



**TRANSPORT STATEMENT ADDENDUM**  
**GONDAR GARDENS, WEST HAMPSTEAD**  
**Client: Linden Wates (West Hampstead) Ltd.**



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## **SECTION 1 INTRODUCTION**

### **1.1 Overview**

1.1.1 Linden Wates (West Hampstead) Ltd. has appointed i-Transport LLP to provide transport and highways advice in relation to a residential development at Gondar Gardens, West Hampstead.

1.1.2 The application site is a part of a covered, decommissioned reservoir. The planning application is for the demolition of the reservoir structure and redevelopment of the Gondar Gardens street frontage to provide 28 residential units (Class C3 use).

1.1.3 The site is located in the London Borough of Camden (LBC). The development scheme is not referable to the Mayor and therefore Transport for London (TfL) is not a statutory consultee.

### **1.2 Background**

1.2.1 Linden Wates (West Hampstead) Ltd. made a planning application in January 2012 (*LPA ref: 2012/0521/P*) for a 28-unit residential development at the Gondar Gardens site. This was refused against officer recommendation on the basis of design and the impact on designated open space. A Public Inquiry (*PINS ref: APP/X5210/A/12/2188091*) was held and the Inspector dismissed the appeal solely in relation to design. That planning application was supported by a Transport Statement (TS) that was prepared by Royal Haskoning (dated 18 January 2012) and an Environmental Statement (ES) with a transport section.

1.2.2 Highways and transport matters are not reference in the Local Planning Authority's refusal of the planning application. A review of the LPA's Committee Report indicates that, despite the objections of local residents, the highways officer did not raise an objection to the development. In the Appeal Decision, the Inspector confirms that the development would not have a detrimental impact in terms of traffic or highway safety.

1.2.3 The following matters are therefore understood to have been accepted by Camden's highway officer in relation to the previous 28-unit scheme:

- The development will result in a very small increase in traffic – approximately seven vehicles during the weekday morning peak hour and five vehicles during the weekday evening peak hour;
- The quantity and type of provision of cycle and car parking;
- The impact of the development on local parking stress including the net loss of two on-street resident permit parking spaces;
- The form of access including visibility;
- The use of two car lifts to access the basement car park; and
- The servicing arrangements for the site.

1.2.4 The LPA recommendation for approval was subject to a Section 106 Legal Agreement covering the following:

- ‘Car capped’ development (i.e. a development which has a limited amount of on-site car parking and no access to on-street parking permits);
- Provision of a Construction and Demolition Management Plan;
- A financial contribution to cover the cost of providing the site access crossover on Gondar Gardens, reinstating the footway across the existing access, and altering the existing single yellow lines, parking bay markings and associated Traffic Management Order; and
- A car club feasibility study and a sum to cover the implementing a car club scheme if feasible.

### 1.3 **Scope of Report**

1.3.1 The current planning application seeks to address the design issues raised by the Planning Inspector but is very similar in terms of transport matters. Against this background, it is not necessary to reproduce the previously agreed TS. This Transport Statement Addendum (TS Addendum) Report has been prepared to supplement the Royal Haskoning TS for the previous application and assesses any differences in transport implications from the previous scheme which was considered to be acceptable by LBC.

## 1.4 **Structure of Report**

1.4.1 The structure of the remaining sections of this report is as follows:

- Section 2 – Planning Policy Context;
- Section 3 – Existing Conditions;
- Section 4 – Proposed Development;
- Section 5 – Transport Impact; and
- Section 6 – Summary and Conclusion.

## SECTION 2 PLANNING POLICY CONTEXT

### 2.1 Overview

2.1.1 This section provides an update with respect to relevant planning policy at national, London and local levels.

### 2.2 National Policy – The National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF)<sup>1</sup> was adopted in March 2012. This document sets out the planning context for all development in England. It establishes a presumption in favour of sustainable development at paragraph 14:

**“At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.” (Ref: NPPF, paragraph 14)**

2.2.2 With regard to determining planning applications, paragraph 14 goes on to state:

**“For decision-taking this means:**

- **Approving development proposals that accord with the development plan without delay; and**
- **Where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:**
  - **Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;**  
or
  - **Specific policies in this Framework indicate development should be restricted.” (Ref: NPPF, paragraph 14, emphasis added)**

2.2.3 On this basis, planning permission for development should be approved unless the proposal is not consistent with development plan policies; and a) where any adverse impacts ‘significantly and demonstrably’ outweigh the benefits; or b) the policies within the NPPF indicate that the proposal should be restricted.

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<sup>1</sup> National Planning Policy Framework – Department for Communities and Local Government, March 2012



2.2.4 The specific transport policies of the NPPF are contained within Section 4. This sets out the importance of facilitating sustainable development by reducing the need to travel and re-balancing the transport system in favour of sustainable transport modes. Paragraph 32 of 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.” (Ref: NPPF, paragraph 32, emphasis added)**

2.2.5 The NPPF does not provide a definition of what a ‘severe’ impact would be. It is however clear that *de-minimis* transport impacts should not be a reason for refusal of planning permission.

2.2.6 The application proposal should be judged within the context of the NPPF.

2.2.7 Officers at LBC did not raise any objection to the previous scheme with respect to the opportunities for future residents to travel sustainably. By virtue of the same location as the previous application and very little change to public transport service since that time, the currently scheme must also be acceptable. A review of the sustainable access credentials of the site is provided in Section 3.2.

2.2.8 Officers at LBC have commented that the access arrangement for the previous scheme is safe and suitable for the development (Ref: *LBC Planning Committee Report, paragraph 6.85*). These access arrangements remain unchanged for the current scheme. Details of this are provided in Section 4.2.

2.2.9 Finally, officers at LBC have previously accepted that a 28-dwelling development at the site will result in a very small and acceptable increase in traffic development (*Ref: LBC Planning Committee Report, paragraph 6.79*). The current scheme is for the same quantity of housing as previously agreed and therefore the impact will remain at this acceptable level – i.e. not a severe impact. An assessment of the cumulative impact of the development is provided in Section 5.4.

### 2.3 London Policy – The London Plan

2.3.1 The London Plan provides overarching planning guidance for all London Boroughs, including car parking standards. The London Plan was adopted in July 2011. Draft ‘Revised Early Minor Alterations’ to the London Plan were published in June 2012<sup>2</sup>.

2.3.2 Of main relevance to these proposals is Policy 6.1 ‘Strategic Approach’, which seeks the integration of transport and development by encouraging developments that reduce the need to travel, especially by car. This is supported by maximum car parking standards and minimum cycle parking standards and the promotion of development that generates high levels of trips at locations with high public transport accessibility.

2.3.3 The Mayor of London’s ‘Housing Supplementary Planning Guidance’ (November 2012) forms part of the London Plan Implementation Framework. Annex 3 of the Housing Supplementary Planning Guidance (SPG) sets out the ‘Car Parking Provision Guidance’. Paragraph A2 of the annex is clear that the London Plan parking standards should not be applied **“mechanistically”** but should **“take account of accessibility; type, mix and use of development; availability of, and opportunities for, public transport; local car ownership; and the overall need to reduce use of high emission vehicles, as well as responding strategically to London’s unique circumstances”**. On this basis, LBC’s adopted car parking standards (set out below) have been applied in the design of the development.

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<sup>2</sup> ‘The London Plan, Spatial Development Strategy for Greater London, Revised Early Minor Alterations Consistency with the National Planning Policy Framework’ (draft published for public consultation June 2012) identifies suggested amendments to the London Plan, which predominately relate to changes resulting from the NPPF. One suggested change is that C3 dwellings are to have 1 cycle parking space per 1-2 bedroom dwelling and two cycle parking spaces per 3+ bedroom dwelling for residents, plus 1 per 40 units for visitors.

2.3.4 Notwithstanding this, the following requirements of the London Plan will be satisfied by the development:

- 10% of spaces should be at least capable of being upgraded to being a disabled space<sup>3</sup>; and
- 20% of car parking spaces should be equipped with an electrical charging point, with an additional 20% to be equipped for future conversion (*Ref: Parking Addendum to Chapter 6 of the London Plan*).

2.3.5 With respect to cycle parking, the London Plan (*Ref: Revised Early Minor Alterations, June 2012*) requires one space per 1-2 bedroom unit and two spaces per 3+ bedroom unit for residents plus one space per 40 units for visitors. This requirement is more onerous (and more recent) than the standards adopted by LBC (see below). The more onerous London Plan standards have therefore been applied in the design of the development.

