1 June 2015

Transport Strategy Service
London Borough of Camden Town Hall
4th Floor
Argyle Street
London
WC1H 8EQ

Our Reference: 2015-2379/SM/L01

Dear Sirs,

Proposed Vehicular Crossover at 38 Avenue Road, London NW8

TTP Consulting has been instructed by Allen Cooper to provide highway and transportation advice in relation to a proposal that seeks permission to construct an additional footway access crossover at 38 Avenue Road, London NW8. The crossover is sought to provide greater ease of vehicular movement and manoeuvring at the site.

There are many examples of vehicle accesses / footway crossovers along Avenue Road, including the neighbouring property at 36 Avenue Road, which has dual access crossovers and is comparable in size to the forecourt parking at 38 Avenue Road. Further examples on the east side of Avenue Road are No's 30, 34, 42, 44, 48 and 50, while the west side of Avenue Road (located within the City of Westminster) has multiple residences with dual access crossovers.

Relevant Planning History / Background

The site was awarded planning permission in 2005 for the erection of a three storey plus basement single family dwelling house, alterations to the front boundary wall for new vehicular access and erection of a new gate (LPA Ref 2004/4449/P).

The historic layout of the combined 38-40 Avenue Road site included two access crossovers located as shown in the plan included at **Appendix A**. The plan demonstrates that an access crossover previously served the site in the vicinity of proposed crossover location; this is further confirmed by street view image taken in 2008, also included at Appendix A.

Existing Situation

The existing residential forecourt arrangement, along with existing access crossover, position of trees in the vicinity of the site, and utilities equipment covers are shown in **Drawing 7817/14**, enclosed at **Appendix B**. The site has an existing crossover located at the southern end of the Avenue Road frontage. A set of electronically operated entrance gates provide access to an area of hardstanding that is utilised for forecourt parking. **Drawing 2015-2379-DWG-103**, also included at Appendix B**,** illustrates the swept path of vehicles entering, exiting and manoeuvring within the site with the existing site access arrangements.

The site is located within Controlled Parking Zone (CPZ) CA-J, however the Avenue Road frontage does not comprise any residents' parking bays. The frontage is subject to single yellow line markings which prevent parking during the hours Monday – Friday 08:30 – 18:30. Indicative cycle lane markings are present along the site frontage on Avenue Road, and mature trees line both sides of Avenue Road. Photographs of the site frontage are included with this letter.

Proposed Situation

The additional crossover is sought in order to provide greater ease of vehicular movement and manoeuvring at the site. **Drawing 7817/15** illustrates the proposed crossover arrangement, while **Drawing 2015-2379-DWG-102**

illustrates the swept path of vehicles entering, exiting and manoeuvring within the site with the proposed access crossover in place; both are included at **Appendix C**.

The proposed crossover will be provided for vehicle entry, while the existing crossover would be retained for vehicle exit manoeuvres. This will allow vehicles to enter and exit the site in forward gear without the need to undertake turning manoeuvres within the forecourt. The new access will improve the current conditions for vehicular access to the site, allowing residents to enter the property through to secure parking with ease of access as well as being convenient for disabled motorists.

The proposed crossover will provide access at the northern end of the Avenue Road frontage with the new gate sitting perpendicular to the northern boundary of the site; the new gate will match the design of the existing access gate. The crossover will be provided at a width of 3.6 metres, which is in keeping with the existing access at the southern end of the Avenue Road frontage.

Alterations will be required to the boundary wall to provide a new electronically operated gate. In addition, a gas meter will be require relocation and minor alterations to soft landscaping will be required if permission is granted for the crossover.

Highway Safety and Pedestrian Movement

It is sometimes suggested that trees in the footway can obscure the visibility of a driver entering / exiting private forecourts / driveways. However, this is typical of many existing crossovers on Avenue Road (including the existing site access) and also of London in general.

Guidance contained within the *Manual for Streets* (Department of Transport, 2007) suggests that the provision of obstacles in visibility splays generally results in drivers proceeding slowly until they reach a point where they can see oncoming traffic / pedestrians. I consider that this practice currently occurs at the existing site access and the proximity of trees to the proposed crossover would not prevent a car from being able to safely manoeuvre to / from the site.

In addition, I would note that the proposed crossover will be provided for vehicle entry, while the existing crossover will be retained for vehicle exit manoeuvres. The existing crossover is currently used for all exit manoeuvres and has done so without any recorded road safety issues. As such it is reasonable to conclude that it would continue to do so under the proposed access arrangements. In the event that the proposed crossover is used for occasional exit manoeuvres, it is noted that the proximity of trees means that the visibility afforded at the proposed access crossover would be better than that afforded at the existing crossover.

The provision of the proposed crossover will not result in an increase in traffic entering or exiting the site, therefore there will be no increased risk of conflict with pedestrians. Furthermore, the proposed crossover and gate design will reflect that of the existing crossover and gate, and will therefore be clear and legible to pedestrians on Avenue Road.

In light of the above, I conclude that the proposed access crossover will have sufficient visibility to continue to operate in a safe manner, and that there will be no increased risk with of conflict with pedestrians.

Parking

The site provides an existing forecourt for off-street parking associated with the dwelling house. The provision of the crossover will require minor amendments to the boundary wall, soft landscaping and relocation of a gas meter, however will not result in an increase in off-street parking provision.

As set out above, the site is located within a CPZ, however the site frontage is subject to single yellow line markings and does not comprise any residents' parking bays. The proposed crossover will not, therefore, result in the loss or amendment of any CPZ parking bays.

