TECHNICAL NOTE

Project Title: Branch Hill, Hampstead

Report Reference: JNY9823-05b

Date: 9 April 2020

TRANSPORT NOTE

Introduction

1.1 This Transport Note has been prepared in response to Camden Council's consultation responses dated 27 February and 12 March 2020, requiring that:

1. a single disabled car parking spaces be provided at grade with a plan showing where future provision could be provided within the site if the need arises; and
2. cycle parking be provided that complies with the design requirements of CPG Transport.

Disabled Car Parking Response

1.2 It is proposed that all disabled parking provision is located within the basement, in line with policy requirements, as shown within the basement layout plan in **Appendix 1**.

1.3 From a design and landscaping perspective, it is considered the best solution is to identify an area within the proposed basement that could be converted to provided disabled car parking spaces, should the need arise, for the following reasons:

1. Parking at grade would require vehicles to be positioned on the shared surface area further detracting from the landscaping either side. This would fundamentally detract from the verdant character of the site; a key principle of the development. Furthermore, the attractiveness of the scheme would be dramatically reduced both visually and for pedestrians and cyclists using the shared surfaces.
2. The provision of disabled parking at grade would require the parking to be located on a gradient of 1 in 21, which is not compliant for the provision of parking spaces for wheelchair dwellings and not ideal for accessible or easily adaptable dwellings. Specifically:
    a. Building Regulations Part M indicate that car parking for wheelchair dwellings should be on level ground, with level being defined as 1 in 60; and
    b. For accessible or easily adaptable dwellings the car parking should be on level or, where unavoidable, on gently sloping ground with gently sloping defied as a gradient of between 1 in 60 and 1 in 20.

    Level car parking could be provided in the basement, therefore fully complying with the Part M requirements for wheelchair dwellings and accessible / easily adaptable dwellings.

3. The walk distance for disabled persons would be greater in comparison to basement level parking, making basement level car parking more accessible to all disabled users.
4. Disabled persons would be required to egress into a vehicle route and would not be able to access / egress the vehicle from both sides of the car as there is no segregated pedestrian provision; due to ground levels and conservation requirements it is not possible to provide this;
5. Basement car parking would provide shelter for disabled persons, in particular wheelchair users transferring between car and wheelchair.

Principle of Providing Basement Disabled Car Parking

1.4 It is noted that the principle of providing disabled car parking within a basement is not in conflict with any Camden or London Plan transport policies and therefore, given the points raised above, basement provision would be a better design solution in this instance and accords with relevant current and emerging transport policies.

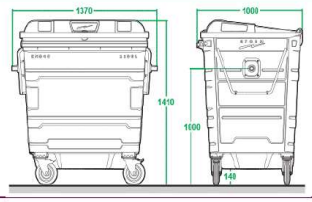
1.5 It is also noted that Camden Council has raised concerns about the impact on the viability of the scheme based on the construction basement parking and have concerns about the impact on the viability of the scheme.

1.6 Whilst the viability is not going to be commented on herein, it is noted that the basement and multipurpose lift will be constructed to ensure the following policy compliant strategy/ facilities are provided:

1. Refuse Strategy; and
2. Cycle Parking.

1.7 The lift has been designed to provide access to the basement level cycle parking spaces and the transportation of the refuse bins and tug (2 bins + tug simultaneously) in accordance with the waste strategy for the development. Given the size of the larger waste bins, and the equipment required to manoeuvre them, it is evident that the basement lift is a crucial element of the overall scheme.

1100L Bin



Capacity: 1100L

1370x1275x980(mm)

Green (Refuse) or Black (Recycling)

Maximum Load: 440kg

1.8 The drawing provided in **Appendix 1** illustrates where up to three additional disabled car parking spaces could be provided, should the need arise. These would only be marked out if the need arises for the spaces and they would be marked out on a space by space basis. Thus, if demand for the maximum number of spaces (four) does not ever arise then the additional provision will not be marked out.

Cycle Parking Response

1.9 The drawing provided at **Appendix 1** illustrates the revised cycle parking provision. This is to be provided at basement level and incorporates a total of 74 standard cycle parking spaces provided in a combination of Sheffield stands (46 spaces) and two-tier cycle parking (28 spaces) plus four (5% of the total provision) non-standard cycle parking spaces to cater for larger cycles.

1.10 The proposed provision complies with the requirements of CPG Transport, through providing the majority of the standard cycle parking (62%) in the form of Sheffield stands with the residual provided in the form of two-tier cycle parking (38%), thereby catering for people of all abilities.

Overview

1.11 This Technical Note provides a brief comparison of the provision of disabled car parking on-street versus in a basement and provides an update on the proposed cycle parking provision.

1.12 As set out herein it is considered that the provision of disabled car parking (one space with the potential to provide three additional spaces if the need arises) within the basement would not only provide a better overall design solution for the site, it would also be a better, more usable provision for disabled persons, providing fully Part M compliant parking spaces.

1.13 It is therefore considered that the provision of basement level disabled car parking would offer a better overall design solution for the site in terms of minimising the impact of cars on the street scene, in accordance with the Mayors Healthy Streets approach, and it would deliver better disabled parking provision for the end users.

1.14 A plan has been provided (**Appendix 1**), illustrating where additional parking spaces could be provided in the basement, in accordance with the requirements of the emerging London Plan, should the need arise. As set out herein, these spaces would only be marked out to respond to need and not before.

1.15 This Note also sets out the revised cycle parking proposals, which now incorporate a mix of Sheffield stands and two-tier cycle parking, with a bias in quantum to Sheffield stands, in accordance with the requirements of CPG Transport, plus 5% provision of non-standard spaces for larger bicycles.

Conclusion

1.16 It is concluded that the principle of providing basement level car parking does not in conflict with any Camden or London Plan transport policies, furthermore basement provision is a better design solution, accords with relevant current and emerging transport policies, therefore it is considered that the planning application should not be refused on this basis.

1.17 In addition. the revised cycle parking provision accords with the requirements of CPG Transport and therefore it is considered that the planning application should be acceptable on the basis of the proposed cycle parking.

Appendices

Appendix 1 – Revised Basement Layout Plan

P05	09/04/20	SHEET SIZE CHANGED TO A3
P04	31/03/20	CYCLE AND CAR PARKING UPDATED
P03	28/02/20	RESIDENT STORAGE ADDED IN LIEU OF CAR PARKING AREAS
P02	20/02/20	DISABLE CAR PARKING AND FOOTPRINT UPDATED
P01	04/02/20	CYCLE SPACES UPDATED

REV.	DATE	DESCRIPTION

BRANCH HILL HOUSE

LONDON

PROPOSED BASEMENT PLAN

DRNG No	SCALE	DATE
PL-17 P05	1:250 @ A3	DEC 2019

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