

# 1-16 CANFIELD PLACE

## TRANSPORT STATEMENT

MARCH 2017

# 1-16 CANFIELD PLACE

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**Imperial Resources Limited**

**Project no:** 70030628  
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## APPENDICES

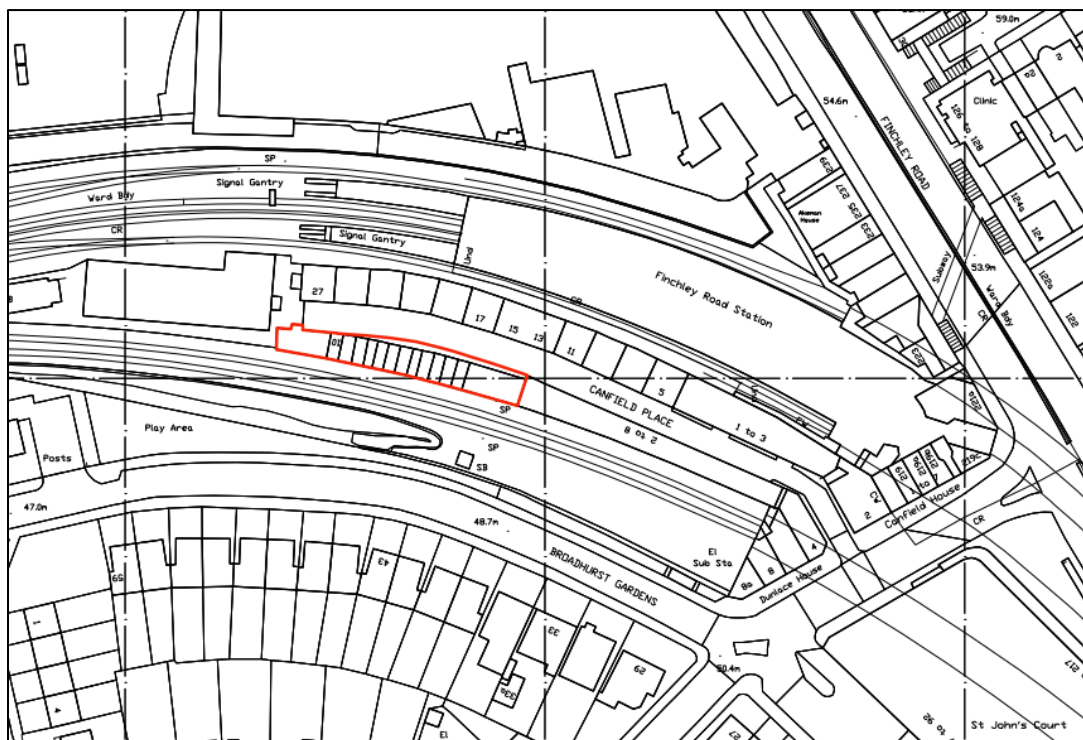
Appendix A	LB Camden Pre-application Consultation
Appendix B	Proposed Ground Floor Plan

# 1 INTRODUCTION

## 1.1 BACKGROUND

- 1.1.1 WSP | Parsons Brinckerhoff (WSP|PB) has been appointed by Imperial Resources Limited ('the Applicant') to provide transportation and highways consultancy services to support a Full Planning Application for the redevelopment of 1-16 Canfield Place, located within the London Borough of Camden (LBC).
- 1.1.2 Canfield Place is a mews street bounded by Finchley Road Underground station to the north, railway lines to the south and east, and Canfield Gardens to the southwest. The location of the Proposed Development site is illustrated by Figure 1-1 below.

**Figure 1-1 Site Location Plan**



## 1.2 EXISTING SITE

- 1.2.1 The existing Site comprises a row of sixteen garages located on the south western side of Canfield Place; a cul-de-sac accessed via Canfield Gardens. As noted above, Canfield Place is bounded on both sides by railway lines along its length.
- 1.2.2 The site is in close proximity to the A41 Finchley Road, a two lane dual-carriageway that is part of TfL's Road Network (TLRN – i.e. a red route), and provides a north-south connection from Central London towards Finchley.

## 1.3 DEVELOPMENT PROPOSALS

- 1.3.1 The Proposed Development comprises the demolition of the existing 16 garages and redevelopment of the Site to provide eight mews type dwellings (Land-Use Class C3). The dwellings will comprise three two-bed properties and five three-bed properties with associated roof terraces.
- 1.3.2 The Proposed Development is to be car-free and as such no on-site car parking will be provided, aside from one accessible parking space. Cycle parking for the Development is to be provided in accordance with both LB Camden and London Plan policy. Further details of the development proposals are provided in Chapter 4 of this report.

## 1.4 REPORT PURPOSE

- 1.4.1 This Transport Statement (TS) has been prepared to provide supporting information to the planning application and concentrates on the key transport aspects of the Proposed Development. The remainder of this report is structured as follows:
- Chapter 2 Policy Context;
  - Chapter 3 Baseline Conditions;
  - Chapter 4 Development Proposals & Access Strategy
  - Chapter 5 Summary & Conclusions
- 1.4.2 This report should be read in conjunction with the Design and Access Statement prepared by CZWG Architects under separate cover.

## 1.5 PRE-APPLICATION CONSULTATION

- 1.5.1 Formal pre-application consultation has been undertaken with LBC in respect of the Development proposals. The pre-application response (dated October 2016) set out that the Development should be car free to accord with planning policy and also detailed the minimum cycle parking requirements. The Proposed Development has therefore been developed in accordance with the pre-application guidance provided by LBC. The full pre-application response from LBC is contained in [Appendix A](#) for reference.

# 2 POLICY CONTEXT

## 2.1 INTRODUCTION

- 2.1.1 A review of national, regional and local transport policy relevant to the proposals has been carried out and is summarised below.

## 2.2 NATIONAL GUIDANCE

### NATIONAL PLANNING PRACTICE GUIDANCE (MARCH 2012)

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- 2.2.1 The National Planning Policy Framework (NPPF) was adopted in March 2012 and replaces previous national planning policy guidance and statements, such as PPG13 and PPS3, with a single more concise document. With regard to transport, the NPPF sets aims for a transport system balanced in favour of sustainable transport modes, in order to give people a real choice about how they travel. It also encourages solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 2.2.2 Relating to facilitating economic growth Paragraph 32 of NPPF sets out that:
- 2.2.3 *“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 limits 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.”
- 2.2.4 The NPPF sets out that those developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Developments should be located and designed where practical to:
- Accommodate the efficient delivery of goods and supplies;
  - Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
  - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
  - Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
  - Consider the needs of people with disabilities by all modes of transport.
- 2.2.5 Travel Plans are considered a key tool in achieving the above, and should be provided where developments generate significant amounts of movement.

## NATIONAL PLANNING PRACTICE GUIDANCE (MARCH 2014)

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- 2.2.6 The National Planning Practice Guidance (NPPG) was first published in March 2014, offering updated and revised guidance on planning where necessary. The online version allows stakeholders to be alerted in real time when future amendments to individual policies are made, thereby ensuring that the most up-to-date guidance documents are available.
- 2.2.7 The NPPG provides additional guidance to supplement the planning policies contained in the NPPF.
- 2.2.8 The guidance on Transport Assessments refers back to Paragraph 32 of the NPPF, and there are no major changes from previous guidance on their scope or content.
- 2.2.9 Paragraphs 14 and 15 of the NPPG states that the scope of a Transport Assessment and by extension a Transport Statement should include the following:
- An overview of the planning context relating to the development proposals;
  - Details of the proposed development layout and access arrangements by all transport modes;
  - A description of the existing land uses within the site and the surrounding area, as well as public transport provision (including proposed changes);
  - Data relating to existing traffic flows on the links and junctions around the development site, with flows broken down by vehicle type;
  - Details of the methodologies used to determine the anticipated trip generation and trip distribution for the proposed development;
  - An assessment of the predicted transport impacts of committed schemes in the vicinity of the development;
  - Personal Injury Accident (PIA) data analysis for the past three years, or the past five years if the area is identified as having a high accident rate;
  - Details of existing parking in the area and the proposed parking strategy for the development; and
- 2.2.10 Measures to mitigate the residual transport impacts of the proposed development.