Trees

Drawing 2015-2379-102 identifies that a mature tree is located approximately 6 metres from the northern boundary of the site, equating to circa 1.8 metres from the extents of the proposed crossover. The potential effect to street trees

has been considered within a separate Arboricultural Impact Assessment Report (produced by Landmark Trees), which has been submitted with the Vehicular Crossover Application.

Utilities Equipment

A site visit has confirmed that Thames Water utilities equipment is located within the footway at the site frontage in the location of the proposed crossover. Discussions with Thames Water have established that: "*Depth of excavation above sewers and water mains must not exceed 0.6 metres unless the actual depth of apparatus has been checked in advance (by trial holes).*" The construction of the proposed access crossover will be less than the 600mm threshold, therefore I consider that this will result in no impact to buried services. A copy of the email from Thames Water is included at **Appendix D**.

Summary

The applicant is seeking permission to construct an additional footway crossover at 38 Avenue Road. The new access crossover is sought to improve the current conditions for vehicular access to the site, allowing residents to enter the property through to secure forecourt parking with ease of access as well as being convenient for disabled motorists.

There are a number of properties in the immediate vicinity that have dual access crossovers, therefore, there is precedent for such an arrangement on this street. In addition, previous site plans illustrate that the site historically took access from the approximate location proposed.

This letter and associated Drawings illustrate that the proposed crossover would not have an impact on highway safety and pedestrian movement, on-street parking or CPZs, or utilities equipment in the footway. A separate report has been submitted with the application to consider the potential effects on trees at the site frontage.

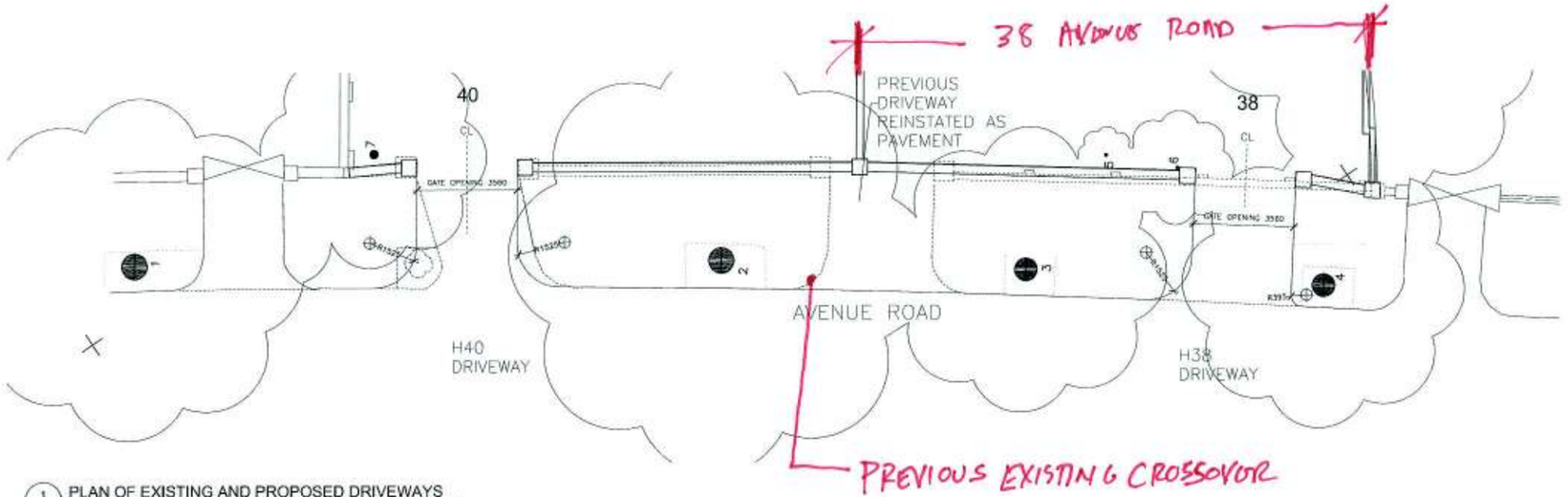
Finally, on behalf of the applicant, I confirm that if the crossover is approved, the applicant would bear the costs associated with the access crossover construction works.

Yours Sincerely,

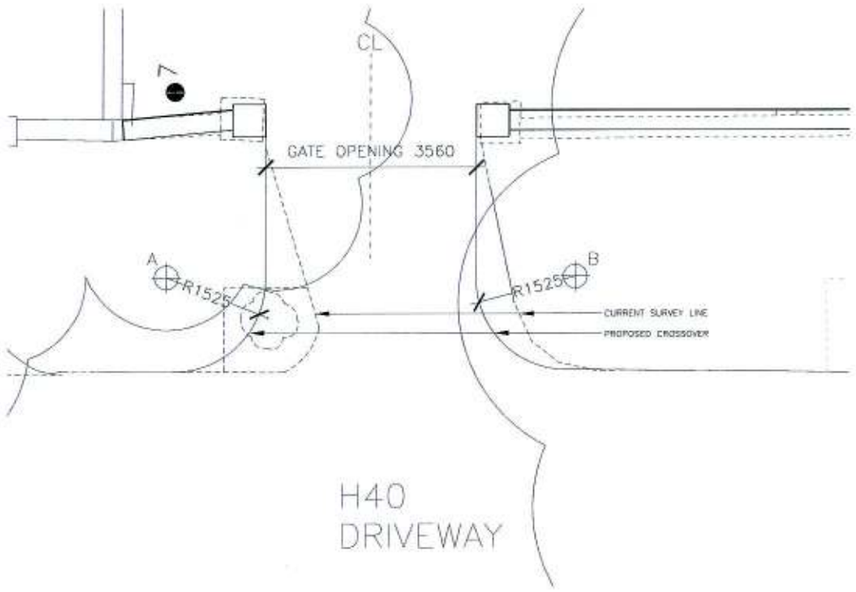
Sam McCartney
Associate Director
For **TTP Consulting Ltd**
Email: smccartney@ttp-consulting.co.uk
Mobile: 07970 032676
Office: 020 7100 0753

Enc.

