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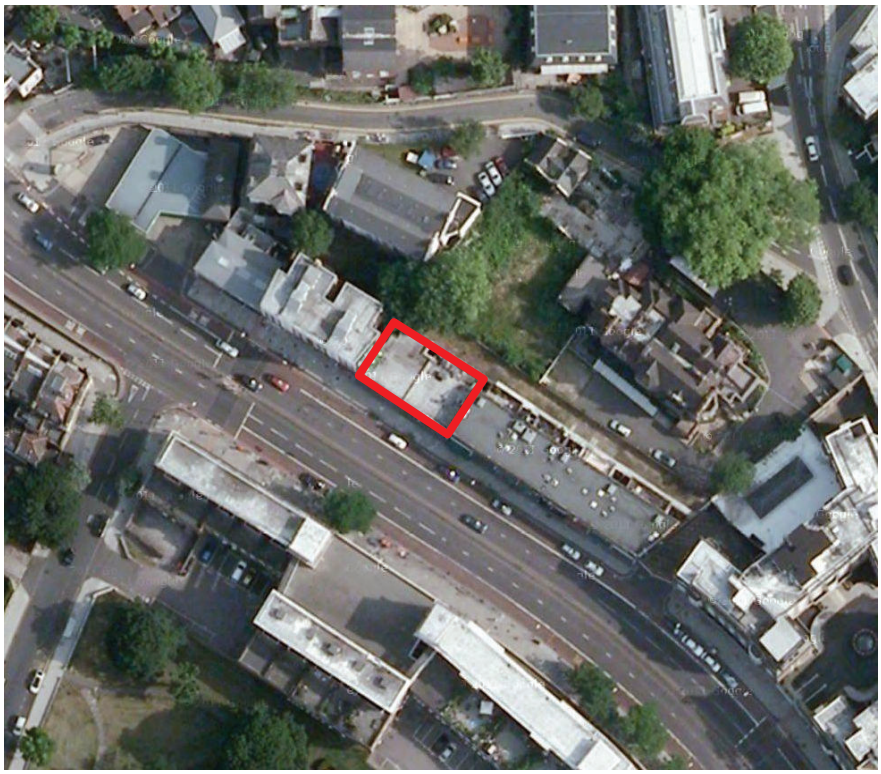
PROPOSED MIXED USE REDEVELOPMENT: 9-12 NEW COLLEGE PARADE, FINCHLEY ROAD, LONDON NW6



Transport Statement

REPORT REF NO R930-01

Project No. R930

DECEMBER 2013

PROPOSED MIXED USE REDEVELOPMENT:
9-12 NEW COLLEGE PARADE,
FINCHLEY ROAD, LONDON NW6

Transport Statement

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft for client / project team review.	SJH	SAF	ML	22/11/13
-	Final Submission	SJH	SAF	ML	02/12/13

1.0 INTRODUCTION

1.1 Ardent Consulting Engineers (ACE) has been instructed by Koopmans Property Asset Management to advise on the transport planning aspects of the proposed redevelopment of existing commercial buildings at 9-12 New College Parade, Finchley Road, London NW6, to provide an mixed-use development of 435sqm replacement commercial A1-A4 use and 9 residential flats.

1.2 This Transport Statement (TS) has been prepared to support a planning application to the local planning authority, London Borough of Camden (LBC). Transport for London (TfL) is the highway authority, for the A41 Finchley Road since it is a "Red Route" and forms part of their strategic network (the TLRN).

1.3 Pre-application discussions have taken place with LBC to obtain their views on the development proposals. LBC provided comments relating to transport matters that should be addressed as part of any detailed assessment. A copy of the correspondence received from LBC is provided in **Appendix A**.

1.4 This TS has been prepared in accordance with the Department for Transport (DfT) and the Department for Communities and Local Government (DCLG) guidance on such documents published in March 2007, and also information contained in the LBC Planning Guidance (2011) document – in particular CPG7 (Transport), and TfL's Transport Assessment best practice guide.

1.5 Following this introduction, the remainder of this report is structured as follows: -

- **Section 2.0** provides a description of the existing site conditions, the local highway network and proximity of the site to local services, and site linkage for pedestrians and cyclists;

- **Section 3.0** provides a description of the refurbishment and development proposals, site access and parking;
- **Section 4.0** considers relevant policy guidance relating to the relationship between the development and transport, and land use planning;
- **Section 5.0** assess the predicted trip attraction/generation; and
- **Section 6.0** provides a summary and sets out the conclusions.

2.0 EXISTING SITUATION

Site Location

2.1 The site is located on the north-eastern side of the A41 (Finchley Road), London NW6. It has a total site area of approximately 0.40 hectares and currently comprises a mixture of A1-A5 use class commercial units with pedestrian access from Finchley Road. The detailed site location is demonstrated within **Figure 1**.

2.2 An aerial view of the site is shown at **Plate 1** below.

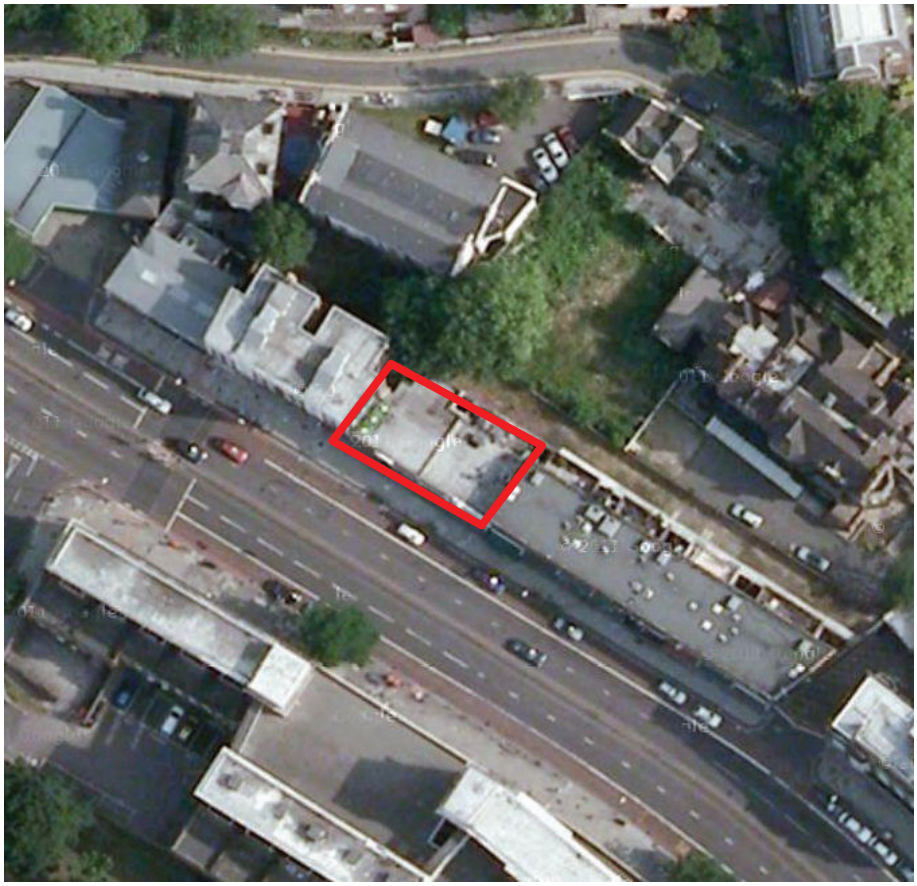


Plate 1: Ariel photograph of the existing site

Surrounding Area

2.3 The site is surrounded by a mixture of residential and commercial development, with commercial, retail and residential properties on

both sides of Finchley Road. To the north of the site, a number of schools, health facilities and public amenity buildings (post offices, places of worship, Hospitals) are located within 300 metres of the site. The location of these facilities is demonstrated within **Figure 1**.

Local Highway Network

2.4 The existing site provides no parking, and as such, has no vehicular access. However, pedestrians and delivery vehicles can access/serve the site from Finchley Road.

2.5 Finchley Road is a main arterial road in Inner London, which leads from the A501 (Euston Road) at the south to the A406 North Circular (Brent Cross) to the north. In the vicinity of the site, Finchley Road is a dual carriageway approximately 20m wide and comprises three traffic lanes in each direction, which includes dedicated nearside bus lanes in each direction (northwest and southeast bound). A hard surfaced kerbed central segregation island with guardrailing is located between the northwest and southeast bound carriageways.

2.6 Each bus lane is subject to restrictions that only allow buses, motor cycles, taxis and pedal cycles to use the bus lanes between 0700-1000, and 1600-1900 hours, Monday to Friday. Outside of these times, the lanes are free to use by all vehicles.

2.7 Finchley Road is also subject to TfL's 'Red Route' restrictions, which prohibit stopping between 0700 and 1900 hours, Monday to Saturday, with double red lines. Loading is allowed within the nearside lanes between 1000 and 1600 hours, with a maximum loading time of 20 minutes within dedicated bays marked out within the bus lanes, including along the length of the site frontage.

Pedestrian

2.8 Finchley Road includes footways on both sides, which range in width between 4 and 5.5m In addition to the existing site uses, these footways connect the site with the surrounding residential streets, amenities and public transport nodes located within a short walking distance of the site, as highlighted within **Figure 1**.

2.9 To assist pedestrian movements over Finchley Road, a number of signal controlled crossings exist at intermittent points along its length. Two crossings are located in the vicinity of the site, with one located 20m to the northwest of the site and a second 100m to the southeast of the site.

2.10 Overall, the existence of these routes and crossing facilities actively encourage walking as a main mode of travel for local residents and as part of an integrated journey with public transport.

Cycling

2.11 **Figure 1** demonstrates the locations of nearby cycle routes. It shows that Local Cycle Route Number 50 runs close to the site on College Crescent. This route is a signed route between Mill Hill and St James Park, via Swiss Cottage. This route provides a good and direct link between the site and the employment, leisure and educational opportunities in and around inner and central London.