## 2.3 LONDON POLICY

### THE LONDON PLAN (APRIL 2016)

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- 2.3.1 The London Plan 'The Spatial Development Strategy for London Consolidated with Alterations Since 2011' was published in March 2015 and updated in April 2016. The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone, and encourages cycling, walking and use of electric vehicles. The document states that London should be 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.
- 2.3.2 The London Plan recognises that transport plays a fundamental role in addressing the whole range of this spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants, having major effects on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely.
- 2.3.3 **Policy 6.1** Strategic Approach stresses the importance of closer integration of transport and development and hopes to achieve this by inter alia:



- Encouraging patterns of development that reduce the need to travel, especially by car;
- Supporting development that generates high levels of trips only at locations with high levels of public transport accessibility, either currently or via committed, funded improvements;
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management;
- Promoting greater use of low carbon technology so that CO<sub>2</sub> and other contributors to global warming are reduced; and
- Promoting walking by ensuring an improved urban realm.

**2.3.4** **Policy 6.3** regarding the effects of development on transport capacity states that new developments which will give rise to significant numbers of new trips should be located either where there is already good public transport provision with capacity adequate to support the additional demand, or where such high-quality provision is being introduced. It is identified that phasing development, Travel Plans and addressing freight issues may help to reduce the impact of the development.

**2.3.5** **Policy 6.3** also notes that assessments are required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Travel Plans as well as construction logistics, deliveries and servicing plans should also be provided in line with recommended guidance.

**2.3.6** **Policy 6.9** seeks to bring about a major increase in cycling so that it accounts 5% of modal share by 2026. Developments should provide convenient and accessible cycle parking in line with minimum standards, on-site changing facilities and showers, assist with facilitating growth of the cycle hire scheme and contribute positivity towards an integrated cycling network.

**2.3.7** **Policy 6.10** relating to walking states that "development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space."

**2.3.8** **Policy 6.14** relating to servicing, states that development proposals will be considered more favourably should the following criteria be met:

- Locate developments that generate high numbers of freight movements close to major transport routes;
- Promote the uptake of the Freight Operators Recognition Scheme, construction logistics plans and delivery and servicing plans. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight; and
- Increase the use of the Blue Ribbon Network for Freight Transport.

#### THE MAYOR'S TRANSPORT STRATEGY (MAY 2010)

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**2.3.9** The Mayor's Transport Strategy was published in May 2010 and is considered the principal tool through which the Mayor exercises his responsibilities for planning, management and development of transport in London, for both the movement of people and goods. It replaces the 2001 Transport Strategy and supports the London Plan and Economic Development Strategy. The legislative framework specifies that the transport strategy must contain policies for: *"the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London."*

## THE MAYOR'S VISION FOR CYCLING IN LONDON (MARCH 2013)

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### 2.3.10

The Mayor's Vision for Cycling was published in March 2013 and sets out plans for substantial change to significantly increase cycling in London to achieve associated benefits including fitness, enjoyment and easy travel. The document highlights four key outcomes:

#### → A Tube network for the bike

- (i) London will have a network of direct, high-capacity, joined-up cycle routes.
- (ii) New and improved cycle routes are proposed including a 'Crossrail for the bike', better and new cycle superhighways and new Quietways which cater for different types of cyclists and journeys.

#### → Safer streets for the bike

- (i) London's streets and spaces will become places where cyclists feel safe.
- (ii) Improvements are proposed at unsafe junctions including, where appropriate, widening to allow more spaces for cyclists, 'early start' signals, cycle-only paths and segregated lanes at junction approaches.
- (iii) Lorries and vans are to be fitted with safety equipment to protect cyclists and lorry drivers will undertake training.
- (iv) Further implementation of 20mph speed limits is proposed on a case-by-case basis.

#### → More people travelling by bike

- (i) The Vision aims for cycling across London to double in the next 10 years.
- (ii) Measures to help commuters cycle including the delivery of 80,000 additional cycle parking spaces by 2016 including at central termini rail stations and the expansion and improvement of the cycle hire network.

#### → Better places for everyone

- (i) Increasing cycling and improving the cycle network can assist in making better and more prosperous places and a healthier city for everyone.

## TRANSPORT FOR LONDON, MAKING LONDON A WALKABLE CITY (FEBRUARY 2004)

### 2.3.11

The Walking Plan for London was published by the Mayor in February 2004, supporting the vision of the Mayor's Transport Strategy. The Plan states: *"Aspects which make a city walkable are described as the 5 'Cs' in the London Planning Advisory Committee (LPAC) Walking Strategy for London and are adopted as key indicators of walkability for inclusion within the Walking Plan for London."* The 5 'Cs' are connected, convivial, conspicuous, comfortable, and convenient.

## 2.4 LOCAL GUIDANCE

### CAMDEN LOCAL DEVELOPMENT FRAMEWORK (LDF) CORE STRATEGY

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#### 2.4.1

The Core Strategy also sets out a series of strategic policies which cover the whole of Camden and a number of these are of direct relevance to this development.

**2.4.2** **‘Policy CS11 Promoting Sustainable and Efficient Travel’** – states there will be improvements to encourage walking and cycling as part of transport infrastructure works and the Council will continue to improve facilities for cyclists including the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhance cycle links. Use of low emission vehicles should be promoted through the provision of electric charging points, and growth and development must have regard to Camden’s road hierarchy and not cause harm to the management of the road network.

**2.4.3** **‘Policy CS13 Tackling Climate Change through Promoting Higher Environmental Standards’** – relates to reducing the effects of, and adapting to, climate change. This should be done by ensuring there are patterns of land use that minimise the need to travel by car and help support local energy networks

#### CAMDEN DEVELOPMENT POLICIES (2010 – 2025)

**2.4.4** Camden Development Policies forms part of the Council’s LDF and they contribute to delivering the Core Strategy by setting out detailed planning policies.

**2.4.5** **‘Policy DP16: The Transport Implications of Development’** – states that all development should be properly integrated with the transport network and supported by walking, cycling and public transport links. It also addresses the need for developments to assess and address likely impacts of development and the steps that will be taken to mitigate these impacts using Transport Assessments and Travel Plans.

**2.4.6** **‘Policy DP17: Walking, Cycling and Public Transport’** – addresses the need for developments to make suitable provision for these modes of transport and, where appropriate, make provision for interchanging between different modes.

**2.4.7** **‘Policy DP18: Parking Standards and Limiting the Availability of Car Parking’** – states that development in the town centre of Finchley Road / Swiss Cottage should be car free with any parking on site limited to designated disabled spaces, and operation and servicing needs.

**2.4.8** **Section 18.2 (Pg 85):** States that car free development should have no parking on site and on-street car parking permits will not be issued to occupiers. People with disabilities who are Blue Badge holders are, however, permitted to park in on-street spaces without a parking permit.

**2.4.9** Appendix 2 of the Camden Development Policies contains the cycle parking standards for residential dwellings which are detailed alongside the London Plan standards in Table 2-1.

**Table 2-1: Cycle Parking Standards**

DWELLINGS (C3)	MINIMUM CYCLE PARKING STANDARDS	
	Long-stay	Short-stay
Camden Development Policies (2010-2025)	1 space per dwelling	1 per 10 units (above 20 unit threshold)
London Plan (2015)	1 space per one bed unit 2 spaces per two+ bed units	1 space per 40 units

**2.4.10** **‘Policy DP19: Managing the Impact of Parking’** – highlights the importance of ensuring that 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.

**2.4.11** **Policy DP20** relates to the movement of goods and materials in relation to minimising the movement by road and also minimising the impact of the movement of goods and materials by road. This policy specifies that developments need to seek opportunities to minimise disruption for local communities through effective management, including the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries.

**2.4.12** **Policy DP21** states that the Council will expect developments connecting to the highway network to:

- Ensure the use of the most appropriate roads by each form of transport and purpose of journey, in accordance with Camden's road hierarchy;
- Avoid direct vehicular access to the Transport for London Road Network (TLRN) and other Major Roads; and
- Avoid the use of local roads by through traffic.

#### CAMDEN TRANSPORT STRATEGY (2011)

**2.4.13** Eight relevant transport objectives are included in the Transport Strategy:

- Objective 1: Reduce motor traffic levels and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a 'low carbon and low waste borough.
- Objective 2: Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden.
- Objective 3: Improve road safety and personal security for people travelling in Camden.
- Objective 4: Effectively manage the road network to manage congestion, improve reliability and ensure the efficient movement of goods and people.
- Objective 5: Develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement.
- Objective 6: Ensure the transport system supports Camden's sustainable growth and regeneration as well as enhancing economic and community development.
- Objective 7: Ensure the transport system supports access to local services and facilities, reduces inequalities in transport and increases social inclusion.
- Objective 8: Ensure that the provision of parking is fair and proportionate by considering the needs of all users, whilst also encouraging sustainable travel choices.

**2.4.14** The transport strategy points to the planning process as a key component of the above aims (in particular Objective 6) and refers to planning policy included within the London Plan and Camden's Local Development Framework as the means of achieving this.

