



Proposed Residential Development
28 Avenue Road, London

Transport Statement

For

Mr Vinay Mahtani

Document Control Sheet

Proposed Residential Development

28 Avenue Road, London

Mr Vinay Mahtani

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
15/03/2021	Draft	Andrew Nock	Chris Saunders

Contents

1.0 Introduction 1

2.0 Policy Background 2

3.0 Existing Site Accessibility 9

4.0 Proposed Development13

5.0 Summary and Conclusion.....14

Appendices

A PTAL Outputs

B Proposed Site Layout

C Swept Path Analysis

1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Mr Vinay Mahtani to accompany an application to erect a 12-bed, two-storey single family dwelling plus basement and associated ancillary buildings at the rear of 28 Avenue Road, St Johns Wood.
- 1.2 The site is located approximately 2.2 kilometres west of Camden Town Centre, within the administrative boundary of the London Borough of Camden. The location of the site is illustrated below.



Figure 1.1 - Site Location

- 1.3 This Transport Statement, which has been prepared in accordance with current best practice guidance, demonstrates that:
 - ▶ The proposals accord with relevant national and local transport planning policy;
 - ▶ The proposals provide safe and suitable access for all users,
 - ▶ The proposed layout makes suitable provision car and cycle parking and servicing; and,
 - ▶ The proposals are not likely to lead to an appreciable adverse impact on the safety or operation of the local transport networks.
- 1.4 Following this introduction, this report is divided into five sections, as follows:
 - ▶ Section 2 outlines the transport policies against which the proposed development will be assessed;
 - ▶ Section 3 sets out the availability of sustainable transport in the vicinity of the site;
 - ▶ Section 4 provides an overview of the proposed development and details the proposed access parking and servicing arrangements; and
 - ▶ Section 5 summarises the key findings and conclusions of the report.

2.0 Policy Background

Overview

2.1 The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework (February 2019);
- ▶ The London Plan (March 2021); and,
- ▶ London Borough of Camden Local Plan (July 2017).

National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) February 2019 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 102 says 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 transport 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 net 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."

2.4 Off-street parking provision is referred to by Paragraph 105, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.5 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.6 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

"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; and

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."

Paragraph 109 says 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."

London Plan (March 2021)

2.7 The London Plan (March 2021) sets out the economic, environmental, transport and social framework for the development of London over the next 20-25 years. With regards transport, the policies pertinent to these proposals are as follows:

► **Policy T1 Strategic approach to transport**

A) Development Plans should support, and development proposals should facilitate:

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B) All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

► **Policy T2 Healthy Streets**

A) Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B) Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C) In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D) Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance

2) reduce the dominance of vehicles on London's streets whether stationary or moving

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

► *Policy T4 Assessing and mitigating transport impacts*

A) Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

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 having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger.

► *Policy T5 Cycling*

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

Use Class	Long-Stay for Residents / Staff	Short Stay for Visitors
C3/C4 Dwellings	<ul style="list-style-type: none"> • 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings 	<ul style="list-style-type: none"> • 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings
A1 Retail	1 space per 250 sqm	1 space per 125sqm

Table 2.2 – Extract of Table 10.2 of London Plan 2021, Minimum Cycle Standards

► **Policy T6 Car parking**

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D) The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.

F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

► **Policy T6.1 Residential parking**

A) New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B) Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C) All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D) Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E) Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F) The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G) 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.*

H) All disabled persons parking bays associated with residential development must:

- 1) be for residents' use only (whether M4(2) or M4(3) dwellings)*
- 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling*
- 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)*
- 4) count towards the maximum parking provision for the development*
- 5) be designed in accordance with the design guidance in BS8300vol.1*

6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

Location	Maximum parking provision
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	Car free
Inner London PTAL 3	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London PTAL 4 Outer London Opportunity Areas	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1 Outer London PTAL 3	Up to 0.75 spaces per dwelling
Outer London PTAL 2	Up to 1 space per dwelling
Outer London PTAL 0 – 1	Up to 1.5 spaces per dwelling

Table 2.3 – Extract of Table 10.3 of London Plan 2021, Maximum Car Parking Standards

London Borough of Camden's Local Plan (July 2017)

2.8 The Camden Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents adopted in 2010.

2.9 Regarding parking and car-free development, Policy T2 states:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free. We will:

- ▶ *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;*
- ▶ *limit on-site parking to*
 1. *spaces designated for disabled people where necessary, and/or*
 2. *essential operational or servicing needs*
- ▶ *support redevelopment of existing car parks for alternative uses; and,*
- ▶ *resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

2.10 However, it is noteworthy that with regards Redevelopments, paragraph 10.20 of the Local Plan states:

"In redevelopment schemes, the Council will consider retaining or reproviding existing parking provision where it can be demonstrated that the existing occupiers are to return to the address when the development is completed".

