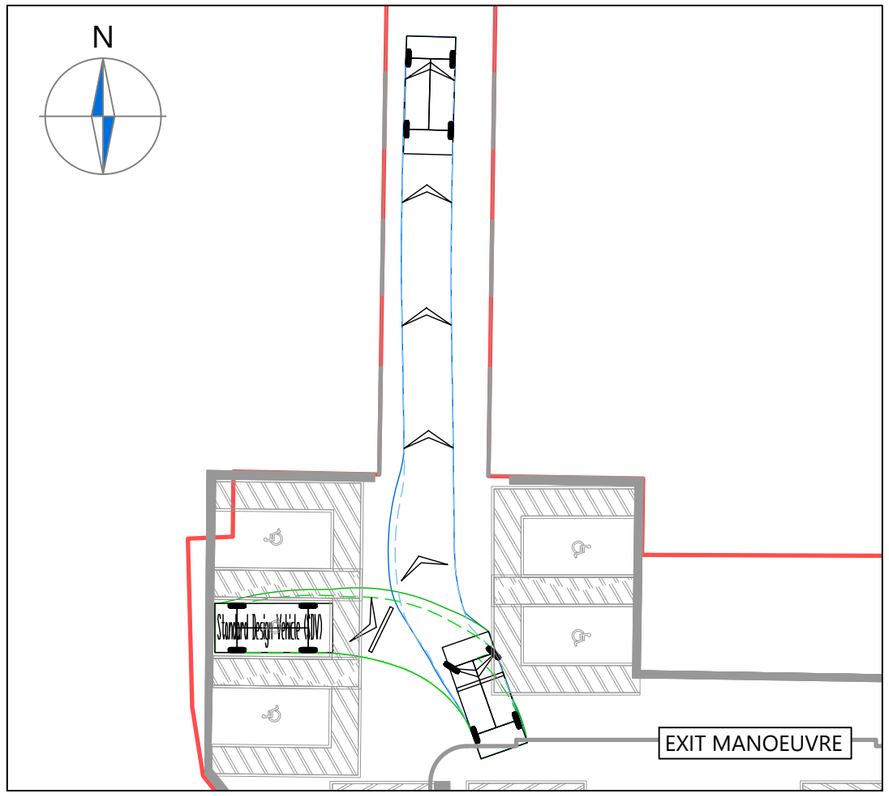
APPENDIX D









NOTES

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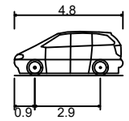
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

STANDARD DESIGN VEHICLE (SDV)



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Overall Body Height	1.950m
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Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Forward Gear | Reverse Gear

Rev	Details	Drawn	Checked	Date
A	Updated layout	RLM	DB	29.01.2025

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Regal Avenue Road Limited

Project:

100 Avenue Road
Camden

Drawing Title:

Vehicle Swept Path Analysis for a Standard Design Vehicle (SDV)

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Approved by:	Date:
COS	DB	DB	02.12.2024

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
5352	TR005	1 of 6	A

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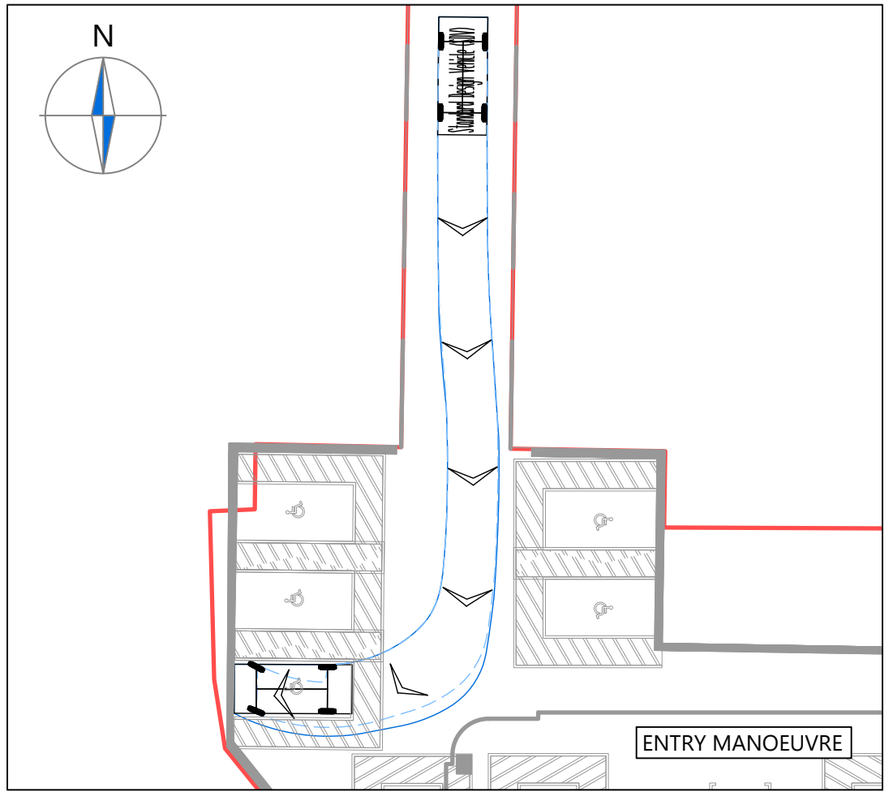

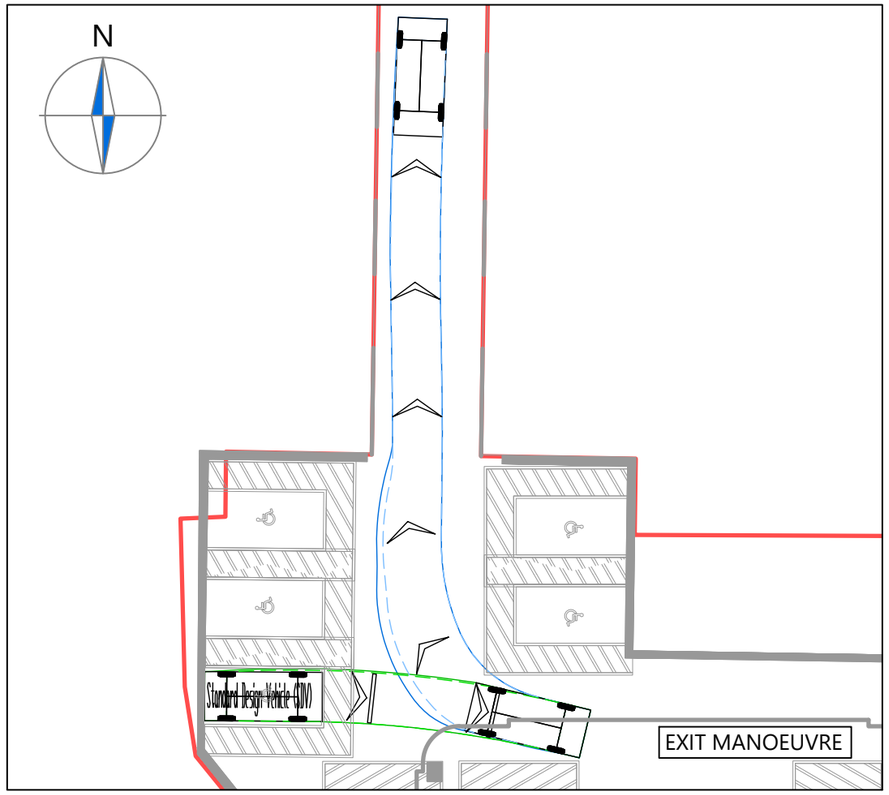

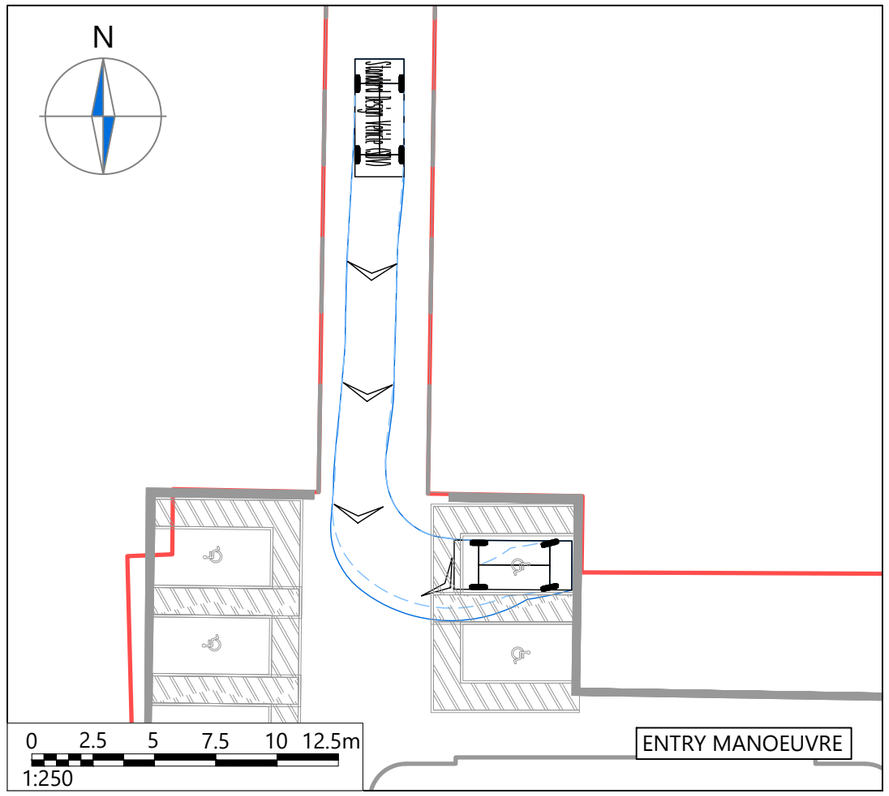

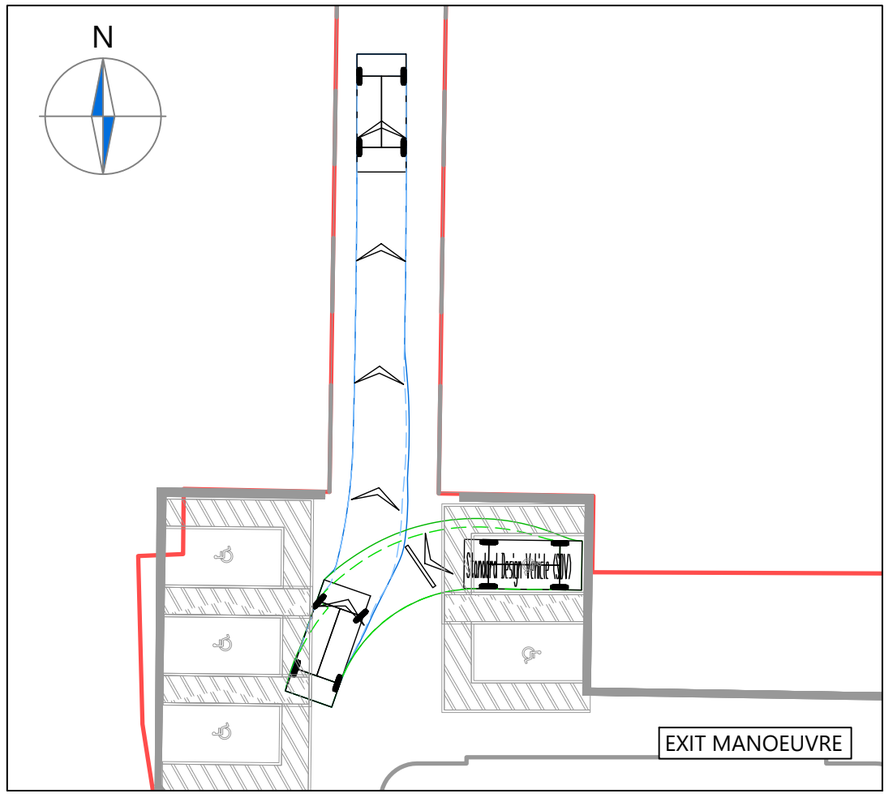

NOTES

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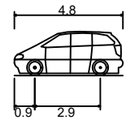
STANDARD DESIGN VEHICLE (SDV)



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Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Forward Gear | Reverse Gear

Rev	Details	Drawn	Checked	Date
A	Updated layout	RLM	DB	29.01.2025

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Regal Avenue Road Limited

Project:

100 Avenue Road
Camden

Drawing Title:

Vehicle Swept Path Analysis for a Standard Design Vehicle (SDV)

Scale:	Size:	Drawn by:	Checked by:	Approved by:	Date:
1:250	A3	COS	DB	DB	02.12.2024

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Scheme Ref:	Drawing No:	Sheet :	Rev:
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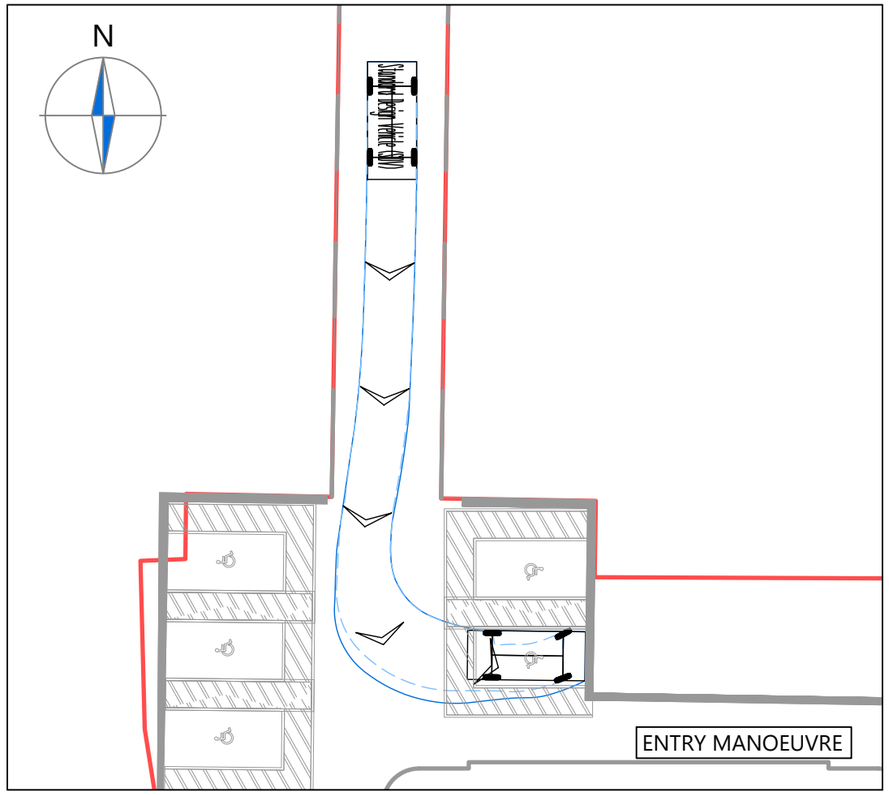

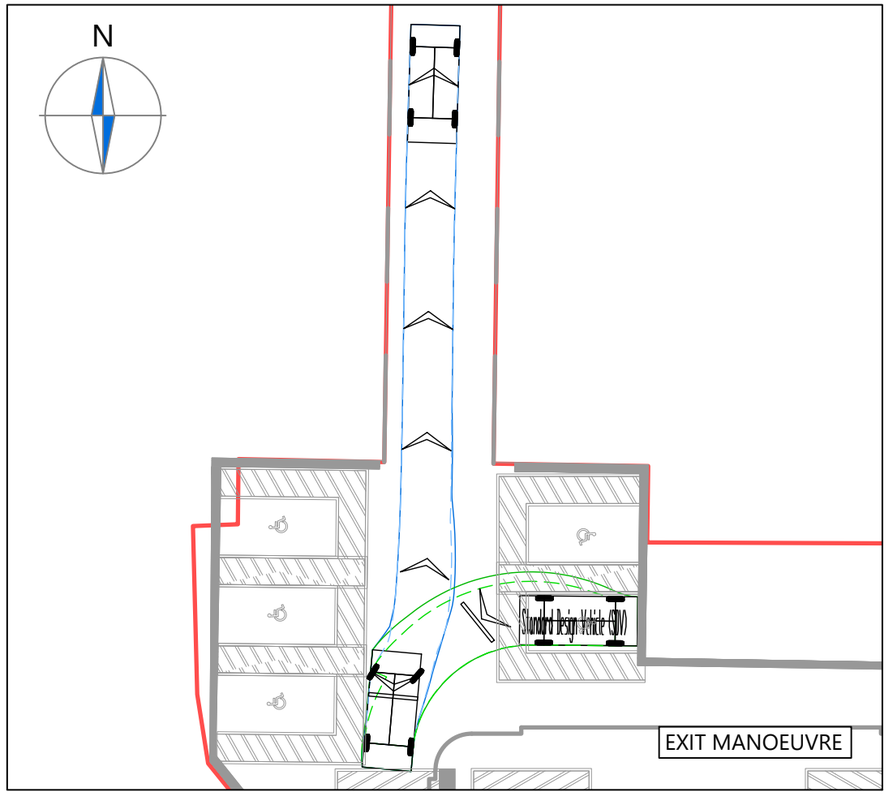

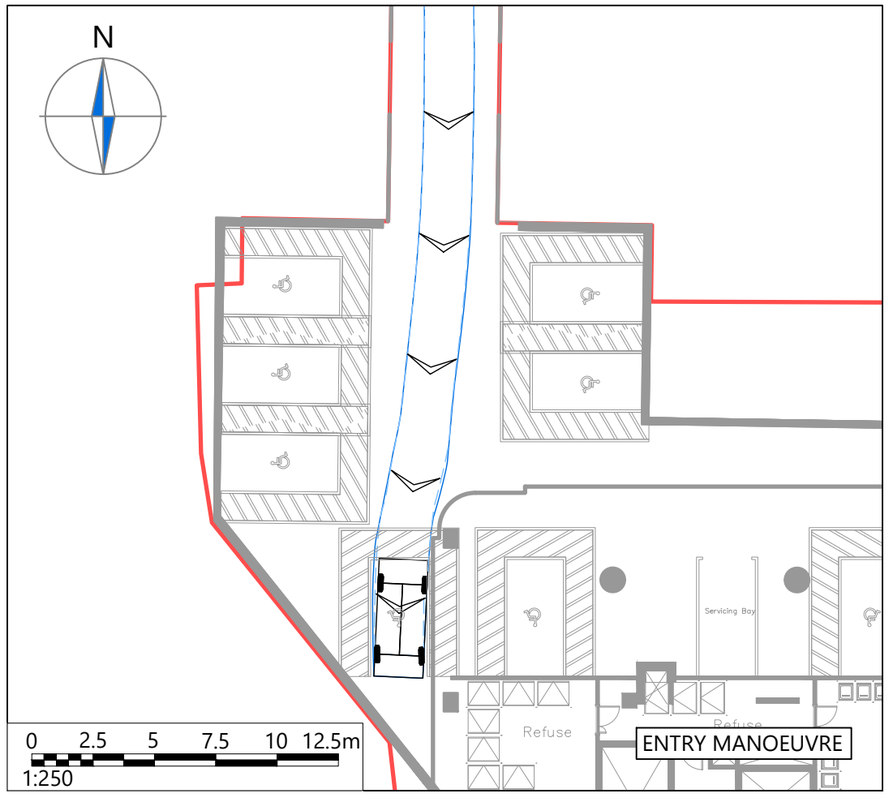

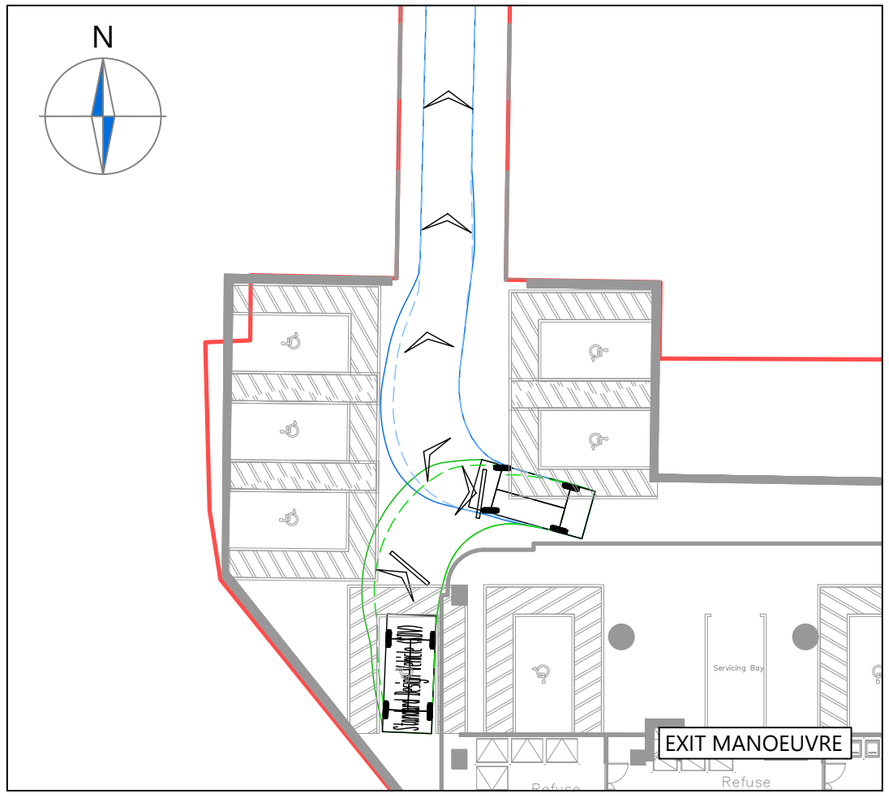

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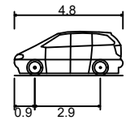
STANDARD DESIGN VEHICLE (SDV)



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Wall to Wall Turning Radius	6.000m

Forward Gear | Reverse Gear

Rev	Details	Drawn	Checked	Date
A	Updated layout	RLM	DB	29.01.2025

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Regal Avenue Road Limited

Project:

100 Avenue Road
Camden

Drawing Title:

Vehicle Swept Path Analysis for a Standard Design Vehicle (SDV)

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Approved by:	Date:
COS	DB	DB	02.12.2024

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Transport Planning & Highway Design
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Scheme Ref:	Drawing No:	Sheet :	Rev:
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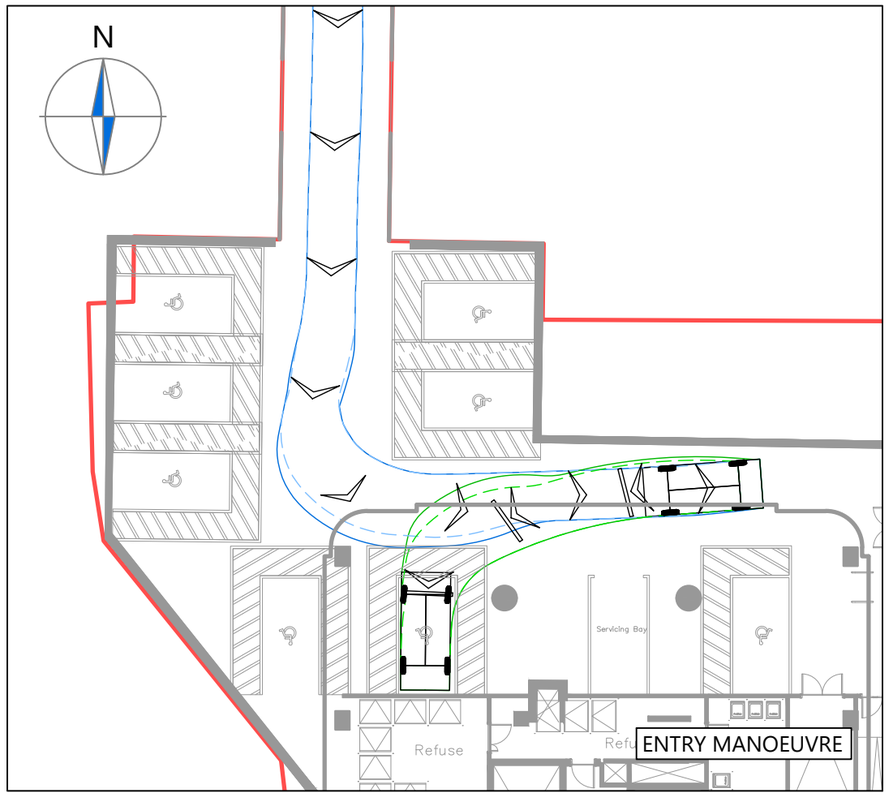

