



**32 Lawn Road, Camden**  
Planning Application by  
Fairview Estates (Housing) Ltd  
**Transport Statement**  
**Volume 1**  
October 2014

**LAWN RD NW.3.**





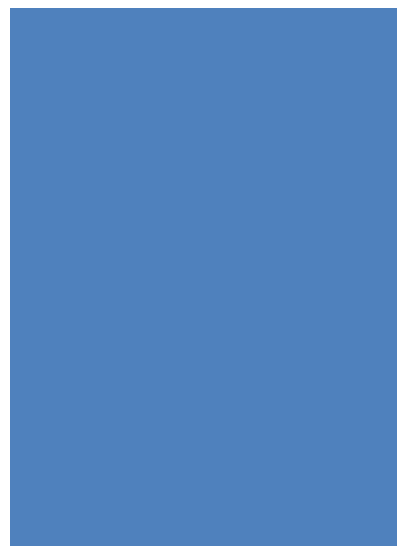
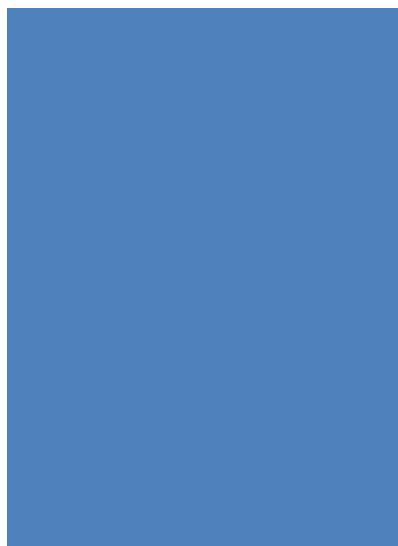
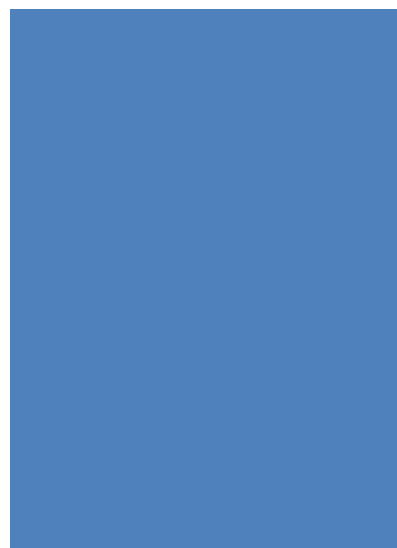
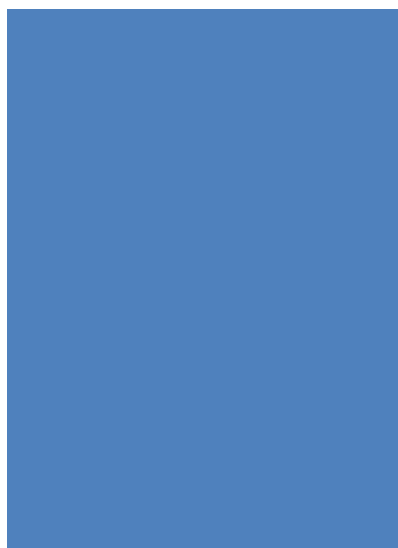
32 Lawn Road

## Transport Statement

October 2014

Prepared for:  
Fairview Estates (Housing)  
Ltd

UNITED  
KINGDOM &  
IRELAND



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## TRANSPORT STATEMENT

October 2014



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# 1 INTRODUCTION

## 1.1 Context

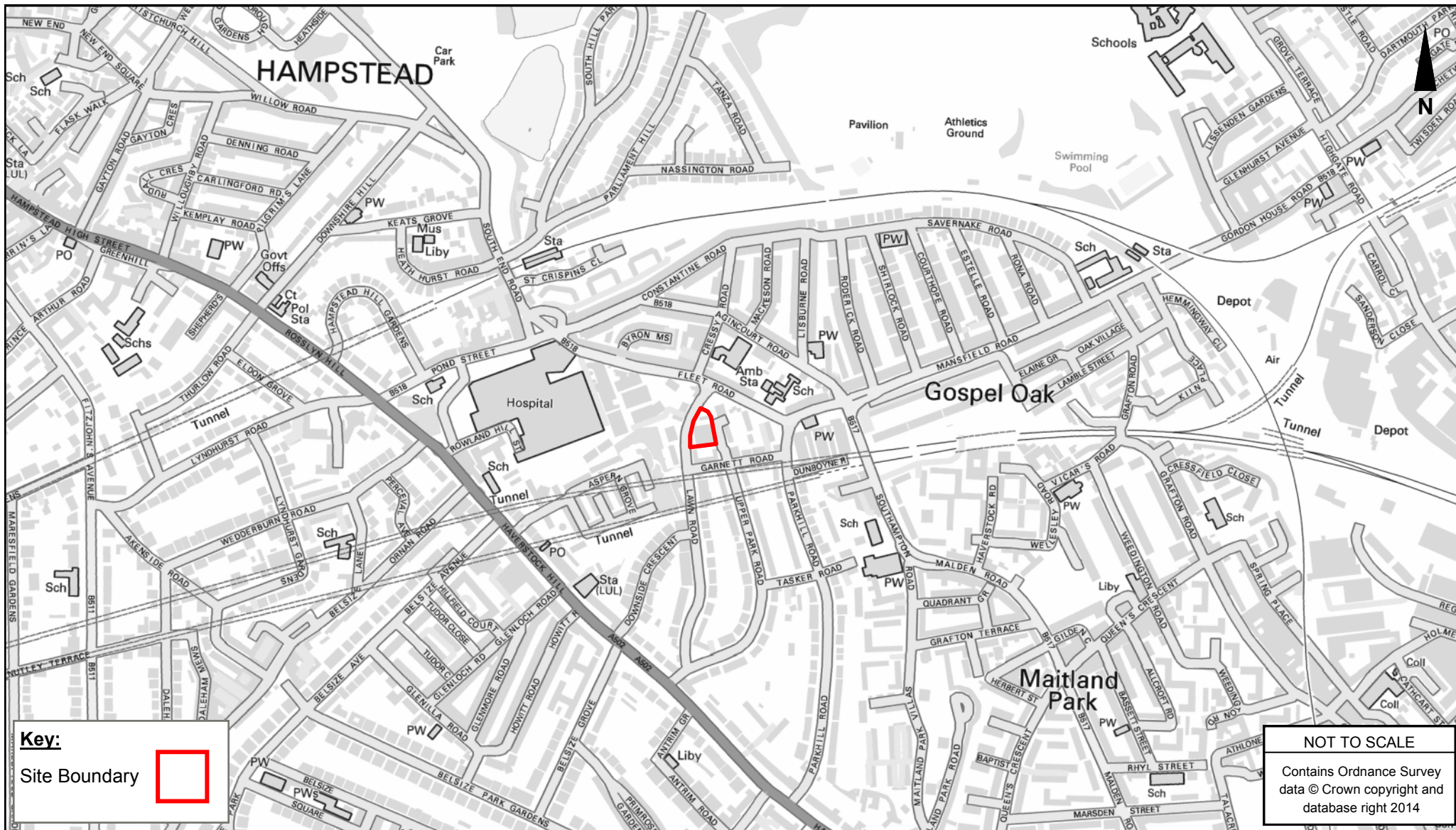
- 1.1.1 This Transport Statement (TS) has been prepared by URS on behalf of Fairview Estates (Housing) Ltd (Fairview). It accompanies an application for full planning permission for a residential development at 32 Lawn Road, Camden, NW3. A site location plan is provided at **FIGURE 1.1**.
- 1.1.2 The proposed development comprises a building of 5-7 storeys containing 73 apartments of mixed size and set within landscaped grounds. This includes a central landscaped courtyard fronting Upper Park Road and gardens along the Lawn Road frontage, with new trees lining the perimeter of the site.
- 1.1.3 The site is located within the Belsize Park / Gospel Oak area of NW3, between Lawn Road to the west and Upper Park Road to the east, south of the junction with Fleet Road. The site covers approximately 0.25ha and currently contains two existing buildings. These comprise a former car park building, now utilised as seven (part vacant) commercial units with undercroft car parking, and a former launderette, most recently used as a community centre.
- 1.1.4 Until earlier this year, the London Borough of Camden (LBC) was the freehold owner of the site. In 2012, the Council decided to sell the site as part of its Community Investment Programme, intended to raise funds for investment in Camden's schools, homes and community facilities through the sale of underutilised Council assets. In March 2014, the Council agreed the sale of the site to Fairview for redevelopment for housing.
- 1.1.5 The proposed development has been subject to considerable pre-application discussion with Council officers, key stakeholders, local representatives and the community.

## 1.2 Purpose

- 1.2.1 This TS has been prepared to give consideration to the proposed redevelopment, from a transport perspective. As part of the detailed pre-application discussions, advice has been provided by the highway officers of LBC to help steer the development proposals and inform this report.
- 1.2.2 The scope of the TS was discussed in detail, and agreed with LBC, following a meeting held on Thursday 5<sup>th</sup> June 2014 and a subsequent exchange of emails. A copy of the associated correspondence is included at **APPENDIX A**.

## 1.3 Report Structure

- 1.3.1 Following on from this introduction, the TS is structured as follows:
- Chapter 2 describes the site, including its existing and proposed uses;
  - Chapter 3 outlines policy and guidance relevant to the application;
  - Chapter 4 reviews the accessibility of the site, including for sustainable modes;
  - Chapter 5 examines the existing highway conditions;
  - Chapter 6 considers the potential transport impact of the proposed redevelopment; and,
  - Chapter 7 provides an overall summary of the TS.



Site Location Plan

**Fairview**  
NEW HOMES Ltd.

Figure 1.1

**URS**



## 2 DEVELOPMENT CONTEXT

### 2.1 Background

- 2.1.1 The site is approximately 0.25 hectares in area and is situated at the northern end of Lawn Road, between Lawn Road and Upper Park Road.
- 2.1.2 The surrounding area is predominantly residential in terms of land use, mostly comprising of houses, apartment blocks and other development of similar density. The main exception to this is a band of mixed-use development – mostly retail and commercial land uses – along the A502 Haverstock Hill corridor, particularly in the vicinity of Belsize Park London Underground station.
- 2.1.3 A wide range of shops and services are available on Haverstock Hill, Fleet Road and South End Road. Examples of these outlets include convenience stores, banks, takeaway food outlets, pharmacies and hairdressers.
- 2.1.4 The accessibility of the site in terms of walking, cycling and public transport is discussed in detail within **CHAPTER 4**.

### 2.2 Existing Site

#### Land Uses

- 2.2.1 The existing site comprises of two buildings; the larger of which has a footprint of approximately 1100sqm, divided into 7 commercial units split over two floors, with undercroft parking below.
- 2.2.2 Toward the northern end of the site is a second, smaller building which most recently has been used as the Fleet Community Centre and a small surface car park containing 6 spaces is also provided.

