

TECHNICAL NOTE

Project No: ITL12356
Project Title: Windmill Hill House
Title: Proposal for On-Site Parking
Ref: JM/MD/ITL12356-001B TN
Date: 21 March 2017

SECTION 1 INTRODUCTION

1.1 Overview

- 1.1.1 i-Transport LLP has been appointed by Ms Irene Andreae (The Applicant) to provide highways and transport advice to support a personal planning application (and listed building consent) for alterations to the front boundary wall and garden at Windmill Hill House to provide a temporary hardstanding for visitor parking. The property is located at Windmill Hill, Hampstead NW3 6SJ, within the London Borough of Camden (LBC) and it is grade II listed.
- 1.1.2 The Applicant has lived in the house for 45 years. She is growing increasingly frail, requires domestic help, and is reliant on minicabs for personal travel. In addition, the listed building requires regular maintenance which is carried out by contractors. Domestic help visitors, minicabs, and maintenance contractors require vehicular access to the property. However, the high parking stress (the ratio of on-street parking demand to supply) means that they have great difficulty finding a parking space that is practical for their purpose.
- 1.1.3 Domestic help visitors and maintenance contractors often have heavy equipment in their vehicles that they need access to – if they are unable to park close to the property then they are unable to attend to the Applicant or her house. When using mini-cabs, the Applicant must walk down her 30m stepped garden to Windmill Hill Road to wait for the car, which she finds difficult, and the minicab driver must circulate the local roads whilst waiting if there is nowhere to park.
- 1.1.4 The proposal will enable the provision of one off-street private parking space for Windmill Hill House. This will be used by the domestic help visitors, maintenance contractors and minicabs.

- 1.1.5 This would be a personal permission that would lapse upon the Applicant's vacation of the house. Subsequently, the parking space would be removed, and the boundary wall, garden and footway would be reinstated.
- 1.1.6 This Technical Note has been prepared to support the personal planning application for the creation of one off-street car parking space at Windmill Hill House. The note sets out relevant transport and highways matters and includes a review of the proposal within the context of relevant LBC and national planning policy.

SECTION 2 PROPOSAL

2.1 Parking Space

- 2.1.1 The proposal is to create a new off-street private car parking space for Windmill Hill House. The proposal will provide a temporary hard standing area to accommodate one vehicle off-street. The space will be accessed via a footway crossover. A plan of the proposed car parking space is provided at Appendix A.
- 2.1.2 The proposal includes the temporary removal of the front wall boundary and garden. The wall, and original materials, will be kept on-site and relocated to provide the backstop of the car parking space. The proposal is for a personal permission and therefore the existing boundary wall and garden will be reinstated, with the aid of a survey, with the original materials following the Applicant's vacation of the house. The footway crossover would, at this time, also be returned to the existing construction (i.e. including stone bollards and raised kerb).

2.2 Trip Attraction

- 2.2.1 The Applicant does not own a car, nor drive, and the car parking space will not be used directly by the Applicant. The car parking space will be for the sole use of visitors to the house.

- 2.2.2 The site is located approximately 210m to the north of Hampstead London Underground Station. The accessibility of the site to public transport has been assessed using the Public Transport Accessibility Level (PTAL) methodology. The site has a PTAL rating of 3 (with 1a indicating the lowest level of accessibility to public transport and 6b indicating the highest level) a 'moderate' accessibility rating. The Applicant encourages visitors to use public transport (including Hampstead station and local buses) to access the house where practical.
- 2.2.3 The house is situated within a Controlled Parking Zone (CPZ) (Zone Ref: CA-H) which restricts parking to resident permit holders only Monday to Saturday 0900-1800. Double yellow line parking restrictions prohibit on-street parking outside of marked parking bays within the CPZ. The on-street parking bays on Windmill Hill opposite the site can accommodate three cars.
- 2.2.4 It is understood from LBC officers that the parking stress within the CPZ is 1.11, which means that 111 permits are issued for 100 spaces. The result is that visitors find it difficult to park close to Windmill Hill House, and that maintenance contractors and domestic helpers, who require parking close to the site for easy access to their equipment, are increasingly unable to carry out their services to the Applicant.
- 2.2.5 Currently those visitors that do travel to the house by car are issued with a 'visitor permit' from the Applicant, which she purchases from LBC. The visitor permits allow them to park in the on-street 'residents only' parking spaces, where one is available, for up to two hours.
- 2.2.6 The likely number of visitors to the house that would use the proposed off-street parking space has been estimated based on information provided by the Applicant. The likely trip attraction will consist of the following:
- Domestic helpers/ Minicabs – on average twice per week; and
 - House maintenance (i.e. plumbers, electricians, roofers) – on average once per week.
- 2.2.7 It can therefore be seen that the car parking space will be used, on average, three times per week.

2.2.8 The proposal will result in a reduction in the demand for local on-street parking as visitors to the house will be able to utilise the on-site parking space, rather than parking within the CPZ.

2.3 Swept Path Analysis

2.3.1 Swept path analyses have been undertaken for a medium car and 4.6T van entering and exiting the proposed car parking space. The 4.6T light van is the typical size and shape of a supermarket delivery van. This has been shown as a 'worst case' scenario – the majority of vehicles using the proposed space will be smaller than this. The swept path analyses are illustrated in Drawings ITL12356-SK-001 Rev A and ITL12356-SK-005 Rev A at Appendix B. The drawings demonstrate that the vehicles are able to reverse into the car parking space and exit in a forward gear, without conflict with the on-street parking bays on the other side of the carriageway.

