

# REPORT

## Transport Statement

Proposed Residential Development, 55 Fitzroy Park

Client: Mr Geoffrey Springer and Lynne Turner-Stokes and Family

Reference: T&PPB6538R001D0.1

Revision: 0.2/Final

Date: 01 August 2018

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Checked by: Chris Slack

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Date / initials: 11/05/2018 / CS

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Approved by: Andy Ward

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Date / initials: 01/08/2018 / AW

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Classification

Project related



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## 1 Introduction

### 1.1 Preface

- 1.1.1 This Transport Statement (TS) has been produced by Royal HaskoningDHV (RHDHV), on behalf of Mr Geoffrey Springer and Lynne Turner-Stokes and Family, in association with a planning application for five residential dwellings, with associated parking and landscaping at 55 Fitzroy Park, London Borough of Camden (the 'Site').
- 1.1.2 The purpose of these TS is to establish the implications of the proposed development on the local transport network.
- 1.1.3 The report will consider the proposed development in the context of national, regional and local planning policy and guidance. The preparation of this TS follows pre-application advice provided by the local highway authority, the London Borough of Camden (LBC), on the 6<sup>th</sup> February 2018. The pre-application response is provided within **Appendix A**.

### 1.2 Existing Site

- 1.2.1 The Site is located at 55 Fitzroy Park. Fitzroy Park is a private road and is accessible via Merton Lane from the south and The Grove from the north. Fitzroy Park is located to the north-west of Hampstead Heath and to the south of Highgate.
- 1.2.2 Fitzroy Park is managed and maintained by the Fitzroy Park Residents Association and is located within the Highgate Conservation Area, forming part of the Fitzroy Open Space Area. The application site is defined as an area of private open space (POS) by the Local Plan.
- 1.2.3 A Site location plan is provided within **Figure 1.1** below.

**Figure 1.1: Site Location Plan**



- 1.2.4 The existing development at 55 Fitzroy Park consists of a single residential dwelling with associated driveway parking for up to five vehicles. The site is provided with a large garden to the rear of the property, including a large pond.
- 1.2.5 Access to the Site's driveway is provided from Fitzroy Park in the south-east corner of the Site.

## 2 Site Accessibility by Non-Car Modes

### 2.1 Walking

2.1.1 The Site is located an approximate 1.0 kilometre (km) walk distance from Highgate High Street and can be accessed via Fitzroy Park, Merton Lane and Highgate West Hill. Highgate High Street contains a number of facilities, including coffee shops, restaurants, pharmacies, shops and supermarkets.

2.1.2 Fitzroy Park is not provided with a pedestrian footway; however, Fitzroy Park is a lightly trafficked private road serving the residential developments along its length only. An activity survey was undertaken on Fitzroy Park in association with a planning application at 51 Fitzroy Park (application reference 2009/1579/P). The survey has identified that a high number of pedestrian movements take place along Fitzroy Park alongside a relatively low number of vehicle movements. The survey is summarised within **Table 2.1** below.

**Table 2.1: Fitzroy Park, Pedestrian and Traffic Survey Data**

Period	Mode				
	Pedestrian	Car	HGV	Cycle	Motorcycle
01 June 15:00 – 16:00	38	22	0	5	1
17 June 12:00 – 13:00	45	49	1	3	1

2.1.3 The survey data identifies that pedestrians use the Fitzroy Park carriageway to access adjacent development.

2.1.4 All roads adopted by the Borough in the local area are provided with pedestrian footways.

2.1.5 The Site is located adjacent to Hampstead Heath, which provides a traffic free pedestrian and cycle route towards Gospel Oak and Hampstead.

### 2.2 Cycling

2.2.1 Millfield Lane and Merton Lane form part of the London Cycle Network Route (LCNR) 6a. The route can be accessed from the Site via Fitzroy Park at the junction with Merton Lane and Millfield Lane. LCNR 6a provides a route north-west towards Highgate High Street and a route south towards the Houses of Parliament via Gospel Oak, Euston Station, Tottenham Court Road, Leicester Square and Charing Cross.

2.2.2 LCNR 6a connects with a number of additional cycle routes to the south of the Site including Quietway 1, LCNR 6, LCNR 39 and Cycle Superhighway (CS) 3.

2.2.3 To the north of the development, LCNR 80 connects with Highgate High Street and runs north to East Finchley. The route connects with LCNR 81 and LCNR 5, which provide routes to Alexandra Park and High Barnet, respectively.

## 2.3 Bus

2.3.1 The nearest bus stop to the Site is located on Highgate West Hill, an approximate 450 metre (m) walk distance from the Site. This stop provides access to the 214 northbound bus service. Southbound services are accessed via a bus stop located to the south, close to the junction between Highgate West Hill and Holly Lodge Gardens, an approximate 500m walk distance from the Site.

2.3.2 Additional bus services are available from bus stops located on Highgate High Street, within a 1.0km walk distance of the Site.

2.3.3 A summary of local bus services is provided in **Table 2.2** below.

**Table 2.2: Summary of Local Bus Services**

Service	Route	Direction	Frequency (per hour - ph)				
			AM Peak	Inter Peak	PM Peak	Sat	Sun
214	Highgate School - Kentish Town Station - Camden Gardens - St Pancras International Station - Angel Station - Old Street Station - Finsbury Square	Highgate School	10ph	10ph	10ph	8ph	4ph
		Finsbury Square	8ph	8ph	8ph	8ph	5ph
210	Finsbury Park - Archway Station - Kenwood House - Hampstead Heath - Golders Green Station - Brent Cross Station - Brent Cross Shopping Centre	Finsbury Park	6ph	6ph	6ph	5ph	5ph
		Bren Cross Shopping Centre	6ph	6ph	6ph	6ph	5ph
271	South Grove - Archway Station - Upper Holloway Station - Holloway Road Station - Highbury & Islington Station - Essex Road Station - Finsbury Square	South Grove	7ph	7ph	7ph	5ph	5ph
		Finsbury Square	8ph	8ph	8ph	6ph	5ph
143	Brent Cross Shopping Centre - Hendon Central Station - Great North Way - Finchlet Central Station - East Finchley Cemetery - East Finchley Station - Highgate School - Archway Station	Bren Cross Shopping Centre	5ph	5ph	5ph	5ph	4ph
		Archway Station	5ph	5ph	5ph	5ph	4ph

## 2.4 Rail

2.4.1 The nearest rail station is Gospel Oak Station, located an approximate 1.7km walk and cycle distance from the Site. Gospel Oak provides access to London Overground services towards Richmond, Clapham Junction, Stratford and Barking. A summary of Overground services from Gospel Oak Station is provided in **Table 2.3** below.



**Table 2.3: Summary of Gospel Oak Station Overground Services**

Overground Line	Route	Direction	Frequency (per hour - ph)				
			AM Peak	Inter Peak	PM Peak	Sat	Sun
Gospel Oak to Barking	Gospel Oak - Crouch Hill - Blackhorse Road - Leyton Midland Road - Wanstead Park - Barking	Gospel Oak	n/a	n/a	n/a	n/a	n/a
		Barking	4ph	4ph	5ph	4ph	4ph
Richmond to Stratford	Richmond - Kew gardens - Acton Central - Willesden Junction - West Hampstead - Gospel Oak - Camden Road - Highbury & Islington - Hackney Central - Stratford	Richmond	4ph	4ph	4ph	4ph	4ph
		Stratford	4ph	4ph	4ph	4ph	4ph
Clapham Junction to Stratford	Clapham Junction - West Brompton - Shepherd's Bush - Willesden Junction - West Hampstead - Gospel Oak - Camden Road - Highbury & Islington - Hackney Central - Stratford	Clapham Junction	4ph	2ph	4ph	2ph	2ph
		Stratford	3ph	3ph	4ph	2ph	2ph

2.4.2 The nearest underground station is Highgate Station located an approximate 1.8km walk and cycle distance from the Site. Highgate Underground Station is located on the Northern Line and provides access to services towards Mill Hill East, High Barnet, Morden and Central London. A summary of services from Highgate Underground Station is presented in **Table 2.4** below.