#### Car Parking

- 2.2.3 The undercroft parking is accessible from an access ramp off Lawn Road and via gates off Upper Park Road. The surface car park associated with the community centre is accessed from Lawn Road.
- 2.2.4 All uses on site are currently vacant and the existing car parking spaces, including both the undercroft and surface spaces, are unused. It is understood that LBC facilitated the loss and re-provision of spaces for key users, ahead of the sale of the site.
- 2.2.5 The permanent extinguishment of these spaces is consistent with LBCs Development Policy 19 (DP19), which encourages the removal of surplus car parking spaces. The re-use of this aspect of the site for purposes other than car parking is not therefore expected to have an adverse impact on the local highway.

#### Access and Movement

- 2.2.6 It is recognised that prior to the sale of the site, two existing routes were available to pedestrians through the site. The first of these ran east-west between Lawn Road and Upper Park Road, with the site to the north and Garnett House to the south. The other route was formed of land around the community centre building, at the north of the site, between Lawn Road and Upper Park Road.
- 2.2.7 Highway ownership information was obtained, which identified that the routes did not comprise formal public highway, either in the form of carriageway or footway, as shown at **APPENDIX B**.

- 2.2.8 As the site was previously owned by LBC Estates however, it was possible for pedestrians to utilise these routes. Local Authority search results, also provided at **APPENDIX B** subsequently identify that these routes did comprise 'housing estate footway'.
- 2.2.9 This matter has therefore been discussed with LBC and the Council advised that with the sale of the site from LBC Estates to Fairview, the land is now in private ownership, including the areas which could have been previously used as pedestrian routes. However, due to historic public use of these routes it is assumed that rights of way, according to the Highways Act (1980), may have been formed over these routes.
- 2.2.10 To accompany the planning application, a section 257 (s257 – Town and Country Planning Act, 1990) application is also made in parallel, in accordance with the Growth and Infrastructure Act (2013) to stop up the two existing routes which will not be available once the site is redeveloped. A copy of the associated s257 application and related drawing is provided at **APPENDIX B** of this report.

## 2.3 Proposed Development

- 2.3.1 The proposed redevelopment will involve the demolition of the existing buildings on the site, in place of new residential dwellings comprising a total of 73 new homes within apartment buildings, ranging from 5 to 7 storeys in height.
- 2.3.2 A full breakdown of the proposed dwellings is provided in **TABLE 2.1**.

**TABLE 2.1: Development Schedule**

Number of Bedrooms	Units Proposed
1	25
2	33
3	15
<b>Total</b>	<b>73</b>

The proposals provide 25 1-bedroom units, 33 2-bedroom units and 15 3-bedroom units. Of these, 7 will be delivered as wheelchair adaptable units and will therefore be accessible for disabled residents.

- 2.3.3 A copy of the proposed site masterplan is shown at **APPENDIX C**.

### Access and Servicing

- 2.3.4 Residents' access to the building will be via four entrances and circulation cores, three on Lawn Road and one on Upper Park Road. There will be other secondary entrances to individual apartments around the building.
- 2.3.5 The existing pedestrian route which is available to the east of the site, along Upper Park Road and then around the north-eastern side of the existing Fleet Community Centre building will be retained, and enhanced as part of the development so that pedestrian movement through this area is maintained.
- 2.3.6 All refuse storage will be within the building at ground floor level, with a separate area allocated for recycling material. Servicing will be undertaken from the street, and principally via Upper Park Road.
- 2.3.7 Prior to collection, all refuse will be collected by the site management company from three wheelie-bin stores and moved to the refuse collection point. As agreed by LBC, the refuse vehicle will reverse along Upper Park Road to a point at which the refuse collection point is no

more than 10m from the vehicle. The waste will be collected by the refuse collection team and the vehicle will be driven south onto Upper Park Road to re-join the local road network.

- 2.3.8 Throughout the preparation of the planning application, Fairview has liaised with LBC, including the Environmental Services team who have confirmed that the waste strategy for the development as described above is acceptable.
- 2.3.9 Further detail regarding the delivery and servicing management arrangements for the development is presented at **APPENDIX D**, including swept path analysis drawings.

### Car Parking

- 2.3.10 The development is being brought forward as a car-free scheme with no general car parking spaces provided. Provision for four disabled parking bays is proposed, with three spaces created on Lawn Road and one off Upper Park Road.
- 2.3.11 Camden Development Policy DP18 states that “limiting the supply of car parking is a key factor for addressing congestion in the borough and encouraging people to use more sustainable ways to travel”. Furthermore, the policy states that “The Council will expect development to be car free in ... areas with Controlled Parking Zones that are easily accessible by public transport”.
- 2.3.12 The site has good access to public transport (discussed in further detail in **CHAPTER 4**) and is located within Controlled Parking Zone B, which has restrictions in effect from 9:00am to 6:30pm Monday to Friday, and 9:30am to 1:30pm on Saturdays. In light of these factors, and to comply with Camden Development Policy DP18 and associated discussions with LBC, the proposed development is therefore car-free.
- 2.3.13 To support this approach, LBC will not issue on-street parking permits to residents of the development, and will ensure that occupants of the development are informed that they are not allowed on-street parking permits.
- 2.3.14 A requirement does exist however, to provide car parking facilities for those with disabilities and discussions with LBC has confirmed that four spaces should be delivered in connection with the proposed development. Early discussions with LBC identified that where possible, the new car parking spaces should be delivered on the highway, meaning that they can be used by residents of the development (who possess blue badges) as well as other disabled drivers (who also possess blue badges).
- 2.3.15 A detailed review of the local highway has therefore been conducted and it has been determined that three disabled parking spaces can be provided along Lawn Road, utilising the existing ‘gaps’ which are formed in the on-street parking by the current accesses to the undercroft car park on site and the surface car park, which previously served the Fleet Community Centre. The fourth disabled parking space will be provided off Upper Park Road to serve the adjacent disabled unit.
- 2.3.16 The proposed disabled parking provision, whilst utilising the existing space on Lawn Road which will no longer need to be sterilised for access to the site, has been taken into account through the design of the development to ensure that wheelchair accessible homes are distributed and located near to each of the new parking spaces.
- 2.3.17 **APPENDIX E** shows the proposed disabled parking arrangements in the context of the development proposals and the existing car parking provision around the site.

**Cycle parking**

- 2.3.18 For cycle storage, the scheme will provide one cycle space for 1 and 2 bed dwellings, and two spaces for 3 bed dwellings (all internal within the building), plus two courtyard spaces for visitors.
- 2.3.19 This level of provision is made in accordance with the requirements set out within the London Plan (Revised Early Minor Alterations) (2013), which are also supported by LBC.
- 2.3.20 The overall cycle parking provision for the development is outlined below, at **TABLE 2.2**.

**TABLE 2.2: Cycle Parking**

Number of Bedrooms	Unit Quantity	Cycle Parking Standard	Cycle Parking
1	25	1 space per unit	25
2	33		33
3	15	2 spaces per unit	30
<b>Total Units:</b>	<b>73</b>	1 visitor space per 40 units	2
		<b>Total Spaces:</b>	<b>90</b>

- 2.3.21 Applying the cycle parking standards from the London Plan to the proposed 73 residential units, allowing for 2 cycle parking spaces to accommodate visitors, identifies a requirement for 90 cycle parking spaces as shown above.

**2.4 Garnett House**

- 2.4.1 Garnett House is an existing residential building located to the south of the proposed development site.
- 2.4.2 Four existing parking spaces are proposed to be relocated to facilitate an improved emergency access to Garnett House. As such, a layout has been developed and liaison has been held with the fire authority to confirm that the access plans are acceptable.
- 2.4.3 A copy of the associated layout and correspondence is included at **APPENDIX F** for reference.



## 3 POLICY CONTEXT

### 3.1 Introduction

3.1.1 An assessment has been made of the context of the development proposals with regard to national, regional and local transport policy. As such, the following documents have been considered, with further detail provided below:

- National Planning Policy Framework (2012)
- The London Plan (2011) and Revised Early Minor Alterations (2013)
- Mayor's Transport Strategy (2010)
- Camden Core Strategy (2010)
- Camden Development Policies (2010)

3.1.2 It should also be noted that this TS has been prepared with reference to the Department for Transport (DfT) 'Guidance on Transport Assessments' (2007) and specifically, seeks to take account of pre-application advice provided by officers of LBC.

### 3.2 National Planning Policy Framework (2012)

3.2.1 In March 2012, the Department for Communities and Local Government (DCLG) produced its 'National Planning Policy Framework' which has replaced national policy for transport, as previously set out in PPG13, and other Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs).

3.2.2 In terms of transport, the document has two key objectives; to facilitate economic growth by taking a positive approach to planning for development; and, to support reductions in greenhouse gas emissions and congestion, and promote accessibility through planning for the location and mix of development.

3.2.3 Additionally, the document states that planning policies and decisions should consider 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
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Subject to those considerations, development should not be prevented or refused on transport grounds unless the residual impacts of development are severe, and the need to encourage increased delivery of homes and sustainable economic development should be taken into account

### 3.3 The London Plan (2011) and Revised Early Minor Alterations (2013)

3.3.1 The London Plan represents the Mayor's spatial development strategy for London, the latest version of which was published in July 2011, although has been subject to minor alterations during 2012 and most recently, in October 2013. The Plan is led by six objectives, including the creation of diverse, strong, secure and accessible neighbourhoods; and creating 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 walking and cycling.

- 3.3.2 In terms of transport, the Plan recognises the Mayor's commitment to encouraging cycling and walking as sustainable modes of transport, along with improvements in public transport. Furthermore, the document states that delivery of the Mayor's Transport Strategy (discussed below) is essential to achieving the aims and objectives of the London Plan. The implementation of the policies and proposals in the London Plan and Mayor's Transport Strategy will therefore be monitored in a co-ordinated way, and an integrated approach will be taken to their review, revision and alteration.
- 3.3.3 Policy 6.1 (Strategic Approach) of the London Plan states that the Mayor will work with all relevant partners to encourage the closer integration of transport and development by (amongst others):
- Encouraging patterns and nodes of development that reduce the need to travel, especially by car
  - Supporting developments that generate high levels of trips at locations with high public transport accessibility
  - Supporting measures that encourage shifts to more sustainable modes and appropriate demand management
- 3.3.4 The London Plan also outlines minimum cycle parking standards for new development, as discussed in previously within **CHAPTER 2** of this document.
- 3.4 Mayor's Transport Strategy (2010)**
- 3.4.1 The Mayor's Transport Strategy (MTS) is a statutory document that sets out the Mayor's transport vision and describes how Transport for London (TfL) and its partners will deliver the overall vision:
- *"London's transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21<sup>st</sup> century"*
- 3.4.2 The document states that achieving this vision will require a transport system with enhanced capacity and connectivity that - is efficient and integrated; encourages mode shift to cycling, walking and public transport; is accessible and fair to users; offers value to money; contributes to improving quality of life and the environment; and offers improved opportunities for all Londoners.
- 3.5 Camden Core Strategy (2010)**
- 3.5.1 The Camden Core Strategy is a statutory planning document which outlines the intentions for the Borough up to 2025. The strategy presents the challenges facing the borough and the vision and objectives intended to overcome these challenges.
- 3.5.2 One of the challenges facing the borough is to improve transport. Although Camden has among the best levels of transport accessibility in the country, it is recognised that a rising population and increasing levels of employment in the borough may lead to capacity problems. To reduce reliance on the road network, LBC wants to *"promote travel that is easy, safe, healthy and does not harm [the] local environment or contribute to climate change."*
- 3.5.3 To address this challenge, the third strategic objective intends to deliver *"a connected Camden community where people live healthy, active lives."* The borough intends to encourage greater levels of walking and cycling at the expense of motorised road traffic. Furthermore, LBC aim to promote new and improved transport links.