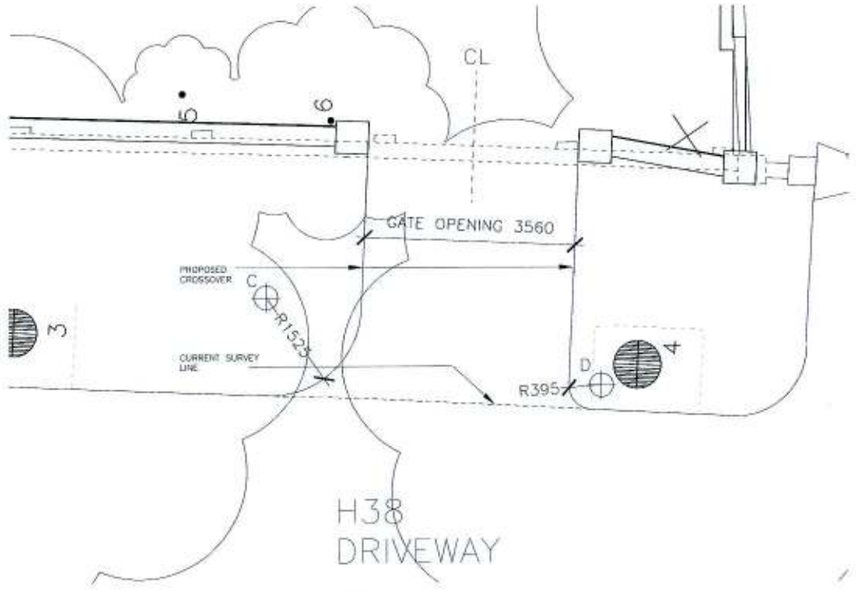
Appendix A



1 PLAN OF EXISTING AND PROPOSED DRIVEWAYS
AVN_484 SCALE: 1:200 @ A1



2 PLAN OF HOUSE 40 CROSSOVER
AVN_484 SCALE: 1:50 @ A1



3 PLAN OF H38 CROSSOVER
AVN_484 SCALE: 1:50 @ A1

COORDINATE SETTING OUT OF CENTRE OF RADIUS TO CROSSOVER

SET-OUT POINT	A	B	C	D
EASTING	99.935	106.829	127.387	133.056
NORTHING	293.493	293.518	293.117	291.617

GRID COORDINATION REFERENCES: GRID LINE A – 300.000 NORTHING, GRID LINE F – 346.500 NORTHING | GRID LINE 1 – 100.000 EASTING, GRID LINE 10 – 134.300 EASTING (BASED ON BHC SURVEY 21.08.2008)

KEY:

A ⊕

General notes:

