



Halev Ltd

**35-37 Fairfax Road,
London Borough of Camden**

Transport Statement

September 2019

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032



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1 INTRODUCTION

- 1.1 Caneparo Associates has been appointed by Halev Ltd ('the Applicant') to provide traffic and transport advice in relation to the proposed change of use of 35-37 Fairfax Road, located within the London Borough of Camden (LBC).
- 1.2 The Site comprises an A1 retail unit, split across ground floor and lower ground floor, located approximately 250m north of South Hampstead Railway Station, circa 360m west of Swiss Cottage Underground Station and circa 460m south of Finchley Road Station.
- 1.3 The proposal is for the change of use of the ground floor and lower ground floor A1 retail unit at 35-37 Fairfax Road, from Class A1 retail to Class D1 community use. The proposed use of the Site is the existing Chabad Lubavitch (West Hampstead), which is seeking to move to the Site from its existing location at 47 Fairfax Road, located in the same parade of retail units.

This Document

- 1.4 This Transport Statement (TS) supports a change of use Application to LBC, hereinafter referred to as 'the Council', for the proposed change of use described above.
- 1.5 This TS examines the transport and highways related effects of the proposed change of use, considering matters such as accessibility, trip generation, car parking, refuse, servicing and future travel planning.
- 1.6 This TS has been written with reference to best practice guidance from the Department for Transport (DfT), the NPPF, Planning Practice Guidance (PPG) and with previous experience of advising on a significant number of prior approval applications.
- 1.7 The remainder of this report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 sets out the Site's accessibility;
 - Section 4 reviews the relevant transport planning policy;
 - Section 5 describes the development proposals and its' effects;
 - Section 6 outlines the Travel Planning measures to be implemented;
 - Section 7 presents a summary and conclusion.

2 EXISTING SITUATION

Site Location

- 2.1 The Site is located on Fairfax Road and forms part of a parade of retail units along the western side of the road, which benefits from on-street parking opportunities. The Site is bound by residential properties to the north, Fairfax Road to the east, neighbouring retail units to the south and residential properties to the west.
- 2.2 The Site is approximately 250m walking distance to the north of South Hampstead Railway Station, circa 360m west of Swiss Cottage Underground Station and circa 460m south of Finchley Road Underground Station.
- 2.3 The Site location with respect to the local highway network is shown at **Figure 2.1**, below.