- 3.5.4 Specifically, policy ‘Core Strategy 11’ (CS11) relates to ‘Promoting sustainable and efficient travel’. This recognises that significant congestion is present on the borough’s road and public transport networks. Various approaches will be pursued by LBC to remedy the situation, including “*minimising provision for private parking in new developments*” through the use of “*car-free developments in the borough’s most accessible locations.*”

### 3.6 Camden Development Policies (2010)

- 3.6.1 To supplement the Camden Core Strategy, LBC has published the Camden Development Policies. This document provides detailed planning policies which are used when deciding planning applications for sites within the borough.
- 3.6.2 For instance, ‘Development Policy 18’ (DP18) provides additional information regarding LBC’s approach to car-free development, including the rationale for adopting this strategy, as follows:
- Freeing space on a site from car parking allows additional housing, community facilities, play areas, amenity space and cycling parking;
  - Additional development is enabled where car parking provision would otherwise not be acceptable due to traffic congestion problems and on-street parking stress; and
  - Assists with promoting alternative, more sustainable forms of transport than the private motor vehicle.
- 3.6.3 Furthermore, ‘Development Policy 19’ (DP19) discusses the requirement to manage the impact of parking, including the need to encourage the removal of surplus car parking spaces.
- 3.6.4 Both of the above policies have been taken into account in regard to the proposed redevelopment of the site, as discussed previously in **CHAPTER 2** and appraised in further detail, within the remainder of this report.

## 4 ACCESSIBILITY REVIEW

### 4.1 Context

- 4.1.1 This section of the TS provides a review of information regarding the site's accessibility, and public transport availability which will serve residents and visitors of the proposed development.
- 4.1.2 The Camden Core Strategy (2010) notes that, within Camden, "cycling has increased dramatically over the last decade" and "walking accounts for nearly half of the journeys taken by Camden residents." Furthermore, it states that "56% of Camden households have no access to a car or van."
- 4.1.3 According to TfL's online planning information database tool, the site has a PTAL (Public Transport Accessibility Level) of 4, taken at the centre point of the application site. The PTAL rating of 4 is equivalent to 'Good' accessibility.
- 4.1.4 While the majority of the site also returns a PTAL rating of 4, the northern end of the site (approximately where the community centre is currently located) returns a PTAL rating of 5, equivalent to "Very Good" accessibility.
- 4.1.5 As such, it is clear that the site benefits from a high level of accessibility to public transport modes and sits on the threshold between good and very good access to services in the area, based on calculated distances to access points such as bus stops and stations, and the available services at these locations.
- 4.1.6 The associated summary PTAL reports demonstrating the PTAL ratings of 4 and 5 respectively are included at **APPENDIX G** of this report.
- 4.1.7 **FIGURE 4.1** illustrates the opportunities for sustainable travel in proximity of the site in regards to walking, cycling and public transport. Further information is provided on each of these modes within this chapter. Consideration is also given to the availability of local services and amenities.

### 4.2 Walking

- 4.2.1 Footways are present on both sides of Lawn Road for its entire length, and footways exist for the majority of the surrounding streets. Pedestrian movements are therefore mostly segregated from vehicular traffic throughout the local area.
- 4.2.2 Shops and other local amenities are present in the vicinity of both Belsize Park and Hampstead Heath stations, and are therefore also served by the local network of footways.
- 4.2.3 Landscape features such as railway lines, roads and waterways have the potential to cause severance and restrict pedestrian movement. In the vicinity of the site, infrastructure is in place to overcome these barriers as follows:
- To the north, zebra crossings allow pedestrians to cross both Fleet Road and the B518 road. South End Road provides a bridge over the North London Line railway line.
  - To the east, pelican crossings are in place on all arms of the B517 / B518 crossroads, facilitating movement across this junction.
  - To the south, pedestrian crossing islands exist at the south-western end of Upper Park Road, in the middle of the A502 Haverstock Hill carriageway, to allow pedestrians to cross this road in two phases when necessary.



- To the west of the Garnett Road / Lawn Road junction, a footpath exists through green space connecting to Woodland Walk / Aspern Grove and providing onward access to shops on the A502 Haverstock Hill, as well as Belsize Park station.

4.2.4 For recreational walking, Hampstead Heath, Primrose Hill, Regent's Park and Regent's Canal are all accessible; therefore offering attractive walking routes.

### 4.3 Cycling

4.3.1 In the vicinity of the site, the local road network permits cycling to nearby destinations. Further afield, cycle routes are present in Hampstead Heath and Regent's Park, and the Regent's Canal Towpath is designated as a combined foot and cycleway for much of its route (cycling is permitted on the towpath, although pedestrians have priority). Cycling to Central London (Zone 1) from the application site is estimated to take approximately 40 minutes.

4.3.2 Hampstead Heath London Overground station includes covered bicycle parking stands on Platform 2, which can accommodate up to 10 bicycles. Additional bicycle parking is available on South End Road, outside the station entrance, where stands are also present.

4.3.3 Camden stands and Sheffield stands are also present in the vicinity of Belsize Park London Underground station, alongside the A502 Haverstock Hill.

### 4.4 Bus

4.4.1 The nearest bus stops are located at Fleet Road and Agincourt Road, approximately 150m to 300m north of the site, and are named 'Fleet Road (Stop GU)' and 'Cressy Road' respectively.

4.4.2 Three bus routes call at this pair of bus stops as presented in **TABLE 4.1**.

**TABLE 4.1: Bus Services at Fleet Road / Agincourt Road**

Bus Stop Pair	Service	Locations Served	Weekday Frequency	Saturday Frequency	Sunday Frequency
Fleet Road (Stop GU) / Cressy Road	24	Hampstead Heath, Camden Town, Mornington Crescent, Warren Street, Tottenham Court Road, Leicester Square, Trafalgar Square, Westminster, Victoria, Grosvenor Road	Every 4-8 minutes (06:00 to 20:00)	Every 6-10 minutes (08:00 to 19:00)	Every 6-10 minutes (08:00 to 18:00)
	46	Holborn, Kings Cross, Camden, Kentish Town, Hampstead, Swiss Cottage, St. John's Wood, Maida Vale, Paddington	Every 6-12 minutes (08:00 to 20:00)	Every 10-11 minutes (10:00 to 18:00)	Every 15 minutes (09:00 to 20:00)
	C11	Brent Cross, Cricklewood, West Hampstead, Finchley Road, Swiss Cottage, Belsize Park, Gospel Oak, Archway	Every 6-10 minutes (07:00 to 21:00)	Every 7-10 minutes (09:00 to 20:00)	Every 12-13 minutes (10:00 to 18:00)

N.B. Services run beyond the times shown in the table above; these have been selected to represent the likely core hours of travel for residents / visitors associated with the proposed development

4.4.3 Two additional bus services are available at the A502 Haverstock Hill bus stops, located approximately 400m away at the south-western end of Upper Park Road. The C11 also calls at this bus stop pair. Further detail regarding these bus services is provided in **TABLE 4.2**.

**TABLE 4.2: Additional bus services at A502 Haverstock Hill**

Bus Stop Pair	Service	Locations Served	Weekday Frequency	Saturday Frequency	Sunday Frequency
Upper Park Road (on A502 Haverstock Hill)	168	Old Kent Road, Elephant & Castle, Waterloo, Holborn, Euston, Mornington Crescent, Camden Town, Chalk Farm, Belsize Park, South End Green	Every 5-7 minutes (07:00 to 19:00)	Every 6-8 minutes (08:00 to 19:00)	Every 8-11 minutes (07:00 to 23:59)
	C11	Brent Cross, Cricklewood, West Hampstead, Finchley Road, Swiss Cottage, Belsize Park, Gospel Oak, Archway	Every 6-10 minutes (07:00 to 21:00)	Every 7-10 minutes (09:00 to 20:00)	Every 12-13 minutes (10:00 to 18:00)
	N5	Leicester Square, Tottenham Court Road, Euston, Mornington Crescent, Camden Town, Chalk Farm, Belsize Park, Golders Green, Hendon, Colindale, Burnt Oak, Edgware	Every 15 minutes (01:00 to 05:00)	Every 10 minutes (01:00 to 05:00)	Every 10 minutes (01:00 to 05:00)

N.B. Services run beyond the times shown in the table above; these have been selected to represent the likely core hours of travel for residents / visitors associated with the proposed development

- 4.4.4 A map produced by TfL which illustrates the bus services for the area, including stop references and interchange opportunities, is available at **APPENDIX H**.

## 4.5 London Underground

- 4.5.1 Belsize Park station is the nearest point of access to the London Underground network and is served by the Northern Line (Edgware branch). The station is a 500m walk (6¼ minutes) from the application site.
- 4.5.2 Travel times to other stations on the Northern Line, within Travelcard Zones 1 & 2 and including interchanges, are shown in **TABLE 4.3**.

**TABLE 4.3: Travel times from Belsize Park to Northern Line stations within Zones 1 & 2**

Branch	Station	Travel Time	Interchange(s)
Charing Cross	Euston	8 mins	<ul style="list-style-type: none"> <li>National Rail</li> <li>London Overground</li> <li>London Underground (Victoria line)</li> </ul>
Bank	King's Cross	10 mins	<ul style="list-style-type: none"> <li>High Speed 1 / Eurostar</li> <li>National Rail</li> <li>London Underground (Circle, Hammersmith &amp; City, Metropolitan, Piccadilly, Victoria lines)</li> </ul>
Charing Cross	Warren Street	11 mins	<ul style="list-style-type: none"> <li>London Underground (Victoria line)</li> </ul>
Charing Cross	Tottenham Court Road	13 mins	<ul style="list-style-type: none"> <li>London Underground (Central line)</li> </ul>
Charing Cross	Leicester Square	15 mins	<ul style="list-style-type: none"> <li>London Underground (Piccadilly line)</li> </ul>
Charing Cross	Charing Cross	16 mins	<ul style="list-style-type: none"> <li>London Underground (Bakerloo line)</li> </ul>
Bank	Old Street	16 mins	<ul style="list-style-type: none"> <li>National Rail</li> </ul>
Bank	Moorgate	17 mins	<ul style="list-style-type: none"> <li>National Rail</li> <li>London Underground (Circle, Hammersmith &amp; City, Metropolitan lines)</li> </ul>
Charing Cross	Waterloo	19 mins	<ul style="list-style-type: none"> <li>National Rail</li> <li>London Underground (Bakerloo, Jubilee, Waterloo &amp; City lines)</li> </ul>
Bank	Bank	19 mins	<ul style="list-style-type: none"> <li>London Underground (Central, Circle, District, Waterloo &amp; City lines)</li> <li>Docklands Light Railway</li> </ul>
Bank	London Bridge	21 mins	<ul style="list-style-type: none"> <li>National Rail</li> <li>London Underground (Jubilee line)</li> </ul>
Bank	Elephant & Castle	25 mins	<ul style="list-style-type: none"> <li>London Underground (Bakerloo line)</li> </ul>
Charing Cross	Stockwell	33 mins	<ul style="list-style-type: none"> <li>London Underground (Victoria line)</li> </ul>
Charing Cross	Clapham North	34 mins	<ul style="list-style-type: none"> <li>London Overground ('out of station interchange' to Clapham High Street)</li> </ul>

4.5.3 The Northern line services at Belsize Park operate at a frequency of approximately one train every 3-4 minutes in each direction, providing many opportunities for travel to other stations on the line.

