



ttp consulting
transport planning specialists

Mrs Shamim Shafi

**6 Nutley Terrace,
Camden**

Transport Statement

April 2015

TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 7441800

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1 INTRODUCTION

1.1 TTP Consulting is appointed by Mrs Shamim Shafi ("the applicant") to provide traffic and transportation advice in relation to the proposal to redevelop 6 Nutley Terrace in the London Borough of Camden (LB Camden).

1.2 The site is located on the south side of Nutley Terrace between Daleham Gardens and Fitzjohn's Avenue, approximately 630m northeast of Finchley Road Station.

1.3 The site is currently occupied by a seven bed house and planning permission exists to redevelop the existing dwelling with two detached properties each served by an off-street car parking space. The development proposal seeks permission to provide six residential units.

1.4 This report considers the effect of the proposals on sustainable travel, the operation of the local highway network, parking and servicing. It has been prepared with the benefit of feedback received following pre-application discussions with LB Camden.

1.5 TTP Consulting has considerable experience of working on development proposals of this nature within central London, including LB Camden. It is with the benefit of this experience that this report has been prepared.

1.6 The remainder of the report is set out as follows:

Section 2 - describes the existing situation;

Section 3 - details the accessibility of the site;

Section 4 - identifies the relevant national, regional and local policy guidance;

Section 5 - sets out the development proposals;

Section 6 - assesses the effects of the proposals; and

Section 7 - provides a summary and conclusion.

2 EXISTING SITUATION

Background

- 2.1 The site fronts onto the south side of Nutley Terrace between Daleham Gardens and Fitzjohn's Avenue, approximately 630m northeast of Finchley Road Station. The surrounding area is predominantly residential and, in addition, there are a number of junior and senior schools, including South Hampstead Junior and High Schools. The site's location in the context of the local area is shown at **Figure 1**.
- 2.2 The site is currently occupied by a seven bed house with space to park up to three vehicles on-site, off-street.
- 2.3 Planning Permission was granted in February 2013 (2012/2632/P) for the erection of two three-storey plus basement single family dwelling houses (Class C3), a new crossover and two on-site off-street parking bays (one for each house) following the demolition of the existing house. The scheme included a Permit Free Agreement to restrict future residents from applying for an on-street parking permit.

Local Highway Network

- 2.4 Nutley Terrace is a two-way residential road that connects to Netherhall Gardens to the west and Daleham Gardens to the east. Near the site, Nutley Terrace contains traffic calming measures in the form of speed humps.
- 2.5 Nutley Terrace intersects with Fitzjohn's Avenue which connects to the A41 in the south (at Swiss Cottage) and the A502 Hampstead High Street in the north.
- 2.6 Netherhall Gardens connects to 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 and there is a significant change in gradient as a result of an incline from south to north between the A41 Finchley Road and Nutley Terrace.
- 2.7 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. It forms part of the Transport for London Road Network (TLRN) and is dual carriageway in the vicinity of the site with multiple lanes in both directions, including bus lanes. The A41 originates to the south of the site near Oxford Street and terminates to the north at the A1, which in turn affords access to the M1.

Parking

- 2.8 Camden has a number of Controlled Parking Zones (CPZ) which cover the entire Borough.
- 2.9 The site is situated 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. A copy of the relevant CPZ plan for the Borough is included at **Appendix A**.
- 2.10 There are no parking restrictions attached to the existing use of the site and therefore existing residents are able to apply for parking permits for use within the surrounding CPZ. 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.

3 ACCESSIBILITY

Pedestrians

- 3.1 Pedestrians are well provided for in the vicinity of the site with footways on both sides of the carriageway along Nutley Terrace and Netherhall Gardens.
- 3.2 There is a steep decline in gradient from Nutley Terrace's junction with Netherhall through to Finchley Road.
- 3.3 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 is a multi-staged signalised crossing at the junction with Canfield Gardens.
- 3.4 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

- 3.5 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.*' The blue route along Nutley Terrace provides surface markings and also dedicated signage indicating the direction 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.
- 3.6 In addition, 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.*'

Bus Services

- 3.7 There are numerous bus services available within walking distance of the site. The nearest bus stops are located on Fitzjohn's Avenue within approximately 240 metres (3 minutes' walk) of the site and provide northbound and southbound services for routes 46 and 603.
- 3.8 **Table 3.1** sets out information regarding the service frequency of bus routes that are available within walking distance of the site.

Table 3.1 – Summary of Bus Service Frequency

Route No.	Route	Weekday Frequency		Weekend Frequency	
		Peak	Off-Peak	Saturday	Sunday
13	Golders Green - Aldwych	5-8	9-13	7-11	9-13
46	Lancaster Gate – St Bartholomew’s Hospital	8-12	15	8-10	15
82	North Finchley - Victoria	5-9	8-12	6-10	10-13
113	Edgware – Marble Arch	9-11	15	9-10	20
187	Central Middlesex Hospital – O2 Centre	8-11	15	8-10	15
268	Golders Green – O2 Centre	10-14	10-14	11-14	11-13
C11	Archway Stn – Brent Cross Shopping Centre	6-10	10-12	7-10	12

3.9 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.

3.10 The local area bus spider map is included at **Appendix B** for information.

Underground Services

3.11 The nearest underground station to the site is Finchley Road, which is within 600 metres (7-8 minutes’ walk) 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.

3.12 Hampstead Station is also accessible from the site and is located approximately 900m to the north. Services operate on the Northern Line from Edgware to Morden via the Bank or Charing Cross branches.