2.12 Finchley Road comprises a bus lane in both directions, which allows cycle use. This lane is available along the majority of Finchley Road, which connects the site well to Marylebone and Oxford Street.

2.13 At intermittent locations along Finchley Road, public cycle parking spaces are available. These generally take the form of Sheffield Stands.

Public Transport

Bus Travel

2.14 The locations of nearby bus routes and bus stops is demonstrated on **Figure 1**. The figure shows that the nearest bus stops to the site are located on both sides of Finchley Road, with north and southbound stops located 60m and 120m to the south of the site, respectively. Both stops takes the form of a shelters, which includes seating and timetable information.

2.15 These stops are served by seven bus routes, numbers 13, 46, 82, 113, 187, 268, C11. These connect the site to key areas such as, Highgate Village, Kentish Town, Camden Town, Kings Cross Station, Liverpool Street Station, Oxford Circus, Hyde Park and Victoria, at a combined average frequency of one bus every 1-2 minutes (48 per hour) in each direction during weekdays and on Saturdays, and a combined average frequency of one bus every 2-3 minutes in each direction on Sundays (26 per hour).

2.16 Based on the above, almost 100 buses per hour serve stops within easy walking distance of the site throughout the daytime on weekdays.

Underground/Overground Rail Travel

2.17 The site is within 960m (a 12-minute walk) of Swiss Cottage and Finchley Road Underground stations, and Finchley Road & Frognal Overground Station.

2.18 Finchley Road Station is located 150m to the north of the site. It is served by the Jubilee and Metropolitan Lines, providing a combined average of one service every minute in the southbound direction (towards Stratford, and Aldgate) and one service every 2 minutes in the northbound direction (towards Stanmore, Watford and Uxbridge) throughout the daytime on weekdays.

2.19 Swiss Cottage is located 120m to the south of the site. It also is served by the Jubilee Line, which provides an average northbound service every 5 minutes towards Stanmore, and an average southbound service every 2 minutes towards Stratford.

2.20 The Finchley Road & Frognal Overground Station is on the North London (Richmond/Clapham Junction to Stratford) Line, which provides a service every 12 minutes in each direction.

2.21 Based on the proximity of the public transport opportunities highlighted above, the site has a PTAL value of "6a", which is an "Excellent" level of accessibility.

2.22 Details of the PTAL calculations are attached at **Appendix B**.

Conclusion

2.23 As demonstrated above, the site is located in a very sustainable location, with a vast number of opportunities to accommodate travel by non-car modes. This is reflected by the site's PTAL rating . The surrounding area is made up of a mixture of residential, commercial, employment and education buildings, with a number of further public amenity buildings located in close vicinity. In conclusion, the site location is considered appropriate to accommodate commercial and residential development.

3.0 PROPOSED DEVELOPMENT

3.1 A full description of the proposed development is contained in the supporting documents accompanying the planning application. The following description is pertinent in transport terms.

3.2 It is proposed to redevelop the existing buildings to develop a 5-storey building comprising 421sqm of A1/2/3/5 uses over ground and basement floor levels, with 9 residential flats set over floors 1 to 4. The proposed development will include 16 cycle parking spaces with no on-site car parking spaces provided. The development will therefore be car-free. A copy of the architect scheme layout is provided at **Appendix C**.

3.3 The breakdown of residential units are as follows:

- 4 one-bed flats
- 4 two-bed flats
- 1 three-bed flats
- **9 Total**

On-Site Parking

Car

3.4 No car parking spaces will be provided. Given the site's excellent PTAL rating, this provision for the residential uses is in accordance with the requirements set out in relevant Camden policy and the parking requirements within the *London Plan* (see **section 4.0)**.

Cycle

3.5 A secured cycle store is proposed for the site, which includes space for 16 cycles. These are proposed to accommodate any demands for the residential development or staff associated with the commercial uses.

3.6 This level of provision exceeds the minimum requirements set out in relevant Camden policy and TfL's cycling guidelines (see **section 4.0**.)

Servicing & Deliveries

3.7 Servicing and delivery movements occur at the existing commercial units, and serve the site directly from the servicing bays within the southeast-bound lanes on Finchley Road. It is anticipated that any future servicing and delivery movements associated with the proposed development would continue to occur from Finchley Road in the same way as the existing buildings.

3.8 As shown on the site layout plan (**Appendix C**), the bin storage area for the site is located at the south eastern point of the site building, within 10 metres of the service bays located on Finchley Road.

Travel Plan

3.9 The combined quantum of development falls beneath the Travel Plan threshold level given within TfL's document "Travel planning for new development in London". Therefore, no specific site travel plan is required in this instance. However, as the site is to be 'car-free' and is located in such a sustainable location, the number of single car movements is to considered to be minimal, and these constraints should be sufficient to encourage travel by non-car modes.

4.0 POLICY CONTEXT

Framework

4.1 Relevant policy guidance on transport and land use planning relating to new development is set out in the following documents:-

- *National Planning Policy Framework* (March 2012);
- *The London Plan* (adopted July 2011);
- *The Mayor's Transport Strategy* (2010); and
- *Camden Local Development Framework (November 2010)*

National Planning Policy Framework

4.2 The NPPF states, at para 29, that: *Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas*.

4.3 Para 30 goes on to state that: *Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.*

4.4 At para 32, the NPPF states that: *All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

4.5 Para 34 states that: "*Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.*"

4.6 Para 35 states that: "*Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to*

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*"

The London Plan

4.7 **Policy 6.1 Strategic Approach** states that *The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:*

- *encouraging patterns and nodes of development that reduce the need to travel, especially by car*

- *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand*
- *supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity.*

4.8 **Policy 6.3 Assessing Effects of Development on Transport Capacity** states that: *Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account. Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance.*

4.9 **Policy 6.13 Parking** states that: *The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. In addition, developments must:*

- *ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles*
- *provide parking for disabled people in line with Table 6.2*
- *meet the minimum cycle parking standards set out in Table 6.3*
- *provide for the needs of businesses for delivery and servicing.*

4.10 **Policy 6.13** also recommends the promotion of car-free developments in locations with high public transport accessibility (while still providing for disabled people).

4.11 Para 6.42 states that*: Parking policy, whether in terms of levels of provision or regulation of on- or off-street parking, can have significant effects in influencing transport choices and addressing congestion. It can also affect patterns of development and play an important part in the economic success and liveability of places, particularly town centres.* It goes on to state that: *TAs and travel plans for major developments should give details of proposed measures to improve non-car based access, reduce parking and mitigate adverse transport impacts. They will be a key factor in helping boroughs assess development proposals and resultant levels of car parking.*

4.12 Para 6.43 states that: *PTALs are used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. Given the need to avoid over-provision, car parking should reduce as public transport accessibility increases. TfL may refine how PTALs operate and will consult on any proposed changes to the methodology.*

4.13 Table 6.2 sets out maximum car parking standards of up to one space per dwelling for dwellings with one or two bedrooms, increasing to a maximum of one to 1.5 for each dwelling with three bedrooms, and 1.5 to 2 for each dwelling with four or more bedrooms.

4.14 Table 6.3 of the London Plan sets out minimum cycle parking standards of one per 1 or 2-bed dwelling, and two for each dwelling with 3 or more bedrooms. Minimum cycle parking standards for A1 and A3 uses are as follows: -

A1 (food) one space per 125m^2 GFA;

A1 (non-food)	one space per 300m^2 GFA; and
A3	one space per staff member and 1 space per 20 seats

The Mayor's Transport Strategy (2010)

4.15 The *Mayor's Transport Strategy* (MTS) envisages "London's transport system excelling among that of global cities, providing access to opportunities for all people and enterprises while achieving the highest environmental standards and leading the world in its move towards tackling the urban transport challenges of the 21st century."

4.16 The document outlines six goals for achieving this overarching vision: -

- *Support economic development and population growth;*
- *Enhance the quality of life of Londoners;*
- *Improve the safety and security of Londoners;*
- *Improve transport opportunities for all Londoners;*
- *Reduce transport's contribution to climate change and improve its resilience; and*
- *Support the delivery of the London 2012 Olympic and Paralympic Games and its legacy.*

4.17 **Policy 5** of the *MTS* states that:

> *"the Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to ensure efficient and effective access for people and goods within central London through providing improved central London connectivity and appropriate capacity. This will include improving access to major public transport interchanges for pedestrian, cyclists and by public transport."*

4.18 **Policy 8** indicates that

"the Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London Boroughs and other stakeholders, will support a range of transport improvements within metropolitan town centres for people and freight that help improve connectivity and promote the vitality and viability of town centres, and that provide enhanced travel facilities for pedestrians and cyclists."

4.19 **Policy 9** states that

"the Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London Boroughs and other stakeholders, will use the local and strategic development control processes to seek to ensure that:

- *All high trip generating developments are located in areas of high public transport accessibility, connectivity and capacity (either currently or where new transport schemes are committed);*
- *The design and layout of development sites maximise access on foot, cycle and to public transport facilities, for example, via safe walking and cycling routes and provision of secure cycle parking; and*
- *Access for deliveries and servicing maximise the opportunities for sustainable freight distribution where possible".*

4.20 **Policy 11** states:

"the Mayor, though TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to reduce the need to travel, encourage the use of more sustainable, less congesting modes of transport (public transport, cycling, walking and the Blue Ribbon Network), set appropriate parking standards, and through investment in infrastructure, service improvements, promotion of smarter travel initiatives and further demand management

measures as appropriate, aim to increase public transport, walking and cycling mode share."

4.21 **Policy 17** states that

"the Mayor, through TfL, and working with the DfT and other government agencies, the London Boroughs, health authorities and other stakeholders, will promote healthy travel options such as walking and cycling."

Camden Local Development Framework (LDF)

4.22 Camden's LDF replaced their Unitary Development Plan (UDP) in November 2010. The document is a collection of planning documents that sets out their strategy for managing growth and development in the borough, including where new homes, jobs and infrastructure will be located.