2.4 Visibility Splays

Vehicular

2.4.1 The Drawing ITL12356-SK-004 Rev A at Appendix B shows a visibility splay of 2.4m X 25m for vehicles exiting the parking space onto Windmill Hill. This visibility splay is appropriate for the location, as the sharp bend to get into this section of the road, and the narrowness created by the presence of parked cars, will keep vehicle speeds low.

Pedestrian

2.4.2 Pedestrian visibility splays are also shown in Drawing ITL12356-SK-004 Rev A. These demonstrate that a sightline of 1.5m X 1.5m can be achieved for pedestrians. This is appropriate for the character of the road and the light use of the proposed parking space.

SECTION 3 RELEVANT LOCAL AND NATIONAL PLANNING POLICY

3.1 Overview

3.1.1 This section identifies the relevant policies of LBC's Core Strategy, Development Policies and Transport SPG, and the relevant sections of the National Planning Policy Framework (NPPF). This sets the context against which the development proposal should be assessed. An assessment of compliance or otherwise is set out for each policy identified.

3.2 Camden Core Strategy 2010-2025

CS11 – Promoting Sustainable and Efficient Travel

3.2.1 Policy CS11 states that LBC will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support growth of the borough, reduce the environmental impact of travel, and to relieve pressure on the borough's transport network. LBC will protect existing routes for walking and cycling against removal or severance.

3.2.2 In relation to parking, CS11 states that LBC will:

“k) Minimise provision for private parking in new developments, in particular through:

- car free developments in the borough's most accessible locations; and
- car capped developments;

l) Restrict new public parking and promote the re-use of existing car parks, where appropriate;

[...]

n) Ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network.”

3.2.3 Further details on the approach are set out in LBC's Development Policies DP18 and DP19.

3.3 Camden Development Policies 2010-2025

DP16 – The Transport Implications of Development

3.3.1 Policy DP16 seeks to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. The policy states that development will not be supported if it fails to assess and address any need for:

- Movement to, from and within the site;
- Additional transport capacity off-site where existing or committed capacity cannot meet the additional need generated by the development; and
- Safe pick up/ drop off and waiting areas, where applicable.

3.3.2 Movement to, from and within the site has been addressed within this Technical Note. Typically, domestic care and housing maintenance will result in three visits to the site per week, by car or van. There is no off-site capacity to accommodate this at present and the proposal, by providing a parking space on-site, will not require any additional off-site capacity. Furthermore, the proposed parking space will provide a safe, off-street area for visitors to drop off and pick up. The proposal is thus in accordance with Policy DM16.

DP18 – Parking standards and limiting the availability of car parking

3.3.3 Policy DP18 details with LBC's approach to car parking in new development. LBC will seek to ensure that developments provide the minimum necessary car parking provision. Developments in areas of on-street parking stress, such as this, should be car capped.

3.3.4 Policy DP18 states that, for car free and car capped developments, LBC will:

“a) limit on-site car parking to:

– spaces designated for disabled people;

– any operational or servicing needs; and

– spaces designated for the occupiers of development specified as car capped;

b) not issue on-street parking permits; and

c) use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.”

3.3.5 As set out in Section 2, the requirement for an on-site car parking space is to accommodate domestic help for the increasingly frail Applicant, and for building maintenance for the grade II listed building (maintenance workers require parking close to the house for easy access to their equipment). Parking for these needs falls within the category of ‘operational or servicing needs’ of the building. In addition, on-site parking spaces may be provided for dwellings within car-capped development=, which would be appropriate for this location. The proposal is thus in accordance with Policy DP18.

DP19 – Managing the Impact of Parking

3.3.6 Policy DP19 addresses the potential impacts of parking associated with development. The policy states that LBC will resist development that would:

“a) harm highway safety or hinder pedestrian movement;

b) provide inadequate sightlines for vehicles leaving the site;

c) add to on-street parking demand where on-street parking spaces cannot meet existing demand, or otherwise harm existing on-street parking conditions;

d) require detrimental amendment to existing or proposed Controlled Parking Zones;

e) create a shortfall of parking provision in terms of the Council’s Parking Standards for bicycles, people with disabilities, service vehicles, coaches and taxis;

f) create a shortfall of public car parking, operational business parking or residents’ parking;

g) create, or add to, an area of car parking that has a harmful visual impact.”

3.3.7 Policy DP19 further states that LBC will require off-street parking to:

“h) preserve a building’s setting and the character of the surrounding area;

i) preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the visual appearance of the area; and

j) provide adequate soft landscaping, permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface run-off.”

3.3.8 A review of the impact of the proposal is set out in Section 2. The proposal will not harm highway safety or hinder pedestrian movement. Adequate sightlines are available to ensure that there is sufficient visibility between a vehicle emerging from the proposed parking space and a vehicle in the carriageway, and between a pedestrian on the footway and a vehicle emerging from the parking space. The proposal will not impede pedestrian movement – the footway crossover to the proposed parking space will be flush with the footway (such as the footway crossover to Bolton House next door).