## 2.4 Local Policy – Camden Local Development Framework

2.4.1 The Camden Local Development Framework (LDF) is a collection of planning documents that (in conjunction with national planning policy and the Mayor's London Plan) sets out the strategy for managing growth and development in the borough.

2.4.2 The Camden Core Strategy and Development Policies were adopted in November 2010 and have not been updated since the previous planning application. Policy CS11 of the Core Strategy seeks to ensure private travel can become more sustainable. Specific transport policies are provided in the Development Policies DP16-21. Camden Planning Guidance (CPG) provides advice and information on how the local planning policies will be applied. CPG7 relates to Transport. Again, this has not changed since the previous planning application.

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<sup>3</sup> The Mayor of London's Housing SPG November 2012 (London Plan 2011 Implementation Framework) states: "**A10 Policy 6.13 requires appropriate provision for parking for disabled people, recognising the LP target that 10% of residential provision should be accessible by wheelchair users**".

- 2.4.3 The core principal of the local policies relating to transport is to ensure the introduction of development that facilitates sustainable travel options, that limits private parking provision, and which does not result in additional on street parking pressure through the introduction of car capping policies. Developments should be served by appropriate forms of access with suitable provision made for service and delivery requirements.
- 2.4.4 Parking standards are set out in Appendix 2 of the Camden Development Policies document. Maximum car parking standards for residential developments vary from 0.5 spaces per dwelling for 'Low Parking Provision Areas' (defined as the Central London area, town centres and other areas with high public transport accessibility) and one space per dwelling everywhere else. This approach is consistent with the London Plan, i.e. the application of maximum parking standards and requiring a lesser provision in more accessible locations.
- 2.4.5 The draft Section 106 Legal Agreement for the previous planning application identified that the development would be 'car capped', i.e. a development which has a limited amount of on-site car parking and no access to on-street parking permits. Details of the car parking provision for the application proposal are provided in Section 4.3 of this report.
- 2.4.6 With regard to cycle parking, a minimum of one storage or parking space per unit is required. These standards are less onerous than those set out in the London Plan and it is stated in the committee report for the previous planning application that the TfL (London Plan) standards should be applied. Details of the car parking provision for the application proposal are also provided in Section 4.3 of this report.
- 2.5 **Summary**
- 2.5.1 Policy at the national, London and local level sets out that development should be sustainable in transport terms, i.e. accessible by a range of modes of transport including walking, cycling and public transport. Fundamentally, sustainable development should only be prevented from coming forward for transport reasons if there would be a severe impact.
- 2.5.2 Car parking should be provided in accordance with LBC's maximum standards and the development should be 'car capped'. Cycle parking should be provided in accordance with the London Plan minimum standards.

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## SECTION 3                      EXISTING CONDITIONS

### 3.1      **Overview**

3.1.1    This section of the report identifies the relatively minor changes to the existing conditions on the surrounding local highway network subsequent to the date of the Royal Haskoning TS (January 2012) for the previous planning application. Specifically this relates to local public transport services, car club availability, and any changes to the local Controlled Parking Zone (CPZ).

### 3.2      **Public Transport Accessibility**

3.2.1    This sub-section provides an update to the public transport services accessible within a reasonable walking distance from the site. There has been very little change since the time of writing the previous TS.

#### Buses

3.2.2    The bus services listed below are the same as for the previous TS with the exception of the inclusion of route number 328 which is accessed from the stops on Fortune Green Road. The frequency of some of the bus services has altered slightly.

3.2.3    There are a number of bus services that operate within the vicinity of the site. the following bus stops are located within 640m of the site (measured from the centre of the site frontage on Gondar Gardens), i.e., the TfL recommended maximum walking distance:

- Mill Lane/Westbere Road – c. 180-270m from the site for eastbound and north-westbound services on the C11 bus route; and
- Fortune Green Road – c. 600m for eastbound services on the 328 bus route.

3.2.4    The following bus stops fall just outside the 640m walking distance but are still considered to be within a reasonable walking distance of the site and offer access to additional bus routes:

- Fortune Green Road – c. 650m for westbound services on the 328 bus route; and

- Shoot up Hill – c. 650-700m for north and southbound services on routes: 16, 32, 189, 316, 332, 632, N16.

3.2.5 A summary of the local bus services is provided in Table 3.1.

**Table 3.1: Summary of bus services**

Service No.	Route	Typical daytime frequency (buses per hour)	
		Monday to Saturday	Sunday
<b>Services using bus stops on Mill Lane/Westbere Road:</b>			
C11	Archway Station – West Hampstead – Brent Cross Shopping Centre	7	6
<b>Services using bus stops on Fortune Green Road:</b>			
328	Golders Green Station - Kilburn – Kensington - Limerston Street	6	5
<b>Services using bus stops on Shoot up Hill:</b>			
16	Mora Road - Hyde Park – Kilburn - Victoria	10	7
32	Edgware Bus Station – Kilburn Park Station	6	5
189	Brent Cross Shopping Centre – Baker Street - Oxford Circus	6	5
316	Mora Road – Shepherd’s Bush - White City Bus Station	6	5
332	Brent Park Tesco – Kilburn – Edgware Road - Paddington	5	4
632	South Mead – Kilburn Park Station	<i>1 per day Mon - Fri</i>	-
N16	Victoria – Hyde Park Corner – Marble Arch - Edgware	<i>3 services per hour (night time only)</i>	<i>3 services per hour (night time only)</i>

Source: TfL

3.2.6 The closest bus stops (on Mill Lane/Westbere Road) are on the route of bus service C11 between Archway and Brent Cross, which has a typical daytime frequency of seven buses per hour. Taking into account all of the bus services that can be reached within a reasonable walk from the site includes approximately 50 services per hour during a typical weekday daytime.

National Rail, London Overground, and London Underground

3.2.7 West Hampstead Thameslink station is located approximately 950m from the site. This is a National Rail station on the Midland Main Line and is served by First Capital Connect trains as part of the Thameslink Line. The typical daytime train service is:

- 2 trains per hour (tph) to St Albans;

- 4tp to Sutton (2tph via Wimbledon); and
- 2tp to Luton.

3.2.8 West Hampstead Overground station is located approximately 1.1km from the site. The station and all trains are operated by London Overground. The typical daytime service is six trains per hour in both directions – towards Stratford and Willesden Green (and onwards to Richmond/Clapham Junction).

3.2.9 Kilburn and West Hampstead London Underground stations are located approximately 1.1-1.2km from the site respectively. Both stations are located on the Jubilee line, which runs between Stratford and Stanmore. The typical headway of daytime tube train services is 2-3 minutes in both directions.

#### Summary

3.2.10 Officers at LBC have not raised any objection to the previous scheme with respect to the opportunities for future residents to travel sustainably. By virtue of the same location as the previous application and very little change to public transport services, the current scheme must also be acceptable. The development proposal provides opportunities for future residents to travel sustainably as required by the NPPF.

### **3.3 Car Club Operators**

3.3.1 This sub-section provides an update to the availability of car clubs in close proximity to the site. There has been very little change since the time of writing the previous TS.

3.3.2 There are a number of car club operators available close to the application site:

- The car club operator Zipcar has three cars within the locality, including two vehicles along Mill Lane, approximately 350m from the site, and one along Fortune Green Road some 600m from the site; and
- The car club operator City Car has two cars within the locality, one is located on Agamemnon Road, approximately 300m from the site, and one is located on Sumatra Road, approximately 500m from the site.

3.3.3 Linden Wates (Hampstead) Ltd. has agreed to provide funds to cover a car club feasibility study and the cost of implementing a car club scheme at the site. This can be secured through the Section 106 Legal Agreement.

#### 3.4 **Controlled Parking Zone (CPZ)**

3.4.1 At the time of the previous planning application it was identified by officers at LBC that a consultation would soon be undertaken of the local CPZ. This took place during summer 2012 in the form of the LBC Parking Policy Review (PPR) programme. It is understood that local residents generally believe that the control during weekday hours is too short and there is some interest in introducing Saturday and Sunday controls. LBC is now undertaking a full consultation with respect to a number of CPZs.

3.4.2 Notwithstanding this, at this time, the CPZ within which the application site is located – ‘CA-P(c) Fortune Green West’ - continues to prohibit parking between 1000-1200 Monday to Friday. This remains unchanged from the time of the previous application.



## SECTION 4 PROPOSED DEVELOPMENT

### 4.1 Overview

4.1.1 The development proposal is for the demolition of the reservoir structure and redevelopment of the Gondar Gardens street frontage to provide 28 residential units (Class C3 use). The proposed schedule of accommodation is summarised in Table 4.1. This is identical to the previous scheme.