Camden Planning Guidance, Transport (January, 2021)

2.11 The Camden Planning Guidance (CPG) has been developed to support the policies set out in the Camden Local Plan (2017).

2.12 Regarding parking and car-free development, and the implementation of Local Plan policy T2, paragraph 5.11 of the CPG states:

"The Council will require any development to be 100% car-free if the development is to have new occupiers, which is assumed to be the case for all new development."

2.13 With regards developments at existing properties, Paragraph 5.12 of the CPG states:

"In accordance with Local Plan Policy T2, all new developments are required to be car-free. Therefore, all homes in new developments must be car-free, not just additional dwellings. Exceptionally, where existing occupiers are to return to a property after it has been redeveloped, we will consider allowing the reprovision of the parking available to them (so the redevelopment does not cause people to lose parking already available on that site prior to its redevelopment), where it is demonstrated to the Council's satisfaction that the existing occupier will return to the property as their principal home. In such cases, the Council will consider temporarily relaxing the car-free requirement in respect of that dwelling for the period over which that occupant resides at the property."

2.14 With regards Local Plan Policy T1 and cycle parking the CDG states in paragraph 8.6:

"As stated in the 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% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden."

3.0 Existing Site Accessibility

- 3.1 This section provides a summary of the level of accessibility within the local area and shows that even though the site is within Central London, the site is a low PTAL score.

Site Location

- 3.2 The site is located along Avenue Road in Camden, London. The site fronts Avenue Road which consists of mostly residential land uses. Avenue Road provides links to the A5205 Prince Albert Road, the B509 Hilgrove Road and the A41 Finchley Road which give access to the M1 to the North and the A501 inner ring road around Central London to the south of the site.

Public Transport Accessibility Level (PTAL)

- 3.3 The Public Transport Accessibility Level (PTAL) is a detailed and accurate measure of the accessibility of a point to the public transport system, taking into account walk access time and service availability. Transport for London (TfL) state it is a way of measuring the density of the public transport network at any location within Greater London.
- 3.4 The TfL WebCAT online planning tool enables PTAL ratings for specific 100m grid squares across Greater London to be determined, with the PTAL rating for each grid square reflecting
- ▶ 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.
- 3.5 Each grid area is graded between 0 and 6b, where a score of 0 is very poor access to public transport, and 6b is excellent access to public transport as detailed in Table 3.1 below.

PTAL Rating	Description
1a	Lowest accessibility
1b	
2	Poor accessibility
3	Average accessibility
4	Greater than average accessibility
5	Good accessibility
6a	Best level of accessibility
6b	

Table 3.1 – PTAL Ratings

- 3.6 By using the WebCAT online planning tool the PTAL rating of the site has established as 2, showing the site has a poor accessibility level given the location of the site to public transport connections. The full PTAL outputs are included at **Appendix A**.

Public Transport Accessibility

- 3.7 Figure 3.1 below shows that the site is approximately 640 metres away from St John's Wood Tube Station and 800 metres from Swiss Cottage tube station, both of which are served by the Jubilee line. However, both tube stations are in excess of the 500 metre (6 minute) walk distance to stations as detailed within the TfL Healthy Street guidance.