3.3.9 The proposal will not add to on-street parking demand, and may reduce demand for on-street parking when visitors are issued with a visitor permit, allowing them to park in the CPZ. Nor will the proposal require an amendment to the CPZ – swept path analysis has shown that vehicles can enter and exit the proposed parking space while all the existing on-street parking bays are occupied.

3.3.10 The potential harmful visual impact of the proposal is mitigated through the use of a ‘personal’ planning permission, which would include a condition requiring that the parking space is removed and the boundary wall and garden is reinstated to the original condition following the vacation of the property by the Applicant. Accordingly, any visual impact would only be temporary.

3.3.11 On this basis, the proposal is in accordance with Policy DP19.

DP21 – Development Connecting to the Highway Network

3.3.12 Policy DP21 sets out LBC’s expectations for development connecting to the highway network. It identifies a number of requirements which LBC expects developments to adhere to, including the following:

“e) avoid harm to on-street parking conditions or require detrimental amendment to Controlled Parking Zones;

f) ensure adequate sightlines for vehicles leaving the site;

g) address the needs of wheelchair users and other people with mobility difficulties, people with sight impairments, children, elderly people and other vulnerable users; and

h) avoid causing harm to highway safety or hinder pedestrian movement and avoid unnecessary street clutter.”

3.3.13 As detailed above, the proposal will not require any amendment to on-street parking conditions or the CPZ. Adequate sightlines for vehicles leaving the site are provided and the proposal will not harm highway safety or hinder pedestrian movement. Adequate sightlines are available to ensure that there is sufficient visibility between a pedestrian on the footway and a vehicle emerging from the parking space and the footway crossover to the proposed parking space will be flush with the footway so as not to impede pedestrian movement.

3.3.14 Furthermore, the proposal will also address the needs of the ageing Applicant who suffers with mobility issues. The proposal will provide a safe space for pick up and set down from minicabs.

3.4 Camden Planning Guidance – Chapter 7 Transport

3.4.1 The Camden Planning Guidance expands on the policies of the Core Strategy and Development Policies. The document is a Supplementary Planning Document (SPD) which is used by LBC to inform planning decisions. A summary of the key messages contained within the Transport chapter of the SPD that are relevant to the proposal is provided below.

3.4.2 Paragraph 5.12 of the SPD states that:

“Car capped development is sought in developments that are not in the locations listed in paragraph 4.7 above [the location of the proposed development is not listed], where additional off-street spaces can be accommodated within the development without harming highway or on-street parking conditions, but where additional on-street car parking is not considered acceptable.”

3.4.3 As set out in the previous sections of this report, a parking space can be accommodated within the curtilage of the property, and the proposal will not harm highway safety or on-street parking conditions, either by increasing demand or reducing the number of spaces.

3.4.4 With respect to crossovers, paragraph 7.8 of the SPD states that:

“Crossovers may be appropriate where the site is not intensively used by vehicles. The Council's Street Management Division will advise on the appropriateness of crossovers and, where a crossover is appropriate, will generally carry out its construction at the developer's expense, in accordance with the design requirements set out in the Camden Streetscape Design Manual.”

3.4.5 It is further stated that footway crossovers should provide a minimum pavement width of 1.8m, with a minimum of 1.2m level footway required (Camden Streetscape Design Manual).

3.4.6 The proposed parking space is likely to be used approximately three times per week. This is not an intensive use and a crossover is appropriate for this. The minimum width of the footway, when a 4.6T van is parked in the space is circa 1.4m. this is considered appropriate due to the following reasons:

- The parking space will be used, on average, three times per week;
- The parking space will only be used for short periods of time;
- The 4.6T van is shown as a 'worst case' – smaller vehicles will not encroach on the footway;
- The width of the footway, with the 4.6T van parked, will continue to provide enough space for a wheelchair user; and
- The area is lightly trafficked by pedestrians.

3.5 National Planning Policy Framework (2012)

3.5.1 The NPPF states in paragraph 32 that: **“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”**.

3.5.2 It is clear from the analysis set out in this Technical Note that the proposal will not result in a severe transport impact.