**Table 2.4: Summary of Underground Services from Highgate Underground Station**

Destination	Frequency (per hour - ph)				
	AM Peak	Inter Peak	PM Peak	Sat	Sun
Mill Hill East	5ph	0ph	5ph	0ph	0ph
High Barnet	17ph	20ph	14ph	20ph	20ph
Bank	12ph	10ph	12ph	10ph	10ph
Charing Cross	12ph	10ph	12ph	10ph	10ph
Morden	12ph	10ph	12ph	10ph	10ph
Kennington	12ph	10ph	12ph	10ph	10ph

## 2.5 Public Transport Accessibility Level (PTAL)

2.5.1 The TfL Webcat tool has been used to assess the PTAL rating of the Site. The tool has indicated that the site is located in an area of 1b, which represents an area with 'very poor' access to public transport. The full PTAL calculation report can be found in **Appendix B**.

2.5.2 Although the Site has a low PTAL rating it should be noted that a number of additional public transport services lie beyond the maximum walk distances set within the PTAL calculation method, which may still be considered to be within a walkable distance of the development. These services include the bus stops on Highgate High Street (up to 1km walk distance), Gospel Oak Station (1.7km walk distance) and Highgate Underground Station (1.8km walk distance).

- 2.5.3 It is widely acknowledged that whilst PTAL is a helpful measure of access to the local public transport network, it has only a limited capacity for determining true accessibility as it does not consider the ability to travel beyond the immediate area of a proposed site.
- 2.5.4 A secondary point to consider is that PTAL does not account for the variable walk speeds of each walking trip. For example, research has shown (*source: Mynors. P. (2003). RTPI Transport conference, London, 2003, "But I'm at essential car user..." Parking standards, PTALS and Accessibility*), that people are willing to walk further (i.e. further at the home end of the journey than at the work end) and faster when commuting. This is particularly the case for commuter trips into London.
- 2.5.5 The Chartered Institute of Highways and Transportation's (CIHT's) publication '*Providing for Journeys on Foot*' (2000), states that the average length of a walk journey is 1 kilometre. It further recommends a preferred maximum walking distance of 2km for commuting journeys and 1.2km for other journey destinations. The Site is located within the maximum preferred walk distance of a wide range of high frequency bus, rail and underground services.
- 2.5.6 Although a number of public transport services are located within a distance considered to be walkable, it is considered that the topography of the local area could act as a barrier to public transport for some site residents.

## 2.6 Summary

- 2.6.1 The Site has been shown to be accessible by sustainable modes of transport despite the low PTAL rating of the Site. The Site is located within a walkable distance to a number of public transport services and is close to Hampstead Heath which offers a traffic free walk and cycle route towards Gospel Oak Station, offering connections to London Overground services.

### 3 Proposed Development

#### 3.1 Preface

3.1.1 The proposed development would consist of the demolition of the existing residential unit and the erection of five residential dwellings (Class C3) with associated parking and landscaping. A plan illustrating the proposed layout is provided within **Appendix C**.

#### 3.2 Access

3.2.1 A single point of access is proposed to serve development Plots 1, 4 and 5 (illustrated within the plan provided in **Appendix C**). The access would be taken from Fitzroy Park. The access would lead to an internal site road which would provide access to the parking bays associated with Plots 4 and 5. A spur from the internal road would provide access to the driveway parking associated with Plot 1.

3.2.2 Plots 2 and 3 would have their own driveways accessed from Fitzroy Park. Vehicles are able to turn within these plots to exit in a forward gear. These internal turning heads are required to enable residents of Plots 2 and 3 to arrive and depart the development from the north and the south, and exit the Plots in either direction.

3.2.3 Swept path analysis demonstrating a large car entering and exiting the various development Plots is provided in **Appendix D**.

#### 3.3 Parking

3.3.1 Each plot within the development would be provided with one car parking space, and every car parking space would be provided with electric charging infrastructure.

3.3.2 Parking associated with Plots 1, 2 and 3 will be provided in the form of driveways located to the front of the proposed dwellings. Parking associated with Plots 4 and 5 would be provided to the east of the existing pond. A footpath would lead from the Plot 4 and Plot 5 parking bays around the pond to the proposed dwellings.

3.3.3 Policy T2 of the Camden Local Plan (Adopted 2017) states:

*“The Council will limit the availability of parking and require all new developments in the borough to be car-free.*

*We will:*

*a. Not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*

*b. Limit on-site parking to:*

*i. Spaces designated for disabled people where necessary, an/or*

ii. *Essential operational or servicing needs;*

3.3.4 Although the policy indicates that new developments would only be permitted as car free developments, it has been concluded, owing to the low PTAL rating and risk of cars parking on Fitzroy Park, that parking would be required for ‘essential operational needs’. This position has been agreed with LBC highways officers at the pre-application stage. The pre-application response from LBC stated:

*“it is acknowledged that for this site, a car-free development with no car parking spaces within the site would result in residents parking on Fitzroy Park. This could harm the general feel of the private road. It may also create traffic problems by reducing the effective width available for 2-way traffic flows. Cars parked on Fitzroy Park may also cause problems with sightlines being partially obstructed. It therefore seems appropriate to allow 1 car parking space to be provided for each residential dwelling.”*

3.3.5 The proposed level of car parking can therefore be deemed compliant with local policy in meeting the Site’s essential operational or servicing needs.

3.3.6 Cycle parking is proposed to be in line with the London Plan minimum standards which require a minimum of two long stay cycle parking spaces for C3 dwellings with more than one bedroom. London Plan standards would therefore require a minimum of 10 cycle parking spaces across the development. However, it is proposed that each dwelling would be provided with cycle parking as summarised in below.