**2.4.15** **Policy 1.2** - The Council will continue to encourage travel by sustainable modes, reduce motor vehicle dependency and the dominance of motor traffic in the borough.

**2.4.16** **Policy 1.11** - Camden will continue to work in partnership with stakeholders in order to develop and implement comprehensive campaigns that promote the benefits of active travel and more sustainable travel options.

# 3

## BASELINE CONDITIONS

### 3.1 INTRODUCTION

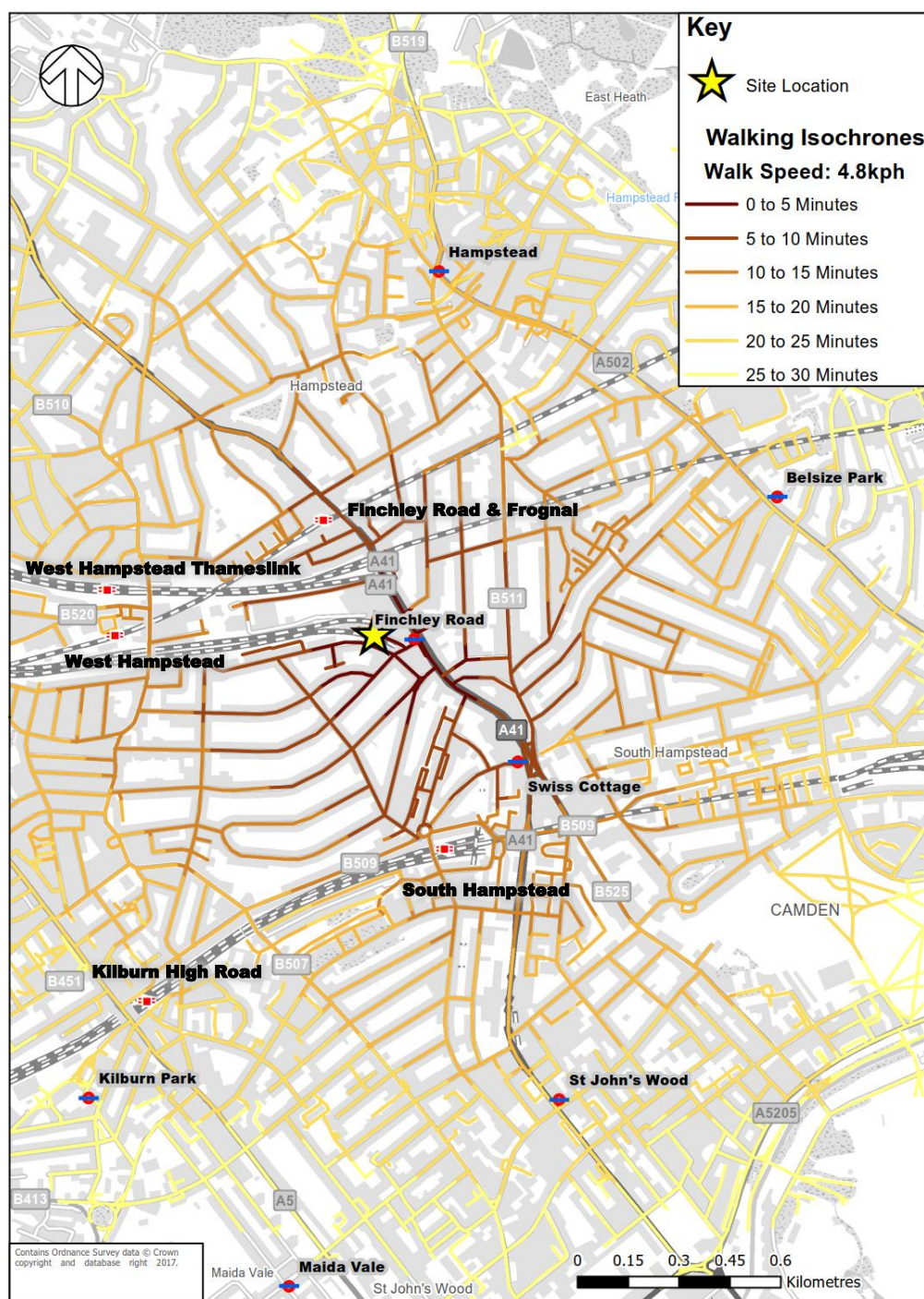
- 3.1.1 This Chapter describes the Site location and its surrounding area, together with the local highway network and walking, cycling and public transport accessibility.

### 3.2 PEDESTRIAN ACCESSIBILITY

- 3.2.1 The Site is located on Canfield Place, a cul-de-sac mews street, bounded by railway / Underground lines on both sides along its length. Canfield Place has footpaths running along both sides of the street, northeast of the Site towards the junction with Canfield Gardens. The remainder of the Canfield Place is a shared surface mews street.
- 3.2.2 The Site is accessed from the southwest via Canfield Gardens. Canfield Gardens has wide footpath provision on both sides of the road and leads directly onto A41 Finchley Road, east of the Site. Finchley Road runs north to south, and continues south towards Regent's Park. Finchley Road London Underground (LUL) station is located adjacent to the Site on the western side of the A41 Finchley Road carriageway.
- 3.2.3 A41 Finchley Road is a dual carriageway with a footpath along both sides for pedestrians. The central reservation of the carriageway has guard railing to prevent informal pedestrian crossing activity. Signalised pedestrian crossings are provided on Finchley Road at the junction with Canfield Gardens, approximately 150m from the Site. This caters for appropriate desire lines to local amenities in the district centre around Finchley Road station.
- 3.2.4 A pedestrian isochrones map (displayed in Figure 3-1) illustrates the 5, 10, 15, 20, 25 (2km) and 30 minute catchment areas from the Site, assuming a walk speed of 4.8km/hr. As shown a vast amount of the Camden area can be accessed within a 30 minute walk from the Site.
- 3.2.5 As demonstrated by Figure 3-1, Finchley Road, West Hampstead Thameslink and Finchley Road & Frognal stations can all be reached within a 10 minute walk from the Site. A number of local amenities are provided around Finchley Road station, including various supermarkets and the O2 Shopping Centre. There are also a variety of schools nearby including Holy Trinity C of E Primary School (Trinity Walk), Broadhurst School (Greencroft Gardens) and South Hampstead High School (Maresfield Gardens).