SECTION 4 SUMMARY AND CONCLUSIONS

4.1 Summary

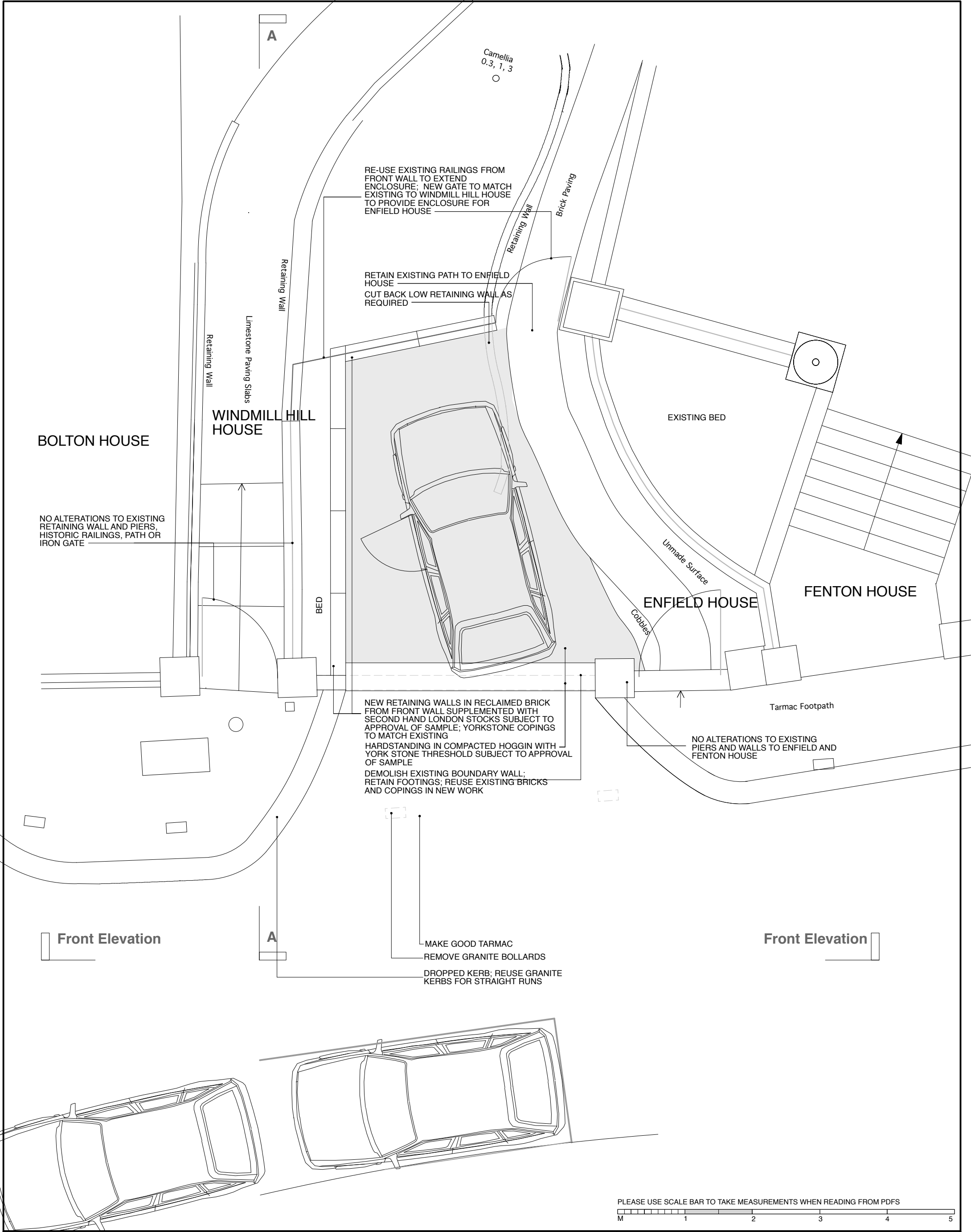
- 4.1.1 The proposal is to create one off-street car parking space at Windmill Hill House. The car parking space will be for the use of visitors to the Applicant for domestic help and house maintenance, and for the pickup and drop off of the Applicant by minicabs, upon which she is increasingly reliant. The Applicant will receive approximately three such visitors per week.
- 4.1.2 The swept path analyses demonstrate the safe movement of a medium car and 4.6T light van into and out of the car parking space. This involves the vehicles reversing into the space and exiting the space in forward gear.
- 4.1.3 Adequate sightlines are available to ensure that there is sufficient visibility between a vehicle emerging from the proposed parking space and a vehicle in the carriageway, and between a pedestrian on the footway and a vehicle emerging from the parking space. The proposal will not impede pedestrian movement – the footway crossover to the proposed parking space will be flush with the footway (such as the footway crossover to Bolton House next door).
- 4.1.4 LBC's planning policies support and encourage car capped developments in locations such as this. LBC will resist proposals that will add additional on-street car parking demand or cause detrimental impact to existing CPZs. The proposal will not increase on-street parking demand (it will reduce it) and it will not be necessary to amend the CPZ. LBC policy also requires that in areas of high on-street parking stress, on-site car parking is limited to (inter-alia) servicing or operational needs. The proposal is for exactly this – the servicing and operational needs required to support the Applicant resident and to maintain the grade II listed building on a day to day basis. On this basis, the proposal is compliant with LBC policies CS11, DP16, DP18, DP19, DP21, and the Transport SPD.
- 4.1.5 Furthermore, the proposal will not result in a severe transport impact, and should therefore not be refused on transport grounds, in accordance with paragraph 32 of the NPPF.

4.2 **Conclusions**

- 4.2.1 The proposal is policy compliant and it has been demonstrated that it will not result in a detrimental impact on the safety or operation of the local highway network. The proposal is therefore acceptable in transport and highway terms.

APPENDIX A

**Proposed Car Parking
Space**



BOLTON HOUSE

WINDMILL HILL HOUSE

ENFIELD HOUSE

FENTON HOUSE

NO ALTERATIONS TO EXISTING RETAINING WALL AND PIERS, HISTORIC RAILINGS, PATH OR IRON GATE

RE-USE EXISTING RAILINGS FROM FRONT WALL TO EXTEND ENCLOSURE; NEW GATE TO MATCH EXISTING TO WINDMILL HILL HOUSE TO PROVIDE ENCLOSURE FOR ENFIELD HOUSE

