

Access

We may describe the current and proposed access situations.

Current Situation

Pedestrian access

Today , the development site forms part of the rear gardens of 34 – 44 Hillfield Road. The residents have direct rear access to their gardens, and thence have a choice. They may use a gated entrance at the end of the garden to gain access into Mill Lane for pedestrian connection to the local public transport network and facilities of West Hampstead, or enter the garages, generally from within the garden, in order to make use of a private car.

Vehicular Access

The existing garages have direct vehicular access from Mill Lane via established crossovers. The owners of 34 – 44 Hillfield Road can thereby use the garage facility for car storage, and then gain access to the rear of their properties via the gardens.

Proposed Situation

Pedestrian Access

Where replacement garages are provided at nos 36 and 38 the situation would be unchanged.

Where dwellings are proposed, these would be the subject of a car capping agreement, and the car hardstandings to the front of the dwellings would serve as a direct replacement of the parking function currently provided by the existing garages, and for the use of the relevant house in Hillfield Road. In order that the current access situation can continue, a passageway is provided connecting the gardens to Mill Lane.

The new dwellings would be accessed only from Mill Lane. The pedestrian connection is direct and level. Its material quality will be significantly upgraded.

Because of the small size and private nature of the proposals we have not undertaken public consultation on access issues.

Pedestrian Access Within the Dwelling

As previously explained, an inherent design feature of the residential units is their being set partly into the ground for reasons of height and massing. This means that while there is direct grade accessibility to the units each level of accommodation within the dwelling is reached by a half flight of stairs. A stair lift is capable of being provided, however, and internal movement for wheelchair users within each level can be accommodated.

Cycle Storage

Because of the restricted area available within the front entrance zone and the need for disabled priority, storage will be provided within the rear patio garden using a proprietary fixed stand.