**Table 3.1: Proposed Cycle Parking**

Plot	Cycle Parking Spaces
Plot 1	5
Plot 2	5
Plot 3	4
Plot 4	4
Plot 5	5
Development Total	23

3.3.7 Cycle parking would be provided at ground floor level for all the dwellings and would be located close to the front door of the dwellings. This would provide cycle parking that is safe, secure, and convenient, and at a level that exceeds the London Plan minimum standards. As such the development would be in line with Policy T1 (Prioritising walking, cycling and public transport) of the Camden Local Plan (Adopted 2017), which states:

*“In order to promote cycling in the borough and ensure safe and accessible environment for cyclists, the Council will seek to ensure that development:*

*h. Provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on Transport.”*

### 3.4 Delivery and Servicing

- 3.4.1 It is proposed that all delivery and servicing would take place on-street from Fitzroy Park. This reflects the existing arrangements and is acceptable to accommodate weekly waste collections and the small number of deliveries that can be expected in associated with five residential dwellings.
- 3.4.2 It is anticipated that the majority of deliveries to the Site will be undertaken by Transit vans (or similar) and small box vans delivering small parcels ordered over the internet. It is therefore not considered that a delivery vehicle would be required to stop on Fitzroy Park for more than five minutes and as such would have a minimal impact on the operation of the highway network. This strategy is in line with the delivery arrangements at the existing development.
- 3.4.3 Waste collections are proposed to take place on-street. This is in line with the existing waste collection strategy and is in line with waste collection at all other residential dwellings situated on Fitzroy Park.
- 3.4.4 Bin stores for each plot would be located in an easily accessible location. For Plots 1, 2 and 3 it is proposed that the bin stores would be located alongside the proposed driveways directly adjacent to Fitzroy Park. For Plots 4 and 5, the bin stores are proposed to be provided close to the associated parking bays, within ten metres of Fitzroy Park. The proposed layout plan provided in **Appendix C** illustrates the proposed bin store locations.
- 3.4.5 It is proposed that on waste collection days, waste operatives would enter the Site and collect the waste from the proposed storage areas. The storage access would be within the maximum 10m carry distance allowed, as set out by the Camden Planning Guidance 1 Design document (Adopted July 2015 Update March 2018).
- 3.4.6 Sufficient internal and external waste storage space has been provided for, as set out within guidance provided by LBC. The external waste stores will provide sufficient space for the following:
- A free standing 240L wheelie bin for the storage of commingled recycling.
  - A free-standing kitchen waste caddy.
  - Seasonal storage of garden waste.
  - A free-standing receptacle for storage of refuse.

### 3.5 Summary

- 3.5.1 The development proposals would result in the demolition of the existing residential dwelling and the erection of five new dwellings with associated parking, landscaping and three new access points onto Fitzroy Park.
- 3.5.2 Car parking is proposed to be provided at a ratio of one space per unit following discussions and agreement with LBC and the need to restrict on-street parking along Fitzroy Park. The level of car parking provision has been agreed with LBC during pre-application discussions.
- 3.5.3 Refuse collection would be undertaken from Fitzroy Park, with all bin stores located within 10m of this access road.

- 3.5.4 Cycle parking would be provided in accordance with the adopted minimum standards.
- 3.5.5 In overall summary, the proposed development has been shown to be compliant with the relevant planning policies as set out within the Camden Local Plan (adopted 2017) and the London Plan (March 2016).



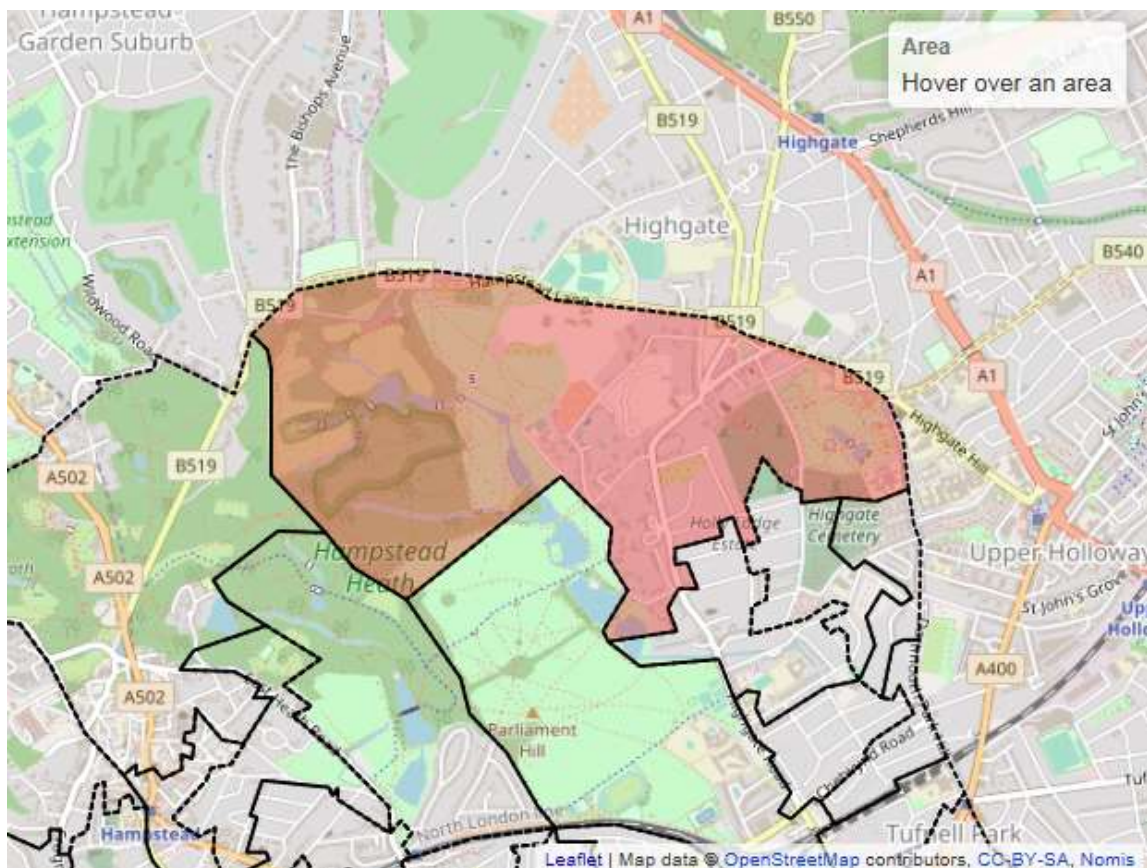
## 4 Trip Generation

4.1.1 The proposed development would result in a net increase of four residential units. In order to assess the net impact of the proposed increase in residential dwellings the TRICS database v7.5.1 has been interrogated. The following search criteria have been adhered to:

- Land Use Class 03A Residential (Houses Privately Owned).
- Inclusion of sites in Greater London only.
- Sites with up to 30 dwellings.
- Detached houses only.

4.1.2 The available sites within the TRICS database are located in areas with higher PTAL ratings and as such would produce lower vehicle mode shares. The total person trip rates have therefore been extracted and 2011 Census data for the Method of Travel to Work for the local lower layer super output area Camden 001E (**Figure 4.1**) has been applied to identify a representative multi-modal trip generation.

**Figure 4.1: Lower Layer Super Output Area Camden 001E**



4.1.3 The resulting net trip generation is presented in **Table 4.1** below. The full TRICS output can be found in **Appendix E**.

**Table 4.1: Net Development Trip Generation (Increase of Four Residential Dwellings)**

Mode	Mode Split	AM Peak (08.00-09.00)			PM Peak (17.00-18.00)			07.00-19.00		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Underground	26%	0	1	1	0	1	1	1	2	3
Train	5%	0	0	0	0	0	0	0	0	1
Bus, minibus or coach	17%	0	0	1	0	0	1	1	1	2
Taxi	2%	0	0	0	0	0	0	0	0	0
Motorcycle, scooter or moped	2%	0	0	0	0	0	0	0	0	0
Driving a car or van	29%	0	1	1	0	1	1	1	2	3
Passenger in a car or van	2%	0	0	0	0	0	0	0	0	0
Bicycle	6%	0	0	0	0	0	0	0	0	1
On foot	8%	0	0	0	0	0	0	0	0	1
Other method of travel to work	2%	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>100%</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>11</b>

- 4.1.4 The net trip generation presented above indicates that a maximum increase of one two-way vehicle trip can be anticipated in both the AM and PM peak hours. Over the course of a day it is anticipated that there would be an increase of three two-way vehicle trips. It is anticipated that a total increase six two-way public transport trips would be anticipated in association with the proposed development across the course of a day.
- 4.1.5 The net trip generation indicates that the proposed development would not have a material impact on the operation of the local highway network or the local public transport network.