RETAIN EXISTING PATH TO ENFIELD HOUSE
CUT BACK LOW RETAINING WALLS AS REQUIRED

NEW RETAINING WALLS IN RECLAIMED BRICK FROM FRONT WALL SUPPLEMENTED WITH SECOND HAND LONDON STOCKS SUBJECT TO APPROVAL OF SAMPLE; YORKSTONE COPINGS TO MATCH EXISTING
HARDSTANDING IN COMPACTED HOGGIN WITH YORK STONE THRESHOLD SUBJECT TO APPROVAL OF SAMPLE
DEMOLISH EXISTING BOUNDARY WALL; RETAIN FOOTINGS; REUSE EXISTING BRICKS AND COPINGS IN NEW WORK

EXISTING BED

BED

Unmade Surface

Cobbles

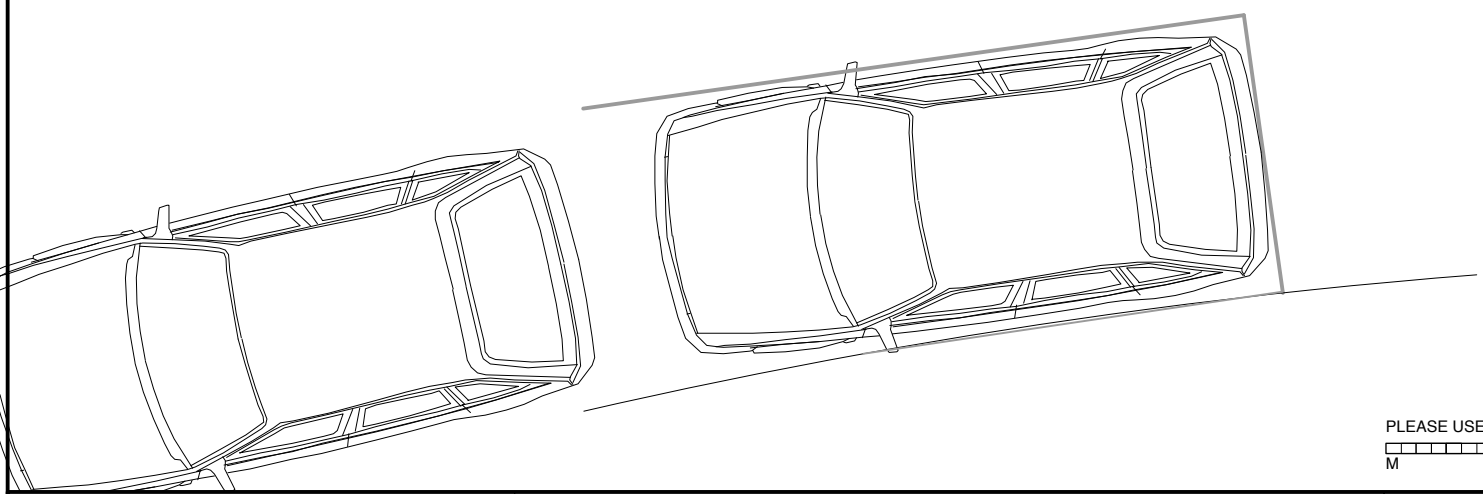
Tarmac Footpath

NO ALTERATIONS TO EXISTING PIERS AND WALLS TO ENFIELD AND FENTON HOUSE

Front Elevation

Front Elevation

MAKE GOOD TARMAC
REMOVE GRANITE BOLLARDS
DROPPED KERB; REUSE GRANITE KERBS FOR STRAIGHT RUNS



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REVISIONS/ ISSUE	DATE	ISSUE TO
15/7/2016	ISSUE TO PLANNING CONSULTANT FOR INFO/COMMENT	22/11/2016 B ISSUE TO TRANSPORT CONSULTANT FOR QUOTE
15/7/2016	ISSUE TO CLIENT FOR INFO/COMMENT	11/03/2017 C ISSUE TO TRANSPORT & PLANNING CONSULTANT FOR INFO
16/07/2016 A	ISSUE TO PLANNING FOR COMMENT	

