Technical Note

Objection for Application No. 2020/0929/P

81 Belsize Park Gardens, London NW3 4NJ

Project Number: 00000
Doc Number: MA-00000-RP-DTN01-P01-Objection Note.docx
Prepared for: Barr Gazetas on behalf of all of the residents of Lancaster Stables and some of the residents of Belsize Park Gardens

29 June 2020

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
	Draft	LL	LL	ACM	ACM	29/06/2020

1. Preamble

1.1 Markides Associates has been commissioned by Alistair Barr of Barr Gazetas on behalf of all of the residents of Lancaster Stables and some of the residents of Belsize Park Gardens to review Application No. 2020/0929/P and to comment on its likely transport implications. The application site is located at 81 Belsize Park Gardens, London NW3 4NJ.

Proposed Development

1.2 The application site is currently a four-storey private members gym of 1,456 sqm GFA.

1.3 The Transport Assessment (TA), which support the application, has set out the proposed development to be as follows:

- *"The proposed Change of Use from 1,456m2 Leisure Club (including creche) Use Class D2 to children nursery (age range 3 months – 5 years old) Use Class D1"*

1.4 Notwithstanding this, the application form has stated that the development being applied for is for "*Alterations to Class D2 building to incorporate Class D1 nursery use*". As any consent granted would be based on the use classes being applied for, the assessment in the TA should also be based on this definition.

2. The Existing Site

2.1 The site is located on 81 Belsize Park Gardens, a 20mph single two-way carriageway road, which connects with Belsize Park/Belsize Avenue to the northwest and Primrose Hill Road to the south.

2.2 The section of Belsize Park Gardens, between Eton Avenue and Lambolle Place, has on-street parking bays along both sides of the kerbline apart from where dropped kerbs are present. Belsize Park Garden is within Camden's Controlled Parking Zone (CPZ) CA-B Belsize with the following controlled hours:

- Monday to Friday: 09:00-18:30;
- Saturday: 09:30-13:30; and
- Sunday: No controlled hours.

2.3 The on-street parking bay outside the development site has the following parking restrictions:

- Pay by phone with 4 hours maximum stay (Monday to Friday: 09:00-18:30 and Saturday: 09:30-13:30).

3. Sustainability

3.1 The site is located within a PTAL 3 area, where accessibility is described as "moderate". The nearest Underground station Belsize Park is located approximately 600m north of the development site; this is approximately a 8-minute walk. The nearest bus stop is located approximately 300m south of the site, which is around a 4-minute walk.

3.2 The nature of the proposed use will result in predominantly car-based trips. No evidence has been provided in the TA that any efforts will be made to encourage sustainable movement.

4. Traffic Generation

4.1 The applicant has carried out an interrogation of the Trip Rate Information Computer System (TRICS® database) to establish the potential traffic generation of the existing site as well as the traffic generation from the proposed use on a weekday.

Existing Traffic Generation

4.2 The applicant has used surveys of private fitness clubs in the TRICS® database to establish the potential traffic generation associated with the existing gym. However, the TRICS® output has not been included within the TA, therefore, we are unable to comment on the suitability of the sites selected and whether these sites provide a representative forecast of the potential traffic generation associated with the existing D2 use.

4.3 Assuming the TRICS® interrogation undertaken by the applicant is fit for purpose, the existing D2 use would be expected to generate 315 daily vehicle movements (two-way) on a weekday, of which there would be 14 movements (two-way) during the AM peak hour (08.00 – 09:00) and 18 movements (two-way) during the PM peak hour (17.00 – 18:00).

Proposed Traffic Generation

4.4 The applicant has also used surveys of nurseries in the TRICS® database to establish the potential traffic generation associated with the existing gym. However, the TRICS® output has not been included within the TA, therefore, we are unable to comment on the suitability of the sites selected and whether these sites provide a representative forecast of the potential traffic generation associated with the existing D1 use.

4.5 Assuming the TRICS® interrogation undertaken by the applicant is fit for purpose, the proposed D1 use for 120 children would be expected to generate 262 daily vehicle movements (two-way) on a weekday, of which there would be 57 movements (two-way) during the AM peak hour (08.00 – 09:00) and 24 movements (two-way) during the PM peak hour (17.00 – 18:00).

4.6 It should be noted that from the application form, the development being applied for is for *"Alterations to Class D2 building to incorporate Class D1 nursery use"* but the assessment within the TA only considered the proposed nursery use without any of the D2 use being assessed.

Net Change

4.7 **Table 4.1** summarises the net change in traffic generation between the existing site and the proposed development on a weekday, based on the TA's TRICS® analysis.

Table 4.1 Net Change in Traffic

	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)	Total Daily
Existing trip generation	14	18	315
Proposed trip generation	57	24	262
Net Change	+43	+6	-53

4.8 **Table 4.1** shows that the proposed development has the potential to generate 53 less additional daily vehicle movements (two-way) on a weekday, however, there would be 43 additional vehicle movements (two-way) during the AM peak hour (08:00 – 09:00), and 6 additional vehicle movements (two-way) during the PM peak hour (17:00 – 18:00).

4.9 The applicant should provide evidence to demonstrate that there is a sufficient level of on-street car parking to meet the "drop-off" demand generated by the site to ensure that there will be no detriment to highway safety and convenience. A parking stress survey in the local area, using the Lambeth Parking Survey Methodology, should be undertaken to establish the existing percentage of parking stress. The results of the parking survey should then be used to determine if there is spare capacity in terms of on-street parking available to accommodate the potential "drop-off" demand.

5. Summary and Conclusions

5.1 The TA has concluded at Paragraph 5.1 that *"It is therefore considered that the development proposals would have no impact in respect of highways and transport."* The TA has provided no evidence to justify this statement. Further information should be provided to consider the impact of the development traffic on the on-street car parking regime within the vicinity of the application site.

5.2 Without such data available, the application should be refused for the following reasons:

- The applicant has not provided evidence to justify that there is sufficient on-street parking capacity to accommodate the likely level of "drop-off" trips associated with the development proposal. The development if permitted may therefore lead to additional on-street parking demand to the detriment of public and highway safety; and
- The nature of the proposed use will result in predominately car-based movement with no evidence being provided that it is possible to shift modal share to more sustainable forms of transport.