

Application No: 2016/4823/P 40 Arkwright Road

This application is very long and detailed to try to justify the provision of a new cross-over and front garden parking in this narrow road. However

From the 'Highway Statement':

4.5 ... if the Council accepts that there is a need to charge an electric vehicle at home.

There are 2 car club points immediately around the corner in Lindfield Gardens. It is suggested that the residents of 40 Arkwright Road join the local Car Club and support the provision of 1 or 2 public electric car charging points in Lindfield Gardens and/or Arkwright Road. There is no need to charge an electric vehicle at home, and an electric charging point in the front garden will not prevent a large diesel car from parking here.

4.11 In terms of the impact of the proposals on the environment, the provision of an on-site parking space and electric charging point allows the owner of 40 Arkwright Road to operate an electric vehicle. This will assist in reducing local air pollution and accords with the Councils commitment "to tackling climate change and improving air quality" ... by ... "encouraging residents to drive electric vehicles" (source: Camden.gov.uk/transport-and-streets/electric-vehicles). Having no car, or using Car Club cars will have a much larger impact on tackling climate change and improving air quality. The Council and we would wish to change only existing petrol or diesel cars to electric, not to add further cars - even if they are electric. Overall Camden wishes to reduce vehicles of any type.

4.12 Moreover, the "Mayor's Vision is for London to be the electric capital of Europe, to get 100,000 electric vehicles on London's streets by 2020, if not sooner."

This mayor is no longer in post. Again, the previous and current Mayor wish to reduce vehicles and change only existing petrol or diesel cars to electric, not to add further cars - even if they are electric.

No mention is made of Car Clubs apart from

1.4 d) [Camden] strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough which is ignored.

The proposed basement plan exactly makes the point that allowing basements, particularly those that in any way extend beyond the original footprint of the building encourages off-street parking and loss of trees - current or in the future.

This site is on a very steep slope of silty clay riddled with tributaries of the Westbourne river. Its construction will already be removing a not insignificant volume of water-absorbing and ground water-transporting soil. This means that while *the proposed soft landscaping of this application might lessen the impact of run-off*, the basement extension will reduce local rainwater absorption and further divert ground water around it. This will contribute to the undermining of the foundations of other buildings and the roadway nearby causing subsidence - a major problem here and nearby in Lindfield Gardens due to erosion of silt from groundwater action. Neighbours are already reporting building subsidence following past garden digging out and alterations here. Importantly though for this application, it is also likely to block and divert more ground water into the local public sewer. This will contribute to flooding in lower Arkwright Road, Lymington Road (a picture of whose flooding appears on the front cover of the report 'Floods in Camden: Report of

the Floods Scrutiny Panel' 2003), and West Hampstead. The provision of soft landscaping proposed in this application is not going to fully mitigate for the detrimental effect of the basement extension.