**WINDMILL HILL HOUSE, LONDON NW3:
PARKING BAY**

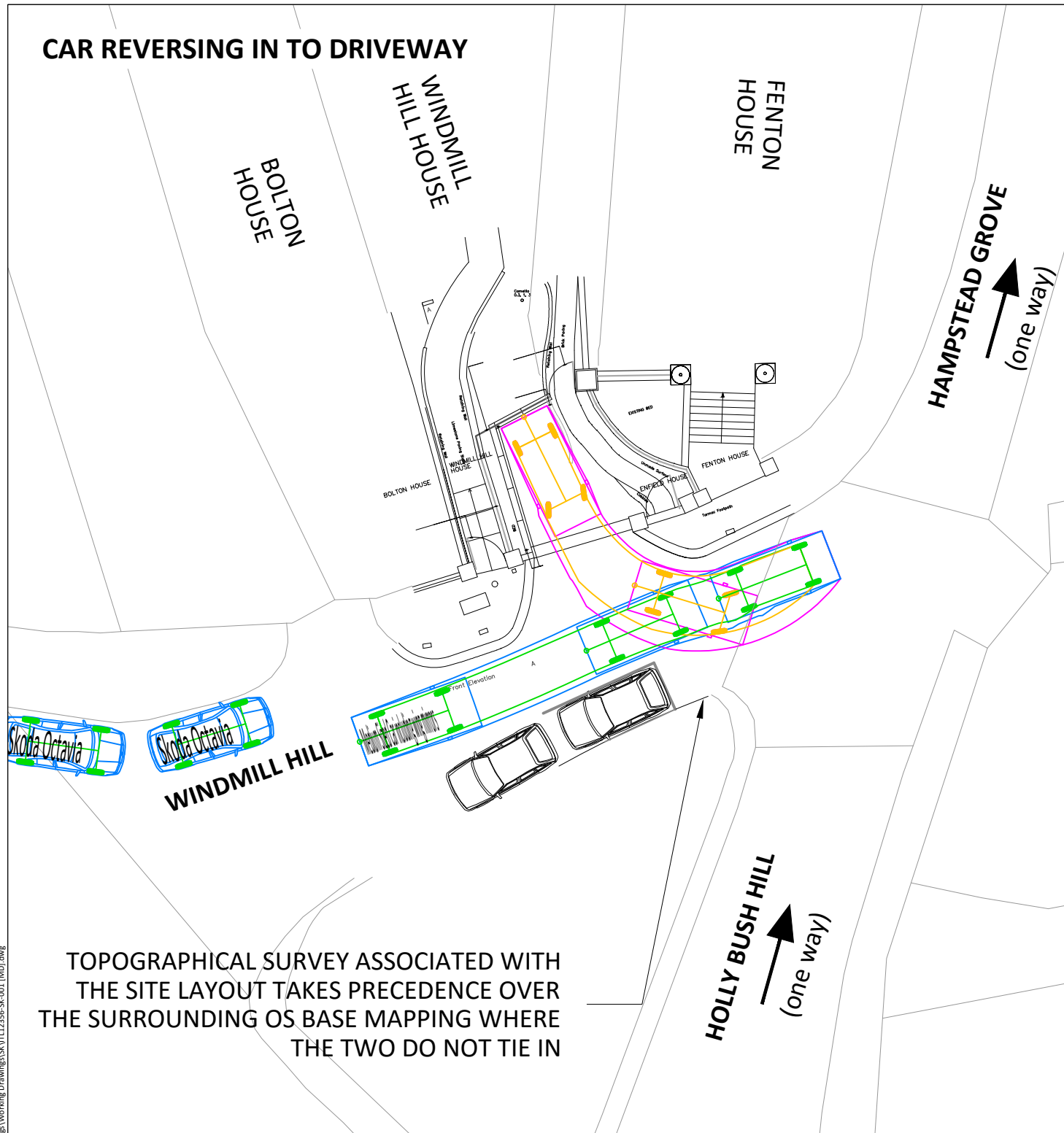
PLAN
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APPENDIX B

