
TECHNICAL NOTE

Project Title: Branch Hill, Hampstead

Report Reference: JNY9823-04-V2

Date: 20 February 2020

HIGHWAYS CONSULTATION RESPONSE

Introduction

- 1.1 This Note has been prepared in response to the Highways Consultation Response dated 15 January 2020 received in relation to Planning Application Reference 2019/6354/P.
- 1.2 This response addresses the two key matters raised within the Consultation Response as follows:
1. Disabled Car Parking Provision
 2. Cycle Parking Provision

Disabled Car Parking Provision

- 1.3 Camden's Consultation response states:

"I have some concerns about the provision of disabled parking for the new development. The proposals show 4 disabled spaces in the basement accessed via a vehicle lift.

The draft London Plan states that developments must ensure that there is one disabled parking space for 3% of dwellings, and that it is available from the outset. This would equate to 1 space in this case. The London Plan goes on to say that a Parking Design and Management Plan should demonstrate how an additional 7% of dwellings could be provided with one disabled persons parking space per dwelling in future. This equates to a possible further 3 spaces (rounded up from 2.4)."

- 1.4 Policy T2 of the Camden Local Plan requires that disabled car parking at new residential developments be provided in accordance with the requirements of the London Plan disabled parking standards.
- 1.5 Policy T6.1 of the Intend to Publish London (December 2019) requires:

"Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
- 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.”

- 1.6 Policy T6.1 is a *minimum* requirement. As a minimum for the proposed development of 34 dwellings, there is a requirement to provide one disabled car parking space with the ability to be able to provide a further three spaces (rounded up from 2.4 spaces) in the future, i.e. a total *minimum* of four car parking spaces.
- 1.7 Whilst we do not agree with Camden's full interpretation of the Intend to Publish London Plan disabled parking requirements, which are a *minimum* requirement, the basement layout has been amended to show the provision of one disabled car parking space from the outset, with the remaining three indicated as potential future provision should demand require (see **Appendix 1**).

Cycle Parking Provision

- 1.8 Camden's consultation response states:
- “We also need more information on the cycle parking. The basement plan describes the spaces as bike lockers, however there is no further information on the type of cycle parking provided. It appears there is insufficient space to store two cycle per locker as they have proposed.”
- 1.9 Policy T1 of the Camden Local Plan requires cycle parking be provided in accordance with the London Plan plus 20%.
- 1.10 The Intend to Publish London Plan is more onerous in terms of cycle parking provision requirements than the current adopted London Plan and the Applicant has sort to meet this.
- 1.11 The current proposed development mix requires a minimum provision of 63 long-stay cycle parking spaces plus 20%, of which 5% must be 'non-standard' spaces for larger and adapted bicycles, i.e. 76 cycle parking spaces total including 4 larger spaces, to accord with the minimum aspirations of the Camden Planning Guidance on Transport (March 2019).

Application Scheme

- 1.12 The Application Scheme included the provision of 70 cycle parking spaces in the form of cycle storage lockers, with no 'non-standard' spaces provided for.

Updated Scheme

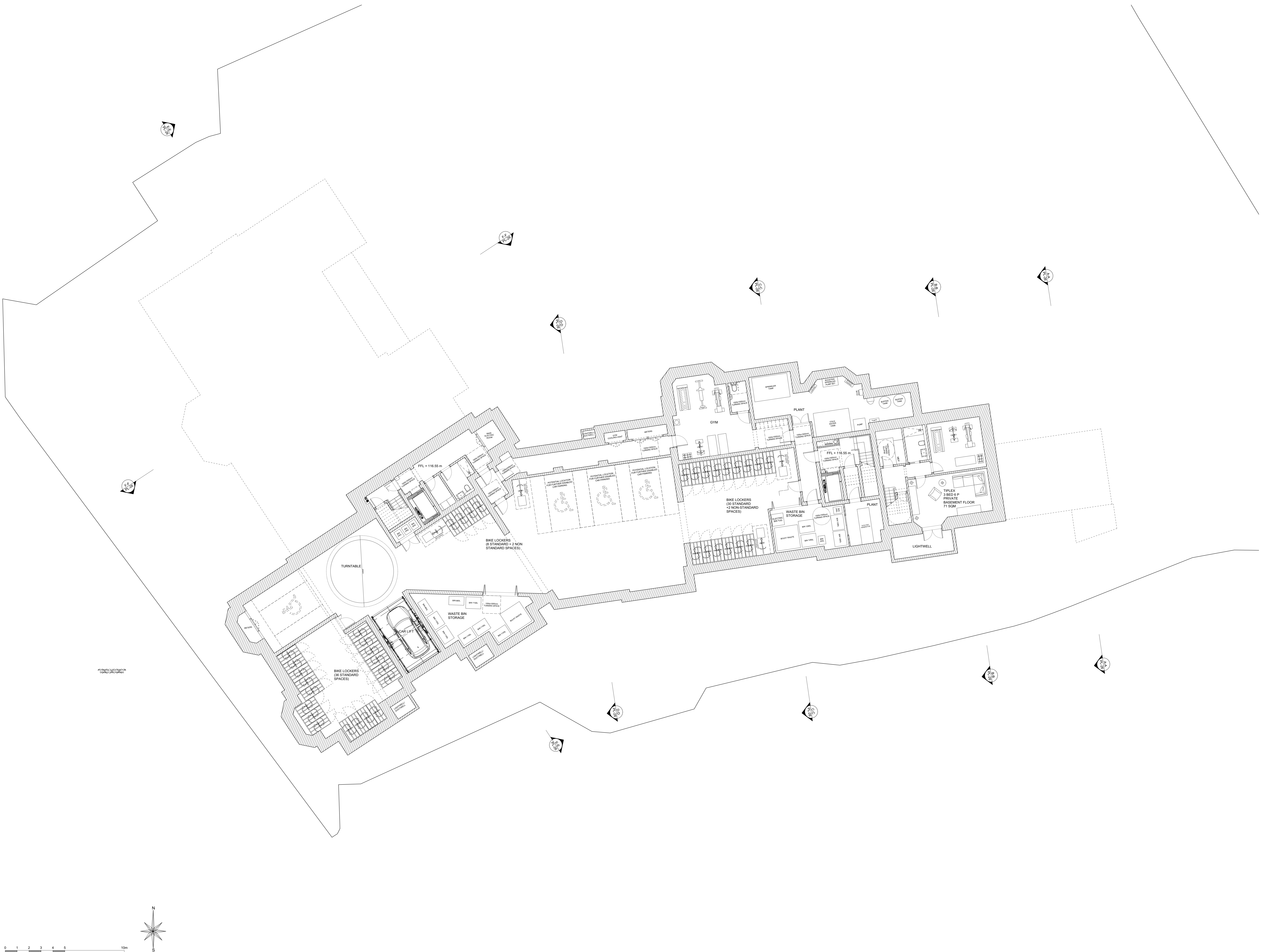
- 1.13 The updated basement layout plan (see **Appendix 1**) incorporates the provision of 78 long-stay cycle parking spaces including four (i.e. 5%) 'non-standard' spaces in the form of cycle storage lockers, which is slightly in excess of and therefore in accordance with Camden Council's aspirations. Furthermore, two short-stay cycle parking spaces are to be provided in the form of Sheffield style stands located adjacent to the main entrance.
- 1.14 Details of the storage lockers are provided at **Appendix 2**, demonstrating that the proposed provision is suitable to accommodate the required number of cycle parking spaces.

