

From: Caneparo Associates
To: File, Project Team, LB Camden
Job Title: 1 Fitzroy Road, Camden
Job No: 2016-3123
File Ref: N01-SM-Transport Note (160617) Final Issued
Date: 17 June 2016

Subject: Transport Note

Introduction

1. Caneparo Associates has been instructed by Greg and Eve Cohen (the 'Applicant') to provide highway and transportation advice in relation to the proposed development at 1 Fitzroy Road, Primrose Hill, within the London Borough of Camden. A Site Location Plan is included at **Appendix A**.
2. The existing site comprises 1 x 1-bed and 1 x 3-bed residential units with driveway and garage parking for 2-3 vehicles located along the north-eastern boundary of the site. The proposals seek to convert the two residential units to one 5-bed residential dwelling, provision of a basement level, and include provision of one off-street parking spaces in the northeast corner of the site. The architect's layout plans are provided at **Appendix A**.

The Site and Surrounding Area

3. The site is located on Fitzroy Road, approximately 40m southwest of the junction with Gloucester Avenue. Fitzroy Road is a two-way single carriageway road connecting Gloucester Avenue with Regents Park Road.
4. The southern end of Fitzroy Road provides access to green open space at Primrose Hill, approximately 350 metres from the site. The area surrounding the site is predominantly residential in nature.
5. The site is located within Controlled Parking Zone (CPZ), Zone CA-J, with parking restricted to permit-only use during the hours Monday – Friday 08:30 – 18:00. Standard parking bays are located on the east side of Fitzroy Road, while echelon parking bays are provided on the west side of the road.

6. The existing site has a footway crossover to the parking area which can accommodate 2 vehicles on the driveway, and a further vehicle within the garage at lower ground floor level. The access crossover is secured by gates.
7. The site has a PTAL rating of 3, representing a moderate level of public transport accessibility. The TfL PTAL Report is provided at **Appendix B**. The site benefits from frequent London Underground services from Chalk Farm station (Northern Line) and buses on Chalk Farm Road, both circa 500 metres (6-7 minutes) walk from the site.

Planning Policy Context

National Planning Policy Framework

8. 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. Chapter 4 - 'Promoting Sustainable Transport', paragraph 32 states that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of 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; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

London Plan (March 2015)

9. Car parking standards for residential use are set out on page 269, requiring the maximum provision of up to 2 parking spaces per unit for 4 or more bedroom units.

Camden Planning Guidance Note 7: Transport (2011)

10. Camden Planning Guidance note CPG7 Transport, sets out the stance taken by the council to minimise car use from development. Paragraph 5.5 states that: *"Car-free or car-capped housing may be sought wherever development involves the creation of one or more additional dwellings – whether newly built, or created by a conversion or change-of-use."*

11. Paragraph 5.19 goes on to state that: *“Existing parking rights can normally be retained on development sites, where it can be demonstrated that existing occupiers are to return to the address when it is completed. This is common where an existing dwelling or block is being extended or subdivided. It can also occur where a change-of-use brings a site or property into residential occupation.”*

Camden Development Policies 2010-2025

12. Camden Development Policies (CDP), adopted in 2010, forms part of the Local Development Framework. Development Policy DP18, ‘Parking standards and limiting the availability of car parking’ states that:

“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’.

13. The site is not located in one of the Low Parking Areas (as discussed in para 18.2), therefore the Appendix 2 parking standard for residential development within the ‘Rest of the borough’ is a maximum of one space per dwelling.
14. Development Policy DP19, ‘Managing the impact of parking’ sets out that: The Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces.

Effects of the Proposals

Parking

15. The proposed residential conversion will result in the reduction in on-site parking from 3 Np. parking spaces (2 No. driveway spaces and 1 No. garage space) to 1 No. driveway parking space, equating to reduction of 2 parking spaces on the site.

16. As the proposal comprises a reduction in the number of residential units, CPG7 guidance is not applicable. Notwithstanding this, the development proposal includes for the reduction of off-street parking when compared to the existing use of the site. The provision of 1 space is in accordance with LBC standards, therefore the proposal accords with Camden Development Policies DP18 and DP19. In addition the parking provision proposed at the site is in accordance with London Plan maximum standards which specify a maximum of 2 spaces per unit.
17. The current owners of the site are Greg and Eve Cohen, who will reside at the site following the completion of the development. Under CPG7 para 5.19 (discussed above), the existing parking rights of occupiers at the site can be maintained, such that they will be able to retain their current right to apply for CPZ parking permits.
18. Cycle parking spaces for the proposed residential dwelling will be provided in accordance with LBC and London Plan minimum standards within the curtilage of the site.