4.23 As part of the LDF a number of separate documents are provided, which set LBC's policy in respect of Transport Assessment, Car and Cycle Parking, Servicing and Travel Plans.

4.24 The Camden Development Policy – 2010 to 2025 document, forms part of the LDF and sets out Camden's Planning Policy, in respect of new development.

4.25 **Policy DB16** states that "*The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. We will resist development that fails to assess and address any need for:*

a) movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks;

b) additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by the development. Where

appropriate, the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts, for example using transport assessments and travel plans;

c) safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development."

4.26 **Policy DB17 states** *"The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Provision may include:*

a) convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;

b) other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;

c) safe road crossings where needed;

d) bus stops, shelters, passenger seating and waiting areas, signage and timetable information."

4.27 **Policy DB18** states *"The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road/Swiss Cottage Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport. Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped'. For car free and car capped developments, the Council will:*

a) limit on-site car parking to:

– spaces designated for disabled people, – any operational or servicing needs, and

– spaces designated for the occupiers of development specified as car capped;

b) not issue on-street parking permits; and

c) use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.

Developments will also be expected to meet the Council's minimum standards for cycle parking set out in Appendix 2. The Council will:

d) strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough; and

e) seek the provision of electric charging points as part of any car parking provision."

4.28 Appendix 2 of the CPD state the following in respect of car and cycle parking:

C3 – Residential development (housing)

Cycles	*Residents – 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability.* *Visitors – from threshold of 20 units, 1 space per 10 units*
People with disabilities	*Wheelchair housing: 1 space per dwelling, with dimensions suitable for use by people with disabilities.* *General housing: where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 10 units, 1 space per 20 units or part thereof, with dimensions suitable for use by people with disabilities.*
General car parking	*Low parking provision areas: maximum of 0.5 spaces per dwelling.*

A1-A5 use – Retail/Commercial

Cycles	*Staff – from threshold of 500 sq m, 1 space per 250 sq m or part thereof. Customer – from threshold of 500 sq m, 1 space per 250 sq m or part thereof.*

People with disabilities	*Staff/operational – 1 space per disabled employee or, from a threshold of 1,000 sq m, 1 space per 20,000 sq m or part thereof - whichever is the greater.* *Customer – from threshold of 1,000 sq m, 1 space per 500 sqm or part thereof.*
Service vehicles and coaches	*Required above 1000sqm. One 3.5 x 16.5m bay, or one 3.5 x 8m bay where a servicing agreement is secured as part of a Travel Plan*
Taxis	*One pick-up/set-down bay required above 1000sqm, with any departure justified by a Transport Assessment.*
Other staff/ operational parking	*Low parking provision areas: maximum of 1 space per 1,500 sq m. Rest of borough: maximum of 1 space per 1,000 sq m*
Other visitor parking	*Only considered if supported by a Transport Assessment (or supporting information as appropriate for smaller schemes) showing that existing spaces, public transport and taxis cannot cater for the expected travel demand, and a Travel Plan can be secured.*

4.21 Paragraph 19.14 of the document states *"In order to promote more sustainable modes of travel, the Council generally welcomes proposals to reduce the amount of off-street parking in the borough, provided that the removal of spaces would not:*

• lead to a shortfall against minimum parking standards relating to bicycles, people with disabilities, service vehicles, coaches and taxis (see Appendix 2);

• cause difficulties for existing users, particularly if the spaces are used by shoppers, by nearby residents, or for the operational needs of a business; or

• displace parking to controlled parking zones, particularly in identified areas of parking stress."

Policy Compliance

4.22 The site is located within close proximity to retail outlets, supermarkets, heath facilities and schools. The site is also located close to the London Cycle Network, and is within walking distance of bus stops served by a number of routes and London Underground and Overground services. The intensification of development in an

area such as this complies with current national, regional and local planning policy guidance.

4.23 The development is to be car-free, which accords with the requirements set out in the London Plan and the Camden Development Policy.

4.24 The cycle parking provisions for the residential and commercial elements accords with the maximum standards set out in the London Plan and the Camden Development Policy.

4.25 The servicing strategy identified in **Section 3** should satisfactorily enable the development to continue to be serviced without any adverse effect on the highway network, and therefore complies with the guidance set out in the CPD.

4.26 In view of the above, it can be seen that the principle of the proposed enabling development on this site is fully compliant with current policy guidance on transport and land use planning at national, regional and local levels.

5.0 TRIP GENERATION/ATTRACTION

Existing and Proposed Commercial Use

5.1 The existing site measures approximately 537sqm and comprises a mix of A1 – A5 uses. In addition to 9 residential units, the proposed development is set to comprise 421sqm of commercial A1-A4 uses. As such, the change in person trips between the existing and proposed commercial uses are to be negligible (or most likely to reduce). The following section therefore examines the sole impact of the residential elements of the proposed development. This is considered to be the worst case scenario and represents a fair and robust assessment of development impact.

Proposed Residential Trip Generation

Residential Use

5.2 Using the TRAVL database, we have obtained mean person trip rate data from the *C3 Residential* land-use for the weekday am and pm peak hours.

5.3 The rates were derived by selecting all sites in Central and Inner London with between 1 and 50 dwellings, a PTAL of between 5 and 6, with no on-site parking provision. A total of one site remained – Green Dragon House, Camden. After looking through the site/survey details, the Green Dragon site comprises a number of similar characteristics to the proposed development, including:

- Inner London location within Camden;
- Comprises 29 units over a 700sqm floor area;
- Is surrounded by a number of commercial/retail and employment opportunities;
- is a car-free development; and
- has a supporting PTAL of 6.

5.4 Based on the above comparisons, details of the trip rates derived from the Green Dragon Site were extracted and adopted in this assessment. A copy of the output data is provided at **Appendix D.**

5.5 **Table 5.1** sets out the adopted person trip rates and the resultant trip generation of the proposed residential use – a total of nine units.

Table 5.1: Predicted weekday peak hour residential trips by mode (source: TRAVL)

	Weekday am peak hour			Weekday pm peak hour			Total daily		
	In	*Out*	*Two-way*	*In*	*Out*	*Two-way*	*In*	*Out*	*Two-way*
Person trip rates (per dwelling)	**0.17**	**0.86**	**1.03**	**0.59**	**0.41**	**1.00**	**3.41**	**4.28**	**7.69**
Vehicle Driver Trip Rates	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
Car Passenger Trip Rates	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*	*0.00*
Bus Trip Rates	*0.07*	*0.17*	*0.24*	*0.07*	*0.00*	*0.07*	*0.31*	*0.41*	*0.72*
Underground/Rail Trip Rates	*0.03*	*0.03*	*0.07*	*0.00*	*0.00*	*0.00*	*0.28*	*0.07*	*0.34*
Cycle Trip Rates	*0.03*	*0.07*	*0.10*	*0.00*	*0.00*	*0.00*	*0.34*	*0.48*	*0.83*
Walk Trip Rates	*0.07*	*0.59*	*0.66*	*0.52*	*0.41*	*0.93*	*3.72*	*3.72*	*7.44*
Total Person trips	**2**	**8**	**9**	**5**	**4**	**9**	**31**	**38**	**69**
Vehicle trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Vehicle Passenger trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Bus trips	*1*	*2*	*2*	*1*	*0*	*1*	*3*	*4*	*7*
Underground/Rail trips	*0*	*0*	*1*	*0*	*0*	*0*	*2*	*1*	*3*
Cycle trips	*0*	*1*	*1*	*0*	*0*	*0*	*3*	*4*	*7*
Walk Trips	*1*	*5*	*6*	*5*	*4*	*8*	*22*	*29*	*52*

5.6 **Table 5.1** shows that the proposed development is likely to result in an increase of 69 two-way person trips across the day. The breakdown of these show that the majority of movements occur on-foot (+52) or via public transport (+17). No car movements would occur across the day, which sits in line with the development's car-free status.

5.7 It should also be noted that the above increases have been calculated based on an overly robust assessment of the existing and

proposed uses, which have taken no account of the reduction in commercial floor area. Therefore, it is concluded that the proposed development would not have a discernible person/vehicular trip impact on the capacity or highway safety of the existing site accesses, surrounding highway network or the surrounding public transport opportunities.

6.0 SUMMARY AND CONCLUSIONS

6.1 This TS has been prepared to support a planning application for the redevelopment of properties 9-12 New College Parade, Finchley Road, in the London Borough of Camden. It is proposed to refurbish the existing 537sqm commercial units provide a mixed-use development comprising 421sqm of A1-A4 commercial use and 9 residential flats. The development is due to remain car-free.

