



ttp consulting  
transport planning specialists

Mr & Mrs Fournier

5 Kemplay Road, NW3

Transport Statement

October 2013

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# 1 INTRODUCTION

- 1.1 TTP Consulting is retained by Mr & Mrs Fournier to provide traffic and transport advice in relation to their development proposals for proposed redevelopment of 5 Kemplay Road, in Hampstead. The site location is shown at **Figure 1**.
- 1.2 This Transport Statement has been prepared for submission to the London Borough of Camden (LBC) to accompany a planning application for a residential scheme on the site, which involves replacing the existing 3 bedroom house on the site with a 5 bedroom house.
- 1.3 The existing ground floor plan is at **Appendix A** and the proposed ground layout plan is at **Appendix B**.
- 1.4 This Transport Statement considers the effects of the planning application proposal in terms of its effects in traffic and transport terms. It also considers the suitability of the site in terms of its accessibility and in light of local, regional and national planning policy.
- 1.5 This report concludes that the proposed development will not result in any material impact in traffic and transport terms.
- 1.6 The remainder of this report is set out as follows:
- Section 2 - describes the application site and existing conditions;
  - Section 3 - describes the accessibility of the site by non-car modes;
  - Section 4 - describes the development proposals;
  - Section 5 - sets out relevant transport policies; and
  - Section 6 - summarises and concludes.

## **2 EXISTING SITUATION**

- 2.1 The application site comprises 5 Kemplay Road, the site location is shown at **Figure 1**.
- 2.2 The site is bounded by Kemplay Road to the north.
- 2.3 The site is located within Hampstead, in the London Borough of Camden, Kemplay Road itself and the immediate surroundings are predominantly residential.

### **Site Description**

- 2.4 The existing building is a three bedroom house, with a crossover providing access to a parking space. The applicants who live at the property, hold 2 residents parking permits.

### **Local Road Network – Kemplay Road**

- 2.5 Kemplay Road is part of the CA-H (Hampstead) Camden Controlled Parking Zone (CPZ), with controls in place Monday to Saturday 9am to 8pm.
- 2.6 Kemplay Road is a two-way street with resident permit bays in place on both sides of the carriageway.

### **Car Club**

- 2.7 The nearest car club spaces to the site are located on Willoughby Road.

### **3 ACCESSIBILITY**

- 3.1 The site is accessible by all modes with a good network of footpaths, cycle facilities and public transport services in the immediate vicinity.

#### **Walking**

- 3.2 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey. The Institution of Highways and Transportation (IHT) Guidelines suggest a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 3.3 The site is situated close to Hampstead High Street, so a range of retail and other facilities are available within a short walk distance of the site.

#### **Cycling**

- 3.4 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Institution of Highways and Transportation. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are by car.
- 3.5 The guidelines highlight that there is a 'substantial potential for substituting cycling for driving' for distances up to 5 miles.
- 3.6 The nearby Heath provides off-road cycle routes and the TfL cycling map for the area indicates a number of roads close to the site as quieter roads recommended for use by cyclists.

#### **Public Transport Accessibility**

##### **Bus Services**

- 3.7 The TfL PTAL calculation indicates that 4 bus routes are available within the PTAL cut off walk distance of 640m, which provide a total of 28 buses per hour in either direction.
- 3.8 The nearest bus stops are on Rosslyn Hill, which are used by the 46 (Lancaster Gate to St Bartholomew's Hospital) and the 268 (Finchley Road to Golders Green) services.
- 3.9 At the Royal Free Hospital the C11 (Archway to Brent Cross Shopping Centre) and the 168 (to Old Kent Road Tesco) services are available.

- 3.10 The TfL bus spider map is at **Appendix C**.

### **Rail Services**

- 3.11 Hampstead Heath rail station lies to the east of the site, less than a 750m walking distance and forms part of the London Overground network on the Clapham Junction/Richmond to Stratford route.

### **Underground Services**

- 3.12 The nearest London Underground station to the site is Hampstead, which is approximately a 550m walk distance to the west of the site. Hampstead is served by the Northern Line.

