



ttp consulting
transport planning specialists

Dome Assets Limited

26 Netherhall Gardens
London

Transport Statement

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Annex A Proposed Layout

Introduction

- 1.1 TTP Consulting is retained by Dome Assets Ltd (“the applicant”) to provide traffic and transportation advice in relation to their proposal to redevelop a site at 26 Netherhall Gardens, within the London Borough of Camden (LB Camden). The intention is replace the existing building which contains conversion-style flats with a purpose-built development of modern apartments.

Existing situation

Site Description

- 1.2 The site is located on the east side of Netherhall Gardens, less than 50 metres north of the junction with Netherhall Way, and a short distance to the north of Finchley Road Station. The surrounding area is predominantly residential and, in addition, there are a number of junior and senior schools in the vicinity, including South Hampstead Junior School, Southbridge International School and Northbridge House School.
- 1.3 The existing building currently offers 5 conversion-style flats and offers driveway parking for 3 vehicles in addition to a garage. Vehicle access is taken via a crossover on Netherhall Gardens and requires vehicles to enter or exit in reverse gear.

Local Highway Network

- 1.4 Netherhall Gardens is a predominantly residential road connecting with the B511 Fitzjohn’s Avenue to the north and the A41 Finchley Road to the south via a pedestrian only link. Traffic calming measures exist along Netherhall Gardens in the form of speed humps. There are several schools along Netherhall Gardens, as noted above.
- 1.5 The A41 Finchley Road to the south of the site is the nearest major road and facilitates access to numerous local facilities and local transport nodes.

Parking

- 1.6 Camden has a number of Controlled Parking Zones (CPZ) which cover the entire Borough.
- 1.7 The site is located within the Belsize CPZ (Zone CA-B), which has restrictions in place Monday to Friday from 09:00 to 18:30 and on Saturday between 09:30 and 13:30. There are no parking restrictions attached to the existing site and therefore existing residents are able to apply for parking permits for use within the surrounding CPZ.

- 1.8 Within the LB of Camden resident parking permits are allocated on an individual basis and there are no limits on the number of permits per residential unit.

Accessibility

Pedestrians

- 1.9 Pedestrians are well provided for in the vicinity of the site with footways on both sides of the carriageway along Netherhall Gardens.
- 1.10 The nearest pedestrian crossing to the site on Finchley Road is a subway a short distance to the south of the link with Netherhall Gardens. In addition, there are multi-staged signalised crossings at the junctions with Blackburn Road and Canfield Gardens to the north and south of Netherhall Gardens respectively.
- 1.11 The majority of local amenities in the area surrounding the site are concentrated on Finchley Road. The O2 Shopping Centre is located directly opposite the link with Netherhall Gardens and there are numerous retail stores and other services extending on both sides of the road. Finchley Road station is situated a short distance to the south of the O2 Shopping Centre, with bus stops also situated in close proximity.

Cyclists

- 1.12 Netherhall Gardens forms part of a cycle route designated by TfL as '*routes on quieter roads that have been recommended by other cyclists and may connect blue route sections*'. Nutley Terrace between Netherhall Gardens and Maresfield Gardens forms part of a local blue route which TfL defines as '*routes signed for cyclists on a mixture of quiet and busier roads; some have cycle lanes marked on the road surface*'.
- 1.13 The blue route along Nutley Terrace provides surface markings and also dedicated signage indicating the direction and approximate distance of nearby points of interest. It provides links to Swiss Cottage and central London to the south and continues to the north through West Hampstead.

Bus Services

- 1.14 There are numerous bus services available within a 400 metre to 600 metre walking distance of the site. The nearest bus stop is on Fitzjohns Avenue (for Route 46) but the Finchley Road offers a wider choice of routes.
- 1.15 **Table 1.1** sets out information regarding the service frequency of each route.

Table 1.1 – Summary of Bus Service Frequency (Minutes)					
Route No.	Route	Weekday Frequency		Weekend Frequency	
		Peak	Off-Peak	Saturday	Sunday
13	Golders Green - Aldwych	6-10	12-13	7-10	11-13
	Aldwych – Golders Green	6-10	12	8-12	11-12
82	North Finchley - Victoria	5-9	10-12	6-10	10-13
	Victoria – North Finchley	5-8	8-12	6-10	10-12
113	Edgware – Marble Arch	9-11	20	9-10	20
	Portman Street - Edgware	7-11	20	9-10	20
187	Central Middlesex Hospital – O2 Centre	8-11	15	8-10	15
	O2 Centre – Central Middlesex Hospital	8-10	15	8-12	15
268	Golders Green – O2 Centre	8-12	15	8-12	11-14
	O2 Centre – Golders Green	9-12	10-12	10-14	10-12
C11	Archway Stn – Brent Cross Shopping Centre	5-8	20	7-10	12
	Brent Cross Shopping Centre – Archway Stn	6-10	20	8-12	12

- 1.16 The bus routes listed above provide regular connections to destinations throughout London with stops at public transport interchanges enabling people to readily access a wide variety of other services.

