

12-13 ELDON GROVE, CAMDEN

Proposed Residential Development

Transport Statement

Prepared on behalf of Mr James Vogl

SMPS/20/5654/TS01

December 2020

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DOCUMENT CONTROL

Project: 12-13 Eldon Grove, Camden Proposed Residential Development

Document: Transport Statement

Client: Mr James Vogl

Reference: SMPS/20/5654/TS01

Document Checking:

Approved by:	Ben Unimes	Date	04/12/2020
Checked by:	Henres	Date	04/12/2020
Author:	Ben Unimes	Date	02/12/2020

Status:

Issue	Date	Status	lssued by
1.	04/12/2020	Draft	BCC
2.	09/12/2020	Final	BCC
3.			
4. .5			
6.			
7.			

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP is commissioned by Mr James Vogl to provide transport planning and highway advice with respect to a proposed residential development at 12-13 Eldon Grove, Hampstead, London, NW3 5PT (the site). The site is located within the administrative boundary of the London Borough of Camden (LBC).
- 1.1.2 Throughout this report 'the site' refers to the land located at the aforementioned address and the 'development' refers to the buildings that are proposed to be constructed in the future.

1.2 Development Proposals

- 1.2.1 The current proposals which are subject to this report involve planning submission(s) for the following development:
 - (i) Erection of a new 4-bed residential dwelling with basement level (UseClass C3) at No 13 Eldon Grove; and
 - (ii) Various alterations and extension to the existing residential dwelling including new basement level, rear extension and roof extension (Use Class C3) at No 12 Eldon Grove.
- 1.2.2 As part of the development proposals, the existing car garage on site would be demolished and both existing driveways retained resulting in a net reduction of parking on-site of one parking space. A plan prepared by KSR Architects LLP illustrating the proposed site layout is attached at **Appendix A**.

1.3 Scope of Assessment

- 1.3.1 This Transport Statement (TS) has been prepared by RGP to provide a comprehensive review of any implications the proposed development may have on people, in terms of highways and transport.
- 1.3.2 This TS has been prepared with reference to the Transport for London (TfL) Healthy Streets approach and will highlight for discussion, any constraints on the local transport network that could have an implication for access to the site.



1.4 Report Structure

- 1.4.1 The principal focus of this report is to consider the operation of the proposed residential development, principally in regard to the anticipated trip generation and the operation of the site in terms of parking, servicing and accessibility by public transport. The remainder of this Transport Statement comprises the following sections:
 - (i) **Section 2**: Transport Policy Review;
 - (ii) **Section 3**: Baseline Conditions;
 - (iii) **Section 4**: Trip Generation;
 - (iv) **Section 5**: Parking Arrangements;
 - (v) **Section 6:** Construction Activity; and
 - (vi) **Section 7**: Summary and Conclusions.



2 TRANSPORT POLICY REVIEW

2.1.1 This section examines relevant transport policies and seeks to demonstrate that the proposed development is compliant. Consideration is given to national, regional and local guidance.

2.2 The National Planning Policy Framework (February 2019)

2.2.1 The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policy in facilitating sustainable development, and that planning decisions should have consideration of local circumstances regarding the comparative accessibility of given areas. In this regard, paragraph 103 of the NPPF states that:

"Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.2.2 When considering development proposals paragraph 108 of the NPPF states:

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

- (i) appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type of development and its location;
- (ii) safe and suitable access to the site can be achieved for all users; and
- (iii) 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."

2.2.3 Paragraph 109 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."



2.3 The London Plan (January 2017)

- 2.3.1 Policy 6.1 of The London Plan states that the Mayor will encourage patterns and forms of development that reduce the need to travel, especially by car, whilst Policy 6.14 underlines the Mayor's intention to encourage servicing and deliveries in ways that minimise congestion.
- 2.3.2 Policy 6.13C 'Parking' of the London Plan defines the car and cycle parking standards that should be applied to planning applications which are examined, in full, within **Section 5** of this report. As part of the proposals, sufficient cycle storage space would also be securely provided in accordance with adopted local policy.

2.4 New (Intend to Publish) London Plan (December 2019)

- 2.4.1 The New London Plan was published by the Mayor for consultation in December 2019. The Secretary of State issued his letter to the Mayor on 13 March 2020 directing that a series of modifications be made to the New London Plan pursuant to section 337 of the Greater London Authority Act 1999. As the document has not been formally adopted the significance given to the policies contained within is a matter for the decision maker, but the document should still be given significant weight as it moves through the process towards adoption. TfL have stated that they expect the proposed development to adhere to the policies of the New London Plan.
- 2.4.2 The overall policy objectives in terms of transport associated with the New London Plan do not significantly alter from existing defined transport policy. Of particular note, Policy T2 Healthy Streets states that new development should deliver patterns of land use that facilitate residents making short, regular trips by walking or cycling in order to reduce health inequalities, car dependency, car ownership and use, road danger, severance, emissions and noise.
- 2.4.3 Car parking standards are also defined within the New London Plan which should be applied to new development following the Plan's formal adoption. Supporting guidance in Policy T6 states that car-free development should be the starting point for all proposals in places that are well-connected by public transport.
- 2.4.4 The New London Plan expects development proposals to demonstrate the application of the Mayor's Healthy Streets approach in order to reduce car dominance, road danger, community severance, emissions and noise.