Traffic Generation

19. It is considered that the conversion from 2 No. residential units to 1 No. residential dwelling will result in a decrease in trip and traffic generation of the site, particularly in the AM and PM peak periods. A detailed trip generation assessment has therefore not been carried out.

Deliveries, Servicing and Refuse Collection

20. The development proposal will result in a negligible impact in the number of delivery and servicing vehicles attending the site. Vehicles will continue to service the site from Fitzroy Road in line with the existing use of the site.
21. Refuse will be stored within individual wheeled bins located within the curtilage of the site; these will be transported to the public highway for collection in line with the existing refuse collection regime.

Summary

22. This note has assessed the transport effects of the proposed conversion of 1 Fitzroy Road from two residential units to one residential dwelling. It is considered that it has been shown that there will be no adverse transport impacts arising from the proposals and, in particular, no on-street parking impact.

23. Furthermore, the development proposal is in accordance with local, regional and national planning policy guidance in that:

- Car parking at the site will be reduced when compared to the existing use of the site, and provision will be in accordance with LBC and London Plan maximum standards;
- Cycle parking will be provided in accordance with LBC and London Plan minimum standards within the curtilage of the site;
- Traffic generation at the site will reduce due to lower parking provision, therefore having a net beneficial impact on the transport network; and
- The development will result in a net benefit in transport terms, therefore the cumulative residual impacts could not be considered negative and certainly not severe; in this instance the proposal is in accordance with the NPPF.

24. We therefore conclude that the proposal to redevelop 1 Fitzroy Road will not result in any material detrimental impact in traffic / transport terms and should therefore not be prevented or refused on transport grounds.

Appendix A



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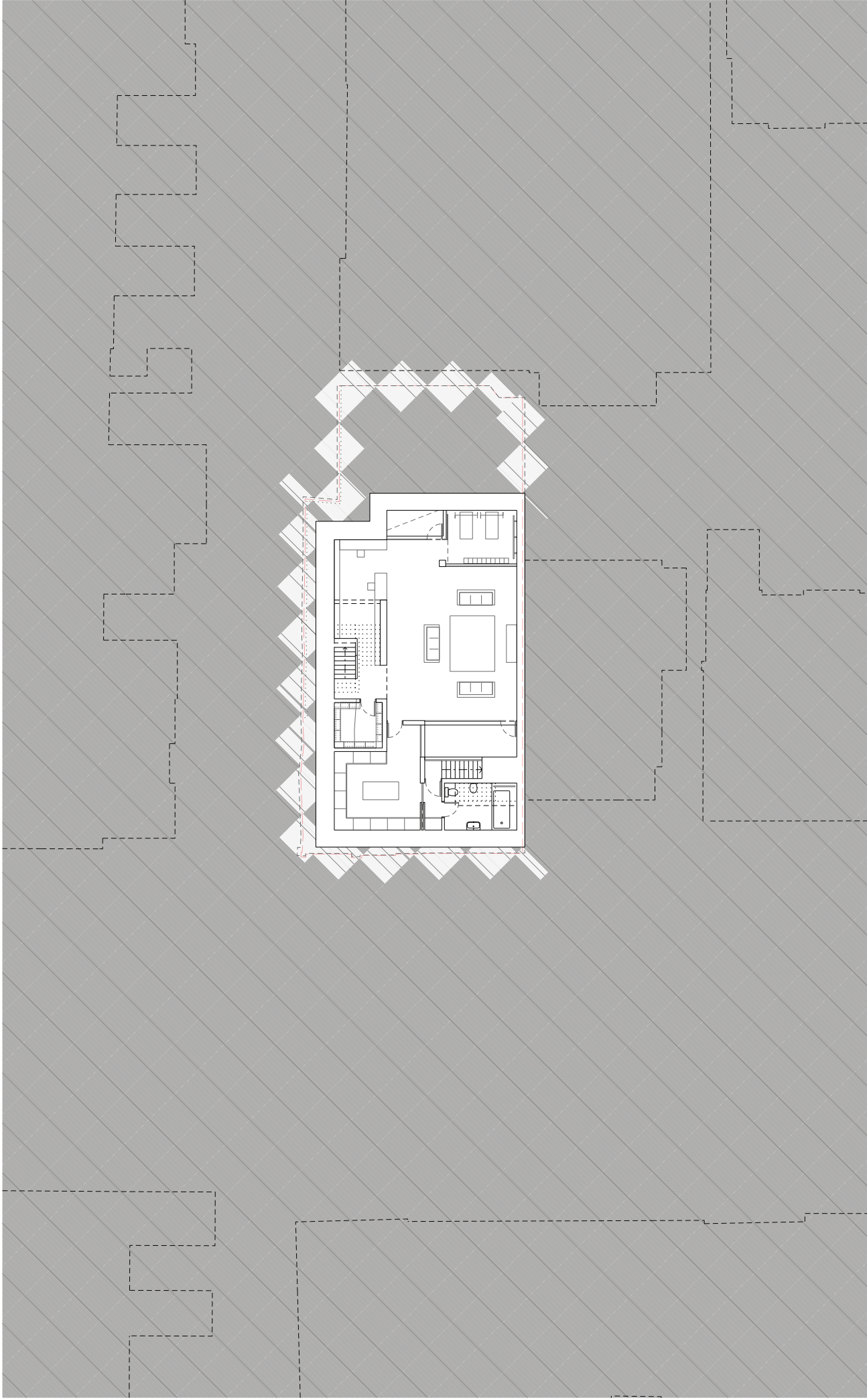