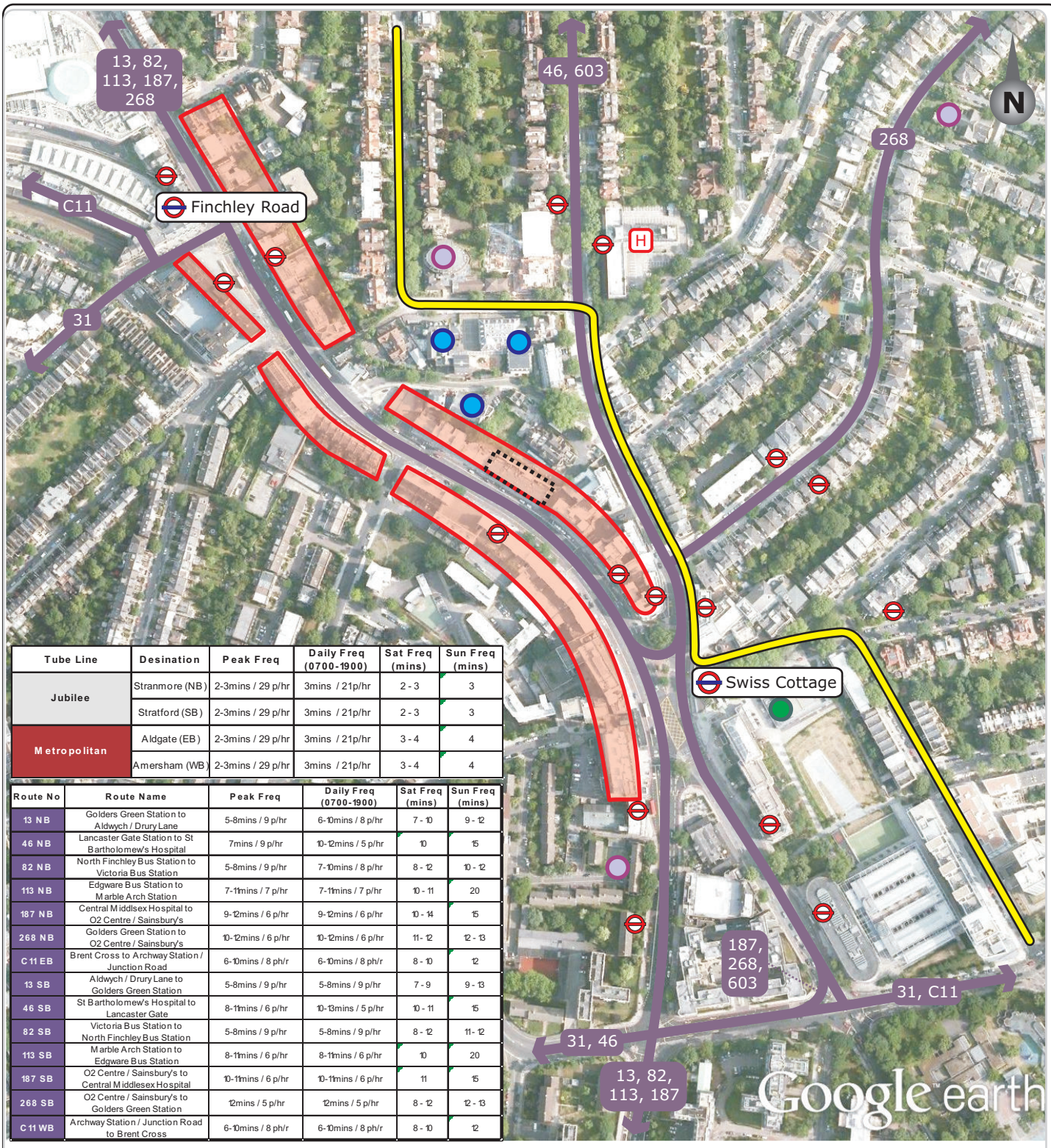
6.2 We have examined the expected weekday daily total trip attraction resulting from the proposed scheme for all modes, based on robust trip rates derived from TRAVL. This has shown that the proposed development would increase the number of person trips across the day, with an increase of 69 two-way daily person movements. These movements are largely made up of walk and public transport trips, with no car movement expected per day. Based on this level of daily increase, it is not considered that the development would have a discernible person/vehicular trip impact on the capacity or highway safety of the existing site accesses, surrounding highway network or the surrounding public transport opportunities.

6.3 We have examined existing public transport opportunities and concluded that the current scheme proposal would be satisfactorily accommodated by the existing level of available services.

6.4 We have also examined the proposals, in terms of car and cycling parking provision, in line with the requirements of the local planning authority. It was concluded that the proposed level of provisions should satisfactorily accommodate the demands of the proposed development, and current government policy.

6.5 Overall, it is concluded that the proposed development would have no adverse impact on the performance of the local highway network, accords with local and regional planning policies, and should therefore be considered acceptable on highways grounds.

Figures



Tube Line	Desination	Peak Freq	Daily Freq (0700-1900)	Sat Freq (mins)	Sun Freq (mins)
Jubilee	Stranmore (NB)	2-3mins / 29 p/hr	3mins / 21p/hr	2 - 3	3
	Stratford (SB)	2-3mins / 29 p/hr	3mins / 21p/hr	2 - 3	3
Metropolitan	Aldgate (EB)	2-3mins / 29 p/hr	3mins / 21p/hr	3 - 4	4
	Amersham (WB)	2-3mins / 29 p/hr	3mins / 21p/hr	3 - 4	4

Route No	Route Name	Peak Freq	Daily Freq (0700-1900)	Sat Freq (mins)	Sun Freq (mins)
13 NB	Golders Green Station to Aldwych / Drury Lane	5-8mins / 9 p/hr	6-10mins / 8 p/hr	7 - 10	9 - 12
46 NB	Lancaster Gate Station to St Bartholomew's Hospital	7mins / 9 p/hr	10-12mins / 5 p/hr	10	15
82 NB	North Finchley Bus Station to Victoria Bus Station	5-8mins / 9 p/hr	7-10mins / 8 p/hr	8 - 12	10 - 12
113 NB	Edgware Bus Station to Marble Arch Station	7-11mins / 7 p/hr	7-11mins / 7 p/hr	10 - 11	20
187 NB	Central Middlsex Hospital to O2 Centre / Sainsbury's	9-12mins / 6 p/hr	9-12mins / 6 p/hr	10 - 14	15
268 NB	Golders Green Station to O2 Centre / Sainsbury's	10-12mins / 6 p/hr	10-12mins / 6 p/hr	11- 12	12 - 13
C11 EB	Brent Cross to Archway Station / Junction Road	6-10mins / 8 ph/r	6-10mins / 8 ph/r	8 - 10	12
13 SB	Aldwych / Drury Lane to Golders Green Station	5-8mins / 9 p/hr	5-8mins / 9 p/hr	7 - 9	9 - 13
46 SB	St Bartholomew's Hospital to Lancaster Gate	8-11mins / 6 p/hr	10-13mins / 5 p/hr	10 - 11	15
82 SB	Victoria Bus Station to North Finchley Bus Station	5-8mins / 9 p/hr	5-8mins / 9 p/hr	8 - 12	11- 12
113 SB	Marble Arch Station to Edgware Bus Station	8-11mins / 6 p/hr	8-11mins / 6 p/hr	10	20
187 SB	O2 Centre / Sainsbury's to Central Middlesex Hospital	10-11mins / 6 p/hr	10-11mins / 6 p/hr	11	15
268 SB	O2 Centre / Sainsbury's to Golders Green Station	12mins / 5 p/hr	12mins / 5 p/hr	8 - 12	12 - 13
C11 WB	Archway Station / Junction Road to Brent Cross	6-10mins / 8 ph/r	6-10mins / 8 ph/r	8 - 10	12

Key

- Site Location
- Bus Stop
- Bus Route
- 268 Route number
- Tube Station
- Hospital
- Education
- Leisure / Recreation
- Religious Building
- Cycle Route LCN 50 From Mill Hill to St James Park (Signed or marked for cyclists)

ARDENT CONSULTING ENGINEERS
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Client	KOOPMANS PROPERTY ASSET MANAGEMENT
Project Title	New College Parade, Finchley Road
Dwg Title	The Site and Surrounding Facilities

Scale	Date	Designed
N.T.S	08.11.13	DE
Drawn	Checked	Approved
DE	SH	ML
Drawing No.	Figure 1	Rev -

Y:\ARDENT PROJECTS\R930 - 9-12 New College Parade\Technical\GRAPHICS.cdr

Appendix A

Pre-application correspondence

Advice and Consultation
Planning and public protection
Culture & environment directorate
London Borough of Camden
Town Hall
Argyle Street
London
WC1H 8EQ

Tel: 020 7974 2188
Fax: 020 7974 1680
planning@camden.gov.uk
www.camden.gov.uk/planning

Date: **02/09/2013**
Your ref:
Our ref: 2013/4474/PRE
Contact: Miheer Mehta
Direct line: 020 7974 2188
Email: Miheer.Mehta@camden.gov.uk

Peter Smith
Stephen Davy Peter Smith Architects
Fanshaw House
Fanshaw Street
London
N1 6HX

By email

Dear Mr Peter Smith,

Town and Country Planning Act 1990 (as amended)

Re: Pre-Application for demolition of existing 2 storey property at 9-12 New College Parade with erection of new mixed use development of 5 storeys and basement. Comprising commercial/retail uses (A1/2/3/5) and basement & ground floors containing 9 residential units, NW3 5EP

Pre-application meeting 25th July 2013:
I refer to our meeting of 25th July 2013 regarding the above mentioned proposal at No. 9-12 New College Parade. The meeting was held under this Council's procedure for pre-application meetings.

The purpose of the meeting was to discuss your recent pre-application enquiry. During the pre-application process, the Council has conducted a site visit and a formal pre-application meeting with the agent and applicant. A number of plans and elevations have been provided for this proposal, all provided within a prepared booklet named "Pre-Application Report" submitted to the Council on 16 July 2013.

During this meeting I raised concerns in respect of a) the sole provision for a single commercial unit, the lack of clarity on the future use and b) the materials to be proposed for the new building.

This letter provides an appraisal of the proposal.

Proposal – To demolish the existing 2 storey building, consisting of 4 occupied commercial units on site, fronting Finchley Road and the construction of a 5 storey building plus basement comprising commercial/retail uses (A1/2/3/5) at basement & ground floors and containing 9 residential units on upper floors.

Commercial Unit - The majority of the basement and ground floor will consist of one commercial unit (435 sqm), although an area within the ground floor has been divided for a separate unit. The sole access to this unit would be off Finchley Road.

Residential Flats - The 9 residential flats would be accessed by both the front and rear of the site. An entrance would be created to the side of the commercial unit at ground floor level which would allow for access to the upper floors. Within this entrance and access way, storage for 16 cycles and refuse/recycling would be proposed. Further storage or a meter cupboard is also proposed at ground floor level. A staircase and a passenger lift are also proposed. A separate entrance would also be provided via a communal garden to the rear at first floor level due to the variation in ground levels.

