

Our ref: JB/11652/01

By email only

**TRANSPORT NOTE – V2.0**

**100 HAVERSTOCK HILL, LONDON, NW3 2BD**

1. Patrick Parsons has been appointed by Progressive Design London to prepare a brief Transport Note to inform and support the application for the reconfiguration of the front garden area of 100 Haverstock Hill, London, to provide one new parking space and a car turntable.

**Site Location, Local Highway and Site Description**

2. The site is located on the north-eastern side of Haverstock Hill (A502), approximately 450m north-west of Chalk Farm underground station and approximately 550m south-east of Belsize Park underground station. Hampstead urban centre is located approximately 1.6km north-west of the property and Camden Town approximately 1.4km to the south-east. The property lies within an area with a PTAL (Public Transport Accessibility Level) of 3.
3. The A502, Haverstock Hill, is a busy distributor road with residential properties along the north-eastern side and a mixture of residential and commercial properties along the south-western side. Haverstock Hill has wide footways with segregated on carriageway cycleways on both sides.

**Proposed Development**

4. The application involves the refurbishment of the basement apartment at 100 Haverstock Hill, which includes 2 bedrooms. There is a 4 storey 5 bedroom house above.
5. The proposals involve the reconfiguration of the frontage area of the property to provide car parking for up to one vehicle and a car turntable, as well as storage for two bicycles. An electronically controlled car turntable will be provided as there is not enough space within the frontage of the property to manoeuvre a car and turn it around. The finish of the turntable will match the surround driveway materials.
6. Entrance to the property will be controlled using a bi-folding gate. A separate pedestrian entrance gate will be provided to the south of the main vehicular entrance gate.

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### Access Arrangements

7. The proposed access will be in keeping with the other driveway accesses in the area. The driveway will have a 1.0m deep granite setts ramp up to the footway, with granite quadrant kerbs either side. The driveway will have asphalt crossover construction with flush granite kerbs either side, as per the adjacent driveways (e.g. at the entrance to 98 and 102 Haverstock Hill). This arrangement is illustrated on drawing HH1-PPC-00-XX-DR-C-001, shown in **Appendix A**.
8. As can be seen on the drawing in **Appendix A**, a large car and luxury 4x4 will easily be able to turn in and (with the use of the turntable) out in a forward gear.
9. The footway is approximately 3.5m wide in front of the site, so sightlines once on the vehicle crossover, will be very good in both directions. Haverstock Hill is relatively straight in this location, is subject to a 20mph speed limit and the Zebra crossing, just 20m to the south of the proposed driveway access, keeps vehicle speeds down. In excess of 2.4m by 90m sightlines can be achieved in both directions. However, taking Manual for Streets Stopping Sight Distances (SSD's) in Table 7.1, just 25m SSD would be required for 20mph.
10. Pedestrian inter-visibility is restricted due to the high brick wall either side of the access. However, this is the case for all other vehicular accesses emerging from private properties onto and across the footway on the north-eastern side of Haverstock Hill. Take, for example, Nos. 96, 98, 102, 104 and 112-124. However, given that the width of the proposed access for 100 Haverstock Hill is 6.0m wide, assuming that vehicles exit from the centre of the driveway, this provides much greater intervisibility of pedestrians walking along the footway than the other driveways along Haverstock Hill.
11. It should also be noted that many of the existing driveways along Haverstock Hill do not have space or provide the facility for turning on site (e.g. 96 and 104). Therefore, they would either have to reverse in or reverse out, which would reduce their visibility even further. With the car turntable proposed, residents of 100 Haverstock Hill will be able to enter and exit their driveway safely in a forward gear.

### Justification for the parking spaces

12. The proposal is to provide a new driveway with capacity for one new parking space and a car turntable, to allow the resident to safely enter and exit the property in a forward gear. As mentioned previously, most properties within the area adjacent to this property do have off-street parking provision. In addition to those mentioned above (Nos. 96, 98, 102, 104 and 112-124), a further four properties with driveways where the resident has to either reverse in or out were identified on site. These include 134, 158, 168 and 170 Haverstock Hill (see photos in **Appendix B**).
13. It appears also that all on-street Residents Permit Holder parking along Haverstock Hill was removed sometime between late 2021 and early 2022 and replaced with a continuous on-street segregated cycleway. In total, it appears that 11 on-street Residents Permit Holder Parking bays were removed between Parkhill Road and Steele Road (a distance of 100m), including two spaces directly outside 100 Haverstock Hill. This has left the resident of 100 Haverstock Hill with nowhere to park their car, whilst their neighbours, already having off-street parking, are able to do so.