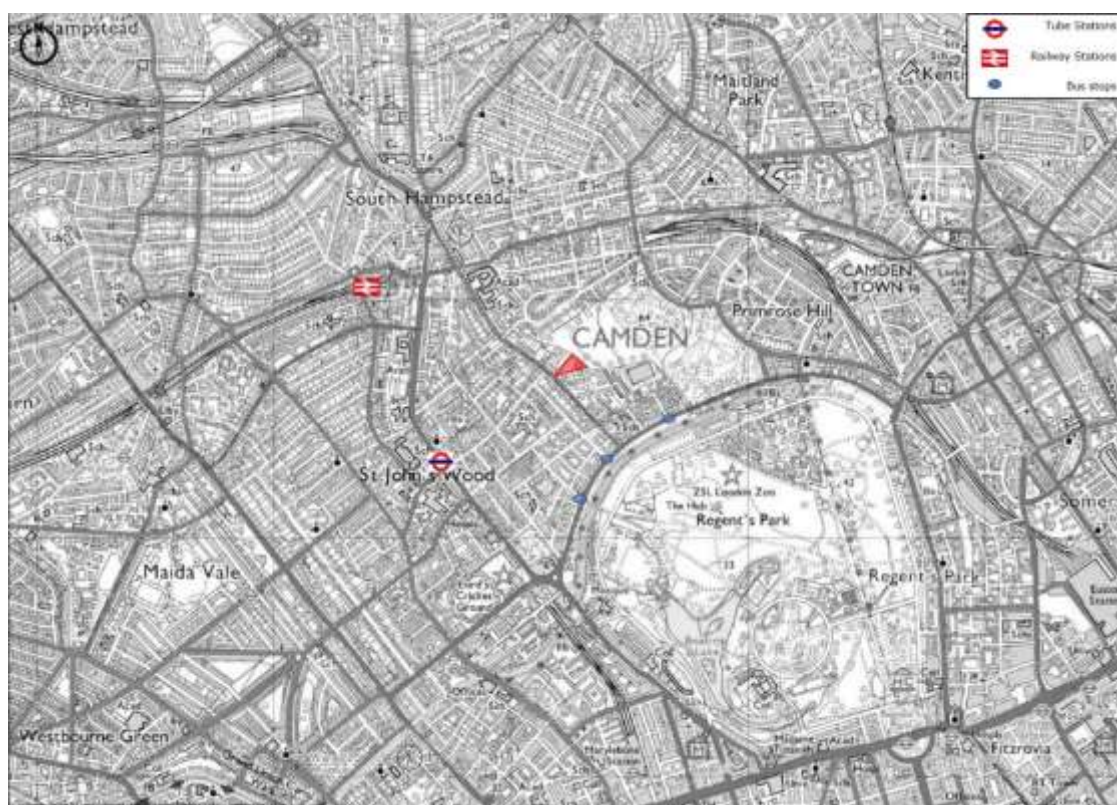


Figure 3.1: Existing Transport Links

Travel by Bus

- 3.8 The nearest bus stop to the site is located at the junction of Prince Albert Road and Avenue Road, 500 metres to the south of the site, which is excess of the 250 metres (3 minute) walk distance to bus stops as recommended within TfL's Healthy Street guidance. Table 3.2 below shows only one bus service serves the stop.

Service Number	Local Bus Stop	Route	Average Service Headway (minutes)		
			Mon-Fri	Sat	Sun
274	Prince Albert Road, St. John's Wood	Angel Islington – Caledonian Road and Barnsbury Tube and Railway Station – Camden Road Tube and Railway Station – Camden Town Tube Station – Baker Street Tube Station – Marble Arch Tube Station – Lancaster Gate Tube Station	10-13	8-12	10-12

Table 3.2: Existing Bus Services

- 3.9 Additional bus services are available along Finchley Road adjacent to St Johns Wood underground station 670 metres from the site and at Swiss Cottage 750 metres north of the site, both of which are in excess of the recommended 250 metre walk distance.

Access on Foot and by Cycle

- 3.10 Footways with dropped kerbs are present along the entirety of Avenue Road, with signalised junctions at the north and south ends of the road, enabling pedestrians' access to the surrounding roads. There are

a number of zebra crossings along Avenue Road, which allow pedestrians easy access to residences on both sides of the road.

- 3.11 South Hampstead where a significant number of retail, leisure and services can be found is located 1.3 kilometres to the north of the site, while Regents Park is 700 metres south of the site. Figure 3.2 below shows 5 minute walk time isochrones from the site based on the Institute for Highways and Transportation (IHT) guidance of an average walking speed of 80 metres per minute.