4.5.4 During 2014, the Northern line upgrade – forming part of TfL's Tube Improvement Programme – will be completed, providing an additional 20% capacity on the line, which is equivalent to a 11,000 passenger capacity increase in peak hours. Furthermore, TfL state that journey times will be 18% faster due to the new signalling equipment being installed.

## 4.6 London Overground

4.6.1 The nearest point of access to the London Overground is Hampstead Heath station, approximately 500m from the proposed development. London Overground services from this station provide direct access to West Hampstead, Willesden Junction, Shepherd's Bush, Clapham Junction, Richmond and 11 other stations in the west; whereas to the east, direct services to Gospel Oak, Highbury & Islington, Canonbury, Stratford and 7 other stations exist.

A full London Overground network map, showing all stations and interchange opportunities is available in **APPENDIX I**.

- 4.6.2 Westbound services terminate at Richmond or Clapham Junction, and eastbound services terminate at Stratford. Interchanges to other public transport services are available at the aforementioned termini. London Overground services from Hampstead Heath are summarised in **TABLE 4.4**.

**TABLE 4.4: Direct London Overground services from Hampstead Heath to termini**

Direction	Terminus	Travel Time	Trains per Hour (0700 to 1900)	
			Monday - Saturday	Sunday
Westbound	Richmond	34 minutes	4	4
	Clapham Junction	36 minutes	2	2
Eastbound	Stratford	31 minutes	6	6

N.B. Additional services to Clapham Junction are available by changing at Willesden Junction

- 4.6.3 The London Overground at Hampstead Heath therefore offers 6 trains per hour in each direction.

## 4.7 National Rail and Crossrail

- 4.7.1 Services to the wider region and beyond London are available from the range of National Rail termini throughout Central London, which are accessible using London Underground services and other public transport modes.

- 4.7.2 In 2018, Crossrail services will commence at Tottenham Court Road station, which is a 13 minute journey on the London Underground Northern line from Belsize Park. The new rail link will offer direct services to stations such as Heathrow, Paddington, Bond Street, Farringdon, Liverpool Street, Whitechapel, Canary Wharf and Woolwich. Expected onward journey times from Tottenham Court Road are summarised in **TABLE 4.5**.



**TABLE 4.5: Journey time impact of Crossrail services from Tottenham Court Road**

Direction	Station	2014 travel time from Belsize Park (current services)	2018 travel time from Belsize Park (via Tottenham Court Road for Crossrail)	Journey time reduction
Westbound	Heathrow T4	62 mins	49 mins	13 mins
	Heathrow Central (T123)	52 mins	43 mins	9 mins
	Paddington	26 mins	18 mins	8 mins
	Bond Street	29 mins	15 mins	14 mins
<b>Tottenham Court Road</b>				
Eastbound	Farringdon	23 mins	16 mins	7 mins
	Liverpool Street	24 mins	18 mins	6 mins
	Whitechapel	31 mins	21 mins	10 mins
	Canary Wharf	35 mins	25 mins	10 mins
	Woolwich	51 mins	33 mins	18 mins

## 4.8 Car Club

- 4.8.1 In recent years, car club services have become more prevalent throughout the United Kingdom, particularly within urban areas. Car clubs provide an alternative to owning or using a private car for travel, with each vehicle shared between car club members who choose to use it for specific times. In this way, a car club provides the flexibility of having access to a private vehicle, without the associated costs and burdens (ie. running costs, maintenance and parking / garaging).
- 4.8.2 In the vicinity of the Lawn Road site, there are two car club operators available, *City Car Club* and *Zipcar*. Dedicated car club parking spaces are utilised by the car club operators in the area, as follows:
- City Car Club has one vehicle on Cressy Road to the north of the site and two vehicles adjacent to Belsize Park London Underground station;
  - Zipcar has two vehicles to the east of the site on Parkhill Road and one vehicle to the south of the site at the junction of Haverstock Hill with Belsize Grove
- 4.8.3 The location of the car club vehicles referred to above is illustrated for reference, at **FIGURE 4.2**. Additional car club vehicles provided by these operators, as well as other car clubs such as Hertz, are available in the wider area.
- 4.8.4 Residents of the new development will be able to become members of these existing car clubs, if they are not already members, and utilise these vehicles through the respective booking systems. As part of the travel plan strategy for the development, the car club facilities will therefore be promoted to the new residents (further detail is provided at **SECTION 4.10** below).

## 4.9 Local Services and Amenities

- 4.9.1 The nearest services and amenities to the site are shown in **TABLE 4.6**, grouped by category according to the 'Where is my Nearest?' service provided on the LBC website.

**TABLE 4.6: Nearby amenities**

Category	Amenity	Nearest	Distance
Community and living	Post Office	Queen's Crescent Post Office	0.7km
Community safety	Police Station	Kentish Town Police Station	1.3km
Education	Nursery School	Puss in Boots Nursery School	0.2km
	Primary School	Fleet Primary School	0.1km
	Secondary School	Parliament Hill School	1.0km
	Further Education	Westminster Kingsway College	3.2km
	Higher Education	University College London (Main Campus, Gower Street)	3.7km
Environment	Nature Reserve	Belsize Wood	0.1km
Leisure	Leisure Centre	Talacre Community Sports Centre	1.1km
	Library	Queen's Crescent Library	0.7km
	Market	Queen's Crescent Market	0.7km
	GP	Hampstead Group Practice	0.1km
Social care and health	Dentist	Pharmacy Republic	0.1km
	Chemist	The Practice on the Hill	0.7km

- 4.9.2 Further leisure opportunities are available throughout the wider area, including parks and waterways. Examples include Hampstead Heath, Primrose Hill, Regent's Park and the Regent's Canal. The local services and amenities discussed are illustrated at **FIGURE 4.3**.

## 4.10 Travel Plan Statement

- 4.10.1 To accompany this TS and to help inform residents of the new development of their available travel options, a Travel Plan Statement has also been prepared to accompany this planning application, as requested by LBC.
- 4.10.2 The purpose of the Travel Plan Statement is to consider in further detail the available travel options to and from the site and in particular, how sustainable modes of travel can be promoted to residents of the new development.
- 4.10.3 As such, within the document proposed measures are put forward and an Action Plan to aid the delivery of the Travel Plan Statement is set out. As discussed earlier, one such measure will be to promote the existing car club facilities to the new residents.
- 4.10.4 A copy of the Travel Plan Statement is included at **APPENDIX J** of this TS.

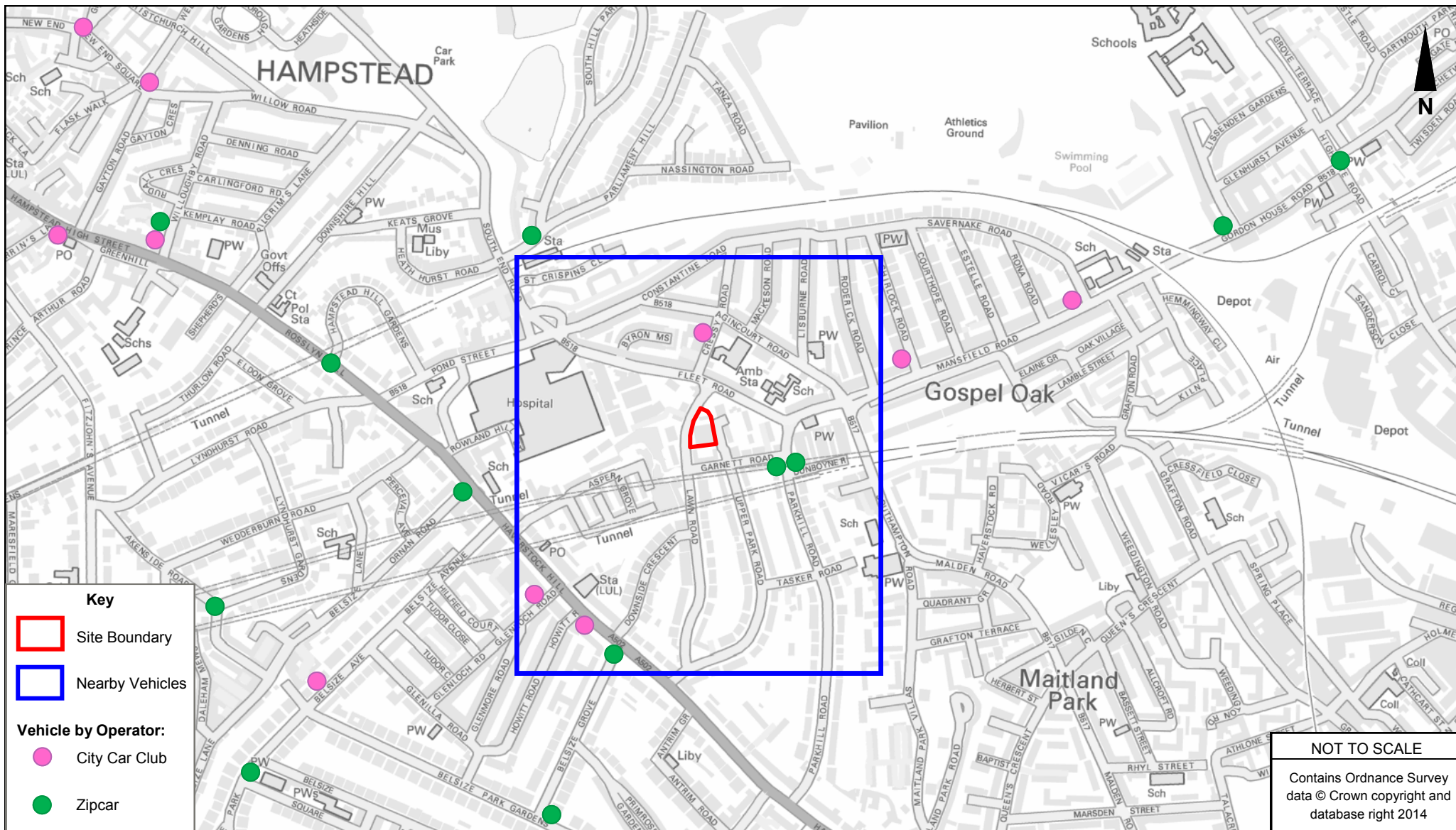
## 4.11 Summary

- 4.11.1 An established network of roads and footpaths enable pedestrians and cyclists to access a wide variety of local shops, and amenities such as a post office, library, market, GP, dentist and chemist. Education is also available in the local area for different age ranges.
- 4.11.2 Frequent bus services call at Fleet Road / Agincourt Road and the A502 Haverstock Hill, providing access to destinations such as Central London, Brent Cross, Waterloo and Paddington. The site is approximately 6¼ minutes walking time from Belsize Park London Underground station, which is situated on the Northern line (Edgware branch). Additionally, Hampstead Heath London Overground station is located a similar distance from the site.

