



32 Lawn Road, Camden
Planning Application by
Fairview Estates (Housing) Ltd
Transport Statement
Volume 2
October 2014

LAWN RD NW.3.



Appendix A

From: Duffy, John <John.Duffy@camden.gov.uk>
Sent: 05 March 2014 17:59
To: Markwell, Jonathan
Subject: 32 Lawn Rd re Pre-App Comments

Jonathan,

I have the following pre-app comments on the proposals to redevelop 32 Lawn Road:

- the site is located within Controlled Parking Zone B, which operates between 9am and 6.30pm Monday to Friday and 9.30am to 1.30pm on Saturdays;
- the PTAL score varies slightly across the site, from 5 on the Lawn Road (western) side to 4 on the Upper Park Road (eastern) side;
- in line with Development Policy DP18 and Camden Planning Guidance volume 7, all residential units on this site should be designated as car free, i.e. the occupants will be unable to obtain on-street parking permits from the Council. This should be secured by means of the Section 106 Agreement;
- the disabled parking should be located close to the proposed fully wheelchair accessible units. At present these spaces cannot be easily accessed from the units;
- the 4 parking spaces at the rear of Garnett House should be only be re-provided if they are actually used and there are no other spaces vacant. Any re-provision should be located within Housing land and not on the public highway;
- rather than eating into the landscaped amenity area, the disabled parking spaces could be relocated on street whilst the cycle store should be relocated within the building;
- cycle parking should be provided in line with London Plan REMA standards, i.e. 1 space per 1 or 2 bedroom units and 2 spaces per 3+ bedroom units, plus 1 visitor space per 40 units; and
- a new footway should be provided on the western side of Upper Park Road, adjacent to the site;
- there is an existing east-west pedestrian route through the site which runs along the back of the community centre. It is unclear whether this has become established as a Public Right of Way. This should be verified as it could significantly affect the proposed site layout;
- a Section 106 contribution will be required for repaving all footways around the site and reinstating the footway across any redundant crossovers;
- a Section 106 contribution will be required towards pedestrian, cycle, and environmental improvements in the vicinity of the site;
- the development will be subject to the Mayor of London's Community Infrastructure Levy, which is currently charged at the rate of £50/sqm;
- the issue of servicing needs to be addressed prior to any planning application being submitted. There are limited opportunities for servicing to take place from Lawn Road;

- a draft Construction Management Plan may be required to be submitted with the application, to be secured by S106 Agreement.

I trust that this is helpful.

Kind regards,

John Duffy

Telephone: 020 7974 3343

Romain, Colin

From: Duffy, John <John.Duffy@camden.gov.uk>
Sent: 11 June 2014 17:05
To: Romain, Colin
Cc: Markwell, Jonathan; nfurlonger@nlplanning.com; Kim.Webster@fairview.co.uk
Subject: 32 Lawn Rd re Transport Comments
Attachments: 32 Lawn Rd re Pre-App Comments

Colin,

It was good to meet you too.

My response to your queries is given below in blue. Also attached are my earlier comments on the scheme as it stood then.

I trust that this is helpful.

Kind regards,

John Duffy

Transport Strategy
Culture and Environment
London Borough of Camden

Telephone: 020 7974 3343
Web: camden.gov.uk
4th Floor
Argyle Street
London WC1H 8EQ

Please consider the environment before printing this email.

From: Romain, Colin [mailto:colin.romain@urs.com]
Sent: 06 June 2014 10:52
To: Duffy, John
Subject: FNH Lawn Road, Camden - PreApp Mtg

John,

It was good to meet with you yesterday and thank you also for your time after the meeting.

Below, I have jotted down the main transport points we discussed and I would be grateful if you could have a quick check that I have covered everything correctly. I have also set out details of our proposed approach to conducting the parking survey we discussed – if you could let me know if you are happy with the approach, I will arrange for the work to be carried out.