## 5 Summary

- 5.1.1 This TS has been produced by Royal HaskoningDHV (RHDHV), on behalf of Mr Geoffrey Springer and Lynne Turner-Stokes and Family, in association with a planning application for five residential dwellings, with associated parking and landscaping at 55 Fitzroy Park, London Borough of Camden (the 'Site').
- 5.1.2 The purpose of the TS is to establish the transport implications of the proposed development on the local highway network.
- 5.1.3 The site is located at 55 Fitzroy Park. Fitzroy Park is a private road and is accessible via Merton Lane. Fitzroy Park is located to the north west of Hampstead Heath and to the south of Highgate. The application site is defined as an area of private open space (POS) by the Local Plan.
- 5.1.4 Fitzroy Park is managed and maintained by the Fitzroy Park Residents Association and is located within the Highgate Conservation Area and forms part of the Fitzroy Open Space Area.
- 5.1.5 The Site has been shown to be accessible by sustainable modes of transport despite the low PTAL rating of the Site. The Site is located within a walkable distance to a number of public transport services and is located in close proximity to Hampstead Heath which offers a traffic free walk and cycle route towards Gospel Oak Station, offering connections to London Overground services.
- 5.1.6 The proposed development would consist of the demolition of the existing residential unit and the erection of five residential dwellings (Class C3) with associated parking and landscaping.
- 5.1.7 One point of access is proposed to serve Plots 1, 4 and 5 from Fitzroy Park. Plots 2 and 3 would have separate driveways accessed from Fitzroy Park.
- 5.1.8 Car parking is proposed to be provided at a ratio of one space per unit owing to the low PTAL rating and the need to restrict on-street parking along Fitzroy Park. The level of car parking provision has been agreed with LBC within pre-application discussions.
- 5.1.9 The level of cycle parking proposed would exceed the minimum standards set within the London Plan and as such is in line with LBC requirements.
- 5.1.10 It is proposed that all delivery and servicing would take place on-street from Fitzroy Park. The low number of deliveries anticipated for five residential dwellings is unlikely to have a material impact on the operation of Fitzroy Park. .
- 5.1.11 It is anticipated that a maximum net increase of one two-way vehicle trip can be anticipated in both the AM and PM peak hours. Over the course of a day it is anticipated that there would be an increase of three two-way vehicle trips.

## 5.2 Conclusion

- 5.2.1 The proposed development accords with the relevant planning policies as set out within the Camden Local Plan and the London Plan.

- 5.2.2 It has been demonstrated that the travel demand of the proposed development does not represent a severe residual transport impact and as such there are no grounds for refusal on highways grounds.



## **Appendix A – London Borough of Camden Pre-Application Response**

## James Warbey

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**To:** steve.cardno@camden.gov.uk  
**Cc:** Andy Ward; James Warbey; Charles.Thuaire@camden.gov.uk; info@smplanning.com  
**Subject:** RE: Re 2016/5868/PRE - 55 Fitzroy Park  
**Attachments:** LB Camden - CMP Support Contribution Guidance Note.pdf

Hello Steve,

Thanks for providing your comments in relation to the proposed development of 4 dwellings at 55 Fitzroy Park.

We are currently in the process of preparing the draft Construction Management Plan (CMP) to be submitted in support of the planning application.

I am aware that the neighbouring site, 53 Fitzroy Park, submitted an application for the demolition and redevelopment of the site for a single large dwelling measuring circa 2,000 sqm in 2015 which was subsequently awarded consent. I understand that the property has not been built out and that the site is currently for sale with planning consent.

The most recent CMP produced by Motion for 53 Fitzroy Park is dated 18-05-2017. Is this CMP approved by LB Camden?

It would make sense to apply the same criteria and methodology in managing and mitigating the impacts of the proposed development upon the local highway network. I would be grateful if you could confirm if this is the case.

In relation to the CMP Implementation Support Contribution, I have extracted and attached the contribution guidance note which sets out the level of contribution based upon the size of the proposed development.

---

**From:** Thuaire, Charles [<mailto:Charles.Thuaire@camden.gov.uk>]  
**Sent:** 12 February 2018 14:51  
**To:** SM Planning <[info@smplanning.com](mailto:info@smplanning.com)>  
**Subject:** FW: Re 2016/5868/PRE - 55 Fitzroy Park

Stuart-  
I attach here below our transport comments on your preapp scheme.

Charles Thuaire  
Senior Planner

Telephone: 020 7974 5867



---

**From:** Cardno, Steve  
**Sent:** 06 February 2018 15:01  
**To:** Thuaire, Charles <[Charles.Thuaire@camden.gov.uk](mailto:Charles.Thuaire@camden.gov.uk)>  
**Subject:** RE: Re 2016/5868/PRE - 55 Fitzroy Park

Hi Charles

I forgot to mention electric vehicle charging points. If we are to accept any on-site car parking provision, we need to secure a corresponding electric vehicle charging point for each parking space. This will help to encourage residents to use electric powered (low emission) vehicles in the future.

Regards  
Steve

Steve Cardno  
Principal Transport Planner

Telephone: 020 7974 8800



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**From:** Cardno, Steve  
**Sent:** 06 February 2018 14:04  
**To:** Thuaire, Charles <[Charles.Thuaire@camden.gov.uk](mailto:Charles.Thuaire@camden.gov.uk)>  
**Subject:** Re 2016/5868/PRE - 55 Fitzroy Park

Hi Charles

Here is my pre-application advice on transport matters.

The summary page of Policy A1 states that ‘Development requiring works to the highway following development will be secured through planning obligation with the Council to repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces.’ The proposed works could lead to the public highway sustaining damage in the vicinity of the junction of Merton Lane and Millfield Lane. Camden would need to undertake highway remedial works following completion of the proposed development and a financial contribution for highway works would be secured as a Section 106 planning obligation. A cost estimate will be requested from our Transport Design team at full planning application stage.

The proposed works are also likely to lead to the Fitzroy Park sustaining damage in the vicinity of the site. It is acknowledged that Fitzroy Park is a private road which is managed and maintained by the Fitzroy Park Residents Association (FPRA). The developer would therefore be required to enter into a legal agreement with the FPRA with respect to repairing any damage to Fitzroy Park to the requirements of the FPRA.

Due to the nature and location of the proposed development, a Construction Management Plan (CMP) would be required, in line with Policy A1. The CMP would need to identify the potential impacts of construction and indicate how any potential negative impacts would be mitigated. The CMP would be secured as a Section 106 planning obligation. The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area. A draft CMP must be submitted in support of a full planning application. Please ask the developer to use the hyperlink below for the Council’s CMP pro-forma and other guidance on CMPs:

<https://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-applications/making-an-application/supporting-documentation/construction-management-plans.en>

A CMP Implementation Support Contribution would also be required to cover the costs of assessing, reviewing and monitoring the CMP across the duration of construction. This would be secured as a Section 106 planning obligation. The level of financial contribution would be determined by officers at full planning application stage. For indicative purposes, a financial contribution in excess of £7,565 is likely to be required for a development of this scale at this location.