- 4.11.3 Overall therefore, the site is situated with a range of opportunities to walk, cycle and use public transport. This is reflected by the PTAL ratings at the application site of 4 and 5, which are equivalent to 'Good' and 'Very Good' accessibility respectively. In addition, two existing car clubs operate in the immediate vicinity of the site which will be available for new resident use.





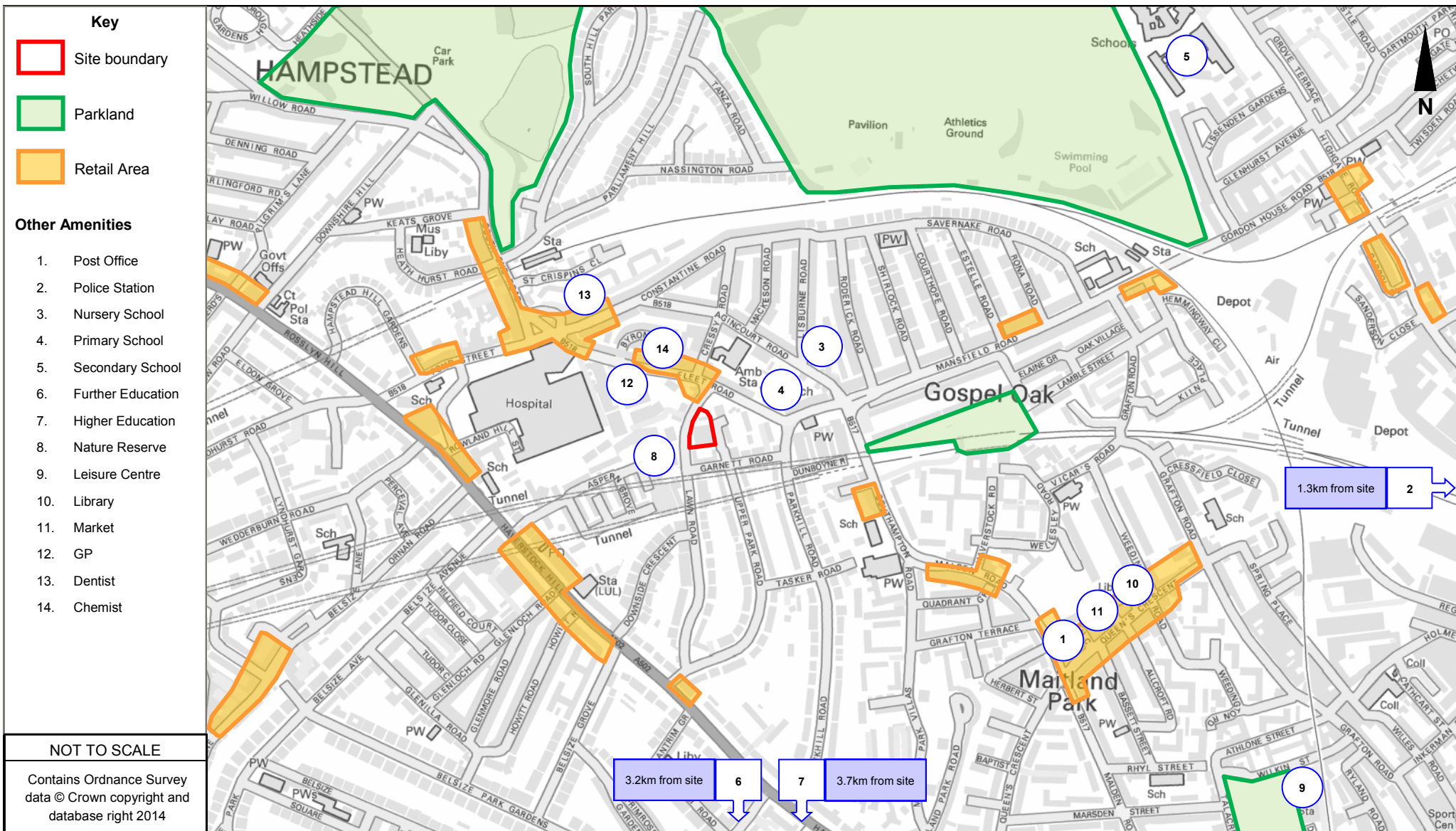


Car Club Vehicle Locations by Operator

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Figure 4.2

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Local Services and Amenities

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Figure 4.3

## 5 EXISTING HIGHWAY CONDITIONS

### 5.1 Introduction

- 5.1.1 Lawn Road to the west of the site is a two-way, single carriageway road with footways provided on both sides of the carriageway. The main frontage of the proposed development is formed along Lawn Road, although the site is 'dual-aspect' in the sense, as it also has frontage to the east side, on Upper Park Road which is a vehicular cul-de-sac, but does allow through movement for pedestrians.
- 5.1.2 In terms of the existing highway conditions surrounding the site, a review of the recent road safety record has been conducted and further details are provided below.
- 5.1.3 In addition and following discussions with LBC, a parking survey has also been carried out and the results of that survey are also presented later in this chapter.

### 5.2 Road Safety Review

- 5.2.1 Personal Injury Accident (PIA) road safety data has been obtained from TfL for the highway network surrounding the site, for the most recent three year period available, covering the 1<sup>st</sup> January 2011 to 31<sup>st</sup> December 2013.
- 5.2.2 The study area, as shown in **FIGURE 5.1**, encompasses the application site and the highway network forming the immediate connections in the vicinity of the site, including:
- Lawn Road
  - Upper Park Road
  - Garnett Road
  - Fleet Road
  - Parkhill Road
- 5.2.3 Throughout the three year period, one slight accident occurred within the study area. The accident took place in March 2012, at the junction of Lawn Road with Garnett Road and involved a vehicle driving into the rear of a stationary vehicle.
- 5.2.4 The analysis therefore suggests that there are no existing road safety issues in the vicinity of the application site. Furthermore, the proposed development is not expected to add car trips to the local highway network, which should therefore not impact on the road safety environment.

### 5.3 Parking Survey

- 5.3.1 A parking survey was undertaken on Wednesday 26<sup>th</sup> June 2014, following discussions with LBC to confirm the requirements for the surveys. The survey examined the on-street parking in the vicinity of the application site, in terms of the types of spaces, quantity of spaces and utilisation throughout the day.
- 5.3.2 The sections of Lawn Road, Garnett Road, Upper Park Road and Park Hill Road adjacent to the site were assessed as part of the survey, as illustrated at **FIGURE 5.2**. As part of the parking beat, each section of road was surveyed between the hours of 05:00-06:00, 10:00-11:00, 15:00-16:00, 19:00-20:00 and 00:00-01:00.



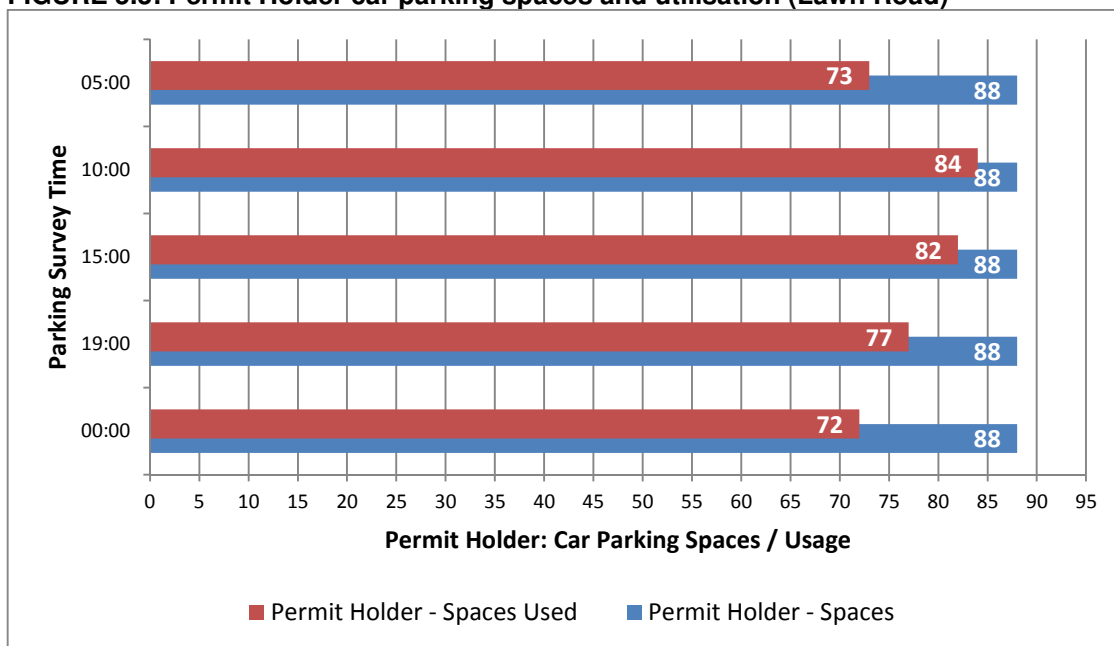
### Permit Parking

5.3.3 The majority of all on-street parking in the survey area was provided as permit holder spaces, within Controlled Parking Zone B. A summary of the survey data obtained, for each road, is presented below:

#### Lawn Road

5.3.4 The majority of permit holder parking spaces on Lawn Road were utilised throughout the course of the day, as illustrated in **FIGURE 5.3** which shows the number of spaces used during the parking survey.