PLANNING

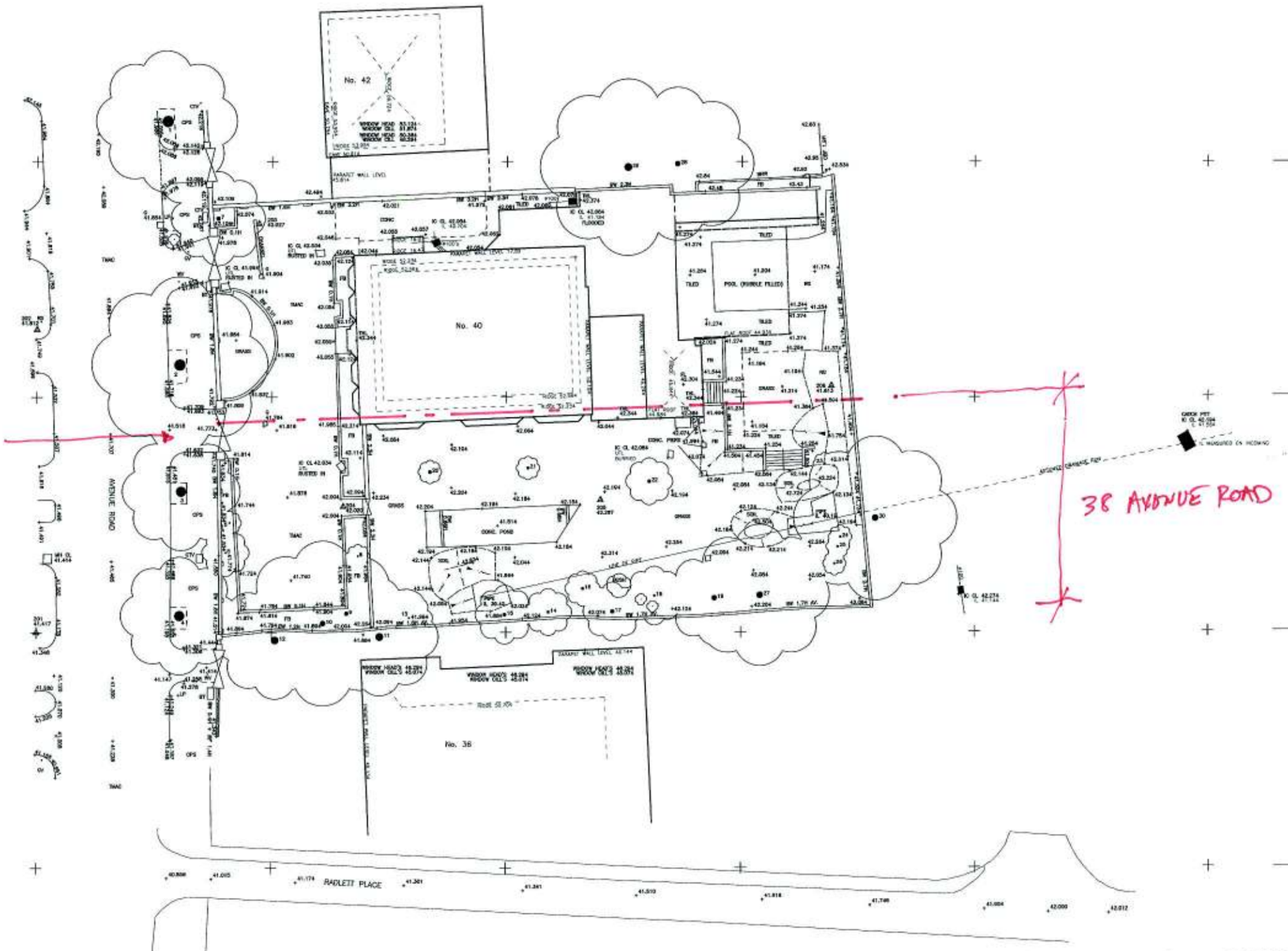
KSR architects

38-40 Avenue Road
London NW8

PROPOSED CROSSOVER
HOUSE 38 & 40

Date: 03.04.19 | Drawn By: SM | Checked: PL
Scale: 1:50 A1 / 1:40 @ A3

Project No:	Drawing No:	Revision:
AVN	AVN_487	1



ABBREVIATIONS

AB	Air Brick	DH	Duct Height	PBF	Post & Rail Fence
H	Bollard or Bollard Height	DP	Down Pipe	PWF	Post & Wire Fence
DB	Bubble Diameter	ECB	Electricity Control Box	R	Render
BOG	Bore Hole	ELEC	Electricity	RAD	Radiator
BH	Borehole or Bore Height	EP	Electricity Pole	RE	Retaining Eye
BL	Bed Level	FB	Flower Bed	RG	Rough Ground
BP	Brick Pedestal	FH	Fire Hydrant	RS	Road Sign
BRW	Brick Retaining Wall	FL	Floor Level	RSJ	Rolled Steel Joist
BS	Bus Stop	G	Gully	RWP	Rain Water Pipe
BT/BK	Bottom Tanalum	GO	Gas Valve	S	Spruce or Stone
BTCB	BT Control Box	H	Height to Ridge	SC	Stop Cock
BW	Brick Wall	HT	Height to Gutter	SL	Soffit Level or Skylight
BWF	Barbed Wire Fence	HT	Height	SP	Arch Syphon Height
C	Window Cill Height	IC	Inspection Cover	SPS	Stone Paving Slabs
CH	Control Box	K	Kerb	SW	Stone Wall
CBF	Close Boarded Fence	KW	Iron Railing Fence	TCBU	Traffic Control
CBW	Concrete Block Wall	MF	Mesh Fence	T	Top Heights
CCD	Cable TV Control Box	MH	Manhole Cover	TL	Traffic Light
CF	Corrugated Iron Fence	MO	Bath Outlet	TP	Telephone Pole
CL	Camp Level	L	Light	TPS	Timber Paving Slabs
CLF	Chain Link Fence	LP	Lamp Post	TTL	Trestle Tip Lift
CLSF	Chain Link Security Fence	MKR	Marker	V	Vent
CPF	Concrete Panel Fence	OV	Over Flow Pipe	VP	Vent Pipe
CPS	Concrete Paving Slabs	O/H	Overhead	W	Window
CR	Arch Crown Height	P	Post	WL	Water Level
CRW	Concrete Retaining Wall	PAF	Palisade Fence	WM	Water Meter
CSH	Ceiling Square Up	PF	Picket Fence	WW	Wire Mesh Fence
CTV	Cattle Trough	PIT	Inspection Pit	WPF	Wooden Panel Fence
CW	Concrete Wall	PL	Pavement Light	WV	Water Valve
D	Diameter or Dress	PO	Parking Meter	X	Diameter

Top / Bottom
Drop Kerbs
Overhand Detail
Change in Elevation
Fences
Overhand Cables
Change in Position
Edge of Vegetation

Floor to Ceiling Height
Fallen Ceiling Height
Date
Survey Station
Foul Water Sewer
Surface Water Sewer
Combined Sewer

LEVEL NOTE:
ALL LEVELS RELATE TO OSBM SITUATED ON EAST FACE OF BOUNDRY WALL OF No.26 FINCHLEY ROAD, JNC OF QUEENS GROVE. VALUE 51.68M

COORDINATE SCHEDULE

STN.	EASTINGS	NORTHINGS	LEVEL
200	000.000	1000.000	41.417
201	000.000	1028.746	41.803
202	000.000	1334.778	42.037
203	535.102	1312.980	42.030
204	549.038	1311.054	42.187
205	567.787	1309.896	41.863

TREE SCHEDULE

NO.	DIAMETER	SPREAD	HEIGHT	TYPE
1	0.9	10	10	PLANE
2	0.8	10	12	PLANE
3	0.8	10	12	PLANE
4	0.1	2	5	CYPRESS
5	0.1	2	5	CYPRESS
6	0.3	6	6	HOLLY
7	0.3	6	6	CHERRY
8	0.3	6	6	FRUIT
9	0.3	6	6	UNKNOWN
10	0.8	60	18	UNKNOWN
11	0.8	60	18	UNKNOWN
12	0.8	60	18	UNKNOWN
13	0.1	4	4	HAWTHORN
14	0.1	4	4	HAWTHORN
15	0.25	5	5	HAWTHORN
16	0.2	5	5	SYAMICH
17	0.3	5	5	HAWTHORN
18	0.15	3	5	PRUS
19	0.4	8	8	CHERRY
20	0.25	3	5	PALM
21	0.2	3	5	PALM
22	0.15	3	5	PALM
23	0.15	1	2	UNKNOWN
24	0.15	1	2	CYPRESS
25	0.15	1	4	CYPRESS
26	0.15	1	4	CYPRESS
27	0.5	12	20	UNKNOWN
28	0.6	15	20	UNKNOWN
29	0.6	15	20	UNKNOWN
30	0.3	5	12	UNKNOWN