Rail Services

3.13 Finchley Road and Frognal Station is located approximately 750m west of the site (9-10 minutes’ walk). The Station provides access to the London Overground between Richmond / Clapham Junction and Stratford.

3.14 The typical service at the station in trains per hour is:

- 4 westbound to Richmond
- 2 westbound to Clapham Junction
- 6 eastbound to Stratford

Public Transport Accessibility Level (PTAL)

3.15 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.

3.16 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility.

3.17 The assessment methodology reflects:

- Walking time from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

3.18 The PTAL rating of the centre of the site is 6a, which suggests that the site has an excellent level of accessibility to public transport, although the topographical conditions in the vicinity of the site mean that in practice, the site's accessibility falls short of being 'excellent'.

3.19 **Appendix C** includes a copy of TfL's calculation for this.

4 PLANNING POLICY GUIDANCE

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

National Guidance

The National Planning Policy Framework (NPPF)

4.2 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.

4.3 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."*

Regional Guidance

The London Plan

4.4 The London Plan (2015) 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.

4.5 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."

- 4.6 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;*
 - g) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
 - i) *promoting walking by ensuring an improved urban realm."*

4.7 Table 6.2 of the London Plan (at page 269) identifies the maximum standards applicable to residential development, as follows: up to 2 spaces per unit of 4 bedrooms or more; up to 1.5 spaces per unit of 3 bedrooms and less than 1 space per unit of 1 or 2 bedrooms.

4.8 Applying these standards to the proposed development would give a maximum of 8 car parking spaces.

Local Guidance

Camden Local Development Framework (Core Strategy and Development Policies)

4.9 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.

4.10 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:

- a) *Movements to, from and within the site;*
- b) *Links to existing transport networks; and*
- c) *Additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet additional need generated by the development;*

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

- 4.12 Policy DP18 - Parking standards and limiting the availability of car parking provides the Council's detailed approach to parking in new development. The policy states:
- "The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.*
- Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped'.*
- For car free and car capped developments, the Council will:*
- a) *Limit on-site car parking to:*
 - *Spaces designated for disabled people,*
 - *Any operational or servicing needs, and*
 - *Spaces designated for the occupiers of development specified as car capped;*
 - b) *Not issue on-street parking permits; and*
 - c) *Use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.*
- 4.13 Car free development is defined as development which has no car parking on-site (other than disabled parking if / where appropriate) and, also, that occupiers are not entitled to obtain on-street parking permits.
- 4.14 Policy DP18 states that the Central London Area and town centres, other than Hampstead, are well equipped to support car-free households. It is also stated that development in these areas is expected to be car-free and that the inclusion of general car parking will be resisted unless supported by a Transport Assessment or other compelling justification.
- 4.15 Car parking standards in the Borough are to comply with those set out at Appendix 2 of the Development Policies Document. This states the following in relation to housing developments:

- *General car parking: Low parking provision areas: maximum of 0.5 spaces per dwelling*
- *Rest of borough: maximum of 1 space per dwelling*

4.16 Low Parking provision areas are defined as Central London, town centres and other areas with high public transport accessibility.

5 PROPOSED DEVELOPMENT

5.1 The proposed development envisages the conversion of the existing property to provide six residential units.

5.2 **Table 5.1** sets out the type of unit and the associated number of bedrooms.

Table 5.1: Residential Accommodation Schedule	
Number of Units	Number of Bedrooms
3	2 bed
3	4 bed
Total	6 units

5.3 A copy of the Architect's layout plans are included at **Appendix D**.

Parking

Vehicle Parking

5.4 The development proposals include the provision of three off-street basement level car parking spaces, including one disabled bay.

5.5 Car parking is considered further in Section 6.

Cycle Parking

5.6 The development proposals include 18 basement level cycle parking spaces space, a number that exceeds the currently adopted London Plan (2015) cycle parking requirements.

5.7 Access to the secure basement level cycle parking is via either the lift, car lift or the stairs.

Access

5.8 Vehicle and pedestrian access into the site is proposed to be to / from Nutley Terrace via a new footway crossover. The proposals also include retaining the existing vehicular access into the site.

5.9 Access is considered further at Section 6.

6 EFFECTS OF THE DEVELOPMENT

6.1 This Section considers the effects of the development proposals in traffic and transport terms.

Trip Generation

6.2 Given the scale and nature of the planning application proposal, the number of person movements likely to be generated by the proposed six residential units will be low and will not have any material impact on the operation of the public highway or public transport networks.

Parking

6.3 As noted in Section 5, the planning proposal includes the provision of three off-street basement level car parking spaces, including one disabled bay (0.5 spaces per unit). The level of parking proposed is, in our view, acceptable for a number of reasons:

Planning Policy

6.4 The level of provision is in accordance with Camden parking policy DP18 Appendix 2 'General Parking' which specifies a maximum of 0.5 spaces per unit in low parking areas.

6.5 In addition, the three off-street parking spaces complies with London Plan (2015) parking standards which state that in areas of good public transport accessibility developments should aim for significantly less than 1 parking space per unit.

6.6 It is also worth noting that the London Plan (2015) sets out the following maximum standards: up to 2 spaces per unit of 4 bedrooms or more; up to 1.5 spaces per unit of 3 bedrooms and less than 1 space per unit of 1 or 2 bedrooms. Applying the maximum standards to the proposed six units would give 8 car parking spaces.