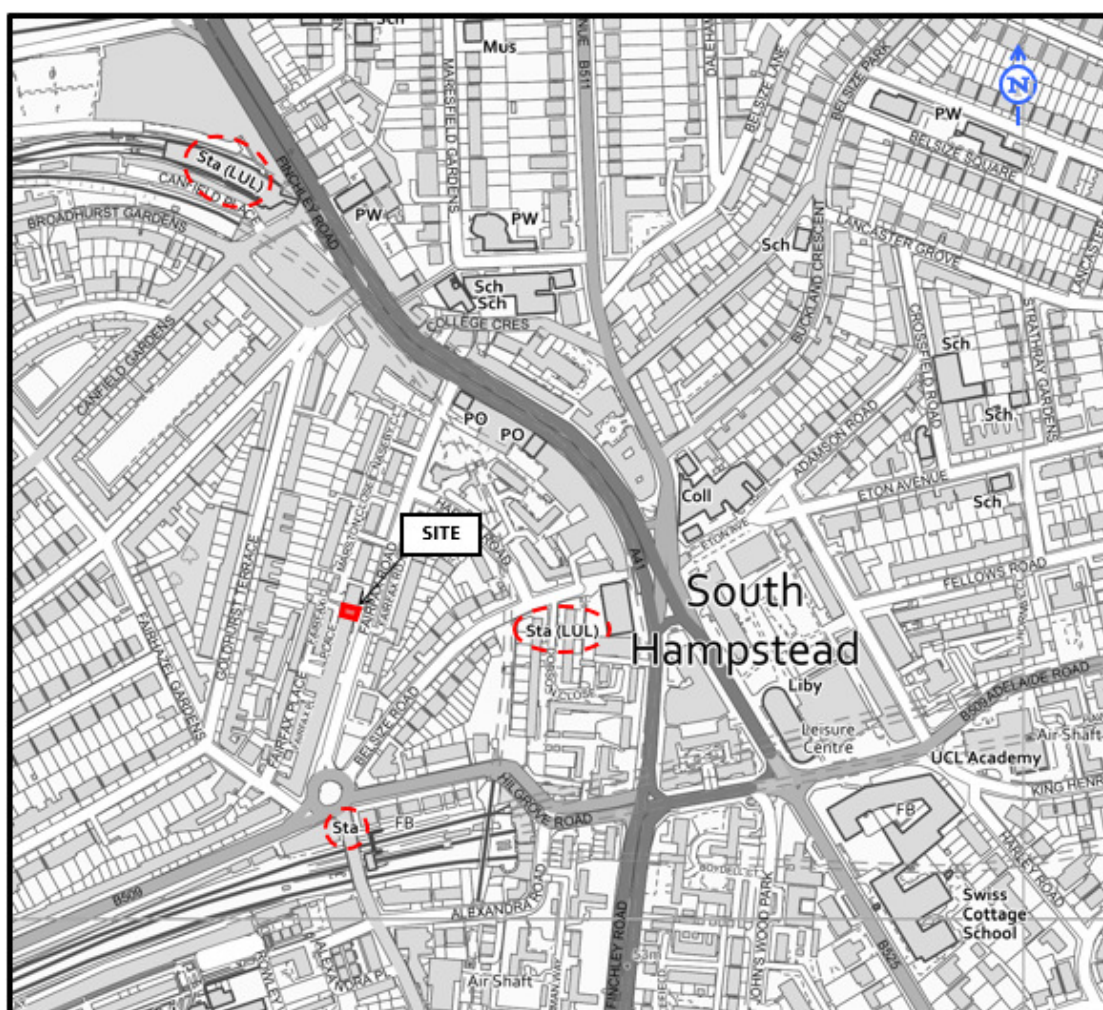


Figure 2.1: Site Location Plan



Existing Site

- 2.4 The existing Site is a currently unoccupied A1 retail unit, most recently used in 2018 as a flooring shop. The Site provides 151sqm of retail floorspace at ground floor and 179sqm of floorspace at lower ground floor (330sqm total floorspace).

Local Highway Network

- 2.5 Fairfax Road is a two-way, single carriageway road, which operates in a broadly north to south orientation between the A41 Finchley Road to the north and a roundabout junction with Belsize Road, Hilgrove Road and Loudoun Road to the south. A 20mph speed restriction is in place on Fairfax Road.
- 2.6 Adjacent to the Site is a circa 13m loading bay, with restrictions of loading only between the hours of 08:30 – 18:30, Monday to Friday.
- 2.7 On-street parking is available throughout Fairfax Road, with the western side of the road, adjacent to the shopping parade, providing echelon parking, which allow permit holder parking as well as pay by phone parking. Parking throughout the rest of Fairfax Road is permit holder only parking, detailed further below.

Controlled Parking Zone

- 2.8 Fairfax Road falls within Camden's CA-K/R Controlled Parking Zones (CPZ). The restrictions for the CPZ applies from Monday to Friday between 8:30am-6:30pm limiting parking to local residents with permits.

3 ACCESSIBILITY

3.1 The Site is accessible by all modes with an acceptable network of footpaths, cycle facilities and public transport services in the vicinity.

Walking

3.2 It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips and this is set out in The Chartered Institution of Highways and Transportation (CIHT) Guidelines ("Guidelines for Providing for Journeys on Foot" 2000) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.

3.3 The Transport for London guidance document "Walking Best Practice", April 2012, also refers to car journeys up to 2km in length which could easily be walked in less than 30 minutes. Finally, new guidance from CIHT suggests that 80 per cent of trips under 1 mile (1.6km) are undertaken on foot (CIHT, Planning for Walking, April 2015).

3.4 The Site is located in a large residential area and is within walking distance of an excellent range of amenities including the retail and commercial properties located on Fairfax Road and Fairhazel Gardens. Further to this there are a wide range of services and eating and drinking establishments located along Finchley Road.

3.5 The pedestrian environment in the locality is of an excellent standard with wide, tree-lined footways present on all surrounding roads and dropped kerbs with tactile paving present at all nearby crossings.

Cycling

3.6 It is commonly accepted that cycling has the potential to substitute for driving for distances up to 5 miles (8 kilometres). Much of West and Central London, as well as Brent Cross, North Finchley, Harringay Shoreditch, the City of London, Chelsea and Hammersmith are within a 5-mile cycle ride from the Site.

3.7 In the vicinity of the Site, Fairhazel Gardens, Boundary Road and Avenue Road are classified as '*routes signed for use by cyclists on a mixture of quiet and busier roads.*' Loudoun Road, Chalk Farm Road and Eton Avenue have been assigned as '*quieter roads that have been recommended by other cyclists.*'

Public Transport

Bus Services

- 3.8 The nearest bus stops to the Site are located on Belsize Road, 220 metres walking distance south of the Site (South Hampstead Station Stop K), with further bus stops located at Swiss Cottage Underground Station, a 360m walk east from the Site. A summary of bus services available in the locality within acceptable walking distance is provided in **Table 3.1**. The bus route 'spider map' prepared by TfL is included at **Appendix A** and shows interchange opportunities available from these routes.