### **Conclusion**

14. The purpose of this brief Transport Note has been to inform and support the application for the proposed reconfiguration of the front garden area of 100 Haverstock Hill, London, to provide one new car parking space and a car turntable.
15. The proposal would provide a vehicle crossover in keeping with the existing vehicle crossovers adjacent to the property in question, along with a car turntable to allow the resident to enter and exit the site in their car in a forward gear.
16. We have demonstrated that this proposal would not be out of keeping with the local area. Most other properties in the area (including those immediately next door) have a driveway for their cars. Furthermore, many of these adjacent properties do not have space for turning their vehicles, so are forced to reverse in or out of their driveway. The proposals put forward here would present a much safer form of vehicular access than many of those currently in place.
17. It has also been noted that many on-street Resident Permit Holder parking bays were removed within the last couple of years, in order to install a new segregated on-street cycleway. This has resulted in a lack of capacity for those residents unable to park off-street.

**James Bailey**

Associate

Date: 2<sup>nd</sup> August 2023



**PATRICK PARSONS**

CREATING PLACES  FOR FUTURE GENERATIONS TO THRIVE

## **Appendix A**

### **Proposed Access Arrangements**

5.079

0.8163.035

Large Car (2006)

Overall Length 5.079m

Overall Width 1.872m

Overall Body Height 1.525m

Min Body Ground Clearance 0.310m

Max Track Width 1.831m

Lock to lock time 4.00s

Kerb to Kerb Turning Radius 5.900m

4.972

0.8972.881.1

Luxury 4x4 (2006)