**Table 4.1: Schedule of Accommodation**

Number of bedrooms	Number of dwellings	
	Private	Affordable
1	3	0
2	10	6
3	3	3
4	2	1
<b>Total</b>	<b>18</b>	<b>10</b>

Source: Linden Homes

4.1.2 This section includes details of the development proposal with respect to the access arrangement and parking provision.

### 4.2 Access Arrangement

4.2.1 A new driveway will form of a crossover with Gondar Gardens to provide vehicular access to the development. This will be a 5.4m wide shared surface. The driveway will lead up to a ramp serving two car lifts down to a basement car park (at ground level -2) which also includes storage for cycles and refuse. It is anticipated that one of the lifts will be used for the majority of the time with the second to be used in the event of a maintenance issue. The ramp includes a 5m long level section from the edge of the Gondar Gardens carriageway and a 7m long level section in front of the car lifts. The ramp has a gradient of 1:6 (over a distance of 8.4m) with 1:12 transitions at either end (each covering a distance of 3m). The total level change achieved by the ramp is 1.9m. The length of the car lifts is 5.5m which is sufficient to accommodate a 4x4 vehicle.

4.2.2 The proposed access arrangement illustrated in drawing ITL9191-SK-001 rev A and a swept path analysis is shown in drawing ITL9191-SK-002 rev C both attached as Appendix A.

- 4.2.3 Creation of the new driveway access requires the loss of approximately three on street parking spaces adjacent to the south bound carriageway of Gondar Gardens but the existing crossover access to the site will be reinstated to footway and a new resident parking bay. The development will therefore result in a net loss of two resident parking bays on Gondar Gardens. This is consistent with the previous scheme.
- 4.2.4 Visibility splays of 2.4m x 15m to the left and 2.4m x 13m to the right can be achieved at the driveway access. This level of visibility has been provided following the request of the LBC highways officer to provide a lower level of visibility than originally designed by Royal Haskoning (for the previous planning application). This level of visibility is considered to be appropriate for the access given the likely frequency of use of the driveway and the nature of Gondar Gardens.
- 4.2.5 This proposed driveway access arrangement is as per the previous planning application and has been accepted by officers at LBC. Paragraph 6.85 of the LBC Planning Committee Report states that:
- “The vehicular access to the site on Gondar Gardens will be 4.9m wide, which is sufficient for two cars to pass. Two suitably sized car lifts will be provided to transport vehicles to/from the basement parking area. This level of lift provision provides redundancy in the event that one is not functioning and is acceptable. The design of the vehicular access has been amended to narrow the visibility splay following officer feedback and the new crossover would result in the net loss of two resident parking bays, following the replacement of the existing crossover by footway and the reinstatement of a resident parking bay. The Manual for Streets highlights the fact that less visibility results in higher levels of safety and this is considered appropriate in this case as the route provides car park access and is not a road junction.” (Ref: LBC Planning Committee Report, paragraph 6.85)**
- 4.2.6 Pedestrian access to individual stairwells is accommodated via doors on the Gondar Gardens street frontage. Paved footpaths will lead to each door.

4.2.7 In summary, the LBC highways officer has accepted the access arrangements to the site in relation to the previous planning application, including the form of junction, width of driveway, shared surface arrangement, the use of the ramp and two car lifts, the net loss of two resident parking bays, and the level of visibility. This current planning application retains the same access arrangement for the same number of dwellings. It should therefore be similarly acceptable to LBC. The proposed access arrangement is safe and suitable for the development, as required by the NPPF.

#### 4.3 Parking Provision

4.3.1 The basement car parking will provide 19 car parking spaces, i.e. a ratio of 0.68 spaces per dwelling across the development. A swept path analysis of the basement car park is shown in drawing ITL9191-SK-003 rev C attached as Appendix B.

4.3.2 No car parking will be provided for the social rented and affordable units. This approach has been previously agreed with LBC officers – this is set out in paragraph 6.81 of the LBC Planning Committee Report:

**“There is no obligation on the developer to provide parking for the social rented affordable units and figures suggest that car ownership amongst Social Rented tenants is typically at a very low level. The provision of basement carparking would also add significantly to the service charges for the affordable units, including maintenance of the car lift which would affect the affordability of the units and would not be accepted by RSLs. Disabled residents requiring access to a wheelchair accessible parking space would be required to make a request to the Council for an on-street space. The overall proposed level of parking provision is considered acceptable. All of the units will be designated as either car capped or car free in the Section 106 Agreement.”** (Ref: LBC Planning Committee Report, paragraph 6.81)

4.3.3 It is proposed that each of the 18 private dwellings will be allocated one space within the basement car park. The remaining space will be for visitor parking. This level of car parking provision is in accordance with the LBC standards which specify a maximum of one space per dwelling (except in ‘Low Parking Provision Areas’, i.e. the Central London area, town centres and other areas with high public transport accessibility).

4.3.4 To adhere to the London Plan, 20% (i.e. four spaces) will be active electric vehicle charging points and another 20% (four spaces) will be passive electric vehicle charging points. A further 10% (two spaces) will be capable of being upgraded to disabled standard (Ref: Mayor of London’s Housing SPG, November 2012).

- 4.3.5 A “Car Capping” strategy will be introduced. This is a requirement of LBC which would prevent future residents of the development from being eligible for on street parking permits. This will apply to all future residents including those residents of the affordable dwellings. This can be secured as part of the S106 Legal Agreement should planning permission be granted, as recommended by LBC officers in respect of the previous planning application.
- 4.3.6 The cycle parking provision adheres to the London Plan standards (*Ref: Revised Early Minor Alterations, June 2012*) which require one space per 1-2 bedroom unit and two spaces per 3+ bedroom unit for residents (plus one space per 40 units for visitors). On this basis, cycle storage to accommodate a minimum of 37 bicycles across the development will be provided. Cycle storage for the affordable dwellings will be provided at ground floor level and storage for the private units will be provided in the basement and accessed via the car lifts. It is understood that the provision of cycle storage in accordance with the London Plan standards will be secured by planning condition should permission be granted.
- 4.3.7 The impact of the development on local parking stress including the net loss of two on-street resident permit parking spaces has been assessed by the LBC highways officer (in relation to the previous planning application) and considered to be acceptable.
- 4.3.8 The quantity and type of provision of cycle and car parking has been accepted by the LBC highways officer in relation to the previous planning application. This current planning application includes a similar level of provision (one less car parking space). It should therefore be acceptable to LBC.

#### 4.4 Deliveries and Servicing

- 4.4.1 The servicing arrangement for the site has been agreed with the LBC highways officer for the previous planning application and this remains unchanged for the current application.
- 4.4.2 Servicing of the development will take place from Gondar Gardens. The acceptability of this arrangement is identified in paragraph 6.90 of the LBC Planning Committee Report:

**“The servicing of the residential units would not be of a scale that would require support from an off-street servicing bay. Where necessary small servicing vehicles (vans etc) may choose to use the access road in order to maintain free space on the street. There are stretches of street opposite the site where parking is prohibited and alternatively these may be used for the short duration of deliveries.”**

*(Ref: LBC Planning Committee Report, paragraph 6.90)*

4.4.3 A refuse store for the affordable units is provided at ground floor level on the Gondar Gardens frontage and a refuse store for the private units is provided at basement level. Refuse stored in the basement areas would be brought up to surface level by the Management Company on a weekly basis.

#### 4.5 **Construction and Demolition**

4.5.1 A Construction Management Strategy has been submitted as part of the previous planning application. This will form the basis of a future Construction and Demolition Management Plan, the provision of which can be secured as part of the Section 106 Legal Agreement.

4.5.2 It is understood that the applicant will be required to make a financial contribution to cover the cost of providing the site access crossover on Gondar Gardens, reinstating the footway across the existing access, and altering the existing single yellow lines, parking bay markings and associated Traffic Management Order. This can be secured as part of the S106 Legal Agreement should planning permission be granted, as recommended by LBC officers in respect of the previous planning application.

## SECTION 5 TRANSPORT IMPACT

### 5.1 Overview

5.1.1 This section provides an assessment of the transport impact of the development considering any changes to the baseline traffic flows and the development traffic flows from the previous planning application.

### 5.2 Baseline Traffic Flows

5.2.1 Existing traffic flows on Gondar Gardens are low. Table 5.1 shows the results of an Automatic Traffic Survey (ATC) undertaken in October 2010<sup>4</sup> and the application of growth factors to this data to estimate the equivalent flows for 2013. Local growth factors have been derived for the weekday morning and evening peak hours using TEMPRO (version 6.2) and the National Transport Model (dataset AF09)<sup>5</sup>. Application of the growth factors to the very low traffic flows in 2010 does not result in an increase.