The 9 flats (4 x 1 beds, 4 x 2 bed and 1 x 3 bed) are arranged with 2 flats on each floor (except the first floor which has 3 units). Eight out of nine flats would be dual aspect with bedrooms located to the front and living areas running from the front to the rear with a terrace located to the rear. All flats appear to exceed the London Plan 2011 minimum size guidelines.

Policy:

The policy context for the proposal is provided by
CS1 (distribution of growth);
CS3 (other highly accessible areas);
CS5 (managing the impact of growth and development)
CS6 (providing quality homes);
CS7 (promoting Camden's centres and shops);
CS8 (promoting a successful and inclusive Camden economy)
CS11 (promoting sustainable and efficient travel);
CS13 (tackling climate change through promoting higher environmental standards);
CS14 (promoting high quality places and conserving our heritage)
CS15 (protecting and improving our parks and open spaces and encouraging biodiversity)
CS17 (making Camden a safer place);
CS18 (waste / recycling) of the LDF core strategy policies;

DP1 (mixed use development);
DP2 (making full use of Camden's capacity for housing);
DP3 (contributions to the supply of affordable housing)
DP5 (homes of different sizes);
DP6 (lifetime homes and wheelchair housing);
DP10 (helping and promoting small and independent shops)
DP12 (supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses);
DP13 (Employment premises and sites);
DP16 (the transport implications of development);
DP17 (walking, cycling and public transport);
DP18 (parking standards and limiting the availability of car parking);
DP21 (development connecting to the highway network)
DP22 (promoting sustainable design and construction);
DP23 (water)
DP24 (securing high quality design);
DP26 (managing the impact of development on occupiers and neighbours);
DP27 (Basements and lightwells)
DP28 (noise and vibration)
DP29 (improving access)

DP30 (shopfronts)
DP31 (provision of, and improvements to, public open space and outdoor sport and recreation facilities) of the LDF development policies.

Camden Planning Guidance: CPG1 (design); CPG2 (housing); CPG3 (Sustainability); CPG5 (town centres, retail and employment); CPG6 (amenity); CPG7 (transport) and CPG8 (planning obligations).

Also of relevance are the London Plan (2011) policies 2.15 (town centres); 3.3 (increasing housing supply); 3.4 (optimising housing potential); 3.5 (quality and design of housing developments); 3.8 (housing choice); 4.7 (retail and town centre development); 5.3 (sustainable design and construction); 6.3 (assessing effects of development on transport capacity); 6.9 (cycling); 6.10 (walking); 6.13 (parking); 7.3 (designing out crime); 7.4 (local character) and 7.6 (architecture).

The National Planning Policy Framework (March 2012) would also be relevant.

Having regard to the scheme illustrated and the matters discussed during the meeting, the main issues are:

- Principle of Development
- Design / Impact on Local Character
- Unit Mix
- Standard of residential accommodation
- Impact on neighbouring amenity
- Transport
- Sustainability
- Legal Obligations
- Other matters

Principle of Development

The existing building covers the full width of the application site. The existing building is two-storey and forms a terrace which has a unique appearance and is uncommon within this location.

The application property is within a Town Centre and adjoins the boundary with Fitzjohns Netherhall Conservation Area. To the north east of the application site, there is a Grade II Listed Victorian House, in use as a backpackers' hostel.

Demolition of the existing building: A heritage assessment has been provided as part of this assessment. The application site is not within a conservation area and guidance of the existing building has been provided. The assessment has satisfied the Council's Conservation and Design Officer who is satisfied that the heritage assessment satisfactorily demonstrated that the building should not be considered as a non-designated heritage asset and in this regard Council officers are unlikely to resist its removal subject to a suitable replacement.

It should also be pointed out that the Council is in the process of preparing a Local List of buildings of architectural and historical interest in the Borough, and that this building might

be considered for such status. The building appears to date from the early 20th century, and have been built in some form of commercial use consistent with other uses in this busy shopping street. It also shares a number of characteristics with the taller block of flats immediately adjacent on the north side, including use of materials.

The principle to create a mixed-use building which is taller than the existing would be considered acceptable.

The introduction of residential uses would be welcome; however, further justification is required on the loss of the smaller commercial units in this town centre location. The site is in a secondary frontage of the Finchley Road Town Centre, where 50% A1 use is sought. Therefore the amount of A1 floorspace should not fall below what is currently on site and more would be supported.

A lower ground floor level is proposed to the rear, which may ultimately be extended to include the front of the site. This would presumably involve a degree of excavation. Basements can raise a number of issues which would need to be addressed as part of any submission. This is especially important in this location given the existing problems with the building, and the suggestion that this may be at least in part due to the ground conditions. My advice is to refer to the council's *CPG4 Basements and lightwells* which supplements policy DP27. This describes the potential issues involved and provides a detailed methodology for assessing the impacts, and a basement impact assessment (BIA) should strictly follow this methodology to demonstrate that potential issues have been addressed. It is not uncommon for members to request independent assessment of BIAs, so it is appropriate to raise this at an early stage.

Design / Impact on Local Character

If it can be established that the existing buildings should be demolished then we can consider a new build development proposal.

The context of the site is the wide and busy Finchley Road, which is lined primarily by commercial buildings at ground floor level, with a combination of office and residential accommodation. Buildings are of various heights on both sides of the street, but in many cases rise to five or six storeys. It is therefore acknowledged that the existing two-storey building on the site is lower than many of its neighbours. The block of flats immediately to the north rises six storeys, whereas the building immediately to the south comprises just three storeys (lower than is predominant). If the principle of redevelopment can be established, the impact of the new-build will be assessed in long views up and down Finchley Road and the effect it will have on the rising land of the conservation area to the rear, and the setting of the grade II listed building in College Crescent to the north-east. The current proposal consists of a five-storey building with a glazed frontage at ground-floor level, four storeys of upper level accommodation behind the principal elements of the facade, topped by a more lightweight storey at roof level. The overall height of the building is considered to be acceptable. The reduction in height from the previous pre-application proposal is welcomed. The proposed building is considered to now sit harmoniously within its context.

From the information provided, the footprint of the proposed building adheres to the front and rear building line of the existing building on the site and to that of the neighbouring properties. The aspect of the proposal is therefore in keeping with the urban grain of the area.

It is accepted that at this pre-application stage the level of information provided on architectural detail is limited. Notwithstanding, a building of a contemporary design would be welcomed on this site, reflecting the development of the townscape over a number of decades in this section of the street.

The suggested choice of facing materials, including red brick, reconstituted stone and glass, is likely to fit into the wider street frontage which is characterised by a number of materials including red brick and stone.

It is considered necessary that precise details of the materials are provided at application stage to fully establish the relationship of the property with the adjoining properties to clearly assess the impact to the streetscene. Therefore, the success of the development is considered to depend on the appropriate use of high quality materials, detailed design and finished appearance. The Council will expect this to be secured at planning stage.

In addition the Council would prefer to see a clean and uncluttered roofscape. Given the fact you have habitable bedrooms facing Finchley Road we recommend you consider the ventilation system for the site at an early stage with a view to either having a 'whole house' system which does not require a/c units to be placed on the prominent roof or designing any plant within the existing envelope of the building and not as an add on at a later stage.

Unit Mix

According to the dwelling size priority table in Policy DP5 of the Council's Local Development Framework (LDF), the priority for 2-bedroom units is very high. The policy states that each development should contribute to the creation of mixed and inclusive communities by containing a mix of large and small homes / units overall. This is in line with core policy CS6 which aims to promote a variety of housing typologies and encourage self-contained units. The proposed mix of units is therefore acceptable and would be in accordance to policies DP5 and CS6 of the LDF.

Commercial Unit / Standard of residential accommodation

The proposed commercial unit is for 1 unit with a basement and ground floor. The plans also provide an indication that the unit may be sub-divided. In accordance with Policy DP10 the proposal should incorporate smaller units. Furthermore, the proposed use of the commercial unit appears to be flexible. In accordance with the existing situation on site, which has 4 commercial units, it is considered that the proposal should incorporate smaller units which do have a variety of uses. It is acknowledged as there is no certainty on the proposed occupier at this stage, a degree of flexibility is required in terms of use, however, it would be appropriate to have a minimum of 2 separate commercial units. The Council would prefer that the proposed uses are A1.

The site is vulnerable to noise, vibration and poor air quality. It fronts onto one of the main arterial routes in and out of Central London, and is adjacent to a railway line. Both generate significant noise and vibration, and the air quality is poor. As part of a planning application you will need to demonstrate that all have been considered and that suitable mitigation measures are in place to ensure that the internal environment meets appropriate standards. Failure to do so would render the scheme contrary to policy CS6.

The flats appear to exceed the minimum flat sizes required. The flats would be expected to exceed the minimum requirement of 50 sqm for a 1 bed 2 person unit, 61 sqm for a 2 bed 3 person unit and 74 sqm for a 3 bed 4 person unit.

The general layout and size of rooms are considered to be acceptable. The Council's priority is for 2 bedroom units and it is considered that the majority of units provided are 1 and 2 bedroom flats with provision for a 3 bedrooms flat, providing a better balance of accommodation.

It is expected that affordable housing will be provided on site where there are 10 or more residential units or the proposal is in excess of 1000 sqm. If it is considered that the proposal is in excess of 1000 sqm or the proposed flats are excessive in size to avoid affordable housing provision, contribution towards affordable housing may be necessary.

On a general note all the residential units should be designed and constructed to accord with the principles of Life Time Homes, and 10% should be wheelchair housing. Policy CS14 is of relevance, as is policy DP29. A *Design and Access Statement* would be required to be submitted with a planning application, and this should detail the access issues and how they are to be addressed. In addition to the specific housing requirements referred to the commercial unit should have level access and provide for an accessible lift between the ground and basement.

