

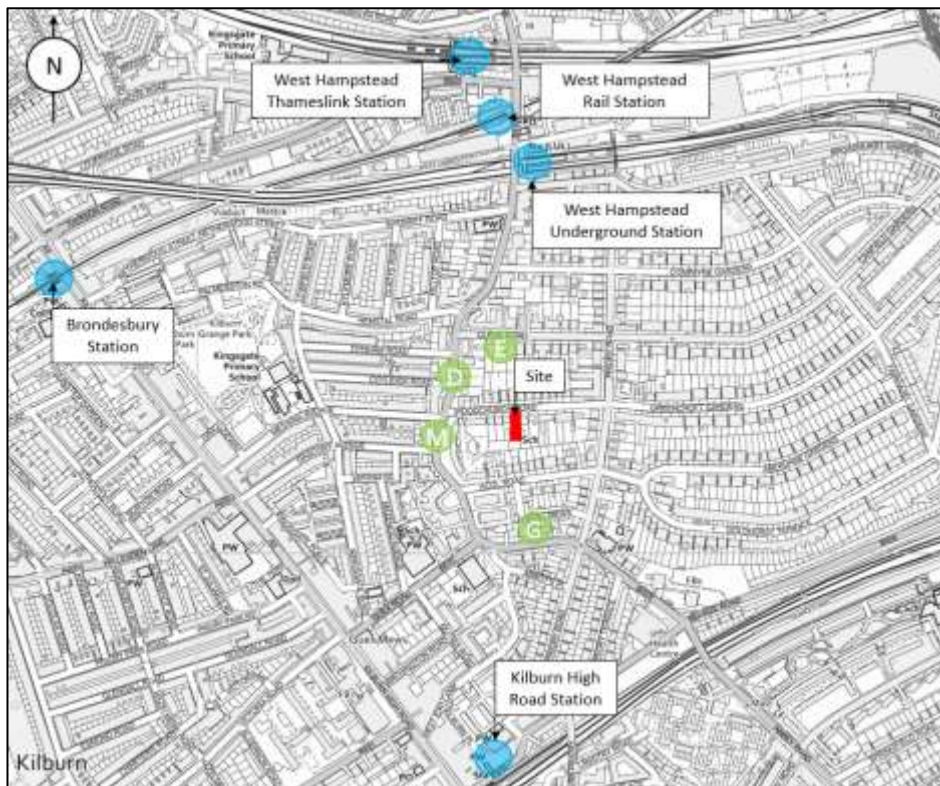
Job No: 2019-3352
File Ref: N01-EC-Technical Note
Date: 27th August 2019
Job Title: 13 Woodchurch Road, London Borough of Camden

Subject: Technical Note – Response

1. Introduction

- 1.1. TTP Consulting has been appointed by N Family Club to provide traffic and transport advice in relation to the planning application at 13 Woodchurch Road, located in the London Borough of Camden (LBC).
- 1.2. The site is located within a largely residential area, within 500m to the south of West Hampstead Underground Station, 600m to the south of West Hampstead Rail Station, 750m to the south of West Hampstead Thameslink Station and 950m to the north of Kilburn High Road Station as shown at **Figure 1.1**.

Figure 1.1: Site Location Plan



- 1.3. In June 2019 a planning application was submitted (Ref: 2019/2851/P) for the *"Erection of a single storey ground floor rear extension, reconstruction of existing lean-to conservatory and installation of terrace above, including enlargement of the existing rear extension, infilling of the lightwell and installation of 2 x air condenser units to the rear of the building all association with the use of the building as a Children's Nursery."* A Transport Statement and Travel Plan dated May 2019 was prepared by TTP Consulting and accompanied the application. Following consultation feedback from the Council a reduction in the number of children from 115 spaces to 100 spaces is proposed.
- 1.4. This Technical Note has been prepared following the reduction in the capacity of children and considers the effect of the proposed development and transport issues such as the servicing arrangements, trip generation and accessibility. The proposals also offer a reduction in the number of bins and bikes, as shown on the Architect's layout plan included at **Appendix A**. In summary the number of children the proposed nursery would accommodate has reduced by approximately 13%.