**Table 5.1: Baseline Traffic Flows on Gondar Gardens (vehicles per hour)**

Time period:	Morning peak hour (0800-0900)		Evening peak hour (1700-1800)	
	Northbound	Southbound	Northbound	Southbound
2010 traffic flows (from ATC)	14	14	14	12
2010-2013 growth factor	1.0177	1.0177	1.0162	1.0162
2013 traffic flows (estimated)	14	14	14	12

Source: 2010 traffic flows from Royal Haskoning TS (January 2012), growth factors estimated using TEMPRO v.6.2

### 5.3 Development Traffic Flows

5.3.1 It has been agreed with the LBC highway officer that the traffic flows associated with a 28-unit development at the site will be very low – seven vehicles in the morning peak hour (8-9am) and five vehicles in the evening peak hour (5-6pm)<sup>6</sup>.

<sup>4</sup> Ref: Royal Haskoning TS (January 2012) Section 2.3. ATC undertaken 16-22 October 2010.

<sup>5</sup> The parameter selections in TEMPRO include the following: TEMPRO figures relate to all journey purposes car drivers; the NTM local adjustment has been based on urban areas and all road types. The local growth factors relate to the Camden Local Authority area.

<sup>6</sup> Ref: Royal Haskoning TS (January 2012) Section 6, Table 6.2, and LBC Planning Committee Report paragraph 6.79.

#### 5.4 **Cumulative Effects**

5.4.1 In their TS for the previous planning application, Royal Haskoning took account of a number of permitted developments in the vicinity of the site, and concluded that these would not result in a noticeable increase in traffic flows on Gondar Gardens. This exercise has been repeated for the current planning situation in order to identify any cumulative development impact on the local highway network.

5.4.2 It is understood, through liaison with the LBC planning officer that a number of developments have been granted permission within the vicinity of the application site. The most significant of the permitted schemes is for 39 residential units on Mill Lane close to the junction with Gondar Gardens. An assessment of the transport impact of that scheme was not undertaken as part of the application. It is therefore considered that the transport impact of that scheme is negligible. A further four small schemes have been permitted on Mill Lane, each providing fewer than six residential dwellings. These schemes that are access from Mill Lane are highly unlikely to result in any increase in traffic flows on Gondar Gardens.

5.4.3 In summary, it is considered that the cumulative impacts arising from permitted developments in the local area will be negligible.

#### 5.5 **Assessment of Transport Impact**

5.5.1 As the number of units, quantum and type of parking, and access arrangement is virtually identical to the previous application, the transport impact in terms of traffic, on-street parking, and road safety will be virtually identical to that which was previously considered by LBC officers to be acceptable.

##### Traffic

5.5.2 The development will result in a very small increase in traffic – approximately seven vehicles during the weekday morning peak hour and five vehicles during the weekday evening peak hour. The existing traffic flows on Gondar Gardens are very low – up to 28 two-way flows during the peak hours and this will not be noticeably affected by the cumulative impact of local committed development schemes. On this basis it is concluded that the traffic impact of the development will be minimal.

### On-Street Parking

- 5.5.3 A total of 19 car parking spaces will be provided within the basement car park, including 18 spaces to be allocated to the private units (i.e. one per unit) and one visitor space. No spaces will be allocated to the ten social rented and affordable units. The development will be “car capped” which means that future residents will not be eligible for on street parking permits. Local parking restrictions make it impractical for residents to park on-street without a permit. As a result the scheme will not result in a noticeable increase in on-street parking.
- 5.5.4 The impact of the development on local parking stress including the net loss of two on-street resident permit parking spaces has been assessed by the LBC highways officer (in relation to the previous planning application) and is considered to be acceptable.

### Road Safety

- 5.5.5 As the development will have a minimal impact in traffic terms, and will not noticeably increase the occurrence of on-street parking in the local area, there is no reason to suggest that there will be an impact on road safety. Furthermore, the level of achievable visibility at the driveway access is appropriate for the location given the likely frequency of use of the driveway and the lightly trafficked nature of Gondar Gardens, and has been provided to the specification of the LBC highways officer (set out for the previous planning application).

### Summary

- 5.5.6 The transport impact of the development in terms of traffic, on-street parking, and road safety has been assessed and is considered to be minimal, and certainly not ‘severe’ (Ref: paragraph 32 of the NPPF).



## SECTION 6 SUMMARY AND CONCLUSION

### 6.1 Summary

6.1.1 This Transport Statement Addendum has been prepared on behalf of Linden Wates (West Hampstead) Ltd. in relation to a residential development at Gondar Gardens, West Hampstead.

6.1.2 A previous application at the site for the same number of dwellings (28 units), a similar provision of car parking (20 spaces compared to the now proposed 19 spaces), and the same vehicular access arrangement was refused against the recommendation of the officers at LBC on the basis of design and the impact on designated open space. An Inspector dismissed the appeal at a Public Inquiry solely in relation to design. That scheme was not refused for transport reasons and the transport impact of the previous scheme was considered to be acceptable by the LBC highways officer and the Planning Inspector.

6.1.3 The forthcoming planning application seeks to address the design issues raised by the Planning Inspector but is virtually identical in terms of transport. The *de minimis* differences in the transport implications of the current scheme and that which was previously considered to be acceptable by LBC are set out in this report.

#### Planning Policy

6.1.4 Firstly, in terms of planning policy, since the date of the previous planning application there has been a fundamental shift in the stance of national planning policy towards a presumption in favour of sustainable development. This means that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

6.1.5 Updates to the London Plan provide revised standards/guidance with respect to parking provision for new developments. The proposed scheme is compliant with these policies.

### Existing Conditions

- 6.1.6 Secondly, officers at LBC did not raise any objection to the previous scheme with respect to the opportunities for future residents to travel sustainably. By virtue of the same location as the previous application and very little change to public transport services, the current scheme must also be acceptable. The development proposal provides opportunities for future residents to travel sustainably as required by the NPPF.
- 6.1.7 In addition, Linden Wates (Hampstead) Ltd. has agreed to provide funds to cover a car club feasibility study and the cost of implementing a car club scheme at the site. This can be secured through the Section 106 Legal Agreement.

### Development Proposal

- 6.1.8 Thirdly, the LBC highways officer has accepted the access arrangements to the site in relation to the previous planning application, including the form of junction, width of driveway, shared surface arrangement, the use of the ramp and two car lifts, the net loss of two resident parking bays, and the level of visibility. This current planning application retains the same access arrangement for the same number of dwellings. It should therefore be similarly acceptable to LBC. The proposed access arrangement is safe and suitable for the development, as required by the NPPF.
- 6.1.9 Similarly, the quantity and type of provision of cycle and car parking has been accepted by the LBC highways officer in relation to the previous planning application. This current planning application provides one less space than the previous application. This level of provision accords with the London Plan and LBC policy. It should therefore be similarly acceptable to LBC.
- 6.1.10 The arrangements for deliveries and servicing, i.e. on-street using Gondar Gardens, is also the same as previously agreed.

### Transport Impact

- 6.1.11 Finally, as the number of units, quantum and type of parking, and access arrangement is virtually identical to the previous application, the transport impact in terms of traffic, on-street parking, and road safety will be the same as that which was previously considered by LBC officers to be acceptable.

6.1.12 The transport impact of the development will be mitigated through the following planning obligations which will be secured through a Section 106 Legal Agreement:

- 'Car capped' development (i.e. a development which has a limited amount of on-site car parking and no access to on-street parking permits);
- Provision of a Construction and Demolition Management Plan;
- A financial contribution to cover the cost of providing the site access crossover on Gondar Gardens, reinstating the footway across the existing access, and altering the existing single yellow lines, parking bay markings and associated Traffic Management Order; and
- A car club feasibility study and the cost of implementing a car club scheme.