### **Public Transport Accessibility Level (PTAL) Rating**

- 3.13 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.
- 3.14 Walk times are calculated from the specified point of interest to all public transport access points: bus stops, light rail stations, underground stations and Tramlink halts, within pre-defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes (bus, rail etc) are then added to give a single value.
- 3.15 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.
- 3.16 The measure, therefore, reflects:
- Walking time from the point of interest to the public transport access points;
  - The reliability of the service modes available;

- The number of services available within the catchment; and,
- The level of service at the public transport access points – i.e. average waiting time.

3.17 According to TfL's planning information database the site has a PTAL Level of 3, demonstrating a 'moderate' level of accessibility to public transport, based on TfL's classification. The details of the calculation are at **Appendix D**.

## **4 DEVELOPMENT PROPOSALS**

- 4.1 It is proposed to develop the site to provide a 5 bedroom house, following the demolition of the existing 3 bed house on the site.

### **Access and Car Parking**

- 4.2 The existing property has a crossover providing access to off-street parking.
- 4.3 The property frontage to Kemplay Road and the parking area is 10.8m long, with a depth of 6m available between the back of the footway and the proposed building line. Adjacent to landscaping the drive is 3.9m wide and at the crossover is 3.1m wide.
- 4.4 The visibility for vehicles exiting the parking area will be unchanged by the proposals.
- 4.5 The applicants who currently live at the property, hold 2 resident parking permits. This number is not expected to increase with the proposals and the existing residents will be moving back into the property.

### **Cycle Parking**

- 4.6 A 1.71m x 1.34m storeroom is provided within the property, which would be suitable for storing 2 cycles.

## 5 POLICY

- 5.1 This section summarises the relevant transport policies at national, regional and local level and these are considered in the context of the development of the site and how it complies with those policies.

### National Planning Policy Framework

- 5.2 Paragraph 32 sets out 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."*

- 5.3 The site has good accessibility to bus, underground and rail services and this together with the range of local retail and other services available within a short walk of the site ensures that the use of a car is not necessary for many journeys, so sustainable modes of transport are a viable option for most day to day trips.

- 5.4 The layout of the development ensures that safe access is provided and the parking and crossover arrangements are the same as exist on site currently.

- 5.5 The development will not give rise to transport related impacts and so there are no transport grounds that should prevent the development of the site as proposed.

### London Plan

- 5.6 The London Plan 2011 provides policies and advice on matters that are of strategic importance to Greater London.

5.7 The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.

5.8 Policy 6.1 Strategic Approach states that:

*"The Mayor will work with all relevant partners to encourage the closer integration of transport and development ... encouraging patterns and nodes of development that reduce the need to travel, especially by car."*

5.9 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"*

5.10 No additional car parking is to be provided on site and the site has good accessibility to public transport and local services, so sustainable modes of transport will be adopted by residents.

### **Local Planning Policy**

5.11 The Camden Core Strategy (2010) sets out the key elements of the Council's planning vision and strategy. The Council's Development Policies document was also adopted in 2010.

5.12 The introductory text for Policy CS11 *"promoting sustainable and efficient travel"* contained in the Core Strategy states that *"Policy CS11 promotes a range of sustainable transport measures and the delivery of additional infrastructure to support growth and relieve existing pressures on the transport system."*

5.13 The Council's Development Policies includes six associated transport policies, covering:

- The transport implications of development (DP16)
- Walking, cycling and public transport (DP17)
- Parking standards and limiting the availability of car parking (DP18)
- Managing the impact of parking (DP19)
- The movement of goods (DP20)
- Development connecting to the highway network (DP21)

- 5.14 Policy DP16 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.*" The planning application site has good links with the local walking, cycling and public transport networks and so will be in accordance with Development Policy DP16 in our view.
- 5.15 Policy DP17 of the Development Policies states that "*The Council will promote walking, cycling and public transport use.*" Given the location of the development, walking, cycling and public transport will be the preferred mode of transport for the majority of journeys undertaken by residents.
- 5.16 Policy DP18 states that "*The Council will seek to ensure that developments provide the minimum necessary car parking provision.*" No additional car parking is to be provided on site.
- 5.17 Policy DP19 states that "*The Council will seek to ensure that the creation of additional parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces.*" No additional parking is proposed on site so the proposal is in accordance with this policy.
- 5.18 Policy DP20 seeks to minimise the impacts of the movement of goods and materials by road. Allowing for the existing residential use of the site no material additional demand for servicing / deliveries will result from the proposals.
- 5.19 Policy DP21 sets out the Council's expectations for development linking directly to the highway network, and also to the Council's own highway management works. A development of the scale and nature proposed will generate very little traffic and, therefore, will have a negligible impact on the surrounding highway network, in particular taking account of the existing parking on site.