The Council will expect the proposed development to be designed to prioritise walking and cycling, with easily accessible, covered, secure cycle and fully enclosed cycle parking facilities provided for each residential dwellings in accordance with Policy T1 (Prioritising walking, cycling and public transport) of the Camden Local Plan 2017 and the minimum requirements of the London Plan (Table 6.3). The cycle parking facilities should be provided within each property and would ideally be located at ground floor level. All cycle parking facilities must be designed and installed as per our planning guidance set out within the cycle facilities section of Camden Planning Guidance document CPG7 (Transport). CPG7 is available on our website at the hyperlink below:

<http://camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en>

The site is located in the Highgate controlled parking zone (CPZ) and currently capacity to accommodate at least 5 parked cars. Policy T2 (Parking and car-free development) of the Camden Local Plan 2017 generally requires all residential development in the borough to be car-free. However, it is acknowledged that for this site, a car-free development with no car parking spaces within the site would result in residents parking on Fitzroy Park. This could harm the general feel of the private road. It may also create traffic problems by reducing the effective carriageway width available for 2-way traffic flows. Cars parked on Fitzroy Park may also cause problems with sightlines being partially obstructed. It therefore seems appropriate to allow 1 car parking space to be provided for each residential dwelling. The development would be secured as car-capped via a legal agreement. This would mean that residents would be unable to obtain parking permits for the Highgate CPZ, thereby minimising the impact of development on the public highway network.

Policy CC5 of the Local Plan provides advice regarding refuse and recycling storage. Any future planning application should fully detail where refuse and recycling storage facilities would be located and what the strategy would be for collection.

Regards  
Steve

Steve Cardno  
Principal Transport Planner

Telephone: 020 7974 8800



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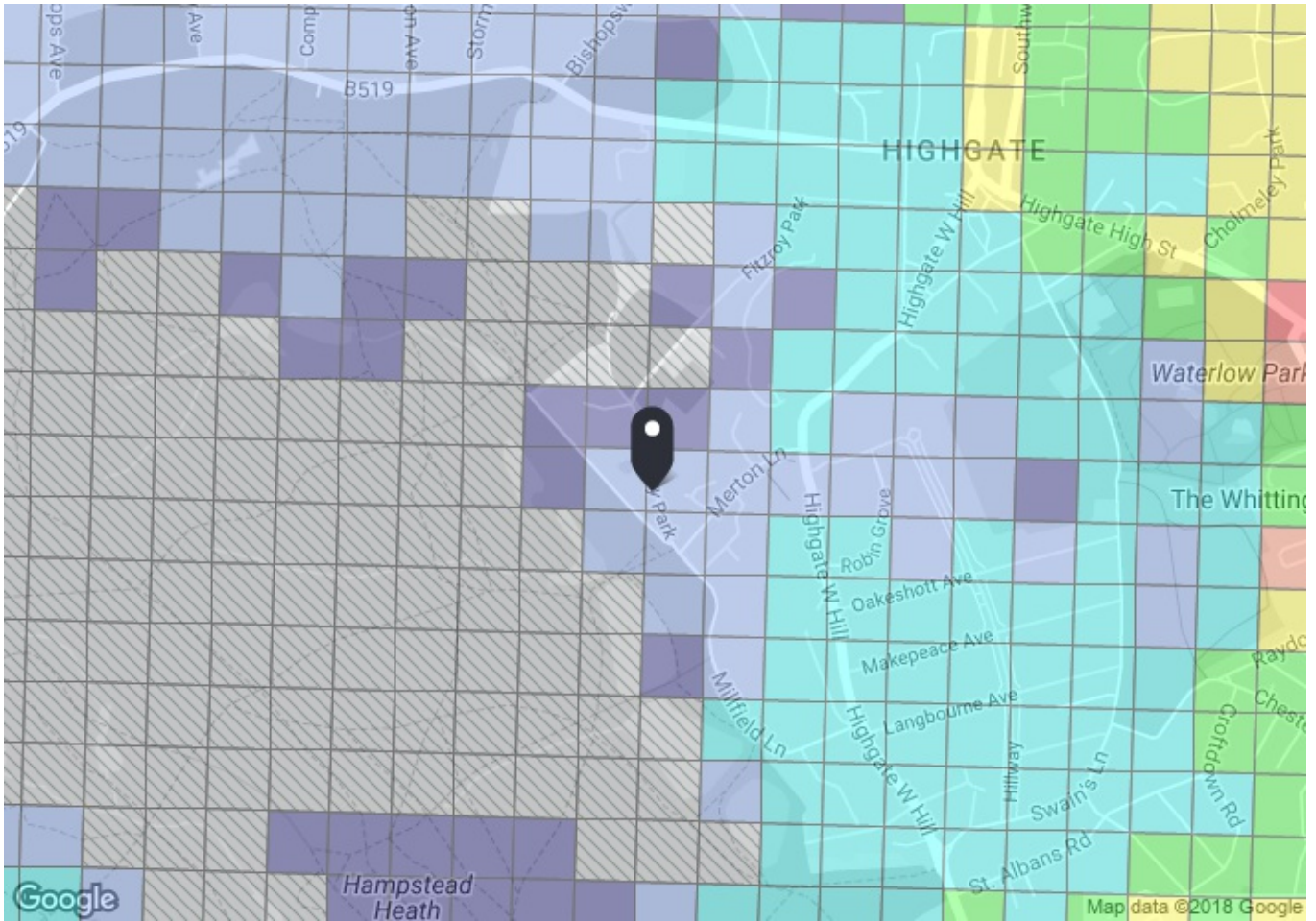
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## Appendix B – PTAL Report





**PTAL output for Base Year**  
**1b**

55 Fitzroy Park  
55 Fitzroy Park, Highgate, London N6 6JA, UK  
Easting: 527809, Northing: 186921

Grid Cell: 114837

Report generated: 09/05/2018

---

**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

**Map key - PTAL**

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

**Map layers**

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	Highgate WHill Merton L	214	433.22	8	5.42	5.75	11.17	2.69	1	2.69
<b>Total Grid Cell AI:</b>									<b>2.69</b>	

## Appendix C – Proposed Site Layout Plan



**Headline Landscape Strategies:**

- Increase the quality & perceived sense of openness of the site
- Reinforce and enhance the local landscape character
- Protect, enhance & improve the connectivity of existing habitats
- Provide sustainable ecological gain
- Naturalise the boundaries to integrate the site into the surrounding landscape

**Pond edge treatment**

- Pond enhanced with native marginal planting and selective tree works to reduced shading
- Improved openness will provide views of the pond from Fitzroy Park and create a direct link with meadow and orchard
- Grass path & boardwalk bridge around the perimeter
- Pond to be topped up from adjacent roof-tops via the rain garden to provide additional habitat and visual interest

**No. 53 Boundary Treatment:**

- 2m mixed native hedge
- Small to medium trees such as Silver Birch and Rowan to prevent excessive shading
- Existing trees retained

**Water House Boundary Treatment:**

- 2m high mixed native hedge
- 4no. small to medium trees such as Rowan to prevent excessive shading
- Existing trees and scrub retained as further screening

**Millfield Lane Treatment:**

- Existing concrete wall to be replaced with native planting to enhance the visual and ecological boundary
- Widened verge between lane and boundary hedge to support wildflower grassland
- Existing trees and scrub retained as screening and supplemented with new planting to increase green corridor effect
- 1.8m high steel grating fence, set back 1.5m from edge of lane
- Existing gates replaced with timber gates
- 2.5m high native mixed wild hedge, planted each side of fence with species including yew, holly, hawthorn, beech and hazel
- Woodland belt to consist of **trees** (mixture of semi-mature and heavy standards for naturalistic size combination) - species to include holly, beech, oak, hornbeam and silver birch and **coppiced understorey** of hawthorn, hazel, dog rose, wayfaring tree and guelder rose
- All as per LWT consultation