Figure 3-1 Pedestrian Isochrones

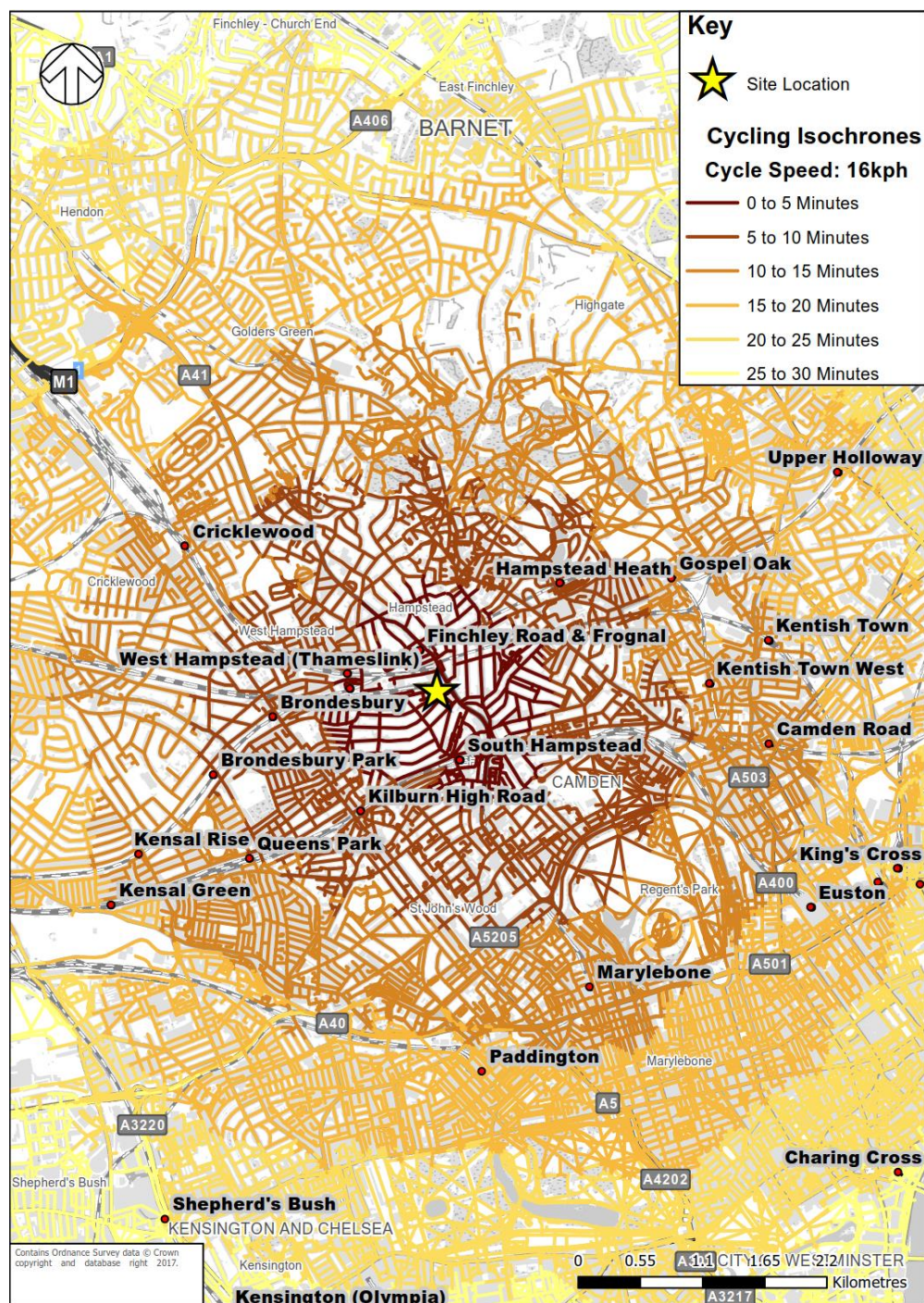


### 3.3 CYCLING ACCESSIBILITY

- 3.3.1** A designated Quietway runs along Fairhazel Gardens to the west of the Site. Cycle Superhighway 11 is currently undergoing consultation, and is proposed to run along A41 Finchley Road from Swiss Cottage, approximately 600m south of the Site, to the West End.
- 3.3.2** Cycling is growing in popularity in London and has the potential to substitute for short car trips, particularly those under 5 km, and to form part of a longer journey by public transport. Figure 3-2 below illustrates the areas accessible within a 30 minute cycle from the Site.



Figure 3-2 Cycle Isochrones

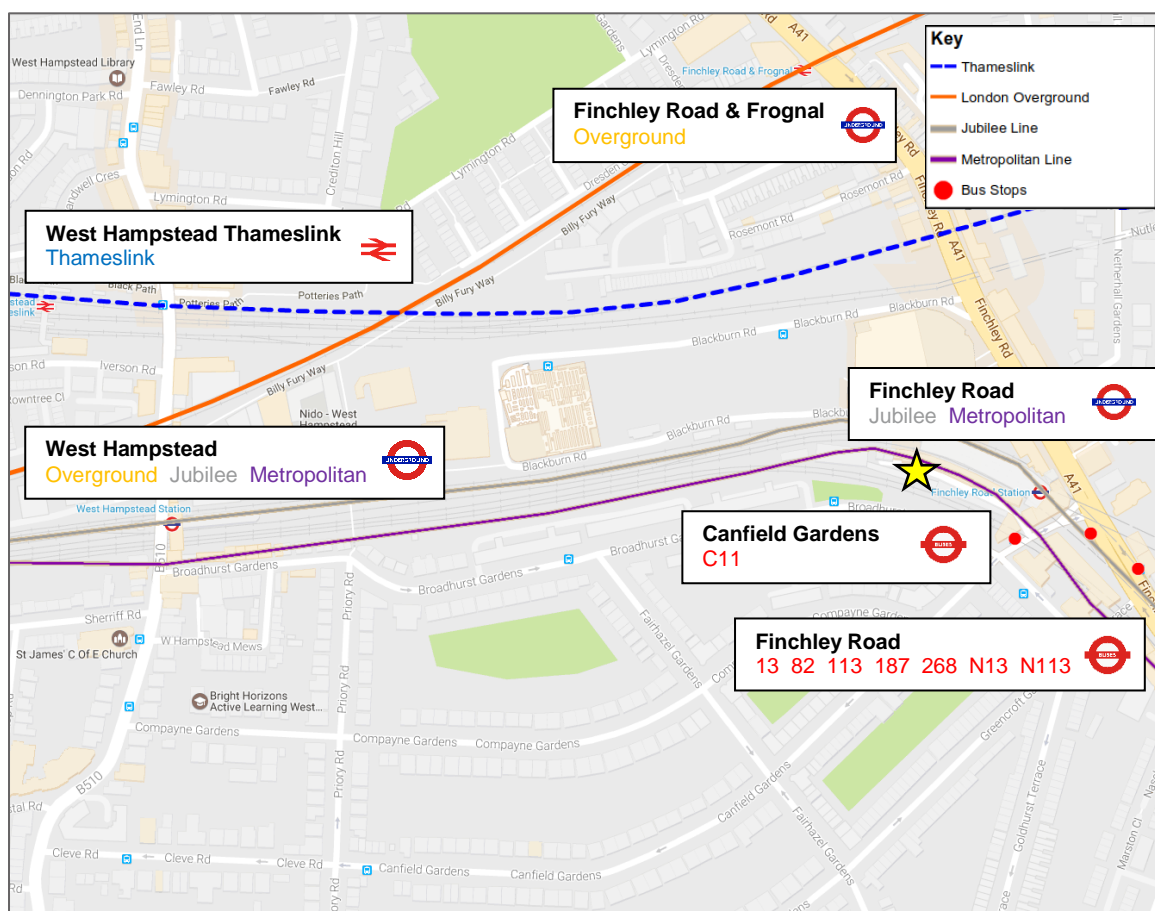


## 3.4 PUBLIC TRANSPORT ACCESSIBILITY

### 3.4.1

Access to the Site is readily available by a number of public transport modes including National Rail, London Underground, London Overground and bus. The following sections detail the Site's public transport accessibility by each mode in turn. Figure 3-3 also provides an overview of the public transport services available in the vicinity of the Site.

Figure 3-3 Public Transport Network



## NATIONAL RAIL

### 3.4.2

The nearest station to the Site is West Hampstead Thameslink which is served by Thameslink rail services and is located approximately 1km from the Site. West Hampstead provides frequent services to central and south London, Kent, Luton and Bedford. Peak hour train frequencies on the West Hampstead Thameslink route are summarised in Table 3-1.



**Table 3-1 National Rail services from West Hampstead Thameslink**

ORIGIN / DESTINATION	TRAINS PER HOUR	
	AM Peak - Inbound	PM Peak – Outbound
Luton	6	6
Central London (St Pancras)	9	7
Kent (Sevenoaks)	3	3
South London (via Streatham)	4	4

Source: National Rail

## LONDON UNDERGROUND / LONDON OVERGROUND

### 3.4.3

As shown in Figure 3-3, a number of London Underground (LUL) and Overground stations are in close proximity of the Site including Finchley Road (100m away), Finchley Road and Frognal (550m away), Swiss Cottage (600m away), South Hampstead (800m away), and West Hampstead (900m away). Together, these stations provide access to two LUL lines and two Overground lines. Table 3-2 details the peak frequency of the services available from each of these stations and lines.

**Table 3-2 Underground / Overground Services**

Station	Line	Direction	Trains per Hour	
			AM PEAK	PM PEAK
Finchley Road	Jubilee	Northbound	28	29
		Southbound	30	29
	Metropolitan	Northbound	21	22
		Southbound	23	23
Finchley Road & Frognal	Overground	Eastbound	8	8
		Westbound	8	8
South Hampstead	Overground	Northbound	3	3
		Southbound	3	3

Source: TfL

### 3.4.4

As shown by Table 3-2, the Site is served by an extensive number of Underground and Overground services in the peak hours, in addition to the National Rail services which also offer connections to destinations within London and further afield.

## BUS

### 3.4.5

The closest bus stops are located around Finchley Road station, within 100m of the Site. The bus stops serving the station are situated along A41 Finchley Road, Canfield Gardens and Broadhurst Gardens as demonstrated by Figure 3-3. The existing bus stops are sheltered and also provide seating together with real time timetable information. Existing bus services and frequencies in the vicinity of the Site are summarised in Table 3-3.

**Table 3-3 Local Bus Services and Frequencies**

ROUTE NUMBER	ROUTE	SERVICE FREQUENCY
13	Aldwych – Golders Green	Every 5-8 minutes
82	Victoria – North Finchley	Every 5-9 minutes
113	Edgware – Marble Arch	Every 8-11 minutes
187	Finchley Road – Central Middlesex Hospital	Every 8-11 minutes
268	Finchley Road – Golders Green	Every 10-13 minutes
C11	Archway – Brent Cross Shopping Centre	Every 7-10 minutes
N13*	Aldwych – North Finchley	Every 30 minutes
N113*	Edgware – Trafalgar Square	Every 30 minutes
757	Victoria – Luton	Every 20 minutes
758	Victoria – Hemel Hempstead	Every 30 minutes

Source: TfL

\*Nightbus

- 3.4.6 As Table 3-3 demonstrates, the Site is extremely well served by bus with approximately eight bus routes providing regular services throughout the day, as well as two buses through the night.