2.5 Camden Local Plan (2017)

- 2.5.1 The New Camden Local Plan was adopted on the 3rd July 2017 and replaces the previous Core Strategy and Camden Development Policies documents as the basis for planning decisions in the borough. The relevant Policies set out in the Local Plan are considered below.
- 2.5.2 Policy CC1 relates to climate change mitigation and states that the Council will:

"ensure that the location of development and mix of land uses minimise the need to travel by car".

- 2.5.3 Policy T2, Parking and Car-Free Development, states that "the Council will limit the availability of parking and require all new developments in the borough to be car-free."
- 2.5.4 It also goes on to state however that on-site parking would be allowable for the following purposes:
 - (i) "spaces designated for disabled people where necessary, and/or
 - (ii) essential operational or servicing needs."
- 2.5.5 With reference to the above, the new residential development would result in the net reduction on site of one parking space while retaining the existing driveways for operational needs including disabled parking for visitors as and when required. Both retained driveways would also benefit from electric vehicle charging facilities.
- 2.5.6 The development proposals are therefore considered to adhere to local policy.

2.6 Camden Planning Guidance (CPG) - CPG7: Transport

2.6.1 More detailed guidance in respect of the design and assessment of new developments in highway and transport terms is set out in CPG7: Transport. Whilst the New Local Plan is the primary policy document in LBC, this CPG still carries weight and provides additional context in this regard.



- 2.6.2 It is noteworthy that this document sets out the thresholds above which a full Transport Assessment would generally be required for a Planning Application. These thresholds are as follows:
 - (i) More than 1,000 person trips per day; or
 - (ii) More than 100 person trips during the morning or evening peak (0700-1000 or 1600-1900); or
 - (iii) More than 500 vehicle movements per day; or
 - (iv) More than 100 vehicle movements in any single hour; or
 - (v) More than 20 heavy goods vehicles (over 7½ tonnes) per day; or
 - (vi) Any heavy goods vehicle movements between midnight and 6am.
- 2.6.3 As set out within **Section 4** of this Transport Statement, the net impact of the development proposals in trip generation terms would be negligible in respect of the thresholds set out above. It is acknowledged however, that there may be a material change in travel patterns and travel modes from the site. As such, in accordance with paragraph 2.6 of the CPG, this Transport Statement hereby provides the necessary information in terms of the amount, and mode, of additional travel that is projected to take place.



3 BASELINE CONDITIONS

3.1.1 This section considers the site's location and its accessibility to local transport infrastructure.

3.2 Site Location and Description

- 3.2.1 The site is located on the northern side of Eldon Grove to the southwest of the A502 Rosslyn Hill between Thurlow Road to the north and Lyndhurst Road to the south in a general residential setting. In the vicinity of the site Eldon Grove is subject to a posted speed limit of 20mph.
- 3.2.2 The application site is considered to have good access to public transport connections and local amenities as illustrated within **Plan 01** attached hereto.
- 3.2.3 The existing site comprises a single residential dwelling with two points of vehicular access achieved by means of two existing dropped kerb crossovers with an existing car garage situated along the south-eastern boundary of the site.

3.3 Public Transport Accessibility Level

- 3.3.1 Transport for London (TfL) publish a borough-wide Public Transport Accessibility Level (PTAL) mapping tool for reference by local planning authorities and developers to aid strategic planning.
- 3.3.2 The TfL PTAL model utilises an accessibility range between 1a (low) to 6b (high) which is calculated from a formula based upon the number of bus stops and railway stations (points of interest) located within a pre-defined walking threshold of the subject site, being up to 640m (8-minute walk assuming a comfortable 80m/minute walking pace) to bus services and 960m (12-minute walk) to rail stations respectively. The methodology incorporates the walk time to public transport access points (bus stops, railway and underground stations) and service reliability.
- 3.3.3 The site achieves a PTAL rating of '4' and as such achieves a 'good' score in terms of public transport accessibility. The full PTAL assessment report is contained within **Appendix B**.
- 3.3.4 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is anticipated that the extensive range of public transport services will act as the primary mode of transport for future residents and visitors travelling to/from the site.



3.4 Walking and Cycling

- 3.4.1 There is generally an excellent standard of pedestrian infrastructure provided throughout the local area. Wide and well-lit footways continue along nearby streets, facilitating safe access to local amenities that would cater for future residents of the site. There are crossing points provided at regular intervals along the local highway network.
- 3.4.2 The locality is also well suited to cycling with several designated cycle routes provided in close proximity to the site as indicated on **Plan 01**.