Underground Services

- 1.17 The nearest underground station to the site is Finchley Road, which is approximately 500 metres to the south. Services operate on the Jubilee Line between Stanmore and Stratford, and also the Metropolitan Line between Aldgate and Uxbridge, with additional terminus points at Amersham, Chesham and Watford.
- 1.18 Hampstead Station is also accessible from the site and is located approximately 900 metres to the north. Services operate on the Northern Line from Edgware to Morden via the Bank or Charing Cross branches. Swiss Cottage station is also considered to be accessible from the site at 940 metres but does not offer any additional choice of routes and as such Finchley Road is the likely preferred choice of station.

Rail Services

- 1.19 Services are provided on the London Overground from Finchley Road and Frognal Station, which is located on Finchley Road within 700 metres walking time from the site. The route operates between Richmond and Stratford within interchanges to other branches of the Overground network.

Public Transport Accessibility Level (PTAL)

- 1.20 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.
- 1.21 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.
- 1.22 Inspection of the Transport for London (TfL) Planning Information Database indicates that the site has a PTAL rating of 6a, suggesting that the site has excellent accessibility to public transport.

Planning Policy

The National Planning Policy Framework (NPPF)

- 1.23 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.
- 1.24 With regards to parking, paragraph 39 states that: *"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*
- *the accessibility of the development;*
 - *the type, mix and use of development;*
 - *the availability of and opportunities for public transport;*
 - *local car ownership levels; and*
 - *an overall need to reduce the use of high-emission vehicles."*

The London Plan

1.25 The London Plan (2011) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.

1.26 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following with regards to transport:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

1.27 Policy 6.1 of Chapter 6 (Transport) sets out a number of aims, with those relevant to the proposals as follows:

- a) *"encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
- c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
- i) *promoting walking by ensuring an improved urban realm."*

Camden Local Development Framework (Core Strategy and Development Policies)

1.28 LB Camden policy guidance is set out in the Core Strategy and Development Policies, both of which were adopted in November 2010 with policies DP16 through DP19 covering transport related issues.

1.29 Policy DP16 states that:

"The Council will seek to ensure that development is properly integrated with the transport network. We will resist development that fails to assess and address any need for the following:

- *Movements to, from and within the site;*
- *Links to existing transport networks; and*

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

1.30 Policy DP17 encourages walking, cycling and the use of public transport in all new developments.

CPG7 Transport

1.31 CPG7 provides Camden's policy guidance in relation to transport. The guidance provides detailed information on traffic and transport issues within the borough.

1.32 Chapter 5 of the guidance deals with car free and car capped development. At paragraph 5.5 the document states that "*car free or car capped may be sought wherever development involves the creation of one or more additional dwellings*".

1.33 This development proposal is not seeking to create additional dwellings.

1.34 Camden's Development Policies and Planning Guidance are referenced further later in this report.

Development Proposal

1.35 The proposed development is shown in plan at Annex A and envisages the following:

- A replacement building to create 5 modern apartments;
- Five car parking spaces; and
- Relocation of the existing vehicular access.

1.36 It is envisaged that servicing and refuse collection would be undertaken from the street as per the existing situation.

Effects of Development

Car Parking

1.37 As noted above, the planning application proposal is for a development of 5 residential units with car parking for 5 vehicles. There are no additional dwellings proposed and as such retention of on-site car parking is considered to be reasonable.

1.38 Whilst the relocation of the vehicle crossover requires a change to the arrangement of on-street permit holder spaces it is considered that the capacity of Netherhall Gardens to accommodate on-street parking will be unchanged following development, and that there will be no net loss

of on-street parking as a result of the proposals. The parking bay 'lost' to create the new crossover can be replaced by extending the existing parking bay markings in front of the existing crossover which will be redundant and reinstated as footway.

- 1.39 The arrangement of on-site car parking bays allows all vehicles to enter and exit the site in forward gear, representing an improvement over the current layout which requires vehicles parking at the property to either reverse to or from the carriageway.