Meeting – Transport Points

- Transport Statement to be prepared to accompany the planning application (this should include TRICS / TRAVL sites of similar size and accessibility). We didn't discuss the need

for a Travel Plan, but I note that the proposals do not exceed the 80 unit threshold – on this basis, can you confirm that a Travel Plan is not required? **Confirmed**

- Car free proposal is acceptable. 4 disabled spaces currently proposed. LB Camden indicated that 50% of disabled units usually need spaces, but this could possibly be reduced. LBC also noted that it may not be necessary to provide spaces on site, as disabled residents could apply for blue badges and park on street. Parking surveys will be needed for the local area, to confirm existing parking utilisation **Agreed (see below for proposed survey)**
- 2 x pay & display spaces identified on Lawn Road, near to Fleet Rd. LBC indicated that it may be possible for these to be reallocated for resident parking (utilisation to be confirmed through surveys). LBC would require one years worth of potential revenue to be paid by developer if these spaces are to be removed / reallocated **Agreed**
- 2 x existing vehicle crossovers are located on Lawn Road associated with the site (the first for the car park for the Fleet Rd community centre and the second for the ramp to the existing car park). These crossover locations should be reviewed as this space may be able to be used to assist with servicing from Lawn Rd and / or the provision of parking bays (for residents, disabled spaces and or / car club) **Agreed, although a Car Club bay may not be necessary – please check with the operators whether there is any demand for a space in this area as there are two Zipcar vehicles located on Park Hill Road, to the south of Garnett Road**
- Cycle parking and refuse containers to be stored within buildings **Confirmed. Cycle parking should be provided in accordance with London Plan REMA standards and Camden Planning Guidance 7: Transport**
- Options to service the development from Lawn Rd should be considered. It may be necessary for some servicing to also take place from Upper Park Road – to be considered through preparation of application. Can you advise of the refuse vehicle size used by LBC in this area? **Our waste contractor, Veolia, use Mercedes Econic 6x2 rear steer refuse vehicles with the following dimensions: Height: 3.6m, Width: 2.49m, Length: 9.125m**
- LBC identified that existing TROs (yellow lines etc) should be reviewed on Upper Park Road and that a pedestrian route through Upper Park Road between Garnett Road and Lawn Road should be accommodated **A footway should be provided on the western side of Upper Park Road, utilising part of the existing carriageway and part of the site (which may need to be adopted)**
- 2 x routes through the site were discussed, between Upper Park Road and Lawn Rd. LBC indicated that these routes, which were previously LBC Estate footways were now in the private ownership of the client and should not therefore need to be formally stopped up or diverted given that they are now private. LBC was not aware of any existing rights of way over these routes – LBC to confirm **(to follow)**. Should the route(s) need to be diverted, this was not considered to be issue and can be taken forward through a s257 application or equivalent, as needed **Agreed**
- Garnett House access to be amended and parking for this site to be provided, as part of the proposed amendments delivered through the development **As required by the terms of purchase of the application site.**

Parking Survey

I understand that LBC follow the guidelines provided by LB Lambeth for parking surveys and based on our discussion yesterday, suggest that we carry out the survey on a weekday (which will be before the summer holidays, as requested). I have attached a plan showing the locations we discussed and we propose to carry out beats based on your suggested times as follows:

- Early morning (0500-0600)
- Mid morning (1000-1100)
- Mid Afternoon (1500-1600)
- Early Evening (**1900-2000**)
- Night (**0000-0100**)

The survey need only cover the sections of Lawn Road, Garnett Road, and Park Hill Road adjacent to the site.

We will record the presence of vehicles in all available spaces on the highway, noting down the type of space (ie. pay and display, blue badge, car club etc). We will also record any informal parking observed within the study area. **Agreed**

If you could please let me know if you are happy with the proposed survey methodology (and also the notes I have set out above), I will arrange for the surveys to be carried out.