#### PUBLIC TRANSPORT ACCESS LEVEL (PTAL)

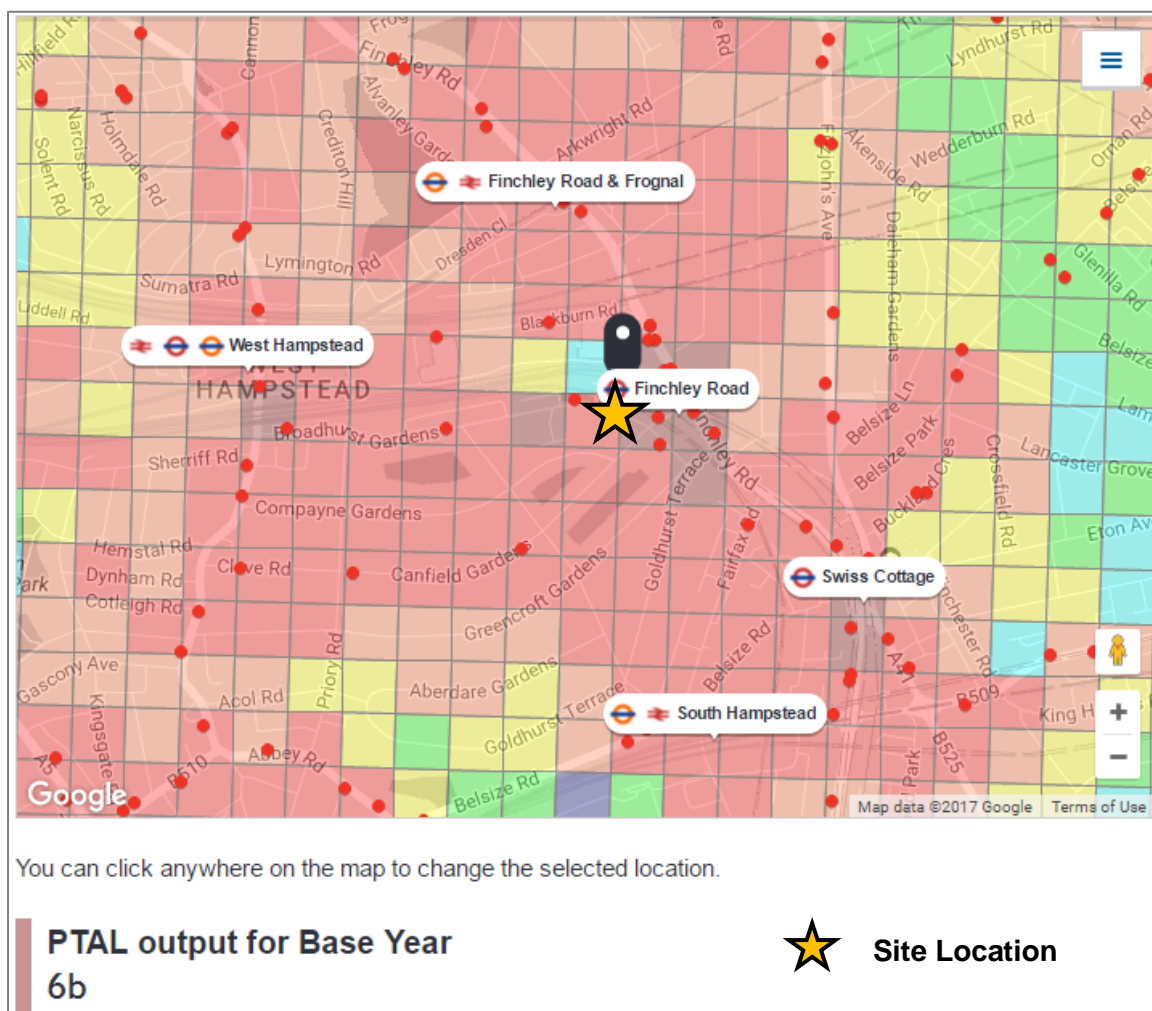
- 3.4.7 The Public Transport Access Level (PTAL) methodology has been adopted by the Greater London Authority (GLA) and TfL as a means of quantifying and comparing accessibility by public transport for a given site.
- 3.4.8 The PTAL methodology takes into account the time taken to access the public transport network, including
- The walk time to various public transport services;
  - The average waiting time for each service; and
  - The reliability of each service.
- 3.4.9 The methodology is based on a walk speed of 4.8km/h and considers rail stations within a 12 minute walk (960m) of the site and bus stops within eight minutes' walk (640m), with the PTAL assessment being undertaken using the AM peak hour operating patterns of existing public transport services.
- 3.4.10 An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are weighted to provide an accessibility index (AI) value for each service accessible from the site. The sum of the AI's for each mode are aggregated to provide a single measure of accessibility for the site. The Total AI value is then compared against the accessibility level bands summarised in Table 3-4.

**Table 3-4 PTAL Access Level Bandings**

PTAL SCORE	RANGE OF INDEX (AI)	DESCRIPTION
1a	0.01 – 2.50	Very Poor
1b	2.51 – 5.00	Very Poor
2	5.01 – 10.00	Poor
3	10.01 – 15.00	Moderate
4	15.01 – 20.00	Good
5	20.01 – 25.00	Very Good
6a	25.01 – 40.00	Excellent
6b	>40.01	Excellent

## 3.4.11

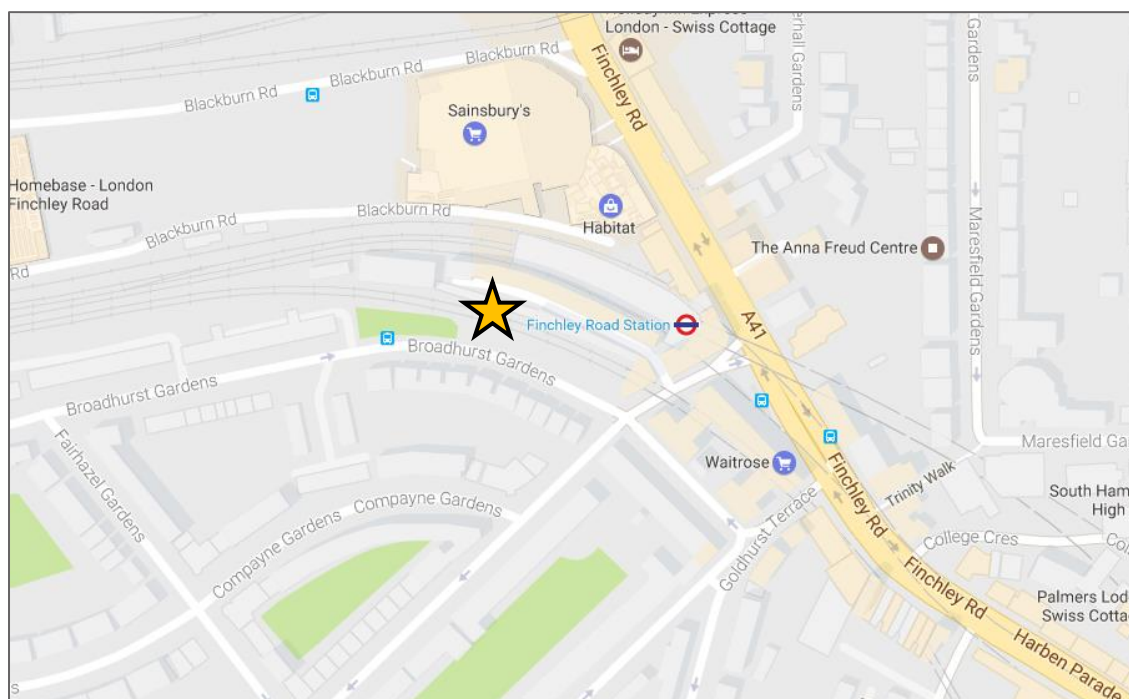
Site-specific PTAL calculations have been undertaken by TfL based on the currently contracted public transport service frequencies during the AM peak period. The site has a PTAL of 6b (Excellent). The PTAL plan is displayed below, with an extract of the TfL PTAL map provided on Figure 3-4.

**Figure 3-4 Current Site PTAL Plan (Source: TfL)**

## 3.5 LOCAL HIGHWAY NETWORK

- 3.5.1 Canfield Place is a narrow two-way mews with no through access at its north-western end. The road is bounded on both sides by railway lines along its entire length and can only be reached via Canfield Gardens, to the southeast of the site as demonstrated by Figure 3-5.