## **Section Summary**

- 5.20 This section has shown that the proposed scheme is consistent with national, regional and local policy guidance.

## **6 SUMMARY AND CONCLUSION**

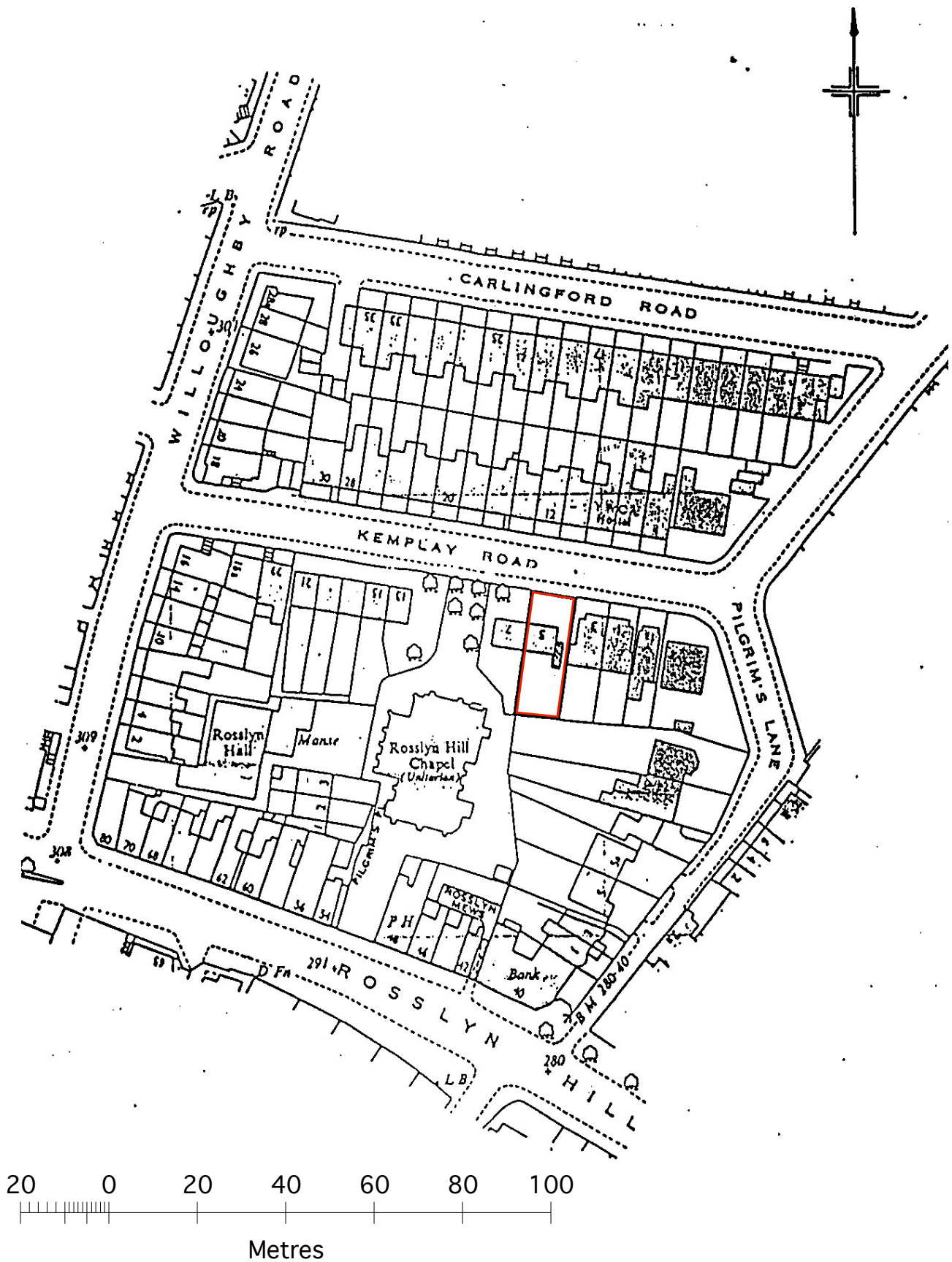
### **Summary**

- 6.1 Mr and Mrs Fournier propose to redevelop the 5 Kemplay Road site to provide a 5 bedroom house to replace the existing 3 bedroom house on the site.
- 6.2 The site is accessible to public transport, with both Hampstead Underground Station (served by Northern line services) and Hampstead Heath Station (served by London Overground services) both within easy walking distance, a full range of local amenities and community facilities are available within a short walk of the site.
- 6.3 The existing crossover and parking area will be retained, and with the existing residents at the property holding 2 parking permits is not expected that any additional on-street parking demand will result from the proposals as the applicants will move back into the property once the development has been completed.
- 6.4 A 1.71m x 1.34m storeroom is provided within the property, which would be suitable for storing 2 cycles.
- 6.5 As set out in pre-application advice a Construction Management Plan will be required and secured via a Section 106 Agreement.

### **Conclusion**

- 6.6 We therefore conclude that the planning application proposal is acceptable in traffic and transport terms.