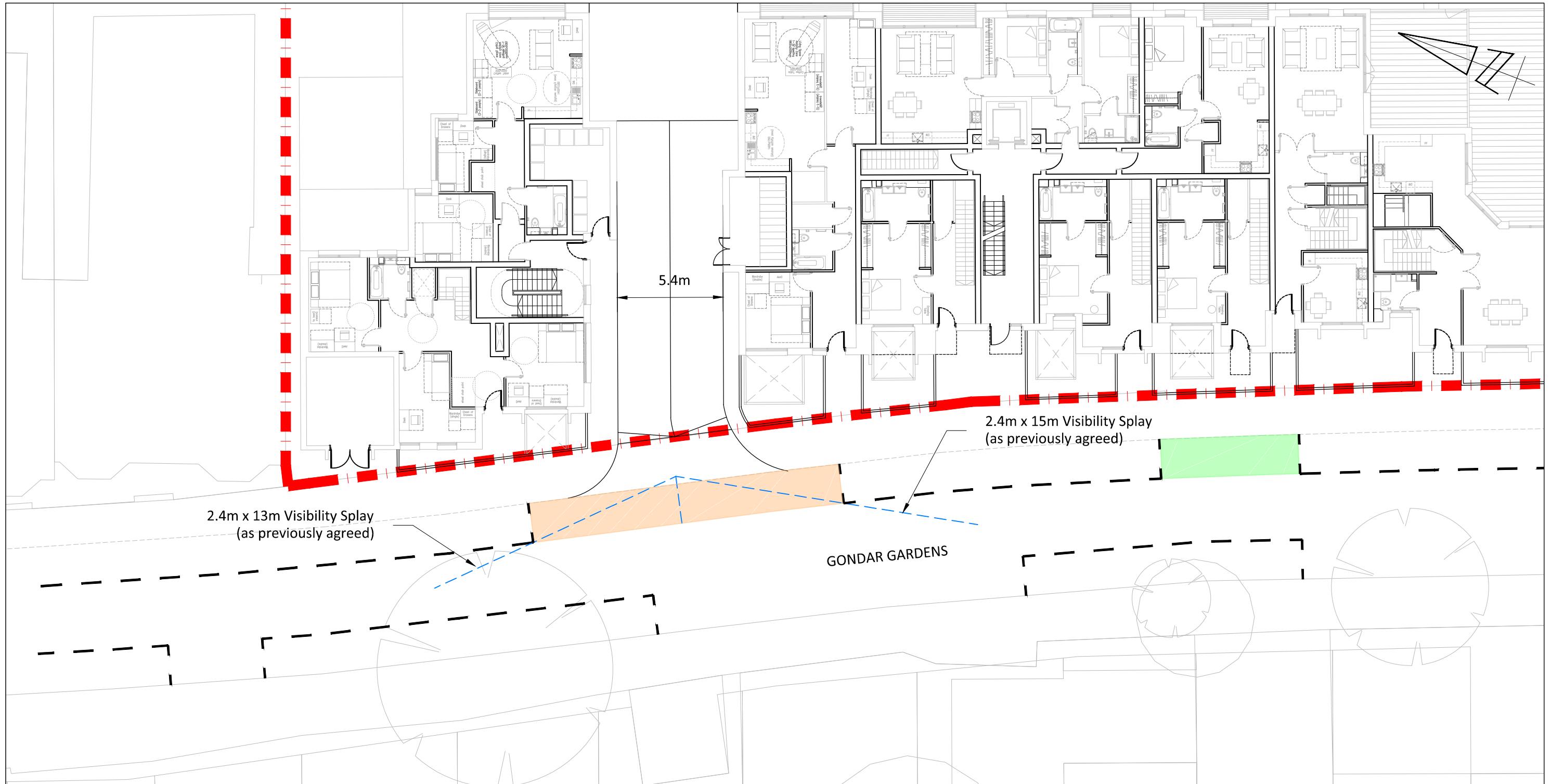
6.1.13 No adverse cumulative effects are anticipated to arise as a result of interaction between the proposed development and other committed developments in the area.

## 6.2 **Conclusion**

6.2.1 The residual cumulative impact of the development in terms of traffic, on-street parking, and road safety has been assessed and is considered to be minimal, and certainly not 'severe'.

6.2.2 In the context of the presumption in favour of sustainable development set out in the NPPF, the development is fully acceptable in transport and highways terms.

## **APPENDIX A    Vehicular Access Arrangements**



Based on Rolfe Judd drawing 5388 T(20) P00 E

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Existing Parking Bay
  Parking Bays to be Removed
  Parking Bays to be Introduced