3.5 Highway Safety Review

- 3.5.1 A useful indicator of any existing highway deficiencies or highway safety issues can be the presence of recorded personal injury accidents (PIA).
- 3.5.2 Personal injury collision 'clusters' along pedestrian and cycle routes to 'key' destinations provide a barrier which influences travel choice by individuals (a cluster is considered to be two or more serious accidents in one location or one or more fatal accident).
- 3.5.3 The presence of recorded accidents is not necessarily an indicator of a deficiency itself and the data should be analysed to identify any patterns in accidents which may pertain to a specific problem.
- 3.5.4 RGP has undertaken a review and examined all accidents in the vicinity of the site over the latest 5-year period available (2014 2018 inclusive), using data provided from the TfL London collision map.
- 3.5.5 Over the most recent 5-year period, no serious or fatal accidents were reported along Eldon Grove, Thurlow Road, Lyndhurst Road or the A502 Rosslyn Hill in the vicinity of the site.
- 3.5.6 Based on the data available pertaining to local road accidents, the results demonstrate that there are no notable patterns of clusters of accidents and therefore no deficiencies in the local highway network, and the safety record in the vicinity of the site is considered to be good.



4 TRIP GENERATION

4.1.1 A trip generation assessment has been undertaken to understand the impact the development could have on the operation of the local highway network.

4.2 Trip Assessment Methodology

- 4.2.1 A trip generation assessment has been undertaken to understand the impact the development could have on the operation of the local highway network. The TRICS (Trip Rate Information Computer System) database version 7.7.3 has been interrogated to identify similar sample sites to the proposals.
- 4.2.2 TRICS is the industry-standard method to determine trip rates and provides a database used to estimate the trip generation potential for new developments across a range of land uses. The TRICS database has therefore been interrogated for the purpose of this report to identify and evaluate the likely trip generation of the proposed residential development.
- 4.2.3 In addition to daily weekday trip generation, the potential trips during the critical weekday morning (0800-0900) and evening peak periods (1700-1800) have been assessed, the time during which baseline network demand on the surrounding highway and transportation infrastructure is at its highest.
- 4.2.4 The TRICS database has been interrogated to obtain survey data from comparable uses. A multi-modal TRICS assessment has been undertaken based on the following selection criteria:
 - (i) Regions: Greater London;
 - (ii) Land Use: Residential Houses Privately Owned;
 - (iii) Survey Days: Weekday only; and
 - (iv) Public Transport Accessibility: PTAL 3-6a.
- 4.2.5 Trip generation data has only been calculated for the proposed new residential dwelling (13 Eldon Grove) as number 12 Eldon Grove is currently occupied.



4.3 Trip Generation Results

- 4.3.1 Two-way vehicle trip rates have been derived for all vehicles attending the site, excluding pedal cycles. The total vehicle trips also include visiting taxis and HGV vehicles making deliveries to the site as both arrivals and departures.
- 4.3.2 **Figure 4.1** below, provides a summary of the multi-modal trip generation associated with the proposed residential units, the full TRICS outputs are attached hereto at **Appendix C**.

Mada	AM Peak 0800-0900		PM Pea	k 1700-1800	Daily Period 0700-1900	
Mode	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0	0	0	0	3	3
Cycle	0	0	0	0	0	0
Pedestrians	0	1	0	0	4	3
Public Transport	0	0	0	0	2	2
Total	0	1	0	0	9	8

Note: Figures Subject to Rounding

Figure 4.1. Trip Generation (C3 Residential – 1 Unit)

- 4.3.3 As set out in **Figure 4.1**, the proposed residential unit would generate in the region of 17 two-way total movements (i.e. by all modes of travel) over the course of a typical day. Up to 6 two-way movements per day would likely be undertaken by a private car, subsequently requiring the retention of the existing driveway.
- 4.3.4 A total of 4 two-way trips via public transport modes would be generated by the proposed site on a daily basis, whilst the remaining 7 two-way trips would be completed via other active modes of transport.
- 4.3.5 It is considered that the proposals would represent a negligible impact in the context of the functioning of the local highway and public transport network. The minimal increase in the total number of trips, as well as the additional journeys made by public transport, would result in a negligible impact on the nearby pedestrian and public transport networks. As such, RGP do not consider it necessary to undertake any detailed junction capacity or public transport modelling.



5 PARKING ARRANGEMENTS

- 5.1.1 As outlined previously in **Section 2** of this report, local planning policy requires all new developments to be car-free with on-site parking limited to parking for disabled users. Supporting guidance within the London Plan also states that all developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.
- 5.1.2 Furthermore, with consideration given to the maximum parking standards defined within the New London Plan, it is stated that car-free developments should be the starting point for all development proposals in places that are well-connected by public transport.

5.2 Proposed Vehicle Parking Provision

- 5.2.1 The development proposals would result in the demolition of the existing car garage, resulting in a net reduction on site of one parking space with the existing driveways retained, as indicated within **Appendix A**.
- 5.2.2 The retained existing driveways shall continue to cater for the site's operational and servicing needs including disabled parking for visitors / residents as and when required. Both retained driveways would also benefit from electric vehicle charging facilities.
- 5.2.3 With reference to local policy, the Camden Local Plan (2017) Policy 2 states that the Council will limit the availability of parking and require all new developments in the borough to be car-free. The Council will:

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.



- 5.2.4 Generally, policy can be applied across larger developments where there may be a smaller ratio of parking spaces per unit. For single dwellings or very low numbers of dwelling it is more difficult to apply a reduced provision since one needs to be provide either 1 parking space for operational needs or zero parking spaces. There is no flexibility in between.
- 5.2.5 As such, the re-provision of the two existing driveways on-site is in accordance with Policy 2 criterion b (i) and (ii) as the driveways are necessary to accommodate the essential operational and servicing needs of the site and would provide disabled parking for visitors / residents as and when required. Moreover, the development proposals have been used as an opportunity to reduce the overall amount of parking provision on site.
- 5.2.6 The development proposals are therefore considered to be policy compliant in terms of parking.