Kind Regards
Colin

Colin Romain BSc (Hons) MSc MCIHT
Principal Transport Planner
URS Infrastructure & Environment UK Limited

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Romain, Colin

From: Cardno, Steve <Steve.Cardno@camden.gov.uk>
Sent: 07 October 2014 15:09
To: Romain, Colin
Cc: Markwell, Jonathan; Nicola Furlonger (nfurlonger@nlppanning.com)
Subject: RE: 32 Lawn Rd re Transport Comments

Importance: High

Hi Colin

This all seems reasonable. I have a few comments but nothing major:

- I would have preferred to see the disabled parking being provided within the site. This would allow for the use of disabled parking bays to be within the applicants control (anyone with a blue badge can park in an on-street bay). However, the proposal would not appear to have a detrimental impact on the CPZ. So it should be acceptable. It is worth noting that the proposal would involve a loss of single yellow lines. These can prove useful for passing places and servicing/deliveries. You might want to consider these points when you submit your application.
- A Travel Plan Statement will be required if the proposal would provide between 50 and 80 residential units.
- I agree that a new car club scheme is unlikely to be necessary. Residents could utilise existing car club vehicles located in the general vicinity of the site.
- I don't know if you have done the parking survey yet. It should include parking on yellow lines.
- I am not clear how the site would be serviced. However, I am sure you will describe proposed arrangements in the transport statement.

Please let me know if you wish to discuss further.

Regards
Steve

Steve Cardno
Principal Transport Planner

Telephone: 020 7974 8800

From: Romain, Colin [mailto:colin.romain@urs.com]
Sent: 24 September 2014 15:19
To: Cardno, Steve
Cc: Markwell, Jonathan; Nicola Furlonger (nfurlonger@nlppanning.com)
Subject: FW: 32 Lawn Rd re Transport Comments

Steve,

Further to my email below, we have been progressing with our Transport Statement for the Lawn Road application. One particular area of work that we have been focusing on has been the parking provision for the development. As part of the pre-app meetings to date, it was identified that 4 disabled bays would be required for the development and LBC requested that we try to locate these bays (or as many of them as possible) on the existing highway. The main location which was considered to be appropriate for this was along Lawn Road, in the 'gaps' in the existing parking provision which are currently created by the accesses to the site, which will no longer be needed once the redevelopment scheme is in place.

With the above in mind, I have enclosed a plan showing three proposed disabled parking bays along Lawn Road. The width of the spaces is consistent with the existing bays and the length of each space is 6.6m. Taking account of these spaces and minor amendments to allow refuse access, there would be a reduction in overall parking area along this section of 4.2m. The remaining bay is proposed to be located on Upper Park Road and would be 2.7m x 6.6m.

I would be grateful if you could please confirm that the principle of the above arrangements are acceptable and I hope to hear from you soon.

Kind Regards

Colin Romain BSc (Hons) MSc MCIHT
Principal Transport Planner
URS Infrastructure & Environment UK Limited

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Mobile: +44 (0)7900 827 751
colin.romain@urs.com

From: Romain, Colin
Sent: 03 September 2014 10:32
To: 'steve.cardno@camden.gov.uk'
Cc: Markwell, Jonathan (Jonathan.Markwell@Camden.gov.uk)
Subject: FW: 32 Lawn Rd re Transport Comments

Steve,

I met with John Duffy earlier in the summer to discuss the proposed redevelopment of the Lawn Road site, and in particular the details of the Transport Statement that I am preparing on behalf of Fairview New Homes. I have tried a few times since to contact John and yesterday I spoke with Tim Long who told me that John was currently signed off and that you would be the main point of contact for this, in John's absence.

As such, I thought I would just check that this was the case and update you quickly on our progress. You will see from the emails below that John and I agreed a number of tasks that would be undertaken to inform the transport statement and we have been progressing with this. We have also conducted the parking surveys and will be able to report back on this soon. I envisage that in the next couple of weeks, we will be in a position to update you more fully on the transport work and scheme layout / details and I would be keen to come in and have a short meeting to run through this all with you prior to completing the transport statement if that would be acceptable?