2. Trip Generation

- 2.1. The existing site contains a school with capacity for 80 children. Drop-off and pick-up activity occurs over a relatively short period of time at the beginning and end of the school day.
- 2.2. The nursery will be open between 7am and 7pm, with core hours being 8am to 6pm. The extended hours will be available as a chargeable option and will provide flexibility for working parents and others that may require extended childcare. Drop-off and pick-up activity for children attending during core hours will be encouraged to take place between 8am – 9am, 12pm – 1pm and 5pm – 6pm. As such, that there will not be as intensive a period of peak activity as for the school.
- 2.3. The proposed nursery will result in the site being used by some 100 children, an increase of 20 children compared to the existing school and occupancy of the current building if it were to be used as a nursery.
- 2.4. The proposed nursery will generate a more staggered trip generation profile to that of a school and hence parents dropping 100 children off to nursery over a one-hour core period (with additional extended hours) is likely to have a similar transport impact, if not a less intensified impact to that of 80 children being dropped to school.

- 2.5. The submitted Transport Statement sets out travel information for both the neighbouring site (11 Woodchurch Road) and for N Family Club’s nursery on Defoe Road, which benefits from a PTAL rating of 5, provided no on-site parking and is located within walking distances to residential catchments and public transport opportunities. The travel information from the neighbouring site presents a higher car share modal shift to that of N Family Club’s Defoe Road nursery and hence has been used to assume the number of trips associated with the proposed development. Albeit, it is considered that the level of car use to the proposed nursery would be far lower than that predicted by the robust assessment presented below.

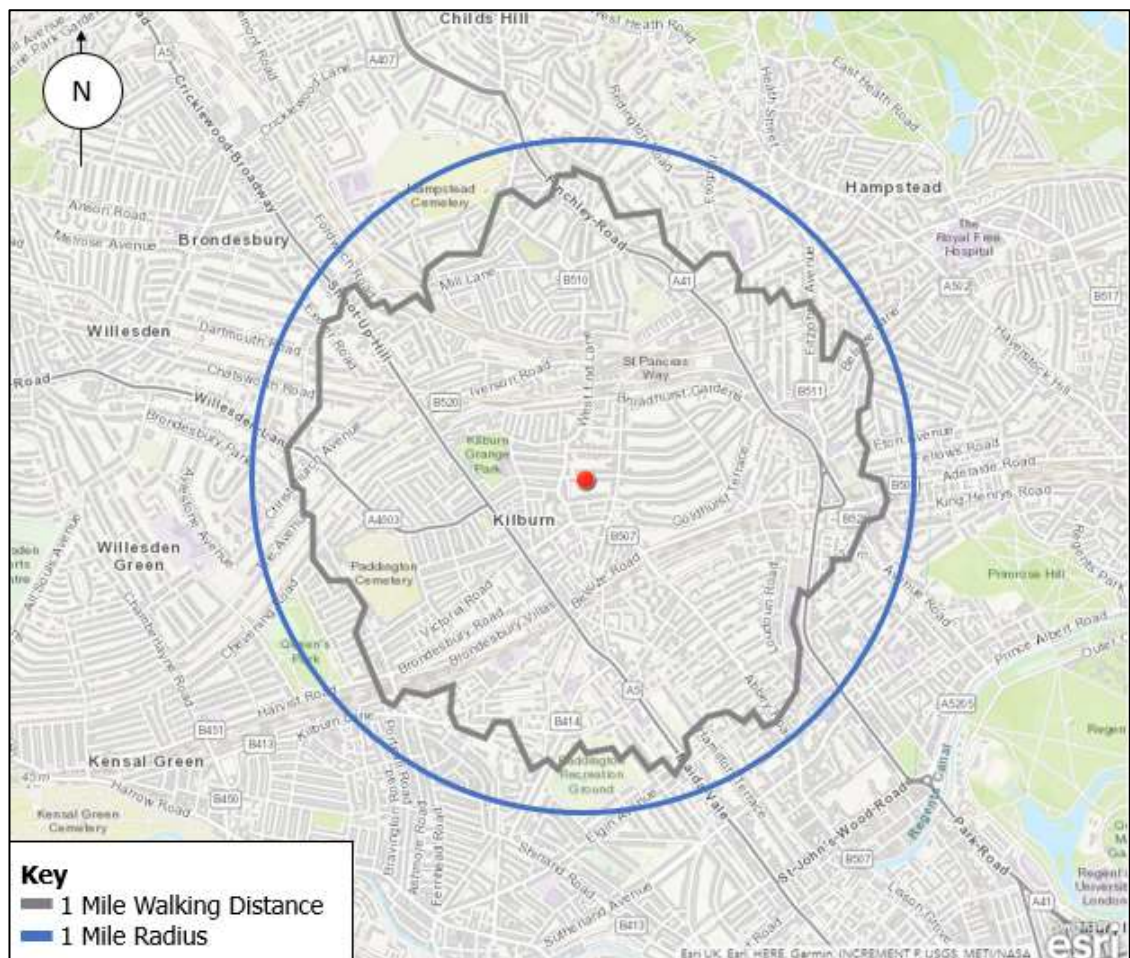
Table 2.1: Proposed Increase in Trips by Travel Mode (Parents Dropping off / Picking up Children)			
Mode of Travel	Defoe Road	11 Woodchurch Road	13 Woodchurch Road
Train / Underground	7%	14%	3
Bus		7%	1
Car (Not Sharing)	9%	31%	6
Car (Sharing)		0%	0
Bicycle	19%	0%	0
On Foot	65%	49%	10
Total	100%	100%	20