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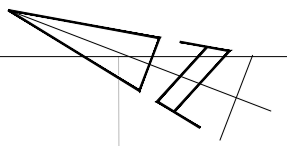
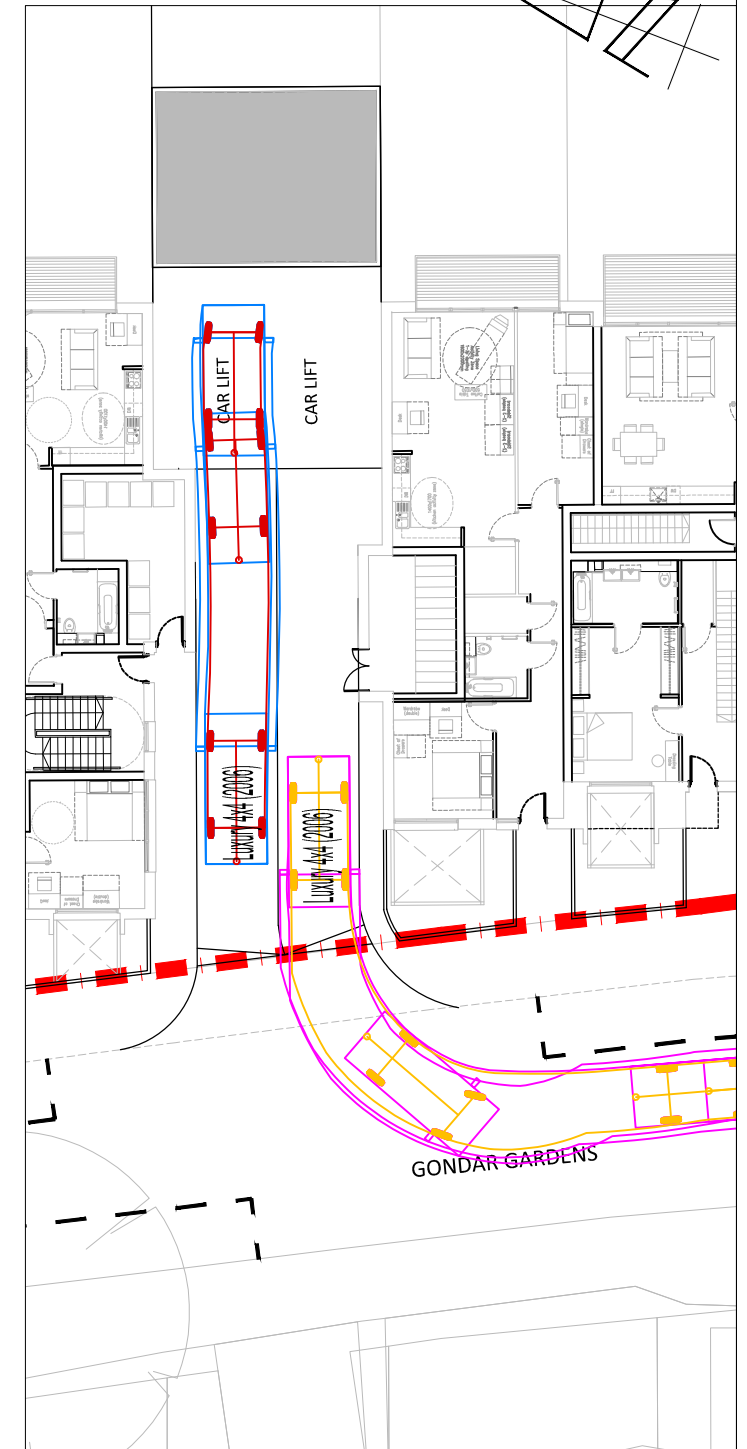
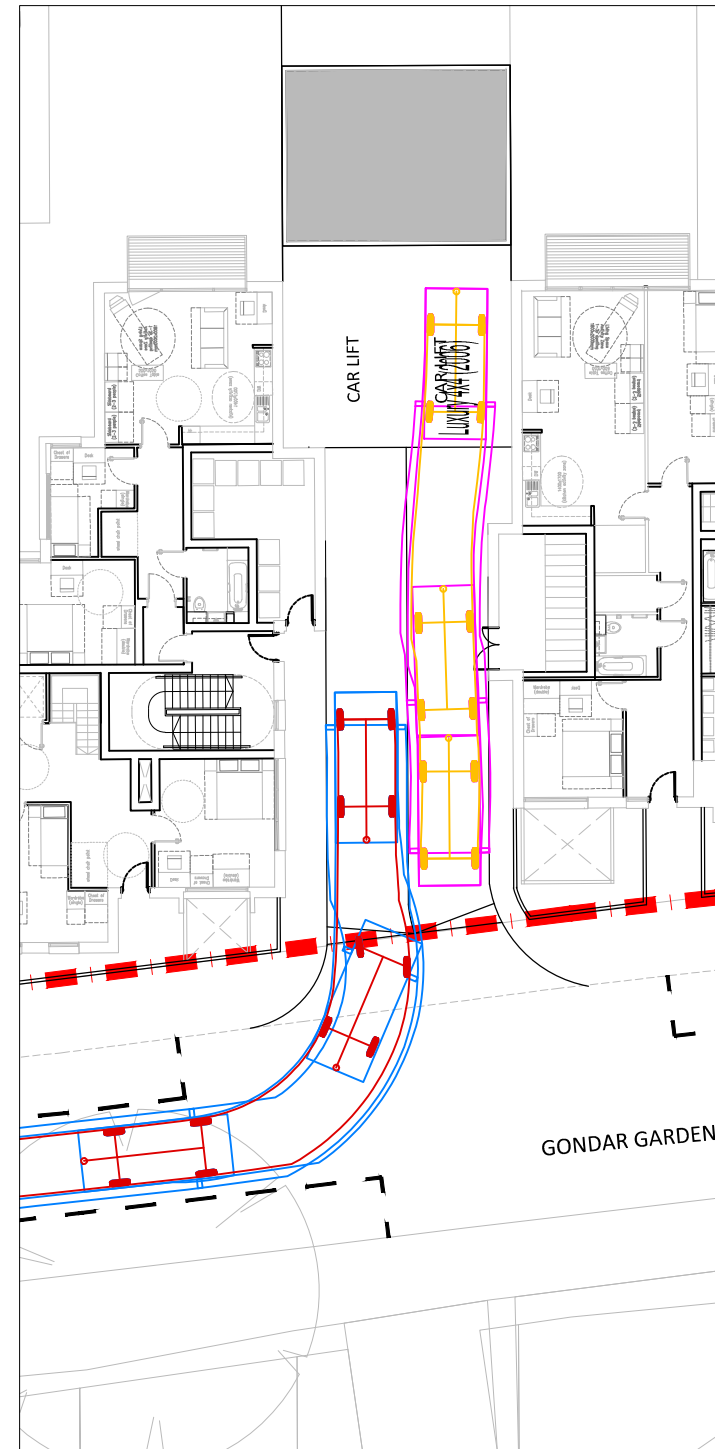
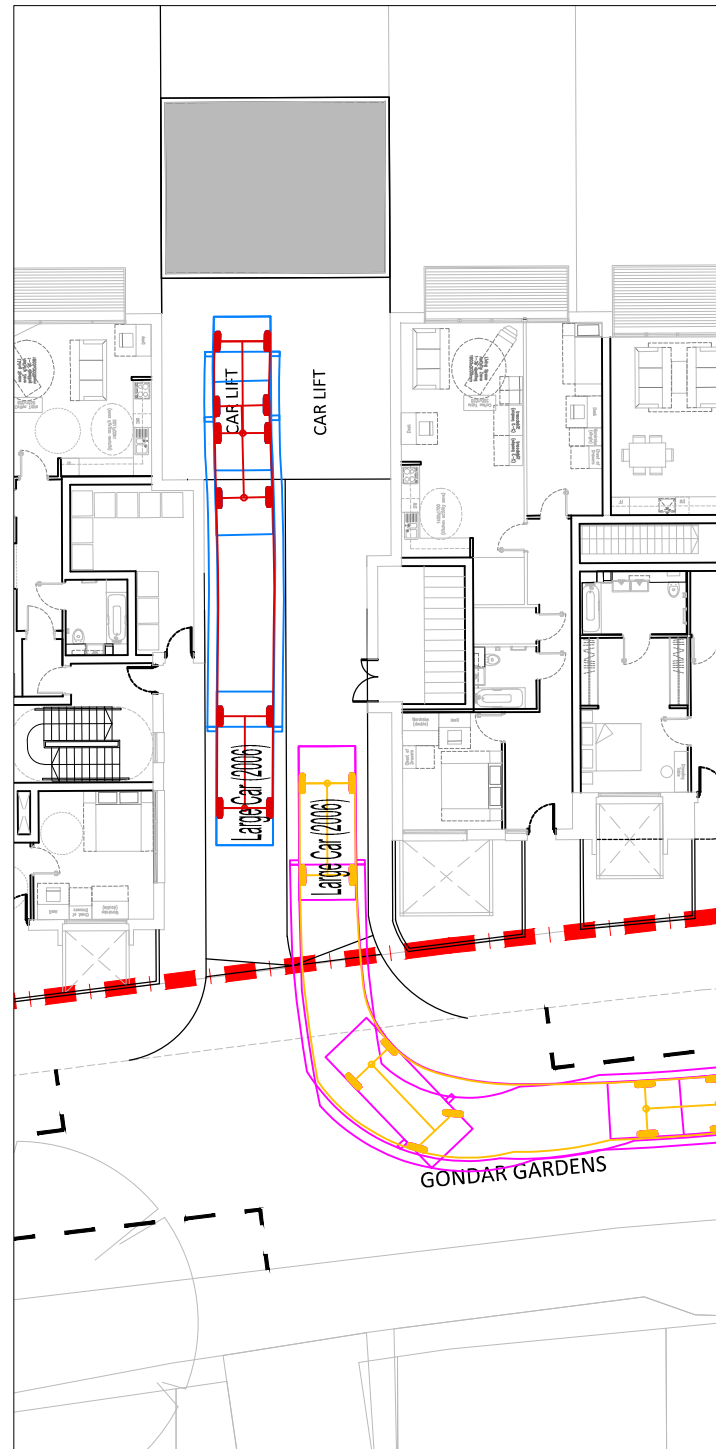
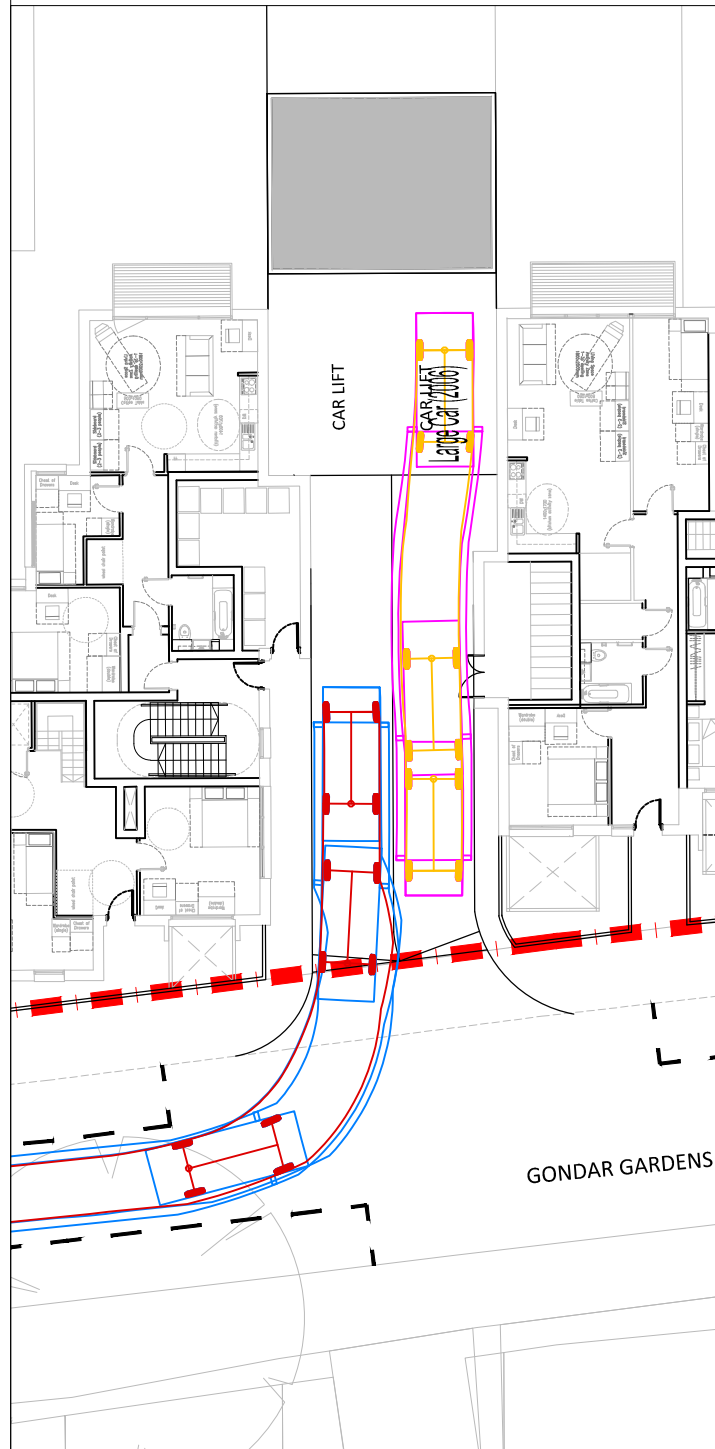
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STATUS: ISSUE					