SURVEY ORIGINALLY CARRIED OUT IN JAN 2007, OLD DRAWING NO 27001

All underground services information shown on this plan cannot be guaranteed and users should satisfy themselves of the type, size and route before commencing work on site.
Tree types shown on this drawing cannot be guaranteed and it is/are should be verified by an arboriculturist.
Tree spreads and diameters are averages unless otherwise indicated.
This plan has been produced for the client detailed below or their appointed agent as an agreed specification and defines the limit of APR Services liability

A MEMBER OF THE SURVEY ASSOCIATION

A	SEWER LINE LEVELS OF ACCESS ROAD, RADLETT PLACE ESTABLISHED SITE LEVELS TO OSBM	JAN 29 2007
B	BOUNDARY WALL OF No. 42 SURVEYED AND ADDED TO DRAWING.	APR 16 2008
Revisions		Date

Date	JAN 2007	Drawn	JA
Scale	1:200	Checked	APR
Dwg. No.	28112	Job No.	28112

Client
SWISS COTTAGE (40 & 38) PROPERTY LIMITED

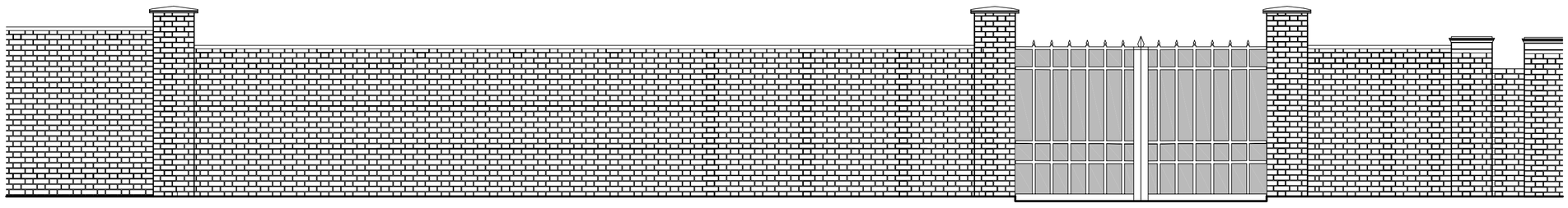
Dwg. Title
LAND SURVEY

Project Title
40 AVENUE ROAD, LONDON NW8 6HS

apr services
land, building surveys & 3d laser scanning
Unit 6a Chase Side Work
Chelmsford Road
Southgate
London N14 4JN
t:020 8882 8080
f:020 8447 8255
www.aprservices.net

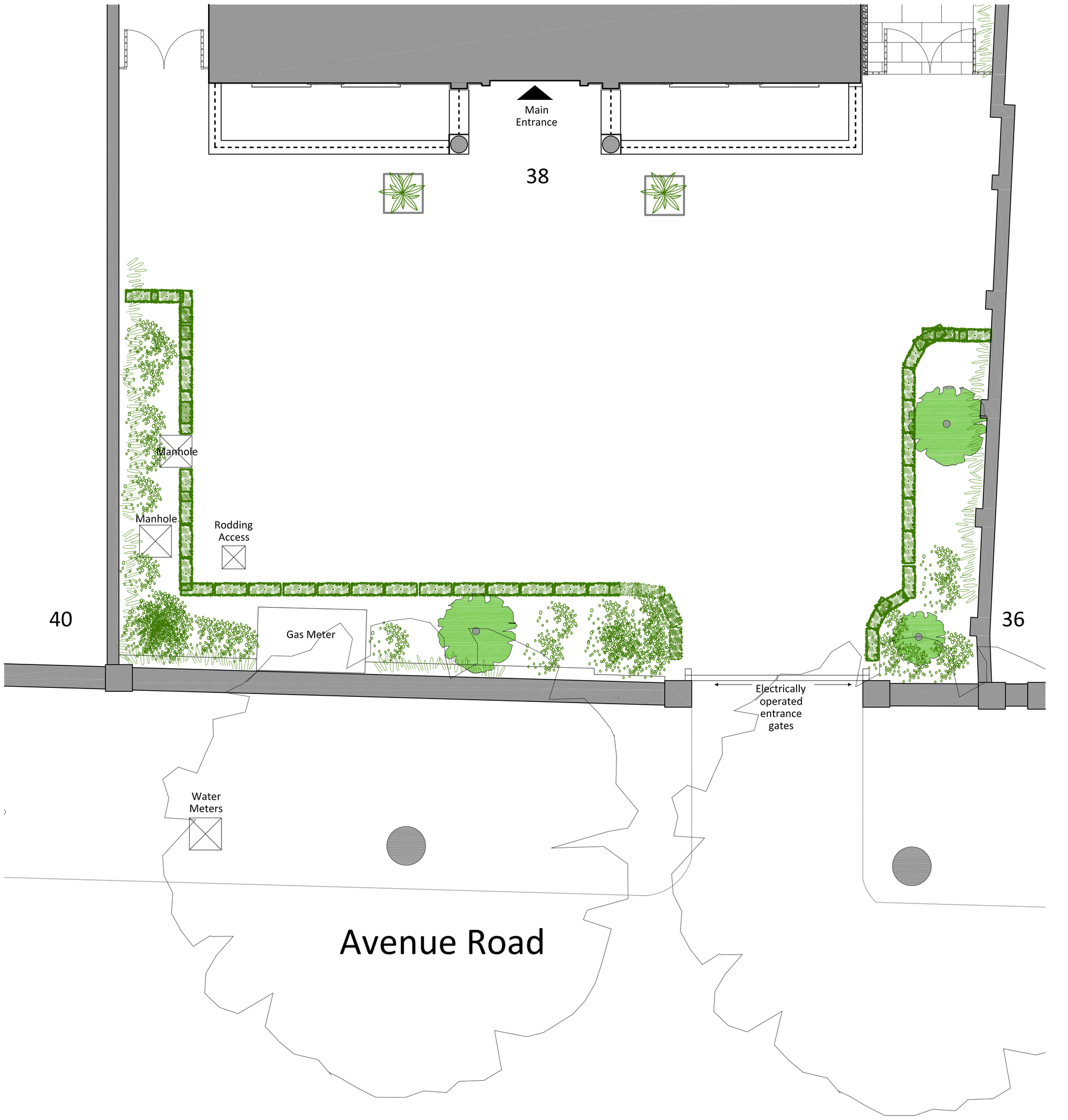
38 Avenue Road – Previous Access Crossover (2008)