Table 3.1 Summary of Bus Service Frequency (every 'x' minutes)				
No.	Route	Monday – Friday Frequency	Saturday Frequency	Sunday Frequency
C11	Archway Station – Brent Cross	8-12	10-12	12-12
13	North Finchley – Victoria Bus Station	3-7	4-7	9-12
31	Bayham Street- White City Bus Station	8-10	9-11	9-10
46	Lancaster Gate – St Bart's Hospital	9-12	10-10	14-16
113	Edgware Bus Station – Oxford Circus	5-9	6-8	10-13
187	Middlesex Hospital – O2 Centre	11-12	10-12	14-16
268	Golders Green Station – O2 Centre	12-15	13-15	19-21

Underground Services

- 3.9 Swiss Cottage Underground station is located approximately 360m walking distance east of the Site and provides access to London Underground services on the Jubilee Line between Stratford and Stanmore. Services run every 2-4 minutes in each direction.
- 3.10 Finchley Road Underground Station is located 460m walking distance north of the Site and provides access to London Underground services on the Jubilee Line and the Metropolitan Line. The Metropolitan Line runs from Aldgate to Harrow-on-the-Hill where it branches off to Uxbridge and Amersham, with services every 4-8 minutes in each direction.



Rail Services

- 3.11 South Hampstead Station is located approximately 250m walking distance south of the Site. South Hampstead offers access to services on the London Overground Line between London Euston and Watford Junction with 3 services per hour in each direction.
- 3.12 Finchley Road & Frognal Station is located approximately 870m walking distance north of the Site. The Station is on the Stratford to Richmond / Clapham Junction branch of the London Overground Line with 8 services per hour running each direction.

Public Transport Accessibility Level (PTAL) Rating

- 3.13 Public Transport Accessibility Levels (PTALs) are a measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.
- 3.14 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility. It is then further sub-sectioned into 'a' and 'b', with 'a' being at the lower end of the spectrum and 'b' at the higher.
- 3.15 The assessment methodology reflects:
- Walking time from the point of interest to the public transport access points;
 - The reliability of the service modes available;
 - The number of services available within the catchment; and
 - The level of service at the public transport access points – i.e. average waiting time.
- 3.16 The PTAL rating of the centre of the Site is 6a, meaning the Site has an excellent level of accessibility to public transport. **Appendix B** contains the TfL PTAL summary.

4 POLICY CONTEXT

National Transport Policy

National Planning Policy Framework (2019)

4.1 The third National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied.

4.2 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy. The Chapter notes at Paragraph 102 that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a. *"The potential impacts of development on transport networks can be addressed;*
- b. *Opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c. *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d. *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for new environmental gains; and,*
- e. *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

4.3 When considering development proposals Paragraph 108 notes that:

"in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a. *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*
- b. *Safe and suitable access to the site can be achieved for all users*



- c. *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.*

4.4 Paragraph 109 of the Promoting Sustainable Transport Chapter states: *“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. Within this context applications for development should:*

- a. *Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second -so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b. *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c. *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d. *Allow for the efficient delivery of goods, and access by service and emergency service vehicles;*
- e. *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

4.5 The Site benefits from and takes advantage of being in an accessible location. As concluded by this report, it is considered that there are no significant residual cumulative impacts that would arise as a result of the proposed change of use.

Regional Transport Policy

The London Plan (March 2016)

4.6 The London Plan (March 2016) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.

4.7 Policy 6.1 sets out a number of strategic aims, key aims include:

- a) *encouraging patterns and modes of development that reduce the need to travel, especially by car;*
- b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
- c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
- d) *promoting walking by ensuring an improved urban realm."*

The Draft New London Plan (Consolidated Changes Version, July 2019)

4.8 Though currently in draft format, the new London Plan still forms a material consideration in planning decisions and, as such, is included within this report. Six core 'good growth' policies are identified and state the following with regards to transport:

"Policy GG2 Making the best use of land – Point E: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."

4.9 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

B. "When required in accordance with national or local guidance, transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required in accordance with relevant Transport for London guidance."



Local Guidance

Camden Local Plan (2017)

4.10 The Council's Local Plan was adopted in July 2017. The Local Plan sets the Council's Strategic Vision up to 2031 and is used to make decisions on planning applications. The document itself forms Camden's Development Plan.