Impact on neighbouring amenity

Policy DP26 is relevant to neighbouring amenity. I do not consider that neighbours would be significantly affected by the principle of residential use, however clear justification needs to be provided of this, in particular, distances to and from habitable windows and private terraces/garden area.

Whilst on site I was able to see that there are some windows within the adjoining sites which could be affected. It was not clear whether they served habitable rooms or not, and I would request that you explore this further. To the north there are no windows, however planning consent has been granted for dwelling houses, which I would expect to be impacted on. Nevertheless my advice is that you should identify the habitable room windows nearby and submit a BRE daylight and sunlight report as part of any future application. When deciding where windows are to be placed on the building, please consider the relationship to nearby windows.

Further consideration must also take place in light of the windows impeding on the privacy of the neighbouring gardens. Further consideration needs to be made to reduce and minimise any impact on privacy to neighbouring properties.

The site is expected to be a complex one to develop and it is expected that a construction management plan would be required to mitigate the impacts. In respect of this there would be a processing and monitoring charge of £365, details of which are found in paragraphs 2.33-2.36 of CPG8.

If you do put forward an A3 or A4 use within the commercial unit then consideration of extraction for odour will be required. My advice is to consider this as an integral element of the building so as to internalise any equipment.

Based on the scheme presented to me, there are no other major concerns in respect of the impact of the development on neighbouring amenity. I would however advise you to also assess any potential for overlooking/overshadowing to neighbouring residential properties.

Transport

Fronting onto such a major road means that servicing the site will be an important consideration. This may impact on the specific commercial use proposed. There appears to be a loading bay outside of the site. Although the presence of the existing use is a material consideration the need to ensure that servicing the site does not cause disruption to such an important route is of paramount importance. I would advise you to investigate this further if the proposal is to accord with policy DP16.

There would be an expectation that the scheme would be car free as required by DP18: the site is in a highly accessible location near to the London Overground, bus routes and within walking distance of Finchley Road Underground Station. I note that the drawings indicate covered and secure cycle parking and this is supported in principle as required by policy DP17. There should be provision for a minimum of one space per 1 or 2 bedroom unit, and 2 per 3+ bedroom unit as per table 6.3 of the London Plan 2011. You are advised to refer to this table for the standards for commercial units.

The development will be required to be car-free and no parking permits will be allowed for future residents. The development will be secured as car-free by means of a Section 106 legal agreement.

A highways contribution towards repaving the footway on Finchley Road (New College Parade) is likely to be required, should the footway be damaged during construction. Such a contribution will be secured by means of a Section 106 legal agreement.

Sustainability

The Council would require development to incorporate sustainable design and construction measures. You are advised to submit a statement demonstrating how relevant measures have been incorporated into the design and proposed implementation as advised by policies CS13 and DP22, and supplemented by *CPG3 Sustainability*. These policies go into specific detail about what is expected of developments such as this, and need to read in conjunction with the policies of the London Plan 2011.

In summary, it would be expected that the carbon reduction would be maximised using the 3 stage energy hierarchy (Be lean, Be clean, Be green). There is no specific percentage

for the first two stages, and each site will provide different opportunities to maximise carbon savings, but CPG3 does require a 20% reduction for the final stage. Clearly maximisation of the first two stages makes the third much easier to achieve, as it becomes 20% of a smaller number.

DP22 also requires that new homes achieve Code for Sustainable Homes (CSH) level 4. The commercial element does not exceed 500sqm so a BREEAM rating of "very good" will not be required. I suggest you explore whether providing a green or brown roof is feasible, as depending on what renewable energy solutions are adopted, I see no reason why this is not feasible.

Contaminated Land

During the assessment of this pre-application and in accordance with our internal systems, the site may be contaminated. Therefore, it would be advisable as part of any future application that an assessment on this is provided.

Legal Obligations / Mayoral CIL

As part of the proposal, subject to it being approved, the Council would require a signed section 106 which would ensure the proposed units are car-free dwellings and a Construction Management Plan (CMP).

CPG8 on Planning obligations provides full details of planning obligations which would be likely as a result of development, to mitigate its impact. My initial view is that there is likely to be a number of obligations sought. In addition to the construction management plan, agreement to it being car free, and potentially an affordable housing contribution I would expect the following to feature:

- Educational contribution
- Open Space
- Highways contribution – this could be for a number of things and include repair to the highway following construction, and alterations to the road markings on Finchley Road.
- Sustainability – this could include measures relating to a green or brown roof, installation of CHP/CCHP and energy generation, and a financial contribution towards decentralised energy.

<u>Community Infrastructure Levy (CIL):</u>

Your proposal does result in the creation of more than 100sq.m of floorspace and in which case the proposal would be liable for a contribution towards the Mayor's CIL. Should this situation change, please note that the CIL contribution is calculated at £50 / sqm where there is a net increase in floorspace of 100sq.m or more.

Other matters

<u>The Planning Application:</u>

Please ensure that you submit all the required information in accordance with the validation checklist. I have attached a checklist for your convenience.

Planning application process and supporting information
Please ensure that you submit all the required information in accordance with the validation checklist, details of which can be obtained from the council's website:

http://camden.gov.uk/ccm/navigation/environment/planning-and-built-environment/planning-applications/making-an-application.

In addition to the necessary forms, certificates, and drawings to fully illustrate what is proposed my view is that the following documents would be required in order for it to be a valid planning application:

- (Potentially) Affordable housing statement (or if less than the target is proposed a viability assessment to demonstrate why this cannot be achieved)
- Air quality assessment
- Basement impact assessment (if excavation is proposed)
- Construction management plan
- Contaminated Land assessment
- Crime impact assessment
- Daylight and sunlight assessment
- Design and access statement (to include a Lifetime homes and wheelchair housing statement)
- Energy efficiency statement
- Noise impact assessment and sound insulation
- Noise, vibration and ventilation assessment
- Planning obligations
- Planning statement
- Sustainable statement – design and construction
- Transport assessment including a travel plan
- Waste storage and collection

Conclusion:

The principle of redeveloping the site is not objected to, subject to justification of the loss of the existing buildings. In land use terms a mixed use scheme of commercial and residential is broadly acceptable, although some care will be needed to ensure that the commercial uses do not affect residential amenity. The 5 storey height proposed to this section of Finchley Road is a key consideration and it is considered that the height would be considered acceptable. Further insight needs to be provided in terms of the rear elevation and the distances to new houses to the rear.

Other issues will need to be addressed such as the potential for a basement, the impact on neighbouring amenity and sustainability.

If you have any queries about the above letter, please do not hesitate to contact **Miheer Mehta** on **0207 974 2188.**

Please note that the information contained in this letter represents an officer's opinion and is without prejudice to further consideration of this matter by the Development Control section or to the Council's formal decision.

This document represents the Council's initial view of your proposals based on the information available to us at this stage. Please note that if you (the applicant or their representative) have drafted any notes of the pre-application meeting(s) held with the council you cannot assume that these are agreed unless you have received written confirmation of this from the case officer.

Thank you for using Camden's pre-application advice service.

Yours Sincerely

Miheer Mehta
Planning Officer – West Area Team

Appendix B

PTAL report

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20133012132503
Description	20133012132503
Run by user	PTAL web application
Date and time	30/12/2013 13:25

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 526508, 184509

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	FINCHLEY RD SHOPS	187	100.09	6.0	0.5	1.25	7.0	8.25	3.64	1.82

BUS	FINCHLEY RD SHOPS	82	100.09	8.75	1.0	1.25	5.43	6.68	4.49	4.49
BUS	FINCHLEY RD SHOPS	113	100.09	7.0	0.5	1.25	6.29	7.54	3.98	1.99
BUS	FINCHLEY RD SHOPS	268	100.09	5.0	0.5	1.25	8.0	9.25	3.24	1.62
BUS	FINCHLEY RD SHOPS	C11	100.09	7.5	0.5	1.25	6.0	7.25	4.14	2.07
BUS	FINCHLEY RD SHOPS	13	100.09	8.0	0.5	1.25	5.75	7.0	4.29	2.14
BUS	SWISS COTTAGE COLLEGE CR	46	271.63	6.0	0.5	3.4	7.0	10.4	2.89	1.44
BUS	SWISS COTTAGE STN N/B	31	349.67	10.0	0.5	4.37	5.0	9.37	3.2	1.6
LU LRT	Finchley Road	Metropolitan Line Aldgate to Wembley Park	281.8	1.0	0.5	3.52	30.75	34.27	0.88	0.44
LU LRT	Finchley Road	Metropolitan Line Aldgate to Harrow-on-the-Hill	281.8	2.3	0.5	3.52	13.79	17.32	1.73	0.87
LU LRT	Finchley Road	Jubilee Line Stratford to Stanmore	281.8	17.8	1.0	3.52	2.44	5.96	5.04	5.04
LU LRT	Finchley Road	Jubilee Line Wembley Park to Stratford	281.8	4.4	0.5	3.52	7.57	11.09	2.7	1.35
LU LRT	Finchley Road	Metropolitan Line Amersham to Aldgate	281.8	3.0	0.5	3.52	10.75	14.27	2.1	1.05
LU LRT	Finchley Road	Metropolitan Line Watford to Baker Street	281.8	3.0	0.5	3.52	10.75	14.27	2.1	1.05
LU LRT	Finchley Road	Metropolitan Line Rickmansworth to Baker Street	281.8	0.3	0.5	3.52	100.75	104.27	0.29	0.14