Permit Free Agreement

6.7 To ensure the development does not have an impact on on-street parking availability in the vicinity of the site, the applicant is willing to accept a Condition to restrict all residents from applying for an on-street parking permit to park a vehicle on the public highway.

Comparison with Existing Situation

- 6.8 The site is currently occupied by a seven bed house that has space to park up to three vehicles on-site, off-street and therefore the proposal results in no net increase in off-street parking.
- 6.9 In addition, residents of the existing dwelling have the right to apply for parking permits for on-street parking bays, with residents of the dwelling previously having held up to three permits. The proposal includes a permit-free agreement, which will prevent any future residents from applying for permits which could result in the benefit of reducing future parking permit numbers and potential on-street parking stress.

Comparison with Extant Permission (2012/2632/P)

- 6.10 Planning Permission at the site was granted in February 2013 (2012/2632/P) for the erection of two houses with two on-site off-street parking spaces giving a permitted parking ratio of one space per unit (1:1). This proposal seeks a reduction to 0.5 spaces per unit (including disabled provision) or 0.33 spaces per unit (not including disabled provision).

Provision for the Disabled

- 6.11 The provision of one disabled parking space is required in accordance with Wheelchair Accessible Housing and the London Plan which require 10% of the number of units to be provided with an accessible parking space (10% of 6 units' gives 1 space).

Accessibility

- 6.12 Although, in theory, the planning application site benefits from a good PTAL rating, the PTAL methodology takes no account of the local characteristics, including, for example, local topographical conditions, which mean that walking to/from public transport nodes and shops / services (at the O2 Centre, for example) is difficult for the elderly and infirm, for people carrying shopping bags and/or for people with children. (As noted earlier in this report the gradient between Finchley Road and the site is steep and therefore it would be difficult for impaired pedestrians or for parents / guardians with prams to access Finchley Road by foot).

Access

- 6.13 Vehicle and pedestrian access into the site is proposed to be to / from Nutley Terrace via a new footway crossover.

- 6.14 As previously detailed, planning permission exists to redevelop the existing dwelling at the site with two detached properties each served by an off-street car parking space. To facilitate access to both off-street car parking spaces, the proposal included an additional vehicle crossover across the footway on Nutley Terrace.
- 6.15 As with the permitted scheme, the additional crossover will require the loss of on-street resident parking for one vehicle. However the permit free agreement (refer to paragraph 6.7) will offset the loss of the on-street parking space as there are no parking restrictions attached to the existing use of the site and therefore existing residents are able to apply for multiple parking permits for use within the surrounding CPZ. Therefore the proposal could potentially result in additional parking capacity on-street.
- 6.16 Access to the basement level car parking is via a car lift as shown on the Layout Plans provided at **Appendix D**. The Layout Plans illustrate that there is sufficient manoeuvring space to ensure cars are able to enter and exit the basement in forward gear.

Servicing and Refuse Collection

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

7 SUMMARY AND CONCLUSION

- 7.1 The site is located on the south side of Nutley Terrace between Daleham Gardens and Fitzjohn's Avenue, approximately 630m northeast of Finchley Road Station and is currently occupied by a seven bed house.
- 7.2 The proposed development envisages the demolition of the existing property and construction of six residential units.
- 7.3 The proposal includes the provision of three off-street basement level car parking spaces, including one disabled bay, equating to 0.5 spaces per unit. The level of parking proposed is in our view acceptable, for a number of reasons:
- The existing site has space to park up to 3 vehicles, therefore the proposal results in no net increase in off-street parking;
 - Planning Permission was granted in February 2013 (2012/2632/P) for the erection of two houses with two on-site off-street parking spaces giving a permitted parking ratio of one space per unit (1:1). The proposal seeks a reduction to 0.5 spaces per unit (including disabled provision) or 0.33 spaces per unit (not including disabled provision);
 - Three off-street spaces for the six units is in accordance with Camden parking policy DP18 Appendix 2 'General Parking' which specifies a maximum of 0.5 spaces per unit in low parking areas;
 - The provision of one disabled parking space is required in accordance with Wheelchair Accessible housing guidance;
 - The applicant will accept a permit-free agreement for future residents to prevent any impact to on-street parking; and
 - The parking provision caters for larger family sized units of which three are proposed.
- 7.4 The proposal includes secure cycle parking within the curtilage of the site, in accordance with London Plan (2015) standards.
- 7.5 In light of the above, we conclude that the planning application proposal is acceptable in traffic and transport terms.

Figures



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TITLE:
Site Location Plan

PROJECT:
6 Nutley Terrace

CLIENT:
Mrs Shamim Shafi

DRAWN: M.T CHECKED: SMC DATE: 010415 SCALE: NTS



ttp consulting
 transport planning specialists

111-113 Great Portland Street
 London W1W 6QQ
 Tel: 020 7100 0753
 www.ttp-consulting.co.uk
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DRAWING REFERENCE:
Figure 1

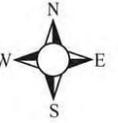
REVISION:
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APPENDIX A

CPZ Plan

Controlled Parking Zones in Camden

Times shown are correct at time of publication (April 2010). Please check controlled times on-street when you park. You can park in any sub-area or 'buffer zone' with the main letter of your permit. For example, with a Swiss Cottage permit, CA-R, you can park in either sub-areas, CA-R(a) and CA-R(b), or any of the buffer zones with this letter - e.g. CA-R/Q, CA-Q/R, CA-R/K/Q. The zone times of the buffer zones follow the first letter - e.g. CA-D/E follows CA-D zone times, rather than those of CA-E.