4.11 Strategic Objective 8 sets out a transport objective for the Borough:

"To promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and promote new and improved transport links."

4.12 Policy T1 – Prioritising walking, cycling and public transport – states *"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough"*. This will be promoted in the following ways:

"Walking – In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

- A. improve the pedestrian environment by supporting high quality public realm improvement works;*
- B. make improvements to the pedestrian environment including the provision of high-quality safe road crossings where needed, seating, signage and landscaping;*
- C. are easy and safe to walk through ('permeable');*
- D. are adequately lit;*
- E. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*
- F. contribute towards bridges and water crossings where appropriate.*



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

- G. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;
- 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. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;
- I. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;
- J. is easy and safe to cycle through ('permeable'); and
- K. contribute towards bridges and water crossings suitable for cycle use where appropriate.

Public Transport - In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort."

4.13 Policy T2 – Parking and car-free development – states "The Council will limit the availability of parking and require all new developments in the borough to be car free." The Council aims to:



- 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, and/or ii. essential operational or servicing needs;*
- C. *support the redevelopment of existing car parks for alternative uses; and*
- D. *resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

Policy Summary

- 4.14 The location of the Site, with its existing public transport facilities and real opportunities for the use of sustainable modes of transport means that the Site is highly suited to the proposed D1 use.



5 TRANSPORT IMPLICATIONS OF THE PROPOSALS

Proposals

- 5.1 The application proposals seek the change of use of the ground floor and lower ground floor of 35-37 Fairfax Road from Class A1 Retail to Class D1 Community Space with ancillary retail sales space at ground floor.
- 5.2 The future occupiers of the Site are Chabad Lubavitch (West Hampstead), who currently occupy 47 Fairfax Road, located within the same parade of shops. The current Chabad Lubavitch Site provides ground floor ancillary retail space, café area and meeting/reading rooms, with the lower ground floor providing religious and educational teaching space. The proposals will see the existing Chabad Lubavitch at 47 Fairfax Road moved to 35-37 Fairfax Road, so as to provide a higher quality space for visitors.
- 5.3 The proposed Site provides 151 sqm at ground floor level, which will accommodate the retail space, café area and meeting/reading rooms, with the lower ground floor providing 179 sqm which will accommodate the community space for religious and educational teachings.
- 5.4 The existing Chabad Lubavitch at 47 Fairfax Road currently occupies 150sqm floorspace, which is 180sqm smaller than the proposed Site. This being said however, it is not expected that there would be an uplift of attendees at the proposed Site, given the specialist community use of the Site occupier. 35-37 Fairfax Road provides better quality and more spacious accommodation, but it is not proposed to intensify attending numbers, with additional space allowing for higher quality religious and education space and improved ancillary facilities.

Trip Generation

- 5.5 In order to understand the existing trip attraction of the future Site use, information on visitor numbers per day has been provided by the existing Chabad Lubavitch (West Hampstead), at 47 Fairfax Road. Given the information has been provided by the future Site occupier and that their current operation is located within the same parade of shops, it is clear that the information provided is a suitable basis on which to assess trip attraction associated with the development proposal.
- 5.6 The expected daily trip generation of the Site is provided below in **Table 5.1**.

Table 5.1: Daily Expected Trip Generation			
Weekday	Daily Religious / Education Teachings Visitors	Daily Retail / Café Visitors	Daily Total Visitors
Monday (10:00 – 18:00)	20 – 30	10	30 – 40
Tuesday (10:00 – 18:00)	20 – 30	10	30 – 40
Wednesday (10:00 – 22:00)	50 – 60	10	60 – 70
Thursday (10:00 – 18:00)	20 – 30	10	30 – 40
Friday (10:00 – 18:00)	20 – 30	10	30 – 40
Saturday (10:00 – 13:00)	50 – 60	10	60 – 70
Sunday (10:00 – 13:00)	50 – 60	10	60 – 70

- 5.7 Weekday teachings are held each morning and afternoon, with 10-15 participants per teaching, each taking 1 – 2 hours. Additional meetings are held Wednesday evenings finishing at 10pm.
- 5.8 The peak visitor period to the Site is on Weekends, where teachings / meetings accommodate 50-60 visitors between 10am – 1pm, however trips are dispersed across this time, with a peak of arrivals at midday.
- 5.9 Given that the Site has a PTAL rating of 6a, with excellent accessibility to public transport, especially buses; and is located in a town centre location, it is expected that the vast majority of trips to and from the Site will be through sustainable modes.
- 5.10 An in-house survey was undertaken by the occupiers at the existing Chabad Lubavitch across a 10 day period. The results suggested that 70% of visitors walk to the Site, 15% arrived by car, 5% arrived by cycling and 10% by train / underground. It can therefore be estimated that during a Wednesday, Saturday or Sunday, the Site will receive up to 11 arrivals by car (70 x 0.15).
- 5.11 It is pertinent to note, however, that these will not be additional vehicle trips to the area, but will instead be a continuation of the current scenario, given the presence of the existing Chabad Lubavitch is in the same location and will effectively be a move of premises to improve the quality of their operations.