**FIGURE 5.3: Permit Holder car parking spaces and utilisation (Lawn Road)**

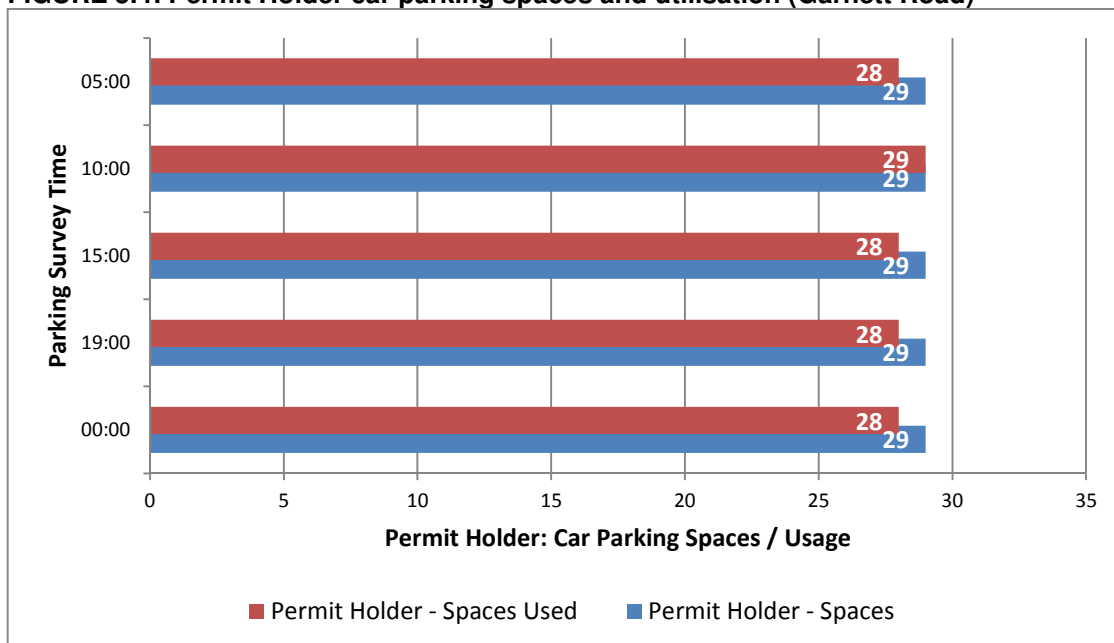


5.3.5 For the 88 permit holder spaces identified on Lawn Road, utilisation ranged from 72 at midnight to 84 at 10am. The lowest observed utilisation was therefore 82% whereas the highest utilisation was 95%.

#### Garnett Road

5.3.6 A total of 29 permit holder spaces were identified on Garnett Road during the parking survey. These spaces were nearly fully utilised throughout the course of the survey, as shown in **FIGURE 5.4**.

**FIGURE 5.4: Permit Holder car parking spaces and utilisation (Garnett Road)**



5.3.7

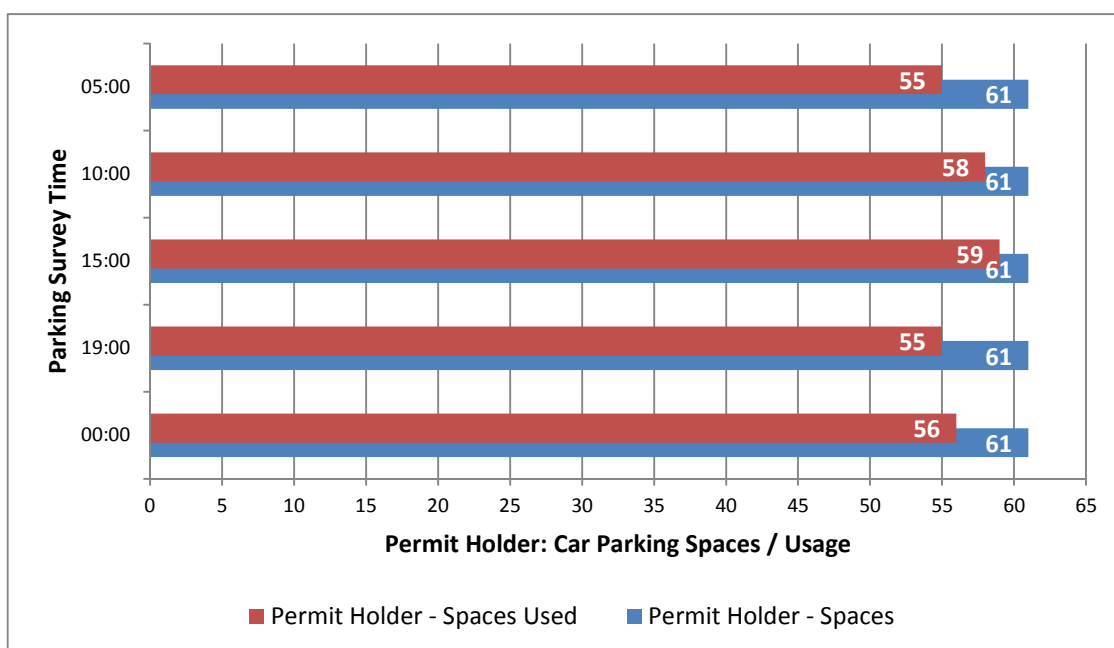
The observed utilisation of permit holder spaces was at a level of 28 spaces, or 97%, for the majority of the day; with the exception being the 10:00-11:00 time period at which 100% of the spaces were occupied.

#### ***Upper Park Road***

5.3.8

For Upper Park Road, 61 permit holder spaces were identified in total. The utilisation of these spaces throughout the course of the survey is shown in **FIGURE 5.5**.

**FIGURE 5.5: Permit Holder car parking spaces and utilisation (Upper Park Road)**

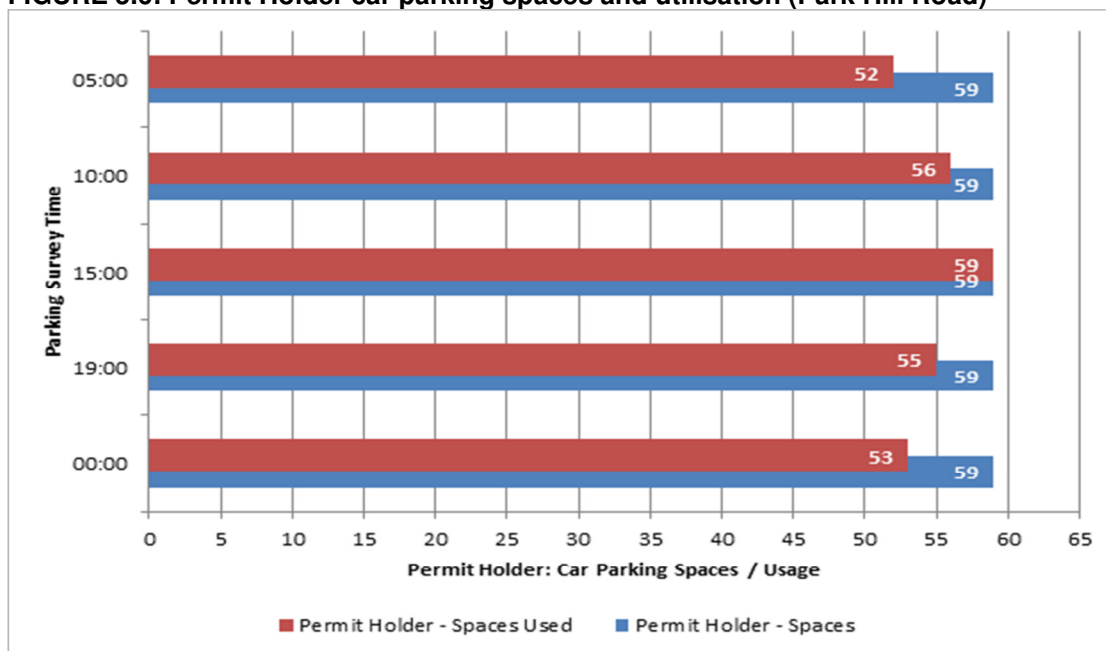


- 5.3.9 The utilisation of spaces on Upper Park Road ranged from 55 occupied spaces (at 05:00 and 19:00) to 59 occupied spaces (at 15:00). Occupation therefore varied between 90% and 97% throughout the course of the survey.

**Park Hill Road**

- 5.3.10 For Park Hill Road, 59 permit holder spaces were identified in total. The utilisation of these spaces throughout the course of the survey is shown in **FIGURE 5.6**.

**FIGURE 5.6: Permit Holder car parking spaces and utilisation (Park Hill Road)**



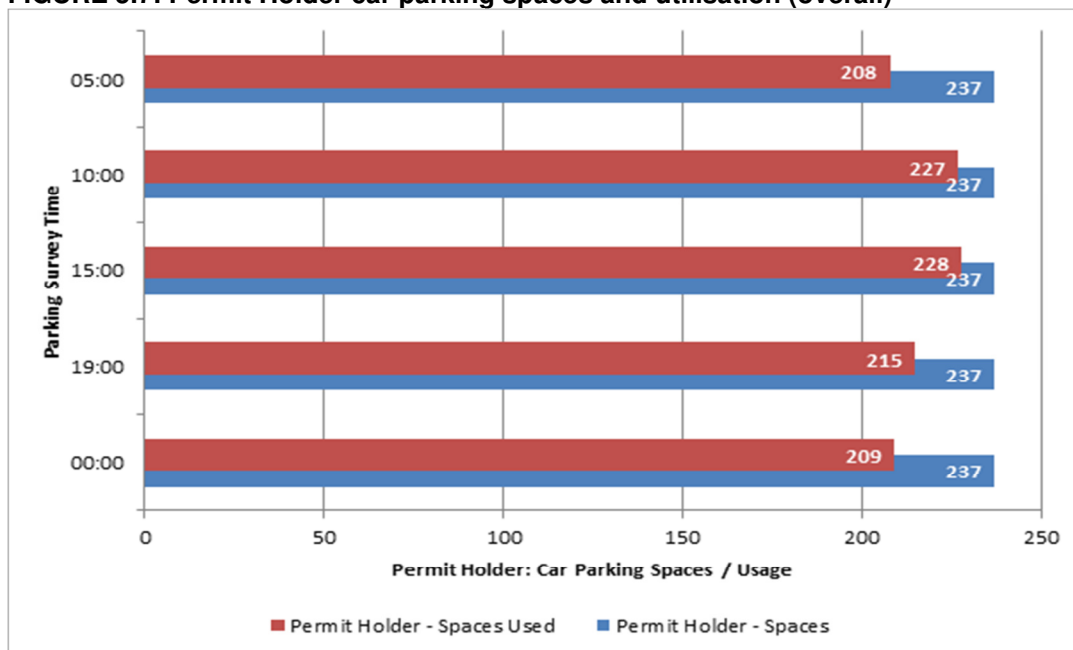
- 5.3.11 The utilisation of spaces on Park Hill Road ranged from 52 occupied spaces (at 05:00 and 00:00) to 59 occupied spaces (at 15:00). Occupation therefore varied between 88% and 100% throughout the course of the survey.

**Combined Permit Parking**

- 5.3.12 To illustrate the overall utilisation of permit holder spaces in the vicinity of the application site, the combined results have been aggregated and the output is presented in **FIGURE 5.7**.