This drawing is based upon the 1:1250 Ordnance Survey Digital Mapping with permission of the controller of Her Majesty's Stationery Office. Crown Copyright 2010. Licence No. LA086339, and mapping information from the Geographers' A-Z Company Ltd licence No. 134 to the London Borough of Camden. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

CA-B Belsize
 Mon-Fri 09:00-18:30
 Sat 09:30-13:30

CA-C Holborn & Covent Garden
 Residents Bays are controlled 24 hrs a day, 7 days a week. Parking controls on single yellow lines/Pay & Display bays are Mon-Sat 8:30-18:30

CA-D Kings Cross Area
 Mon-Fri 08:30-18:30
 Sat 08:30-13:30

CA-E Bloomsbury & Fitzrovia
 Mon-Sat 08:30-18:30

CA-F(n) Camden Town: North
 Mon-Fri 08:30-18:30
 Sat & Sun 09:30-17:30

CA-F(nw) Camden Town: North West
 Mon-Fri 08:30-23:00
 Sat & Sun 09:30-23:00

CA-F(s) Camden Town: South
 Mon-Fri 08:30-18:30
 Sat 09:30-17:30
 Sun (resident bays only) 9:30-17:30

CA-G Somers Town
 Mon-Fri 08:30-18:30

CA-G Crown Estate
 Every day 00:00-23:59
 Private Parking Only

CA-H(a) Hampstead: South Hill Park
 Mon-Sat 09:00-18:00

CA-H(b) Hampstead: Town Centre & Vale of Heath
 Mon-Sat 09:00-20:00
 No charge on Pay & Display after 18.00

CA-H(c) Frognal
 Mon-Sat 09:00-19:00
 No charge on Pay & Display after 18.00

CA-H(d) Hampstead: Church Row
 Mon-Sat 09:00-22:00
 No charge on Pay & Display after 18.00

CA-H/B
 Mon-Sat 09:00-20:00

CA-J Primrose Hill
 Mon-Fri 08:30-18:00

CA-K Kilburn Priory
 Mon-Fri 08:30-18:30

CA-L West Kentish Town: Inner
 Mon-Fri 09:00-11:00

CA-L West Kentish Town: Outer
 Mon-Fri 08:30-18:30
 St Leonards Square
 Mon-Fri 08:30-18:30
 Sat & Sun 09:30-17:30

CA-M East Kentish Town
 Mon-Fri 08:30-18:30

CA-N Camden Square
 Mon-Fri 08:30-18:30

CA-P(a) Fortune Green: Central
 Mon-Fri 08:30-18:30

CA-P(b) Fortune Green: East
 Mon-Sat 08:30-18:30

CA-P(c) Fortune Green: West
 Mon-Fri 10:00-12:00

CA-Q Kilburn
 Mon-Fri 08:30-18:30

CA-R(a) Swiss Cottage: West End Lane
 Mon-Fri 08:30-18:30

CA-R(b) Swiss Cottage: Finchley Road
 Mon-Sat 08:30-22:00

CA-S(a) Redington & Frognal: North
 Mon-Fri 12:30-14:30

CA-S(b) Redington & Frognal: South
 Mon-Sat 09:00-18:00

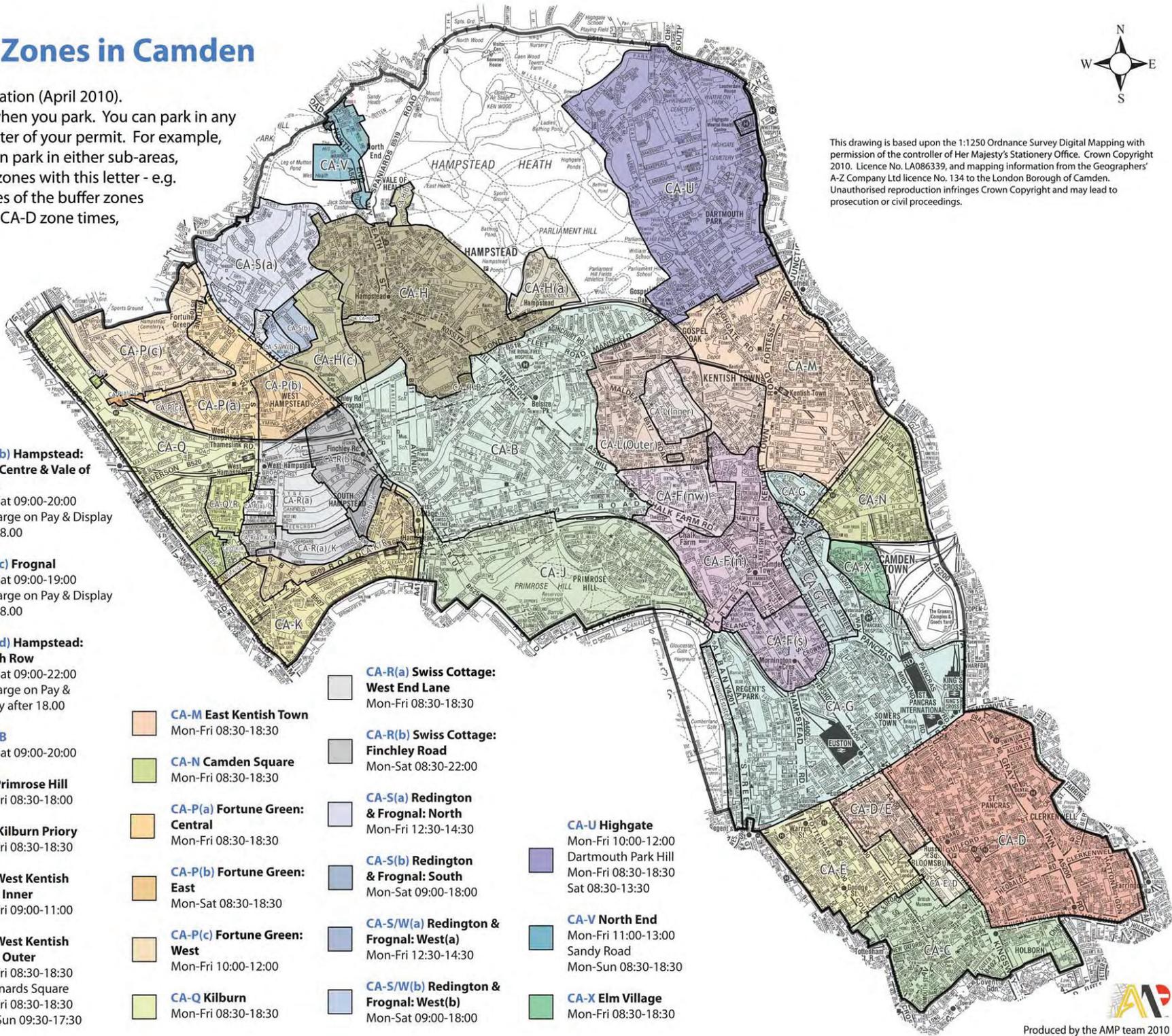
CA-S/W(a) Redington & Frognal: West(a)
 Mon-Fri 12:30-14:30