Parking

Car Parking

- 5.12 The Site does not provide any car parking for its visitors. Due to the location of the Site, serving the local community, and proximity to both bus, rail and underground, it is expected that visitors to the Site will utilise sustainable modes of transport, particularly by foot, as recognised by the in-house surveys undertaken across a 10 day period.
- 5.13 Should visitors of the Site wish to drive, or require parking owing to mobility-issues, there is ample provision of parking space on-street adjacent to the Site. This will not be encouraged to the Site, as detailed further within the Travel Planning section further within this Report.
- 5.14 As detailed above, the proposals will not generate additional vehicle trips to the area but will instead be a continuation of the current scenario.

Cycle Parking

- 5.15 As detailed within the trip generation assessment, surveys of the existing Chabad Lubavitch (West Hampstead) indicated that circa 5% of visitors travel by cycles to the Site. This suggests that, based on the anticipated maximum of up to 70 visitors per day, 3-4 people will arrive by cycle per day (70×0.05).
- 5.16 The Site will provide space internally for the secure storage of cycles, for staff and visitors who utilise cycles as their mode of travel to the Site. In addition, on-street cycle parking is provided along the parade of shops on Fairfax Road, in the form of Sheffield stands.

Servicing and Refuse

- 5.17 Servicing activity will be undertaken on-street from the servicing bay directly fronting the Site.
- 5.18 Deliveries would be expected to be undertaken predominantly by light panel vans and are not expected to have a material impact on the operation and environmental condition of the public highway, especially when considering the extant Chabad Lubavitch on Fairfax Road which will be the new future occupier, in place of their current location at 47 Fairfax Road.
- 5.19 Refuse and recycling storage and collection will be undertaken to the rear of the Site accessed from Fairfax Place, in the same manner as existing retail units on the Fairfax Road shopping parade.

6 TRAVEL PLANNING

6.1 Given the size of the Site and expected visitor numbers, it is not considered appropriate to provide a full Travel Plan. The future Occupant's are, however, committed to ensuring staff and visitors are provided with the necessary transport information to make informed decisions about their modes of travel to the Site.

Measures and Initiatives

6.2 In order to ensure travel by sustainable and active modes is encouraged at the Site, as well as reducing the reliance on private car use to travel, the following initiatives will be implemented by the operators of the Site:

- Users of the Site will be made aware of the negative traffic and environmental impacts of private vehicle journeys.
- Users will be provided with advice concerning safe pedestrian and cycling routes to / from the Site.
- The Occupants will investigate whether the provision of a noticeboard which details sustainable and active travel modes would be of use to visitors.
- One to one travel planning and route planning will be available for users of the Site when requested, in order to encourage active modes of travel.
- Where driving is unavoidable, the opportunity to car share will be encouraged, to be actioned by users of the Site.
- Internal travel surveys will be undertaken on annual basis to understand any changes in travel patterns. The travel surveys will be to inform the occupant's of current travel patterns and help to recognize where improvements could be made, particularly to the provision of sustainable travel information for visitors.

Benefits

6.3 Given that the teachings within the community space will be within small groups of 10-15 attendees, it is expected that the travel planning measures listed above can be incorporated successfully into the operation of the Site when provided by the speakers / occupiers.



6.4 By achieving the objectives of travel planning, the following benefits will be realised:

- Staff: improved health, reduced stress and potential cost savings;
- Visitors: improved health and options for sustainable travel; and
- The Community: by demonstrating the Occupant's commitment to the Government's environmental priorities and setting an example to others.

6.5 The future Site Occupants will be fully committed to ensuring visitors and staff understand the opportunities to travel by sustainable and active modes of travel and moving away from private car use.

7 SUMMARY AND CONCLUSION

Summary

7.1 Caneparo Associates has been appointed by Halev Ltd ('the Applicant') to provide traffic and transport advice in relation to proposed change of use at 35-37 Fairfax Road ('the Site'), located within the London Borough of Camden (LBC).

7.2 The Site comprises an A1 retail unit, split across ground floor and lower ground floor. The proposal is for the change of use of the A1 retail unit at 35-37 Fairfax Road, from Class A1 retail to Class D1 community use. The proposed use of the Site is the existing Chabad Lubavitch (West Hampstead), which is seeking to move to the Site from its existing location at 47 Fairfax Road, located in the same parade of retail units.