I look forward to hearing from you soon,

Kind Regards

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Argyle Street
London WC1H 8EQ

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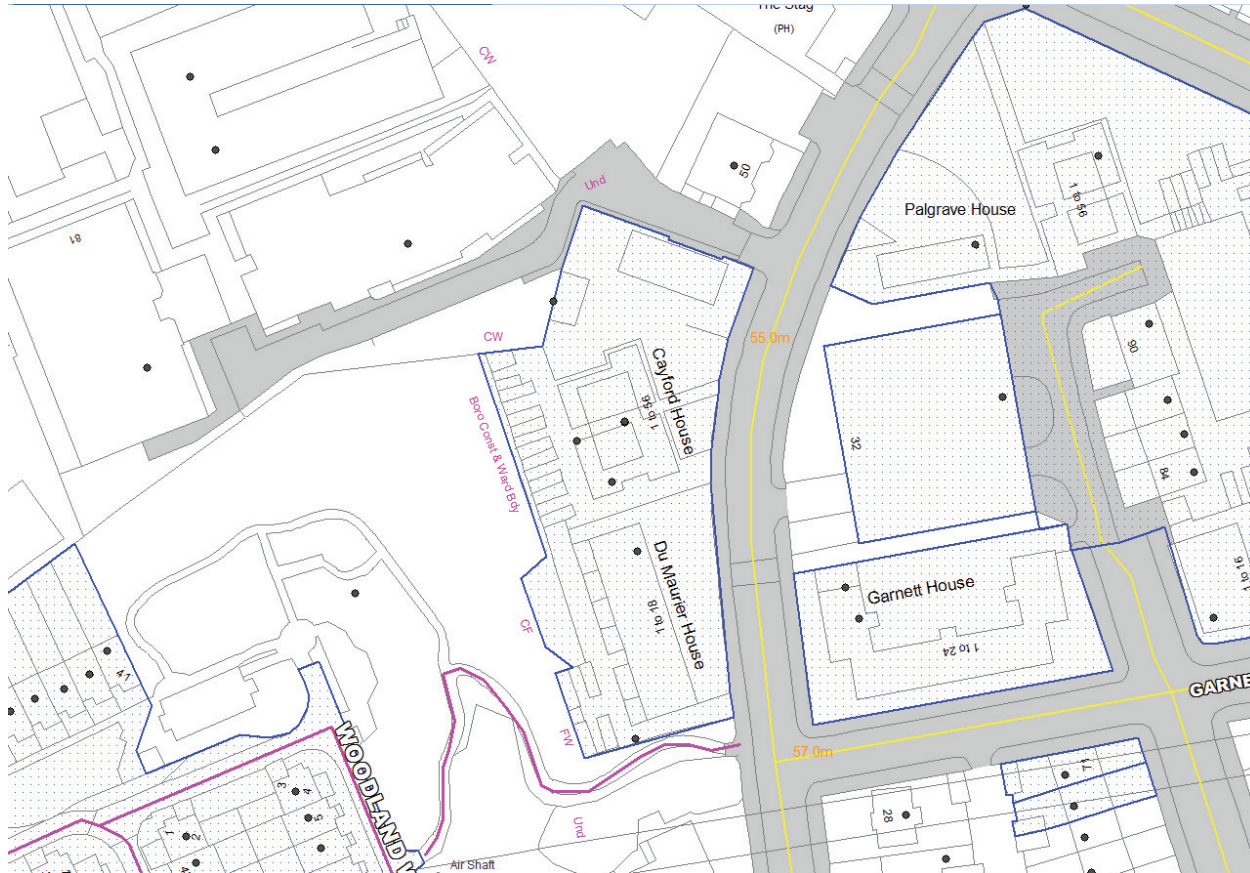
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Appendix B

Your reference: 12065656:162715/244276
Our reference: SE13-14/130391 - 32 Lawn Road
Telephone: 020 7974 4444
Date: 04/01/2014




HIGHWAYS INFORMATION




LEGEND

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Public Highway

-  Public Highway Centre Line *
-  Public Highway Carriageway
-  Public Highway Footway