5.3 Cycle Parking Provision

- 5.3.1 In terms of the proposed level of cycle parking provision, as stated in the Camden Local Plan Policy T1, the Council will expect developments to provide, as a minimum, the number of cycle parking spaces as set out in the London Plan. The Council will also seek an additional 20% spaces over and above the London Plan standard to support the expected future growth.
- 5.3.2 The residential cycle parking provision shall meet the required minimum standards, as set out in the New London Plan. The minimum cycle parking standards that apply to the proposed 2 unit residential development would therefore require a total of 4 long stay cycle spaces. The TfL Intend to Publish London Plan cycle parking calculator is attached in **Appendix D**.
- 5.3.3 The proposed development (both the retained and new dwelling) shall include the combined provision of 2 cycle storage spaces within the curtilage of each dwelling subsequently complying with standards.



5.4 On-Street Parking Survey

- 5.4.1 In order to understand the conditions of the local highway network in respect to parking, a site-specific parking stress survey has been undertaken to identify any potential on-street parking stress locally to the site.
- 5.4.2 An independent survey company was commissioned to observe overnight parking activity on two 'neutral' weekday evenings on the surrounding roads in order to identify spare parking capacity on local roads at a time when the majority of residents are likely to be home as agreed with officers at LBC.
- 5.4.3 The survey was undertaken by Modal Data Limited, an independent professional survey company, in December 2020 in accordance with the industry standard Lambeth Methodology. **Figure 5.1** below, provides a summary of the results from the survey. The full parking survey results are attached hereto at **Appendix E**.

Street Name	Parking Category	Capacity	Parked Cars (Tuesday)	Parking Stress	Parked Cars (Wednesday)	Parking Stress
	Residents Permit Holders Only CA-H	34	22	65%	20	59%
Lyndhurst	Pay by Phone	2	2	100%	1	50%
Guidens	Coach Parking (30mins)	2	0	0%	0	0%
	Residents Permit Holders Only CA-H	89	43	48%	44	49%
Lyndhurst Road	Blue Badge Parking	2	0	0%	0	0%
	Permit Holder 150 Only	1	1	100%	1	100%
Eldon Grove Residents Permit Holders Only CA-H		38	26	68%	26	68%
Thurlow	Residents Permit Holders Only CA-H	39	33	85%	33	85%
Road	Pay by Phone	9	3	33%	3	33%
	Blue Badge Parking	1	0	0%	0	0%



Sheperd	Residents Permit Holders Only CA-H	11	9	82%	9	82%
Walk	Electric Vehicles Only	1	1	100%	1	100%
Lyndhurst Terrace	Residents Permit Holders Only CA-H	26	19	73%	19	73%
Total		255	159	62%	157	62%

Figure	5.1.	Summarv	of	Parkina	Survey	Results
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- 5.4.4 As demonstrated in **Figure 5.1** above, the maximum parking stress associated with onstreet parking was observed as 62% on both Tuesday and Wednesday nights respectively.
- 5.4.5 Based on the prevalence of CPZ restrictions on nearby streets and with pay-by-phone bays being limited to a maximum of 4 hours, it is considered that based on the sitespecific survey data outlined above, there would not be sufficient spare capacity available for any likely visitor demand at the site following the proposed development. Subsequently, the existing driveways should be retained.

5.5 Delivery and Servicing Arrangements

- 5.5.1 The delivery and servicing arrangements associated with the existing site would be retained post-development.
- 5.5.2 The majority of deliveries made to the site would comprise general postal services and other small ad-hoc delivery services. Occasional supermarket deliveries could be generated by residents which would likely be completed using 7.5t vans, which would also continue to be accommodated on-street as per existing arrangements.
- 5.5.3 This likely level of servicing activity would have a negligible impact on the site operation, local highway network, or neighbouring properties.
- 5.5.4 Refuse collections would be undertaken by LBC as per existing arrangements. All refuse collections would be scheduled by the Council, with collections taking place on-street. The frequency of collections from the site would not need to be increased as a result of the additional residential unit subject to the current development proposals.



6 CONSTRUCTION ACTIVITY

6.1.1 This chapter provides consideration of the likely impacts of construction vehicles and activities with reference to the latest TfL Construction Logistics Plan Guidance.

6.2 Construction Management

- 6.2.1 The contact details for the Site Manager will be displayed at the site and will also be published on any temporary licences granted by the Council (such as for hoarding or scaffolding).
- 6.2.2 In the event of local issues or concerns arising during the construction processes, the Site Manager can discuss with the relevant parties and where appropriate take action, as quickly as possible.

6.3 Mitigation Measures

6.3.1 Prior to any works commencing, it is proposed that a site hoarding is installed along the curtilage of the site works to prevent unauthorised access to the site and to warn of the potential dangers of construction zones. A site hoarding would ensure that safe access is maintained into the site for legitimate staff and deliveries only and ensures the safe passage of pedestrians using the footway which would remain open at all times.