7.3 In summary:

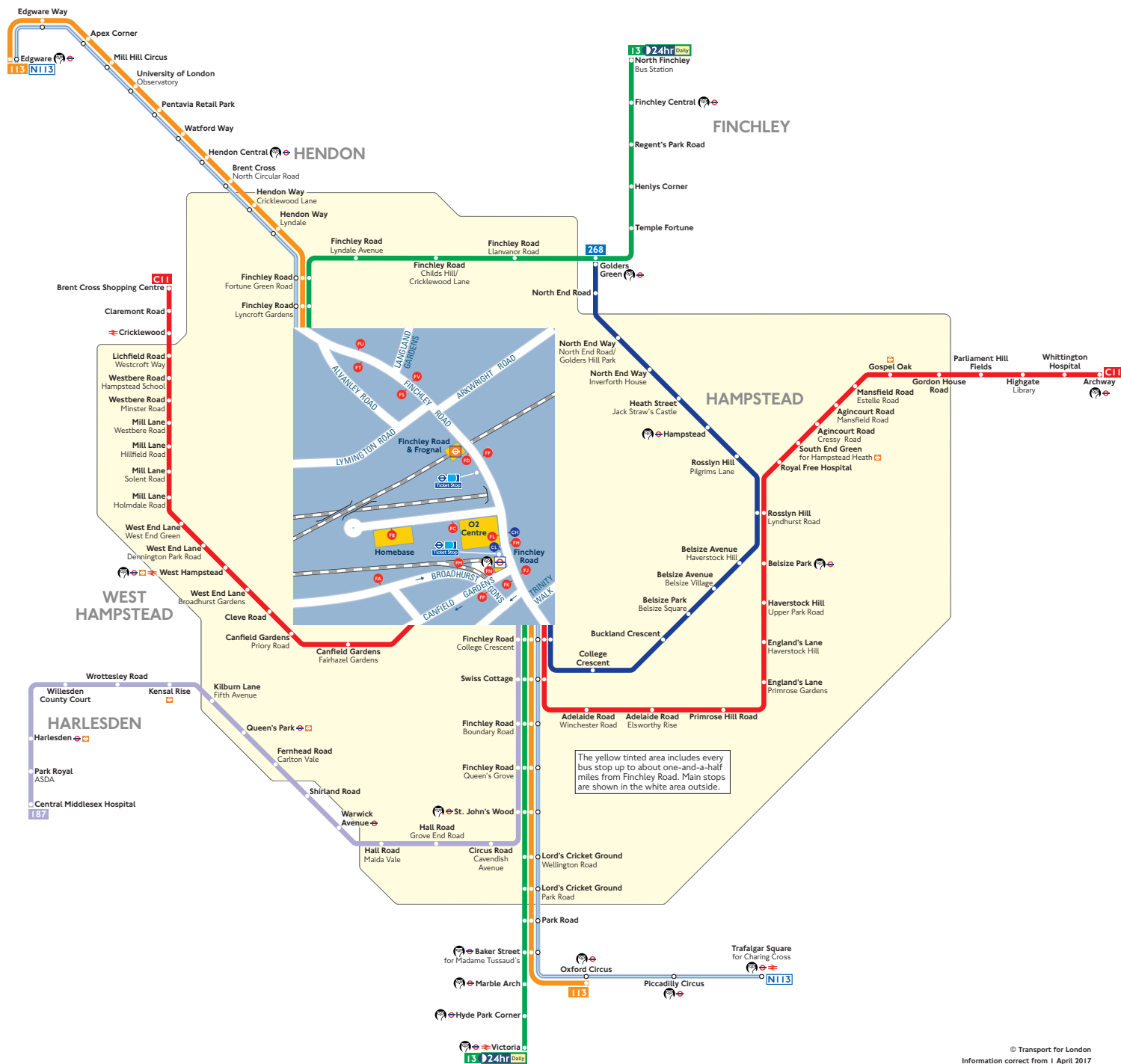
- The Site is located within an excellent accessible London location. As such a high proportion of trips associated with the proposals can be expected to be made by sustainable modes of travel.
- The proposed change of use will not provide car parking on-site, with Site users expected to make use of on-street parking opportunities on Fairfax Road. Visitors to the Site are expected to primarily be from the local community and make their way to the Site through sustainable and active modes of travel.
- All servicing activity including deliveries and refuse collections will be undertaken on-street as per the previous situation, and the situation for the neighbouring properties.
- The impact of the change of use has been considered in relation to the surrounding transport network and concludes that it is expected to result in no material impact on the local public transport or highway network, especially when considering that the future Occupant's currently occupy 47 Fairfax Road, effectively moving operations to the Site.