CA-S/W(b) Redington & Frognal: West(b)
 Mon-Sat 09:00-18:00

CA-U Highgate
 Mon-Fri 10:00-12:00
 Dartmouth Park Hill
 Mon-Fri 08:30-18:30
 Sat 08:30-13:30

CA-V North End
 Mon-Fri 11:00-13:00
 Sandy Road
 Mon-Sun 08:30-18:30

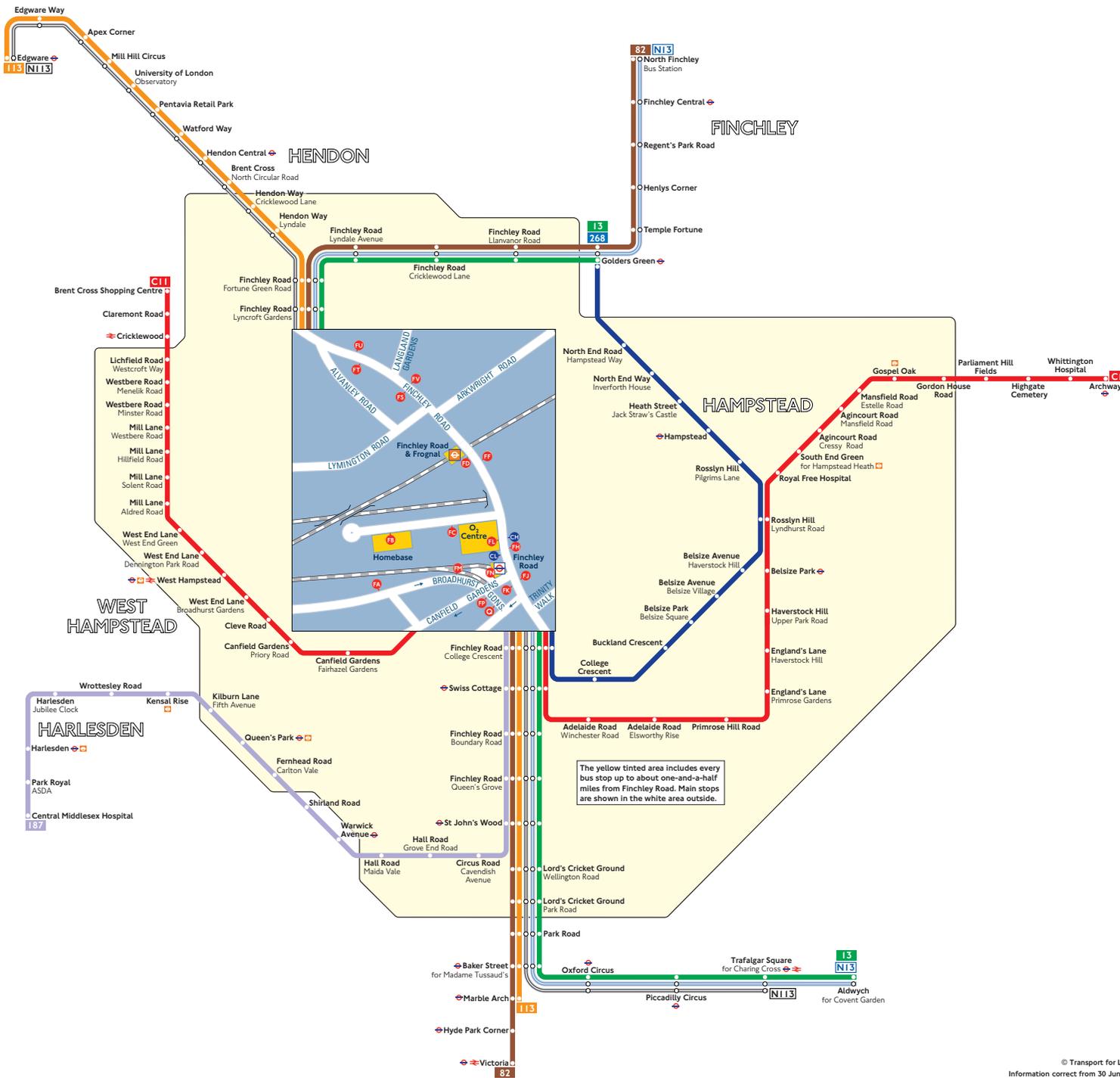
CA-X Elm Village
 Mon-Fri 08:30-18:30



APPENDIX B

TfL Bus Spider Map

Buses from Finchley Road



Key

- 13 Day buses in black
- N13 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail



Red discs show the bus stop you need for your chosen bus service. The disc **A** appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses

Bus route	Towards	Bus stops
13	Aldwych	FP FB FJ FU FV
	Golders Green	FD FK FL FS FT
82	North Finchley	FD FK FL FS FT
	Victoria	FP FB FJ FU FV
113	Edgware	FD FK FL FS FT
	Marble Arch	FP FB FJ FU FV
187	Central Middlesex Hospital	FB FC FH FJ
268	Golders Green	FB FC FH FJ
	Archway	FA FB FM FN
C11	Brent Cross Shopping Centre	FP

Night buses

Bus route	Towards	Bus stops
N13	Aldwych	FP FB FJ FU FV
	North Finchley	FD FK FL FS FT
N113	Edgware	FD FK FL FS FT
	Trafalgar Square	FP FB FJ FU FV

Coaches

Towards	Coach stops
Coaches northbound	CL
Coaches to central London	CH

APPENDIX C

TfL PTAL Output Summary

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20151903104211
Description 20151903104211
Run by user PTAL web application
Date and time 19/03/2015 10:42

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 526633, 184981

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	FINCHLEY RD STN S/B	187	601.12	6.0	0.5	7.51	7.0	14.51	2.07	1.03

BUS	FINCHLEY RD STN S/B	82	601.12	8.75	0.5	7.51	5.43	12.94	2.32	1.16
BUS	FINCHLEY RD STN S/B	113	601.12	7.0	0.5	7.51	6.29	13.8	2.17	1.09
BUS	FINCHLEY RD STN S/B	268	601.12	5.0	0.5	7.51	8.0	15.51	1.93	0.97
BUS	FINCHLEY RD STN S/B	C11	601.12	7.5	0.5	7.51	6.0	13.51	2.22	1.11
BUS	FINCHLEY RD STN S/B	13	601.12	8.0	0.5	7.51	5.75	13.26	2.26	1.13
BUS	FITZJOHNS AV NUTLEY TERR	46	99.09	6.0	1.0	1.24	7.0	8.24	3.64	3.64
LU LRT	Finchley Road	Metropolitan Line Aldgate to Wembley Park	631.96	1.0	0.5	7.9	30.75	38.65	0.78	0.39
LU LRT	Finchley Road	Metropolitan Line Aldgate to Harrow-on-the-Hill	631.96	2.3	0.5	7.9	13.79	21.69	1.38	0.69