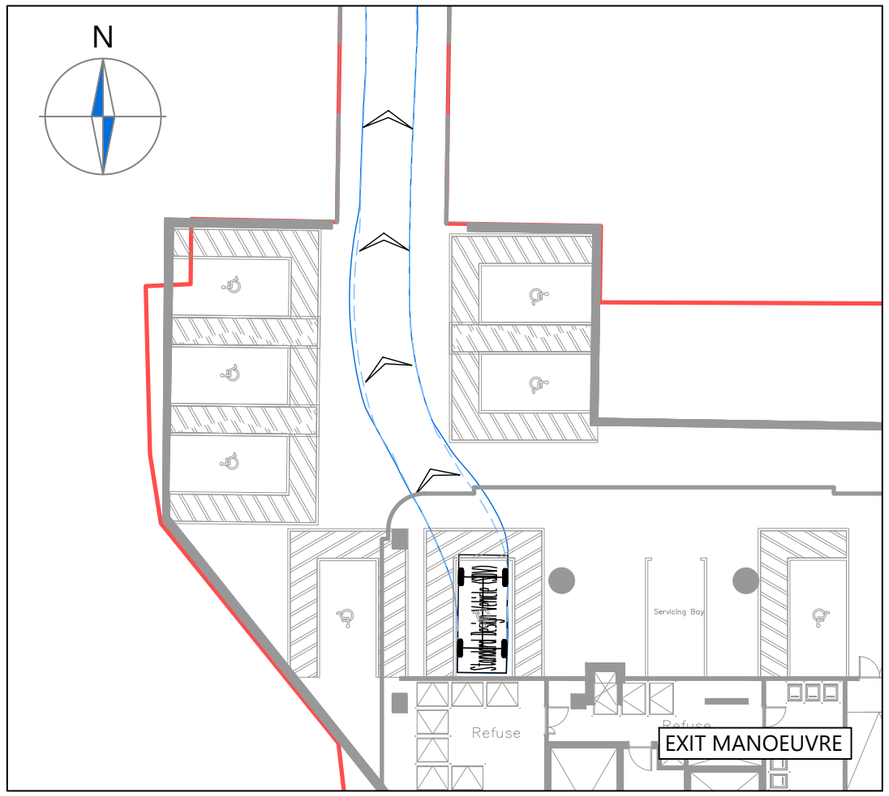

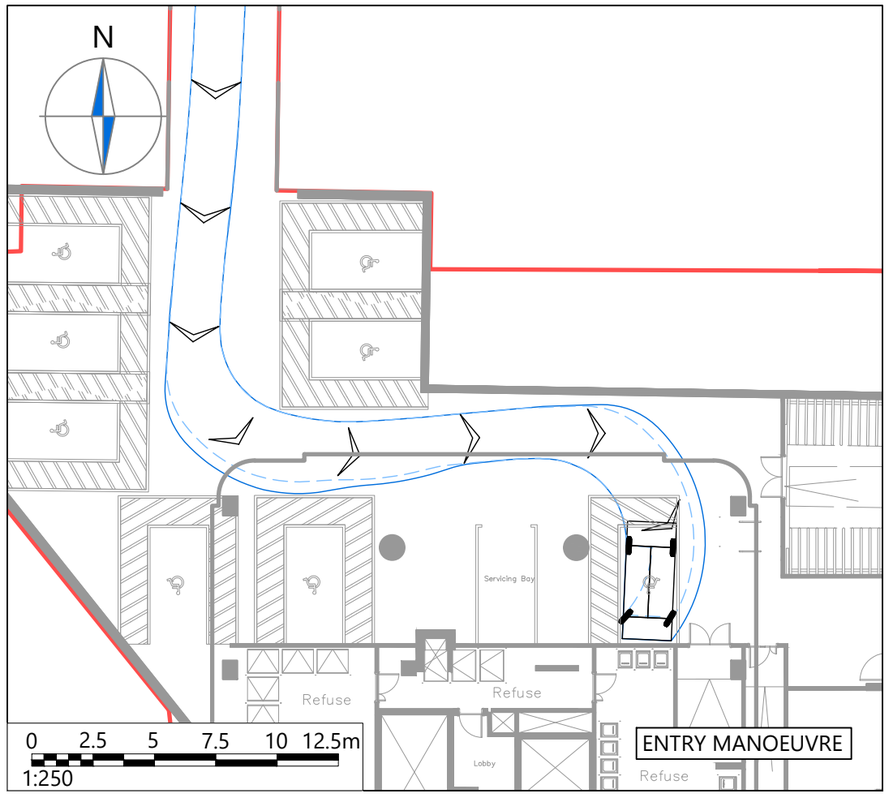

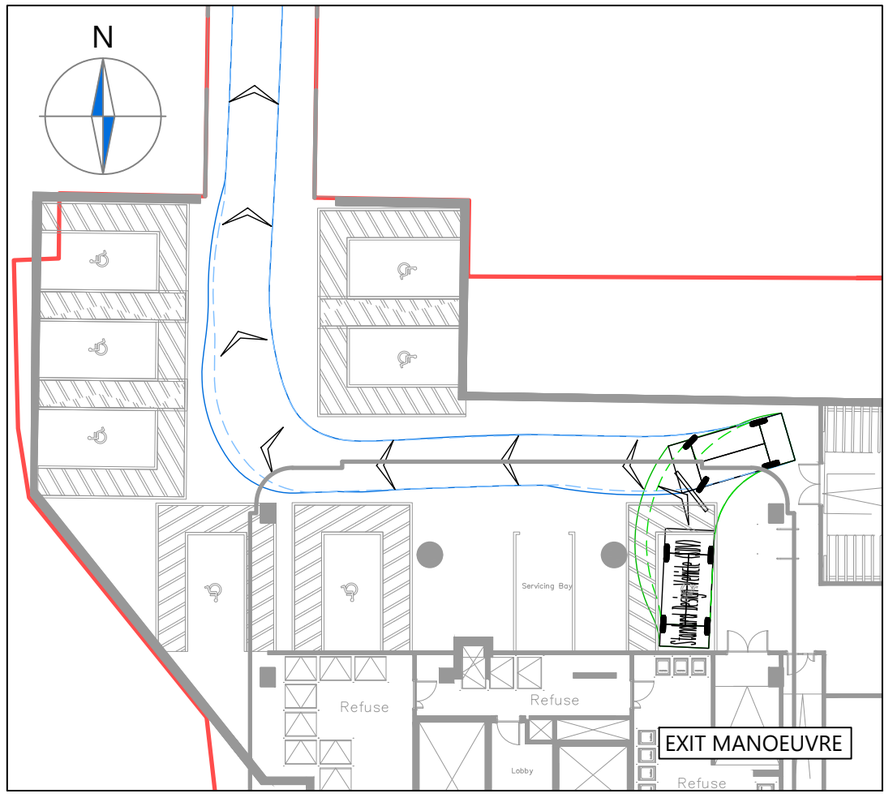

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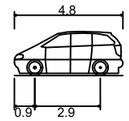
STANDARD DESIGN VEHICLE (SDV)



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Rev	Details	Drawn	Checked	Date
A	Updated layout	RLM	DB	29.01.2025

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Regal Avenue Road Limited

Project:

100 Avenue Road
Camden

Drawing Title:

Vehicle Swept Path Analysis for a Standard Design Vehicle (SDV)

Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Approved by:	Date:
COS	DB	DB	02.12.2024

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Transport Planning & Highway Design
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Scheme Ref:	Drawing No:	Sheet :	Rev:
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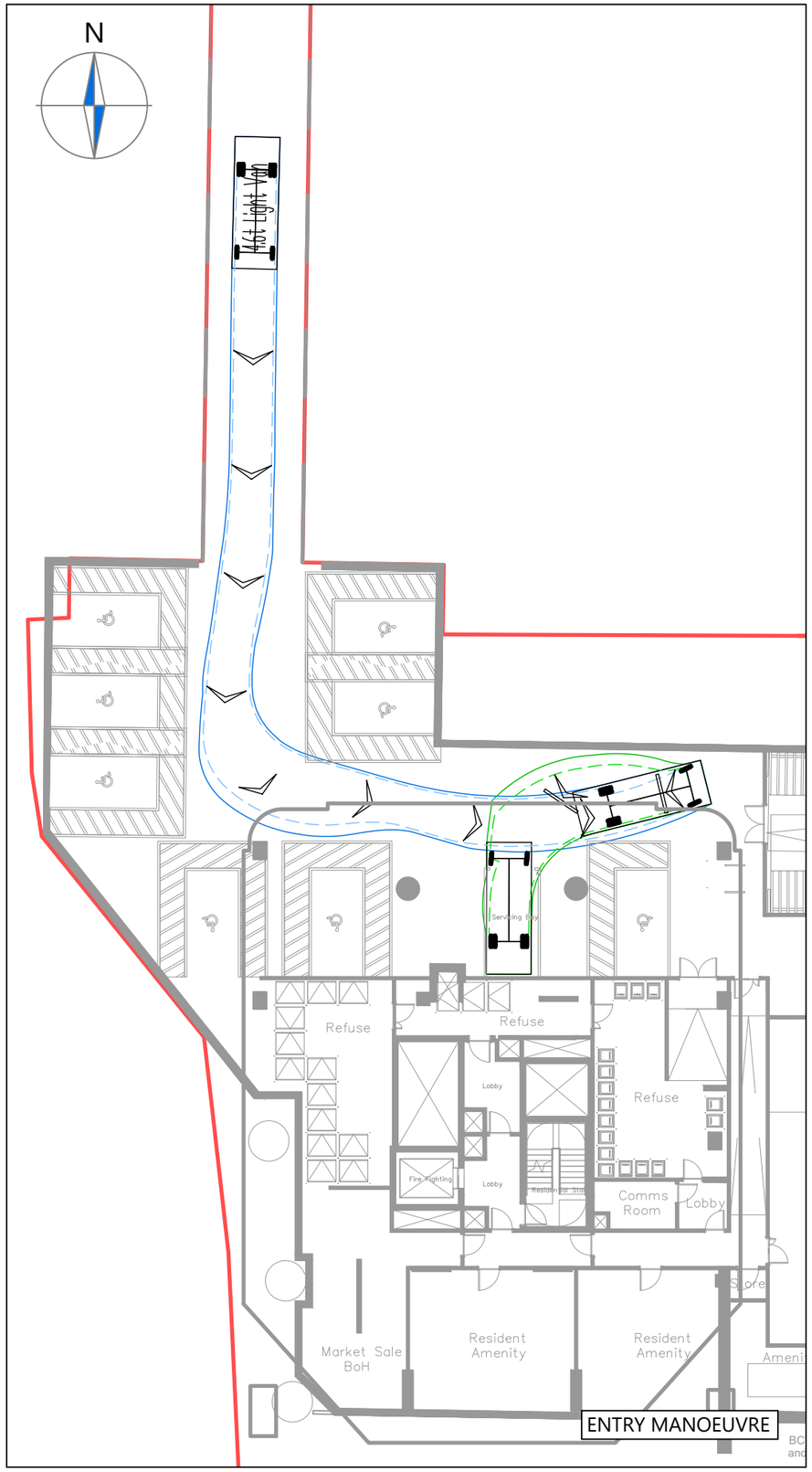

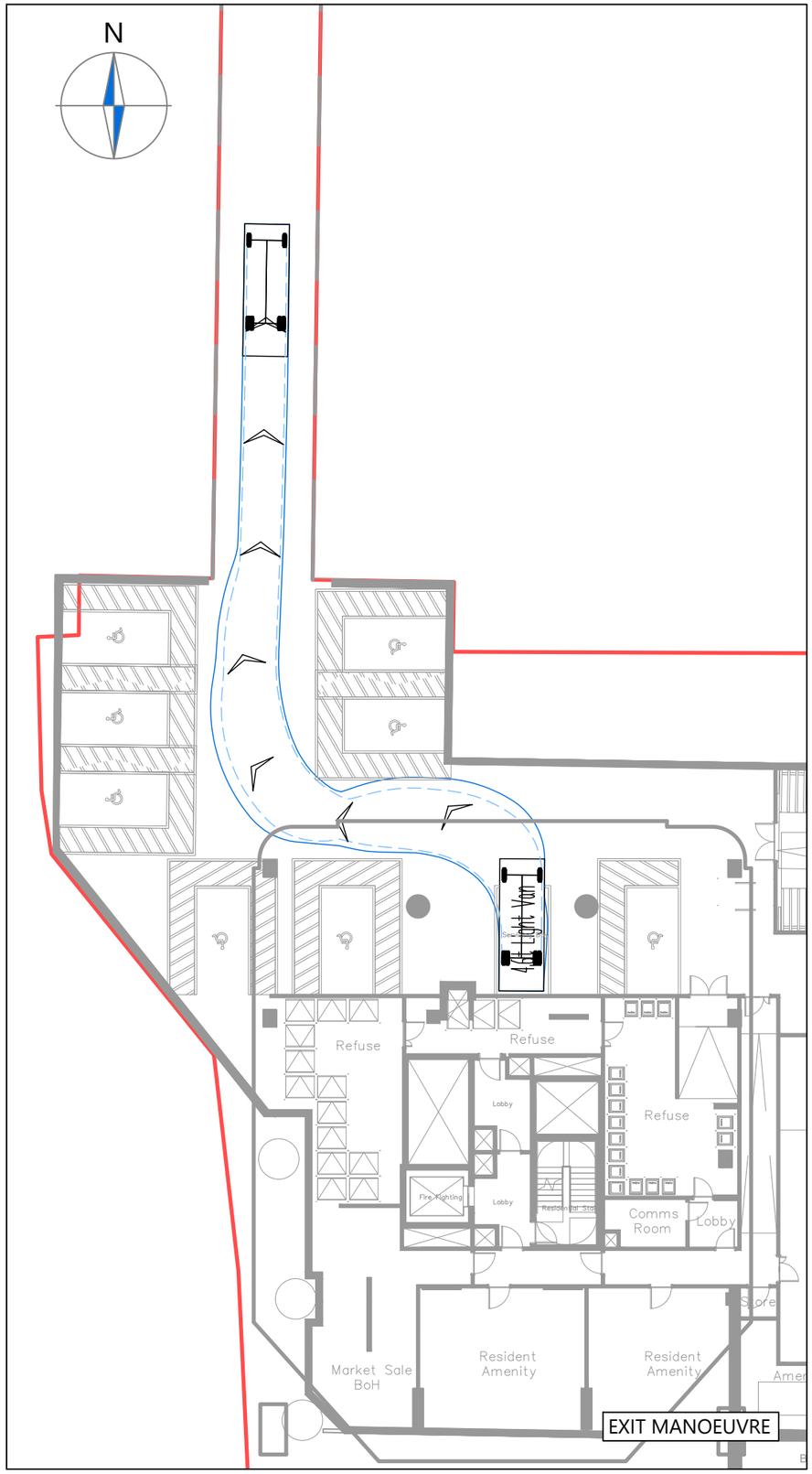

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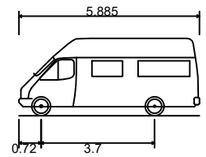
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

4.6T LIGHT VAN



Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

Forward Gear | Reverse Gear

Rev	Details	Drawn	Checked	Date
A	Updated layout	RLM	DB	29.01.2025

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Regal Avenue Road Limited

Project:

100 Avenue Road
Camden

Drawing Title:

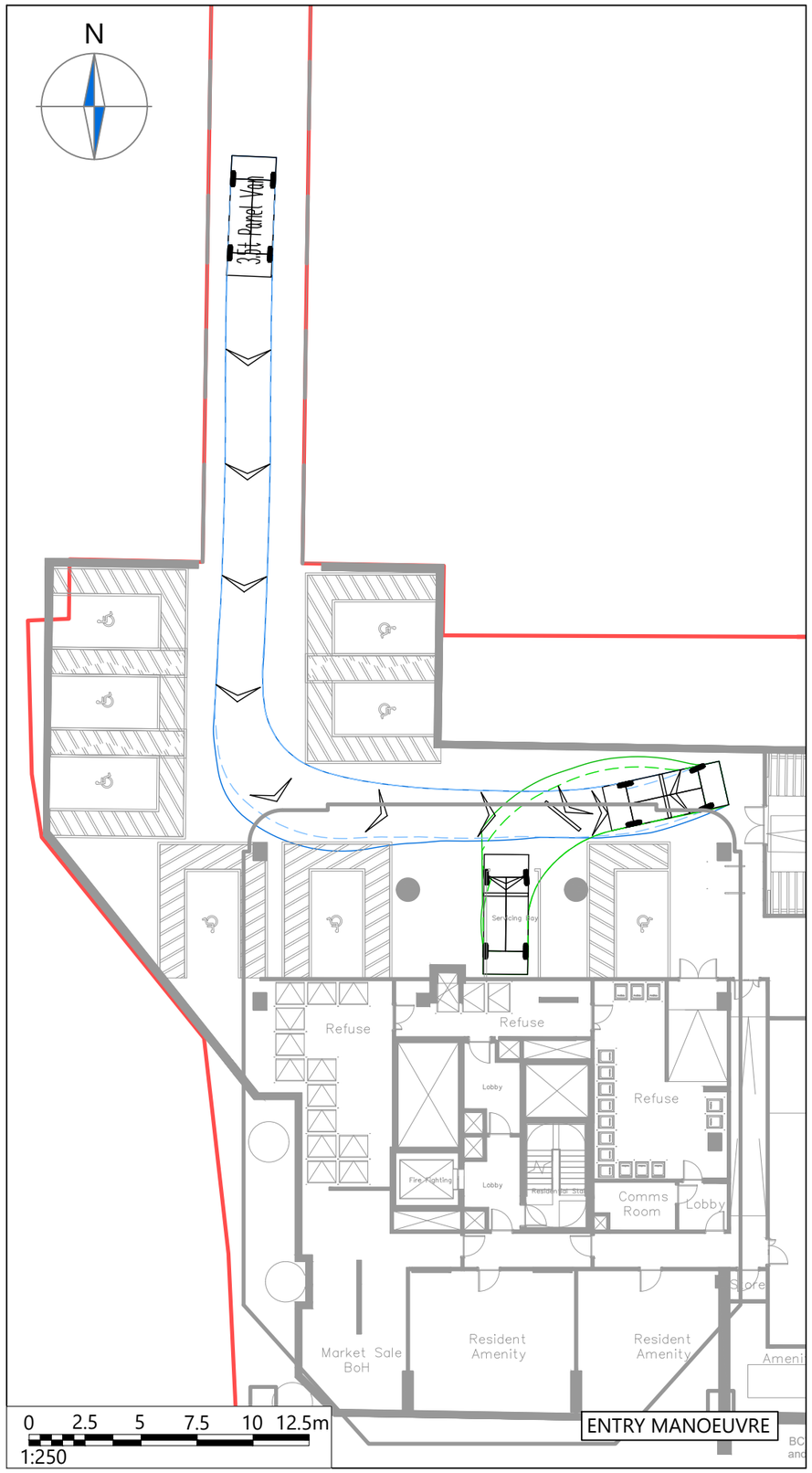
Vehicle Swept Path Analysis for a 4.6t Light Van

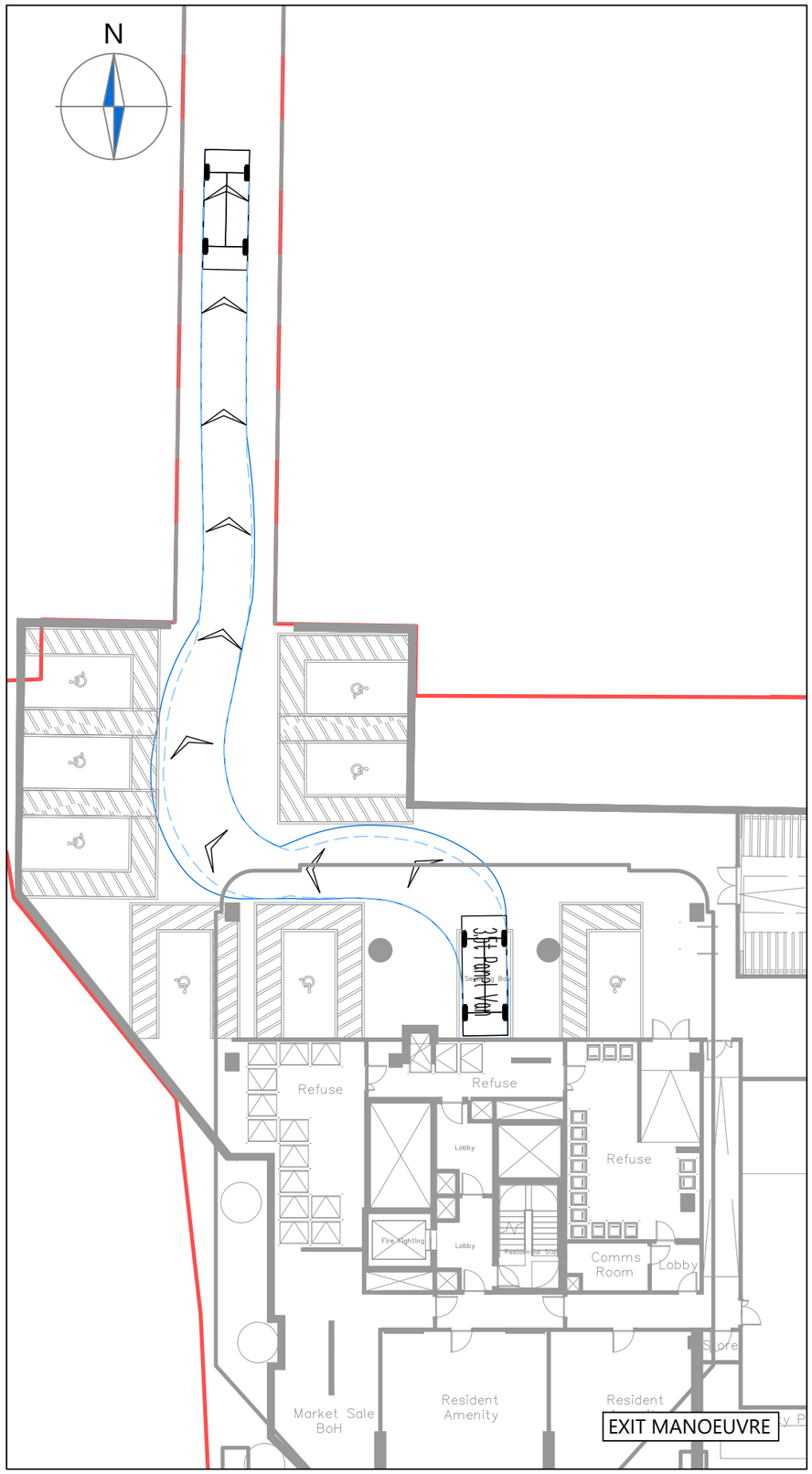
Scale:	Size:		
1:250	A3		
Drawn by:	Checked by:	Approved by:	Date:
COS	DB	DB	02.12.2024

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
5352	TR005	5 of 6	A

P:\2024\5352 - 100 Avenue Road, Camden\Drawings\CA5352_TR005_A - Vehicle Swept Path Analysis For Basement Tracking - Alternate Option.dwg

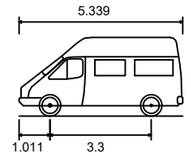




NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

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 Gear | Reverse Gear

Rev	Details	Drawn	Checked	Date
A	Updated layout	RLM	DB	29.01.2025

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Regal Avenue Road Limited

Project:

100 Avenue Road
Camden

Drawing Title:

Vehicle Swept Path Analysis for a 3.5t Panel Van

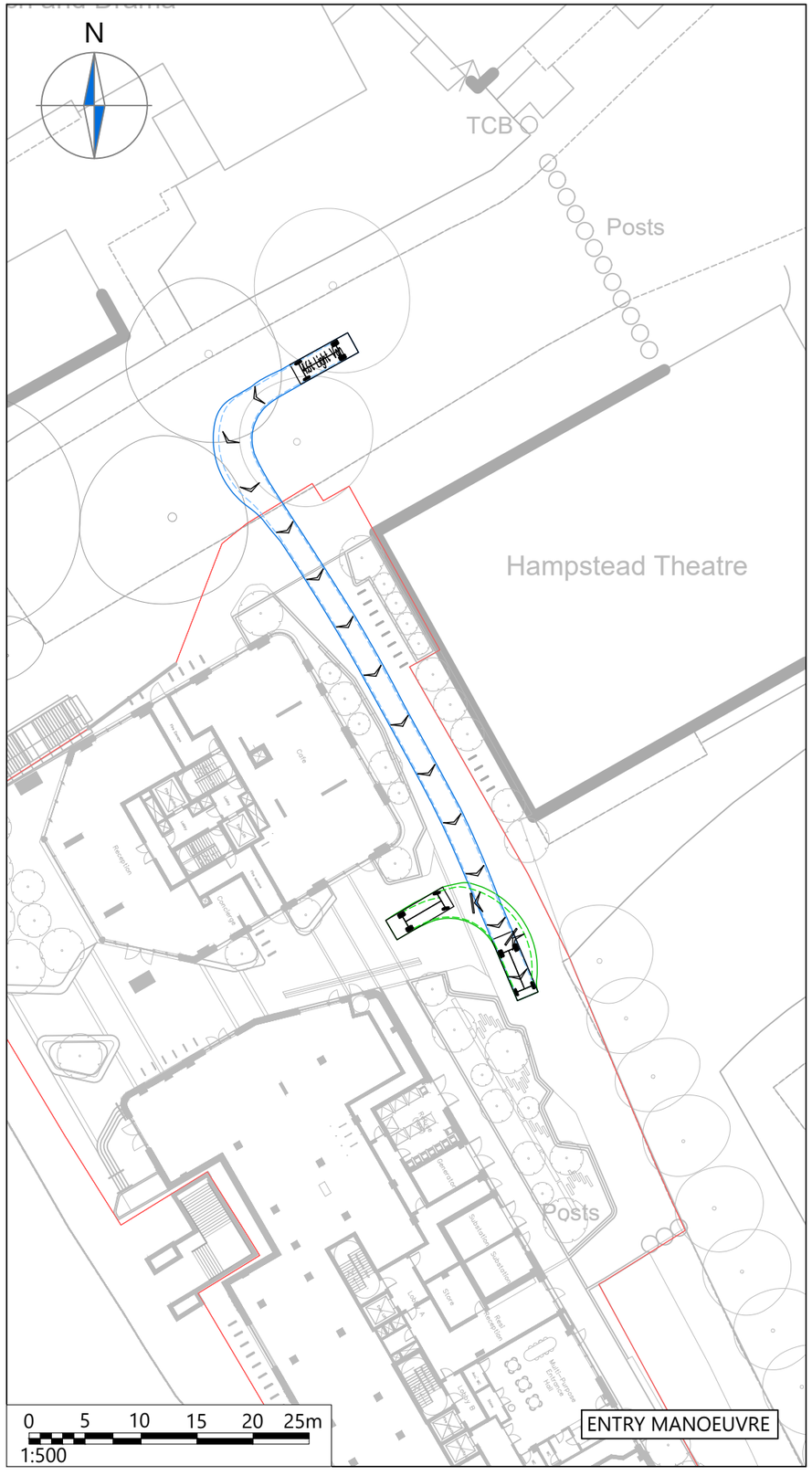
Scale:	Size:		
1:250	A3		
Drawn by:	Checked by:	Approved by:	Date:
COS	DB	DB	02.12.2024

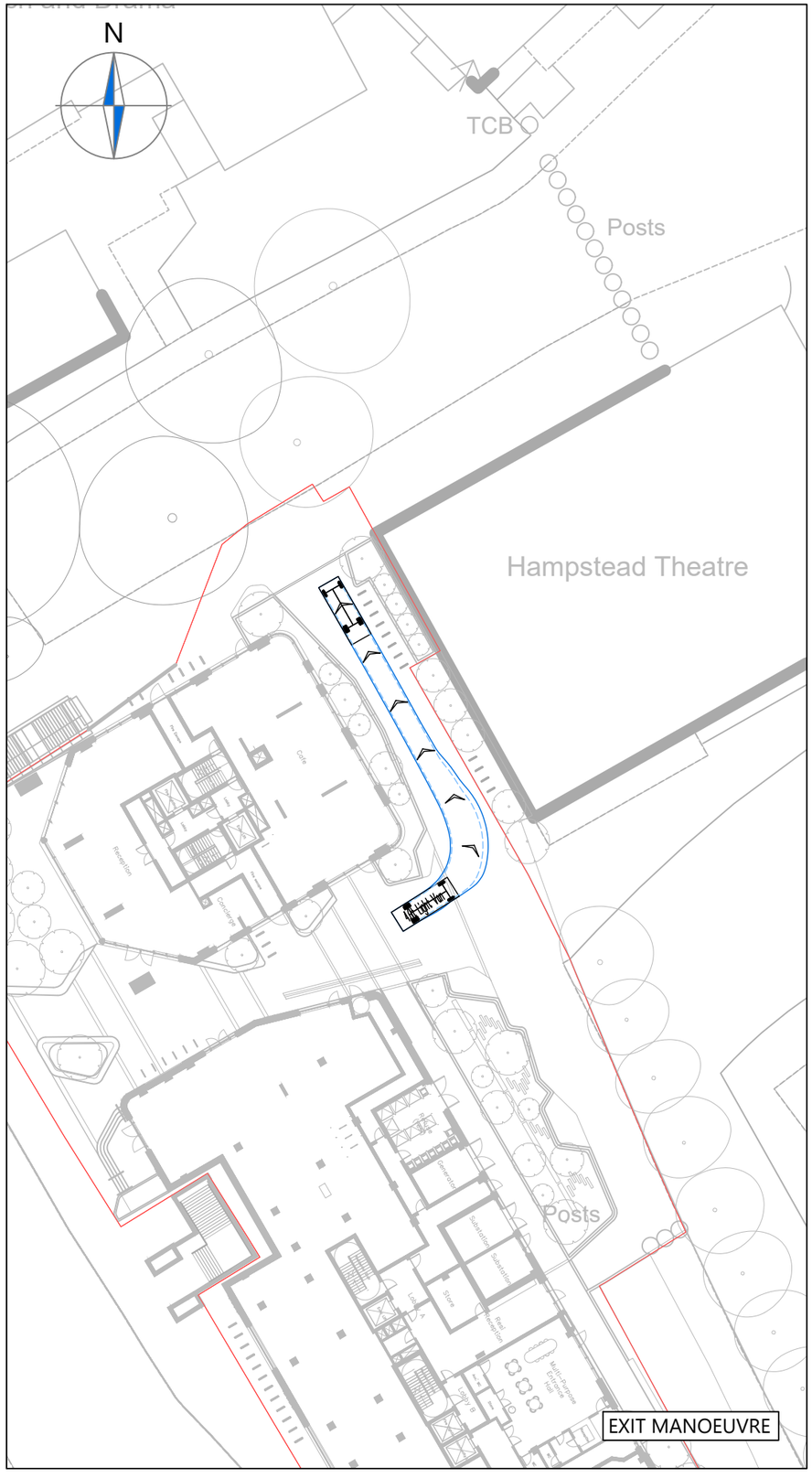
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
5352	TR005	6 of 6	A

P:\2024\5352 - 100 Avenue Road, Camden\Drawings\CA5352_TR005_A - Vehicle Swept Path Analysis For Basement Tracking - Alternate Option.dwg

APPENDIX E

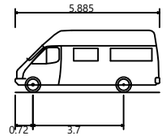




NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

4.6t Light Van



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

Forward Gear | Reverse Gear

Rev	Details	Drawn	Checked	Date
E	Updated Layout	RLM	DB	13.02.2025
D	Updated Layout	RLM	DB	29.01.2024
C	Updated Layout	RLM	DB	07.11.2024
B	Updated Layout	RLM	GS	09.07.2024
A	Updated Layout	RLM	DB	21.06.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Regal Avenue Road Limited

Project:

100 Avenue Road
Camden

Drawing Title:

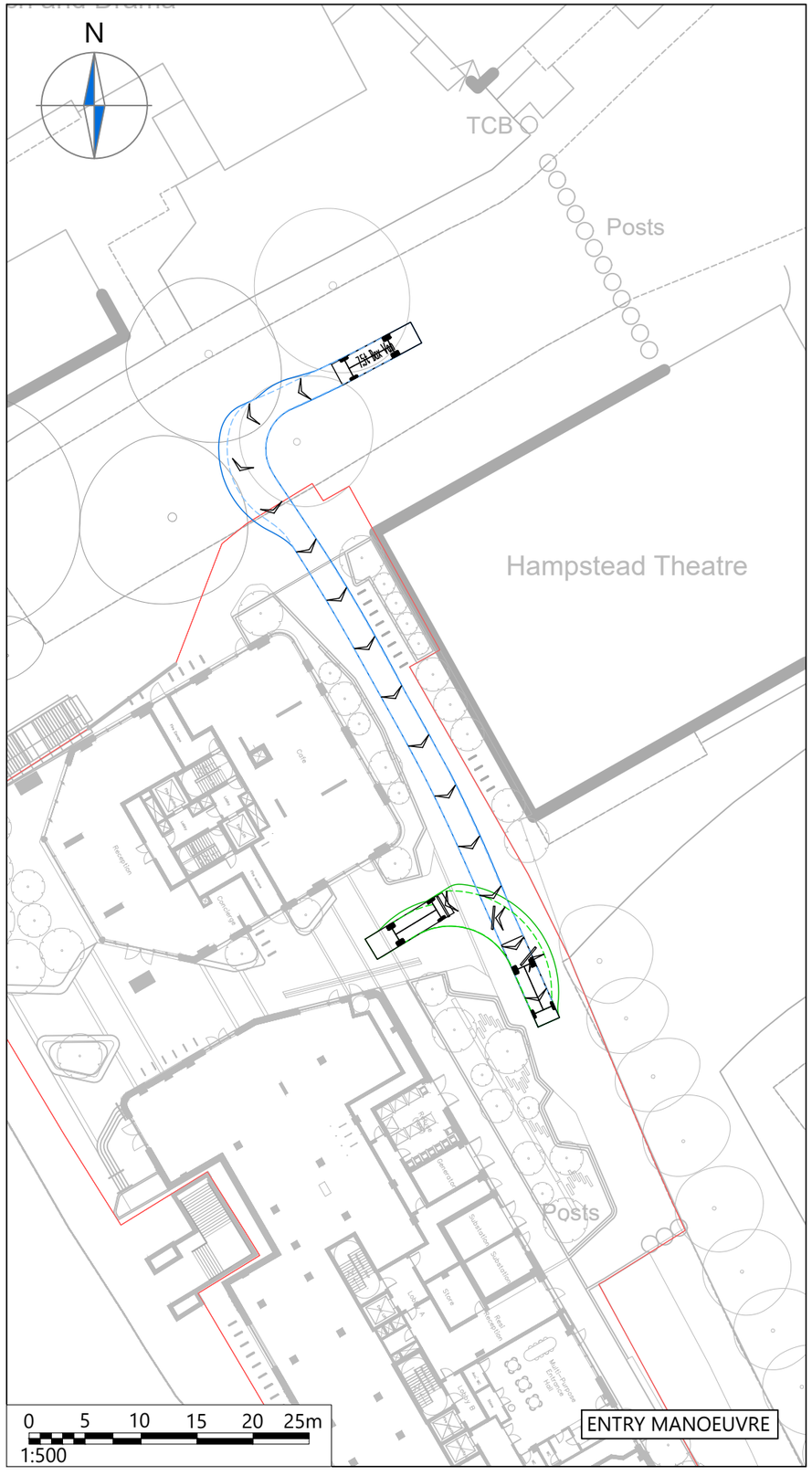
Swept Path Analysis
4.6t Light Van

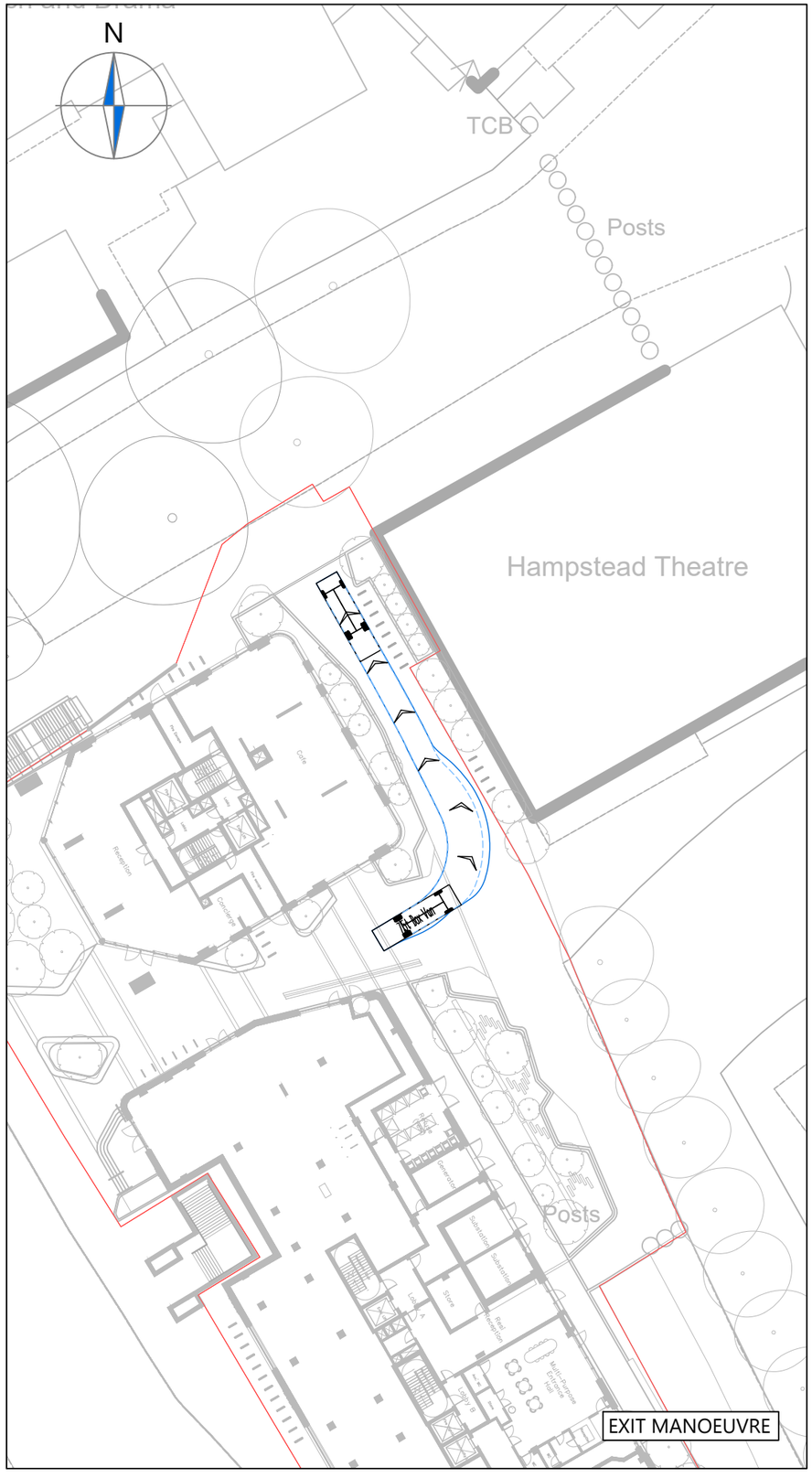
Scale:	Size:		
1:500	A3		
Drawn by:	Checked by:	Approved by:	Date:
RLM	DB	DB	07.06.2024

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
5352	TR002	1 of 5	E

P:\2024\5352 - 100 Avenue Road, Camden\Drawings\CA5352_TR002_E - Vehicle Swept Path Analysis.dwg

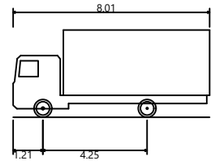




NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

7.5t Box Van



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 Gear | Reverse Gear

Rev	Details	Drawn	Checked	Date
E	Updated Layout	RLM	DB	13.02.2025
D	Updated Layout	RLM	DB	29.01.2024
C	Updated Layout	RLM	DB	07.11.2024
B	Updated Layout	RLM	GS	09.07.2024
A	Updated Layout	RLM	DB	21.06.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Regal Avenue Road Limited

Project:

100 Avenue Road
Camden

Drawing Title:

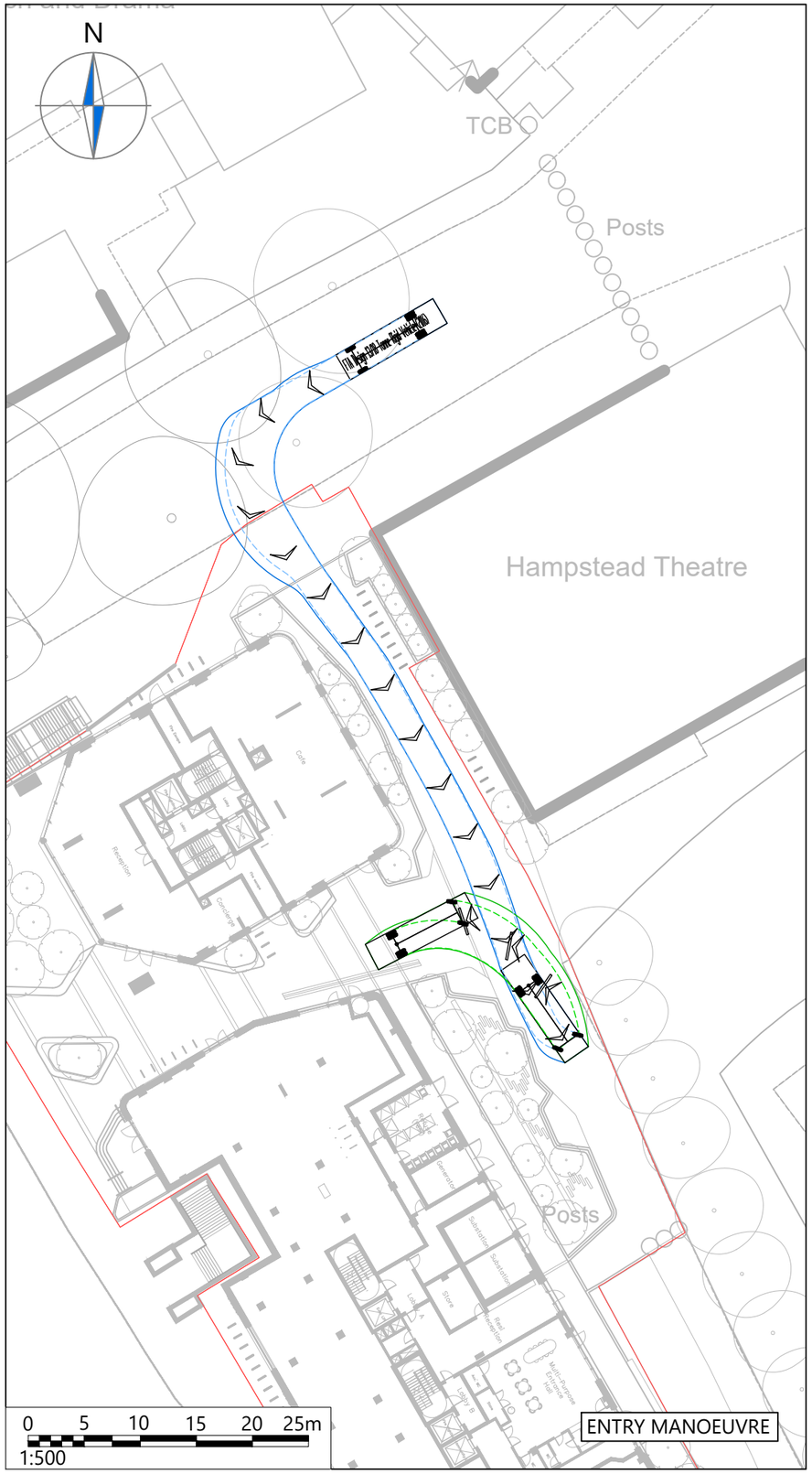
Swept Path Analysis
7.5t Box Van

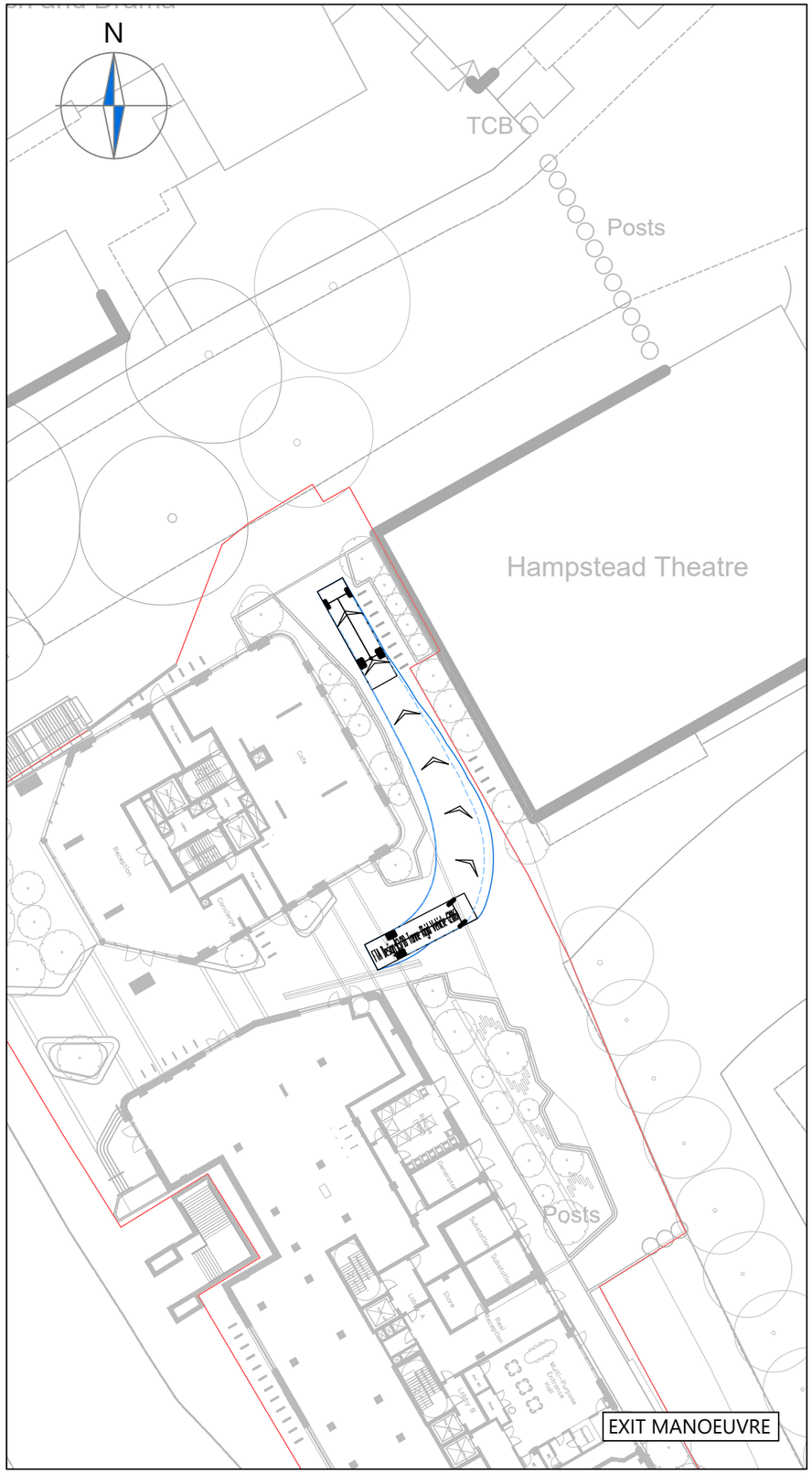
Scale:	Size:		
1:500	A3		
Drawn by:	Checked by:	Approved by:	Date:
RLM	DB	DB	07.06.2024

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
5352	TR002	2 of 5	E

P:\2024\5352 - 100 Avenue Road, Camden\Drawings\CA5352_TR002_E - Vehicle Swept Path Analysis.dwg

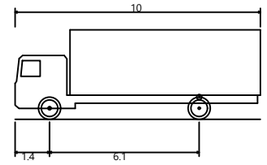




NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

10m Rigid



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Forward Gear | Reverse Gear

Rev	Details	Drawn	Checked	Date
E	Updated Layout	RLM	DB	13.02.2025
D	Updated Layout	RLM	DB	29.01.2024
C	Updated Layout	RLM	DB	07.11.2024
B	Updated Layout	RLM	GS	09.07.2024
A	Updated Layout	RLM	DB	21.06.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Regal Avenue Road Limited

Project:

100 Avenue Road
Camden

Drawing Title:

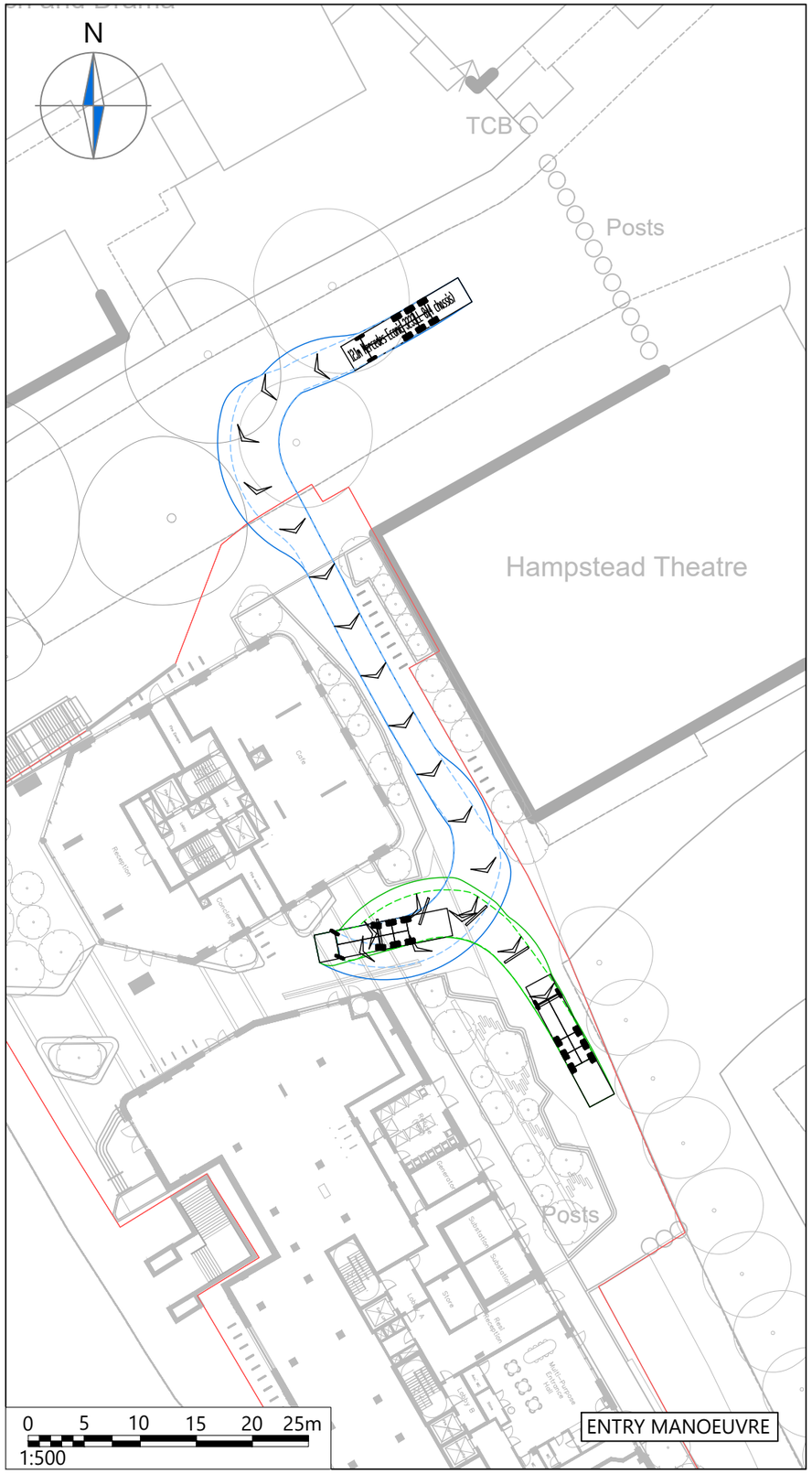
Swept Path Analysis
10m Rigid

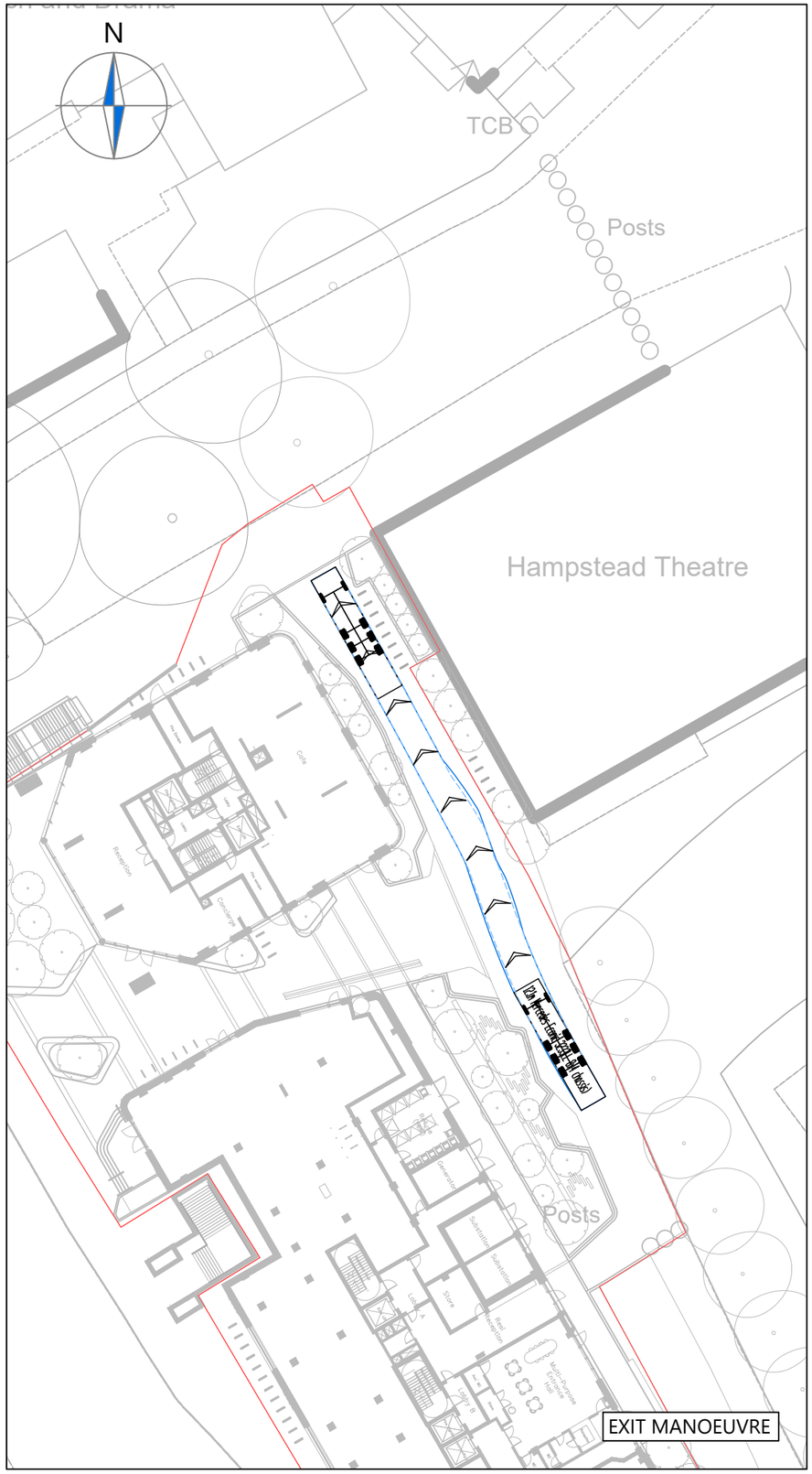
Scale:	Size:		
1:500	A3		
Drawn by:	Checked by:	Approved by:	Date:
RLM	DB	DB	07.06.2024

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
5352	TR002	3 of 5	E

P:\2024\5352 - 100 Avenue Road, Camden\Drawings\CA5352_TR002_E - Vehicle Swept Path Analysis.dwg

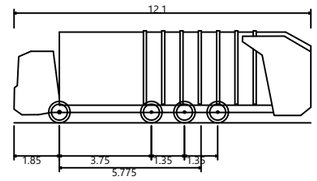




NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

Refuse Vehicle



12.1m Mercedes Econic 3233LL 8x4 chassis)

Overall Length	12.100m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.250m

Forward Gear | Reverse Gear

Rev	Details	Drawn	Checked	Date
E	Updated Layout	RLM	DB	13.02.2025
D	Updated Layout	RLM	DB	29.01.2024
C	Updated Layout	RLM	DB	07.11.2024
B	Updated Layout	RLM	GS	09.07.2024
A	Updated Layout	RLM	DB	21.06.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Regal Avenue Road Limited

Project:

100 Avenue Road
Camden

Drawing Title:

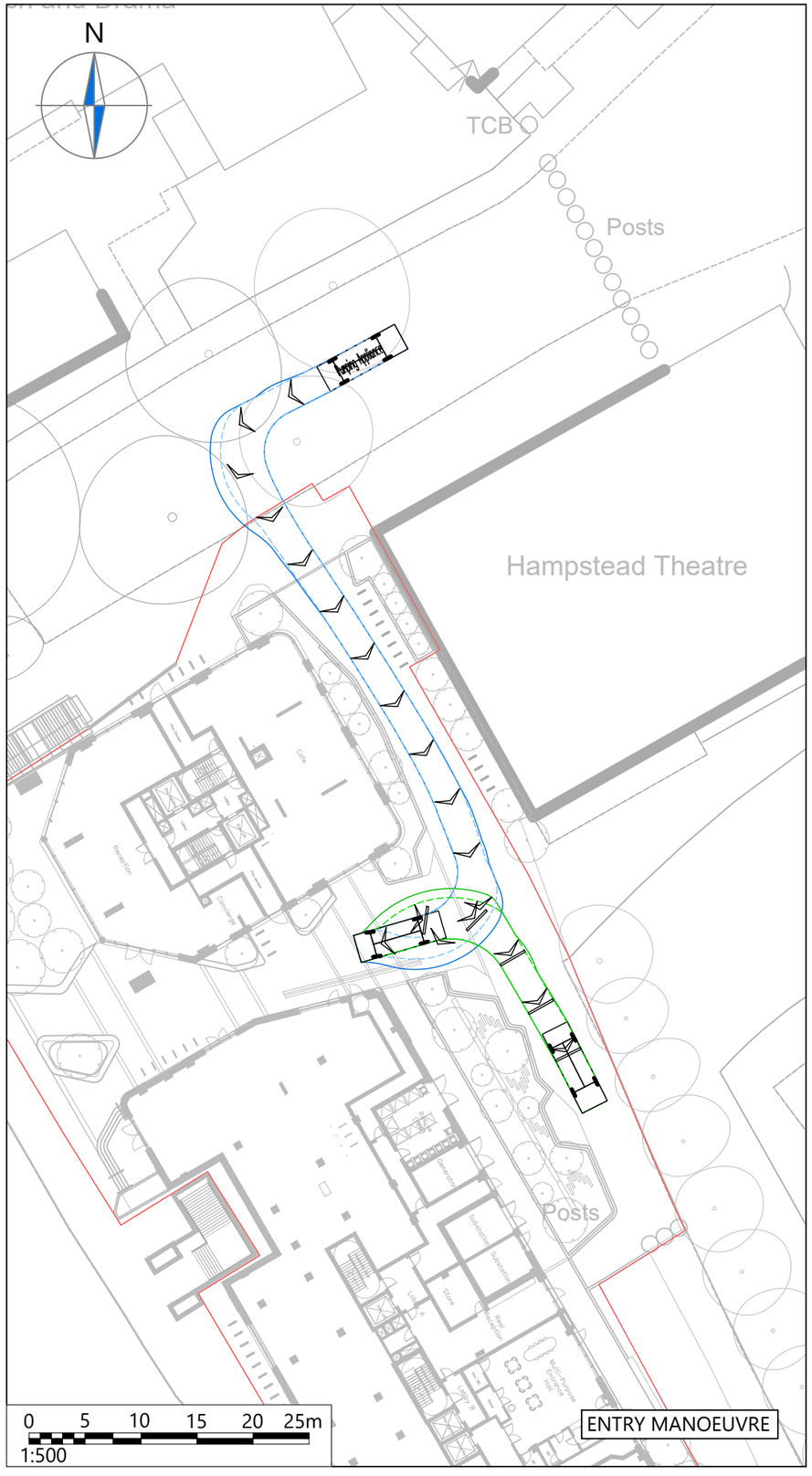
Swept Path Analysis
Refuse Vehicle

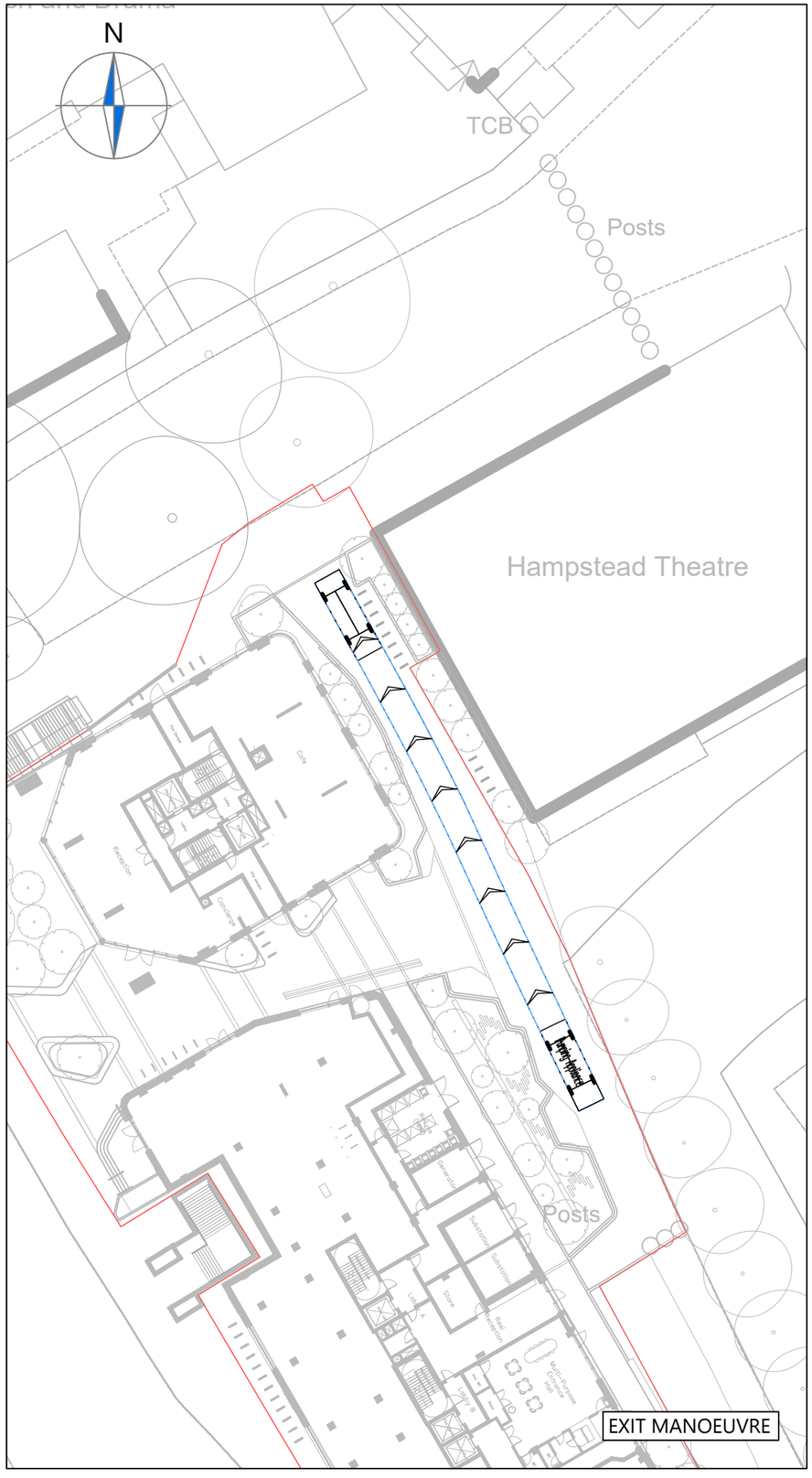
Scale:	Size:		
1:500	A3		
Drawn by:	Checked by:	Approved by:	Date:
RLM	DB	DB	07.06.2024

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
5352	TR002	4 of 5	E

P:\2024\5352 - 100 Avenue Road, Camden\Drawings\CA5352_TR002_E - Vehicle Swept Path Analysis.dwg

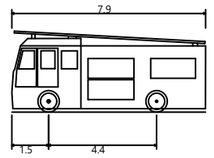




NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

Fire Tender



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 Gear | Reverse Gear

Rev	Details	Drawn	Checked	Date
E	Updated Layout	RLM	DB	13.02.2025
D	Updated Layout	RLM	DB	29.01.2024
C	Updated Layout	RLM	DB	07.11.2024
B	Updated Layout	RLM	GS	09.07.2024
A	Updated Layout	RLM	DB	21.06.2024

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Regal Avenue Road Limited

Project:

100 Avenue Road
Camden

Drawing Title:

Swept Path Analysis
Fire Tender

Scale:	Size:		
1:500	A3		
Drawn by:	Checked by:	Approved by:	Date:
RLM	DB	DB	07.06.2024

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
5352	TR002	5 of 5	E

P:\2024\5352 - 100 Avenue Road, Camden\Drawings\CA5352_TR002_E - Vehicle Swept Path Analysis.dwg

APPENDIX F

WebCAT PTAL Report
==========
Site Details

Grid Cell: 99807

Easting: 526745
Northing: 184252

Report Date: 14/11/2024
Scenario: Base Year

Calculation Parameters

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

Mode	Stop	Route	Distance (metres)		Frequency (vph)	Walk Time (mins)		
SWT (mins)	TAT (mins)	EDF	Weight	AI				
Bus	SWISS COTTAGE STN S/B	C11	50.22	7.5	0.63	6	6.63	
4.53	0.5	2.26						
Bus	SWISS COTTAGE STN S/B	113	50.22	7	0.63	6.29	6.91	
4.34	0.5	2.17						
Bus	SWISS COTTAGE STN S/B	82	50.22	8.75	0.63	5.43	6.06	
4.95	0.5	2.48						
Bus	SWISS COTTAGE STN S/B	46	50.22	6	0.63	7	7.63	
3.93	0.5	1.97						
Bus	SWISS COTTAGE STN S/B	13	50.22	8	0.63	5.75	6.38	
4.7	0.5	2.35						
Bus	SWISS COTTAGE STN S/B	268	50.22	5	0.63	8	8.63	
3.48	0.5	1.74						
Bus	SWISS COTTAGE STN S/B	31	50.22	10	0.63	5	5.63	
5.33	1	5.33						
Bus	SWISS COTTAGE STN S/B	187	50.22	5.5	0.63	7.45	8.08	
3.71	0.5	1.86						
LUL	Finchley Road	'Amer-AldgateFast '	674.2	1	8.43	30.75		
39.18	0.77	0.5	0.38					
LUL	Finchley Road	'Ches-AldgateFast '	674.2	2	8.43	15.75		
24.18	1.24	0.5	0.62					
LUL	Finchley Road	'Uxbridge-AldSlow '	674.2	5.33	8.43	6.38		
14.81	2.03	0.5	1.01					
LUL	Finchley Road	'BakerSt-AmerFast '	674.2	1.33	8.43	23.31		
31.73	0.95	0.5	0.47					
LUL	Finchley Road	'Watford-BStreetSF '	674.2	2.33	8.43	13.63		
22.05	1.36	0.5	0.68					
LUL	Finchley Road	'Watford-AldSfast '	674.2	3.67	8.43	8.92		

```
17.35   1.73    0.5     0.86
LUL     Finchley Road   'Aldg-WatfordSlow    '  674.2   3.67    8.43    8.92
17.35   1.73    0.5     0.86
LUL     Finchley Road   'BakStr-WatfordSlow  '  674.2   1.67    8.43    18.71
27.14   1.11    0.5     0.55
LUL     Finchley Road   'BkStr-UxbridgeSFast '  674.2   2.33    8.43    13.63
22.05   1.36    0.5     0.68
LUL     Finchley Road   'Uxbridge-BStreetSl  '  674.2   3.67    8.43    8.92
17.35   1.73    0.5     0.86
LUL     Finchley Road   'Ald-HarrowHill      '  674.2   1.33    8.43    23.31
31.73   0.95    0.5     0.47
LUL     Finchley Road   'BStreet-WembleyPk   '  674.2   0.33    8.43    91.66
100.09  0.3     0.5     0.15
LUL     Finchley Road   'BakerSt-HarrowHill  '  674.2   0.67    8.43    45.53
53.95   0.56    0.5     0.28
LUL     Swiss Cottage   'Stratford-WembleyPa '  185.71  3.67    2.32    8.92
11.25   2.67    0.5     1.33
LUL     Swiss Cottage   'WillesdenGreen-Stra '  185.71  4.33    2.32    7.68
10      3       0.5     1.5
LUL     Swiss Cottage   'Stanmore-Stratford  '  185.71  17.65   2.32    2.45
4.77    6.29    1       6.29
Rail    South Hampstead 'WATFJDC-EUSTON 2C06 '  598.97  2.67    7.49    11.99
19.47   1.54    0.5     0.77
Rail    South Hampstead 'EUSTON-WATFJDC 2D86 '  598.97  3       7.49    10.75
18.24   1.64    1       1.64


Total Grid Cell AI: 39.55
PTAL: 6a
```

APPENDIX G

B02 South Hampstead Personal Injury Collisions 60 months to end of July 2024 (Provisional)

Summary of Collisions Selected Site Reference and Description Topic Based Query	Date Period	Collision Count 280

The description of how the collision occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation. Note that self-reported collisions (introduced in September 2016) may have limited information. Descriptions have been automatically redacted to remove all personally identifiable information, but should you receive any in error please inform the Collisions Data Team as soon as practical. Self-reported collisions introduced in September 2016 may have limited information and tend to be lower in quality than police reports. The introduction of online self-reporting has made it easier for members of the public to report collisions to the police. There have been year on year increases in self-reports since this was introduced. This has contributed to an overall increase in the number of casualties reported on London's roads.

Pedestrian	64	23%
Wet	53	19%
Dark	100	36%

Fatal	1	0%
Serious	36	13%
Slight	243	87%

Please note that these figures represent the number of collisions that resulted in each type of casualty.