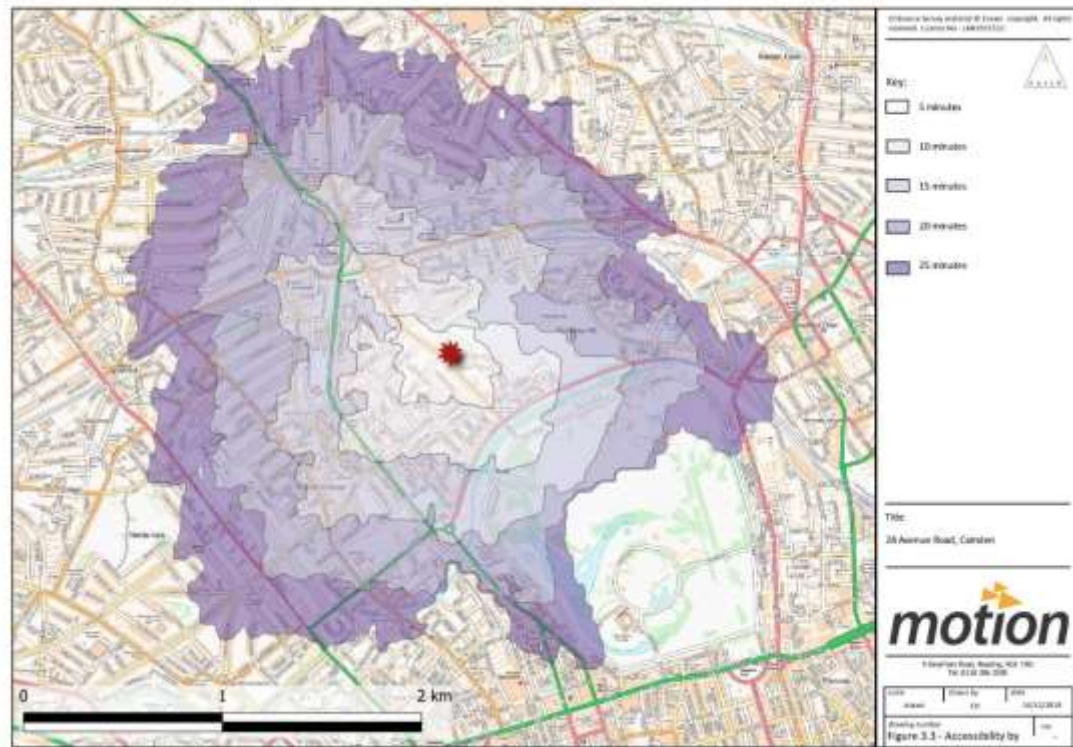


Figure 3.2: 25-minute (2km) Walking Isochrone

- 3.12 Figure 3.2 indicates that South Hampstead and Regents Park are both at least a 15 minute walk from the site
- 3.13 Cycling isochrones have been set out on Figure 3.3 below, based on Institute for Highways and Transportation (IHT) guidance of an average cycling speed of 5.4 metres per second.

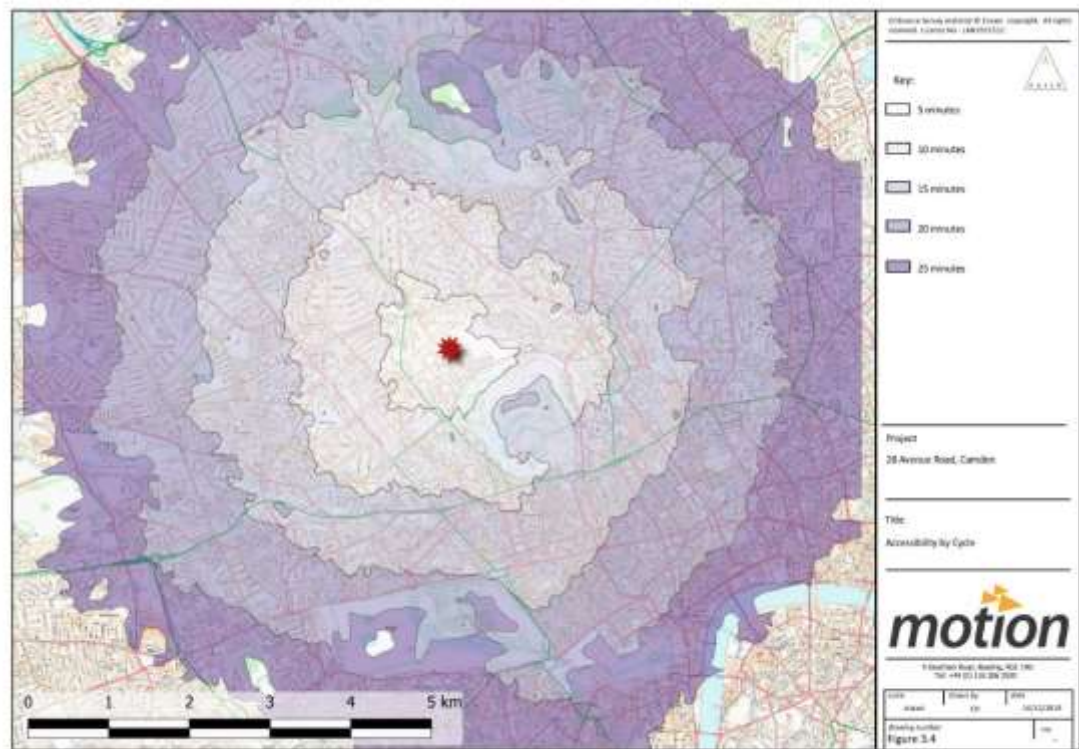


Figure 3.3: 5km Cycling Isochrone

- 3.14 The above figure demonstrates the area which can be accessed within a 5km cycle ride, which includes Islington to the east, Harlesden to the west, Hampstead Heath to the north and Pimlico to the south. The permeability of the street network enables cyclists to travel close to their natural desire lines and thus undertake direct routes.

Summary

- 3.15 This section sets out the level of accessibility to and from the site by all non-car modes of travel. It shows that while public transport provides accessibility is available and that local services and amenities can be reached by foot or by bike, the distances involved are greater than those recommended by guidance resulting in the site having a poor accessibility PTAL rating.

4.0 Proposed Development

- 4.1 The proposals seek to establish a new 12-bed, two-storey residential family dwelling in the same location as the original 19th century large mansion house which was demolished in the 1960's following a fire. The existing gatehouse lodge to the site will remain at the entrance to the site and the intention is that the owner of the lodge will own and occupy the new dwelling as his principle private residence.
- 4.2 The existing lodge is provided with parking spaces and these will be transferred to the new dwelling, while the existing driveway into the site will be retained and extended to provide vehicular access to the new dwelling. The driveway will be of sufficient width to as ensure a route for service and emergency vehicles is provided.
- 4.3 The Architect's site layout plan is attached for reference at **Appendix B**.