- 2.6. In the order of 6 additional car trips could occur during the morning pick up and evening drop off period. Based upon on site observations; it is considered that 6 additional vehicles stopping on street over the course on an hour would not affect the operation of the local road network, particularly given that the existing site use would result in pick up and drop off activity occurring over a shorter period.
- 2.7. Notwithstanding the above, the nursery will operate in accordance with a Management Plan that will contain a range of measures to ensure that it integrates well into the area and limits any impacts on neighbours and the local community. One of the key aims of the Management Plan is to discourage parents from driving to the site and as part of the registration process; all parents will be made to undertake an agreement not to park illegally on Woodchurch Road, and will be informed that there is no car parking available near the nursery.
- 2.8. The nursery will monitor pick up and drop off activity and people seen breaking this agreement will be issued with an official warning. Repeat offenders could have their place at the nursery withdrawn. The nursery will also implement a Travel Plan to encourage and facilitate the use of sustainable travel modes.

3. Active Travel

3.1. Given the residential location of the site, proximity to stations and local bus stops and that parking on streets in the vicinity of the site is controlled meaning that there is limited opportunity to park cars in the local area, it likely that a higher proportion of parents would scoot/walk/cycle their children to nursery. Therefore, the traffic assessment above, presents a robust assessment. To support this, a map setting out a 1-mile walking distance and 1-mile radius (as the crow flies) from the site is presented below in **Figure 3.1**.

Figure 3.1: 1 Mile Walking Distance of the Site



3.2. The map shows that there are numerous residential streets within a 1-mile catchment of the site. Moreover, information provided by N Family Club suggests that there are 7,452 children aged 0 – 4 years within a mile radius of the site (22% higher than the London average), suggesting real opportunities for local catchment children to attend the site and hence use active modes of travel.

4. Cycle Parking

- 4.1. As originally submitted long stay cycle parking was proposed in line with the Draft London Plan cycle parking standards. The revised scheme seeks to retain cycle parking in line with the standards and hence will provide 1 space per 8 members of staff and 1 space per 8 children. This equates to 12 spaces for children and 4 for staff.
- 4.2. Based on operator experience, there is no demand for standard cycle parking for nursery children. As such, parking for 12 scooters will be provided instead of cycle parking spaces in covered stores at the front of the site, as shown on the Architect's layout plan. Storage space is also proposed for buggies, which will enable parents and carers to leave buggies on site. This is particularly convenient for people who are not returning home, for example those dropping children off on their way to work. A total of 2 covered Sheffield stands will be provided for staff in a covered area at the front of the site providing parking for 4 bicycles.

5. Parking

- 5.1. No car parking is proposed for the nursery, which is considered appropriate given the accessible location of the site.