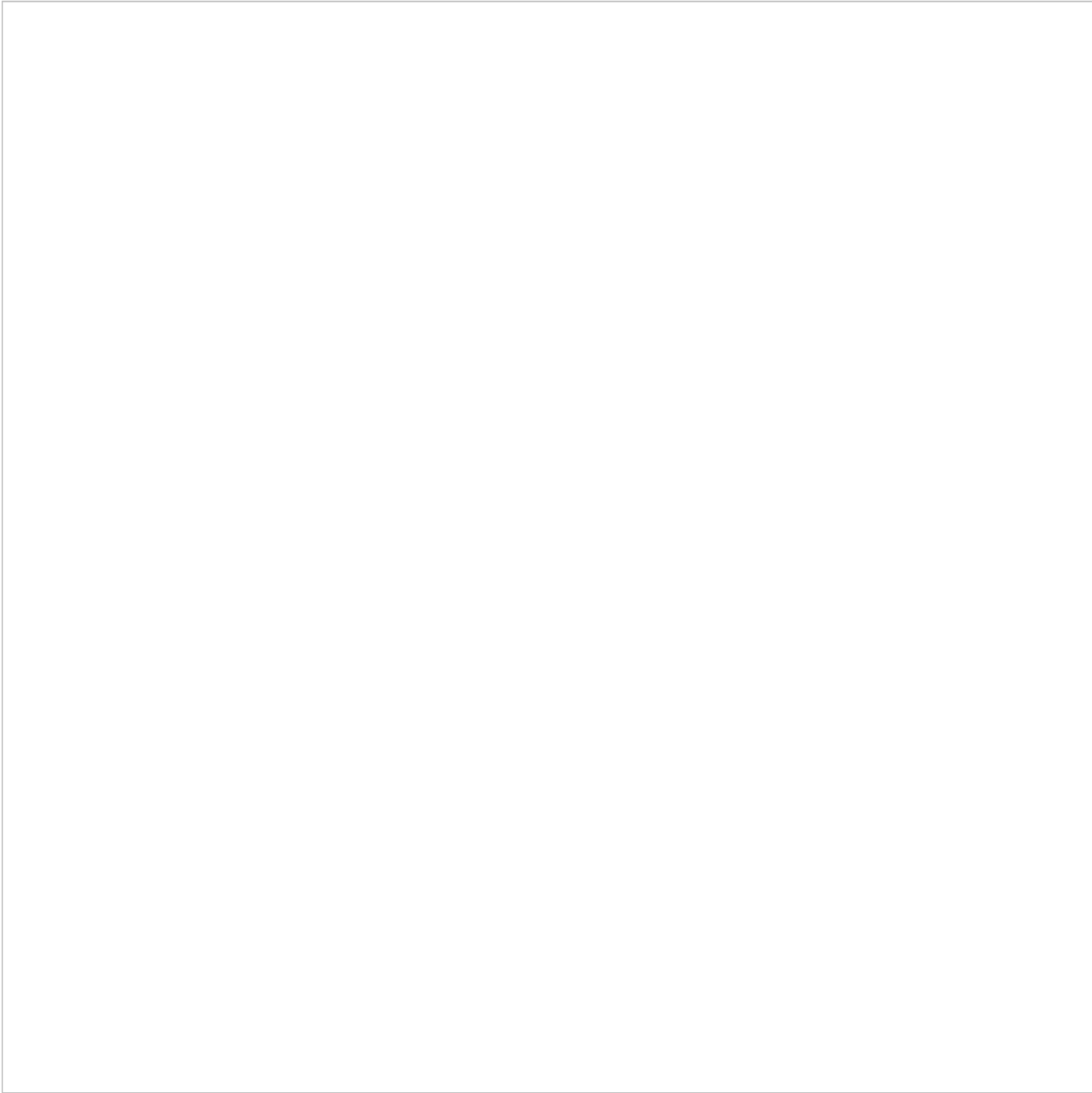
Lyvington Road flooding

The proposed sliding gate is not consistent for this road in the Conservation Area with its open brickwork and pedestrian gates. There may be other unfortunate examples of front garden parking in Arkwright Road but Camden states it will be securing removal of parking spaces in response to future increased public transport capacity in the area, so parking and front garden boundary precedence can no longer be used as an argument.

Finally, it might be surprising to know that this very long 'Highway Statement' contains no mention of the PTAL rating (Public Transport Accessibility Level) for this address. Surprising, that is, until the PTAL output (attached) is obtained and found to be (for both the base year 2011 and the forecast year 2021) : 6a! Only one point below the best rating possible of 6b.

It appears that Camden was unwilling to resist the previous basement extension application, but did at least stop a cross-over and off-street parking. Please stick to your guns and refuse this application.

Dr Vicki Harding
Tree Officer Heath & Hampstead Society



PTAL output for 2021 (Forecast)
6a

NW3 6BH
Arkwright Rd, London NW3 6BH, UK










Easting: 526222, Northing: 185247

Grid Cell: 105294


Report generated: 28/09/2016

This information is produced using forecasting tools and is subject to uncertainty

Map key - PTAL

 0 (Worst)	 1a
 1b	 2
 3	 4
 5	 6a
 6b (Best)	

Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FINCHLEY R & FROGNAL STN	113	377.41	7.24	4.72	6.14	10.86	2.76	0.5	1.38
Bus	FINCHLEY R & FROGNAL STN	82	377.41	9.06	4.72	5.31	10.03	2.99	1	2.99
Bus	FINCHLEY R & FROGNAL STN	13	377.41	8.28	4.72	5.62	10.34	2.9	0.5	1.45
Bus	FINCHLEY R O2 CENTRE STD	268	610.37	5.18	7.63	7.8	15.43	1.94	0.5	0.97
Bus	FINCHLEY R O2 CENTRE STD	187	610.37	5.69	7.63	7.27	14.9	2.01	0.5	1.01
Bus	FITZJOHN'S ASPRING PATH	46	424.05	6.21	5.3	6.83	12.13	2.47	0.5	1.24
LUL	Hampstead	'Edgware-Morden '	679.82	15	8.5	2.75	11.25	2.67	0.5	1.33
LUL	Hampstead	'Kennington-Edgware '	679.82	30	8.5	1.75	10.25	2.93	1	2.93
Rail	Finchley Road & Frognal	'CLPHMJC-STFDNLL '	338.02	4	4.23	8.25	12.48	2.4	1	2.4
Rail	Finchley Road & Frognal	'STFDNLL-CLPHMJC '	338.02	4	4.23	8.25	12.48	2.4	0.5	1.2
Rail	Finchley Road & Frognal	'RICHNLL-STFDNLL '	338.02	4	4.23	8.25	12.48	2.4	0.5	1.2
Rail	Finchley Road & Frognal	'STFDNLL-RICHNLL '	338.02	4	4.23	8.25	12.48	2.4	0.5	1.2
LUL	Finchley Road	'WembleyPark-Stratfo '	684.9	7	8.56	5.04	13.6	2.21	0.5	1.1
LUL	Finchley Road	'Stratford-Willesden '	684.9	7.63	8.56	4.68	13.24	2.27	0.5	1.13
LUL	Finchley Road	'Stanmore-Stratford '	684.9	20.34	8.56	2.22	10.79	2.78	0.5	1.39
LUL	Finchley Road	'AMRSHM-ALDGT F '	684.9	2	8.56	15.75	24.31	1.23	0.5	0.62
LUL	Finchley Road	'AMRSHM-ALDGT SF '	684.9	2	8.56	15.75	24.31	1.23	0.5	0.62
LUL	Finchley Road	'ALDGT-AMRSHM S '	684.9	4	8.56	8.25	16.81	1.78	0.5	0.89
LUL	Finchley Road	'CHSHM-ALDGT F '	684.9	2	8.56	15.75	24.31	1.23	0.5	0.62
LUL	Finchley Road	'ALDGT-CHSHM S '	684.9	2	8.56	15.75	24.31	1.23	0.5	0.62
LUL	Finchley Road	'UXBRDG-ALDGT SF '	684.9	2	8.56	15.75	24.31	1.23	0.5	0.62
LUL	Finchley Road	'ALDGT-UXBRDG S '	684.9	6	8.56	5.75	14.31	2.1	0.5	1.05
LUL	Finchley Road	'BKRST-UXBRDG S '	684.9	6	8.56	5.75	14.31	2.1	0.5	1.05
LUL	Finchley Road	'UXBRDG-BKRST SF '	684.9	2	8.56	15.75	24.31	1.23	0.5	0.62
LUL	Finchley Road	'BKRST-CRXY S '	684.9	4	8.56	8.25	16.81	1.78	0.5	0.89
LUL	Finchley Road	'WATFDJ-ALDGT S '	684.9	4	8.56	8.25	16.81	1.78	0.5	0.89
LUL	Finchley Road	'WATFDJ-BKRST SF '	684.9	2	8.56	15.75	24.31	1.23	0.5	0.62
LUL	Finchley Road	'BKRST-WATFDJ S '	684.9	2	8.56	15.75	24.31	1.23	0.5	0.62
Rail	West Hampstead	'LUTON-DARTFD M15'16'	942.2	2	11.78	15.75	27.53	1.09	0.5	0.54
Rail	West Hampstead	'DARTFD-LUTON K1/2'	942.2	2	11.78	15.75	27.53	1.09	0.5	0.54
Rail	West Hampstead	'STALBCY-CATERHAM M19'	942.2	2	11.78	15.75	27.53	1.09	0.5	0.54
Rail	West Hampstead	'CATERHAM-STALBCY S71'	942.2	2	11.78	15.75	27.53	1.09	0.5	0.54
Rail	West Hampstead	'LUTON-SUTTON '	942.2	2	11.78	15.75	27.53	1.09	0.5	0.54
Rail	West Hampstead	'SUTTON-LUTON '	942.2	2	11.78	15.75	27.53	1.09	0.5	0.54
Rail	West Hampstead	'STALBCY-SUTTON '	942.2	2	11.78	15.75	27.53	1.09	0.5	0.54
Rail	West Hampstead	'SUTTON-STALBCY '	942.2	2	11.78	15.75	27.53	1.09	0.5	0.54

Total Grid Cell AI: 36.97



The Heath & Hampstead Society

P.O. BOX 38214 LONDON NW3 1XD

The Society examines all Planning Applications relating to Hampstead, and assesses them for their impact on conservation and on the local environment.

To London Borough of Camden, Development Control Team

Planning Ref: 2016/4823/P

Address: 40 Arkwright Road NW3

Description: Front garden parking

Case Officer: Nora-Andreea Constantinescu

Date: 27 September 2016

This application is dressed up at great length to justify the creation of an off-street car parking area on a very busy and narrow road.

We always oppose new off-street parking spaces, on these grounds:

1. Loss of garden area, green space, trees, planting and grass, all essential to the softening of our harsh urban environment.
2. Degradation of the street scene, by the intrusion of cars where they can be seen as a foreground to the house concerned. The character of our Conservation Areas is harmed by such intrusion.
3. Conflict with Camden policies on the discouragement of car use; increase of carbon dioxide pollution, and air pollution generally.
4. Road safety, especially related to cars reversing out of such spaces into traffic, without proper lines of sight.
5. Traffic congestion; reversing vehicles slowing or stopping traffic in both directions
6. Pedestrian safety; vehicles reversing across pavements

It does not apply here, but loss of existing residents parking spaces can also occur.

In this case the matter is camouflaged by reference to the installation of an electrical charging point, which may, or may not, be used by the applicant. The space could, of course, be used by any vehicle.

This is a particularly objectionable proposal; please refuse.