Overview

- 1.15 This Technical Note responds to Camden Council's Highways Consultation response dated 15 January 2020 in relation to the proposed quantum of disabled car parking provision and to provide further information relating to the proposed style of long-stay cycle parking provision.
- 1.16 It is considered that the proposed disabled car parking provision accords with the minimum requirements of the Intend to Publish London Plan (December 2019). Notwithstanding the basement layout plan has been amended to illustrate the provision of one disabled car parking space from the outset with three additional spaces marked for potential future provision should demand require, in accordance with Camden Council's preference.
- 1.17 The amended basement layout plan provides a small amount of additional cycle parking and incorporates the provision of 5% larger cycle parking spaces in accordance with the emerging Intend to Publish London Plan and the aspirations of the Camden Planning Guidance on Transport. Details of the proposed form of cycle parking has also been provided, demonstrating that the proposed provision is suitable to accommodate the required number of cycle parking spaces.

Appendices

Appendix 1 – Update Basement Layout Plan



REV.	DATE	DESCRIPTION
01	20/02/20	DISABLE CAR PARKING AND FOOTPRINT
02	06/02/20	UPDATED
03	06/02/20	CYCLE SPACES UPDATED

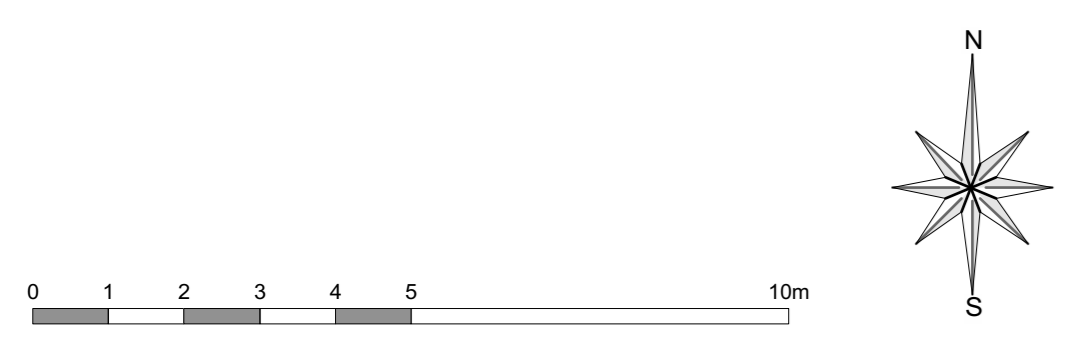
BRANCH HILL HOUSE
LONDON

PROPOSED BASEMENT PLAN

DRNG No	SCALE	DATE
PL-17 P02	1:100 @ A0 1:200 @ A2	MONTH 2017



5 ST JAMES'S SQUARE
LONDON SW1Y 4JU
T 020 7451 0955 mail@stanhopegate.co.uk
www.stanhopegatearchitecture.com



Appendix 2 – Proposed Bike Locker Storage Information

Double Bike Locker

The robust and weatherproof Double Bike Locker is a great way of storing two bikes securely at home or at the workplace. This locker features a large easy access door and a durable three-point locking system which allows the user to secure bikes with ease.

The Double Bike Locker is ideal for areas where space is restricted, but bike security is important. Optional kit hooks are available for storing helmets and clothing inside this metal bike storage unit together with your bike.



Technical Specification

- Stores two bikes
- Durable 3-point locking system
- Integrated metal ramp
- Multiple unit bolt together for additional strength and security
- Optional kit hooks available
- Robust and weatherproof
- Bolts into ground
- Available in dark green, brown or ivory
- Available right-handed or left-handed
- 10 Year Warranty – built to last

Dimensions

- Height: 1200mm
- Width: 900mm
- Depth: 1900mm
- Door Aperture: 1110mm x 790mm
- Base Size: 2000mm x 1000mm