Parking

Car Parking

- 4.4 The proposals will be provided with car parking spaces and will replicate the existing parking provision on the site. As the new dwelling will be occupied by the existing owner of the lodge, no increase in vehicular movements to and from the site will occur.
- 4.5 However, the existing lodge will become car free and as such the existing car parking spaces will be reassigned to the new dwelling.
- 4.6 The parking provision is therefore in compliance with Policy T2 of the Local Plan and the subsequent text within paragraph 10.20 with regards Redevelopments as detailed within Section 2. The existing parking will reassign from the lodge to the new dwelling when the owners transfer to the completed new dwelling, while the existing lodge will become car free. No new parking will therefore be provided on site.
- 4.7 It should also be noted that given the sites PTAL rating of 2 as detailed within Section 3, indicating that the site is within an area of poor accessibility to public transport, that a level of parking provision on the site is justified in accordance with the adopted London Plan.

Cycle Parking

- 4.8 The London Plan parking standards require a minimum of two cycle parking spaces and these will be provided within a cycle store, set behind the lodge.

Access and Servicing

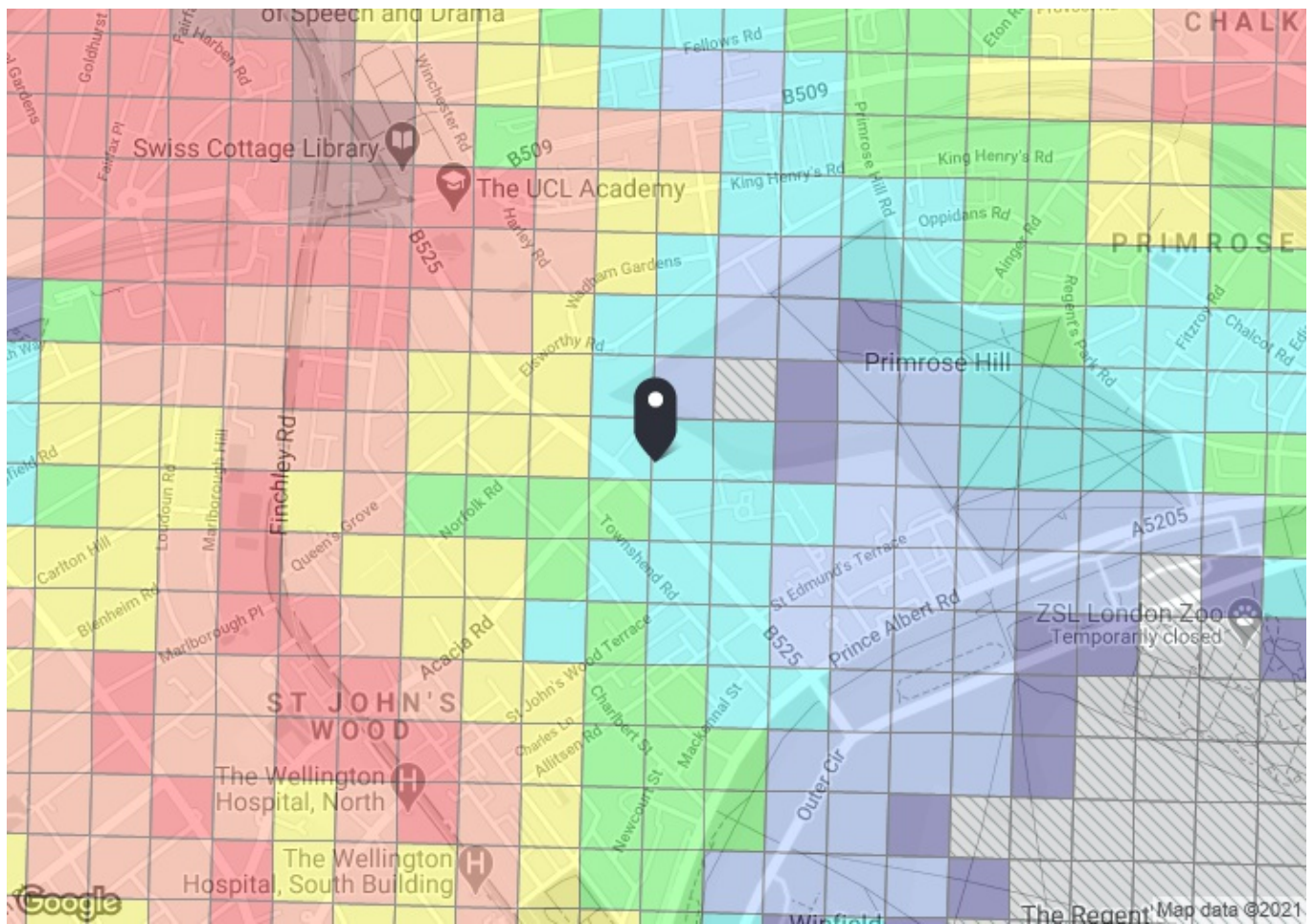
- 4.9 The proposed access provision is via the main driveway from Avenue Road and will be 3.7 metres wide and have a full turning circle in front of the new dwelling.
- 4.10 This design is accordance with Section 13 of Part B5 of The Building Regulations Approved Document B, Fire Safety, 2010, which requires that driveways longer than 20 metres in length are provided with turning facilities and should be a minimum width of 3.7 metres to enable access by fire appliance vehicles.
- 4.11 Swept path analysis of a 7.5 tonne delivery van and a fire tender have been undertaken and are shown on drawing 1911059-TK01 within **Appendix C**, which detail that both vehicles can enter and leave the site in a forward gear.