	1	2	3	4	5	6	7	8	9	10
Reference	01190197781	01190198014	01190200481	01190201156	01190201325	01190202450	01190203074	01190203288	01190205741	01190206120
Day	SUNDAY	MONDAY	TUESDAY	FRIDAY	SATURDAY	SATURDAY	TUESDAY	WEDNESDAY	MONDAY	WEDNESDAY
Date	04/08/2019	05/08/2019	20/08/2019	23/08/2019	24/08/2019	31/08/2019	03/09/2019	04/09/2019	16/09/2019	18/09/2019
Time	22:10	22:03	00:40	18:05	14:31	02:48	15:20	14:40	17:46	15:10
Light Conds	DARK	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location										
Contributory (* denotes pre-2005)		501 V003 A 506 V003 A 507 V003 A	301 V001 B 501 V001 B	408 V001 A	407 V001 A		701 V002 A	403 V002 A 403 V001 A 602 V002 B	405 V001 A	406 V002 B
Easting/Northing	526223 184863	525329 184767	526634 184111	525533 184785	526398 184190	527380 184315	526133 185008	526020 185119	526133 184981	525529 184756

	11	12	13	14	15	16	17	18	19	20
Reference	01190206185	01190206583	01190207139	01190209004	01190211780	01190212147	01190212995	01190213168	01190213440	01190213662
Day	WEDNESDAY	FRIDAY	MONDAY	WEDNESDAY	MONDAY	WEDNESDAY	SUNDAY	THURSDAY	TUESDAY	MONDAY
Date	18/09/2019	20/09/2019	23/09/2019	02/10/2019	14/10/2019	16/10/2019	20/10/2019	17/10/2019	22/10/2019	14/10/2019
Time	19:33	15:28	09:57	08:56	09:03	12:25	21:00	15:00	22:38	18:45
Light Conds	DARK	LIGHT	LIGHT	LIGHT	LIGHT	UNKNOWN	DARK	LIGHT	DARK	DARK
Road Surface	DRY	DRY	DRY	DRY	WET/DAMP	(S/R)	DRY	DRY	DRY	WET/DAMP
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location	X							0		
Contributory (* denotes pre-2005)	605 V001 B 804 C001 A 701 V001 A	606 V001 A	403 V002 B 710 V002 B	405 V002 A 406 V002 B 406 V001 B			405 V002 B 306 V001 B	802 C001 B 803 C001 B	403 V002 B 405 V001 B 701 V001 A 701 V002 A	
Easting/Northing	526330 184676	526134 185012	526759 184154	526423 184556	526731 184205	525429 184882	527717 184374	526857 184147	526171 184954	525689 184600

	21	22	23	24	25	26	27	28	29	30
Reference	01190215747	01190218871	01190218963	01190219028	01190219029	01190219183	01190219732	01190222989	01190224806	01190225653
Day	SUNDAY	SATURDAY	WEDNESDAY	SUNDAY	SUNDAY	MONDAY	WEDNESDAY	WEDNESDAY	THURSDAY	TUESDAY
Date	03/11/2019	16/11/2019	13/11/2019	17/11/2019	17/11/2019	18/11/2019	20/11/2019	04/12/2019	12/12/2019	17/12/2019
Time	05:35	21:00	12:25	19:25	20:40	16:30	22:58	09:25	18:11	18:35
Light Conds	DARK	DARK	LIGHT	DARK	DARK	DARK	DARK	LIGHT	DARK	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP	WET/DAMP
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location			X			50M				X
Contributory (* denotes pre-2005)	403 V001 A 405 V001 A 408 V001 A 410 V001 A 602 V001 A 408 V001 A	405 V001 B 405 V002 B		406 V001 A 904 V001 A	306 V002 B 603 V002 B	802 C001 A	405 V002 A			405 V001 A
Easting/Northing	526645 184141	526579 184458	526374 184110	526271 184765	526955 184199	526370 184622	526647 184343	526711 184248	526207 184657	525517 184728

	31	32	33	34	35	36	37	38	39	40
Reference	01190227001	01190227010	01200229955	01200230660	01200231136	01200231264	01200231516	01200232490	01200233933	01200235668
Day	MONDAY	MONDAY	SUNDAY	WEDNESDAY	FRIDAY	SATURDAY	MONDAY	FRIDAY	THURSDAY	FRIDAY
Date	23/12/2019	23/12/2019	12/01/2020	15/01/2020	17/01/2020	18/01/2020	20/01/2020	24/01/2020	30/01/2020	07/02/2020
Time	17:10	07:05	16:06	16:41	15:50	16:45	09:32	19:10	22:20	12:00
Light Conds	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SERIOUS	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location	X	X	0	0			0	0		
Contributory (* denotes pre-2005)			804 C001 A 802 C001 A 405 V001 B	802 C001 A		301 V002 A	810 C001 A	802 C001 A 804 C001 A 809 C001 A		
Easting/Northing	528077 184397	527513 184355	525525 184728	526571 184441	526656 184113	526632 184101	526785 184106	526014 185118	525954 185085	526366 184652

	41	42	43	44	45	46	47	48	49	50
Reference	01200236317	01200236486	01200236753	01200237078	01200237099	01200237659	01200238471	01200239533	01200241690	01200243636
Day	THURSDAY	FRIDAY	SATURDAY	FRIDAY	MONDAY	THURSDAY	TUESDAY	SUNDAY	SATURDAY	WEDNESDAY
Date	13/02/2020	14/02/2020	15/02/2020	14/02/2020	17/02/2020	20/02/2020	25/02/2020	01/03/2020	29/02/2020	25/03/2020
Time	13:48	11:23	19:30	08:10	22:00	18:00	20:40	16:35	20:45	13:28
Light Conds	LIGHT	LIGHT	DARK	LIGHT	DARK	DARK	DARK	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	WET/DAMP	WET/DAMP	WET/DAMP	WET/DAMP	WET/DAMP	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location			0							
Contributory (* denotes pre-2005)	710 V002 B	403 V001 A 701 V001 A 403 V002 A 701 V002 A 405 V001 A 405 V002 A	406 V001 A 802 C001 B				103 V001 B		406 V002 A 404 V002 A	
Easting/Northing	526366 184629	526545 184095	526204 184984	525523 184769	526637 184337	526284 184077	526631 184106	526013 185116	526250 184818	527714 184371

	51	52	53	54	55	56	57	58	59	60
Reference	01200244154	01200246164	01200246721	01200247991	01200248283	01200248869	01200251335	01200251753	01200252123	01200252900
Day	WEDNESDAY	TUESDAY	MONDAY	SUNDAY	TUESDAY	SATURDAY	WEDNESDAY	MONDAY	WEDNESDAY	TUESDAY
Date	01/04/2020	21/04/2020	04/05/2020	17/05/2020	19/05/2020	23/05/2020	10/06/2020	15/06/2020	17/06/2020	16/06/2020
Time	16:39	11:50	17:15	02:00	16:00	14:04	12:15	13:10	20:13	17:08
Light Conds	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY	UNKNOWN (S/R)
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location										
Contributory (* denotes pre-2005)			405 V001 A 405 V002 B	410 V001 A 405 V001 A 306 V001 B 408 V001 A 409 V001 A	405 V001 B 706 V001 A	999 V001 A			403 V002 A 404 V002 A 405 V002 A	
Easting/Northing	526646 184146	526214 184870	526083 185060	527926 184382	527722 184372	527399 184092	525526 184778	527552 184353	526548 184086	525409 184879

	61	62	63	64	65	66	67	68	69	70
Reference	01200253446	01200256152	01200257568	01200259497	01200261234	01200262774	01200263724	01200264195	01200266600	01200267772
Day	FRIDAY	SATURDAY	MONDAY	FRIDAY	MONDAY	SATURDAY	MONDAY	WEDNESDAY	TUESDAY	MONDAY
Date	26/06/2020	11/07/2020	20/07/2020	31/07/2020	10/08/2020	08/08/2020	24/08/2020	26/08/2020	08/09/2020	14/09/2020
Time	10:16	15:30	16:08	12:10	10:55	09:15	14:10	21:52	23:14	11:15
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	UNKNOWN (S/R)	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location							0			
Contributory (* denotes pre-2005)	405 V002 A 406 V002 A 301 V002 A	305 V001 B	502 V001 B 601 V001 A		403 V002 A 602 V002 A		802 C001 A	501 V001 A 509 V001 B 306 V001 A	405 V001 A 409 V001 A 410 V001 A	
Easting/Northing	526184 184965	525519 184573	526795 184141	526640 184309	526077 184668	526122 185028	525528 184675	526771 184123	526477 184507	526416 184005

	71	72	73	74	75	76	77	78	79	80
Reference	01200268592	01200270212	01200270836	01200270949	01200270988	01200271247	01200272403	01200272674	01200276738	01200276929
Day	TUESDAY	SATURDAY	TUESDAY	TUESDAY	WEDNESDAY	THURSDAY	TUESDAY	THURSDAY	FRIDAY	THURSDAY
Date	15/09/2020	26/09/2020	29/09/2020	29/09/2020	30/09/2020	01/10/2020	06/10/2020	08/10/2020	30/10/2020	16/07/2020
Time	14:16	13:00	20:15	17:00	18:20	19:29	21:40	16:35	21:43	14:20
Light Conds	LIGHT	LIGHT	DARK	LIGHT	DARK	DARK	DARK	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY	WET/DAMP	WET/DAMP	DRY
Severity	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS
Conflict										
Ped Location					0			50M		
Contributory (* denotes pre-2005)					803 C001 B	601 V002 A 410 V002 A 405 V002 A 401 V002 A		802 C001 A	602 V002 A	
Easting/Northing	526437 184505	525989 185131	526224 184647	526311 184573	526183 184966	527264 184164	525390 184752	526721 184218	528166 184396	526421 184557

	81	82	83	84	85	86	87	88	89	90
Reference	01200278854	01200283853	01200284220	01200285507	01200285618	01200286997	01200287120	01200287573	01210289538	01210290697
Day	WEDNESDAY	THURSDAY	FRIDAY	FRIDAY	FRIDAY	WEDNESDAY	THURSDAY	THURSDAY	WEDNESDAY	FRIDAY
Date	11/11/2020	10/12/2020	11/12/2020	18/12/2020	18/12/2020	30/12/2020	31/12/2020	26/11/2020	20/01/2021	29/01/2021
Time	13:30	17:00	21:15	17:00	14:00	19:15	19:49	18:36	21:48	13:55
Light Conds	LIGHT	DARK	DARK	DARK	LIGHT	DARK	DARK	DARK	DARK	LIGHT
Road Surface	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY	UNKNOWN (S/R)	DRY	DRY
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location		X	X		0	0	0			0
Contributory (* denotes pre-2005)	406 V001 B			602 V001 B 602 V002 B		802 C001 A	802 C001 B 801 C001 B 405 V001 A			
Easting/Northing	526310 184578	526365 184123	526362 184121	526236 184817	526318 184572	526316 184689	526230 184616	526646 184130	527513 184341	526462 184512

	91	92	93	94	95	96	97	98	99	100
Reference	01210293564	01210293640	01210294413	01210294599	01210295228	01210298044	01210302077	01210302083	01210302277	01210302305
Day	SATURDAY	SUNDAY	FRIDAY	FRIDAY	FRIDAY	TUESDAY	SATURDAY	SATURDAY	SUNDAY	SUNDAY
Date	20/02/2021	21/02/2021	26/02/2021	26/02/2021	19/02/2021	23/03/2021	17/04/2021	17/04/2021	18/04/2021	18/04/2021
Time	18:30	13:15	16:15	18:30	19:50	11:38	07:46	10:15	11:10	16:55
Light Conds	DARK	LIGHT	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location				0	X				X	
Contributory (* denotes pre-2005)	405 V002 B 403 V001 B	405 V001 A 403 V001 A	408 V001 B 406 V002 A			405 V001 A 406 V001 B	405 V002 B 405 V002 B	999 C001 A		405 V001 A
Easting/Northing	527520 184342	526785 184123	526643 184169	525528 184640	526331 184677	527342 184304	525528 184774	526645 184122	525525 184606	526389 184595

	101	102	103	104	105	106	107	108	109	110
Reference	01210302763	01210302954	01210303902	01210304277	01210304947	01210307193	01210307306	01210308012	01210308915	01210311478
Day	WEDNESDAY	WEDNESDAY	MONDAY	THURSDAY	SATURDAY	THURSDAY	THURSDAY	TUESDAY	FRIDAY	FRIDAY
Date	31/03/2021	21/04/2021	26/04/2021	22/04/2021	01/05/2021	13/05/2021	13/05/2021	18/05/2021	21/05/2021	04/06/2021
Time	15:40	19:50	18:40	11:30	17:30	06:50	16:30	16:05	02:20	14:10
Light Conds	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	WET/DAMP	DRY	WET/DAMP	WET/DAMP	WET/DAMP
Severity	SLIGHT	SERIOUS	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location					0			0		
Contributory (* denotes pre-2005)		403 V002 A 405 V002 A	108 V002 B 405 V002 A					601 V001 A 602 V001 A		710 V001 B
Easting/Northing	527535 184178	526902 184164	526653 184327	526257 184781	526322 184682	526225 184842	526685 184279	525460 184785	526017 185116	526649 184261

	111	112	113	114	115	116	117	118	119	120
Reference	01210312103	01210312717	01210314332	01210315315	01210317583	01210319002	01210319410	01210320674	01210321362	01210324028
Day	FRIDAY	THURSDAY	THURSDAY	WEDNESDAY	TUESDAY	FRIDAY	FRIDAY	SATURDAY	WEDNESDAY	THURSDAY
Date	04/06/2021	10/06/2021	17/06/2021	23/06/2021	06/07/2021	09/07/2021	16/07/2021	24/07/2021	28/07/2021	12/08/2021
Time	18:30	15:30	21:36	17:30	07:03	10:15	15:52	02:25	14:35	06:08
Light Conds	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT
Road Surface	DRY	DRY	WET/DAMP	DRY	WET/DAMP	DRY	DRY	DRY	WET/DAMP	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location	0							50M	X	
Contributory (* denotes pre-2005)		605 V001 B	602 V002 A 601 V002 A 407 V002 A 409 V002 B	403 V002 A 408 V002 B 405 V001 B 409 V002 A	103 V002 B 403 V001 A 406 V002 B 404 V001 B 602 V001 B 405 V001 B		410 V002 B	405 V001 B 806 C001 A 802 C001 A		602 V001 A
Easting/Northing	525522 184606	527774 184366	526772 184135	526352 184588	526321 184699	526741 184192	526725 184124	526351 184114	526249 184636	527514 184344

	121	122	123	124	125	126	127	128	129	130
Reference	01210327642	01210327995	01210328303	01210328310	01210329292	01210329585	01210329882	01210330074	01210330273	01210330592
Day	THURSDAY	SATURDAY	MONDAY	SUNDAY	SUNDAY	MONDAY	FRIDAY	THURSDAY	FRIDAY	SATURDAY
Date	26/08/2021	28/08/2021	30/08/2021	29/08/2021	05/09/2021	06/09/2021	03/09/2021	09/09/2021	10/09/2021	11/09/2021
Time	21:20	05:15	18:35	09:29	13:38	22:05	19:25	08:18	07:50	17:00
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location								0		X
Contributory (* denotes pre-2005)	405 V002 B 405 V001 B		306 V002 A 602 V002 A 307 V002 A 406 V002 A 409 V002 A		403 V002 A 405 V002 A 605 V002 A 701 V002 A 904 V001 B	509 V002 B 405 V002 A		405 V001 B		806 C001 A 810 C001 A
Easting/Northing	525533 184669	527366 184077	526653 184351	526327 184705	526277 184751	526225 184858	526420 184557	526103 185051	526040 185116	526658 184351

	131	132	133	134	135	136	137	138	139	140
Reference	01210331479	01210332362	01210334122	01210336900	01210337441	01210337620	01210337655	01210337704	01210338134	01210340718
Day	THURSDAY	MONDAY	TUESDAY	MONDAY	WEDNESDAY	FRIDAY	FRIDAY	FRIDAY	MONDAY	SATURDAY
Date	16/09/2021	20/09/2021	28/09/2021	11/10/2021	13/10/2021	15/10/2021	15/10/2021	15/10/2021	18/10/2021	30/10/2021
Time	07:51	15:05	08:09	18:14	19:00	07:25	14:30	18:50	04:01	17:50
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	DARK	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS
Conflict										
Ped Location	X							0		
Contributory (* denotes pre-2005)	510 V001 B 405 V001 B 301 V001 B	410 V001 A		406 V002 B 405 V002 B		406 V002 A 406 V001 A 405 V001 B	403 V001 A 406 V002 A 405 V001 A	407 V001 B 605 V001 B 802 C001 A 808 C001 B	409 V001 B	403 V001 A
Easting/Northing	526669 184297	526162 184968	525526 184656	526124 185006	525917 185052	526536 184471	526697 184255	526084 185052	526466 184523	526412 184208

	141	142	143	144	145	146	147	148	149	150
Reference	01210341303	01210342565	01210345413	01210345854	01210347260	01210348261	01210349046	01220353383	01220353963	01220355455
Day	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	FRIDAY	SUNDAY	THURSDAY	FRIDAY	MONDAY	TUESDAY
Date	31/10/2021	08/11/2021	16/11/2021	24/11/2021	26/11/2021	05/12/2021	09/12/2021	07/01/2022	10/01/2022	18/01/2022
Time	14:00	17:50	19:30	18:50	20:15	20:44	18:00	12:30	19:40	19:30
Light Conds	LIGHT	DARK	DARK	DARK	DARK	DARK	DARK	LIGHT	DARK	DARK
Road Surface	UNKNOWN	DRY	DRY	DRY	UNKNOWN	WET/DAMP	WET/DAMP	DRY	WET/DAMP	WET/DAMP
Severity	(S/R) SLIGHT	SERIOUS	SLIGHT	SERIOUS	(S/R) SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location		0								
Contributory (* denotes pre-2005)		806 C001 A 802 C001 B 503 V001 B 808 C001 A		405 V001 B		403 V001 B 103 V001 A 202 V001 B 305 V001 B 710 V001 A 405 V001 B	999 C001 B	408 V001 A	408 V002 B 406 V001 B 405 V001 B 405 V002 B	405 V001 A
Easting/Northing	526361 184610	526556 184468	527721 184374	526641 184154	526034 185112	526325 184702	526244 184802	526029 185117	526800 184137	526435 184474

	151	152	153	154	155	156	157	158	159	160
Reference	01220355484	01220358398	01220359449	01220360729	01220364064	01220364871	01220365984	01220366783	01220366817	01220367771
Day	TUESDAY	THURSDAY	THURSDAY	WEDNESDAY	MONDAY	FRIDAY	FRIDAY	SATURDAY	MONDAY	SATURDAY
Date	18/01/2022	03/02/2022	03/02/2022	16/02/2022	07/03/2022	11/03/2022	18/03/2022	19/03/2022	21/03/2022	26/03/2022
Time	20:36	15:00	18:50	17:25	15:50	22:03	00:02	23:19	16:25	13:40
Light Conds	DARK	LIGHT	DARK	DARK	LIGHT	DARK	DARK	DARK	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	WET/DAMP	DRY	WET/DAMP	DRY	DRY	DRY	DRY
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	FATAL	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location										
Contributory (* denotes pre-2005)	802 U001 B			103 V001 B 403 V001 B	405 V001 B	301 V001 B 602 V001 B 306 V001 A	404 V002 B 405 V002 B			
Easting/Northing	525532 184782	526284 184666	526669 184113	527541 184210	526175 184976	526641 184108	526681 184283	526339 184167	527541 184351	526127 185008

	161	162	163	164	165	166	167	168	169	170
Reference	01220369807	01220371601	01220372685	01220374364	01220374444	01220375022	01220377269	01220377402	01220378857	01220380779
Day	FRIDAY	SUNDAY	FRIDAY	WEDNESDAY	WEDNESDAY	SATURDAY	THURSDAY	THURSDAY	THURSDAY	TUESDAY
Date	08/04/2022	17/04/2022	22/04/2022	04/05/2022	04/05/2022	07/05/2022	19/05/2022	19/05/2022	26/05/2022	07/06/2022
Time	12:54	13:30	19:50	14:20	18:46	16:08	08:35	19:35	18:30	12:45
Light Conds	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	UNKNOWN (S/R)	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
Conflict										
Ped Location					0	0			X	
Contributory (* denotes pre-2005)	405 V001 A 403 V001 A			403 V002 A 405 V002 A	407 V001 A					404 V002 A 403 V002 B
Easting/Northing	527520 184322	525531 184781	525528 184745	525525 184641	527476 184329	526646 184232	526384 183996	525524 184729	525531 184782	526313 184722

	171	172	173	174	175	176	177	178	179	180
Reference	01220382279	01220382289	01220382655	01220382902	01220382948	01220385545	01220385703	01220390606	01220392522	01220393932
Day	TUESDAY	TUESDAY	THURSDAY	MONDAY	FRIDAY	WEDNESDAY	THURSDAY	TUESDAY	SATURDAY	THURSDAY
Date	14/06/2022	14/06/2022	16/06/2022	30/05/2022	17/06/2022	29/06/2022	30/06/2022	26/07/2022	06/08/2022	14/07/2022
Time	17:49	08:19	11:19	19:10	16:44	19:49	21:48	16:05	18:30	13:20
Light Conds	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	WET/DAMP	DRY	UNKNOWN	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS	(S/R) SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location	0	0			X					
Contributory (* denotes pre-2005)	802 C001 A 999 C001 A 808 C001 A				804 C001 B		401 V002 B		406 V002 A	405 V002 B 606 V002 A 406 V002 B 403 V001 A
Easting/Northing	528132 184431	525527 184776	525524 184675	525525 184655	526663 184306	526500 184504	526637 184106	526183 184934	526700 184121	526043 185113

	181	182	183	184	185	186	187	188	189	190
Reference	01220394420	01220397499	01220398490	01220398530	01220398561	01220399193	01220400916	01220401657	01220402130	01220402194
Day	SATURDAY	SATURDAY	FRIDAY	FRIDAY	SATURDAY	TUESDAY	FRIDAY	WEDNESDAY	SATURDAY	SATURDAY
Date	13/08/2022	03/09/2022	09/09/2022	09/09/2022	10/09/2022	13/09/2022	23/09/2022	28/09/2022	01/10/2022	01/10/2022
Time	15:20	20:43	17:45	08:11	02:45	16:15	15:00	13:00	03:18	07:40
Light Conds	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	DRY	WET/DAMP	DRY	WET/DAMP	DRY	DRY	WET/DAMP	DRY
Severity	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location						0		0		
Contributory (* denotes pre-2005)		405 V001 B 405 V002 B	405 V001 B 405 V002 B 408 V001 A 403 V002 B		602 V001 A 203 V001 B	805 C001 A		405 V001 B	306 V001 A 410 V001 A 509 V001 B 501 V001 B 502 V001 A 602 V001 A	105 V001 A 105 V002 A
Easting/Northing	526253 184809	526462 184514	526784 184143	525417 184783	526022 185118	526920 184169	527663 184370	526249 184698	526793 184130	526773 184130

	191	192	193	194	195	196	197	198	199	200
Reference	01220406424	01220406777	01220408011	01220408169	01220410239	01220410921	01220411035	01220411047	01220414670	01220415432
Day	MONDAY	TUESDAY	MONDAY	SATURDAY	SUNDAY	WEDNESDAY	THURSDAY	THURSDAY	TUESDAY	FRIDAY
Date	24/10/2022	25/10/2022	03/10/2022	29/10/2022	13/11/2022	16/11/2022	17/11/2022	17/11/2022	06/12/2022	09/12/2022
Time	02:00	19:40	12:45	21:10	12:05	15:27	08:07	09:05	06:00	19:40
Light Conds	DARK	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK
Road Surface	WET/DAMP	DRY	DRY	WET/DAMP	DRY	WET/DAMP	WET/DAMP	WET/DAMP	DRY	FROST/ICE
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location							0	X		
Contributory (* denotes pre-2005)	502 V001 A				405 V001 B 403 V001 B 405 V002 B 403 V001 B	403 V002 A 405 V002 A 406 V002 A	802 C001 A 707 V001 B	405 V001 A	406 V001 A 602 V002 A 408 V002 A	405 V001 A 406 V001 A 103 V002 B 307 V002 B
Easting/Northing	526854 184142	527511 184360	526319 184699	526369 184598	525525 184777	526018 185117	525525 184663	526252 184631	525529 184779	526352 184112

	201	202	203	204	205	206	207	208	209	210
Reference	01220415781	01220415984	01220416693	01220416729	01220417042	01220418422	01230419281	01230419391	01230420150	01230421298
Day	SUNDAY	FRIDAY	FRIDAY	THURSDAY	SUNDAY	MONDAY	SUNDAY	TUESDAY	SATURDAY	SATURDAY
Date	11/12/2022	09/12/2022	16/12/2022	15/12/2022	18/12/2022	26/12/2022	01/01/2023	03/01/2023	07/01/2023	14/01/2023
Time	00:10	14:20	09:40	12:15	03:14	20:30	19:37	00:15	15:10	02:00
Light Conds	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK	DARK	DARK	LIGHT	DARK
Road Surface	FROST/ICE	DRY	WET/DAMP	WET/DAMP	DRY	DRY	WET/DAMP	DRY	WET/DAMP	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS	SLIGHT	SERIOUS
Conflict										
Ped Location	0		0			X	X		X	
Contributory (* denotes pre-2005)			407 V001 A		408 V002 A 602 V001 A 410 V001 A	403 V001 A 406 V001 A	707 V001 A 802 C002 A	402 V002 B	405 V001 B 804 C001 A	401 V002 A
Easting/Northing	528147 184399	526141 184958	525710 184610	525517 184565	526218 184856	525526 184785	525522 184858	528183 184396	526646 184147	526642 184103

	211	212	213	214	215	216	217	218	219	220
Reference	01230422385	01230422797	01230423015	01230423645	01230424024	01230425082	01230425829	01230426372	01230430300	01230433605
Day	THURSDAY	SATURDAY	SATURDAY	WEDNESDAY	SATURDAY	FRIDAY	SATURDAY	THURSDAY	FRIDAY	MONDAY
Date	19/01/2023	21/01/2023	21/01/2023	25/01/2023	28/01/2023	03/02/2023	04/02/2023	09/02/2023	03/03/2023	20/03/2023
Time	16:30	23:45	14:55	18:40	12:00	09:51	15:20	16:00	19:50	21:32
Light Conds	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK
Road Surface	DRY	WET/DAMP	UNKNOWN (S/R)	WET/DAMP	DRY	DRY	DRY	DRY	DRY	WET/DAMP
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT
Conflict										
Ped Location				X				0		
Contributory (* denotes pre-2005)		405 V002 B			405 V002 B 408 V002 A	307 V001 A 308 V002 B 408 V001 A 401 V001 A 602 V001 B		999 C001 A 805 C001 A		
Easting/Northing	527540 184210	526290 184741	525437 184882	526651 184368	526246 184630	526898 184167	526849 184146	526366 184118	526617 184393	526645 184347

	221	222	223	224	225	226	227	228	229	230
Reference	01230434232	01230435508	01230437700	01230438180	01230440739	01230440794	01230442846	01230445475	01230445835	01230446234
Day	SATURDAY	SUNDAY	SUNDAY	FRIDAY	TUESDAY	WEDNESDAY	SUNDAY	SATURDAY	MONDAY	TUESDAY
Date	25/03/2023	02/04/2023	16/04/2023	07/04/2023	02/05/2023	03/05/2023	14/05/2023	27/05/2023	29/05/2023	30/05/2023
Time	16:00	16:07	14:59	15:45	18:55	12:30	00:32	14:49	14:18	18:20
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location			0		X					
Contributory (* denotes pre-2005)	405 V001 A 509 V001 A 403 V002 B		306 V001 A 602 V001 A 902 V001 B 501 V001 B 502 V001 B 901 V001 B		405 V001 B 406 V001 A		405 V002 B			
Easting/Northing	525530 184800	527389 184303	526437 184482	525435 184783	525540 184572	528182 184396	526894 184162	526681 184283	526454 184533	527534 184210