Appendix B



Existing Front Elevation

Application Site
38 Avenue Road



Existing Plan Ground Floor (Front)

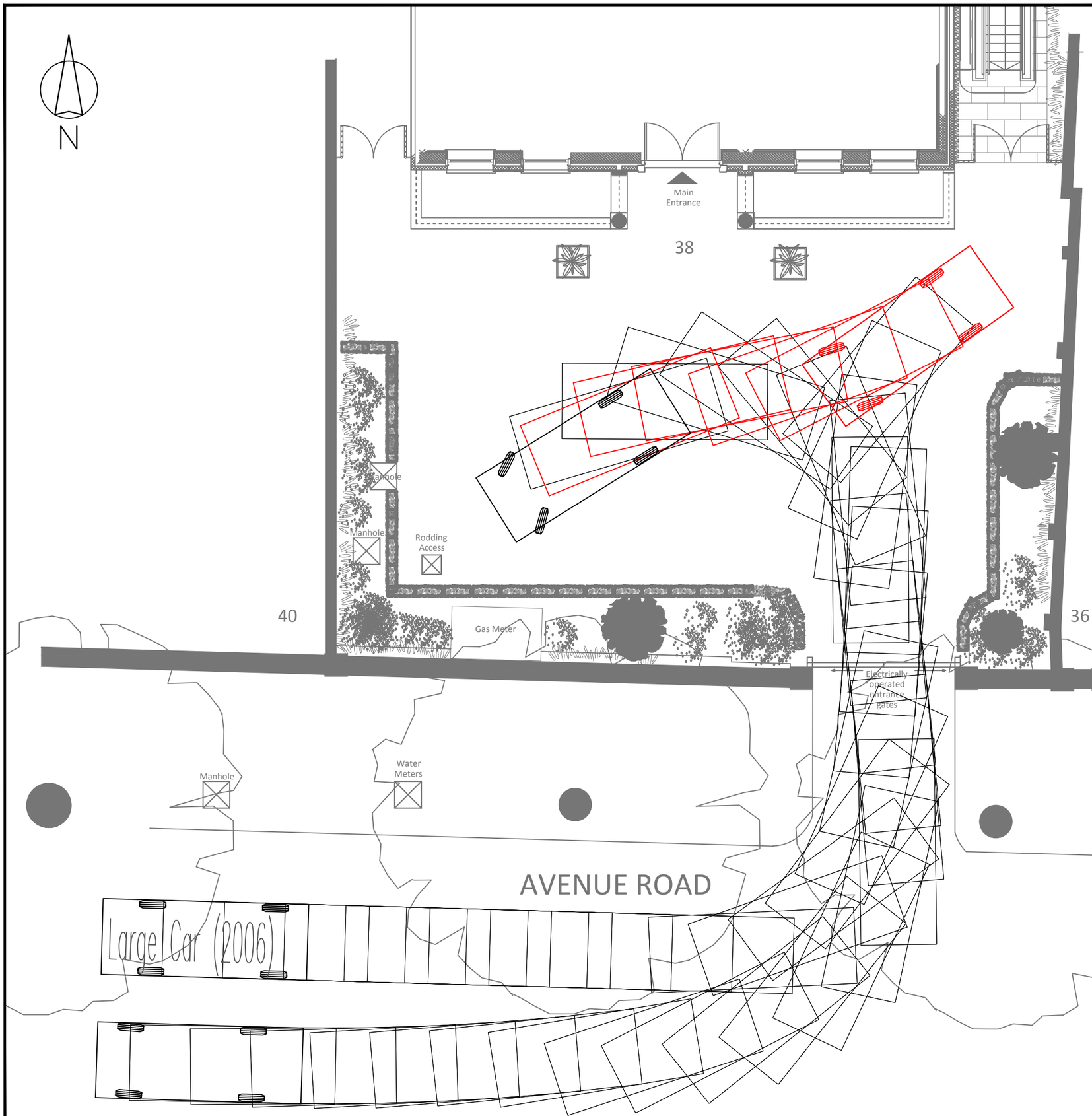
N

0 1 2 3 4 5m
scale

project	drawing	
38 Avenue Road London NW8 6HS	EXISTING Front driveway elevation & plan	
	drawn: JRS	checked: JE / date: 29.04.2015
	scale: 1:50	@ / paper size: A1
client	drawing no: 7817 / 14	

rev

MDC METROPOLITAN DEVELOPMENT CONSULTANCY
66 Bickenhall Mansions
Bickenhall Street
London W1U 6BS
t: +44(0)207 486 6675
e: info@mdclondon.com
w: www.mdclondon.com