**Figure 3-5 Local Highway Network**



- 3.5.2 A41 Finchley Road is accessed via the eastern end of Canfield Gardens, less than 100m from the Site. A41 Finchley Road is part of the TfL's Road Network (TLRN – i.e. a red route), and provides a north-south connection from Baker Street and Regent's Park to Finchley and then Barnet. The road is a two-lane dual carriageway, with additional bus only lanes in both directions. There are double red lines on both sides of A41 Finchley Road in the vicinity of the Site; vehicles are not allowed to stop at any time on double red lines.
- 3.5.3 As previously noted, the central reservation of the carriageway has guard railing fence to prevent informal pedestrian crossing activity.

### PARKING CONTROLS

- 3.5.4 There are double yellow lines running along both sides of Canfield Place outside the Proposed Development site. There are 12 controlled parking bays positioned along the southwestern side of Canfield Place; these are situated within the Swiss Cottage: Finchley Road (CA-R (b)) Controlled Parking Zone (CPZ). This restricts parking to permit holders only from Monday to Saturday, 08:30 to 22:00.

### REFUSE COLLECTION

- 3.5.5 Refuse collection for residential properties on Canfield Place is currently undertaken by LBC. On collection days, refuse vehicles currently reverse the length of Canfield Place from Canfield Gardens, before progressing in a forward gear and collecting the refuse upon exit from Canfield Place.

# 4

## DEVELOPMENT PROPOSALS & ACCESS STRATEGY

### 4.1 INTRODUCTION

4.1.1 This Chapter sets out the proposed access arrangements, cycle parking provision, and delivery and servicing arrangements for the Proposed Development.

### 4.2 DEVELOPMENT PROPOSALS

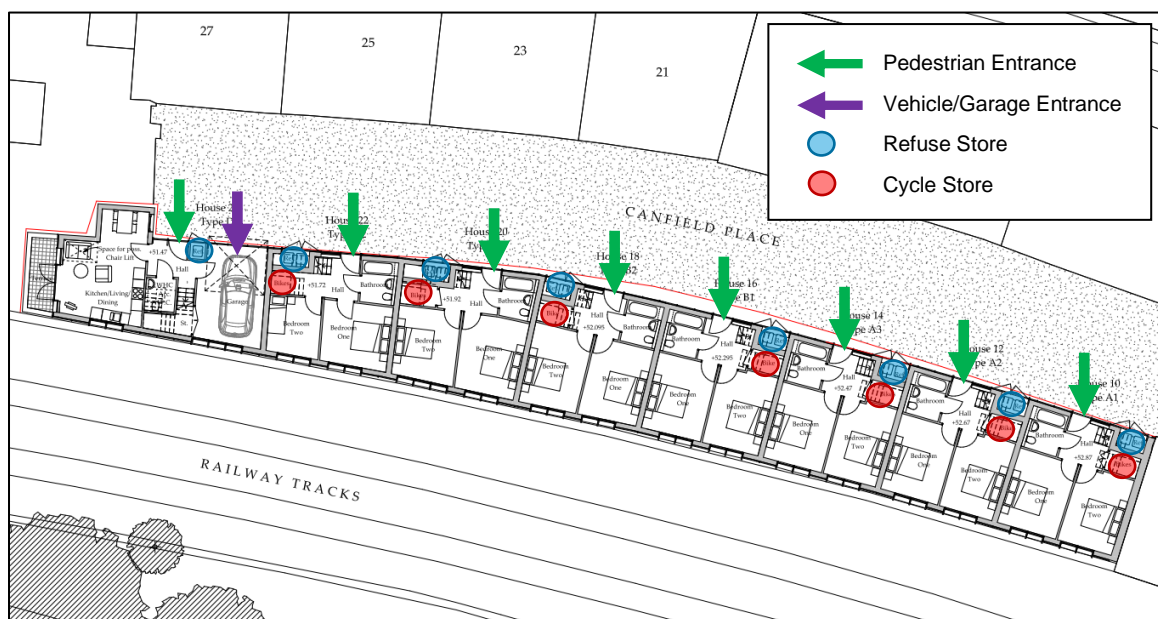
4.2.1 The Proposed Development comprises demolition of the existing 16 single storey garages and redevelopment of the Site to provide eight mews type residential dwellings (Class C3). The residential dwellings will comprise three two-bed properties and five three-bed properties with associated roof terraces, including one wheelchair accessible unit. Table 4-1 below shows the proposed development schedule.

**Table 4-1 Proposed Development Accommodation Schedule**

UNIT TYPE	No. DWELLINGS
2-bed	3
3-bed	5
<b>Total</b>	<b>8</b>

4.2.2 The proposed ground floor layout is contained in [Appendix B](#) for reference, with an extract provided in Figure 4-1 below.

**Figure 4-1 Proposed Ground Floor Plan**



## PEDESTRIAN ACCESS

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- 4.2.3 Pedestrian access to each of the units will be via the Site frontage on Canfield Place. As demonstrated by Figure 4-1, the houses will each have private direct access on to Canfield Place.

## CAR AND CYCLE PARKING

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- 4.2.4 The Proposed Development is to be largely car free and as such will provide no on-site car parking, aside from one accessible parking space for the wheelchair adaptable unit. This accords with LBC policy which requires developments in 'highly accessible' areas (in terms of PTAL) to be car-free. As demonstrated by the ground floor plan, the accessible parking space will be located within a private off-street garage, within the property itself.
- 4.2.5 It is also envisaged that the development will enter a car free agreement with LBC, by where residents will not be considered eligible for parking permits to access the surrounding on-street car parking. These restrictions are likely to be secured through the S106 legal agreement.
- 4.2.6 As the site is located adjacent to Finchley Road LUL station and in close proximity to other National Rail and Overground services, as well as bus stops and cycle routes, residents will be able to travel by a variety of sustainable modes and subsequently not require access to a car.
- 4.2.7 The development is in line with LBC policy to limit parking provision in the area, and as indicated by pre-application discussions (Appendix A), the removal of the existing garages is considered acceptable and welcomed.
- 4.2.8 Cycle parking will be provided for each individual dwelling within the unit itself; in keeping with London Plan and LBC requirements, storage will be provided for 2 bicycles per dwelling (16 cycle parking spaces in total). Dedicated cycle stores are provided next to the entrance of each dwelling with the exception of the wheelchair accessible unit, where space for cycles is provided within the garage.
- 4.2.9 Cycle access to the Site will remain as per the existing situation, with access to the wider network and designated cycle routes (e.g. the Quietway along Fairhazel Gardens) provided via Canfield Gardens at the southern end of Canfield Place.

## SERVICING AND REFUSE COLLECTION

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- 4.2.10 The proposed residential units will be serviced directly from on-street, as per the current situation for neighbouring properties on Canfield Place. Given the low number of proposed residential units, the number of delivery and servicing vehicles associated with the Site would be negligible.
- 4.2.11 As demonstrated on the development layouts, each unit will have its own dedicated refuse store provided at street level with direct access onto Canfield Place, and will provide refuse and recycling container storage in accordance with Camden Planning Guidance 1 (CPG 1 Design). On collection days, it is intended LBC waste operatives will directly access the refuse stores, which will be accessible within 10m of refuse collection vehicles.
- 4.2.12 Refuse collection vehicles will access the proposed residential units as per the current situation for neighbouring properties on Canfield Place.



# 5

## SUMMARY AND CONCLUSIONS

### 5.1 SUMMARY

- 5.1.1 WSP | Parsons Brinckerhoff (WSP|PB) has been appointed by Imperial Resources Limited ('the Applicant') to provide transportation and highways consultancy services to support a Full Planning Application for the redevelopment of 1-16 Canfield Place, located within the London Borough of Camden (LBC).

#### EXISTING SITE

- 5.1.2 The existing Site comprises a row of sixteen garages located on the south western side of Canfield Place; a cul-de-sac accessed via Canfield Gardens. Canfield Place is a mews street bounded by Finchley Road Underground station to the north, railway lines to the south and east, and Canfield Gardens to the southwest.
- 5.1.3 The Proposed Development is located in an area with a PTAL (Public Transport Accessibility Level) rating of 6b, which is described as having 'excellent' public transport accessibility. The Site is adjacent to Finchley Road London Underground station, which provides regular connections on the Jubilee and Metropolitan lines, together with numerous bus services. The Site is also well connected on foot to local amenities and the district centre around Finchley Road.