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DRAWING No:	ITL9191-SK-001	
PROJECT No:	ITL9191	REV: A
SCALE @ A3:	1:200	CHECKED: JM
FILE REF:	ITL9191-SK-001	APPROVED: JM
	DRAWN: RN	DATE: 08.11.13

### Large Cars Entering and Exiting Site

### Luxury 4x4s Entering and Exiting Site



Based on Rolfe Judd drawing 5388 T(20) P00 E

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Large Car (2006)  
Overall Length 5.079m  
Overall Width 1.872m  
Overall Body Height 1.525m  
Min Body Ground Clearance 0.310m  
Max Track Width 1.831m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 5.900m



Luxury 4x4 (2006)  
Overall Length 4.972m  
Overall Width 2.034m  
Overall Body Height 1.905m  
Min Body Ground Clearance 0.279m  
Max Track Width 1.884m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 5.800m



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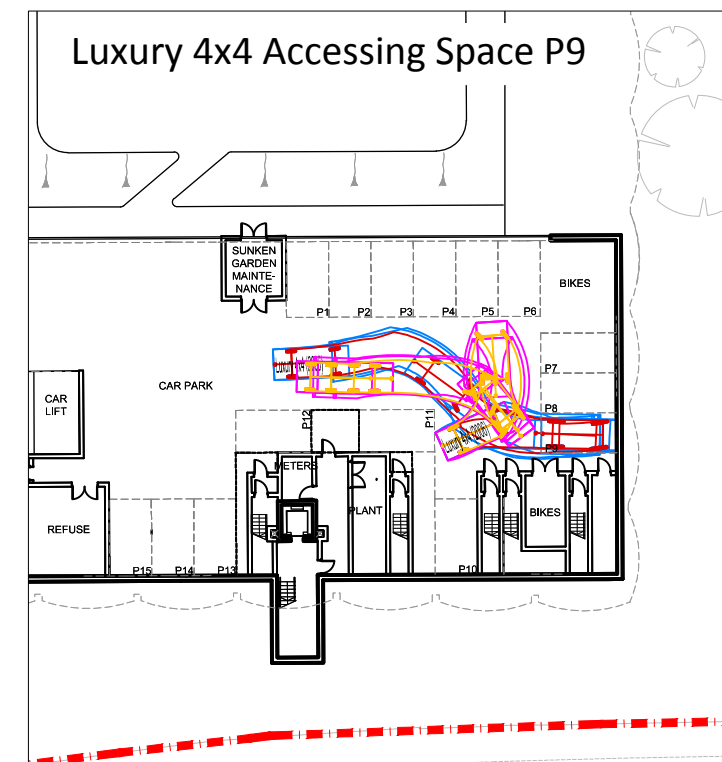
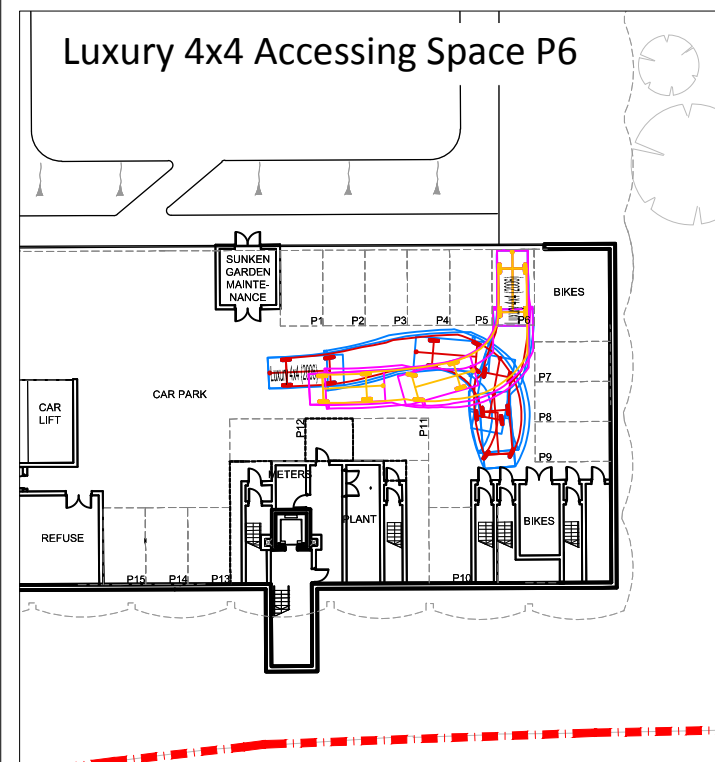
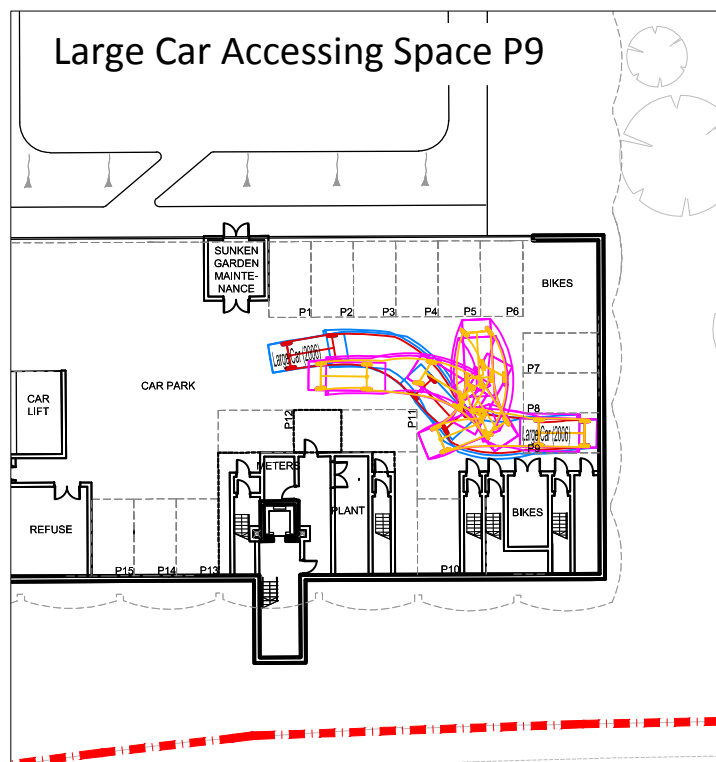
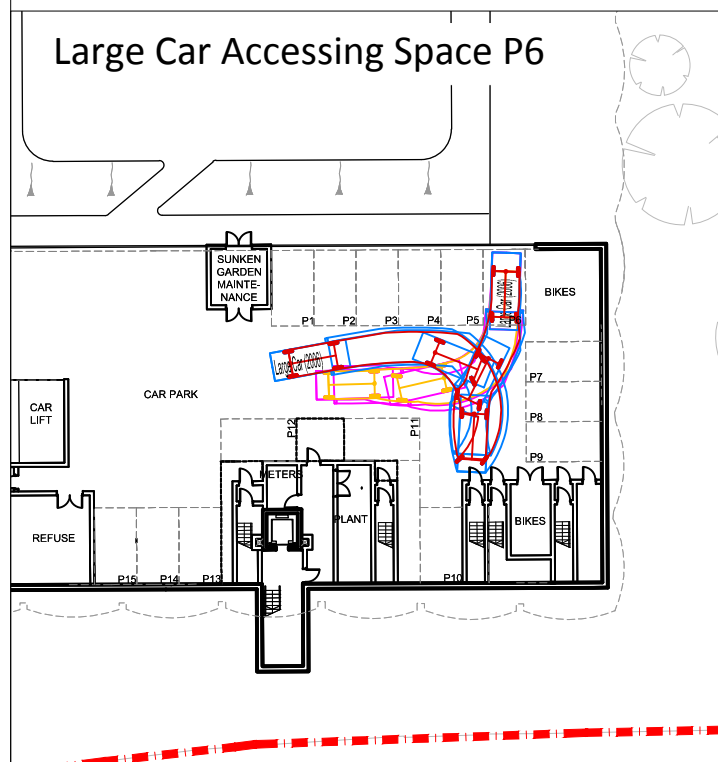
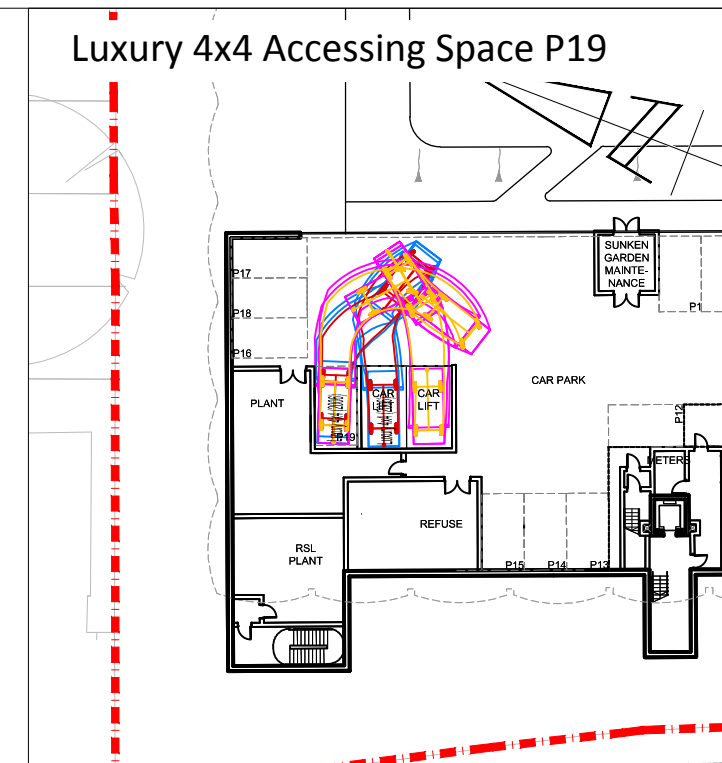
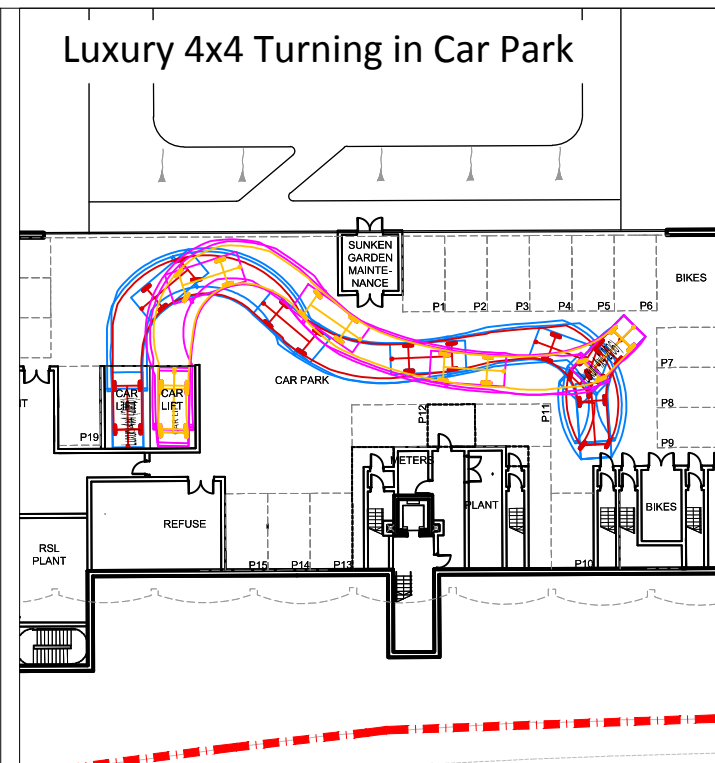