**FIGURE 5.7: Permit Holder car parking spaces and utilisation (overall)**

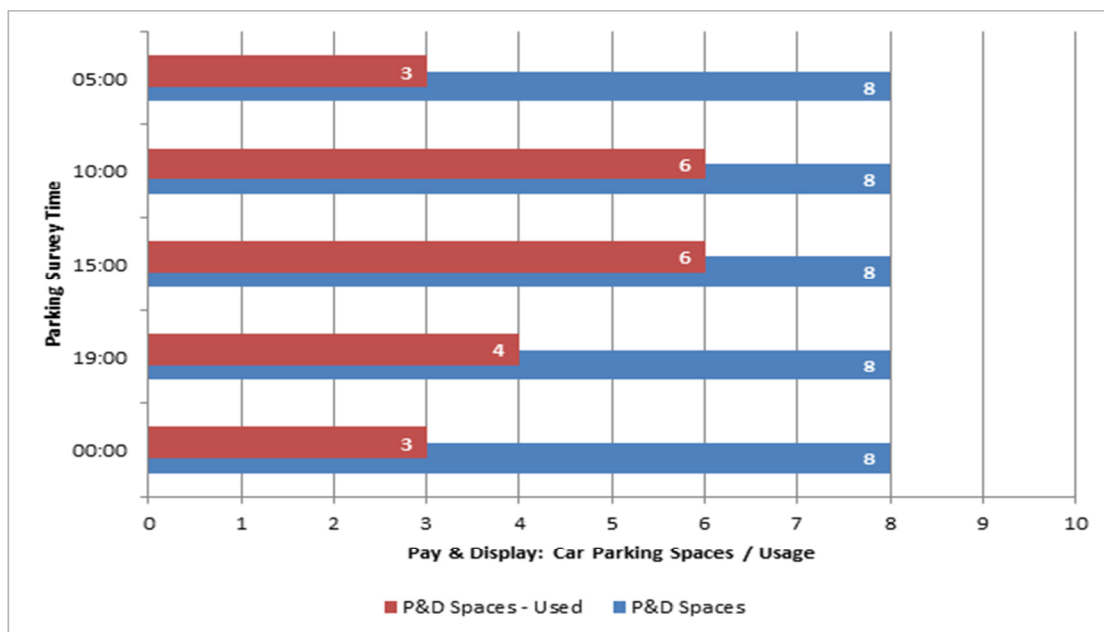


5.3.13 Across the three roads recorded during the parking survey, a total of 237 permit holder car parking spaces were identified. Utilisation of these spaces ranged from 208 occupied spaces to 228 occupied spaces; equivalent to a range of 88% to 96% utilisation respectively.

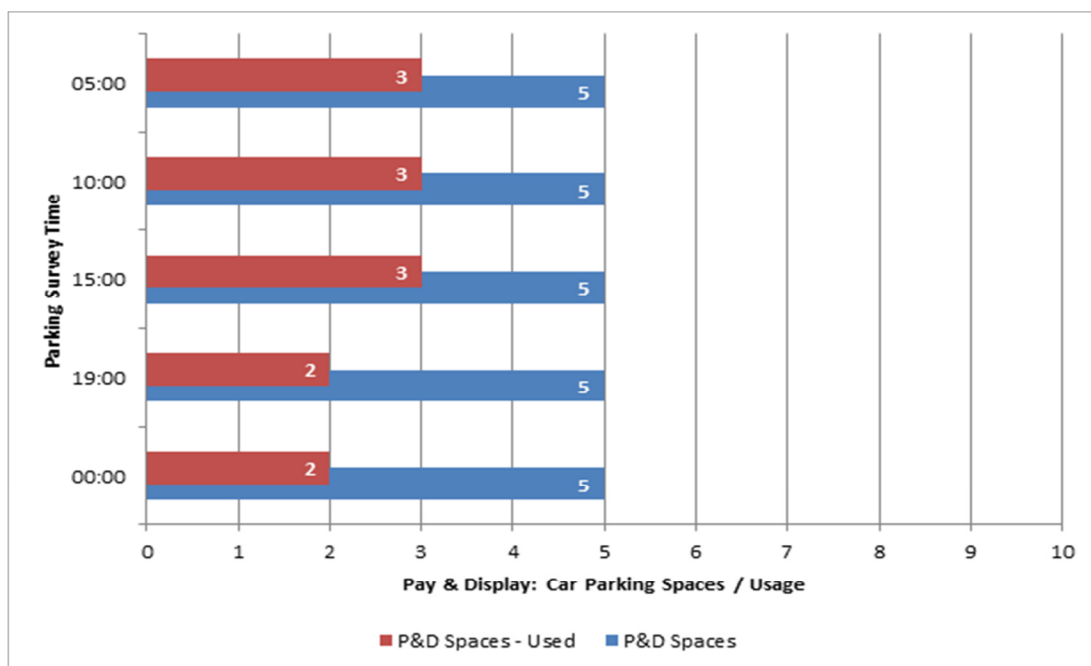
#### Pay & Display Parking

5.3.14 Pay and display parking bays are provided at the northern end of Lawn Road, near to the existing shops and amenities as well as a small number of spaces nearby on Fleet Road. Additionally, pay and display spaces are also provided on Parkhill Road. The utilisation of these spaces throughout the course of the survey is shown in **FIGURES 5.8 and 5.9**.

**FIGURE 5.8: Pay & Display car parking spaces and utilisation – Lawn Road / Fleet Road**



**FIGURE 5.9: Pay & Display car parking spaces and utilisation – Parkhill Road**



5.3.15 In total, 13 pay and display parking spaces are available in the vicinity of the site. At the busiest time, 6 of these were observed to be occupied at Lawn Road / Fleet Road whilst 3 were in use on Parkhill Road, equivalent to a utilisation level of 69%.

#### **Disabled Parking**

5.3.16 Within the survey area, only one existing disabled parking bay was observed, which is located on Parkhill Road. This space was observed to be utilised throughout the survey period.

5.3.17 It was also noted however, that a disabled parking bay is provided on Fleet Road to the north of the site. The survey team also recorded the use of this space, which identified that the space was occupied at 05:00, 10:00 and 00:00 but was not used during the afternoon and evening (at 15:00 and 19:00).

#### **Motorcycle Parking**

5.3.18 Within the parking survey study area, 3 motorcycle parking spaces were observed. 2 of the motorcycle spaces were occupied from 05:00 to 19:00, with this reducing to 1 occupied space at 00:00. Utilisation therefore ranged from 33% to 67%.

#### **Electric Car Charging Space**

5.3.19 Whilst located outside of the main survey area, it was noted that an electric car charging space is provided near to the site on Fleet Road. The survey team also recorded the use of this space, throughout the survey period, and identified that the space was not used, at any time.

#### **Informal Car Parking**

5.3.20 The car parking survey also examined the occurrence of any observed informal car parking along partially or fully restricted portions of Lawn Road, Garnett Road, Upper Park Road and Park Hill Road. This aspect of the survey sought to establish the level of parking on single

yellow lines, double yellow lines, keep clear road markings, at dropped kerbs, or along TfL 'red routes' – where identified.

- 5.3.21 With the exception of a small number of vehicles utilising the single yellow line portions of road, no informal car parking was recorded. Additionally, no parking on single yellow lines was observed at any time, on Lawn Road.
- 5.3.22 The majority of parking recorded at the single yellow lines took place at times when no restriction would be in place, such as 05:00 (8 cars parked), 19:00 (2 cars parked) and 00:00 (6 cars parked). There was however 1 car recorded on Garnett Road as being parked on single yellow lines at 10:00 and also 1 car on Parkhill Road, also at 10:00.

## 5.4 Summary

- 5.4.1 The parking survey data has identified that permit parking utilisation ranged between 88 and 96% on the day of the survey. The results do not indicate a typical pattern for residential use however, with maximum demand observed at 10:00 and 15:00 in the day, as opposed to 05:00, 19:00 and 00:00 when residents would generally be expected to be more likely to be at home.
- 5.4.2 Notwithstanding the above, spare capacity was observed to be available throughout the survey with a very low level of informal car parking observed. A limited number of vehicles were observed to park on single yellow lines outside of the restricted times, and only two vehicles in total were observed to park informally when restrictions applied.
- 5.4.3 Pay and display parking in the vicinity of the site was not observed to be fully used with at least 31% of the available spaces being vacant, even at the time of peak demand. Only a limited number of disabled parking bays are present (2), one of which was utilised throughout the survey period and the other was partially used. Sufficient motorcycle parking was observed for the demand and the electric car charging space was not observed to be used at all, during the survey.
- 5.4.4 Taking the above into account, the proposals for a car-free residential development in this area is not expected to give rise to any parking issues. Residents will not be entitled to apply for parking permits in the local area, meaning that no additional stress for on street parking should be created. Additional disabled parking will be introduced for residents of the development, and this will also be available for other blue badge holders to utilise, as appropriate.



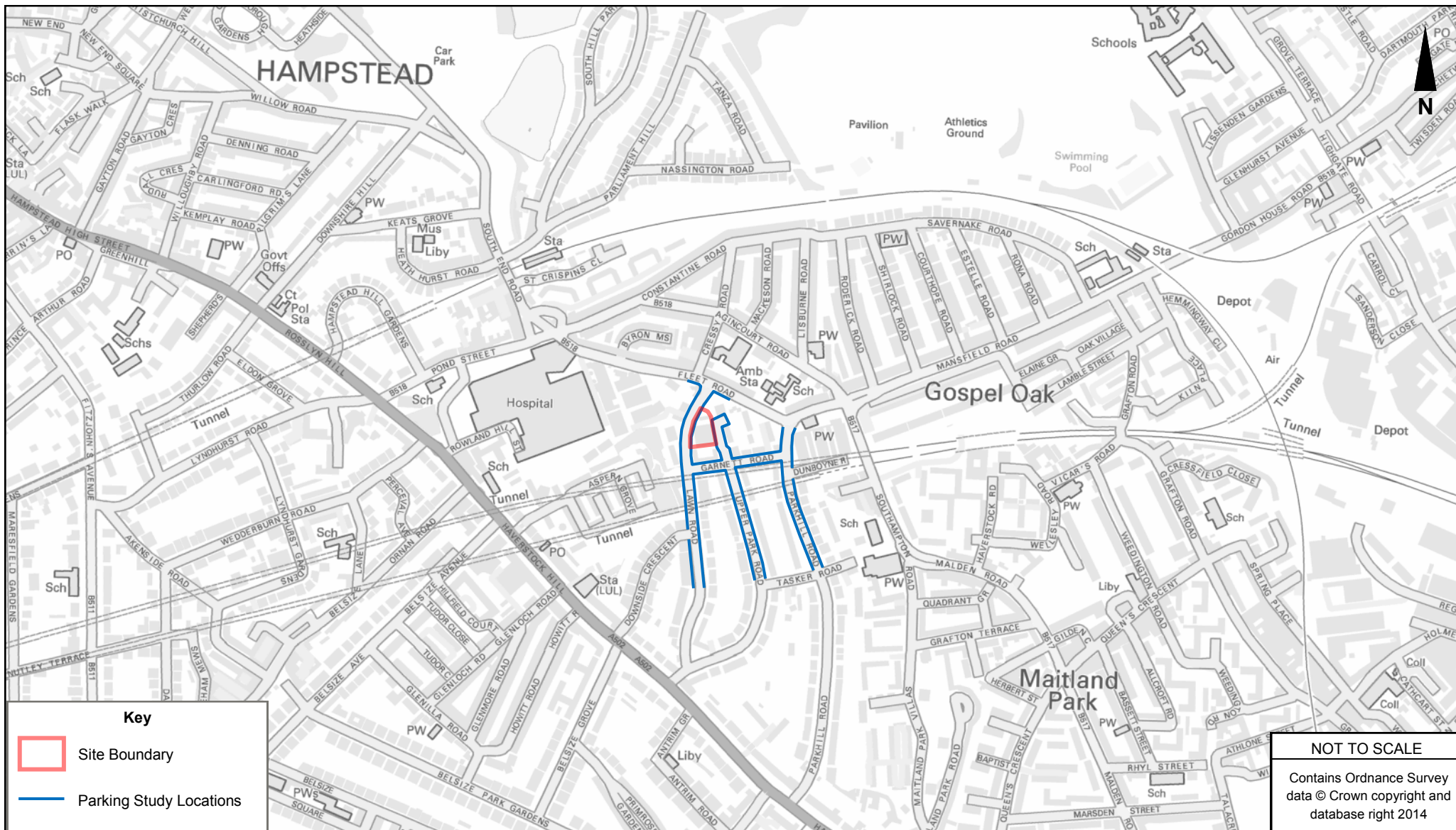
## Road Safety Review

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Figure 5.1

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## Parking Study

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Figure 5.2

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## 6 TRIP GENERATION

### 6.1 Introduction

6.1.1 This chapter considers the potential impact of the proposed development in terms of the trips it is likely to generate, in comparison to the estimated level of existing trips at the site.