	231	232	233	234	235	236	237	238	239	240
Reference	01230446351	01230446801	01230453358	01230453710	01230454915	01230455191	01230455363	01230455970	01230457076	01230457209
Day	THURSDAY	SATURDAY	WEDNESDAY	THURSDAY	THURSDAY	FRIDAY	SATURDAY	THURSDAY	MONDAY	TUESDAY
Date	01/06/2023	03/06/2023	05/07/2023	06/07/2023	13/07/2023	14/07/2023	15/07/2023	06/07/2023	24/07/2023	25/07/2023
Time	11:22	19:05	13:15	20:40	08:23	13:25	07:40	08:20	22:30	16:20
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY	DRY
Severity	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS
Conflict										
Ped Location		0					0			0
Contributory (* denotes pre-2005)	405 V001 A 403 V001 A	405 V001 B 803 C001 B	108 V001 B 108 V002 B 307 V002 B 405 V001 B 406 V002 B		308 V002 B 904 U001 A				403 V001 B	405 V001 B 806 C002 A
Easting/Northing	526353 184632	525682 184618	526702 184121	526311 184706	528142 184399	525529 184811	526292 184704	525527 184683	525524 184778	526106 185036

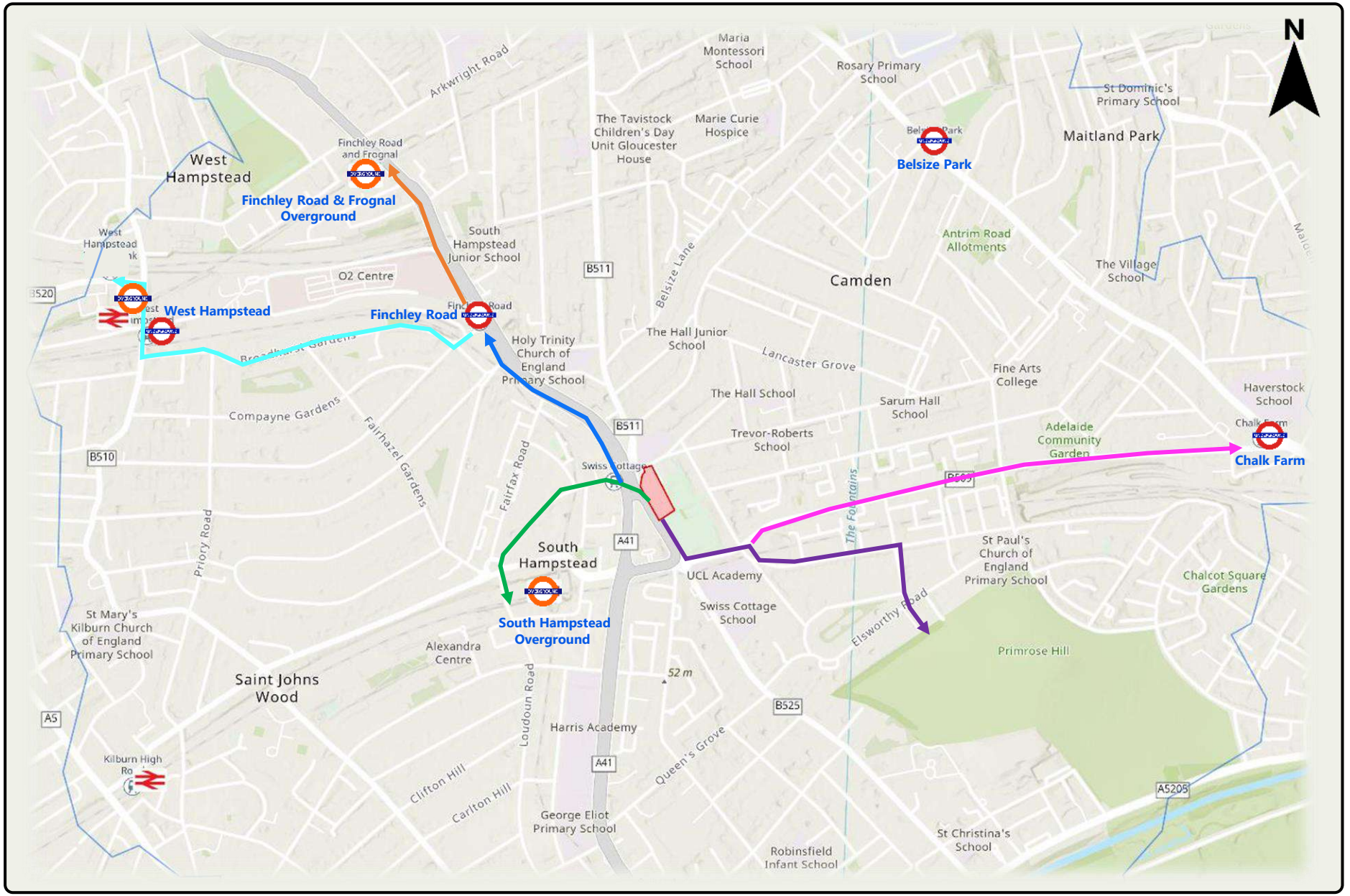
	241	242	243	244	245	246	247	248	249	250
Reference	01230457945	01230462066	01230465212	01230465308	01230466786	01230469995	01230471531	01230471985	01230473636	01230474085
Day	SUNDAY	TUESDAY	SUNDAY	MONDAY	MONDAY	WEDNESDAY	THURSDAY	SATURDAY	MONDAY	FRIDAY
Date	30/07/2023	04/07/2023	10/09/2023	11/09/2023	18/09/2023	04/10/2023	12/10/2023	14/10/2023	23/10/2023	11/08/2023
Time	00:55	15:15	17:55	09:20	08:45	19:26	11:10	15:35	04:55	16:30
Light Conds	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	WET/DAMP	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location								0		
Contributory (* denotes pre-2005)			301 V001 A 402 V001 A	405 V002 A		403 V001 B	103 V001 B 707 V001 B			
Easting/Northing	526354 184126	525527 184674	526167 184970	526474 184521	526702 184249	526912 184167	525526 184634	526208 184849	527539 184215	527070 184129

	251	252	253	254	255	256	257	258	259	260
Reference	01230474090	01230476732	01230477074	01230477471	01230477525	01230477953	01230478842	01230480885	01230483659	01230486728
Day	WEDNESDAY	TUESDAY	TUESDAY	SATURDAY	SUNDAY	TUESDAY	SATURDAY	WEDNESDAY	WEDNESDAY	SUNDAY
Date	25/10/2023	07/11/2023	07/11/2023	11/11/2023	12/11/2023	14/11/2023	18/11/2023	29/11/2023	13/12/2023	31/12/2023
Time	13:23	05:58	16:10	17:09	15:35	15:05	21:19	12:20	00:35	12:15
Light Conds	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	DRY	WET/DAMP	WET/DAMP	WET/DAMP	WET/DAMP	DRY	WET/DAMP	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location							50M		X	0
Contributory (* denotes pre-2005)				999 V001 A	406 V002 B		407 V001 A	403 V002 B	709 V001 A	602 V001 A 602 V001 A
Easting/Northing	526736 184153	526865 184152	528082 184395	526707 184246	526648 184138	526313 184102	525526 184694	526339 184139	526207 184846	525511 184903

	261	262	263	264	265	266	267	268	269	270
Reference	01240488052	01240488494	01240489294	01240492586	01240493042	01240498441	01240499300	01240501024	01240501077	01240502749
Day	MONDAY	WEDNESDAY	MONDAY	SATURDAY	MONDAY	THURSDAY	MONDAY	THURSDAY	FRIDAY	SUNDAY
Date	08/01/2024	10/01/2024	15/01/2024	03/02/2024	05/02/2024	07/03/2024	11/03/2024	21/03/2024	22/03/2024	31/03/2024
Time	18:00	22:33	15:40	15:43	12:00	14:15	00:50	19:00	07:56	21:35
Light Conds	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT	DARK
Road Surface	FROST/ICE	DRY	DRY	DRY	DRY	DRY	UNKNOWN (S/R)	DRY	DRY	UNKNOWN (S/R)
Severity	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SERIOUS	SLIGHT	SERIOUS	SLIGHT	SLIGHT
Conflict										
Ped Location						X		0		
Contributory (* denotes pre-2005)	402 V001 B	403 V001 B	903 V001 A	405 V002 B 406 V001 B 405 V001 B		808 C001 A		710 V001 B	406 V001 B 201 V001 B 409 V001 B	
Easting/Northing	526460 184555	526525 184116	526167 184968	525368 184779	526046 185088	526652 184331	526403 184125	525529 184635	526734 184125	525906 184626

	271	272	273	274	275	276	277	278	279	280
Reference	01240502981	01240505001	01240508759	01240509049	01240512069	01240517812	01240518117	01240518543	01240522066	01240522969
Day	TUESDAY	THURSDAY	SUNDAY	TUESDAY	FRIDAY	SATURDAY	THURSDAY	WEDNESDAY	MONDAY	SUNDAY
Date	02/04/2024	11/04/2024	05/05/2024	07/05/2024	24/05/2024	22/06/2024	20/06/2024	26/06/2024	15/07/2024	21/07/2024
Time	17:02	17:27	21:22	17:25	22:45	18:45	16:45	19:24	19:14	16:15
Light Conds	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	UNKNOWN (S/R)	DRY	DRY	DRY	DRY	UNKNOWN (S/R)	DRY	UNKNOWN (S/R)	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location		0							X	
Contributory (* denotes pre-2005)	405 V002 A 710 V002 B		403 V002 A 305 V002 A 405 V002 A 601 V002 A 602 V002 A 603 V002 A	601 V002 B	406 V001 B			405 V002 B 410 V002 B		203 V002 B
Easting/Northing	526380 184540	525524 184701	526539 184445	526646 184344	527521 184348	525436 184782	526355 184136	526928 184182	526203 184847	527545 184185

APPENDIX H



KEY:

- Site Location
- Underground Station
- Overground Station
- Route 1: South Hampstead Overground Station
- Route 2: Finchley Road Underground Station Entrance
- Route 3: Finchley Road & Frognal Overground Station
- Route 4: Chalk Farm Underground Station
- Route 5: Primrose Hill Greenspace
- Route 6: West Hampstead Station
- 20-Minute Walking Isochrone

NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24

CANEPARO ASSOCIATES
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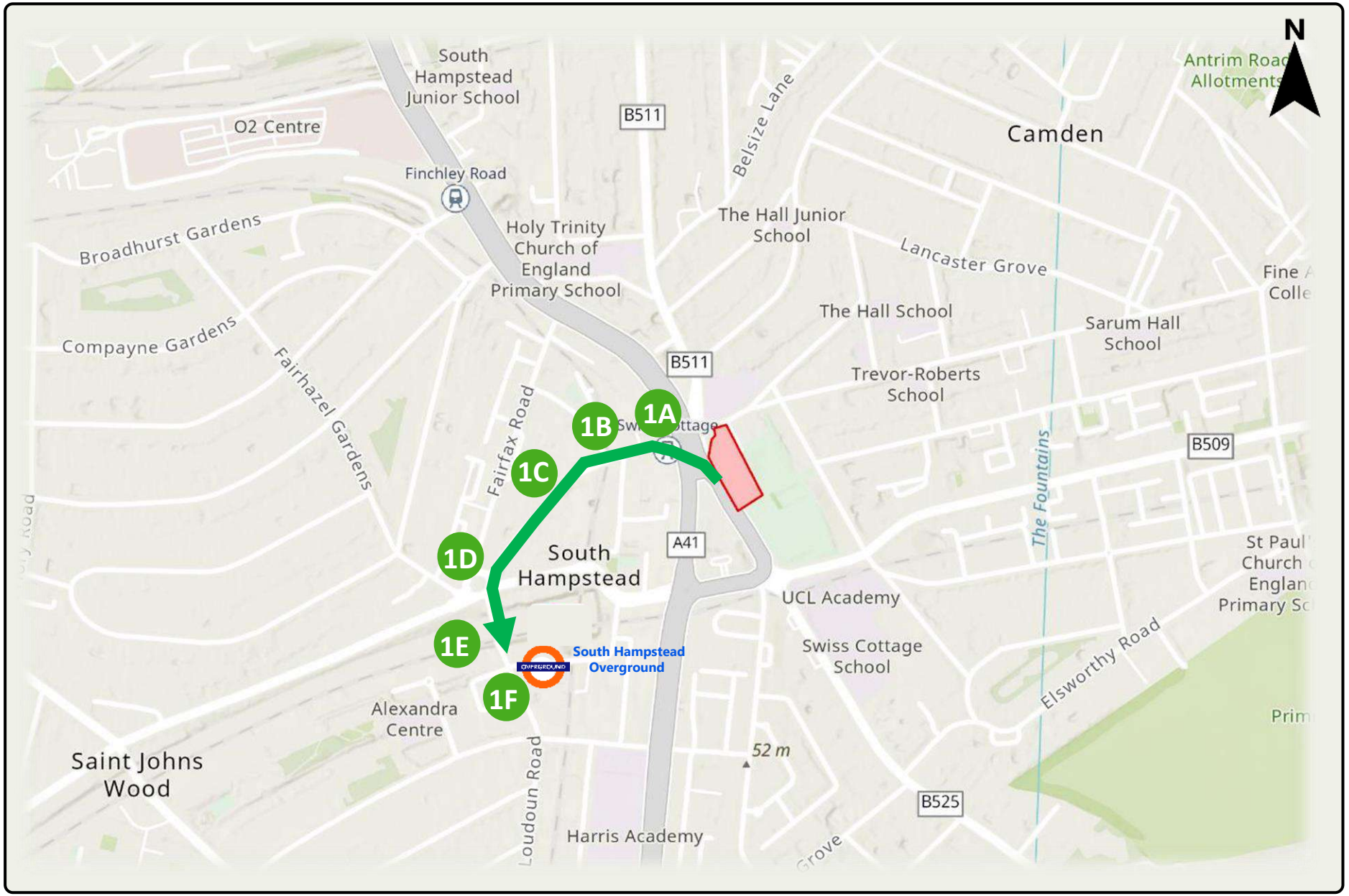

KEY:

- Site Location
- Underground Station
- Overground Station
- Route 1: South Hampstead Overground Station

	NTS	Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24

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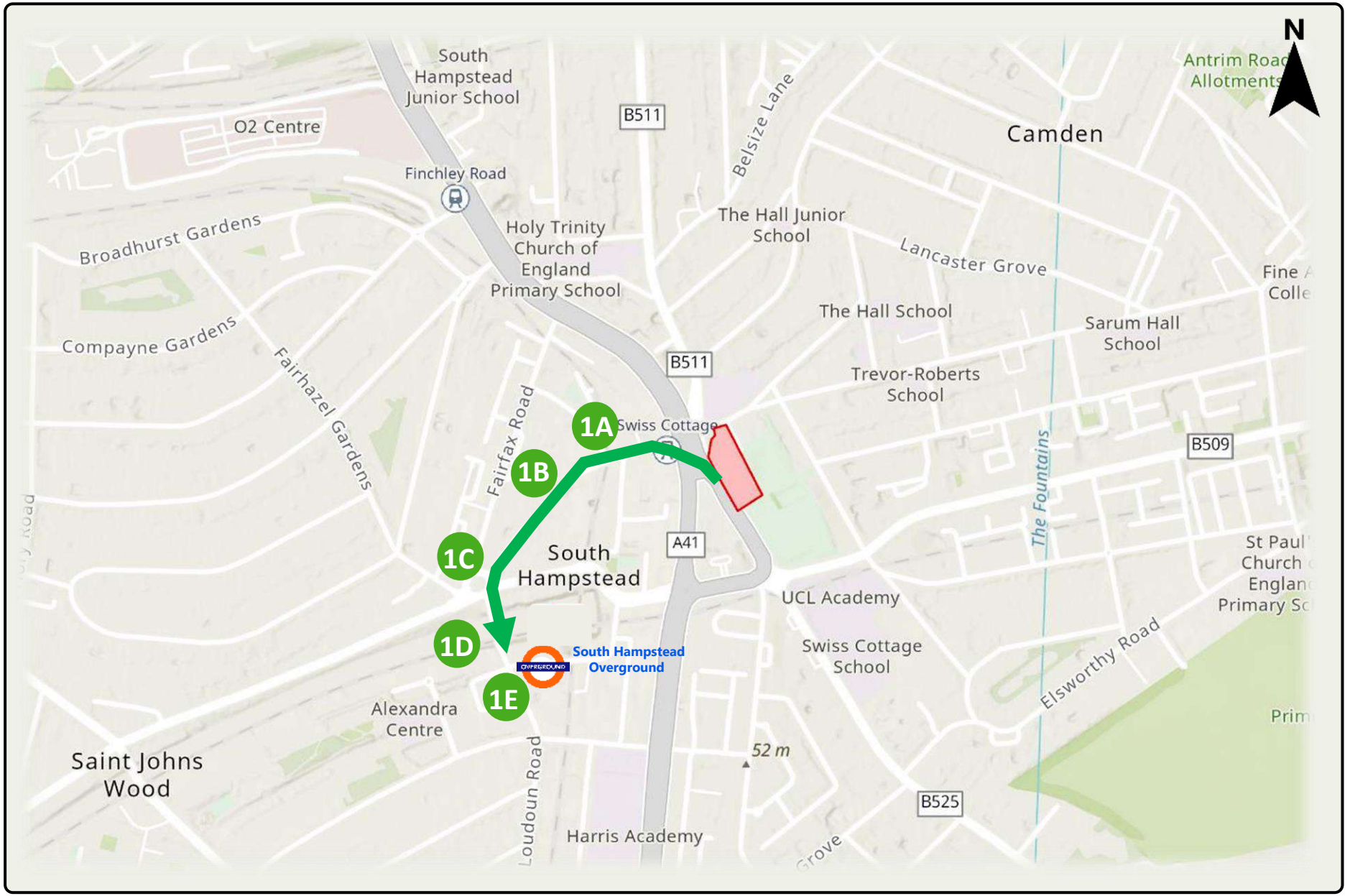

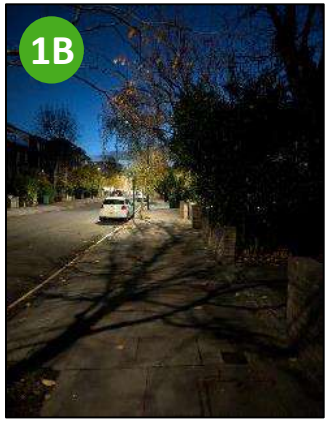

KEY:

- Site Location
- Underground Station
- Overground Station
- Route 1: South Hampstead Overground Station

NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24

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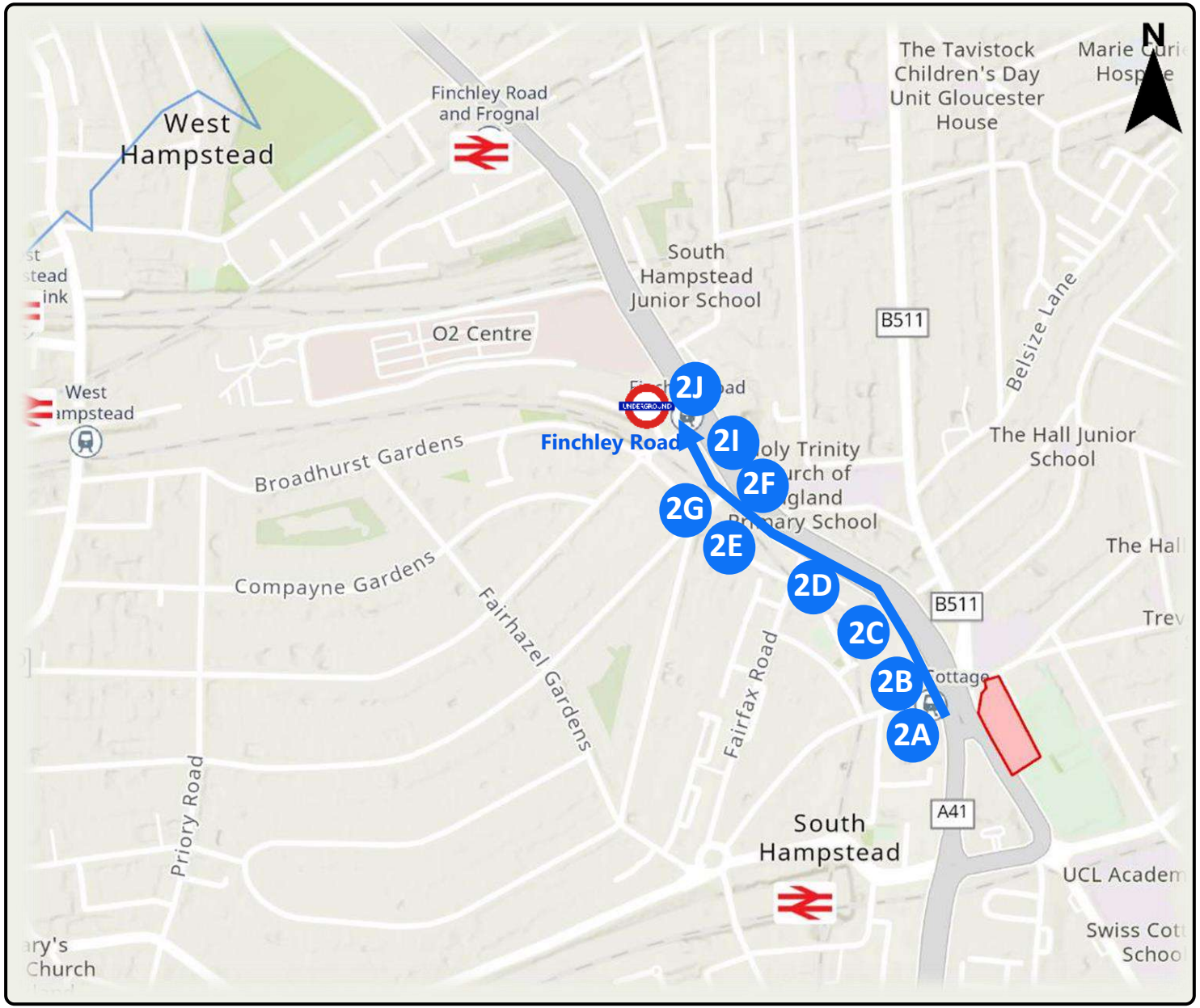

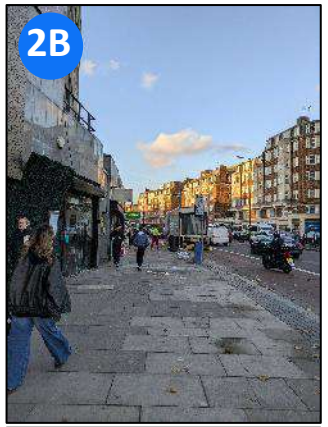

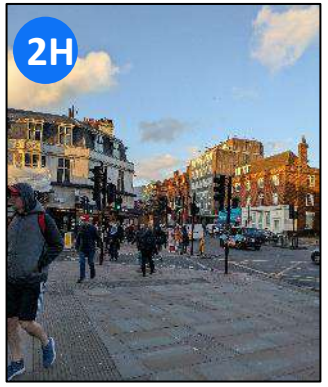

KEY:

- Site Location
- Underground Station
- Overground Station
- Route 2: Finchley Road Underground Station Entrance