## Figures



ALL DIMENSIONS  
TO BE CHECKED ON SITE  
DO NOT SCALE

DRAWING  
**LOCATION PLAN**

PROJECT  
**5 KEMPLAY ROAD, NW3**

CLIENT  
**MR & MRS FOURNIER**

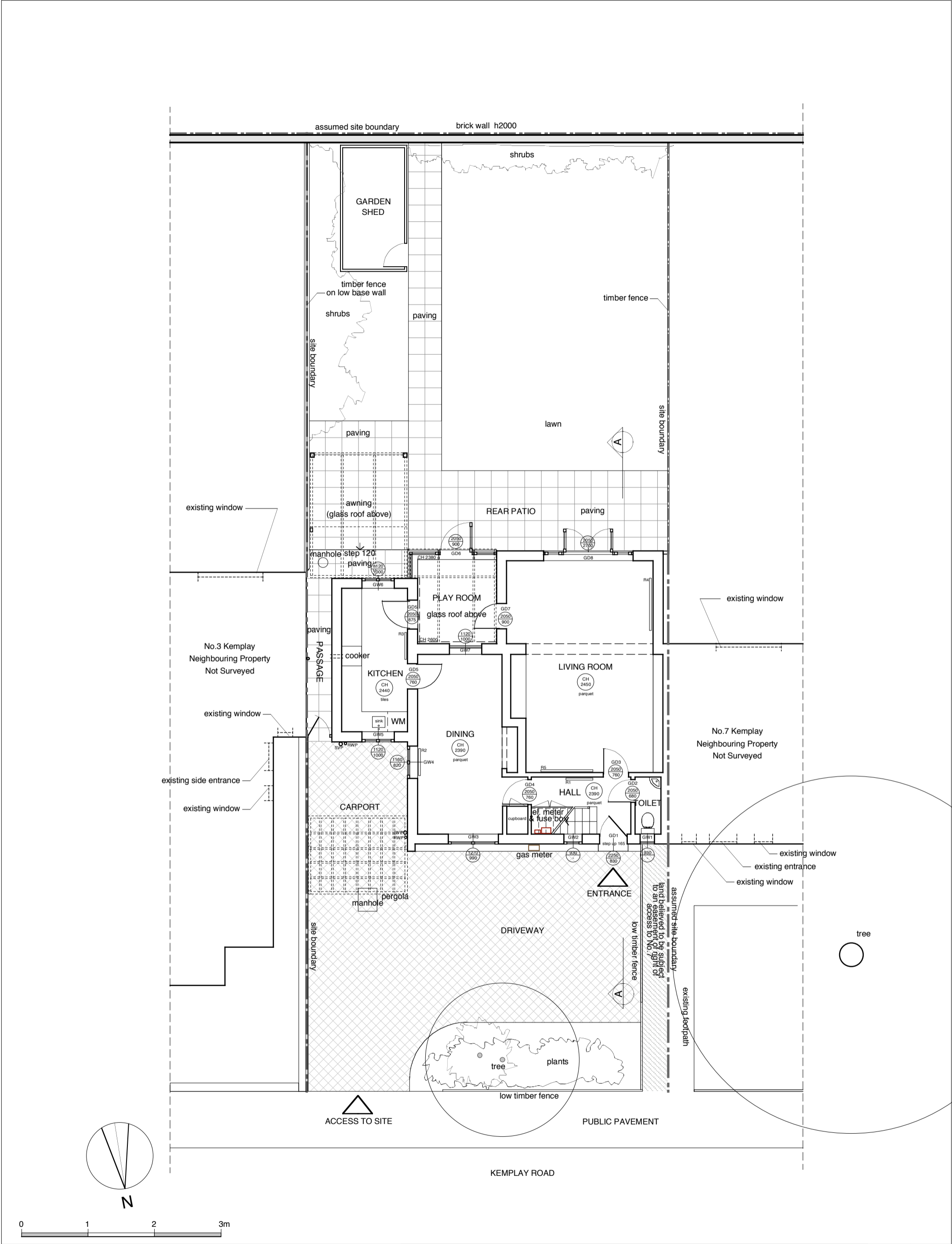
**TAG**  
ARCHITECTS

TAG ARCHITECTS  
14 BELSIZE CRESCENT, HAMPSTEAD, LONDON NW3 5QU  
TEL : 020 7431 7974

DATE	SCALE
11.12	1:1250 @A4
JOB	DRAWING
126	S00