**Fitzroy Lodge Boundary Treatment:**

- Existing trees and vegetation retained and protected during the works
- Boundary to be reinforced with 1.8m high yew hedging to fill in any gaps

**Buildings:**

- All buildings to support wildflower grassland green roofs, with 200mm substrate depth & planted with turf as suggested by LWT
- All buildings to incorporate bat boxes (15 total) and bird boxes (10 total)

**Fitzroy Park Boundary Treatment:**

- 3 no. C-grade trees to be replaced with higher quality specimens as agreed with tree officer
- Existing timber fence and ivy-based vegetation to be replaced with new treatment
- 1.1m high steel grating fence, set back 0.75m from edge of road
- 2m high native mixed wild hedge, planted each side of fence with species including yew, holly, hawthorn, beech and hazel
- Mixture of semi-mature and heavy standard trees including cherry and silver birch to allow occasional open views into and through the site for natural surveillance
- Driveways have been separated to reduce the width of the openings

**Internal Boundary Treatments:**

- Between Plots 1,2&3 additional space has been opened up to allow for improved open views into the site
- Shade tolerant hedging and planting will continue the ecological habitat link through the site
- Gaps between the hedges allow for movement through the site

**Tree numbers**

**Existing total: 75**  
 Trees to retain: 36 (as detailed on dwg 007)  
 Trees to fell: 39 (3x B, 31x C, 5x U grade)  
 Proposed trees: 82 (28 semi-mature, 54 heavy std)  
**Final total: 118 (43 extra, 57% increase)**

**Notes:**  
 1. Do not scale from this drawing.  
 2. All dimensions must be checked on site and any discrepancies verified with landscape architect.  
 3. All dimensions are drawn in mm.  
 4. Landscape drawing only.  
 5. All materials/items used to be as specified or alternatives to be approved by landscape architect.

**Legend**

- Site boundary
- Woodland & trees (unsurveyed)
- Surveyed tree to be retained and protected during the works
- Shrubs to retain
- Grass - areas to be feathered into existing levels
- Wildflower meadow
- Proposed Buildings with wildflower meadow roofs, plots 1-3 to drain to pond
- Adjacent Buildings
- Proposed path & parking bays Resin bonded gravel with flush kerb for amphibian movement
- Proposed terrace (ground level) stone paving
- Proposed terrace (raised level) decking
- Proposed bridge / deck simple hardwood (iroko or similar) structure and boards with anti-slip treads
- Proposed trees - Semi-mature (28no.) & heavy standards (38no.), locally native species inc. beech, oak, hornbeam, silver birch, holly & rowan - to be 4.5+m high when planted
- Proposed orchard trees - Heavy standards, traditional apple & plum varieties, eg Blenheim Orange, Gladstone. 16no.
- Proposed native shrub boundary Wild hedge to include holly, yew, hawthorne, hornbeam, beech & hazel
- Proposed hedge pre-grown native species, 1.8m high species: H1: beech H2: hawthorn, field maple, dog rose, hornbeam H3: yew
- Proposed structure planting native woodland edge species to include hawthorn, hazel, dog rose, wayfaring tree and guelder rose
- Proposed internal planting shrubs and herbaceous plants to enhance gardens and ecological value
- Proposed marginal planting native wetland mix to enhance pond edge and rain garden
- Pond retained - improved with reduced shading & marginal planting
- Existing Road (Tarmac)
- Existing Track / Path
- Retaining living wall - Scotscape MSE, earth based system, hydroseeded & plug planted
- Handrail - minimalist design in metal and strained wire, to edge of path
- Boundary - fence within hedge
- Existing concrete wall - to be removed
- Proposed platform lift - 1100 x 1400 internal dimensions with minimalist structure, end exit
- Proposed Hydrant - For emergency water supply to Plots 4 & 5

Refer to dwg 7122\_200 for Hard Landscape  
 Refer to dwg 7122\_400 for Soft Landscape

Rev	Date	Description	By	App
Z	18.07.18	Minor adjustments to parking areas following vehicle tracking	SS	SS
V	14.07.18	Issue adjusted	SS	SS
X	28.06.18	Shops revised, planting adjusted	SS	SS
W	14.06.18	Shops revised, planting adjusted	SS	SS
V	08.06.18	Shops added to Plot 4 garden	SS	SS
U	05.06.18	Landscape revised, access ramp adjusted	SS	SS
T	02.06.18	Plot 4 & 5 boundary updated, Plot 3 entrance revised	SS	SS
Iss	Date	Issue Notes	By	App

**LUC** 43 Chalton Street  
 London, NW1 1JD  
 T: 020 7383 5784  
 F: 020 7383 4798  
 london@landuse.co.uk  
 www.landuse.co.uk

Project: 55 Fitzroy Park

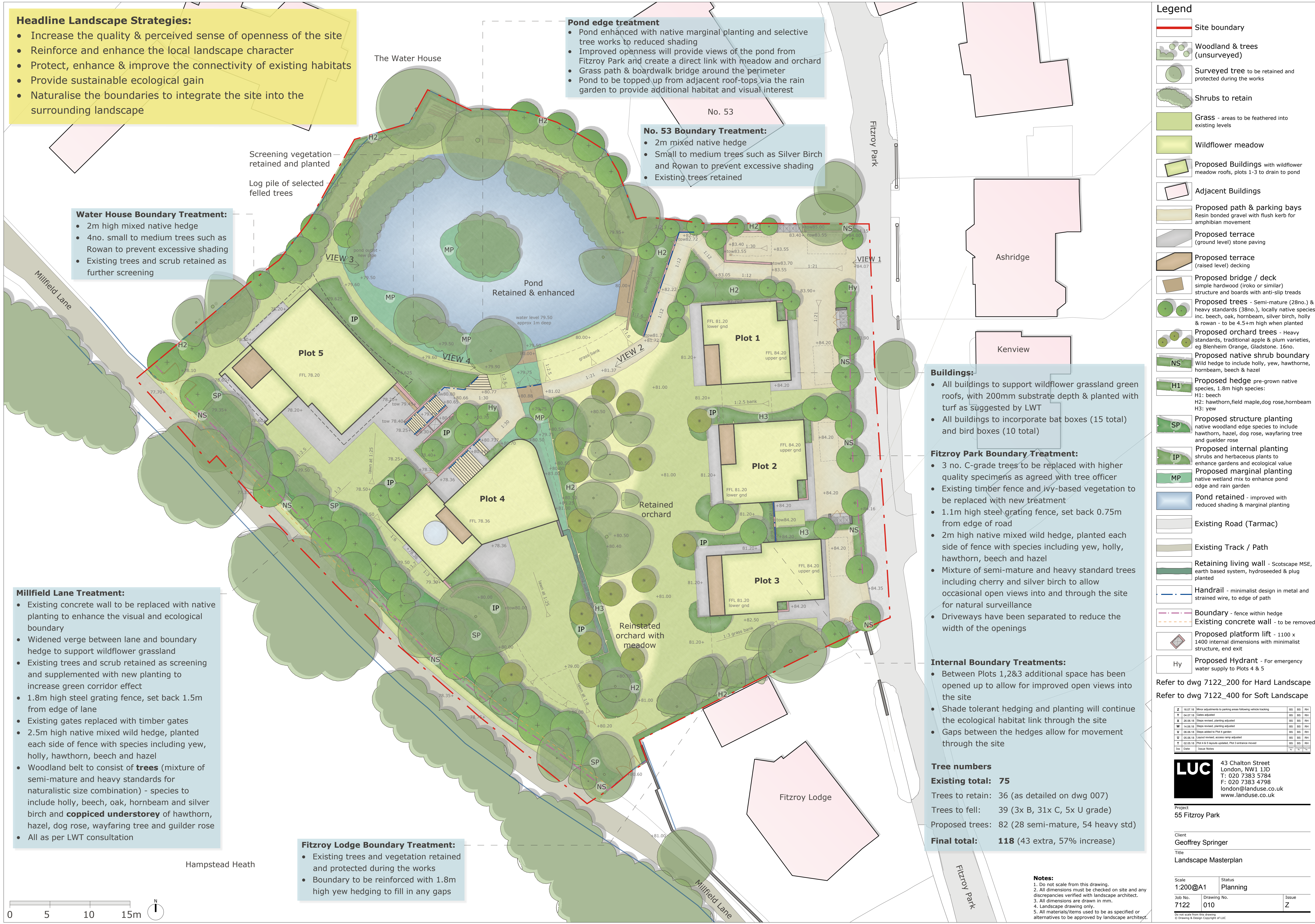
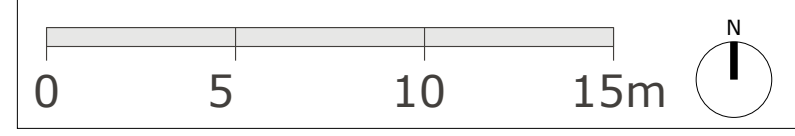
Client: Geoffrey Springer