Site Boundary



Project	1 Fitzroy Road
Subject	Site Location Plan
Scale	1 : 1250
Original Size	A4
Date	01.06.2016

Drawing No. **312_001**

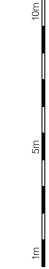


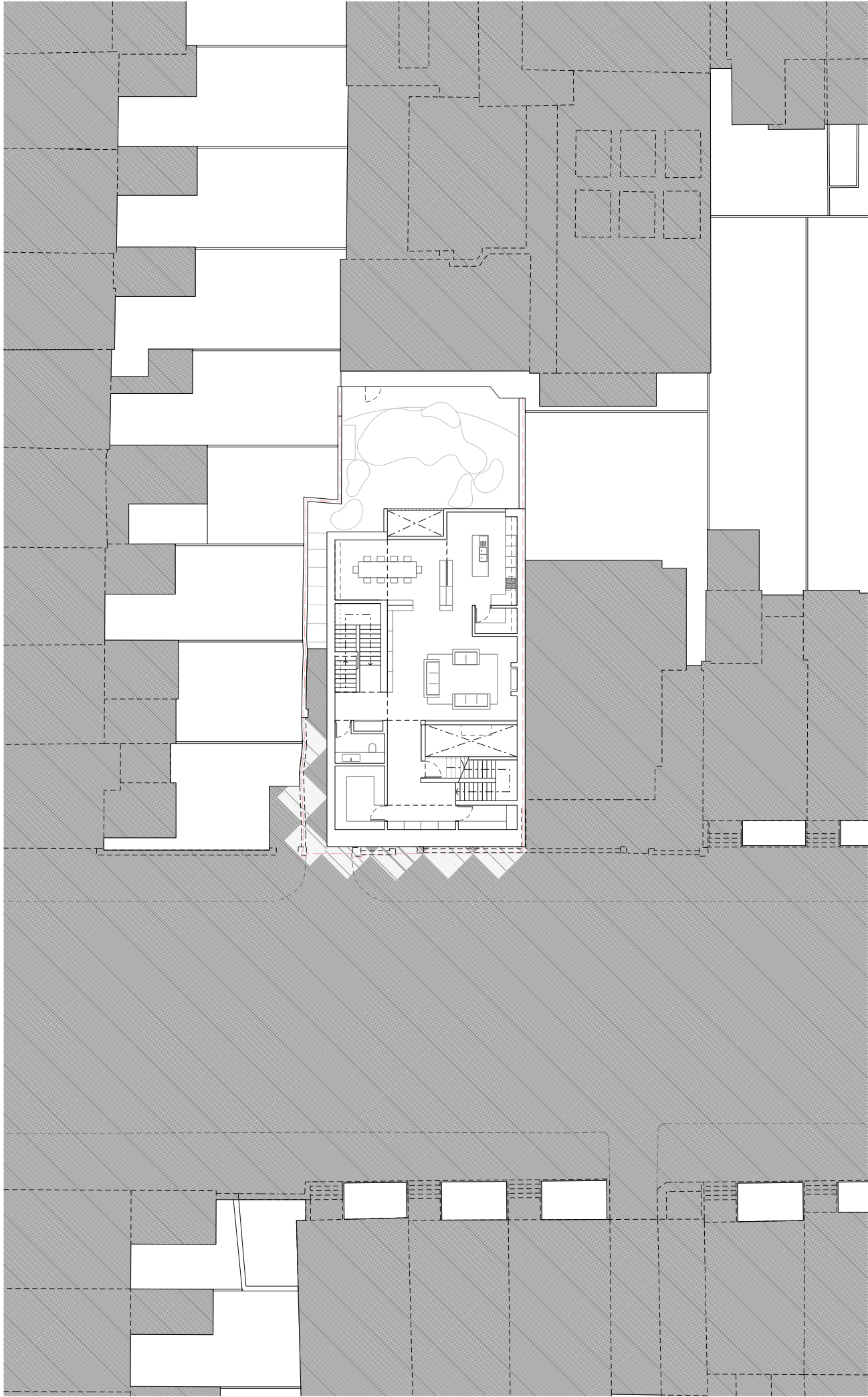
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Issue/Revision	Date	Rev	Project
			1 Fitzroy Road
			Subject
			Scale
			Proposed Basement
			Original Issue
			A1
			Date
			13.08.2016
			Drawing No.
			312_100