LU LRT	Finchley Road	Metropolitan Line Uxbridge to Aldgate	281.8	6.3	0.5	3.52	5.51	9.03	3.32	1.66
LU LRT	Finchley Road	Metropolitan Line Watford to Aldgate	281.8	2.3	0.5	3.52	13.79	17.32	1.73	0.87
LU LRT	Finchley Road	Metropolitan Line Aldgate to Watford	281.8	4.0	0.5	3.52	8.25	11.77	2.55	1.27
LU LRT	Finchley Road	Metropolitan Line Baker Street to Amersham	281.8	2.3	0.5	3.52	13.79	17.32	1.73	0.87
LU LRT	Finchley Road	Metropolitan Line Baker Street to Uxbridge	281.8	0.3	0.5	3.52	100.75	104.27	0.29	0.14
LU LRT	Finchley Road	Metropolitan Line Uxbridge to Baker Street	281.8	3.0	0.5	3.52	10.75	14.27	2.1	1.05
LU LRT	Finchley Road	Metropolitan Line Chesham to Aldgate	281.8	0.7	0.5	3.52	43.61	47.13	0.64	0.32
LU LRT	Finchley Road	Metropolitan Line Baker Street to Watford	281.8	1.7	0.5	3.52	18.4	21.92	1.37	0.68
LU LRT	Finchley Road	Metropolitan Line Hillingdon to Baker Street	281.8	0.3	0.5	3.52	100.75	104.27	0.29	0.14
LU LRT	Finchley Road	Jubilee Line Willesden Green to Stratford	281.8	4.4	0.5	3.52	7.57	11.09	2.7	1.35
LU LRT	Finchley Road	Metropolitan Line Croxley to Aldgate	281.8	0.3	0.5	3.52	100.75	104.27	0.29	0.14
LU LRT	Finchley Road	Metropolitan Line Baker Street to Wembley Park	281.8	0.3	0.5	3.52	100.75	104.27	0.29	0.14
LU LRT	Finchley Road	Metropolitan Line Baker Street to Harrow-on-the-Hill	281.8	0.3	0.5	3.52	100.75	104.27	0.29	0.14

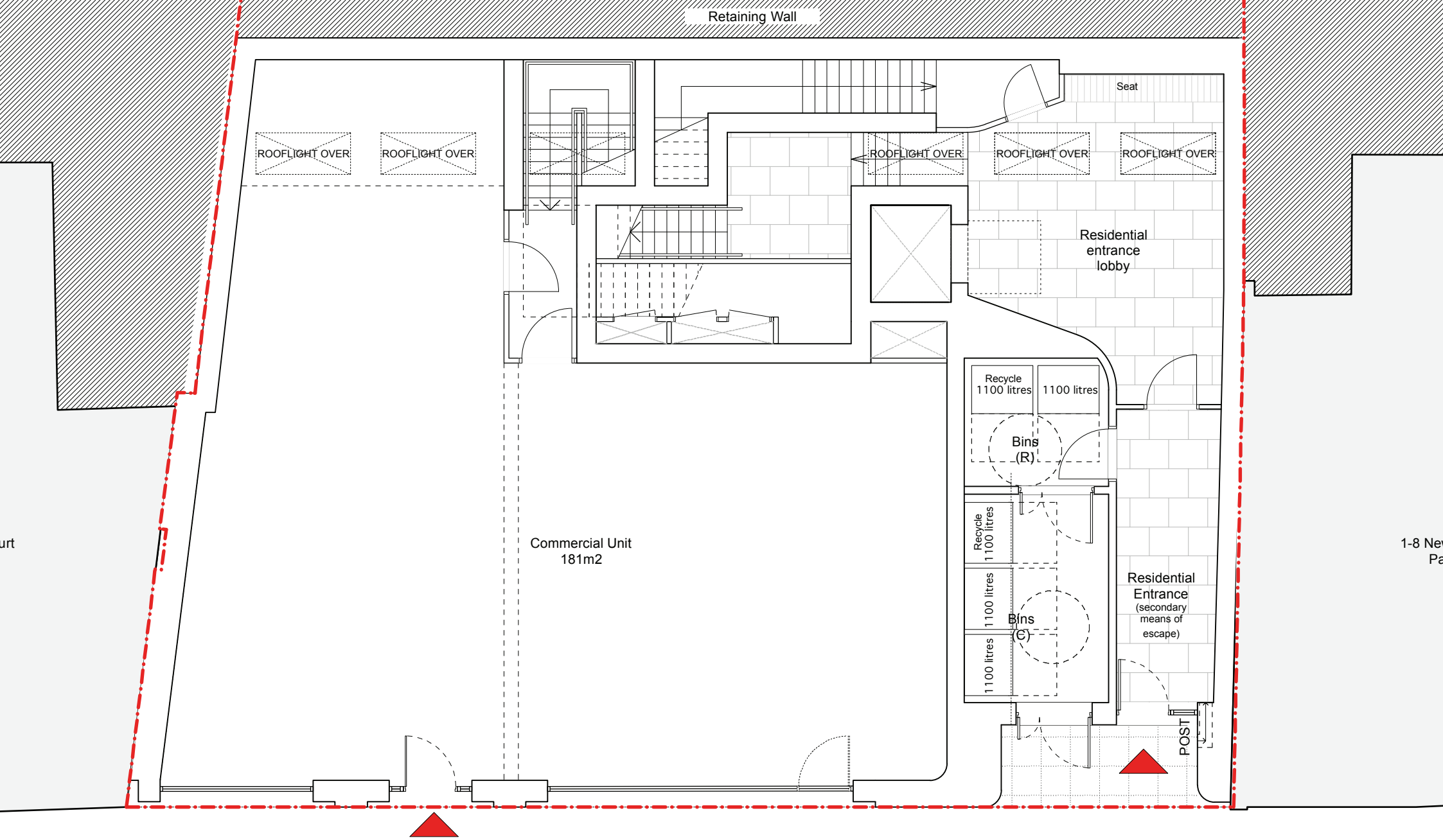
NATIONAL_RAIL	FINCHLEY ROAD AND FROGNAL	CLAPHAM JUNCTION to STRATFORD	731.4	2.0	0.5	9.14	15.75	24.89	1.21	0.6
NATIONAL_RAIL	FINCHLEY ROAD AND FROGNAL	RICHMOND to STRATFORD	731.4	4.0	1.0	9.14	8.25	17.39	1.72	1.72
NATIONAL_RAIL	SOUTH HAMPSTEAD	LONDON EUSTON BR to WATFORD JUNCTION	776.59	3.0	0.5	9.71	10.75	20.46	1.47	0.73

Total AI for this POI is 38.93.

PTAL Rating is 6a.

Appendix C

Architectural Site Layout Plans



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FINCHLEY ROAD

cts 2013

ll Statutory Building

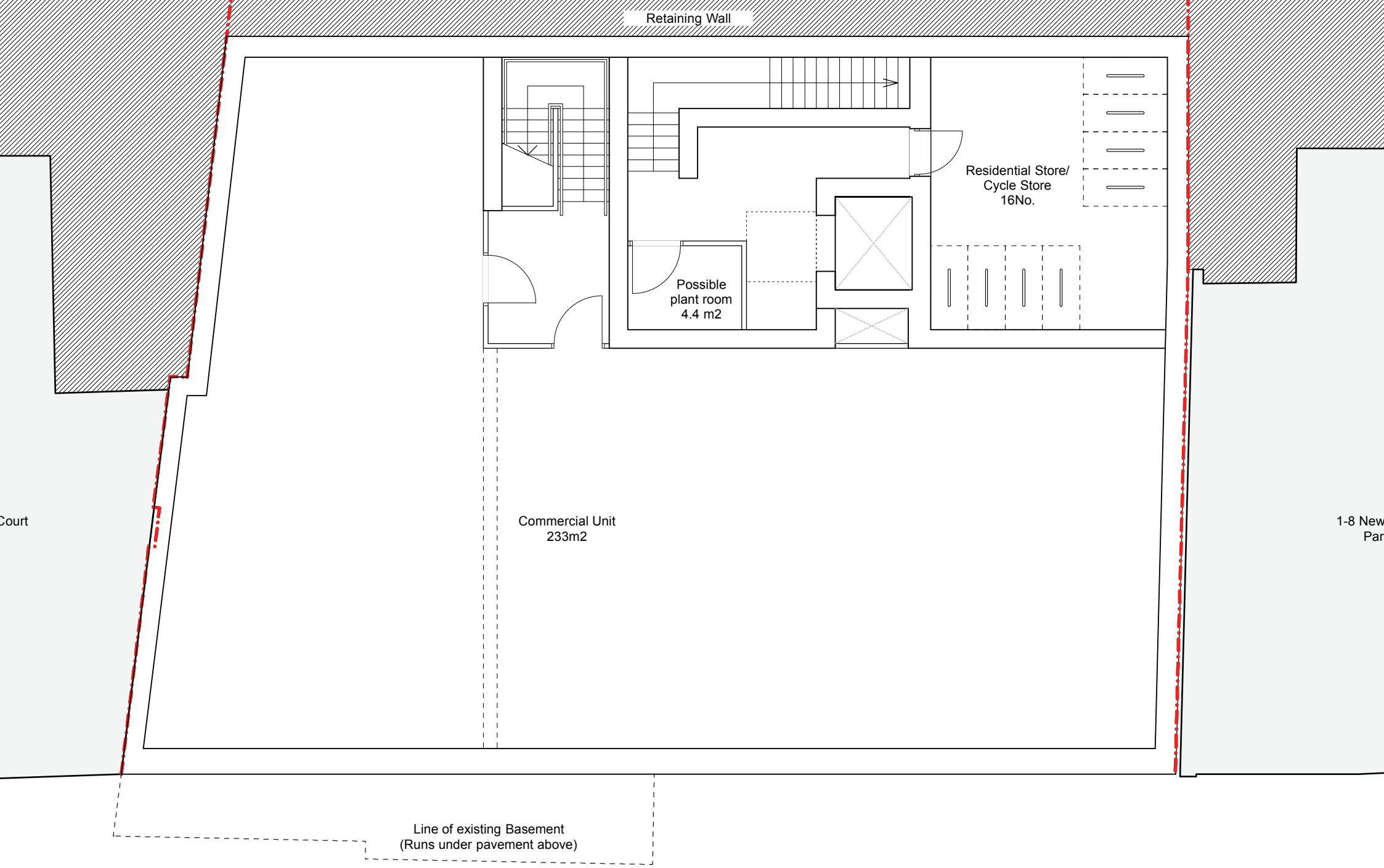
stephen davy | architects
peter smith

Client

Brampton Investments Ltd.
C/O Koopmans

Drawing Title

Ground Floo



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cts 2013

ll Statutory Building

stephen davy | architects
peter smith

Client

Brampton Investments Ltd.
C/O Koopmans

Drawing Title

Basement P

Appendix D
Trip rates from TRAVL database

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Green Dragon House	Green Dragon House, Stukeley Street, Camden, WC2H 5LQ	WC2H 5LQ	11/09/2008