6.4 Noise and Vibration

- 6.4.1 The contractor will comply with all relevant environmental health legislation at all times and will take a pro-active approach to minimise risk and disturbance to site operatives and the general public.
- 6.4.2 The following measures will be introduced in order to manage and control noise:
 - (i) Noise and vibration will be minimised by using modern plant and equipment fitted with suitable silencers, by muffling of all breakers and through the use of crushers in-lieu of impact breakers wherever possible;
 - (ii) Where machines are provided with suppression covers these will remain closed whilst the machine is in operation. Where it is impossible to reposition potentially noisy plant, hoardings and enclosures will be constructed to contain and minimise the potential nuisance;



- (iii) Where required, regular noise monitoring will be carried out throughout the works' duration and records of these readings will be kept on site; and
- (iv) All ground borne vibration levels produced by the construction operation are to comply with levels as established in BS6472 and in compliance with the client's requirements.

6.5 Dust and Air Pollution

- 6.5.1 The contractor will comply with all relevant environmental health legislation and will take a pro-active approach to controlling pollution by way of dust or airborne particles to minimise risk and disturbance to the site operatives, adjacent buildings and the general public.
- 6.5.2 Cutting and grinding will be facilitated by use of water for the purpose of dust suppression.
- 6.5.3 Liberal amounts of water will be used for dust suppression throughout the works. Any excess water will be channelled into the (filtered) site drainage system.
- 6.5.4 There will be no burning of waste on-site. All waste material will be placed in a skip and removed from site to a transfer station for recycling off site. During dry period all skips will be covered to reduce dust and waste material blowing around site and all skips leaving site will be covered.

6.6 Construction Traffic

- 6.6.1 The details for the proposed construction vehicle routing will be agreed with LBC prior to commencement of any works on the site. The appointed contractor will be required to use designated traffic route.
- 6.6.2 All construction deliveries would be booked in advance with the appointed Site Manager and undertaken in a timely fashion to ensure only one delivery vehicle arrives at the site at any given time.
- 6.6.3 Through the use of a delivery schedule and specified delivery hours, the number of construction deliveries each day would be restricted in order to minimise impact on the adjacent highway network particularly at peak times.
- 6.6.4 The contractor will adhere to all traffic management regulations when accessing the sites. All construction vehicle movements and loading/unloading activity would take place under the supervision of qualified traffic marshals, with particular care being made when transporting good across the footway in front of the site.



- 6.6.5 Deliveries will be on a 'just in time' basis with all deliveries needing to be booked in 48 hours prior to the day of delivery. This will assist in the minimum amount of building materials being stored within the site at any one time and improve delivery efficiency.
- 6.6.6 If required, the Resident Permit Holders Only bay located adjacent to the site would be suspended during some of the work when more regular deliveries are expected. This would be agreed with the LHA in advance and appropriate license arranged.

6.7 Construction Phasing

- 6.7.1 The phasing of construction activity is expected to be as follows:
 - (i) Site set-up and clearance;
 - (ii) Demolition of garage;
 - (iii) Excavation and Foundations;
 - (iv) Substructure;
 - (v) Superstructure; and
 - (vi) Building services, fit-out and commissioning;
- 6.7.2 Once a contractor has been appointed, a detailed construction programme shall be prepared, at which time the delivery schedule, required vehicle types for each phase and construction programme would be established.



7 SUMMARY AND CONCLUSIONS

- 7.1.1 This Transport Statement has considered the transport planning implications associated with the proposed residential development 12-13 Eldon Grove, London Borough of Camden, NW3 5PT.
- 7.1.2 The current proposals which are subject to this report involve planning submission(s) for the following development:
 - (i) Erection of a new 4-bed residential dwelling with basement level (UseClass C3) at No 13 Eldon Grove; and
 - (ii) Various alterations and extension to the existing residential dwelling including new basement level, rear extension and roof extension (UseClass C3) at No 12 Eldon Grove.
- 7.1.3 As part of the development proposals the existing car garage would be demolished with both existing driveways retained resulting in a net reduction of parking on-site of one parking space.
- 7.1.4 RGP make the following conclusions of this Transport Statement:
 - (i) The proposals would accord with national, regional and local transport policy;
 - (ii) The site is well located to benefit from a high standard of pedestrian, cycle and public transport infrastructure, as is demonstrated by its PTAL score of 4, representing an 'good' level of accessibility;
 - (iii) The proposed residential development would represent a negligible impact to the local highway network and local public transport capacity;
 - (iv) Up to 6 two-way movements per day would likely be undertaken by a private car, subsequently requiring the retention of the existing driveways;
 - (v) The development proposals would result in a net reduction in parking on-site and is therefore in accordance with both local and London Plan parking policy. The retained driveways would continue to support the developments operational requirements and provide disabled visitor and resident parking as required;



- (vi) There is limited on-street parking capacity available for visitors and subsequently, the existing driveways should be retained;
- (vii) Secure cycle storage would be provided on site, in accordance with minimum standards outlined in the Intend to Publish London Plan; and
- (viii) The site would generate a small number of sporadic deliveries, generally comprising postal and food deliveries. These would be comfortably accommodated on-street as per existing arrangements. Refuse collections would also continue to take place on-street.