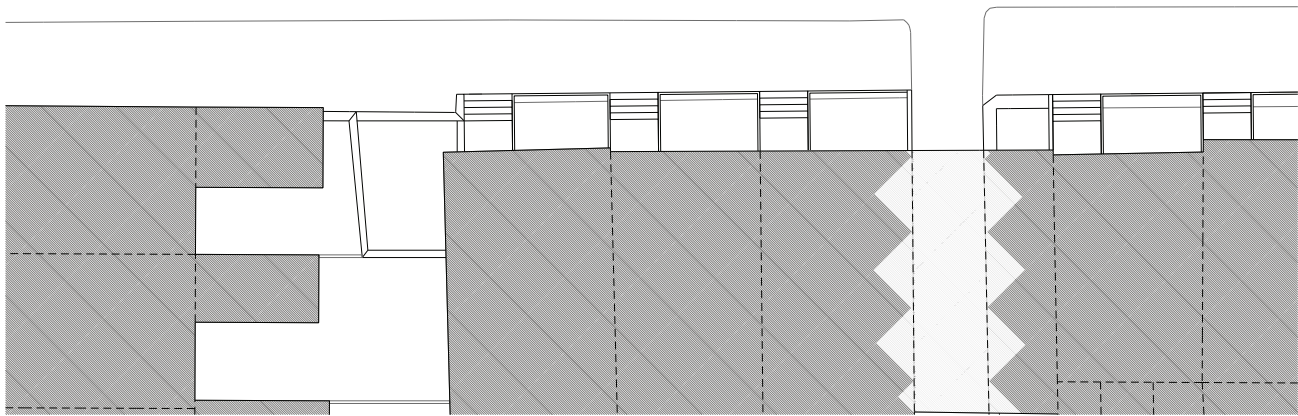
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Project		Revision	
Project	1 Fitzroy Road	Rev	
Subject	Proposed Lower Floor Plan	Date	
Scale	1:100	Rev	
Original size	A1	Date	
Date	13.08.2014		
Drawing No.	312_101		