EXISTING ARRANGEMENT

Rev	Details	Drawn	Checked	Date
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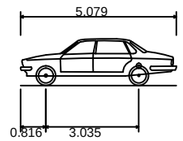
VEHICLE DETAILS:



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

FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN RED
(design speed for all reverse movements - 2.5kph)

NOTES:

1. Do not scale from this drawing.

Client
Marcus Cooper Group

Project
38 Avenue Road

Drawing Title
Swept Path Analysis using a Large Car

Scale	1:100	Size	A3
Drawn	AS	05.05.15	
Checked	SMC	05.05.15	

ttp consulting
transport planning specialists
111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2015-2379-AT-103	...

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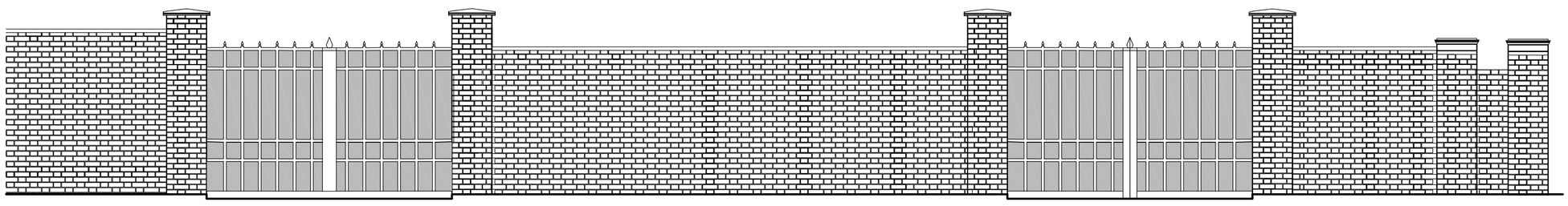
Appendix C



New Electrically operated entrance gate to be installed to match existing design.

Proposed Front Elevation

Application Site
38 Avenue Road

Proposed Plan Ground Floor (Front)

N

0 1 2 3 4 5m
scale

rev

project
38 Avenue Road
London
NW8 6HS

drawing
PROPOSED
Front driveway elevation & plan

drawn	checked	date
JRS	JE	29.04.2015
scale		paper size
1:50	@	A1

drawing no
7817 / 15

client

MDC METROPOLITAN DEVELOPMENT CONSULTANCY
66 Bickenhall Mansions
Bickenhall Street
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t: +44(0)207 486 6675
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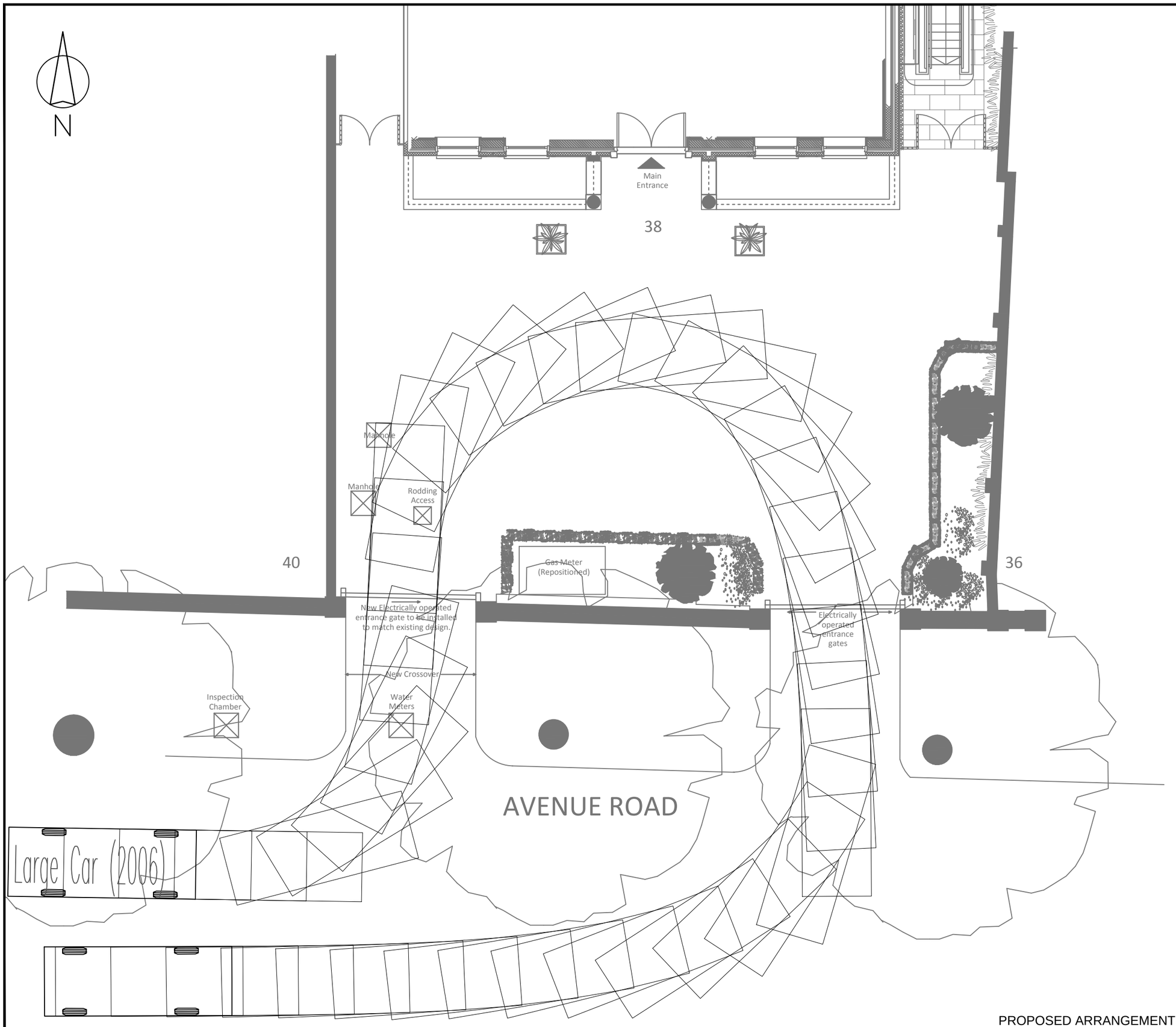
w: www.mdclondon.com