7.2 Conclusion

- 7.2.1 In conclusion, the National Planning Policy Framework (February 2019) Section 109 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." This report has established that the development would not result in a significant impact on the surrounding highway network.
- 7.2.2 On the basis of the findings within this Transport Statement and in the context of the guidelines within para. 109 of the NPPF it is considered that there are no residual or severe cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.



PLANS





APPENDIX A



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Areas are based on unchecked survey and are approximate only. Do not scale from this drawing or the digital data, only figured dimensions are to be used. Refer to linear scale for guidance.

Check all dimensions on site prior to carrying out any works and advise any discrepancy



12-13 Eldon Grove

Proposed Site Plan

Date: 04/12/20	Status: PLANNING
Scale: 1:200 @ A3	© KSR Architects
Project Ref:	Drawing No: Revision:
20012	P-002



APPENDIX B





PTAL output for Base Year 4	
NW3 5PT Eldon Grove, Hampstead, London NW3 5PT, UK Easting: 526859, Northing: 185438	
Grid Cell: 106424	
Report generated: 04/11/2020	
Calculation Parameters	
Dayof Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus ReliabilityFactor	2.0
LU Station Max. Walk Access Time (mins)	12
LU ReliabilityFactor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail ReliabilityFactor	0.75



Calcu	ulation data									
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	A
Bus	ROYAL FREE HOSPITAL	C11	343.59	7.5	4.29	6	10.29	2.91	0.5	1.46
Bus	ROYAL FREE HOSPITAL	168	343.59	9	4.29	5.33	9.63	3.12	1	3.12
Bus	SOUTH END GREEN	24	558.95	10	6.99	5	11.99	2.5	0.5	1.25
Bus	ROSSLYN HILL PILGRIMS LN	46	226.42	6	2.83	7	9.83	3.05	0.5	1.53
Bus	ROSSLYN HILL PILGRIMS LN	268	226.42	5	2.83	8	10.83	2.77	0.5	1.38
LUL	Hampstead	'Edgware-Morden'	679.37	9	8.49	4.08	12.58	2.39	0.5	1.19
LUL	Hampstead	'Morden-Edgware'	679.37	4.67	8.49	7.17	15.67	1.91	0.5	0.96
LUL	Hampstead	'Kennington-Edgware'	679.37	14.67	8.49	2.79	11.29	2.66	1	2.66
Rail	Hampstead Heath	'CLPHMJ2-STFD 2L50'	686.14	3.67	8.58	8.92	17.5	1.71	1	1.71
Rail	Hampstead Heath	'STFD-CLPHMJ22Y11'	686.14	3.67	8.58	8.92	17.5	1.71	0.5	0.86
									Total Grid Cell Al:	16.12



APPENDIX C

RGP Mill Pool House Godalming

Calculation Reference: AUDIT-728001-201201-1208

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use	:	03 - RESIDENTIAL
Category	:	A - HOUSES PRIVATELY OWNED
MULTI-M	D	DAL TOTAL VEHICLES

Selected regions and areas: 01

l days	S
l days	S
I days	S
l day 1 day	

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	No of Dwellings
Actual Range:	9 to 50 (units:)
Range Selected by User:	9 to 133 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/12 to 05/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Monday	1 days
Tuesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

<u>Selected survey types:</u>	
Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:	
Edge of Town Centre	2
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

2

1

Selected Location Sub Categories: **Residential Zone** High Street

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

RGP Mill Pool House Godalming

LIST OF SITES relevant to selection parameters

1	HG-03-A-01 LAWRENCE ROAD TOTTENHAM WEST GREEN	DETACHED & SEMI -DE	TACHED	HARINGEY
	Neighbourhood Centr High Street Total No of Dwellings	re (PPS6 Local Centre) s:	20	
2	<i>Survey date:</i> HO-03-A-02 HIBERNIAN ROAD HOUNSLOW	<i>TUESDAY</i> MIXED HOUSES	05/11/19	<i>Survey Type: MANUAL</i> HOUNSLOW
3	Edge of Town Centre Residential Zone Total No of Dwellings <i>Survey date:</i> WF-03-A-02 PALMERSTON ROAD WALTHAMSTOW	s: <i>MONDAY</i> SEMI DETACHED & TEI	50 <i>29/06/15</i> RRACED	<i>Survey Type: MANUAL</i> WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings <i>Survey date:</i>	S: THURSDAY	9 <i>06/06/19</i>	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Tuesday 01/12/20

Licence No: 728001

Page 3

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL TOTAL VEHICLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	26	0.063	3	26	0.190	3	26	0.253
08:00 - 09:00	3	26	0.228	3	26	0.291	3	26	0.519
09:00 - 10:00	3	26	0.152	3	26	0.215	3	26	0.367
10:00 - 11:00	3	26	0.253	3	26	0.253	3	26	0.506
11:00 - 12:00	3	26	0.215	3	26	0.165	3	26	0.380
12:00 - 13:00	3	26	0.253	3	26	0.215	3	26	0.468
13:00 - 14:00	3	26	0.203	3	26	0.266	3	26	0.469
14:00 - 15:00	3	26	0.127	3	26	0.127	3	26	0.254
15:00 - 16:00	3	26	0.228	3	26	0.203	3	26	0.431
16:00 - 17:00	3	26	0.152	3	26	0.089	3	26	0.241
17:00 - 18:00	3	26	0.228	3	26	0.190	3	26	0.418
18:00 - 19:00	3	26	0.342	3	26	0.241	3	26	0.583
19:00 - 20:00	3	26	0.304	3	26	0.266	3	26	0.570
20:00 - 21:00	3	26	0.329	3	26	0.278	3	26	0.607
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.077			2.989			6.066