5.0 Summary and Conclusion

- 5.1 This Transport Statement has been prepared on behalf of Mr Vinay Mahtani to accompany an application to erect a 12-bed, two-storey single family dwelling plus basement and associated ancillary buildings at the rear of 28 Avenue Road, St Johns Wood.
- 5.2 The application seeks to erect a 12-bed, two-storey single family dwelling plus basement and roof additions.
- 5.3 It has been shown that while the site has access to public transport, the nearest bus stops and tube stations are a significant walk from the site, resulting in the site having a PTAL rating of 2, poor accessibility to public transport.
- 5.4 The existing parking provision of four spaces for the existing gatehouse lodge at the entrance to the site will be reassigned to the new dwelling, with the lodge become car free and as a result the site will be policy compliant.
- 5.5 The access drive will be of sufficient width to enable emergency vehicles to enter and leave in a forward gear in accordance with Building Regulation requirements, while the proposals will not result in a material let alone severe increase in vehicle movements.
- 5.6 In accordance with paragraph 109 of NPPF, there are therefore no transport or highway reasons why planning should be withheld or refused.

Appendix A

PTAL Outputs

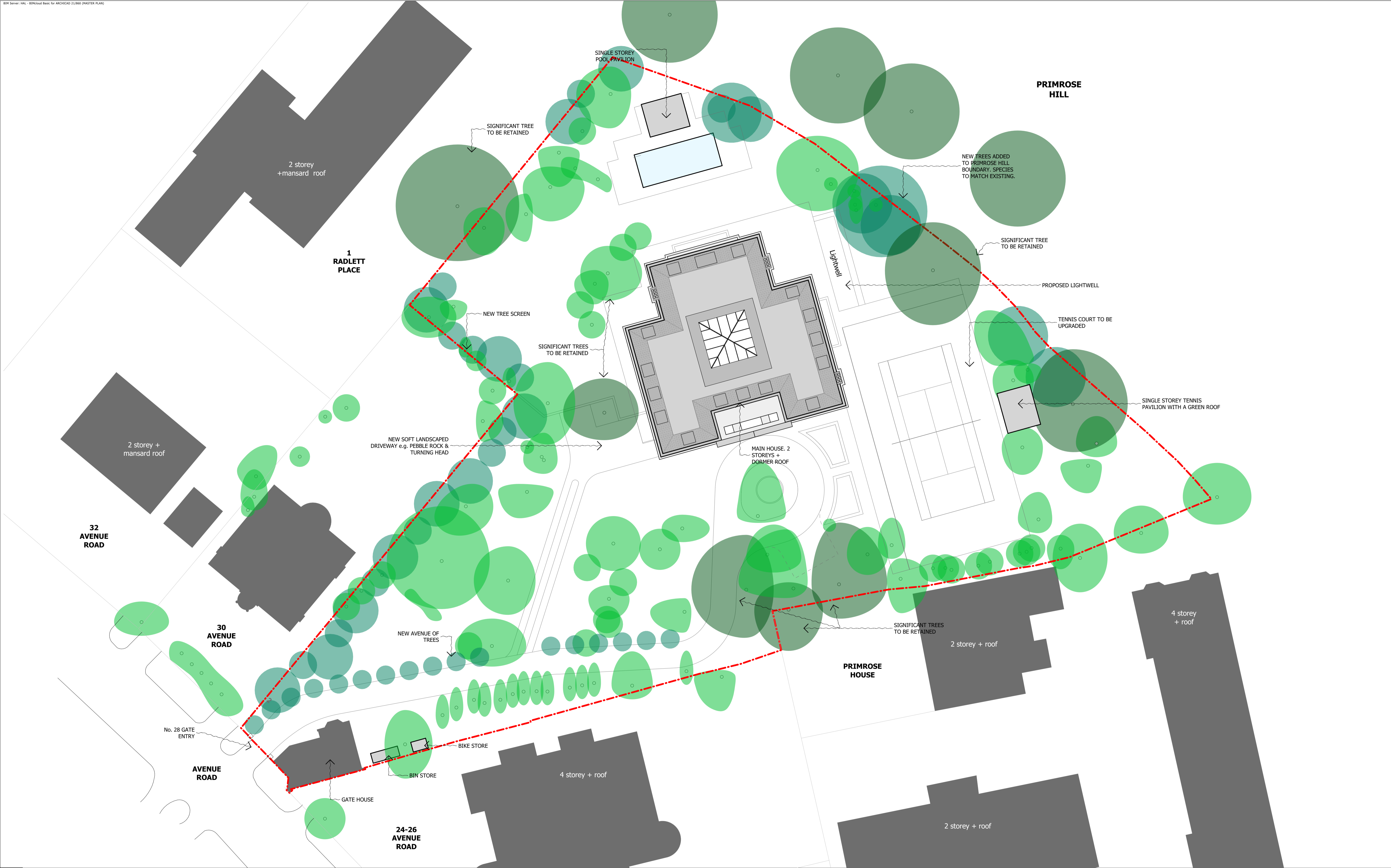


Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	PR ALBERT RD AVENUE RD	274	636.77	7.76	7.96	5.86	13.82	2.17	1	2.17
LUL	St John's Wood	'WembleyPark-Stratfo'	727.14	7	9.09	5.04	14.12	2.12	0.5	1.06