Conclusion

7.4 In light of the above, we conclude that the proposed change of use will not result in a material impact in highways and transportation terms. Furthermore, in accordance with NPPF paragraph 109, the residual cumulative impacts of the development are not considered severe, and, as such, should not be prevented or refused on transport grounds.

Appendix A

Buses from Finchley Road



Route finder

Bus route	Towards	Bus stops
13 24hr Daily	North Finchley	FD FD FD FD FD
	Victoria	FD HD FD FD FD
113	Edgware	FD FD FD FD FD
	Oxford Circus	FD HD FD FD FD
187	Central Middlesex Hospital	FD FD FD FD FD
268	Golders Green	FD FD FD FD FD
C11	Archway	FD FD FD FD FD
	Brent Cross Shopping Centre	FD

Night buses

Bus route	Towards	Bus stops
NI13	Edgware	FD FD FD FD FD
	Trafalgar Square	FD HD FD FD FD

Coaches

Towards	Coach stops
Coaches northbound	CL
Coaches to central London	CH

Key

- 13** Day buses in black
- NI13** Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Tube station with 24-hour service Friday and Saturday nights

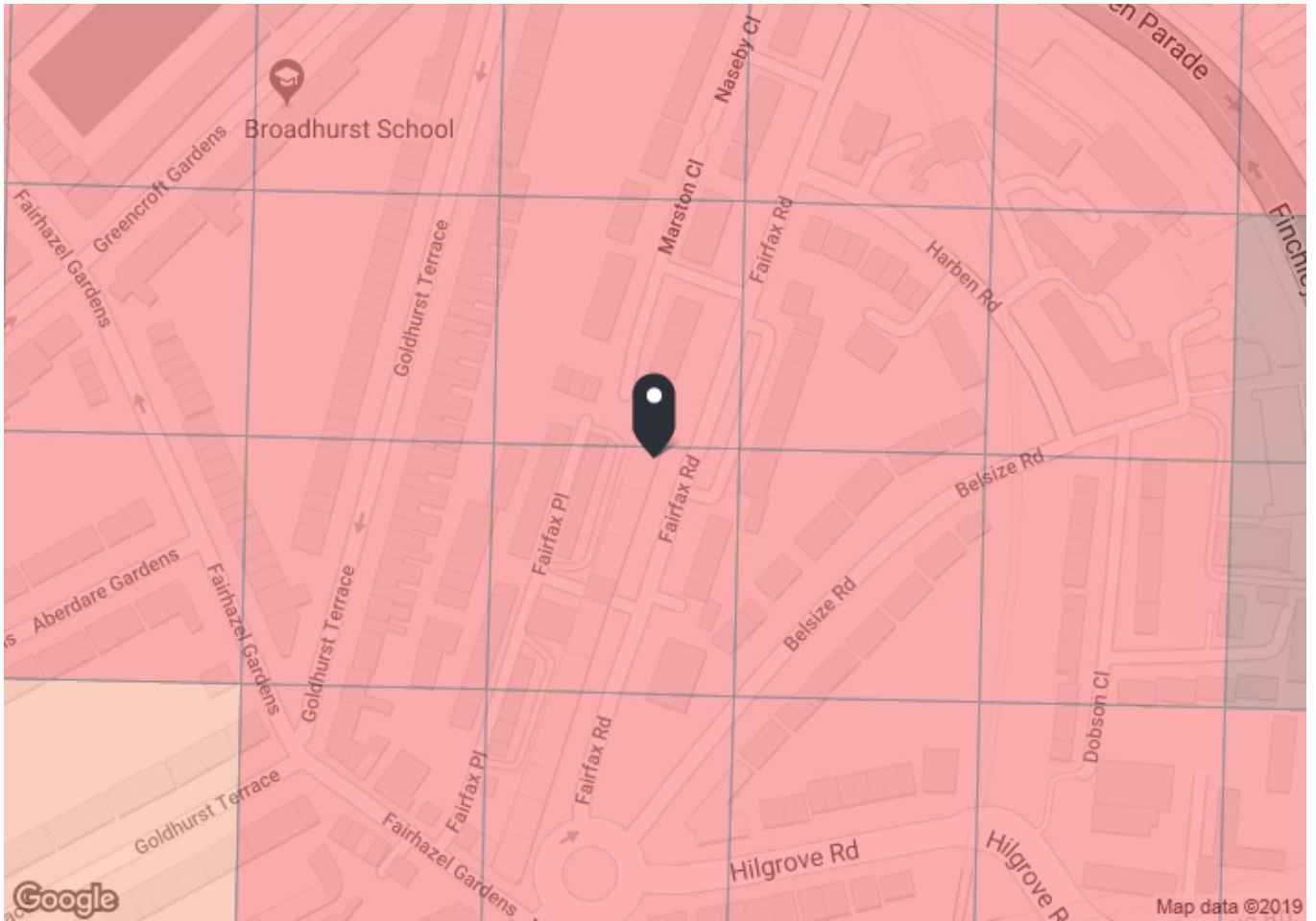
Ways to pay

Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Sign up for an online account to top up online and see your travel history and spending.

Appendix B



PTAL output for Base Year 6a

Newton Court, 35 Fairfax Rd, London NW6 4ER, UK
 Easting: 526362, Northing: 184289

Grid Cell: 99803

Report generated: 05/09/2019

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	CANFIELD GDNS	C11	591.61	7.5	7.4	6	13.4	2.24	0.5	1.12
Bus	SOUTH HAMPSTEAD STATION	31	296.26	10	3.7	5	8.7	3.45	1	3.45
Bus	FINCHLEY RD STN S/B	113	608.9	7	7.61	6.29	13.9	2.16	0.5	1.08
Bus	FINCHLEY RD STN S/B	82	608.9	8.75	7.61	5.43	13.04	2.3	0.5	1.15