6. Deliveries and Servicing

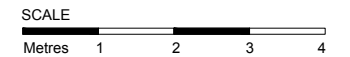
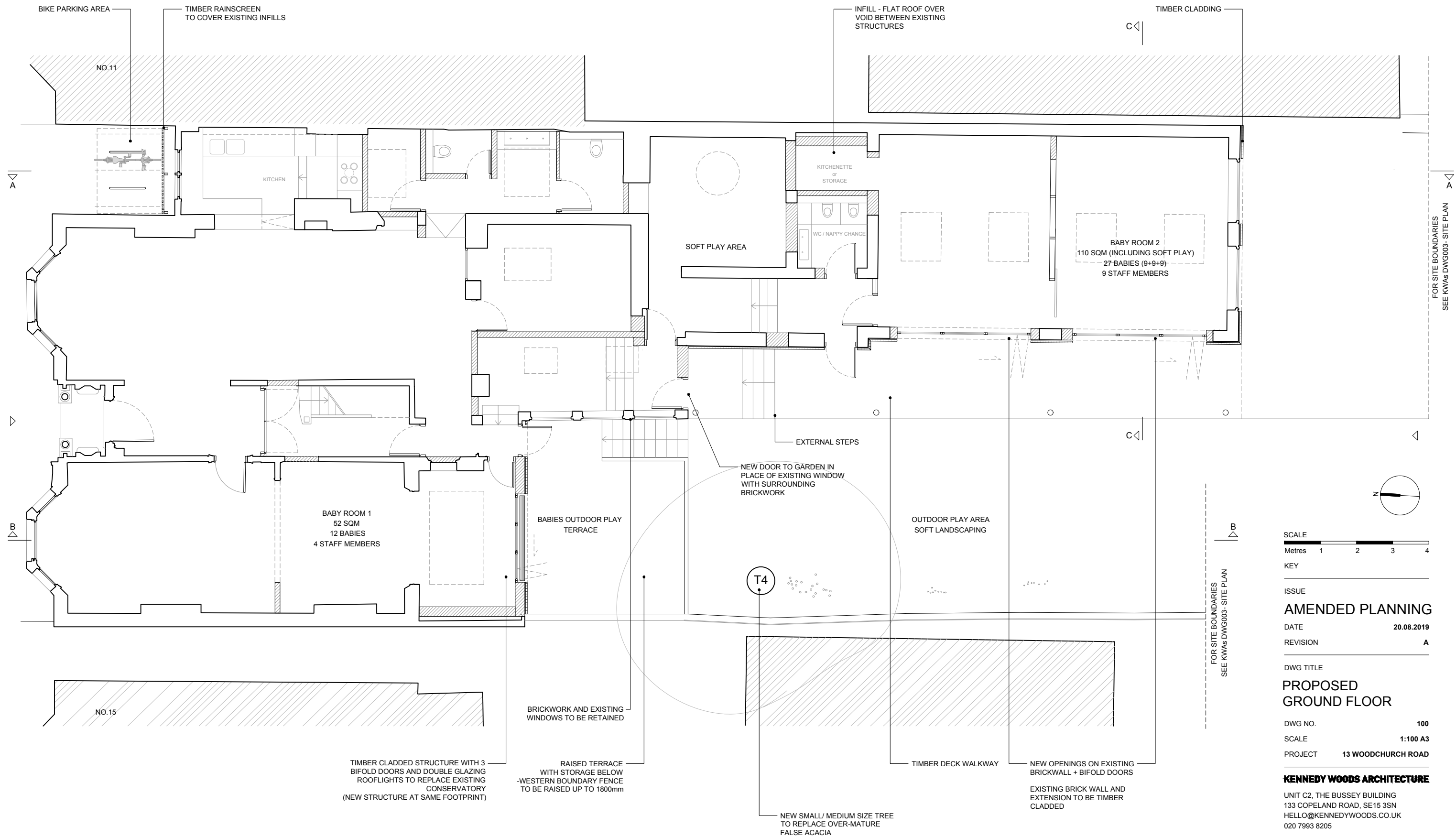
- 6.1. The level of delivery and servicing activity for the proposed development will be low, with refuse collected three times a week and deliveries anticipated to take place two or three times a week.