LU LRT	Finchley Road	Jubilee Line Stratford to Stanmore	631.96	17.8	1.0	7.9	2.44	10.33	2.9	2.9
LU LRT	Finchley Road	Jubilee Line Wembley Park to Stratford	631.96	4.4	0.5	7.9	7.57	15.47	1.94	0.97
LU LRT	Finchley Road	Metropolitan Line Amersham to Aldgate	631.96	3.0	0.5	7.9	10.75	18.65	1.61	0.8
LU LRT	Finchley Road	Metropolitan Line Watford to Baker Street	631.96	3.0	0.5	7.9	10.75	18.65	1.61	0.8
LU LRT	Finchley Road	Metropolitan Line Rickmansworth to Baker Street	631.96	0.3	0.5	7.9	100.75	108.65	0.28	0.14
LU LRT	Finchley Road	Metropolitan Line Uxbridge to Aldgate	631.96	6.3	0.5	7.9	5.51	13.41	2.24	1.12

LU LRT	Finchley Road	Metropolitan Line Watford to Aldgate	631.96	2.3	0.5	7.9	13.79	21.69	1.38	0.69
LU LRT	Finchley Road	Metropolitan Line Aldgate to Watford	631.96	4.0	0.5	7.9	8.25	16.15	1.86	0.93
LU LRT	Finchley Road	Metropolitan Line Baker Street to Amersham	631.96	2.3	0.5	7.9	13.79	21.69	1.38	0.69
LU LRT	Finchley Road	Metropolitan Line Baker Street to Uxbridge	631.96	0.3	0.5	7.9	100.75	108.65	0.28	0.14
LU LRT	Finchley Road	Metropolitan Line Uxbridge to Baker Street	631.96	3.0	0.5	7.9	10.75	18.65	1.61	0.8
LU LRT	Finchley Road	Metropolitan Line Chesham to Aldgate	631.96	0.7	0.5	7.9	43.61	51.51	0.58	0.29
LU LRT	Finchley Road	Metropolitan Line Baker Street to Watford	631.96	1.7	0.5	7.9	18.4	26.3	1.14	0.57
LU LRT	Finchley Road	Metropolitan Line Hillingdon to Baker Street	631.96	0.3	0.5	7.9	100.75	108.65	0.28	0.14
LU LRT	Finchley Road	Jubilee Line Willesden Green to Stratford	631.96	4.4	0.5	7.9	7.57	15.47	1.94	0.97
LU LRT	Finchley Road	Metropolitan Line Croxley to Aldgate	631.96	0.3	0.5	7.9	100.75	108.65	0.28	0.14
LU LRT	Finchley Road	Metropolitan Line Baker Street to Wembley Park	631.96	0.3	0.5	7.9	100.75	108.65	0.28	0.14
LU LRT	Finchley Road	Metropolitan Line Baker Street to Harrow-on-the-Hill	631.96	0.3	0.5	7.9	100.75	108.65	0.28	0.14
LU LRT	Hampstead	Northern Line Edgware to Morden	928.23	9.7	0.5	11.6	3.84	15.45	1.94	0.97
LU LRT	Hampstead	Northern Line Edgware to Morden	928.23	8.3	0.5	11.6	4.36	15.97	1.88	0.94
LU LRT	Hampstead	Northern Line Kennington to Edgware	928.23	5.0	0.5	11.6	6.75	18.35	1.63	0.82

