



Council ref: 2015/6455/P

9 December 2015

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Camden Council
Development Control

Dear Josleen

Transport for London
Group Planning

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156 West End Lane, NW6 1SD – TfL initial comments

Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority (GLA). Any views or opinions are given in good faith and relate solely to transport issues.

The proposal

By way of summary, the proposal is to redevelop the site to comprise 164 residential units, 891sqm of mixed use floor space (A1, A2, A3, D1, D2).

Site and surrounding

The nearest part of the Transport for London Road Network (TLRN) and the Strategic Road Network (SRN) is approximately 0.5km to the east and west of the site respectively. West Hampstead Thameslink station is opposite the site and West Hampstead Rail Station served by the Overground is located to the south of the site. Measured on a scale of 1a – 6b where 6b is the highest, the site has a Public Transport Accessibility Level (PTAL) of 6a which is considered excellent.

Road network

TfL considers there will be no adverse impacts upon the TLRN or SRN given the location of the site. The Council should assess the appropriateness of the delivery and servicing strategy for the site, particularly taking into account the varying land uses proposed. TfL would expect a Delivery and Service Plan (DSP) and a Construction and Logistics Plan (CLP) to be secured by condition to appropriately manage any potential adverse effects on the local road network and adjacent Network Rail infrastructure.

In terms of construction impacts, TfL requests that the applicant commits to ensuring that all vehicles travelling to site during construction are at least FORS Silver accredited. It is also important to note that effective 1st September, vehicles of more than 3.5 tonnes entering London must be fitted with sideguards to protect cyclists from being dragged under the wheels in the event of a collision, along with Class V and Class VI mirrors to give the driver a better view of cyclists and pedestrians. The maximum fine for each breach of the ban will be £1000. Repeat offenders may also be referred to the relevant Traffic Commissioner, who is responsible for the licensing and regulation of HGV operators.

Walking and cycling

Due to the high pedestrian footfall in the area generally, it is noted that the existing pathway fronting the site will be widened which is supported TfL. The developer is also proposing to enhance an existing pathway referred to as Potteries Path and connects West End Lane to Lymington Road. The connection will be designed to accommodate pedestrians and cyclists. In terms of accommodating cyclists, the link

should be complaint with the London Cycle Design Guidance (2015). Specific design considerations should be given to how cyclists will safely merge from the Potteries Path connection to the local road network. The Transport Assessment (TA) is also unclear in terms of how the linkage will be managed. TfL's preference is that 24 hours access is maintained for the enjoyment of pedestrians and cyclists. The connection would also benefit from way-finding signage in the form of Legible London signage and a site specific contribution may be requested. An update in this regard will be provided to the Council and the GLA at Stage 1.

Cycle Parking

310 cycle spaces are proposed which complies with London Plan (2015) standards. In any case, TfL requests that this level of cycle parking is secured by condition and in accordance with London Plan (2015) standards. Cyclist facilities (showers, lockers and changing areas) should be provided for staff of the commercial uses and secured by planning condition.

Car Parking

The proposed development is car free (except for 16 Blue Badge parking spaces) which is supported by TfL. It is unclear in the TA how the Blue Badge car parking will be allocated to the different uses on site and further clarification is requested in this regard. Electric vehicle charging points (EVCPs) should also be secured by condition and be in accordance with London Plan (2015) standards. Residents should be exempt from applying for parking permits (except for Blue Badge holders).

A car parking management plan will be required, to be agreed by the Council prior to commencement. This should be secured by condition or by way of the S106 agreement.

Public transport network

TfL is currently considering whether the development will exert an impact upon the surrounding mechanised public transport networks, sufficient to require any S106 mitigation. A financial contribution may be required for capacity enhancements and, in particular, bus stop improvements. An update in this regard will be provided to the Council and the GLA at Stage 1.

Travel planning

A travel plan will be required, to be agreed by the Council, in consultation with TfL, prior to first occupation of the development. The travel plan should be secured, enforced, monitored and reviewed as part of the S106 agreement. It should have stretching mode share targets and contain measures to meet these targets.

Further information can be found on TfL's website at the following link:

<http://www.tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans>

S106 Contributions, Community Infrastructure Levy (CIL)

Within this letter, a number of elements have been identified for inclusion in the 'Heads of Terms' of the S106 agreement. In accordance with London Plan policy 8.3 the Mayor commenced CIL charging for developments on 1st April 2012. Within Camden the charge is £50 per square metre.

As alluded to previously, TfL would expect a clear statement, in the form of 'Heads of Terms', showing all the transport-related contributions that the development is expected to provide in the S106 agreement, to be included in the application material.

If you have any queries, have further questions or seek clarification please contact me.

Yours sincerely

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