Housing Estate

-  Housing Estate Boundary

Private Road

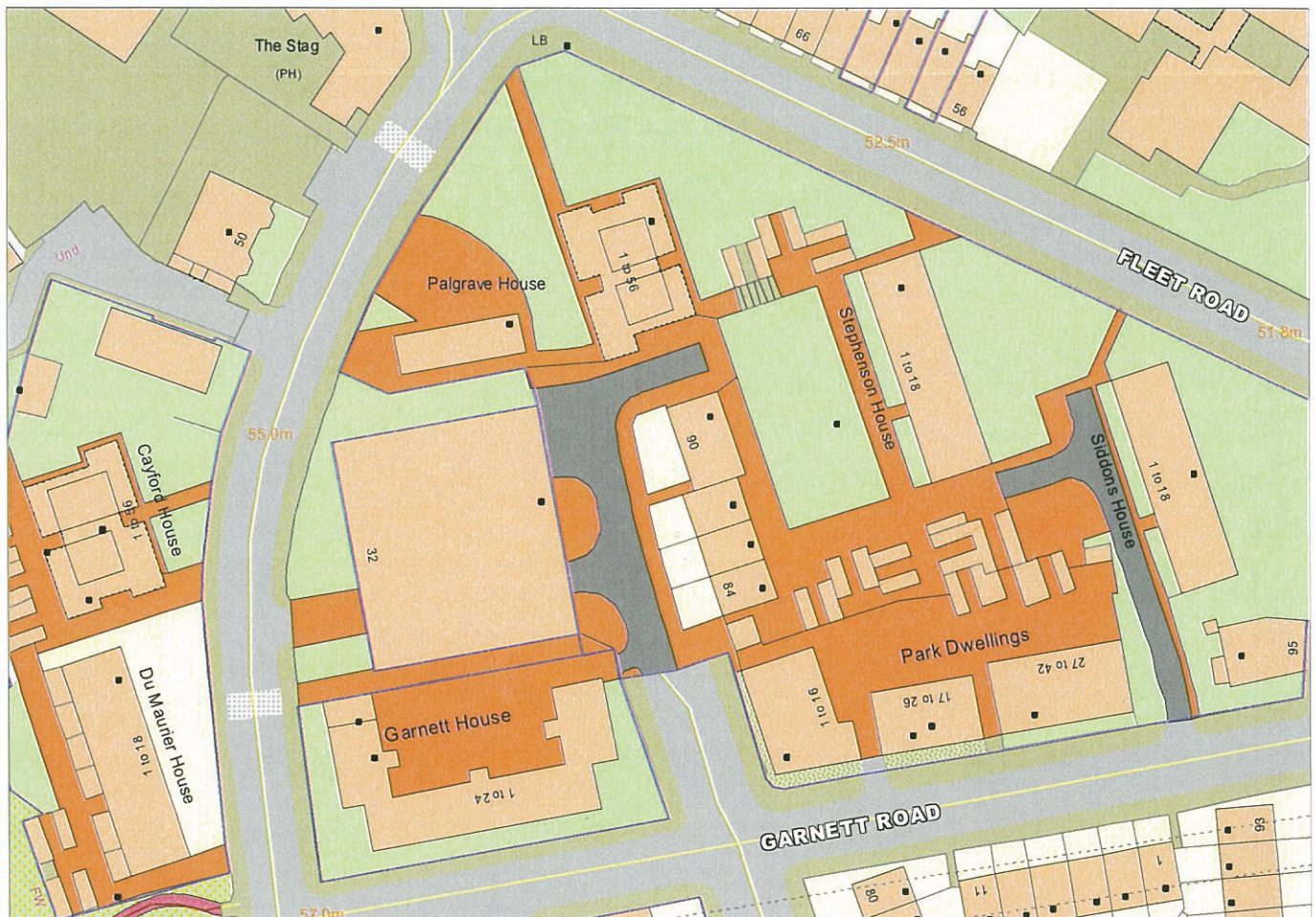
-  Private Road Centre Line
-  Private Road Area

Borough

-  Borough Boundary

* Please note: Where indicated, Public Highway denotes the carriageway and adjacent footway. 'Right of way' is not mapped.