Overall Length 4.972m

Overall Width 2.034m

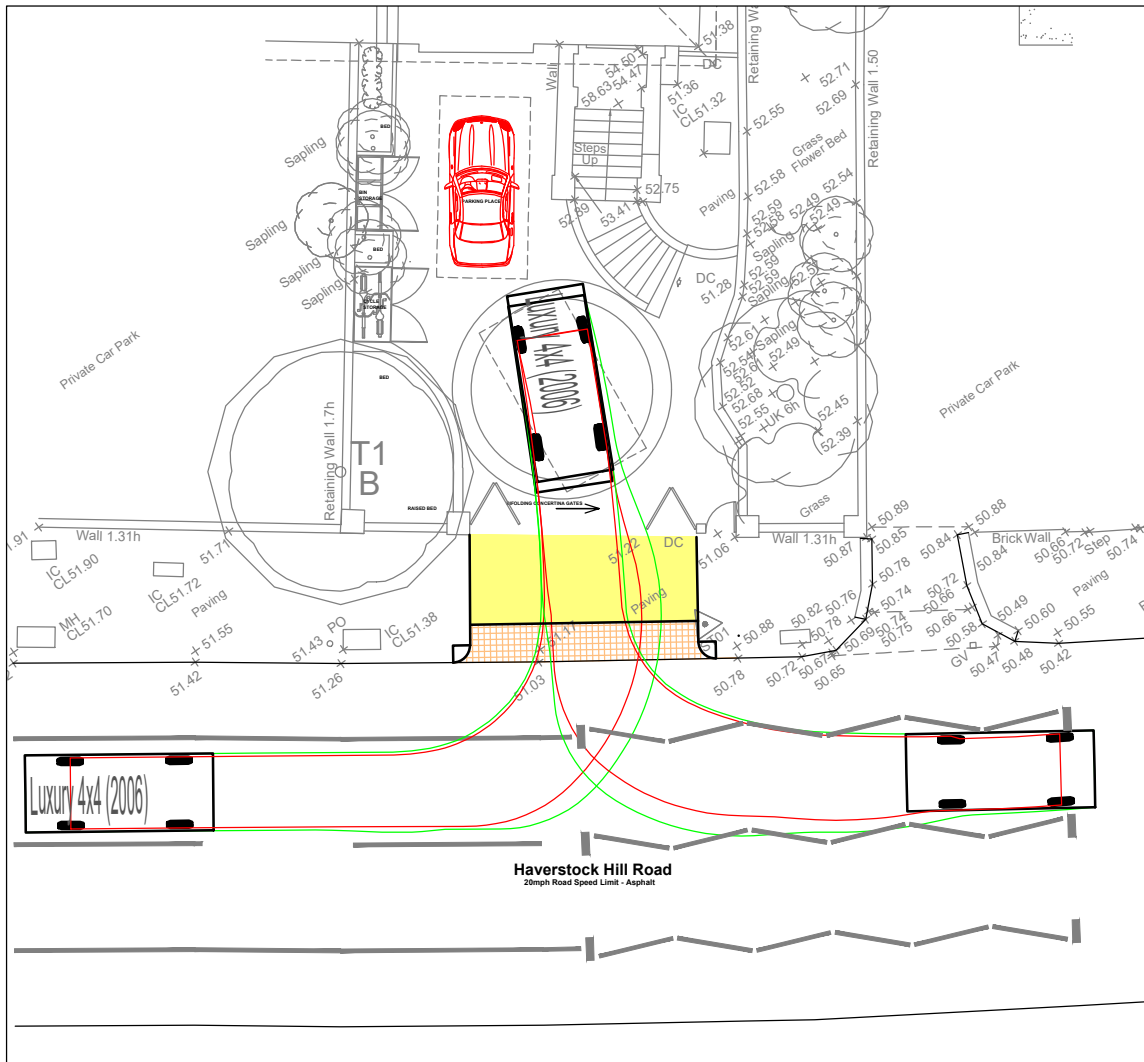
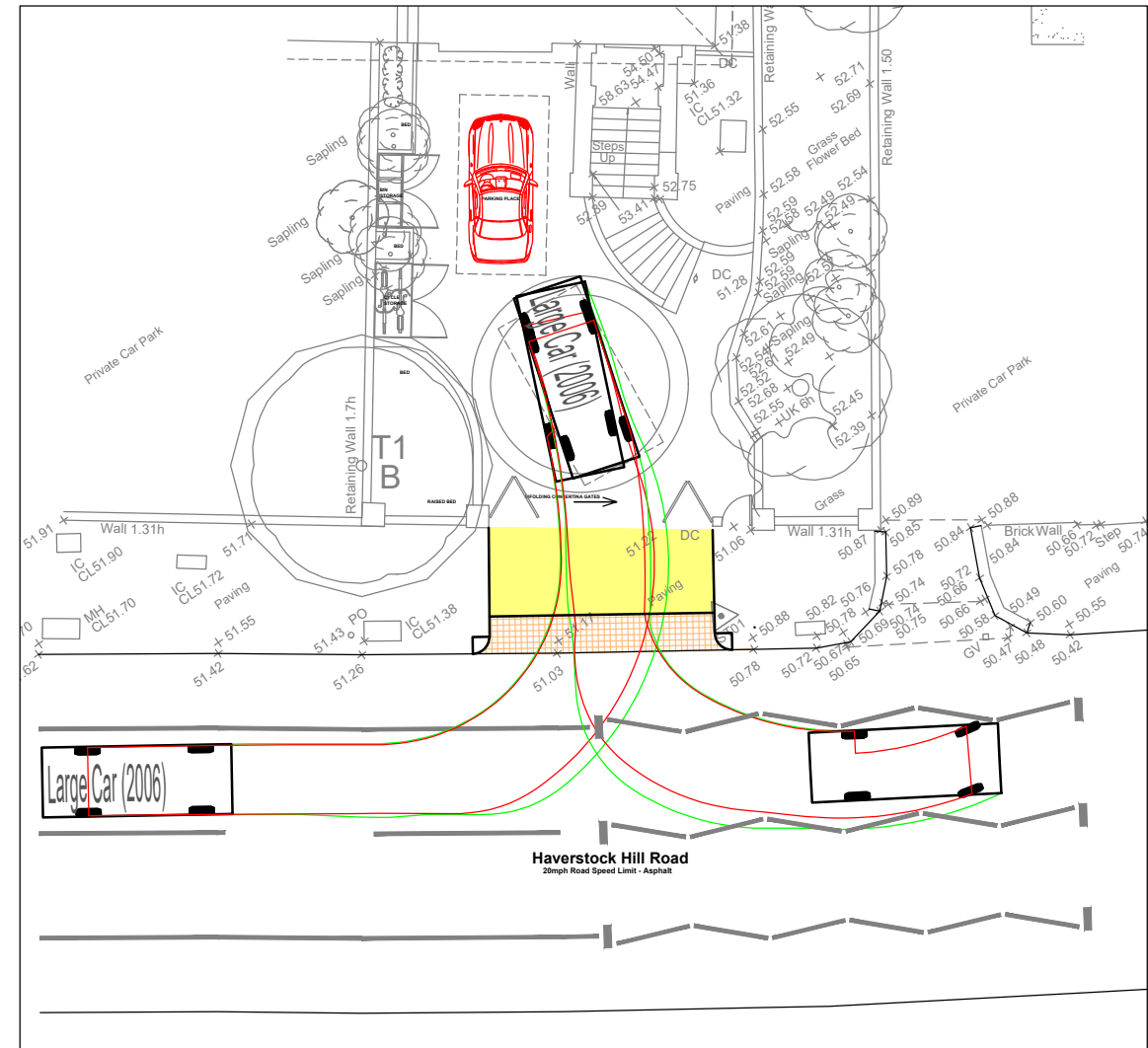
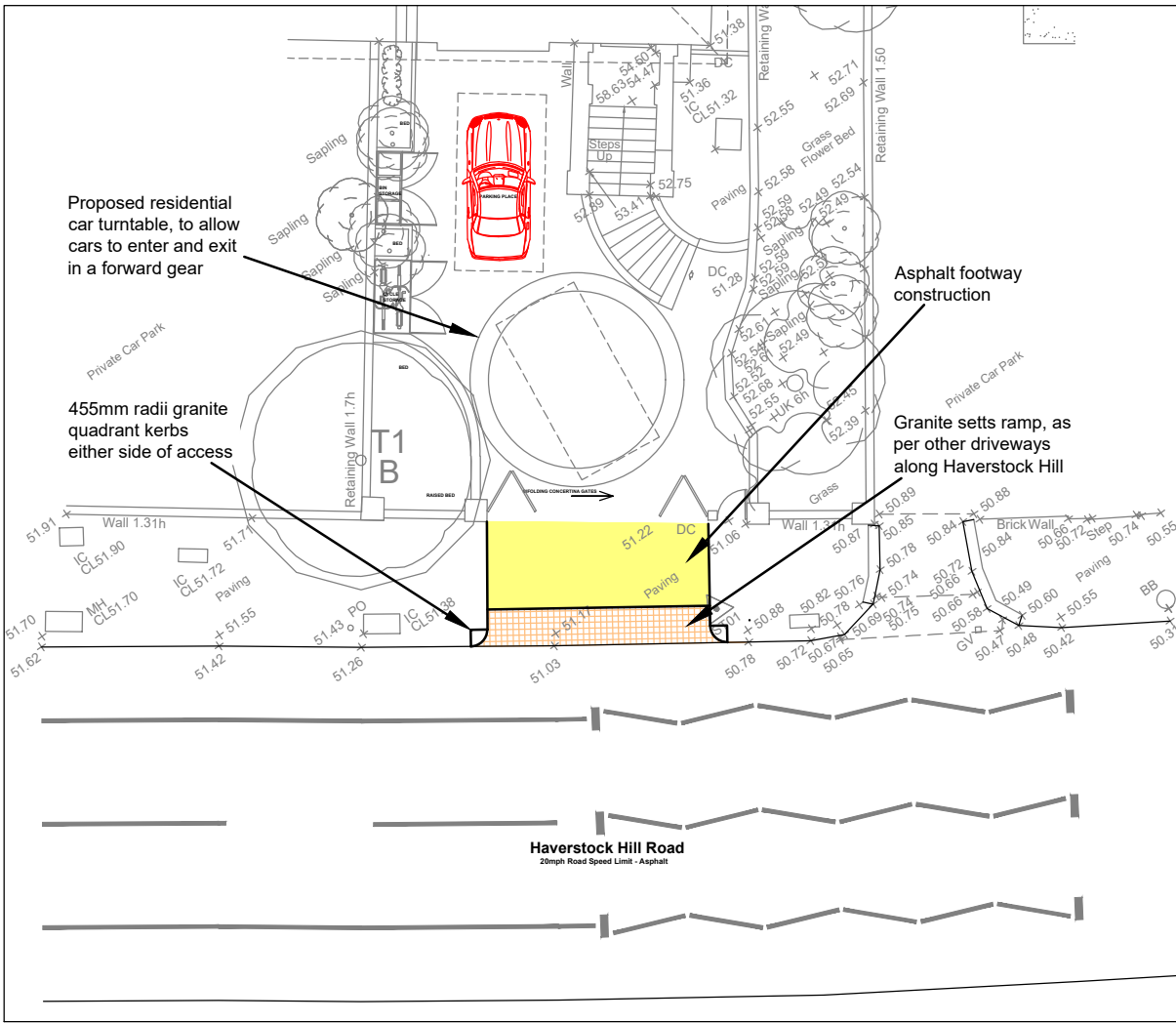
Overall Body Height 1.905m

Min Body Ground Clearance 0.279m

Max Track Width 1.884m

Lock to lock time 4.00s

Kerb to Kerb Turning Radius 5.800m



## GENERAL NOTES

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P2	SITE LAYOUT AMENDED					
	JB	04.08.23	JB	04.08.23	JB	04.08.23
P1	INITIAL ISSUE.					
	JB	17.07.23	JB	17.07.23	JB	17.07.23
REV.	REVISION NOTE/COMMENT					
	DRW BY	DATE	CCK BY	DATE	APP BY	DATE



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Client  
Progressive Design

Project  
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Drawing  
Proposed dropped kerb vehicle  
access arrangements and swept  
paths

Drawn JB	Date 17.07.23
Patrick Parsons Project No. 11652	Scale @ A3 1:200

Status Description INFORMATION	S2
Drawing No. (project-originator-volume-level-type-role-number) HH1-PPC-00-XX-DR-C-001	Revision P2



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CREATING PLACES  FOR FUTURE GENERATIONS TO THRIVE

## **Appendix B**

### **Photographs of existing properties driveways**



134 Haverstock Hill



158 Haverstock Hill



168 Haverstock Hill



170 Haverstock Hill