NATIONAL_RAIL	FINCHLEY ROAD AND FROGNAL	CLAPHAM JUNCTION to STRATFORD	852.31	2.0	0.5	10.65	15.75	26.4	1.14	0.57
NATIONAL_RAIL	FINCHLEY ROAD AND FROGNAL	RICHMOND to STRATFORD	852.31	4.0	1.0	10.65	8.25	18.9	1.59	1.59

Total AI for this POI is 28.47.

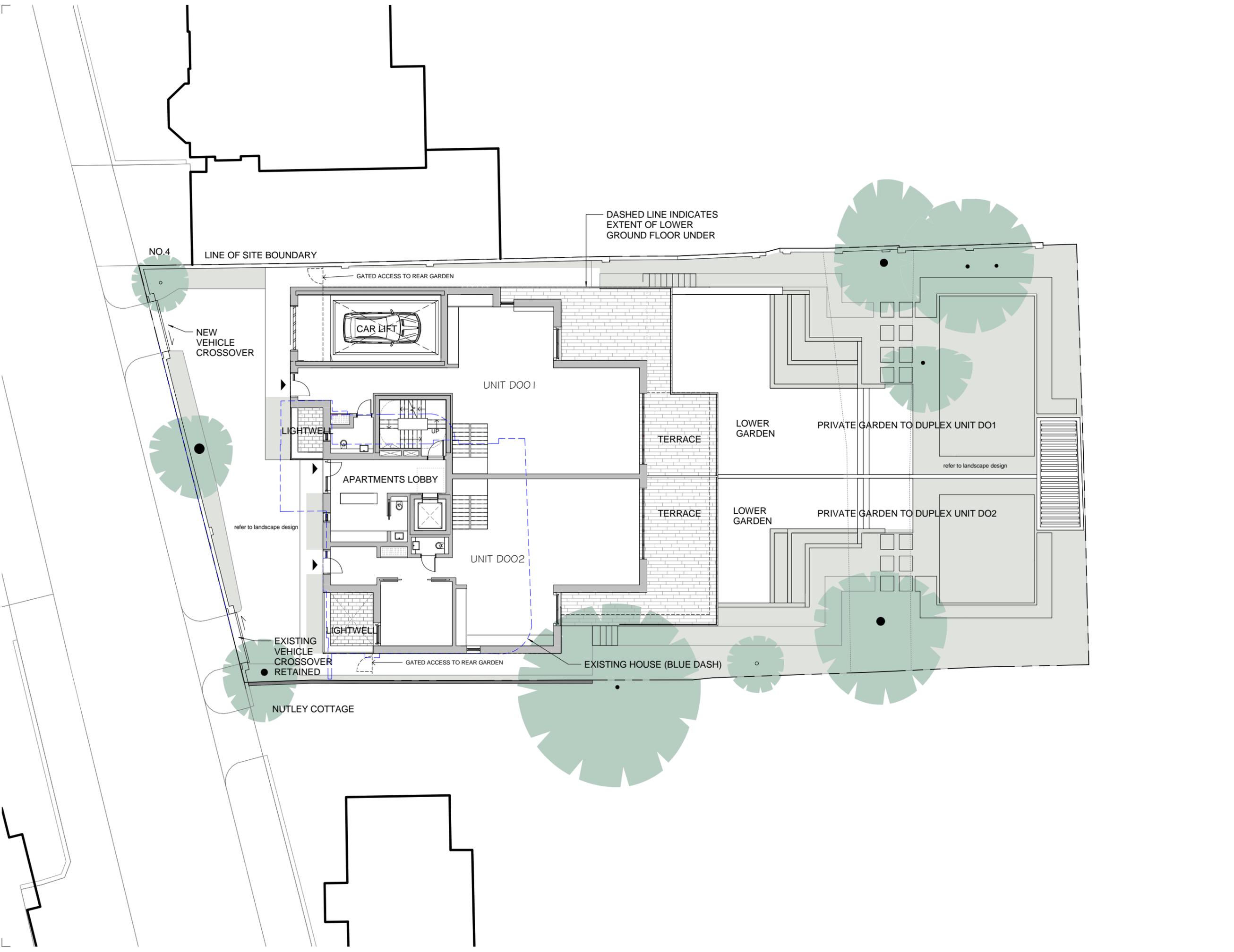
PTAL Rating is 6a.