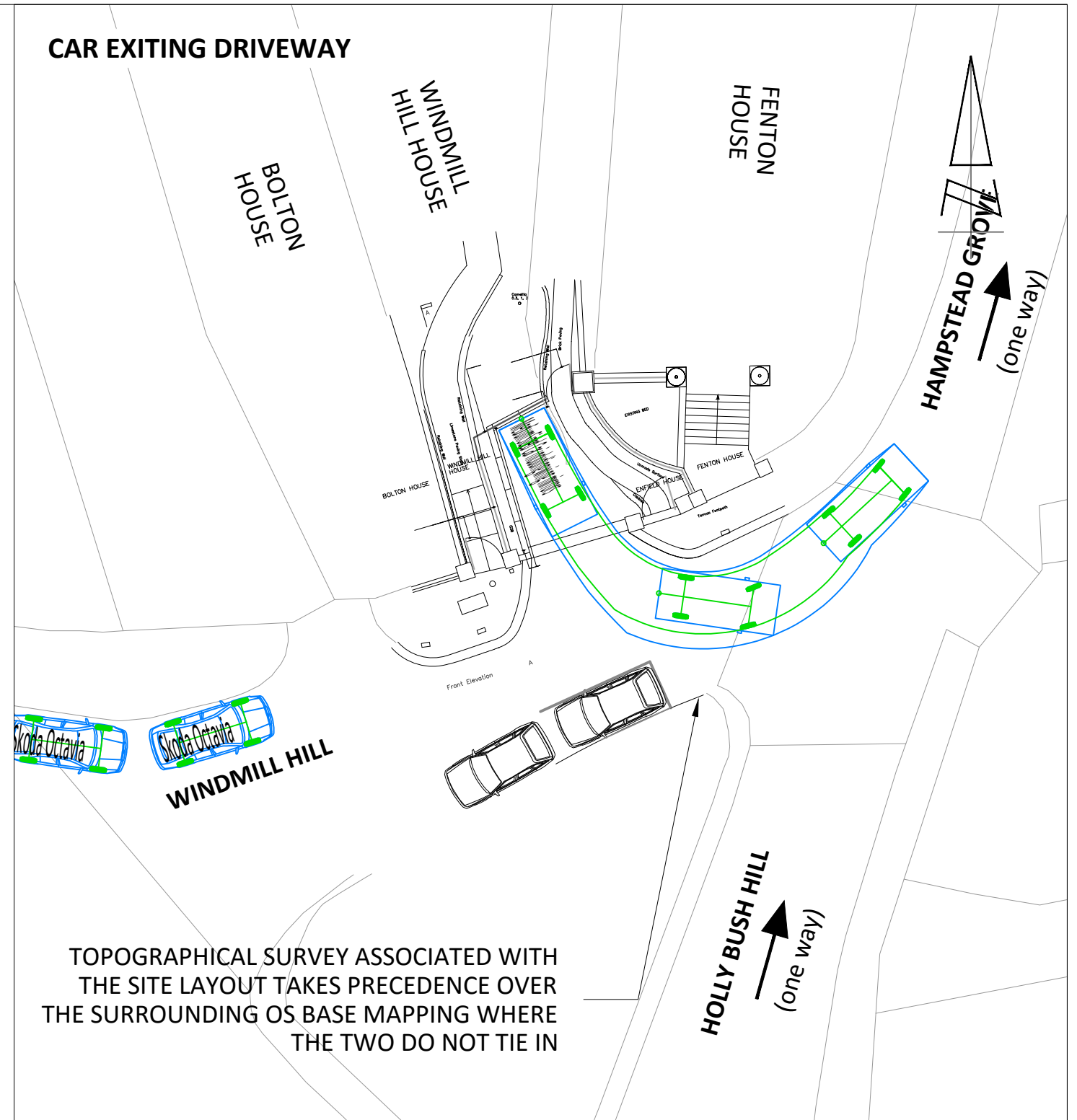
Swept Path Analysis

CAR REVERSING IN TO DRIVEWAY



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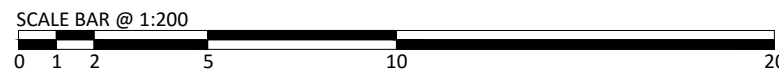
CAR EXITING DRIVEWAY

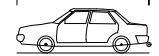


TOPOGRAPHICAL SURVEY ASSOCIATED WITH THE SITE LAYOUT TAKES PRECEDENCE OVER THE SURROUNDING OS BASE MAPPING WHERE THE TWO DO NOT TIE IN

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	Medium Sized Car including wing mirrors	
4.369	Overall Length	4.376m
0.007	Overall Width	1.857m
	Overall Body Height	1.466m
	Min Body Ground Clearance	0.228m
	Max Track Width	1.591m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	5.042m



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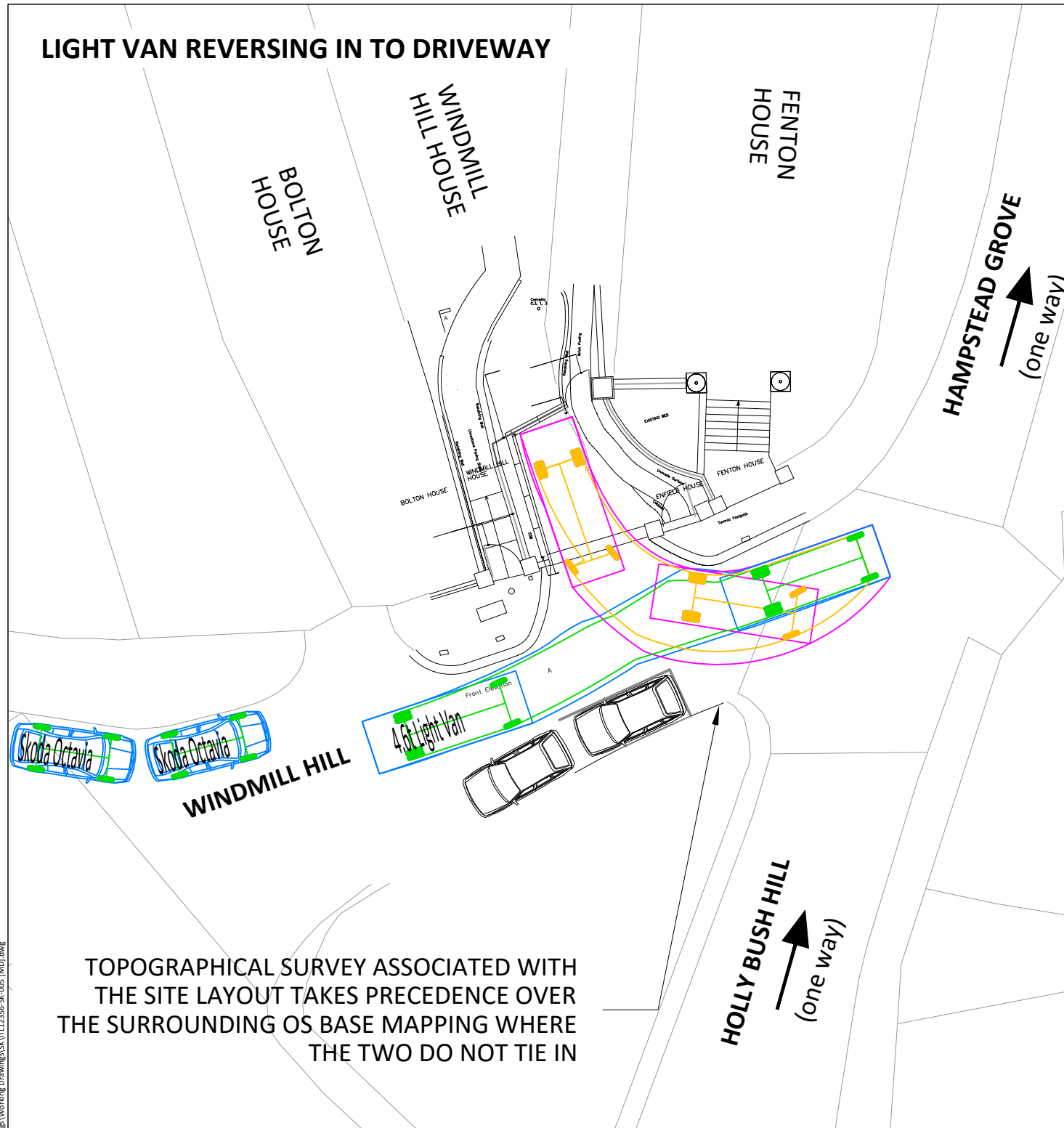
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STATUS: FOR INFORMATION					