#### DEVELOPMENT PROPOSALS

- 5.1.4 The Proposed Development comprises demolition of the existing 16 single storey garages and redevelopment of the Site to provide eight mews type residential dwellings (Class C3). The residential dwellings will comprise three two-bed properties and five three-bed properties with associated roof terraces, including one wheelchair accessible unit.
- 5.1.5 The Proposed Development is to be largely car free and as such will provide no on-site car parking, aside from one accessible parking space for the wheelchair adaptable unit. This accords with LBC policy which requires developments in 'highly accessible' areas (in terms of PTAL) to be car-free. It is also envisaged that the development will enter a car free agreement with LBC, by where residents will not be considered eligible for parking permits to access the surrounding on-street car parking. These restrictions are likely to be secured through the S106 legal agreement.
- 5.1.6 Cycle parking will be provided for each individual dwelling within the unit itself; in keeping with London Plan and LBC requirements, storage will be provided for 2 bicycles per dwelling (16 cycle parking spaces in total). Dedicated cycle stores are provided next to the entrance of each dwelling with the exception of the wheelchair accessible unit, where space for cycles is provided within the garage.
- 5.1.7 The proposed residential units will be serviced directly from on-street, as per the current situation for neighbouring properties on Canfield Place. Each unit will have its own dedicated refuse store provided at street level with direct access onto Canfield Place, and will provide refuse and recycling container storage in accordance with Camden Planning Guidance 1 (CPG 1 Design).
- 5.1.8 In conclusion, the Proposed Development benefits from excellent levels of public transport accessibility and is not considered to adversely impact on the surrounding transport network. The Proposed Development is therefore considered acceptable in terms of highways and transportation.

# Appendix A

## **LB CAMDEN PRE-APPLICATION CONSULTATION**



**Date: 27/10/2016**  
**Our Ref: 2016/4433/PRE**  
**Contact: Patrick Marfleet**  
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N1C 4AG

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Dear Ms Murphy,

**Re: Garages 1 - 16 Canfield Place, London, NW6 3BT**

Thank you for submitting a follow up pre-planning application enquiry for the above property which was received on 09/08/2015 and the fee of £4800 which was received on 12/08/2016.

**1. Drawings and documents**

2044-00-DR-0100 P04, 2044-00-DR-0101 P04, 2044-00-DR-0102 P04, 2044-00-DR-0103 P03, 2044-00-DR-0401 P04, 2044-00-DR-0601 P04, 2044-00-DR-1104 P03, 2044-00-DR-1103 P03, 2044-00-DR-1102 P03, 2044-00-DR-1101 P04, 2044/SK11, Re-design Report July 2016, Second Pre-Application Advice Statement Aug 2016.

**2. Proposal**

Demolition of 16 single storey garages and redevelopment of the site to provide 8 mews type residential dwellings (C3) comprising 3 x two storey properties and 5 x three storey properties with associated roof terraces.

**3. Site description**

The application relates to a row of sixteen single storey garages located on the south western side of Canfield Place, which is a narrow cul-de-sac accessed via Canfield Gardens. Immediately to the north of the site are the traditional two storey plus attic floor mews properties of Canfield Place (27-11), to the east is a relatively modern mews style office block with mansard type roof extension (that the proposed development would abut) whilst an existing railway line lies to the south.

Although the site is not located within a conservation area it can be seen in short and long range views from the neighbouring South Hampstead conservation area which lies just to the south of the aforementioned railway line.

**4. Relevant planning history**

[2016/0861/PRE](#) - Redevelopment of 16 garages to form 8 mews houses.

**Pre-application letter issued on 26/04/2016 advising principle of replacing garages with new residential dwellings acceptable subject to detailed design and amenity assessment.**

**5. Relevant policies and guidance**

National Planning Policy Framework 2012  
The London Plan 2016

**LDF Core Strategy**

CS5 Managing the impact of growth and development  
CS6 Providing quality homes

CS14 Promoting high quality places and conserving our heritage

### **LDF Development Policies**

DP2 Making full use of Camden's capacity for housing

DP5 Homes of different sizes

DP18 Parking standards and limiting the availability of car parking

DP24 Securing high quality design

DP25 Conserving Camden's Heritage

DP26 Managing the impact of development on occupiers and neighbours

DP28 Noise and vibration

### **Camden Planning Guidance**

CPG1 Design (2015)

CPG2 Housing (2015)

CPG6 Amenity (2011)

CPG7 Transport (2011)

CPG8 Planning Obligations (2015)

## **6. Land use**

### Residential Use

Policy CS6 and DP2 seek to maximise the supply of additional homes in the Borough. The terrace of buildings adjacent to the application site and further along Canfield Terrace are characterised by residential news type dwellings with some commercial uses at ground floor level. Therefore, the principle of replacing the existing garages with eight new residential dwellings is considered acceptable.

### Housing Mix

In terms of mix in the size of residential units, Policy DP5 seeks to provide a range of unit sizes to meet demand across the borough. In order to define what kind of mix should be provided within residential schemes, policy DP5 includes a Dwelling Size Priority Table which states that 1 bedroom (or studios) are lower priority, 2 bedroom units are very high priority and 3 bedrooms or more are medium priority. The policy target is that 40% of market units should have 2 bedrooms.

The proposed development would comprise 3 x 2 bed and 5 x 3 bed houses, which would provide a mixture of dwelling sizes with 37.5% of the units being 2-bed. Whilst this figure is slightly below the 40% requirement the shortfall is considered acceptable in this instance given that the remaining units would be good sized 3 bedroom family dwellings and would help contribute towards the creation of mixed and inclusive communities.

## **7. Quality of Residential Accommodation**

### Standard of living accommodation

The submitted section drawings show the proposed ground floor bedrooms of the three storey properties having small, high level windows which have been necessitated by the existing retaining wall to the rear of the site and there are some concerns over the standard of amenity that would be provided for these rooms. However, the remaining habitable rooms of the properties all have south facing windows that would provide good levels of day light and sunlight for a significant part of the day. Therefore, the proposed high level ground floor bedroom windows are considered acceptable in this instance.

### Amenity of proposed units

The proposed dwellings must provide a good level of amenity to prospective occupants in terms of light, aspect, internal space, external space and privacy. Private external amenity space should be provided for each unit, in line with London Plan requirements. All of the

proposed dwellings should achieve an Average Daylight Factor (ADF) above the BRE guidelines.

The submitted plans include a roof terrace area to the rear of each property which is a welcomed feature that would provide a good level of external amenity space for future occupiers of the site. The applicant is advised to discuss the proposed roof terraces with Network Rail prior to the submission of a formal planning application to ensure the development does not impinge on the safe operation of the adjacent railway line.

As the proposal is a new build residential development it would need to meet the Lifetime homes national equivalent standards in the Building Regulations which would be conditioned as part of any planning permission. The development would be required to meet regulation M4 (2) where this can be achieved.

## **8. Design/Heritage**

Policies CS14 and DP24 seek to ensure all development is of the highest quality and design and considers the character, setting, context and form of neighbouring buildings whilst Policy DP25 is aimed at preserving and enhancing the boroughs listed buildings and conservation areas. It is noted that the site is not listed nor is it in a conservation area, however, it lies just to the north of the South Hampstead conservation area and a full assessment of the character and distinctiveness of the local area is required.

### Size, Bulk and Massing

During the initial pre-app (2016/0861/PRE) the main design concerns raised related to the provision of a garage to the front of each of the proposed new dwellings and the overall size, scale and massing of the proposed development and how it failed to adequately reflect the character and form of the existing properties along Canfield Place.

The revised plans submitted as part of the current application show the complete removal of the proposed garages, which is welcomed; along with significant amendments to the design of the proposed new dwellings. Whilst the latest drawings are considered to better reflect the character of Canfield Place concerns were raised at the follow up meeting for the current application over the scale of the proposal and the over dominant impact this would have on the character and appearance of the street.

However, it is considered that the revised plans do go some way to appreciate the scale and composition of the wider Canfield Place. The proposed new units include a faceted roof design at third floor level which angles away from the front elevation of the building towards the railway line. This feature helps to reduce the dominance of the new development within the street whilst responding to, but not copying, the appearance of the mews properties directly opposite, which would help to create an interesting new streetscape along Canfield Place. Further detail would be required with the submission of any subsequent application to include long and short views from up and down the street and from the neighbouring conservation area to the south, across the railway tracks. It appears that the barrier/screen between the railway and the roof terrace would project above the roof line and it should be clarified how this will feature in views from Canfield Place or if it would be visible at all. A physical scale model or computer generated image would also be very useful in assessing the design impact of the scheme and in demonstrating how the immediate context has been responded to.