# **Appendix A**

## **Existing Ground Floor Layout**



Rev.A (21.01.2013.) - Neighbour's windows shown  
Rev.B (28.03.2013.) Format changed to A3.

ALL DIMENSIONS  
TO BE CHECKED ON SITE  
DO NOT SCALE

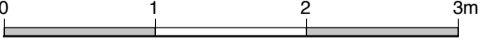
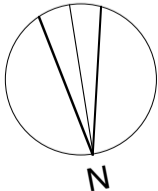
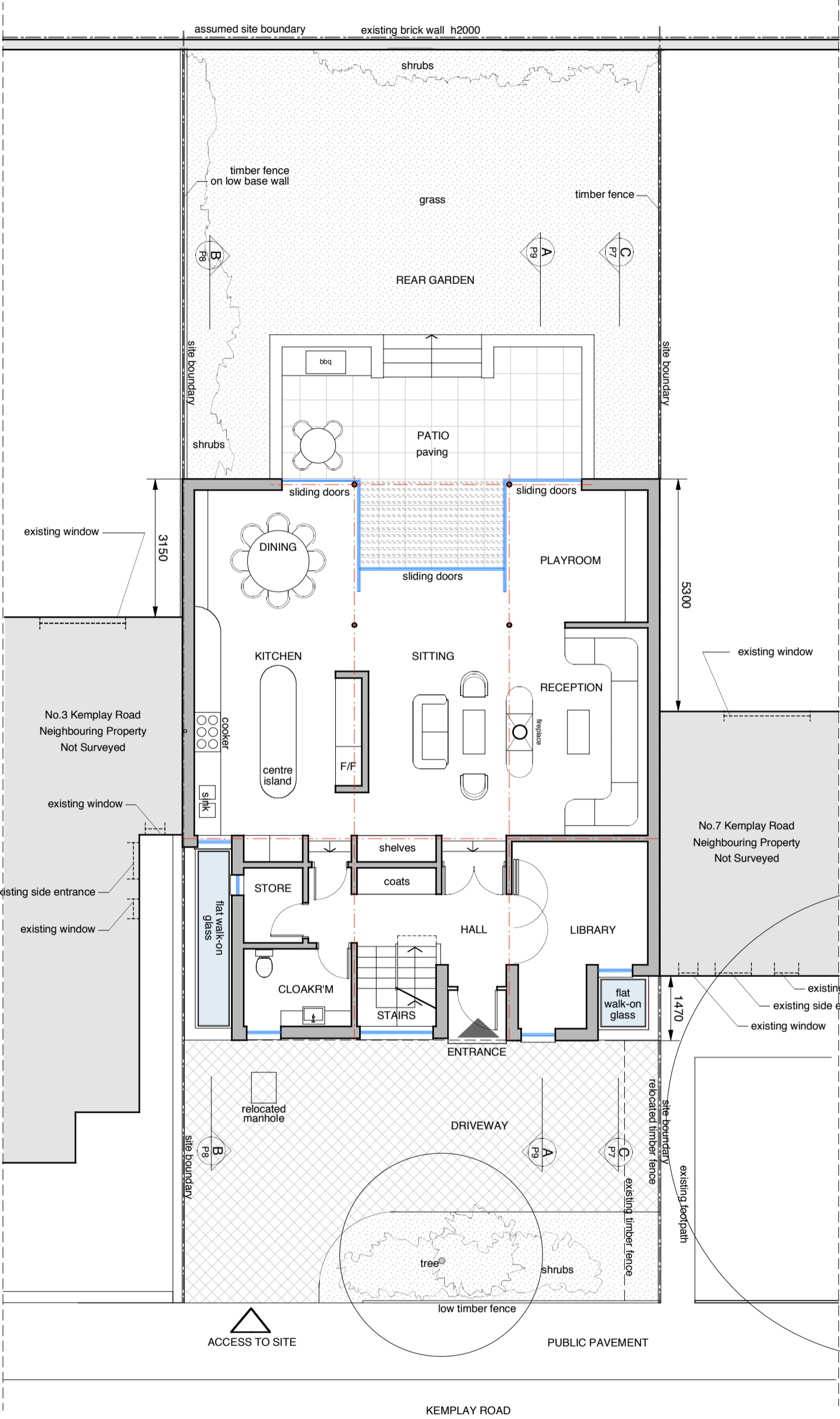
DRAWING  
**GROUND FLOOR - EXISTING**  
PROJECT  
**5 KEMPLAY ROAD, NW3**  
CLIENT  
**MR & MRS FOURNIER**