7. Conclusion

- 7.1. The revised scheme accords with land-use and transport planning objectives. It therefore meets the test of the NPPF and paragraph 109, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Appendix A



KEY

ISSUE

AMENDED PLANNING

DATE 20.08.2019

REVISION A

DWG TITLE

**PROPOSED
GROUND FLOOR**

DWG NO. 100

SCALE 1:100 A3

PROJECT 13 WOODCHURCH ROAD

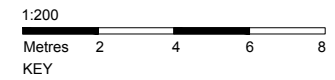
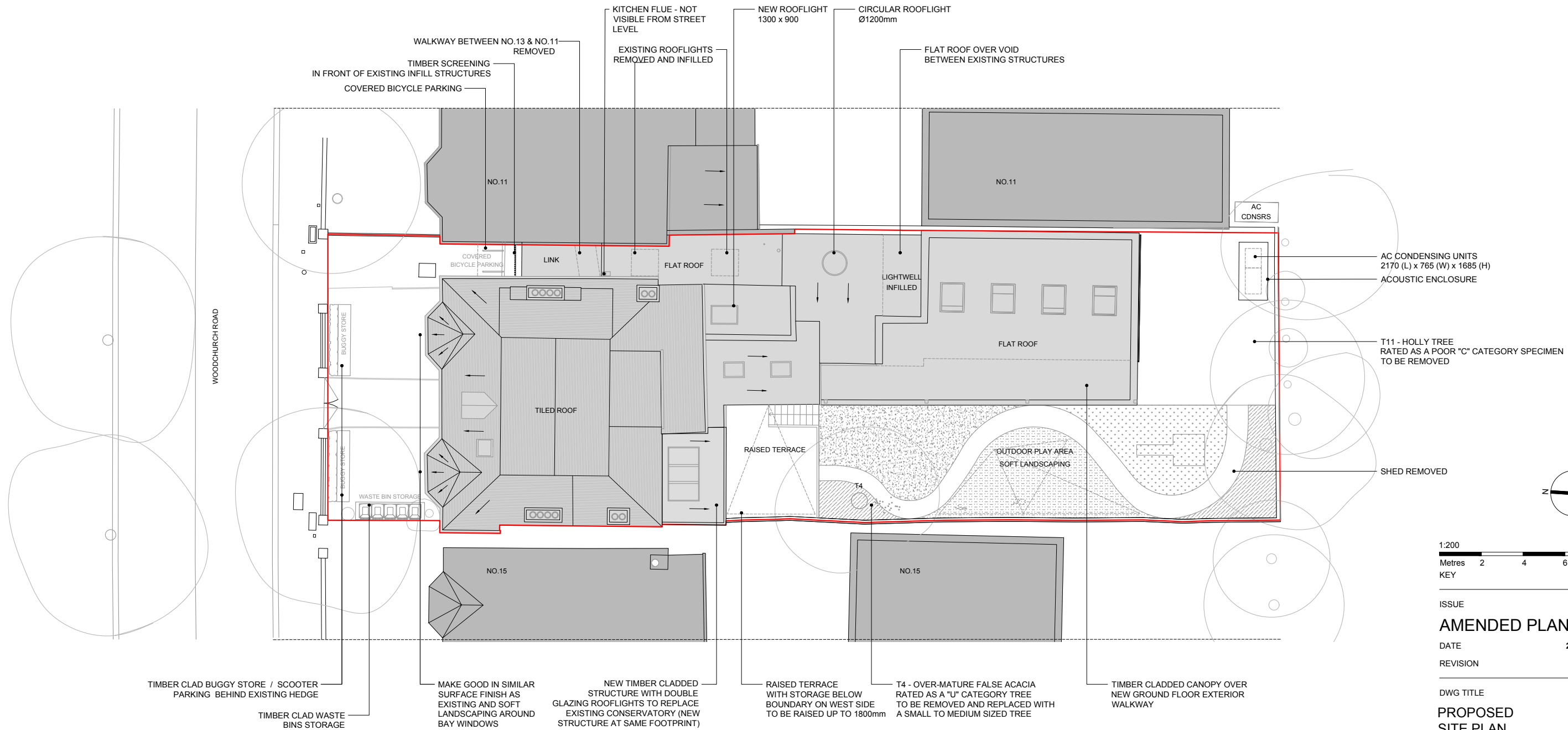
KENNEDY WOODS ARCHITECTURE

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FOR SITE BOUNDARIES
SEE KWAs DWG003- SITE PLAN

FOR SITE BOUNDARIES
SEE KWAs DWG003- SITE PLAN



ISSUE
AMENDED PLANNING

DATE **20.08.2019**

REVISION **A**

DWG TITLE
**PROPOSED
SITE PLAN**

DWG NO. **003**

SCALE **1:200 A3**

PROJECT **13 WOODCHURCH ROAD**

KENNEDY WOODS ARCHITECTURE

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