### Detailing/Character/Fenestration

It is clear from the plans submitted that there is a preference to direct living spaces to the south of the site as this is the part of the building that will enjoy good levels of daylight and sunlight. Orienting the new dwellings in this way will also help to reduce the levels of overlooking into the existing mews properties directly opposite, with bathrooms and staircases occupying the side of the development fronting Canfield Place. Consequently, the proposed layout of the site offers very little interaction between the new development and Canfield Place with the new dwellings giving the sense of turning their back on the street and providing limited opportunity for a positive relationship to be created. One of the key characteristics of

mews properties is a strong commercial aesthetic at ground floor level which often read as large punched openings in the principal elevation. Whilst the actual commercial activity/need for garage doors has largely been removed from these properties, the large openings remain a key feature. In order to create a more active frontage it is advised that the applicant re-assesses the layout and fenestration of the development and explore how the aforementioned ground floor characteristic could be incorporated within the proposal.

In the absence of more detailed drawings it is difficult to fully assess how the rear elevation is intended to appear, particularly which areas would be glazed and which would be covered in cladding. At present, the rear of the proposed development appears as an uninspiring block, devoid of any design with limited architectural merit and significant concerns remain over its relationship with the neighbouring buildings and the nearby conservation area. The applicant is therefore advised to explore the possibility of carrying the faceted form proposed at the front of the development through to the rear of the site. This would help to reduce the scale of the rear elevation whilst acknowledging the pitched roof forms of the immediate and wider area, something that is particularly important given the high visibility this part of the site would have from the adjoining railway line and conservation area.

For the scheme to be successful it is important that the finishing materials and approach to detailing used for this development embrace the distinctive character of Canfield Place by acknowledging the strong masonry led palette of the existing mews properties and industrial heritage of the adjoining railway line. The proposed use of brass panels as a cladding material could be successful in helping to achieve this contextual appearance whilst offering a contemporary aesthetic to this part of Canfield Place and accentuating the fold in the form of the roof. However, at this stage it is difficult to understand whether brass cladding would be used as the sole finishing material for the properties (aside from glazing) and if this is the case there would be concerns regarding the impact this level of application would have on the appearance of the street and wider area.

Whilst the supporting information submitted points to brass being an adaptable material, it remains to be seen whether its application within an intimate context such as this would be successful. The applicant is therefore advised to explore and justify the use of this material further and how its application could be implemented within the proposal whilst responding to the materiality and rich detailing of Canfield Place.

## **9. Residential Amenity**

Policy DP26 states that the Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity in terms of visual privacy and overlooking; overshadowing and outlook; and daylight and sunlight levels.

Paragraph 7.4 of CPG6 *Amenity* states that to protect privacy there should be a minimum distance of 18m between the windows of habitable rooms of different units that directly face each other.

As mentioned in the previous pre-application letter, the increased height and scale created by the proposal is likely to have an impact on the amenity of the neighbouring properties facing the site in terms of loss of daylight, sunlight and outlook, particularly given their south facing position. Therefore, a thorough and robust daylight/sunlight report, demonstrating the impact the proposed development would have on the residential amenity of neighbouring properties, would need to be submitted with any subsequent application.

Given that the majority of habitable room windows would be positioned on the southern elevation of the new dwellings the development is considered not to lead to unacceptable levels of overlooking into the habitable rooms of neighbouring properties.

## **10. Transport and Highways**

### Construction

The main highway issue in this case is the potential impact of construction / delivery vehicles associated with the excavation and development of the site on the local highway network. A

draft Construction Management Plan (CMP) would need to accompany any subsequent application setting out how various construction matters would be dealt with, for example: Deliveries, how material will be stored and construction waste removed from site. This is particularly important considering the type of development being proposed; it is likely that the applicant would also be required to enter into a S106 Legal Agreement in order to ensure the measures set out in this plan are adhered to. Please see Camden Planning Guidance 7 for details of the particular elements required to be included in a draft CMP. I have attached a proforma to this document for your information.

### Cycle Parking

Camden's Transport Strategy, CS11 (Promoting Sustainable and Efficient Travel), DP17 (Walking, Cycling and Public Transport), and CPG7 (Transport) promote cycling as one of the preferred means of transport in the borough. The revised London Plan (2016) requires buildings in C3 use to provide 1 space per studio and 1 bedroom unit and 2 spaces per all other dwellings

Given the above, the proposal in its current form would need to provide 16 cycle parking spaces for the new residential units (2 for each unit). It is noted that the submitted drawings do not include any details of cycle parking, this is something that will need to be considered prior to the submission and included within any subsequent application.

### Car Free

Core Strategy Policy CS7 (Promoting sustainable and efficient travel and policies), Development Policies DP18 (Parking standards and limiting the availability of parking) and DP19 (Managing the impact of parking of the Camden Development Policies) and Camden Planning Guidance (CPG) 7 - Transport are relevant in the consideration of car parking.

DP18 states that, "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" (emphasis added). CPG7 states that 'highly accessible areas' are those that exceed a PTAL of 4.

The site has a Public Transport Accessibility Level (PTAL) of 6b (excellent) and the proposal will be expected to be a car-free development as a result. Specifically, no regular private car parking will be considered acceptable on site and residents will not be considered eligible for access to surrounding on-street car parking. These restrictions will be formally secured through a s106 legal agreement.

## **11. Other**

### Affordable housing

Policy CS6 and DP3 expects all developments with a capacity to provide 10 units or more (or 1000sqm Gross Internal Area or more) to make a contribution to affordable housing.

The proposed number of units and additional residential floor space provided currently fall below the threshold for on-site affordable housing provision. However, in the event that following development, the proposed dwellings are subdivided to create additional residential units at the site the applicant will be required to make the necessary affordable housing contributions. This obligation will be secured via a clause in any subsequent s106 agreement.

### CIL

Please note that the net additional floor space proposed may be liable to the Mayor's Community Infrastructure Levy (CIL). The contribution for developments within in Camden is set at £50 per square metre.

The Camden CIL came into effect in March 2015, further advice on this can be found by following the link below.

<http://camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/cil-examination/cil-examination.en>

### Obligations

The proposal will likely be subject to the following planning obligations.

- Construction Management Plan
- Construction Management Plan monitoring fee
- Car-free Agreement
- Renewable Energy Plan

### Documents

In addition to the other standard requirements, the following documentation should be submitted with the application.

- Planning Statement
- Draft Construction Management Plan - pro forma
- BREEAM Pre-Assessment
- Energy Statement
- Daylight and Sunlight Assessment
- Design and Access Statement
- Waste Storage and Collection Plan
- Noise Report

### Consultation

Whilst it is accepted that the development falls outside the boundary of the Neighbourhood Area for the Fortune Green and West Hampstead Neighbourhood forum, the boundary does run particularly close to this site. Therefore, you are advised to contact the Neighbourhood Forum prior to the submission of a formal planning application.

You are also recommended to contact the immediate neighbours prior to any formal submission.

## **12. Conclusion**

The loss of the existing garages at the site is considered acceptable and the provision of new residential dwellings welcomed.

The size, scale, bulk and design of the proposal is a noticeable improvement on the scheme submitted as part of the previous application (2016/0861/PRE). However, a significant amount of work still needs to be done on the detailed design of the development with particular focus on creating a more active and engaging front façade and a contextual and well-designed rear elevation. Further investigation and analysis of the proposed finishing materials is also required.

The proposal will have an impact on the residential amenity of the existing mews properties facing the site in terms of loss of light and outlook. The applicant will need to demonstrate the level of this impact and the measures have been taken to mitigate these issues.

This document represents an initial informal officer view of your proposals based on the information available to us at this stage and would not be binding upon the Council, nor prejudice any future planning application decisions made by the Council.

If you have any queries about the above letter or the attached document please do not hesitate to contact Patrick Marfleet on 020 7974 1222.

Thank you for using Camden's pre-application advice service.

Yours sincerely,

Patrick Marfleet

Planning Officer  
Planning Solutions Team

# Appendix B

**PROPOSED GROUND FLOOR PLAN**





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CZWG

CZWG Architects LLP  
17 Bowling Green Lane  
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Telephone: 020 7253 2523  
Fax: 020 7250 0594  
mail@czwgarchitects.co.uk  
www.czwg.com

— Site Boundary

Rev: D01    Date: 20.01.2017    Drw: JE    Chk: JC  
Initial Issue  
Do not scale off this drawing  
Report all errors and omissions to the Architect  
Dimensions to be checked on site  
Plot date: 20/01/2017 12:26:03

Client:  
Imperial Resources Limited

Project:  
2044 Canfield Place

Title:  
Ground Floor Plan

Drawing status:  
AIP Stage



Scale @ A1  
1 : 100  
Drawing No:  
2044-00-DR-0100  
Rev:  
D01