**TAG**  
ARCHITECTS  
TAG ARCHITECTS  
14 BELSIZE CRESCENT, HAMPSTEAD, LONDON NW3 5QU  
TEL. : 020 7431 7974

DATE	SCALE
01.13	1:100 @A3
JOB	DRAWING
126	S1B

## **Appendix B**

### **Proposed Ground Floor Layout**

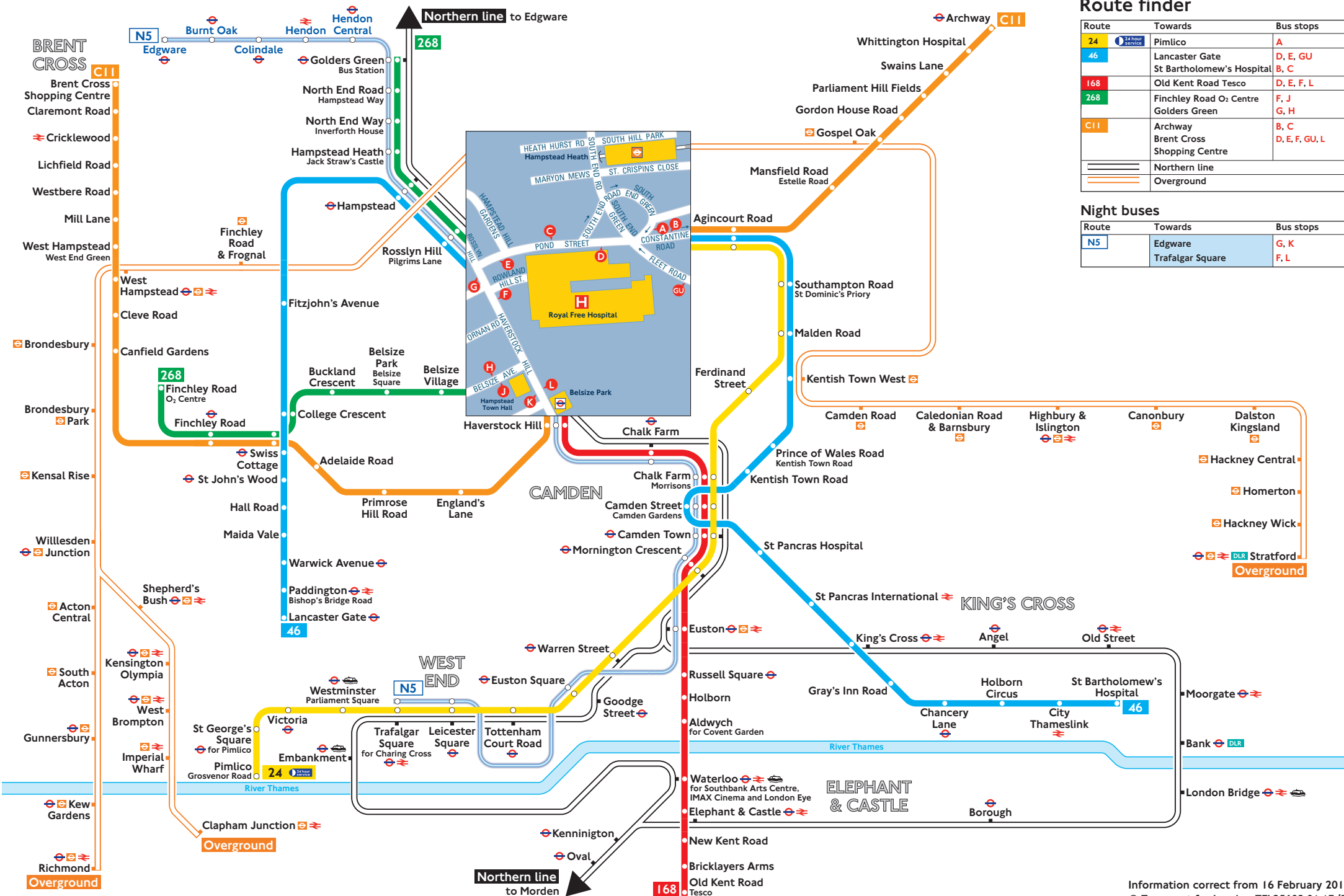


ALL DIMENSIONS TO BE CHECKED ON SITE DO NOT SCALE	DRAWING GROUND FLOOR - PROPOSED	<div><div>TAG</div><div>ARCHITECTS</div><div>TAG ARCHITECTS 14 BELSIZE CRESCENT, HAMPSTEAD, LONDON NW3 5QU TEL. : 020 7431 7974</div></div>	DATE 01.13	SCALE 1:100 @A3
	PROJECT 5 KEMPLAY ROAD, NW3		JOB 126	DRAWING P1
	CLIENT MR & MRS FOURNIER			

# **Appendix C**

## **Bus Map**

## Buses, Tube and trains from Royal Free Hospital (Hampstead Heath)



Information correct from 16 February 2013  
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# **Appendix D**

## **PTAL Calculation**

# PTAI Study Report File Summary

## PTAI Run Parameters

PTAI Run 20130409113308  
Description 20130409113308  
Run by user PTAL web application  