HIGHWAYS INFORMATION



LEGEND

Public Highway Public Highway Centre Line * Public Highway Carriageway Public Highway Footway	Border Agreements Maintaining Authority London Borough of Camden Transport for London London Borough of Islington City of London London Borough of Westminster London Borough of Haringey Crown Estate London Borough of Barnet London Borough of Brent	Borough Borough Boundary TfL Red Route Transport for London Red Route Engineering Services Proposed Scheme Area of Proposed Scheme CrossRail Crossrail Development Area Kings Cross Kings Cross Development Area
Crown Estate Maintained Area Crown Estate Carriageway Crown Estate Footway Housing Estate Housing Estate Area Housing Estate Carriageway Housing Estate Footway		
Private Roads Private Road Centre Line Private Road Area		

* Please note: Where indicated, Public Highway denotes the carriageway and adjacent footway. 'Right of way' is not mapped.

Stopping Up or Diversion of Footpath or Bridleway

Orders under Section 257 of the Town and Country Planning Act 1990, as amended by the Growth & Infrastructure Act 2013.

A – Names and Addresses

Please give:

The applicant's full name, address and postcode

Fairview Estates (Housing) Ltd
50 Lancaster Road
Enfield
Middlesex
EN2 0BY

Contact Name

Matthew Parsons

Telephone Number

020 8366 1271

E-mail

matthew.parsons@fairview.co.uk

The developer's full name, address and postcode (if not the applicant)

Please see applicant details above.

Contact Name

Telephone Number

E-mail

The name, address and postcode of the council which is the Highway Authority for the pedestrian route(s) concerned

London Borough of Camden
5 Pancras Square
London
N1C 4AG

The name, address and postcode of the borough/district council which is the Planning Authority for the pedestrian route(s) concerned

London Borough of Camden
5 Pancras Square
London
N1C 4AG

Name, address and postcode of the nearest local public office (such as a library, post office or local authority offices) where the public may inspect the order and deposited plan at all reasonable times.

Telephone Number

E-mail

Queen's Crescent Library
165 Queens Crescent
London
NW5 4HH

020 7974 4444

queenscrescentlibrary@camden.gov.uk

B – The Development

Describe briefly why the closure/diversion is necessitated by the development. Please attach any statements justifying this stopping up or diversion, either as an appendix or as a covering letter.

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.

The proposed development requires the formal stopping up of two former pedestrian routes between Lawn Road and Upper Park Road, as per the attached stopping up plan.

- Is the development subject to planning application?

Yes

C – Route to be stopped up or diverted

- The names, address, postcode and the easting and northing grid reference of the place(s) where the pedestrian route(s) are situated.

Route A: 32 Lawn Road, London, NW3 2XU
E: 527561
N: 185409

Route B: 32 Lawn Road, London, NW3 2XU
E: 527537
N: 185329

- Description of each section:
Please ensure you provide a full description of each area to be stopped up.

	Max Length (metres)	Max Width (metres)	Terminal Points	
			From	To
A	33.5	28.0	527561, 185409	527584, 185377
B	49.0	2.0	527537, 185329	527599, 185338
C				
D				

(continue on a separate sheet if necessary)

Is the pedestrian route to be stopped up currently obstructed?
(even temporarily)

Yes ☒
No ☐

If yes, please give details of the obstruction and any permission granted for the obstruction

Part of Route A is currently obstructed by fencing / hoarding around the development site, making part of this route inaccessible.

Route B has been obstructed for a number of years, by guard-railing at both ends of the route. The route is overgrown, and not available for public use.

D – Land ownership

- Who owns the pedestrian route(s) to be stopped up and the land on either side of each area being stopped up?

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.

LBC has 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 and it was therefore considered that any former rights over such routes were extinguished. This application is made to formalise this position and confirm that any pre-existing rights are removed.

E – New pedestrian route(s) to be provided (if any)

- Is a new route to be provided?

Yes ☐
No ☒

If “Yes” Who will maintain the new route?

- Who owns the land to be dedicated as new pedestrian route?

- If the applicant will not own or control the land to be dedicated, has the landowner’s consent been given to the proposed dedication?

Yes ☐
No ☐

F – Pedestrian route(s) to be improved (if any)

- Is it: All purpose highway ☐ bridleway ☐ footpath ☐ cycle track ☒

- What is its name and classification number (if any)?

Upper Park Road (section north of former community centre)

- Describe the improvement briefly.