LUL	St John's Wood	'Stratford-Willesden'	727.14	7.63	9.09	4.68	13.77	2.18	0.5	1.09
LUL	St John's Wood	'Stanmore-Stratford'	727.14	20.34	9.09	2.22	11.31	2.65	1	2.65
Total Grid Cell AI:										6.97

Appendix B

Proposed Site Layout



1

SCALE 1:250 @ A1, 1:500 @ A3

DO NOT SCALE FROM THIS DRAWING

Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand. If in doubt, ask.

0515m

SCALE 1:250 @ A1, 1:500 @ A3

PL03	xx.xx.2020	Planning submission	AK
Rev	Date	Descriptor	Athr.

Trees that need to be retained

Trees that could be removed (subject to approval)

New trees to be planted

Legends & Notes:

Areas:

GIA

Basement + G + 1st + 2nd floors = 26,032 sft

Pool House = 226 sft

Tennis Pavillion = 226 sft

Gate House (existing) = 711 sft

Total built-up area = 27,195 sft

Building footprint areas = 8,646 sft

Site Area = 77,019 sft

Site Coverage Ratio = 11.23%

GEA

Basement + G + 1st + 2nd floors = 29,887 sft

Pool House = 280 sft

Tennis Pavillion = 280 sft

Bin & Cycle store = 99 sft

Gate House (existing) = 827 sft

Total built-up area = 31,373 sft

Previous Scheme

GIA

Basement + G + 1st + 2nd floors = 32,732 sft

GEA

Basement + G + 1st + 2nd floors = 37,188 sft

shh

Architecture & Interior Design

1 Vencourt Place, Ravenscourt Park, Hammersmith, London W6 9NU

Phone +44 (0) 20 8600 4171

Email info@shh.co.uk

shh.co.uk

RIBA

Chartered Practice

MEMBER

Project:

28 Avenue Road

28 Avenue Road

London, NW8 6BU

Client:

Private Client

Drawing Title:

Site Plan - Proposed

(Project number)DWG number_Revision

(860)004_PL03

Appendix C

Swept Path Analysis

C:\Users\andre\Documents\Projects\28 Avenue Road\28 Avenue Road.dwg



Rev:	Description:	Date:	Rev By:	Chk'd:																																								
<div><div><div><div><div></div><div>7.2</div></div><div><div></div><div>2.5</div></div><div><div></div><div>2.5</div></div></div><div><div></div><div>7.900m</div></div><div><div></div><div>2.500m</div></div><div><div></div><div>3.300m</div></div><div><div></div><div>0.140m</div></div><div><div></div><div>2.500m</div></div><div><div></div><div>4.00s</div></div><div><div></div><div>7.750m</div></div></div><div><div><div><div><div></div><div>8.0</div></div><div><div></div><div>2.5</div></div><div><div></div><div>2.5</div></div></div><div><div></div><div>8.010m</div></div><div><div></div><div>2.100m</div></div><div><div></div><div>3.550m</div></div><div><div></div><div>0.351m</div></div><div><div></div><div>2.064m</div></div><div><div></div><div>4.00s</div></div><div><div></div><div>7.400m</div></div></div></div><div><div><div><div><div></div><div>7.5t Box Van</div></div><div><div></div><div>Overall Length</div><div>7.900m</div></div><div><div></div><div>Overall Width</div><div>2.500m</div></div><div><div></div><div>Overall Body Height</div><div>3.300m</div></div><div><div></div><div>Min Body Ground Clearance</div><div>0.140m</div></div><div><div></div><div>Track Width</div><div>2.500m</div></div><div><div></div><div>Lock to lock time</div><div>4.00s</div></div><div><div></div><div>Kerb to Kerb Turning Radius</div><div>7.750m</div></div></div><div><div><div><div><div></div><div>7.5t Box Van</div></div><div><div></div><div>Overall Length</div><div>8.010m</div></div><div><div></div><div>Overall Width</div><div>2.100m</div></div><div><div></div><div>Overall Body Height</div><div>3.550m</div></div><div><div></div><div>Min Body Ground Clearance</div><div>0.351m</div></div><div><div></div><div>Track Width</div><div>2.064m</div></div><div><div></div><div>Lock to lock time</div><div>4.00s</div></div><div><div></div><div>Kerb to Kerb Turning Radius</div><div>7.400m</div></div></div></div></div><tr><td colspan="5"><div><div><div><div><div></div><div>motion</div></div><div><div></div><div>9 Greyfriars, Reading, Berkshire, RG1 1NU</div></div><div><div></div><div>T: 0118 206 2930</div></div><div><div></div><div>Guildford - London - Reading</div></div><div><div></div><div>www.motion.co.uk</div></div></div></div></div><tr><td colspan="5">Project: 28 Avenue Road</td></tr><tr><td colspan="5">Title: Swept Path Analysis Fire Tednor and Delivery Vehicle</td></tr><tr><td colspan="5">Client: Vinay Mahtani</td></tr><tr><td colspan="5">Drawing Status:</td></tr><tr><td colspan="5">Scale: 1:500 (@ A3) Date:10/03/2021</td></tr><tr><td colspan="5">Drawn: AN Checked: CS Approved: CS</td></tr><tr><td colspan="5">Drawing: Revision:</td></tr></td></tr></div></div></div>					<div><div><div><div><div></div><div>motion</div></div><div><div></div><div>9 Greyfriars, Reading, Berkshire, RG1 1NU</div></div><div><div></div><div>T: 0118 206 2930</div></div><div><div></div><div>Guildford - London - Reading</div></div><div><div></div><div>www.motion.co.uk</div></div></div></div></div> <tr><td colspan="5">Project: 28 Avenue Road</td></tr> <tr><td colspan="5">Title: Swept Path Analysis Fire Tednor and Delivery Vehicle</td></tr> <tr><td colspan="5">Client: Vinay Mahtani</td></tr> <tr><td colspan="5">Drawing Status:</td></tr> <tr><td colspan="5">Scale: 1:500 (@ A3) Date:10/03/2021</td></tr> <tr><td colspan="5">Drawn: AN Checked: CS Approved: CS</td></tr> <tr><td colspan="5">Drawing: Revision:</td></tr>					Project: 28 Avenue Road					Title: Swept Path Analysis Fire Tednor and Delivery Vehicle					Client: Vinay Mahtani					Drawing Status:					Scale: 1:500 (@ A3) Date:10/03/2021					Drawn: AN Checked: CS Approved: CS					Drawing: Revision:				
<div><div><div><div><div></div><div>motion</div></div><div><div></div><div>9 Greyfriars, Reading, Berkshire, RG1 1NU</div></div><div><div></div><div>T: 0118 206 2930</div></div><div><div></div><div>Guildford - London - Reading</div></div><div><div></div><div>www.motion.co.uk</div></div></div></div></div> <tr><td colspan="5">Project: 28 Avenue Road</td></tr> <tr><td colspan="5">Title: Swept Path Analysis Fire Tednor and Delivery Vehicle</td></tr> <tr><td colspan="5">Client: Vinay Mahtani</td></tr> <tr><td colspan="5">Drawing Status:</td></tr> <tr><td colspan="5">Scale: 1:500 (@ A3) Date:10/03/2021</td></tr> <tr><td colspan="5">Drawn: AN Checked: CS Approved: CS</td></tr> <tr><td colspan="5">Drawing: Revision:</td></tr>					Project: 28 Avenue Road					Title: Swept Path Analysis Fire Tednor and Delivery Vehicle					Client: Vinay Mahtani					Drawing Status:					Scale: 1:500 (@ A3) Date:10/03/2021					Drawn: AN Checked: CS Approved: CS					Drawing: Revision:									
Project: 28 Avenue Road																																												
Title: Swept Path Analysis Fire Tednor and Delivery Vehicle																																												
Client: Vinay Mahtani																																												
Drawing Status:																																												
Scale: 1:500 (@ A3) Date:10/03/2021																																												
Drawn: AN Checked: CS Approved: CS																																												
Drawing: Revision:																																												