Date and time 04/09/2013 11:33

## 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: 526787, 185669

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	ROSSLYN HILL PILGRIMS LN	268	180.24	5.0	0.5	2.25	8.0	10.25	2.93	1.46

BUS	ROYAL FREE HOSPITAL	C11	580.75	7.5	0.5	7.26	6.0	13.26	2.26	1.13
BUS	ROYAL FREE HOSPITAL	168	580.75	9.0	0.5	7.26	5.33	12.59	2.38	1.19
BUS	ROSSLYN HILL PILGRIMS LN	46	180.24	6.0	1.0	2.25	7.0	9.25	3.24	3.24
LU LRT	Hampstead	Northern Line Edgware to Morden	535.95	9.7	1.0	6.7	3.84	10.54	2.85	2.85
LU LRT	Hampstead	Northern Line Edgware to Morden	535.95	8.3	0.5	6.7	4.36	11.06	2.71	1.36
LU LRT	Hampstead	Northern Line Kennington to Edgware	535.95	5.0	0.5	6.7	6.75	13.45	2.23	1.12
NATIONAL_RAIL	HAMPSTEAD HEATH	RICHMOND to STRATFORD	740.84	4.0	1.0	9.26	8.25	17.51	1.71	1.71
NATIONAL_RAIL	HAMPSTEAD HEATH	CLAPHAM JUNCTION to STRATFORD	740.84	2.0	0.5	9.26	15.75	25.01	1.2	0.6

Total AI for this POI is 14.66.

PTAL Rating is 3.