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	9 - 50 (units:)
Survey date date range:	01/01/12 - 05/11/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

RGP Mill Pool House Godalming

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL CYCLISTS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES TOTALS		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	26	0.000	3	26	0.051	3	26	0.051
08:00 - 09:00	3	26	0.000	3	26	0.038	3	26	0.038
09:00 - 10:00	3	26	0.013	3	26	0.013	3	26	0.026
10:00 - 11:00	3	26	0.000	3	26	0.038	3	26	0.038
11:00 - 12:00	3	26	0.013	3	26	0.000	3	26	0.013
12:00 - 13:00	3	26	0.013	3	26	0.038	3	26	0.051
13:00 - 14:00	3	26	0.038	3	26	0.000	3	26	0.038
14:00 - 15:00	3	26	0.013	3	26	0.013	3	26	0.026
15:00 - 16:00	3	26	0.000	3	26	0.000	3	26	0.000
16:00 - 17:00	3	26	0.025	3	26	0.025	3	26	0.050
17:00 - 18:00	3	26	0.025	3	26	0.000	3	26	0.025
18:00 - 19:00	3	26	0.013	3	26	0.013	3	26	0.026
19:00 - 20:00	3	26	0.025	3	26	0.000	3	26	0.025
20:00 - 21:00	3	26	0.025	3	26	0.000	3	26	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.203			0.229			0.432

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL PEDESTRIANS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	;		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	26	0.076	3	26	0.127	3	26	0.203
08:00 - 09:00	3	26	0.114	3	26	0.532	3	26	0.646
09:00 - 10:00	3	26	0.215	3	26	0.468	3	26	0.683
10:00 - 11:00	3	26	0.139	3	26	0.076	3	26	0.215
11:00 - 12:00	3	26	0.165	3	26	0.152	3	26	0.317
12:00 - 13:00	3	26	0.114	3	26	0.139	3	26	0.253
13:00 - 14:00	3	26	0.215	3	26	0.228	3	26	0.443
14:00 - 15:00	3	26	0.165	3	26	0.228	3	26	0.393
15:00 - 16:00	3	26	0.430	3	26	0.165	3	26	0.595
16:00 - 17:00	3	26	0.316	3	26	0.203	3	26	0.519
17:00 - 18:00	3	26	0.418	3	26	0.203	3	26	0.621
18:00 - 19:00	3	26	0.367	3	26	0.342	3	26	0.709
19:00 - 20:00	3	26	0.506	3	26	0.316	3	26	0.822
20:00 - 21:00	3	26	0.304	3	26	0.215	3	26	0.519
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.544			3.394			6.938

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Page 6 Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED MULTI-MODAL PUBLIC TRANSPORT USERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	26	0.051	3	26	0.228	3	26	0.279
08:00 - 09:00	3	26	0.127	3	26	0.367	3	26	0.494
09:00 - 10:00	3	26	0.038	3	26	0.152	3	26	0.190
10:00 - 11:00	3	26	0.051	3	26	0.076	3	26	0.127
11:00 - 12:00	3	26	0.038	3	26	0.152	3	26	0.190
12:00 - 13:00	3	26	0.076	3	26	0.076	3	26	0.152
13:00 - 14:00	3	26	0.152	3	26	0.038	3	26	0.190
14:00 - 15:00	3	26	0.063	3	26	0.114	3	26	0.177
15:00 - 16:00	3	26	0.076	3	26	0.101	3	26	0.177
16:00 - 17:00	3	26	0.177	3	26	0.013	3	26	0.190
17:00 - 18:00	3	26	0.241	3	26	0.038	3	26	0.279
18:00 - 19:00	3	26	0.354	3	26	0.139	3	26	0.493
19:00 - 20:00	3	26	0.278	3	26	0.152	3	26	0.430
20:00 - 21:00	3	26	0.177	3	26	0.063	3	26	0.240
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.899			1.709			3.608

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.