### 6.2 Trip Rates

6.2.1 A multi-modal trip generation analysis has been undertaken to estimate the anticipated number of trips which are likely to have been associated with the previous land uses on the site, and the proposed development. For the existing commercial land use at the site, trip rates were derived from TRAVL for use class B1 Light Industry, which are presented in **TABLE 6.1** and are based on the following site:

- Parmiter Industrial Estate (2,576sqm GFA): LB Tower Hamlets, Inner London, PTAL 5

**TABLE 6.1: Trip rates, per sqm, derived from selected TRAVL sites**

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Combined	Arrivals	Departures	Combined
Vehicle	0.009	0.003	0.012	0.002	0.006	0.008
Car Passenger	0.000	0.000	0.001	0.001	0.004	0.005
Walk	0.000	0.000	0.000	0.000	0.000	0.000
Bicycle	0.000	0.000	0.000	0.000	0.000	0.000
Public Transport	0.005	0.001	0.007	0.001	0.001	0.002

6.2.2 Trip rates have not been estimated for the former community centre as whilst it is recognised that the facility would have generated a number of trips, it is likely that these would have occurred outside of usual 'peak' weekday times, when people are most likely to be travelling to and from work and the impacts of a development may be most significant.

6.2.3 For the proposed development, two car-free developments were selected from the TRAVL database, which share other attributes with the proposed development, to produce trip rates for different travel modes. The trip rates cover the AM peak hour (0800-0900) and the PM peak hour (1700-1800), and the selected sites are as follows:

- Green Dragon House (29 residential units): LB Camden, Inner London, PTAL 6
- Winchester Mews (22 residential units): LB Camden, Inner London, PTAL 3

6.2.4 The trip rates produced using the survey data from the two sites are presented in **TABLE 6.2**. The rates presented are on a per residential unit basis.

**TABLE 6.2: Trip rates, per residential unit, derived from selected TRAVL sites**

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Combined	Arrivals	Departures	Combined
Vehicle	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Car Passenger	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Walk	0.1176	0.8039	0.9216	0.8235	0.6275	1.4510
Bicycle	0.0196	0.0392	0.0588	0.0000	0.0000	0.0000
Public Transport	0.0392	0.3529	0.3922	0.0392	0.0000	0.0392



- 6.2.5 The trip rates above are applied to the existing uses and proposed development in the two following sections respectively.

### 6.3 Existing Trip Levels

- 6.3.1 The trip rates in **TABLE 6.1** have been applied to the existing land uses at the site to estimate the level of trips associated with the former commercial use of the site. The results of this analysis are presented in **TABLE 6.3**.

**TABLE 6.3: Multi-modal trip generation for the existing B1 land uses (1,000sqm GFA)**

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Combined	Arrivals	Departures	Combined
Vehicle	9	3	12	2	6	8
Car Passenger	0	0	0	1	4	5
Walk	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0
Public Transport	5	1	6	1	1	2

- 6.3.2 It is estimated that when the 1,000sqm GFA of the existing land uses at the site were fully occupied, the majority of trips would take place by private vehicle or as a car passenger. Trips would also be expected using public transport.
- 6.3.3 In the AM peak there is forecast to be 9 vehicle arrivals and 3 departures, and 5 public transport arrivals and 1 departure. The PM peak sees 2 vehicle arrivals and 6 departures, 1 car passenger arrival and 4 departures, and 1 public transport arrival and 1 departure.

### 6.4 Proposed Trip Levels

- 6.4.1 Applying the residential trip rates (**TABLE 6.2**) to the proposed 73 residential units results in the estimated trip levels presented in **TABLE 6.4** below.

**TABLE 6.4: Multi-modal trip generation for the proposed development**

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Combined	Arrivals	Departures	Combined
Vehicle	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0
Walk	9	59	68	60	46	106
Bicycle	1	3	4	0	0	0
Public Transport	3	26	29	3	0	3

- 6.4.2 Utilising the trip rates derived from the two similar car-free developments, both of which are located in Camden, it is not anticipated that any trips will be undertaken by private vehicle or as car passengers.
- 6.4.3 The highest trip rates are related to the walking mode, with 9 arrivals and 59 departures in the AM peak hour. In the PM peak hour it is expected that there would be 60 arrivals and 46 departures by those who choose to walk.
- 6.4.4 The next highest mode share is for public transport use, with 3 arrivals and 26 departures anticipated for the AM peak hour, and 3 arrivals anticipated for the PM peak hour. A relatively small number of trips by bicycle are also expected in the AM peak hour.

## 6.5 Net Change

- 6.5.1 To assess the change in trips associated with the development, the existing trips in **TABLE 6.3** have been subtracted from the proposed trips in **TABLE 6.4**, resulting in the changes shown in **TABLE 6.5**.

**TABLE 6.5: Net change in multi-modal trips**

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Combined	Arrivals	Departures	Combined
Vehicle	-9	-3	-12	-2	-6	-8
Car Passenger	0	0	0	-1	-4	-5
Walk	9	59	68	60	46	106
Bicycle	1	3	4	0	0	0
Public Transport	-2	25	23	2	-1	1

- 6.5.2 The trip generation forecasts for the existing land uses and the proposed development have facilitated a comparison between the current use and the proposed use. The change from an employment site to a car-free resident development is reflected in the changes in travel mode associated with the site.
- 6.5.3 Trips by private vehicle are forecast to reduce by 12 in the AM peak and 8 in the PM peak, whereas car passenger trips are anticipated to reduce by 5 trips in the PM peak. Walking trips at the site are estimated to increase by a total of 68 trips in the AM peak and 106 trips in the PM peak, while bicycle trips are expected to increase by 4 in the AM peak.
- 6.5.4 Public transport trips were present in both the existing trips and proposed trips forecasts. Reductions of 2 arrivals in the AM peak and 1 departure in the PM peak are anticipated for this mode, while increases of 25 departures in the AM peak and 2 arrivals in the PM peak are also expected. The change in land use from a place of employment to a place of residence indicates a reversal in arrival and departure trips utilising public transport, which is expected.

## 6.6 Summary

- 6.6.1 This chapter has examined the potential impact of the proposed development in terms of transport, including the trips generated and the resultant net change in trips.
- 6.6.2 Using the trip rates derived from surveys at two similar sites, selected from the TRAVL database, it is anticipated that the proposed development will not generate private vehicle trips or trips by car passengers. The majority of trips are expected to be undertaken by those on foot or using public transport, with the remainder of trips being made by bicycle.
- 6.6.3 In comparison to the existing land uses at the site, a reduction in vehicle and car passenger modes is therefore expected; while an increase in walking, cycling and public transport is anticipated.
- 6.6.4 As discussed in **CHAPTER 3**, no parking will be provided on-site as per Camden Development Policy DP18. This approach is supported by the findings from the trip generation estimates.

## 7 SUMMARY

- 7.1.1 This Transport Statement has been prepared on behalf of Fairview Estates (Housing) Ltd in support of proposals for a residential development, at Lawn Road, Camden. The proposed redevelopment will involve the demolition of the existing buildings on the site, in place of new residential dwellings comprising a total of 73 new homes within apartment buildings, ranging from 5 to 7 storeys in height.
- 7.1.2 The site is located in close proximity to Belsize Park London Underground station and Hampstead Heath London Overground station, with frequent bus services also available from nearby stops. The application site has a PTAL rating of between 4 and 5, which is equivalent to 'Good' to 'Very Good' accessibility. A range of services and amenities are available in the local area, within walk and cycle distance for the new residents.
- 7.1.3 An existing pedestrian route is available along Upper Park Road, around the north-eastern side of the existing Fleet Community Centre building and this will be retained and enhanced as part of the development. It is recognised that prior to the sale of the site, existing east-west routes through the site were also available to pedestrians. Due to historic public use of these routes, it is assumed that rights of way may have been formed over these routes and a s257 application is also made in parallel to this application, to formally stop up these former routes.
- 7.1.4 Servicing will be undertaken from the street, and principally via Upper Park Road. Fairview has liaised with the Environmental Services team at LBC who have confirmed that the strategy for the development as described herein is acceptable. Further detail regarding the delivery and servicing management arrangements is presented in a note which accompanies this TS.
- 7.1.5 A survey of existing parking conditions has identified that some parking capacity does exist in the local area and that very limited informal parking typically occurs. The proposed development will be 'car-free' which accords with LBCs DP18 policy and residents will not be entitled to apply for parking permits, meaning that no additional stress for on street parking should be created. It is not anticipated therefore that the development will give rise to any parking issues.
- 7.1.6 Pay and display and disabled parking is available in the local area and the development will provide four new disabled parking bays; three of which will be on Lawn Road and the remaining space on Upper Park Road. The spaces on Lawn Road will be provided in gaps currently created to allow access to the site, which will no longer be needed, and will be available for new residents and other members of the community with blue badges to use. Cycle parking will also be provided on site, in accordance with the London Plan standards.
- 7.1.7 Trip rates have been derived for the former land use and the proposed development, using similar sites within the TRAVL database. The findings of this analysis suggest that there will be no trips made by private vehicle or as a car passenger associated with the proposed development. The majority of trips associated with the development are instead expected to be made on foot, bicycle or by public transport.
- 7.1.8 As part of the detailed pre-application discussions, advice has been provided by LBC to help steer the development proposals and inform the method and analysis employed in the preparation of this Transport Statement, and accompanying documents.
- 7.1.9 Taking all of the above into account, it is subsequently considered that the proposals offer an exciting opportunity to redevelop a currently vacant site in favour of a high quality development, located in an accessible area of Camden. The proposals comply with relevant transport policy, including that set out by LBC and it is considered that sufficient information has been provided to support a positive recommendation for this application to be approved, on transport grounds.