PROPOSED ARRANGEMENT

Rev	Details	Drawn	Checked	Date
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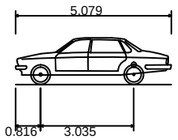
VEHICLE DETAILS:



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NOTES:

1. Do not scale from this drawing.

Client
Marcus Cooper Group

Project
38 Avenue Road

Drawing Title
Swept Path Analysis using a Large Car

Scale	1:100	Size	A3
Drawn	AS	05.05.15	
Checked	SMC	05.05.15	

ttp consulting
transport planning specialists
111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2015-2379-AT-102	...

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Appendix D

Sam McCartney

From: Devcon Team <devcon.team@thameswater.co.uk>
Sent: 18 May 2015 11:29
To: Sam McCartney
Subject: Your Ref - Our Ref - 9229 [Filed 19 May 2015 10:12]

18 May 2015

NRSWA 1991: 38 Avenue Road, London, NW8

Dear Sir/Madam,

Thank you for your correspondence regarding the above address.

Requests for NRSWA C3 budget estimates should be separately addressed as follows:
Development Planning,
Asset Investment Unit,
Maple Lodge,
Denham Way,
Rickmansworth,
WD3 9SQ

Email devcon.team@thameswater.co.uk
Tel: 020 3577 9998

Your proposed works could affect our apparatus. However, as long as the following conditions can be met I do not envisage diversionary works will be required:

1. Depth of excavation above sewers and water mains must not exceed 0.6 metres unless the actual depth of apparatus has been **checked in advance (by trial holes)**. In any event there should be at least 300mm clear between top of our apparatus and underside of any excavation. Where below 300 mm clear margin between top of our apparatus and underside of any excavation then machine excavation should cease. Any excavation below that to be hand-dug to expose the pipe at its crown but no further than waist – level.

2. Unless empirical evidence suggests that our pipework is not at a recommended depth in general accordance with HAUC recommendations, the presumption is that diversionary works are not warranted. Specific for water mains, if road reconstruction extends to below this, along straight lengths only, the main can be undermined in short lengths only (exposing only one joint at a time and without destroying any thrust blocks) so that a concrete haunching can be placed in stages to support the pipe.

3. Extra care should be taken at all times when excavating to avoid damaging our mains, service pipes, stop valve boxes, hydrant frames and covers, sewers, manhole covers and frames, vent covers, etc.

4. If road or footway levels are to be altered, apparatus (including Manhole covers and frames) must be adjusted to the new surrounding levels, this can be undertaken by your contractors. We do not allow infill covers for various reasons; we only permit the use of ductile iron or hinged steel. These include hydrants, outside stop valves and manhole covers. As the actual position of mains and services must be verified and established on site before any works are

undertaken, it is imperative that you undertake a comprehensive survey of all utility plant beforehand, perhaps by ground penetrating radar survey and/or trial hole methods. Should you need to access a manhole that is in the road, please call your Local Authority to check if traffic management is necessary.

Site visits from engineers can **only** be made where the need for unavoidable diversionary works have been identified and then only once the C4 estimating stage has been reached and the design fee, as notified at the C3 stage, has been paid.

5. New kerb-lines should not be positioned directly above the line of our mains. The exact position of mains should be determined on site by hand dug trial holes. Similarly, existing valves, manholes or other apparatus should not end up on the new kerb-line.

6. Trial holes should be dug by hand at locations where you intend to erect signal posts, bollards, columns or other street furniture. Please ensure that posts, guard-railing and bollards are not erected directly over, or within close proximity to, our mains and that they are not placed so as to restrict access to valves/hydrant boxes and/or manholes/covers, etc for maintenance.

7. If onsite inspection shows that your proposals may/will directly affect a fire hydrant, you will need to consult us for further information.

8. Where Thames Water manholes will/may end up in the carriageway as a result of your proposed works, we will request where necessary that the current structure is reinforced with heavy-duty covers, which will enable the support of future loads.

9. Thames Water recognizes the environmental benefits of trees and encourages the planting of them. However, the indiscriminate planting of trees and shrubs can cause serious damage to the public sewerage system. In order for these public sewers to operate satisfactorily trees and shrubs should not be planted over the route of the sewers.

If you have any further queries please contact me on 0203 577 9998 or by email at devcon.team@thameswater.co.uk

Yours sincerely

John Georgoulias
Team Leader
Development Planning
Thames Water Utilities Ltd,
Maple Lodge, Denham Way
Rickmansworth, WD3 9SQ

Tel ext: 020 3577 9998
E-mail: **devcon.team@thameswater.co.uk**

We provide the essential service that's at the heart of daily life.