Bus	FINCHLEY RD STN S/B	13	608.9	8	7.61	5.75	13.36	2.25	0.5	1.12
Bus	FINCHLEY RD STN S/B	268	608.9	5	7.61	8	15.61	1.92	0.5	0.96
Bus	FINCHLEY RD STN S/B	187	608.9	5.5	7.61	7.45	15.07	1.99	0.5	1
Bus	SMSS COTTAGE STN N/B	46	618.53	6	7.73	7	14.73	2.04	0.5	1.02
LUL	Finchley Road	'WembleyPark-Stratfo '	636.58	3.67	7.96	8.92	16.88	1.78	0.5	0.89
LUL	Finchley Road	'WillesdenGreen-Stra '	636.58	4.33	7.96	7.68	15.64	1.92	0.5	0.96
LUL	Finchley Road	'Stanmore-Stratford '	636.58	17.65	7.96	2.45	10.41	2.88	1	2.88
LUL	Finchley Road	'Amer-AldgateFast '	636.58	1	7.96	30.75	38.71	0.78	0.5	0.39
LUL	Finchley Road	'Ches-AldgateFast '	636.58	2	7.96	15.75	23.71	1.27	0.5	0.63
LUL	Finchley Road	'Uxbridge-AldSlow '	636.58	5.33	7.96	6.38	14.34	2.09	0.5	1.05
LUL	Finchley Road	'BakerSt-AmerFast '	636.58	1.33	7.96	23.31	31.26	0.96	0.5	0.48
LUL	Finchley Road	'Watford-BStreetSF '	636.58	2.33	7.96	13.63	21.58	1.39	0.5	0.69
LUL	Finchley Road	'Watford-AldFast '	636.58	3.67	7.96	8.92	16.88	1.78	0.5	0.89
LUL	Finchley Road	'Watford-AldgSlow '	636.58	1	7.96	30.75	38.71	0.78	0.5	0.39
LUL	Finchley Road	'BakStr-WatfordSlow '	636.58	1.67	7.96	18.71	26.67	1.12	0.5	0.56
LUL	Finchley Road	'BkStr-UxbridgeSFast '	636.58	2.33	7.96	13.63	21.58	1.39	0.5	0.69
LUL	Finchley Road	'Uxbridge-BStreetSl '	636.58	3.67	7.96	8.92	16.88	1.78	0.5	0.89
LUL	Finchley Road	'Ald-HarrowHill '	636.58	1.33	7.96	23.31	31.26	0.96	0.5	0.48
LUL	Finchley Road	'BStreet-WembleyPk '	636.58	0.33	7.96	91.66	99.62	0.3	0.5	0.15
LUL	Finchley Road	'BakerSt-HarrowHill '	636.58	0.67	7.96	45.53	53.48	0.56	0.5	0.28
Rail	South Hampstead	'WATFJDC-EUSTON 2C06 '	236.77	2.67	2.96	11.99	14.95	2.01	0.5	1
Rail	South Hampstead	'EUSTON-WATFJDC 2D86 '	236.77	3	2.96	10.75	13.71	2.19	1	2.19

Total Grid Cell AI: 26.38