	NTS	Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24

CANEPARO ASSOCIATES
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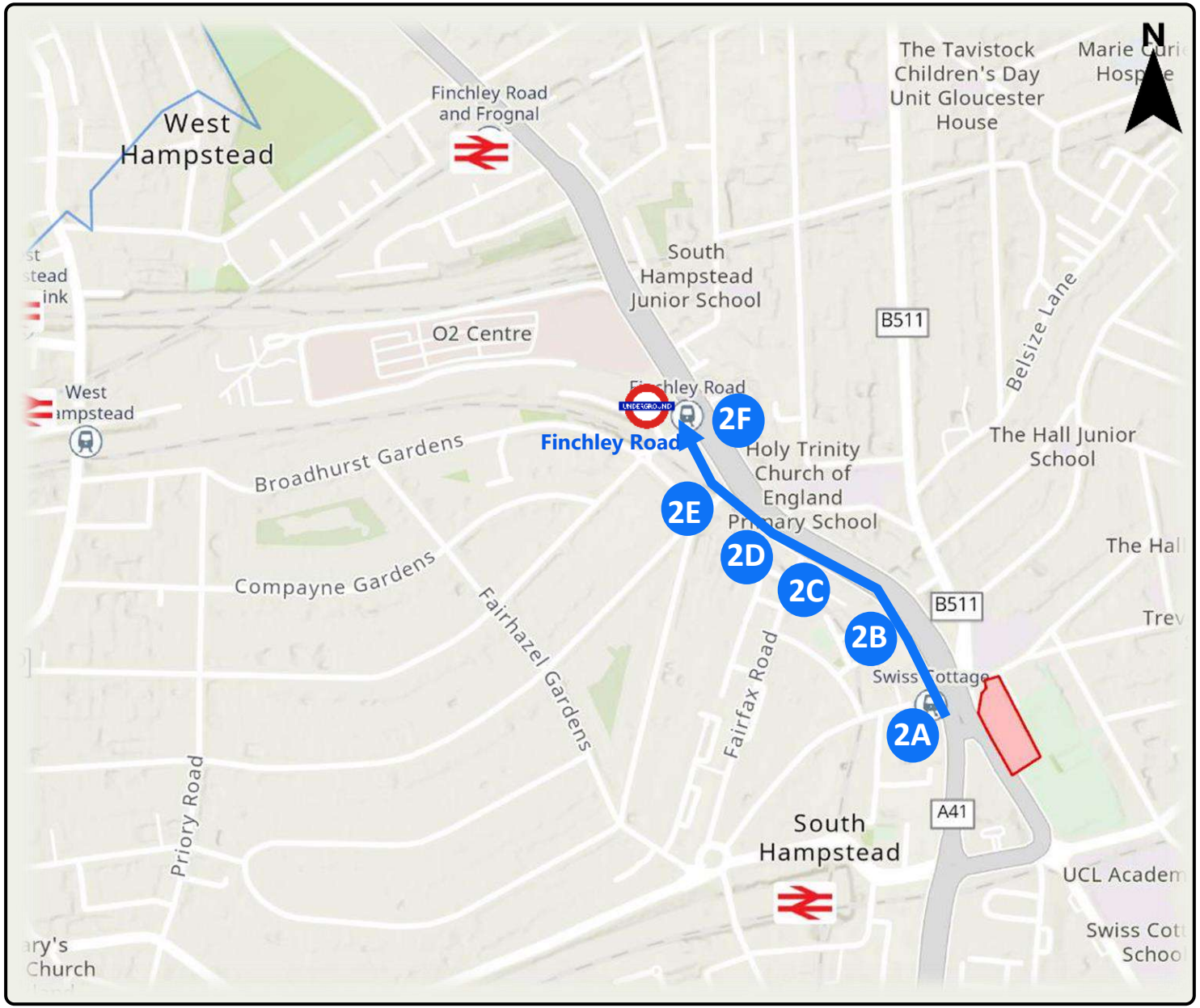
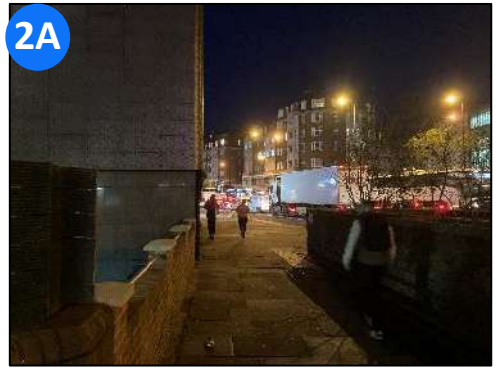
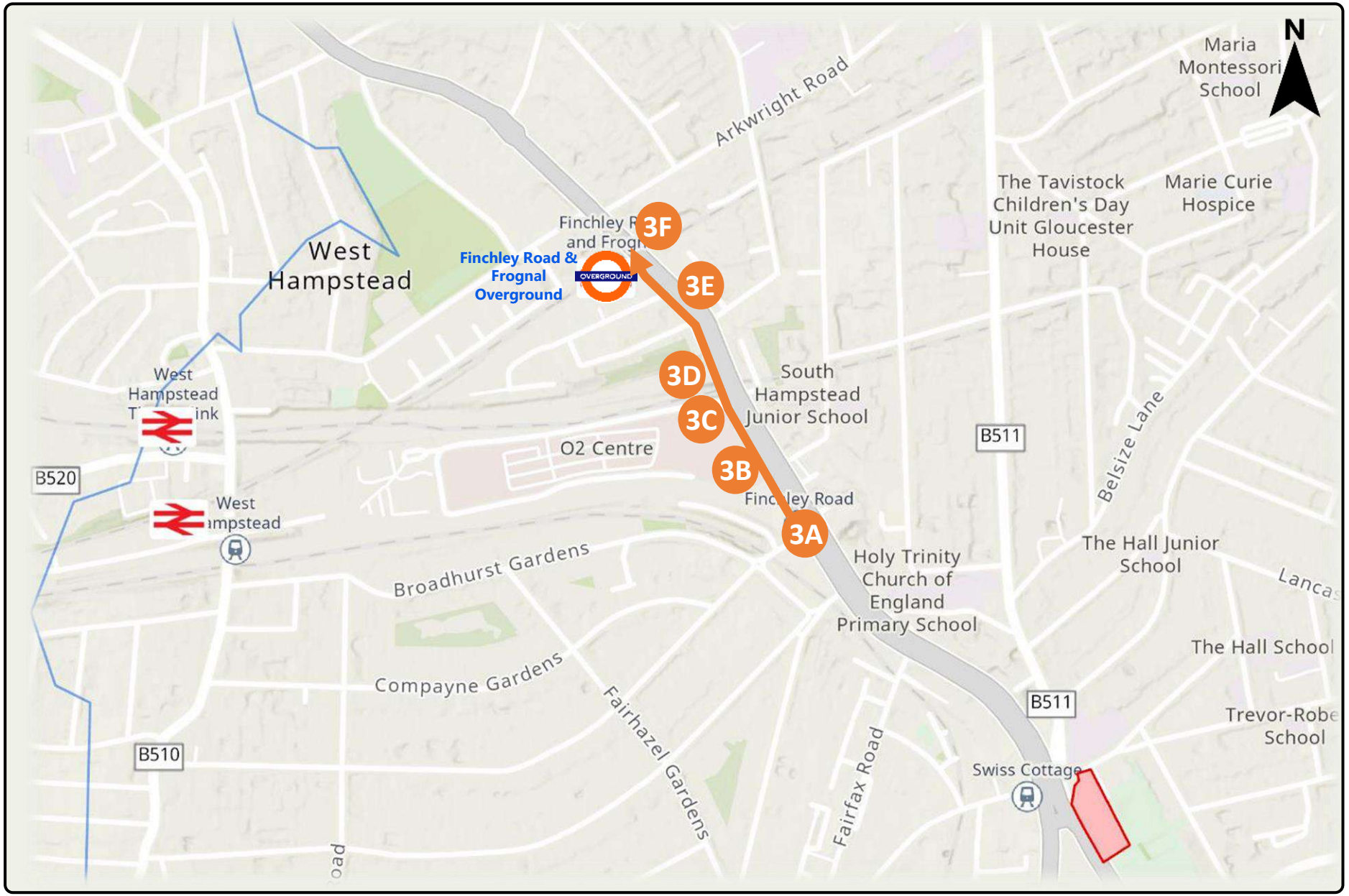


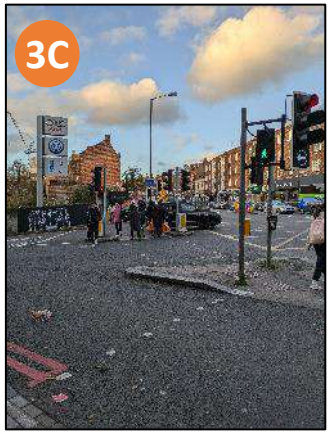


KEY:

- Site Location
- Underground Station
- Overground Station
- Route 2: Finchley Road Underground Station Entrance

NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24





KEY:

- Site Location
- Underground Station
- Overground Station
- Route 3: Finchley Road & Frognal Overground Station

NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24

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Transport Planning & Highway Design
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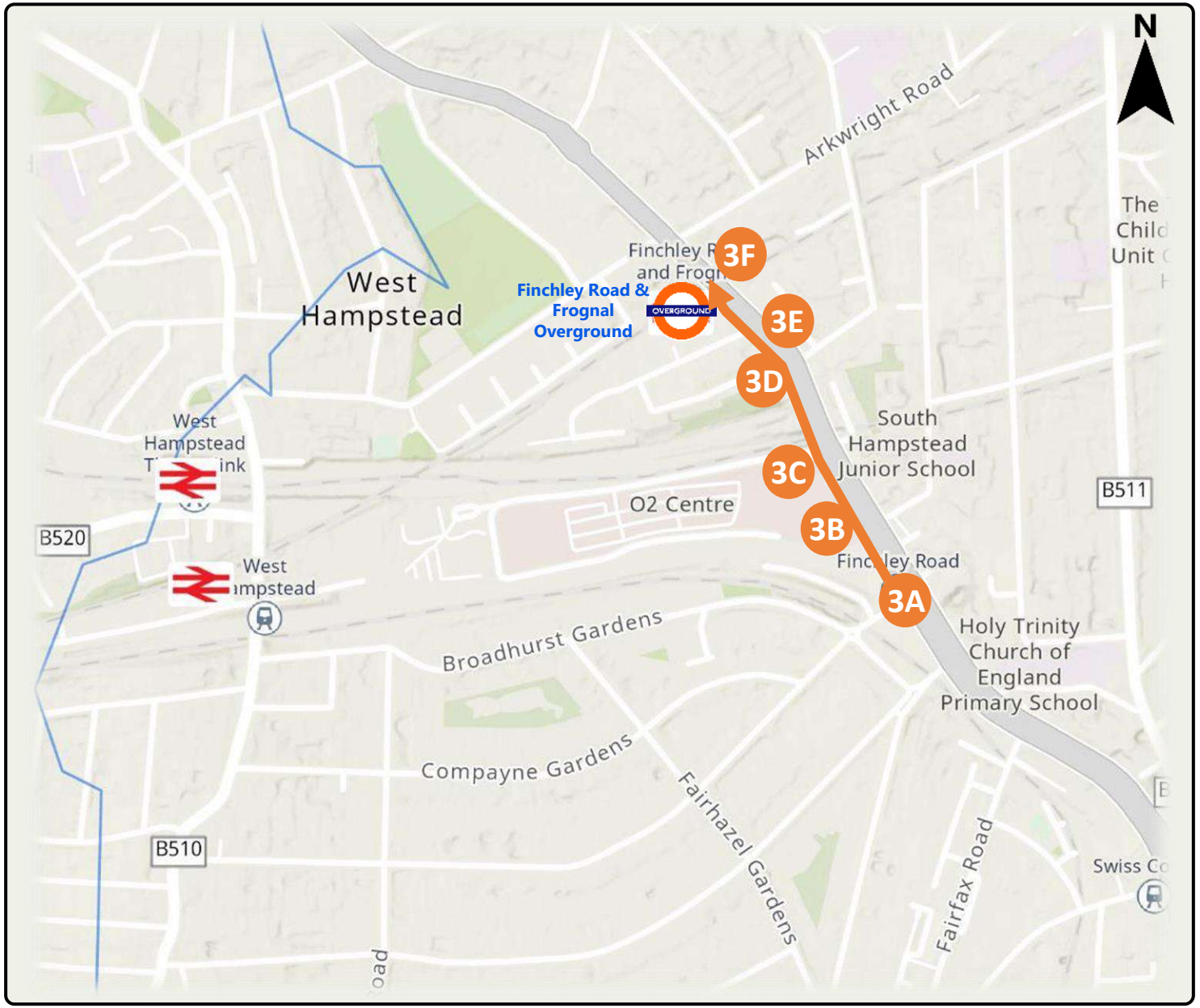
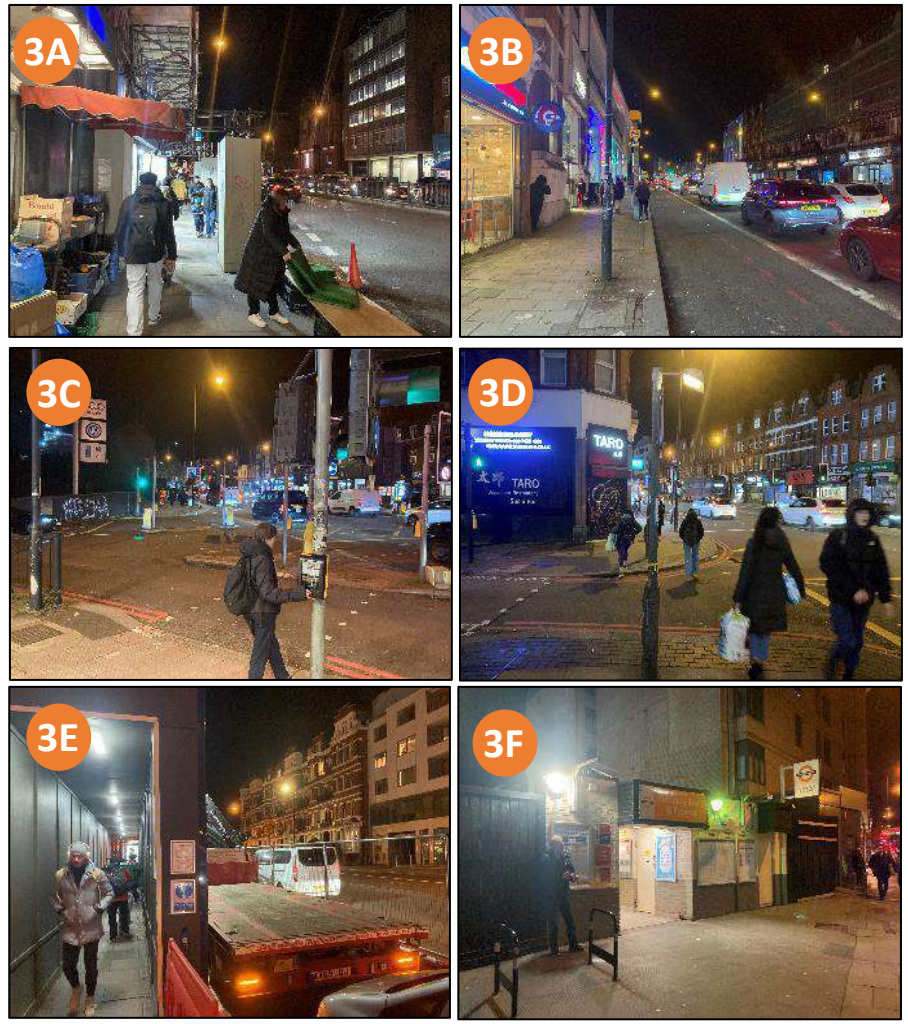
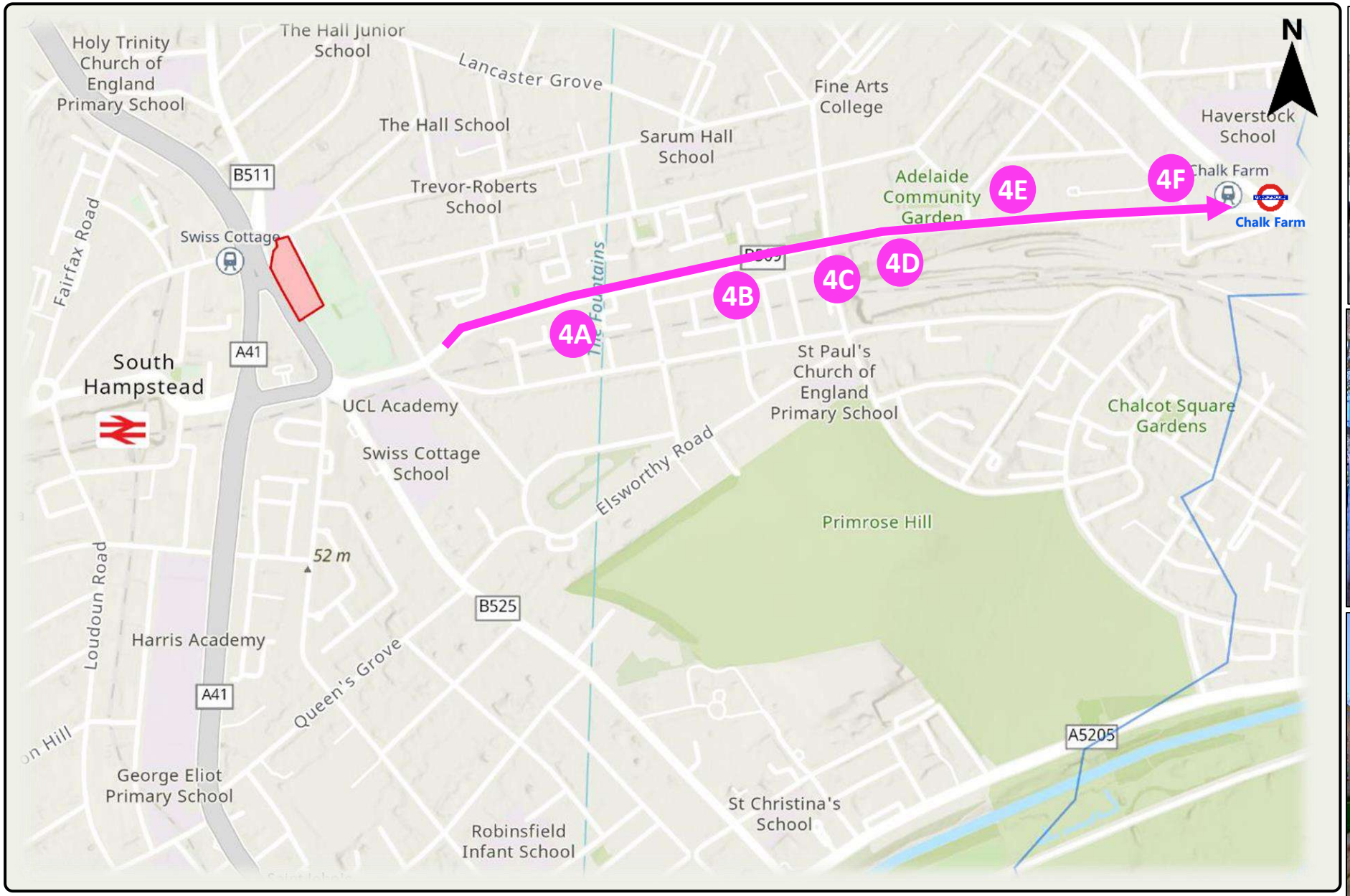




KEY:

- Site Location
- Underground Station
- Overground Station
- Route 3: Finchley Road & Frognal Overground Station

NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24

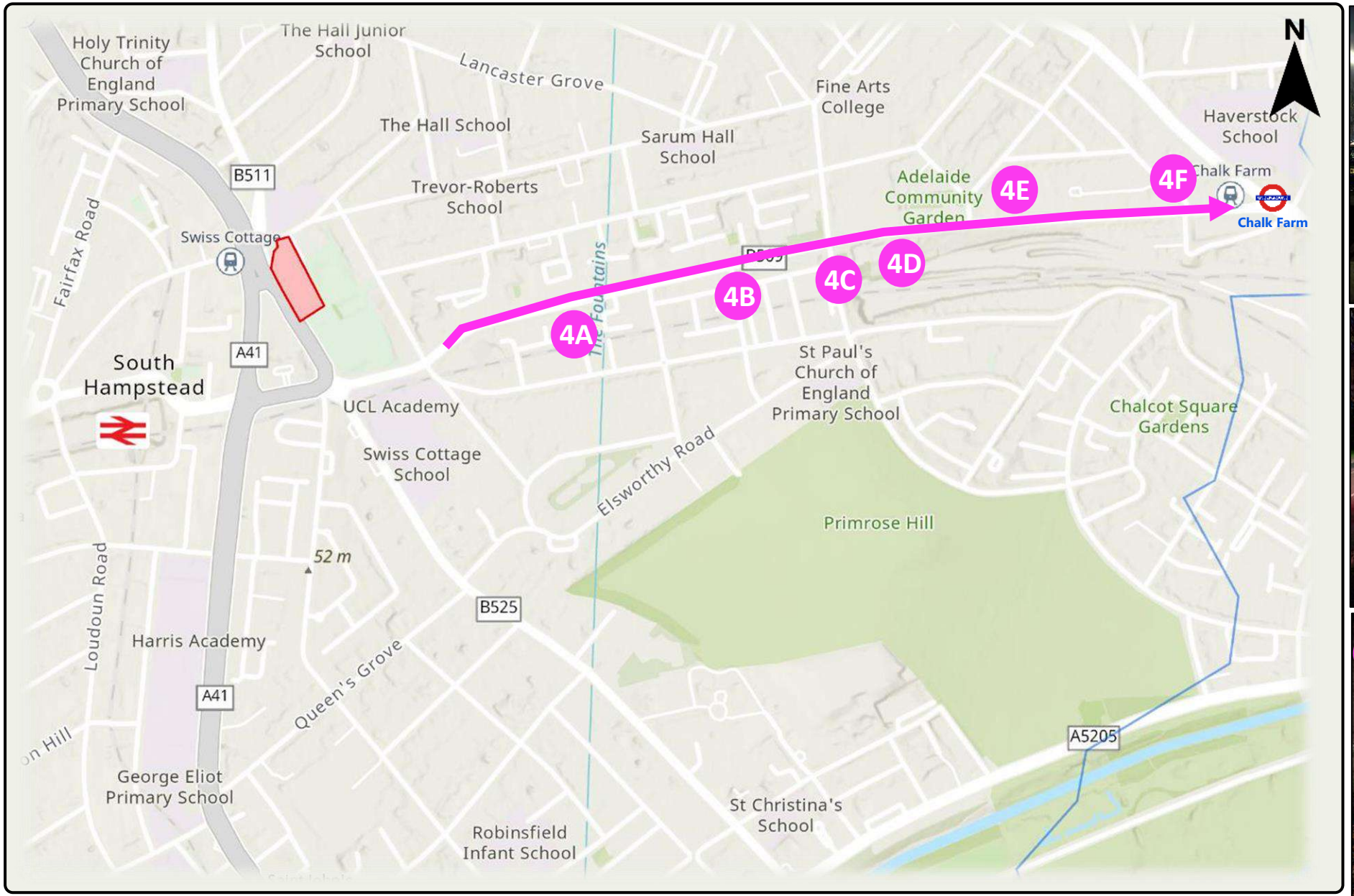


KEY:

- Site Location
- Underground Station
- Overground Station
- Route 4: Chalk Farm Underground Station

NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 - 11e Portland Street • London • W1W 8BT • Tel: 020 3617 6200

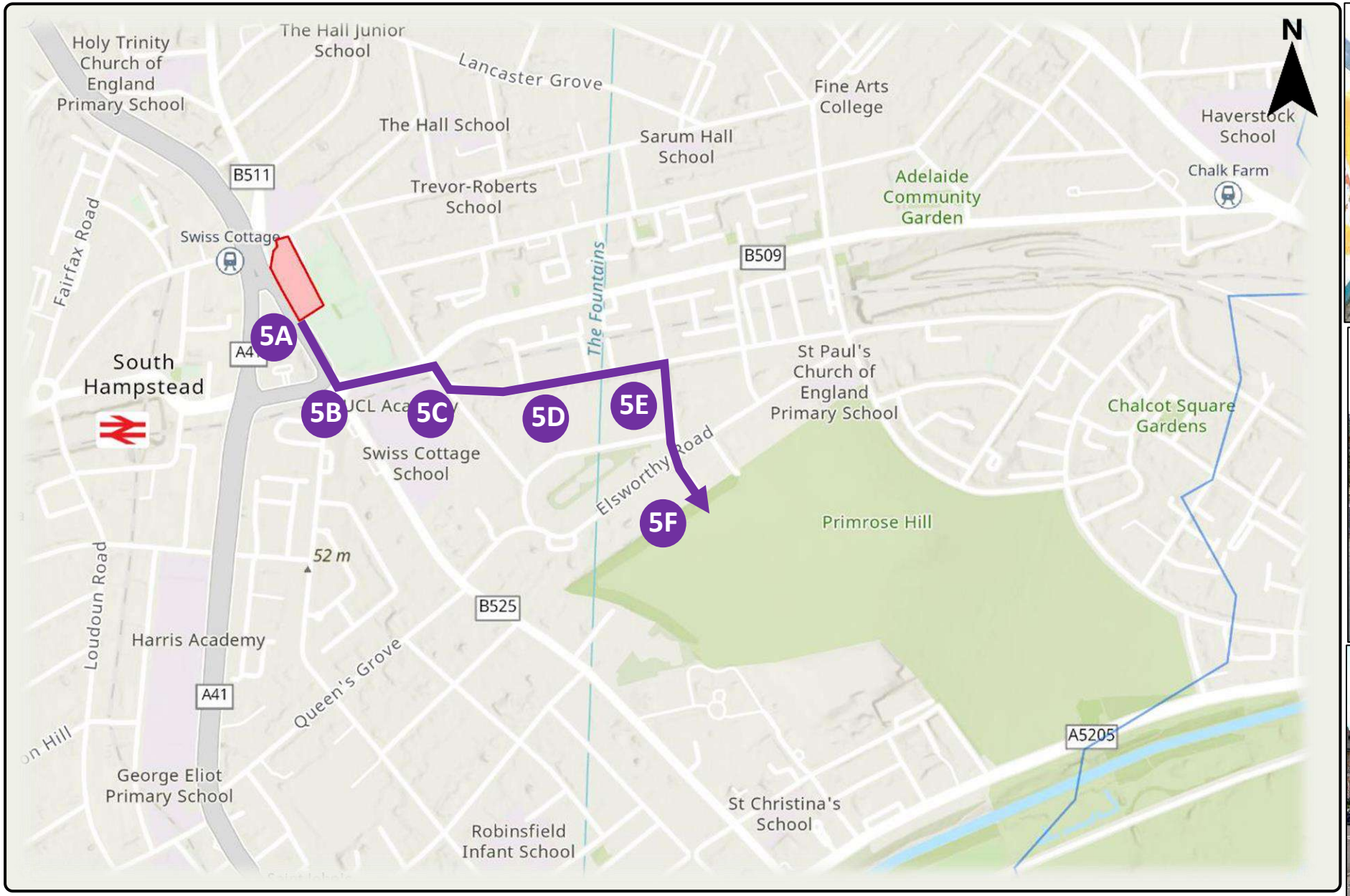


KEY:

- Site Location
- Underground Station
- Overground Station
- Route 4: Chalk Farm Underground Station

NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 - 1le Portland Street • London • W1W 8BT • Tel: 020 3617 6200

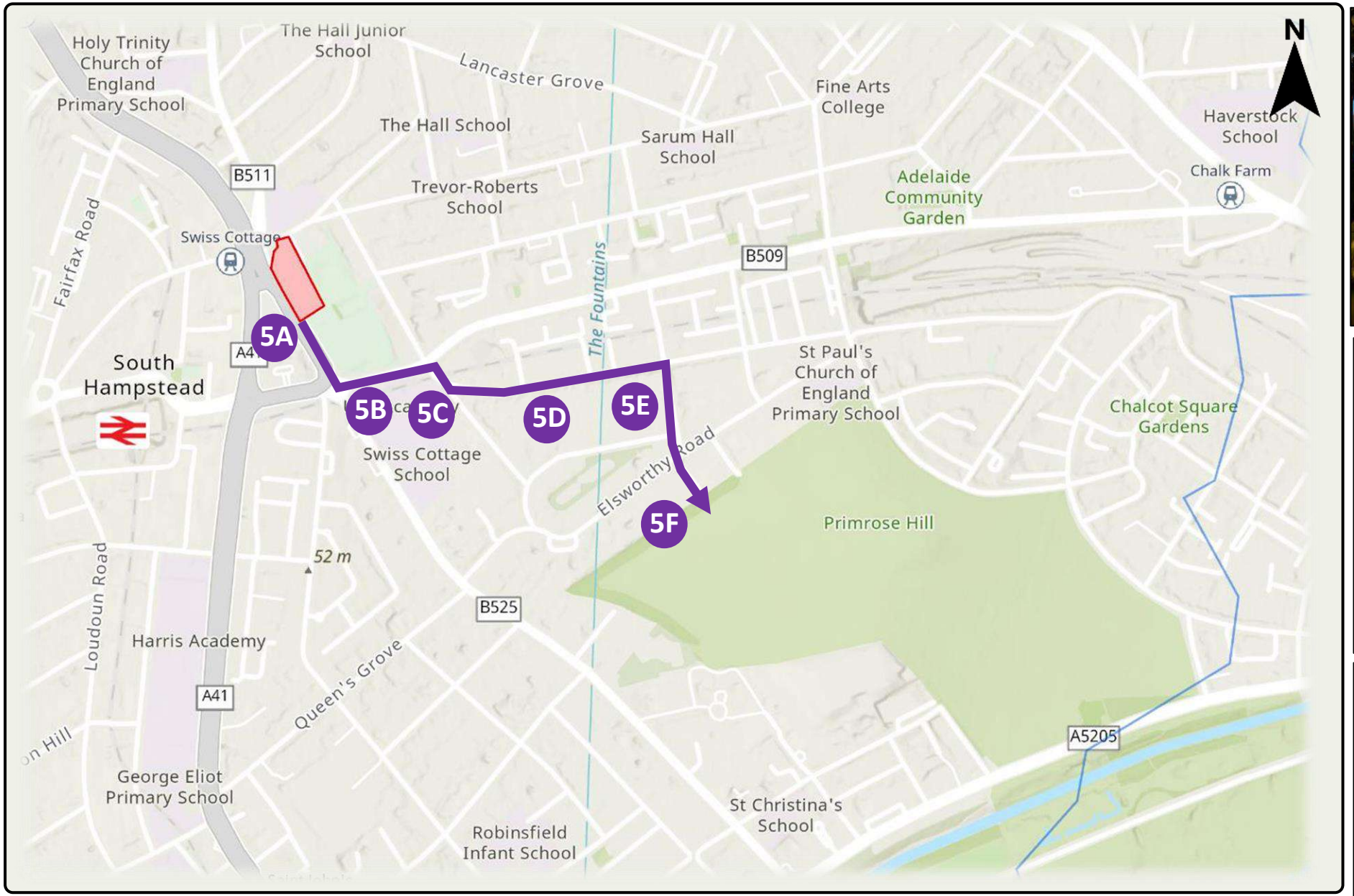


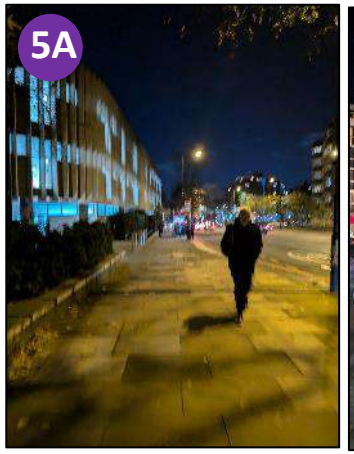
KEY:

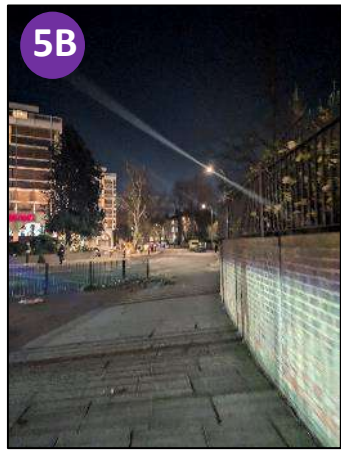
- Site Location
- Underground Station
- Overground Station
- Route 5: Primrose Hill Greenspace

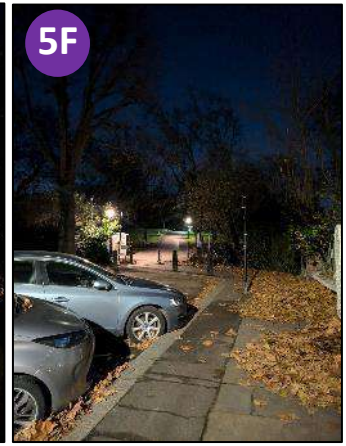
NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24

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







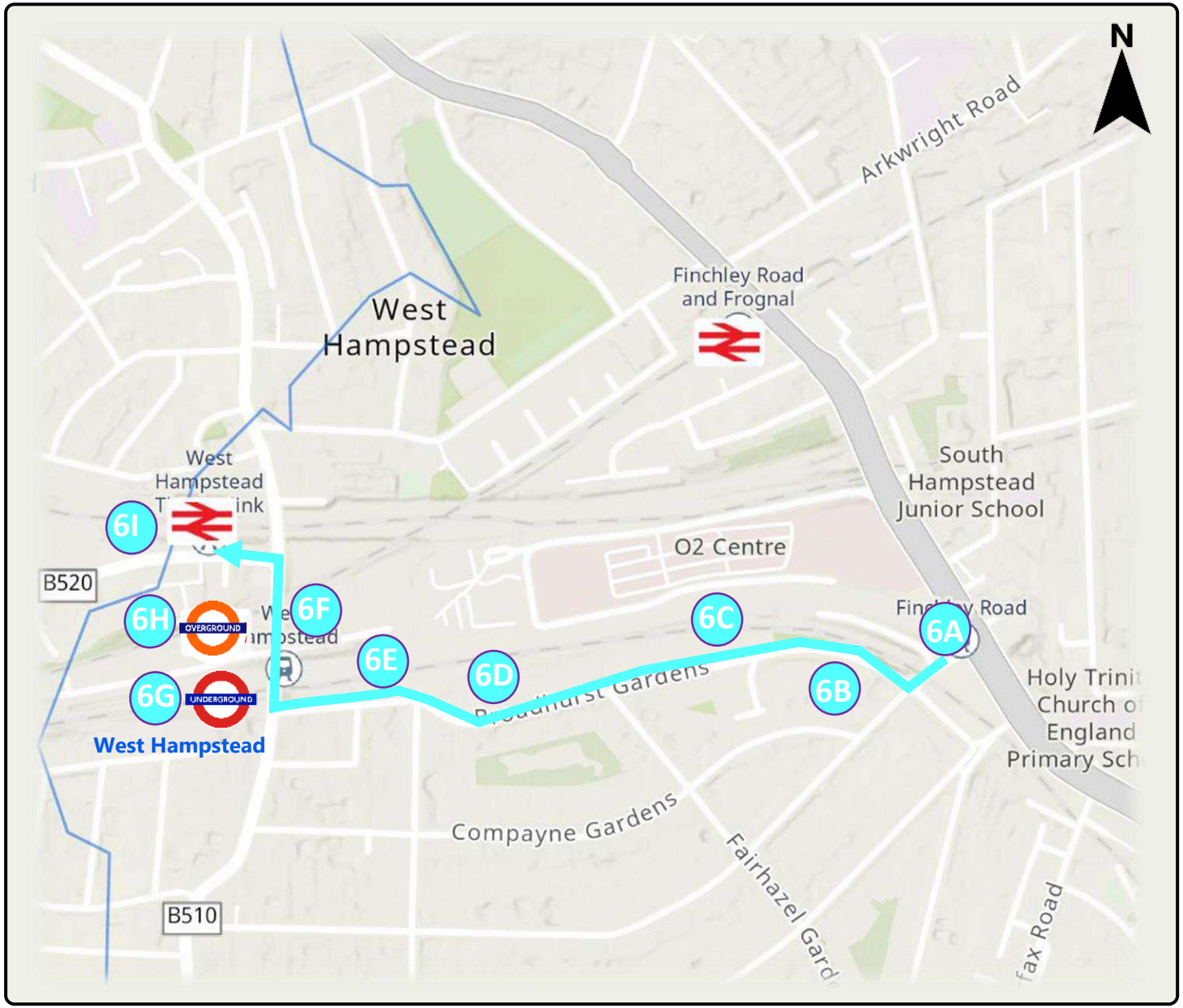


KEY:

- Site Location
- Underground Station
- Overground Station
- Route 5: Primrose Hill Greenspace

NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 6200

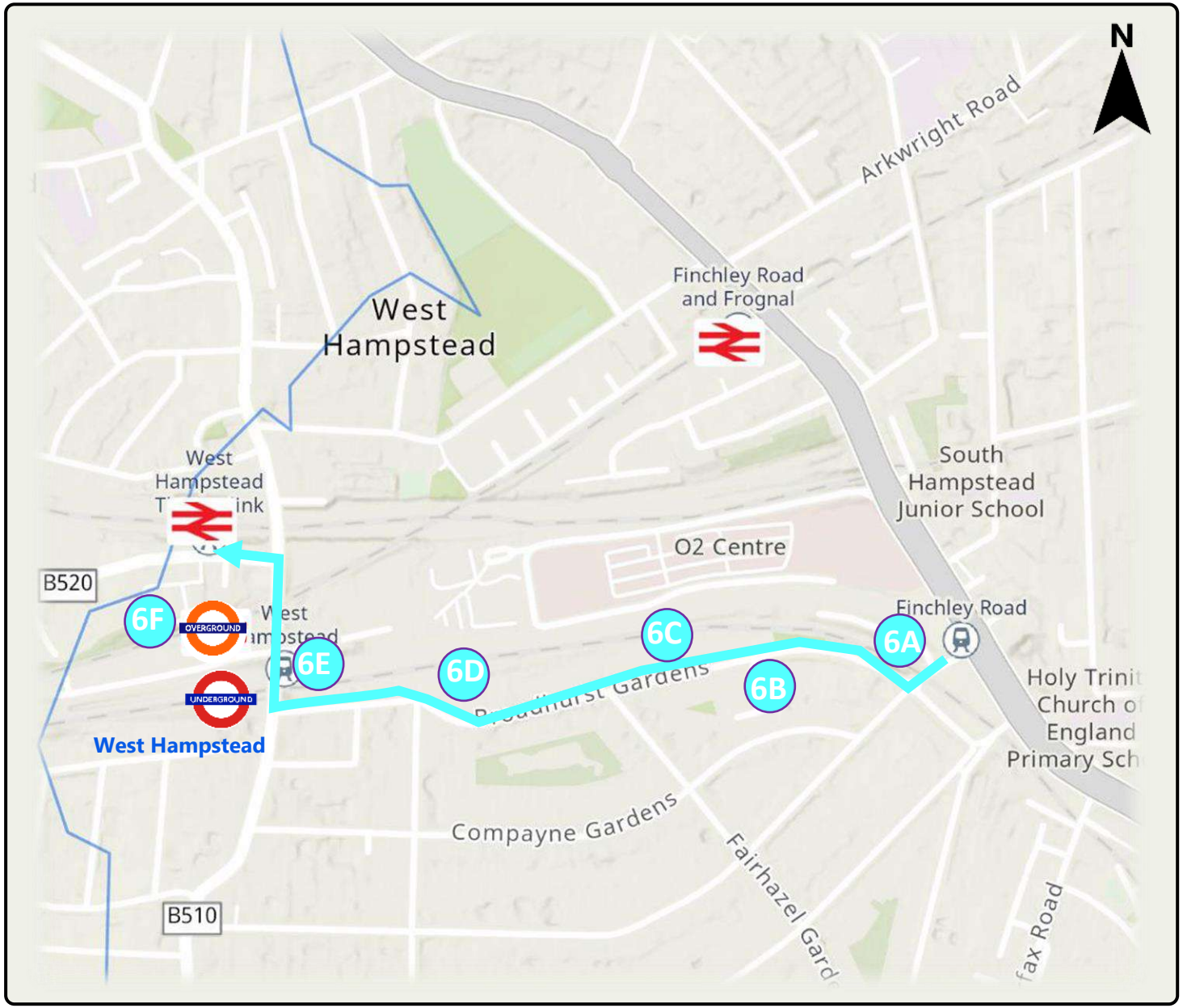


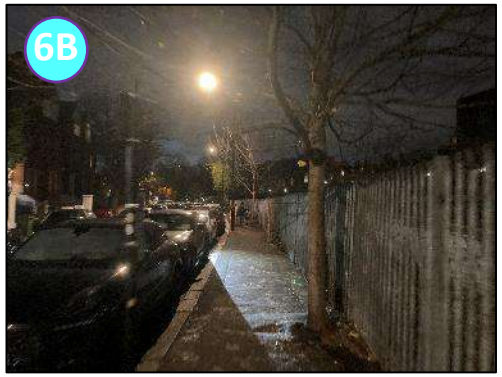
KEY:

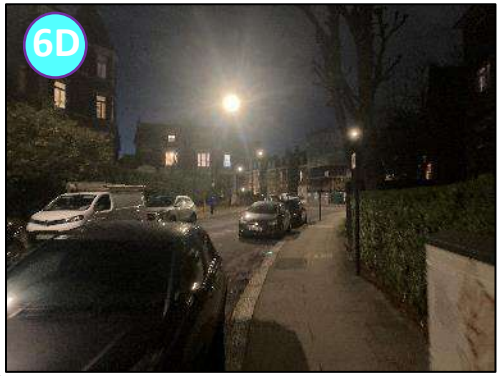
- Site Location
- Underground Station
- Overground Station
- Route 6: West Hampstead Station

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 6200

NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24







KEY:

- Site Location
- Underground Station
- Overground Station
- Route 6: West Hampstead Station

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 6200

NTS		Size:	A3
Drawn by: TP	Checked by: DB	Date:	07.08.24

APPENDIX I

Caneparo Associates Ltd Little Portland Street London Licence No: 358901

Calculation Reference: AUDIT-358901-241203-1222

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HG	HARINGEY	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	IS	ISLINGTON	1 days
	SK	SOUTHWARK	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: No of Dwellings
Actual Range: 190 to 255 (units:)
Range Selected by User: 50 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/18 to 16/11/23

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	2 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Neighbourhood Centre (PPS6 Local Centre)	2

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:

Development Zone	2
Residential Zone	1
Built-Up 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	18 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

25,001 to 50,000	1 days
50,001 to 100,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	4 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	2 days
0.6 to 1.0	2 days

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

Travel Plan:

Yes	3 days
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:

5 Very Good	2 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 HG-03-C-01 BLOCKS OF FLATS HARINGEY
BREAM CLOSE
TOTTENHAM HALE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 255
Survey date: TUESDAY *18/06/19* *Survey Type: MANUAL*

2 HM-03-C-02 BLOCKS OF FLATS HAMMERSMITH AND FULHAM
GLENTHORNE ROAD
HAMMERSMITH

Town Centre
Built-Up Zone
Total No of Dwellings: 194
Survey date: TUESDAY *30/04/19* *Survey Type: MANUAL*

3 IS-03-C-08 BLOCK OF FLATS ISLINGTON
CITY ROAD
ISLINGTON

Edge of Town Centre
Development Zone
Total No of Dwellings: 190
Survey date: THURSDAY *20/10/22* *Survey Type: MANUAL*

4 SK-03-C-03 BLOCKS OF FLATS SOUTHWARK
MARITIME STREET
SURREY QUAYS

Neighbourhood Centre (PPS6 Local Centre)
Development Zone
Total No of Dwellings: 233
Survey date: THURSDAY *14/11/19* *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
BM-03-C-01	.
WF-03-C-01	.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.34

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	218	0.038	4	218	0.265	4	218	0.303
08:00 - 09:00	4	218	0.078	4	218	0.470	4	218	0.548
09:00 - 10:00	4	218	0.097	4	218	0.272	4	218	0.369
10:00 - 11:00	4	218	0.126	4	218	0.182	4	218	0.308
11:00 - 12:00	4	218	0.115	4	218	0.155	4	218	0.270
12:00 - 13:00	4	218	0.118	4	218	0.138	4	218	0.256
13:00 - 14:00	4	218	0.130	4	218	0.143	4	218	0.273
14:00 - 15:00	4	218	0.127	4	218	0.091	4	218	0.218
15:00 - 16:00	4	218	0.142	4	218	0.136	4	218	0.278
16:00 - 17:00	4	218	0.218	4	218	0.138	4	218	0.356
17:00 - 18:00	4	218	0.249	4	218	0.119	4	218	0.368
18:00 - 19:00	4	218	0.382	4	218	0.153	4	218	0.535
19:00 - 20:00	3	206	0.326	3	206	0.133	3	206	0.459
20:00 - 21:00	3	206	0.245	3	206	0.130	3	206	0.375
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.391			2.525			4.916

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	218	0.003	4	218	0.003	4	218	0.006
08:00 - 09:00	4	218	0.011	4	218	0.008	4	218	0.019
09:00 - 10:00	4	218	0.015	4	218	0.009	4	218	0.024
10:00 - 11:00	4	218	0.016	4	218	0.016	4	218	0.032
11:00 - 12:00	4	218	0.007	4	218	0.010	4	218	0.017
12:00 - 13:00	4	218	0.013	4	218	0.011	4	218	0.024
13:00 - 14:00	4	218	0.008	4	218	0.010	4	218	0.018
14:00 - 15:00	4	218	0.003	4	218	0.006	4	218	0.009
15:00 - 16:00	4	218	0.009	4	218	0.008	4	218	0.017
16:00 - 17:00	4	218	0.015	4	218	0.016	4	218	0.031
17:00 - 18:00	4	218	0.007	4	218	0.009	4	218	0.016
18:00 - 19:00	4	218	0.007	4	218	0.007	4	218	0.014
19:00 - 20:00	3	206	0.018	3	206	0.016	3	206	0.034
20:00 - 21:00	3	206	0.010	3	206	0.011	3	206	0.021
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.142			0.140			0.282

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.*

APPENDIX J

Caneparo Associates Ltd Little Portland Street London Licence No: 358901

Calculation Reference: AUDIT-358901-241119-1120

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	LB	LAMBETH	2 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:	Gross floor area
Actual Range:	360 to 540 (units: sqm)
Range Selected by User:	120 to 795 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/18 to 12/10/23

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:

Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town 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:

High Street	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 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:

5 Very Good	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 LB-01-O-01 TESCO EXPRESS LAMBETH
COLDHARBOUR LANE
BRIXTON

Edge of Town Centre
High Street
Total Gross floor area: 540 sqm
Survey date: WEDNESDAY *11/10/23* *Survey Type: MANUAL*

2 LB-01-O-02 SAINSBURY'S LOCAL LAMBETH
BRIXTON ROAD
BRIXTON

Town Centre
High Street
Total Gross floor area: 360 sqm
Survey date: THURSDAY *12/10/23* *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
BN-01-O-01	.
BN-01-O-02	.
HG-01-O-01	.
HG-01-O-02	.
KI-01-O-02	.
MR-01-O-01	.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 21.52

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	450	0.778	2	450	0.000	2	450	0.778
07:00 - 08:00	2	450	8.222	2	450	7.000	2	450	15.222
08:00 - 09:00	2	450	11.889	2	450	13.111	2	450	25.000
09:00 - 10:00	2	450	11.333	2	450	9.333	2	450	20.666
10:00 - 11:00	2	450	9.444	2	450	9.000	2	450	18.444
11:00 - 12:00	2	450	9.222	2	450	9.333	2	450	18.555
12:00 - 13:00	2	450	19.889	2	450	18.333	2	450	38.222
13:00 - 14:00	2	450	13.556	2	450	14.889	2	450	28.445
14:00 - 15:00	2	450	12.444	2	450	12.222	2	450	24.666
15:00 - 16:00	2	450	20.000	2	450	20.889	2	450	40.889
16:00 - 17:00	2	450	17.222	2	450	16.444	2	450	33.666
17:00 - 18:00	2	450	14.444	2	450	14.000	2	450	28.444
18:00 - 19:00	2	450	11.222	2	450	11.889	2	450	23.111
19:00 - 20:00	2	450	8.333	2	450	9.222	2	450	17.555
20:00 - 21:00	2	450	5.556	2	450	5.889	2	450	11.445
21:00 - 22:00	2	450	4.778	2	450	4.778	2	450	9.556
22:00 - 23:00	2	450	3.444	2	450	4.444	2	450	7.888
23:00 - 24:00	2	450	0.000	2	450	0.889	2	450	0.889
Total Rates:			181.776			181.665			363.441

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 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	450	0.000	2	450	0.000	2	450	0.000
07:00 - 08:00	2	450	0.111	2	450	0.000	2	450	0.111
08:00 - 09:00	2	450	0.000	2	450	0.111	2	450	0.111
09:00 - 10:00	2	450	0.111	2	450	0.111	2	450	0.222
10:00 - 11:00	2	450	0.000	2	450	0.000	2	450	0.000
11:00 - 12:00	2	450	0.000	2	450	0.000	2	450	0.000
12:00 - 13:00	2	450	0.000	2	450	0.000	2	450	0.000
13:00 - 14:00	2	450	0.000	2	450	0.000	2	450	0.000
14:00 - 15:00	2	450	0.000	2	450	0.000	2	450	0.000
15:00 - 16:00	2	450	0.000	2	450	0.000	2	450	0.000
16:00 - 17:00	2	450	0.000	2	450	0.000	2	450	0.000
17:00 - 18:00	2	450	0.000	2	450	0.000	2	450	0.000
18:00 - 19:00	2	450	0.000	2	450	0.000	2	450	0.000
19:00 - 20:00	2	450	0.000	2	450	0.000	2	450	0.000
20:00 - 21:00	2	450	0.000	2	450	0.000	2	450	0.000
21:00 - 22:00	2	450	0.000	2	450	0.000	2	450	0.000
22:00 - 23:00	2	450	0.000	2	450	0.000	2	450	0.000
23:00 - 24:00	2	450	0.000	2	450	0.000	2	450	0.000
Total Rates:			0.222			0.222			0.444

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.*