APPENDIX D

Layout Plans

General notes:
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Notes/Legends



Rev	Notes	date	By	chkd

DESIGN AND ACCESS STATEMENT



KSRARCHITECTS
 KSR Architects LLP
 14 Goswell Street
 London EC1M 6DD
 T +44 (0)20 7482 5000
 info@ksrarchitects.com
 www.ksrarchitects.com

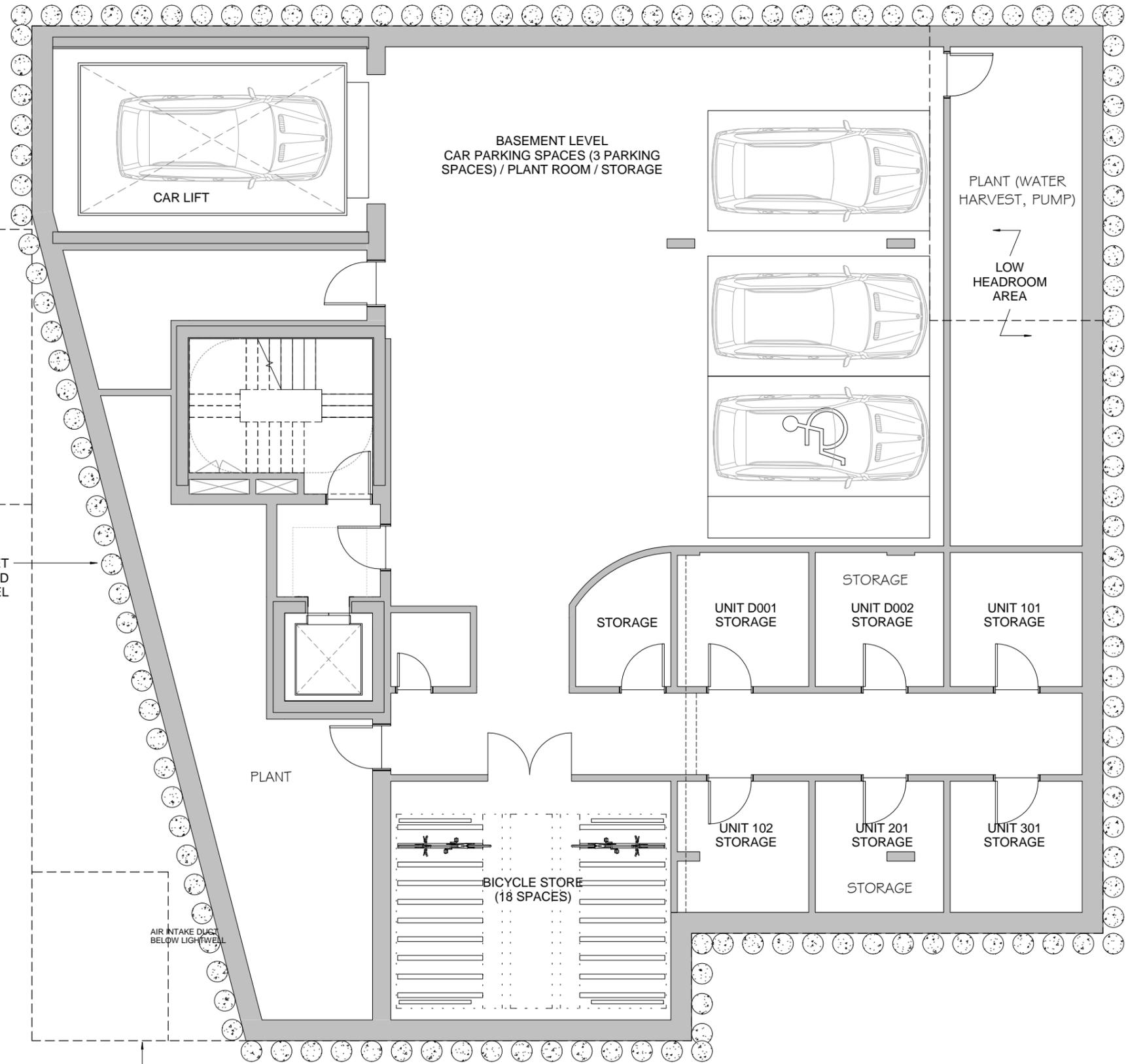
Project:
6 NUTLEY TERRACE

Title:
PROPOSED SITE PLAN

Date:	26/05/20	Drawn By:	Author	Checked:	Checker
Scale:	1:500 @ A1 / 1:500 @ A3				

Project Ref:	Drawing No:	Revision:
NUT2	NUT2 - 100	

LINE OF SITE BOUNDARY



BASEMENT OFFSET FROM UNDERGROUND NATIONAL RAIL TUNNEL

AIR INTAKE DUCT BELOW LIGHTWELL

HOUSE ABOVE SHOWN IN DASHED LINE

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Rev	Notes	date	By	Check

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PLANNING



KSRARCHITECTS
 KSR Architects LLP
 14 Gonsland Street
 London W1R 0ND
 info@ksrarchitects.com
 t +44 (0)20 7882 5000
 www.ksrarchitects.com

Project: 6 NUTLEY TERRACE

Title: PROPOSED BASEMENT PLAN

Date:	APRIL 2015	Drawn By:	KA	Checked:	RS
Scale:	1:50 @ A1 / 1:100 @ A3				

Project Ref:	NUT2	Drawing No:	NUT2 - 101	Revision:	
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