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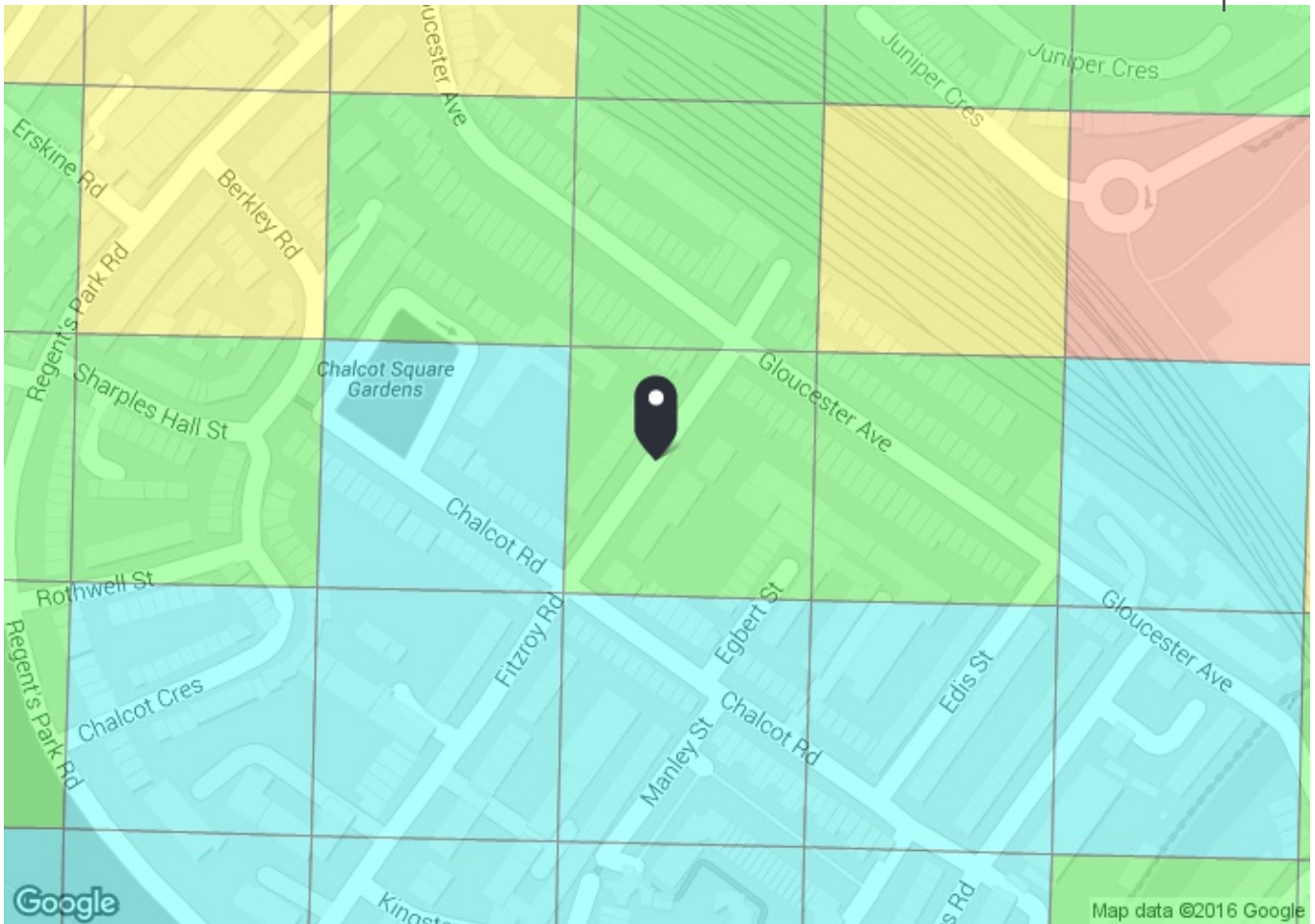
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Issue/Revision	Date	Rev	Subject

Project

1 Fitzroy Road
Proposed Ground Floor Plan
Scale: 1:100
Original Size: A1
Date: 13.08.2014
Drawing No: 312_102

Appendix B



PTAL output for 2011 (Base year)
3
 5-7 Fitzroy Rd, London NW1 8TU, UK
 Easting: 528133, Northing: 184049
 Grid Cell: 98754
 Report generated: 14/06/2016

Map key - PTAL

	0 (Worst)		1a
	1b		2
	3		4
	5		6a
	6b (Best)		

Map layers

- PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	PR ALBERT RD ALBERT TER	274	497.55	7.5	6.22	6	12.22	2.46	0.5	1.23
Bus	CHALK FARM STATION	393	498.87	5	6.24	8	14.24	2.11	0.5	1.05
Bus	CHALK FARM STATION	31	498.87	10	6.24	5	11.24	2.67	1	2.67
Bus	CHALK FARM STATION	168	498.87	9	6.24	5.33	11.57	2.59	0.5	1.3
LUL	Chalk Farm	'Edgware-Morden'	512.03	9	6.4	4.08	10.48	2.86	0.5	1.43
LUL	Chalk Farm	'Morden-Edgware'	512.03	4.67	6.4	7.17	13.57	2.21	0.5	1.11
LUL	Chalk Farm	'Kennington-Edgware'	512.03	14.67	6.4	2.79	9.2	3.26	1	3.26
Total Grid Cell AI:										12.05