Pedestrians travelling between Upper Park Road and Lawn Road will continue to be able to access these areas, either passing to the south (on Garnett Road) or to the north, around the perimeter of the site and the former community centre building. In the case of the latter, the route along Upper Park Road to / from Lawn Road will be enhanced as part of the delivery of the proposed redevelopment.

G – Undertaking and declaration

I declare that:

- All information given in this form is, to the best of my knowledge and belief, true and accurate.
- I apply for an order to authorise the stopping up or diversion of the pedestrian route(s) described above and give permission to the London Borough of Camden to reproduce the stopping up plan submitted with this application for use with any Order that is issued.

Applicant signature

A rectangular box containing a handwritten signature in black ink. The signature is stylized, starting with a large 'L' shape and followed by several horizontal strokes.

Date 30th October 2014

Please ensure you sign the declaration above.



Key

Site Ownership Boundary:

Existing Highway Boundary:

Existing Highway Estate Boundary:

Route to be Stopped Up:

Alternative Route:

Notes

A Area around community centre, between Upper Park Road and Lawn Road. **Existing alternative route to the northeast, between Upper Park Road and Lawn Road to be retained.**

B East-west link connecting Lawn Road and Upper Park Road, to be stopped up. **Alternative Route around Garnett House, along Lawn Road, Garnett Road and Upper Park Road; or to the northeast of the site.**

NOT TO SCALE

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32 Lawn Road, Camden
 Section 257 - Stopping Up Plan and Alternative Routes

Fairview
 NEW HOMES Ltd.

Appendix B

URS

Appendix C



UPPER PARK ROAD

LAWN ROAD

Communal Gardens

Plant Room

EXISTING ACCESS TO GARNETT HOUSE FROM ACCESS

EXISTING PARKING TO GARNETT HOUSE RELOCATED

AREA TO BE LANDSCAPED AND INSERTEED TO L.A.

- LANDSCAPE MATERIAL KEY**
- TEGULA BLOCK PAVING
 - NEW TARMAC FOOTPATH
 - PRIVATE TERRACES IN 450X450 PAVING SLABS
 - BOUNDARY HEDGE
 - LOW LEVEL PERIMETER BRICK WALL (650MM)
 - LOW LEVEL PERIMETER BRICK WALL (650MM) WITH 1350 MM HIGH RAILING ON TOP
 - LOW LEVEL PERIMETER BRICK WALL (650MM) WITH 600 MM HIGH RAILING ON TOP
 - 1.8M HIGH METAL RAILING
 - PROPOSED TREES
 - TREES TO BE REMOVED
 - NEW DISABLED BAYS (SUBJECT TO HIGHWAYS APPROVAL)
- BOUNDARY SCHEDULE**
- A-B: LOW LEVEL BRICK WALL (0.45M) WITH BOUNDARY HEDGE BEHIND + METAL GATES TO PRIVATE ENTRANCES
 - B-C: LOW LEVEL BRICK WALL (0.45M) WITH 1.35M RAILING ON TOP
 - C-D: LOW LEVEL BRICK WALL (0.45M) WITH 0.65M RAILING ON TOP
 - D-E: BUILDING
 - E-F: LOW LEVEL BRICK WALL (0.45M) WITH 0.65M RAILING ON TOP
 - F-G: EXISTING METAL RAILINGS TO BE RETAINED NEW 1.8M RAILINGS WHERE NOT PRESENT
 - G-H: EXISTING BIN STORE
 - H-A: EXISTING BRICK WALL + RAILINGS

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cad file:

- Key**
- 1 Bed Apartments
 - 1 Bed Apartments - Wheelchair
 - 2 Bed 3P Apartments
 - 2 Bed 3P Apartments - Wheelchair
 - 2 Bed 4P Apartments
 - 2 Bed 4P Apartments - Wheelchair
 - 3 Bed 4P Apartments
 - 3 Bed 5P Apartments
 - 3 Bed 5P Apartments - Wheelchair

rev | date | initials | description

drawing: **GROUND LEVEL**

project: **LAWN ROAD, BELSIZE PARK**

drawing no: 1406-210 revision: 27.10.14

status: **PLANNING**

scale @ A1: 1:100 date: SEPT 2014

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