APPENDIX D

Area with higher cycle parking	Yes
standards, Yes or No?*	100



Use Class	Land use	GEA	Units	Staff	Students	Bedrooms	Seats
A1	Food Retail		х	x	x	х	х
	Non-Food Retail		х	х	х	х	х
A2-A5	Finanicla/Professional Services;cafes/restaurants		x	x	x	x	x
B1	Business Offices		х	х	х	х	х
ы	Light Industry and R&D		х	х	х	х	х
B2-B8	General industial, storage or distribution		х	x	x	x	x
C1	Hotels	х	х	х	х		х
C2	Hospitals	х	х		х	х	х
C2	Care Homes / secure accomodations	x	х		x		x
	Studio	х		x	x	х	х
	1 Bed (1 Person)**	х		х	х	х	х
C3-C4	1 Bed (2 Person)	х		x	x	х	х
	2+ Bed	х	2	х	х	х	х
	Total	x	2	х	x	x	х
	Nurseries	х	х			х	х
	Primary schools/secondary schools/sixth form colleges	x	x			x	x
	Universities and colleges	х	х			х	х
	Health Centre, including dentists	х	x		x	x	x
	Other (e.g. library, church, etc.)		x		x	x	x
D2	Other (e.g. cinema, bingo, etc.)	x	x		x	x	
	Sports (e.g. sports hall, swimming gymnasium)		x		x	x	x

* As set out in Figure 10.2 of the Draft London Plan. Also set out below for ease of use.

** 1 bedroom units below a 30m² GEA are considered only suitable for single occupancy and would be classed as 1 Bed 1 Person units. Anything above that is classed as a 1 Bed 2 Person unit.

Figure 10.2 - Areas where higher minimum cycle parking standards apply





Use Class	Land Use	Long Stay Spaces	Short Stay Spaces		
Δ 1	Food Retail	0	0		
	Non-Food Retail	0	0		
	Financial/Professional	0	0		
AZ-AS	Services;cafes/restaurants	0	U		
R1	Business Offices	0	0		
ы	Light Industry and R&D	0	0		
B2 B8	General industial, storage	0	0		
D2-D0	or distribution	0	0		
C1	Hotels	0	0		
	Hospitals	0	0		
C2	Care Homes / secure	0	0		
	accomodations	0	0		
C3-C4	Dwellings	4	0		
	Nurseries	0	-		
	Primary schools/secondary	0	0		
	schools/sixth form colleges	0	0		
ח1	Universities and colleges	0	0		
	Health Centre, including	0	0		
	dentists	0	0		
	Other (e.g. library, church,	0	0		
	etc.)	0	0		
	Other (e.g. cinema, bingo,	0	0		
רם 2	etc.)	0	0		
	Sports (e.g. sports hall,		0		
	swimming gymnasium)	0	0		
Total		4	0		

*All calculations are rounded up to the nearest whole cycle parking space for robustness.



APPENDIX E





12-13 Eldon Grove, Camden

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							Tuesday Night				Wednesday Night			
Street Name	Parking Restrictions	Total Kerb Length	Number of Parking Spaces		Number of Parked Cars	Capacity	Parking Stress		Number of Parked Cars	Capacity	Parking Stress			
Lyndhurst Gardens	Residents Permit Holders Only CA-H	177	34		22	12	65%		20	14	59%			
	Pay by Phone	20	2		2	0	100%		1	1	50%			
	Coach Parking (30mins)	10	2		0	2	0%		0	2	0%			
	Residents Permit Holders Only CA-H	474	89		43	46	48%		44	45	49%			
Lyndhurst Road	Blue Badge Parking	13	2		0	2	0%		0	2	0%			
	Permit Holder 150 Only	5	1		1	0	100%		1	0	100%			
Eldon Grove	Residents Permit Holders Only CA-H	206	38		26	12	68%		26	12	68%			
Thurlow Road	Residents Permit Holders Only CA-H	222	39		33	6	85%		33	6	85%			
	Pay by Phone	53	9		3	6	33%		3	6	33%			
	Blue Badge Parking	7	1		0	1	0%		0	1	0%			
Sheperd Walk	Residents Permit Holders Only CA-H	57	11		9	2	82%		9	2	82%			
	Electic Vechiles Only	7	1		1	0	100%		1	0	100%			
Lyndhurst Terrace	Residents Permit Holders Only CA-H	139	26		19	7	73%		19	7	73%			
Total			255		159	96	62%		157	98	62%			





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					* based on 5 metri	es per space					
	Unrestric	ted Parking	Permit Holder Parking		Disabled Parking		EV P	arking	Restricted Parking		
Road Name	Meterage	Number of Spaces*	Meterage	Number of Spaces*	Meterage	Number of Spaces*	Meterage	Number of Spaces*	Meterage	Number of Spaces*	
			5	1							
			114	22							
			20	4							
			10	2							
Lyndhurst Gardens			8	1							
									10	2	
									10	2	
									10	2	
			20	4						_	
			20	4							
			20	4							
			15	2							
			15	3	12	2					
			63	12	13	2					
			03	12							
			24	4							
			14	2							
			10	2							
			10	2							
Lowellowed Doord			4/	9							
Lyndnurst Road			5	1							
			23	4							
			8	1							
			16	3							
			5	1							
			8	1							
			15	3							
			27	5							
			99	19							
			20	4							
			30	6							
			7	1							
			14	2							
			19	3							
Eldon Grovo			61	12							
			57	11							
			15	3							
			12	2							
			21	4							
					7	1					
	19	3									
	34	6									
			35	7							
Thurlow Road			19	3							
			12	2							
			28	5							
			8	1							
			18	3							
			22	4							
			8	1							
			29	5							
			31	6							
			12	2							
Sheperd Walk				_			7	1			
			5	1				-			
			52	10							
			76	15							
			70	15							
			30								
Lyndhurst Terrace			30	6							
			9	1							
			9	1							
			10	7							