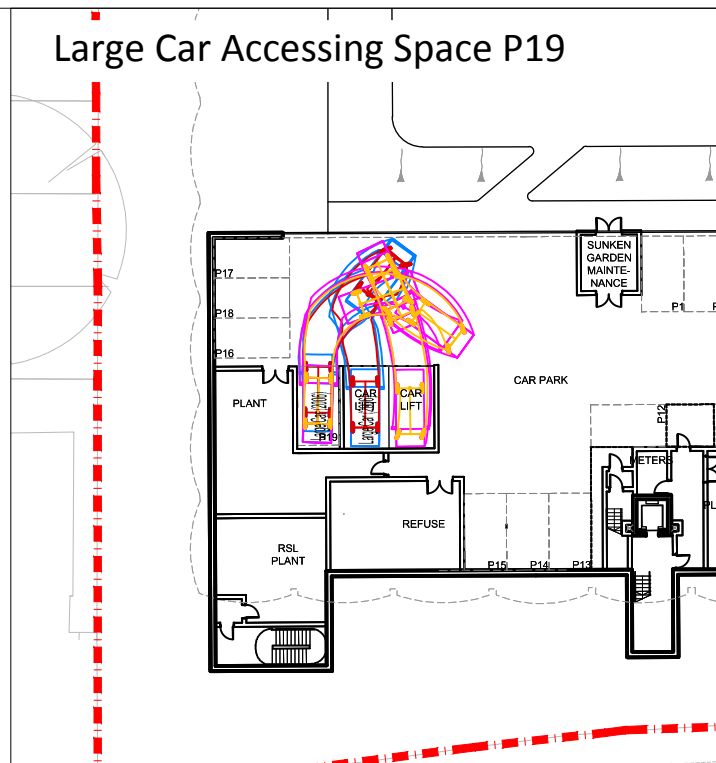
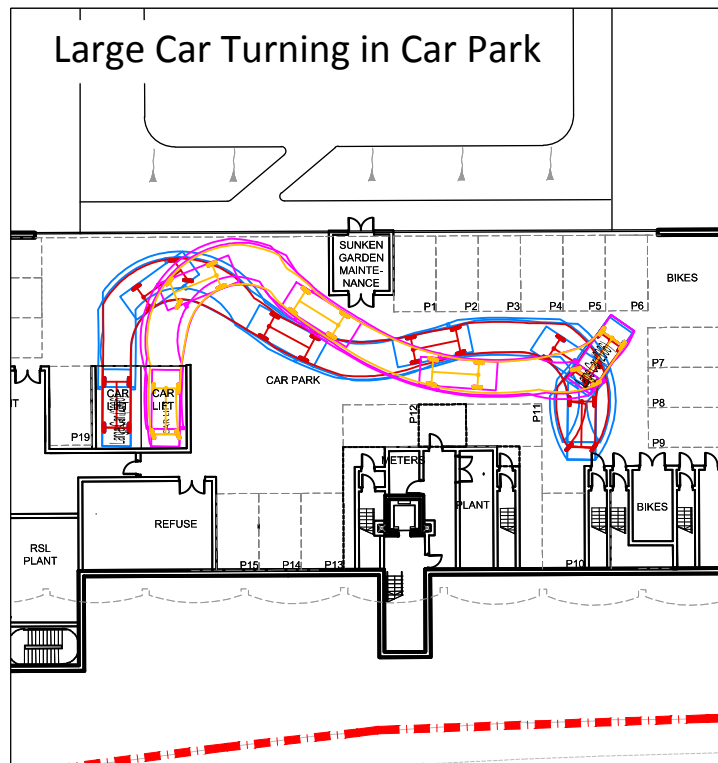
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STATUS: ISSUE

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PROJECT:	GONDAR GARDENS WEST HAMPSTEAD	
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DRAWING No:	ITL9191-SK-002	
PROJECT No:	ITL9191	REV: C
SCALE @ A3:	1:500	CHECKED: JM APPROVED: JM
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**APPENDIX B    Basement Car Park Layout**



Based on Rolfe Judd drawing 5388 T(20) P0-2 D

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	Large Car (2006)	5.079m
	Overall Length	1.872m
	Overall Width	1.525m
	Overall Body Height	0.310m
	Min Body Ground Clearance	1.831m
	Max Track Width	4.002m
	Lock to Lock Time	5.900m
	Kerb to Kerb Turning Radius	

	Luxury 4x4 (2006)	4.972m
	Overall Length	2.034m
	Overall Width	1.905m
	Overall Body Height	0.279m
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PROJECT:	GONDAR GARDENS WEST HAMPSTEAD	
CLIENT:	LINDEN WATES (WEST HAMPSTEAD) LTD	

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