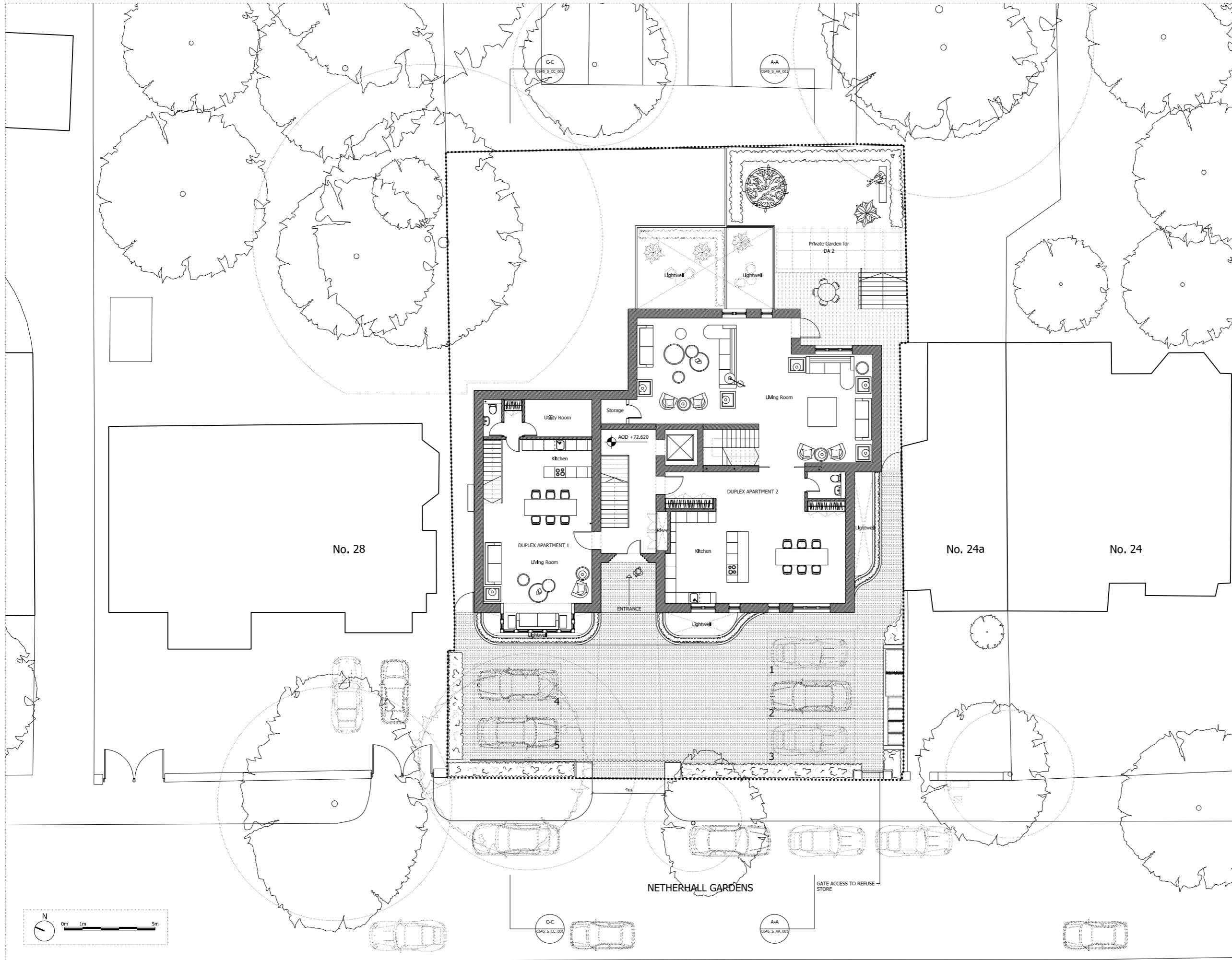
Existing Local Precedent

- 1.40 The planning permission granted at 11 Netherhall Gardens (in 2011) is particularly relevant.
- 1.41 The application sought planning permission for 9 residential units and 9 car parking spaces. The Planning Committee Report stated that "*It is not considered reasonable to insist that the development be car free as there is no increase in residential units.*" Of particular relevance is the fact that the decision was made in the context of the current local planning policy framework, including CPG7.
- 1.42 Our view is that the Planning Committee correctly determined the application having regard to Policy CPG7, which states inter alia (at paragraph 5.5) that car free and car capped developments may be sought wherever the development involves the creation of one or more additional dwellings. The planning application proposal does not include any additional dwellings.

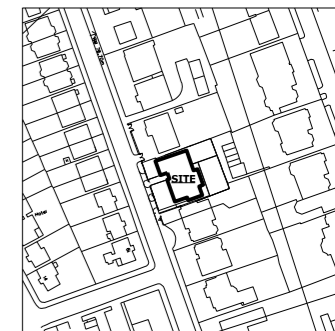
Summary

- 1.43 A redevelopment is proposed at 26 Netherhall Gardens which retains 5 dwellings, as per the existing situation. There is considered to be on-site car parking provision for 4 vehicles in total comprising 3 vehicles on the driveway in addition to a garage space. As such up to three dwellings benefit from independently accessible parking within the site (a vehicle parked in the garage would be blocked by a vehicle on the drive). There are no existing limitations on the issue of permits to park on street.
- 1.44 The proposed development includes 5 on-site parking spaces, a relocated vehicle crossover and requires an alteration to the on-street parking bays. There is no net increase in dwellings as a result of the proposal and hence the car-free and car-capped requirements of CPG7 are not considered to be relevant. Furthermore there is no loss of on-street car parking capacity.

ANNEX A



NOTES:
 DO NOT SCALE FROM THIS DRAWING.
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..... Site Boundary

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Project
 26 Netherhall Gardens,
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 Drawing
 Proposed
 Ground Floor Plan

Drawn	Date	Scale
GH	27/02/2014	1:100@A1 1:200@A3
Job number	Drawing number	Revision
04009	C645_P_00_001	A