Title: Landscape Masterplan

Scale: 1:200@A1 Status: Planning

Job No. 7122 Drawing No. 010 Issue: Z

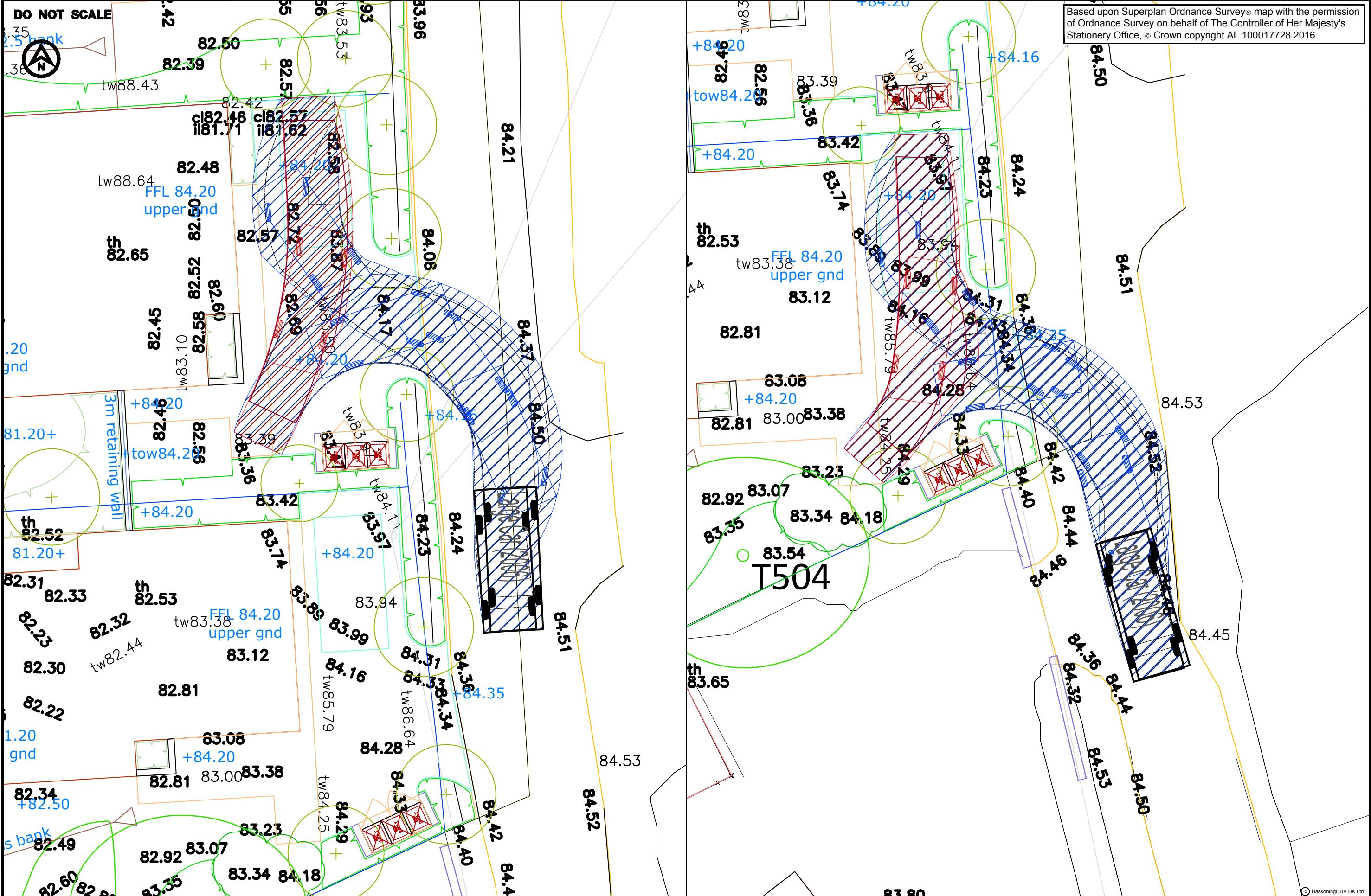
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## Appendix D – Vehicular Swept Path Analysis

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TITLE  
SWEPT PATH ANALYSIS -  
LARGE CAR

PROJECT  
55 FITZROY PARK



JOB No.	PB6538	DATE	18/07/2018	SCALE	1:125
DRAWN	MT	CHECKED	AW	PASSED	AW
AUTOCAD REF.	PB6538 TR24.DWG	DRG No.	TR24	REV	P0