Number of sites considered 1

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.13793	0.13793	0.0	1.2	1.2
07:30-08:00	1	0.00000	0.41379	0.41379	0.0	3.7	3.7
08:00-08:30	1	0.03448	0.41379	0.44828	0.3	3.7	4.0
08:30-09:00	1	0.13793	0.44828	0.58621	1.2	4.0	5.3
09:00-09:30	1	0.06897	0.24138	0.31034	0.6	2.2	2.8
09:30-10:00	1	0.13793	0.17241	0.31034	1.2	1.6	2.8
10:00-10:30	1	0.00000	0.10345	0.10345	0.0	0.9	0.9
10:30-11:00	1	0.00000	0.20690	0.20690	0.0	1.9	1.9
11:00-11:30	1	0.20690	0.10345	0.31034	1.9	0.9	2.8
11:30-12:00	1	0.06897	0.10345	0.17241	0.6	0.9	1.6
12:00-12:30	1	0.17241	0.20690	0.37931	1.6	1.9	3.4
12:30-13:00	1	0.17241	0.13793	0.31034	1.6	1.2	2.8
13:00-13:30	1	0.27586	0.10345	0.37931	2.5	0.9	3.4
13:30-14:00	1	0.06897	0.13793	0.20690	0.6	1.2	1.9
14:00-14:30	1	0.10345	0.06897	0.17241	0.9	0.6	1.6
14:30-15:00	1	0.10345	0.20690	0.31034	0.9	1.9	2.8
15:00-15:30	1	0.10345	0.24138	0.34483	0.9	2.2	3.1
15:30-16:00	1	0.20690	0.06897	0.27586	1.9	0.6	2.5
16:00-16:30	1	0.13793	0.06897	0.20690	1.2	0.6	1.9
16:30-17:00	1	0.20690	0.10345	0.31034	1.9	0.9	2.8
17:00-17:30	1	0.17241	0.17241	0.34483	1.6	1.6	3.1
17:30-18:00	1	0.41379	0.24138	0.65517	3.7	2.2	5.9
18:00-18:30	1	0.34483	0.06897	0.41379	3.1	0.6	3.7
18:30-19:00	1	0.27586	0.10345	0.37931	2.5	0.9	3.4
19:00-19:30	1	0.13793	0.06897	0.20690	1.2	0.6	1.9
19:30-20:00	1	0.24138	0.03448	0.27586	2.2	0.3	2.5
20:00-20:30	1	0.20690	0.13793	0.34483	1.9	1.2	3.1
20:30-21:00	1	0.24138	0.06897	0.31034	2.2	0.6	2.8
21:00-21:30	1	0.34483	0.10345	0.44828	3.1	0.9	4.0
21:30-22:00	1	0.13793	0.06897	0.20690	1.2	0.6	1.9

Peak Period For **All Modes**

In	**17:30-18:00**	**0.41**
Out	**08:30-09:00**	**0.45**
Total	**17:30-18:00**	**0.66**

Mode: **Bus**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.00000	0.17241	0.17241	0.0	1.6	1.6
08:30-09:00	1	0.03448	0.17241	0.20690	0.3	1.6	1.9
09:30-10:00	1	0.03448	0.00000	0.03448	0.3	0.0	0.3
13:30-14:00	1	0.03448	0.00000	0.03448	0.3	0.0	0.3
14:30-15:00	1	0.00000	0.06897	0.06897	0.0	0.6	0.6
15:30-16:00	1	0.10345	0.00000	0.10345	0.9	0.0	0.9
16:00-16:30	1	0.03448	0.00000	0.03448	0.3	0.0	0.3
17:30-18:00	1	0.06897	0.00000	0.06897	0.6	0.0	0.6

Peak Period For **Bus**

In	**15:30-16:00**	**0.10**
Out	**08:30-09:00**	**0.17**
Total	**08:30-09:00**	**0.21**

Mode: **Motor Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
11:00-11:30	1	0.03448	0.03448	0.06897	0.3	0.3	0.6
20:30-21:00	1	0.03448	0.03448	0.06897	0.3	0.3	0.6

Peak Period For **Motor Cycle**

In	**20:30-21:00**	**0.03**
Out	**20:30-21:00**	**0.03**
Total	**08:30-09:00**	**0.07**

Mode: **Pedal Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
08:30-09:00	1	0.03448	0.06897	0.10345	0.3	0.6	0.9
09:00-09:30	1	0.00000	0.06897	0.06897	0.0	0.6	0.6
09:30-10:00	1	0.00000	0.06897	0.06897	0.0	0.6	0.6
10:00-10:30	1	0.00000	0.03448	0.03448	0.0	0.3	0.3
10:30-11:00	1	0.00000	0.03448	0.03448	0.0	0.3	0.3
11:00-11:30	1	0.03448	0.03448	0.06897	0.3	0.3	0.6
11:30-12:00	1	0.03448	0.00000	0.03448	0.3	0.0	0.3
12:00-12:30	1	0.03448	0.03448	0.06897	0.3	0.3	0.6
12:30-13:00	1	0.00000	0.03448	0.03448	0.0	0.3	0.3
15:00-15:30	1	0.03448	0.03448	0.06897	0.3	0.3	0.6
16:30-17:00	1	0.03448	0.03448	0.06897	0.3	0.3	0.6
18:00-18:30	1	0.10345	0.03448	0.13793	0.9	0.3	1.2
21:00-21:30	1	0.03448	0.00000	0.03448	0.3	0.0	0.3

Peak Period For **Pedal Cycle**

In	**18:00-18:30**	**0.10**
Out	**20:30-21:00**	**0.07**
Total	**18:00-18:30**	**0.14**

Mode: **Underground**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	1	0.00000	0.03448	0.03448	0.0	0.3	0.3
08:30-09:00	1	0.03448	0.03448	0.06897	0.3	0.3	0.6
10:00-10:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	1	0.06897	0.00000	0.06897	0.6	0.0	0.6
15:30-16:00	1	0.10345	0.00000	0.10345	0.9	0.0	0.9
16:00-16:30	1	0.03448	0.00000	0.03448	0.3	0.0	0.3
18:30-19:00	1	0.03448	0.00000	0.03448	0.3	0.0	0.3

Peak Period For **Underground**

In	**15:30-16:00**	**0.10**
Out	**08:30-09:00**	**0.03**
Total	**15:30-16:00**	**0.10**

Mode: **Walk only**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.13793	0.13793	0.0	1.2	1.2
07:30-08:00	1	0.00000	0.20690	0.20690	0.0	1.9	1.9
08:00-08:30	1	0.03448	0.41379	0.44828	0.3	3.7	4.0
08:30-09:00	1	0.03448	0.17241	0.20690	0.3	1.6	1.9
09:00-09:30	1	0.06897	0.17241	0.24138	0.6	1.6	2.2
09:30-10:00	1	0.10345	0.10345	0.20690	0.9	0.9	1.9
10:00-10:30	1	0.00000	0.06897	0.06897	0.0	0.6	0.6
10:30-11:00	1	0.00000	0.17241	0.17241	0.0	1.6	1.6
11:00-11:30	1	0.13793	0.03448	0.17241	1.2	0.3	1.6
11:30-12:00	1	0.03448	0.10345	0.13793	0.3	0.9	1.2
12:00-12:30	1	0.13793	0.17241	0.31034	1.2	1.6	2.8
12:30-13:00	1	0.17241	0.10345	0.27586	1.6	0.9	2.5
13:00-13:30	1	0.20690	0.10345	0.31034	1.9	0.9	2.8
13:30-14:00	1	0.03448	0.13793	0.17241	0.3	1.2	1.6
14:00-14:30	1	0.10345	0.06897	0.17241	0.9	0.6	1.6
14:30-15:00	1	0.10345	0.13793	0.24138	0.9	1.2	2.2
15:00-15:30	1	0.06897	0.20690	0.27586	0.6	1.9	2.5
15:30-16:00	1	0.00000	0.06897	0.06897	0.0	0.6	0.6
16:00-16:30	1	0.06897	0.06897	0.13793	0.6	0.6	1.2
16:30-17:00	1	0.17241	0.06897	0.24138	1.6	0.6	2.2
17:00-17:30	1	0.17241	0.17241	0.34483	1.6	1.6	3.1
17:30-18:00	1	0.34483	0.24138	0.58621	3.1	2.2	5.3
18:00-18:30	1	0.24138	0.03448	0.27586	2.2	0.3	2.5
18:30-19:00	1	0.24138	0.10345	0.34483	2.2	0.9	3.1
19:00-19:30	1	0.13793	0.06897	0.20690	1.2	0.6	1.9
19:30-20:00	1	0.24138	0.03448	0.27586	2.2	0.3	2.5
20:00-20:30	1	0.20690	0.13793	0.34483	1.9	1.2	3.1
20:30-21:00	1	0.20690	0.03448	0.24138	1.9	0.3	2.2
21:00-21:30	1	0.31034	0.10345	0.41379	2.8	0.9	3.7
21:30-22:00	1	0.13793	0.06897	0.20690	1.2	0.6	1.9

Peak Period For **Walk only**

In	**17:30-18:00**	**0.34**
Out	**08:00-08:30**	**0.41**
Total	**17:30-18:00**	**0.59**