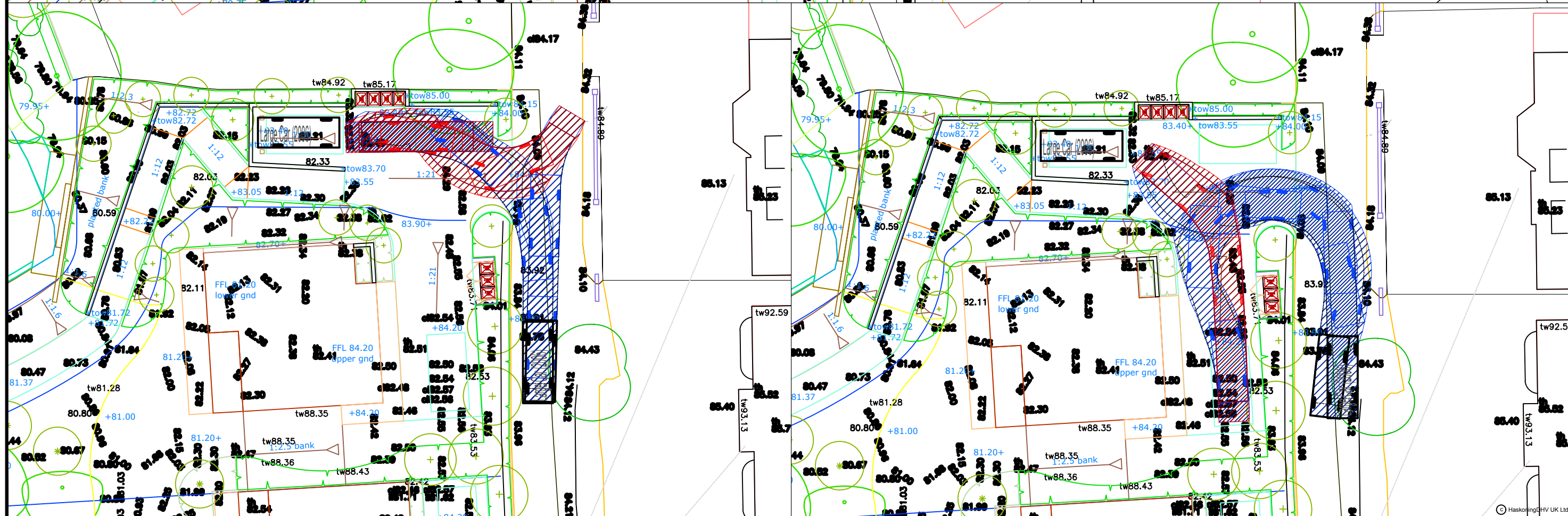
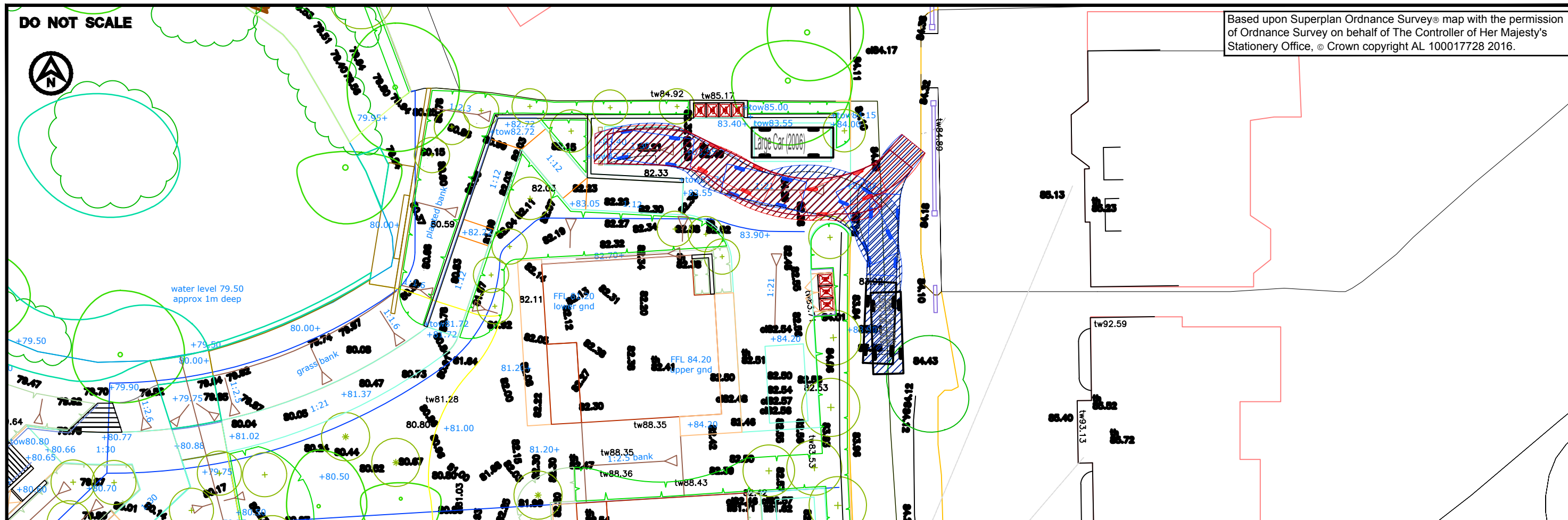
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DO NOT SCALE



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TITLE  
**SWEPT PATH ANALYSIS -  
 LARGE CAR**

PROJECT  
**55 FITZROY PARK**

2 Abbey Gardens,  
 Great College Street,  
 Westminster,  
 London, SW1P 3NL,  
 Tel +44(0)207 222 2115  
 www.royalhaskoningdhv.com

JOB No.	PB6538	DATE	18/07/2018	SCALE	1:250
DRAWN	MT	CHECKED	AW	PASSED	AW
AUTOCAD REF.	PB6538 TR25.DWG	DRG No.	TR25	REV	P0

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## Appendix E – TRICS Output



## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01 GREATER LONDON  
 KI KINGSTON 2 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of dwellings  
 Actual Range: 12 to 20 (units: )  
 Range Selected by User: 10 to 30 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 24/06/10

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Thursday 2 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 2 days  
 Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone 2

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

## Secondary Filtering selection:

Use Class:

C3 2 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

25,001 to 50,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

## Secondary Filtering selection (Cont.):

Population within 5 miles:

500,001 or More 2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5 2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*Travel Plan:

No 2 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*PTAL Rating:

3 Moderate 1 days

4 Good 1 days

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	KI-03-A-01 COOMBE RISE	DETACHED		KINGSTON
	KINGSTON UPON THAMES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12 <i>Survey date: THURSDAY 24/06/10</i>			
2	KI-03-A-02 WOLSEY CLOSE	DETACHED		KINGSTON
	KINGSTON UPON THAMES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 20 <i>Survey date: THURSDAY 24/06/10</i>			

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 4 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	16	0.344	1.375	2	16	1.438	5.750	2	16	1.782	7.125
08:00 - 09:00	2	16	0.313	1.250	2	16	0.531	2.125	2	16	0.843	3.375
09:00 - 10:00	2	16	0.188	0.750	2	16	0.500	2.000	2	16	0.688	2.750
10:00 - 11:00	2	16	0.469	1.875	2	16	0.313	1.250	2	16	0.781	3.125
11:00 - 12:00	2	16	0.281	1.125	2	16	0.438	1.750	2	16	0.719	2.875
12:00 - 13:00	2	16	0.500	2.000	2	16	0.781	3.125	2	16	1.281	5.125
13:00 - 14:00	2	16	0.469	1.875	2	16	0.063	0.250	2	16	0.531	2.125
14:00 - 15:00	2	16	0.438	1.750	2	16	0.281	1.125	2	16	0.719	2.875
15:00 - 16:00	2	16	0.375	1.500	2	16	0.313	1.250	2	16	0.687	2.750
16:00 - 17:00	2	16	0.625	2.500	2	16	0.469	1.875	2	16	1.094	4.375
17:00 - 18:00	2	16	0.375	1.500	2	16	0.594	2.375	2	16	0.969	3.875
18:00 - 19:00	2	16	0.344	1.375	2	16	0.250	1.000	2	16	0.594	2.375
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
<b>Total Rates:</b>			4.720	18.875			5.968	23.875			10.688	42.750

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

Trip rate parameter range selected:	12 - 20 (units: )
Survey date date range:	01/01/10 - 24/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*