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PROJECT: WINDMILL HILL HOUSE, HAMPSTEAD	CLIENT: MRS ANDREA E

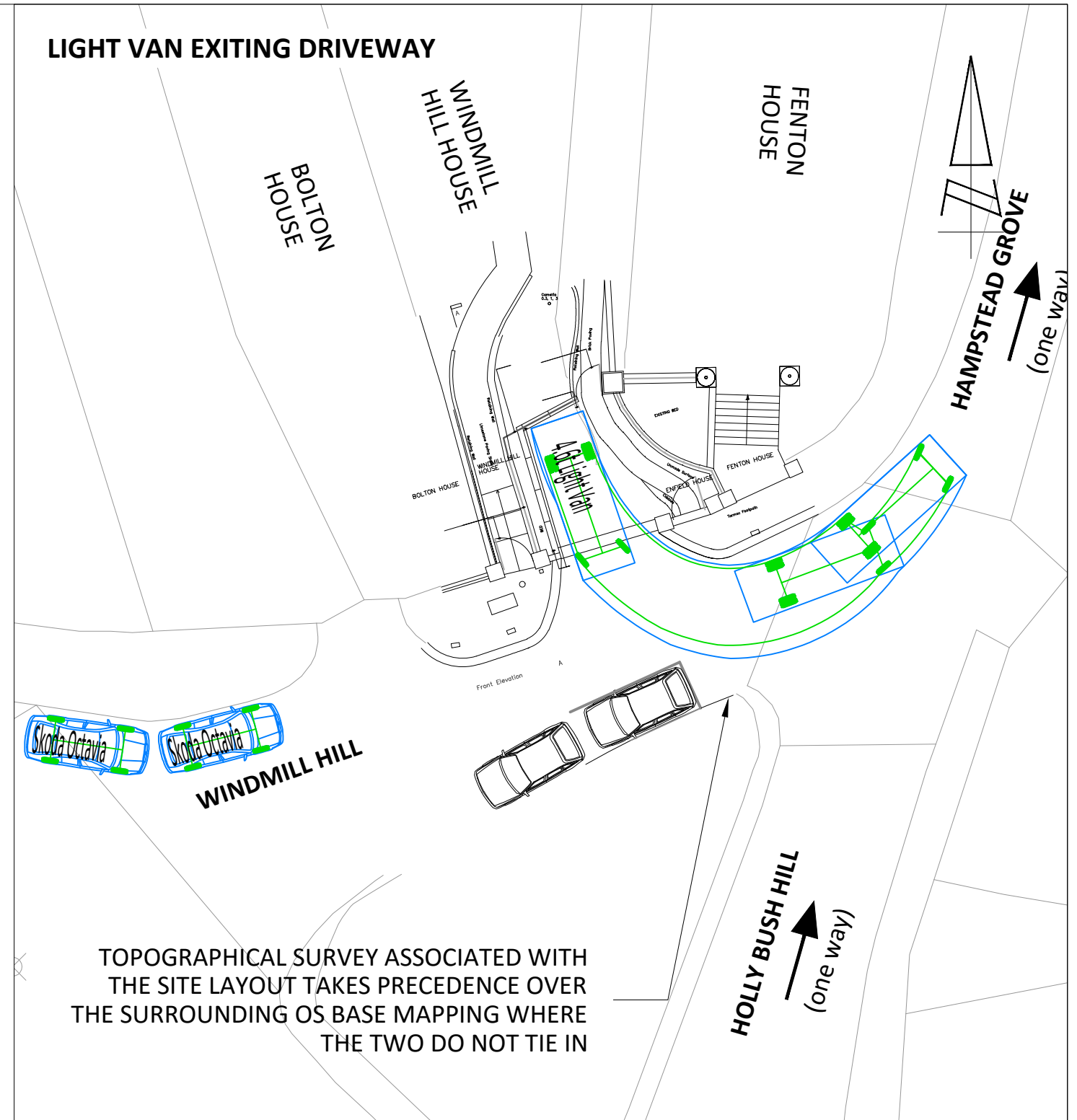
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DRAWING No: ITL12356-SK-001		REV: A
PROJECT No: ITL12356		

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LIGHT VAN REVERSING IN TO DRIVEWAY



LIGHT VAN EXITING DRIVEWAY

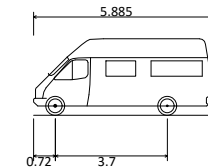
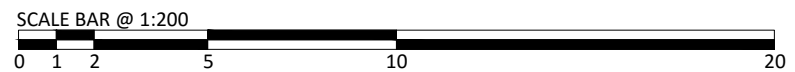


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4.6t Light Van
 Overall Length 5.885m
 Overall Width 2.000m
 Overall Body Height 2.526m
 Min Body Ground Clearance 0.299m
 Track Width 1.765m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.000m



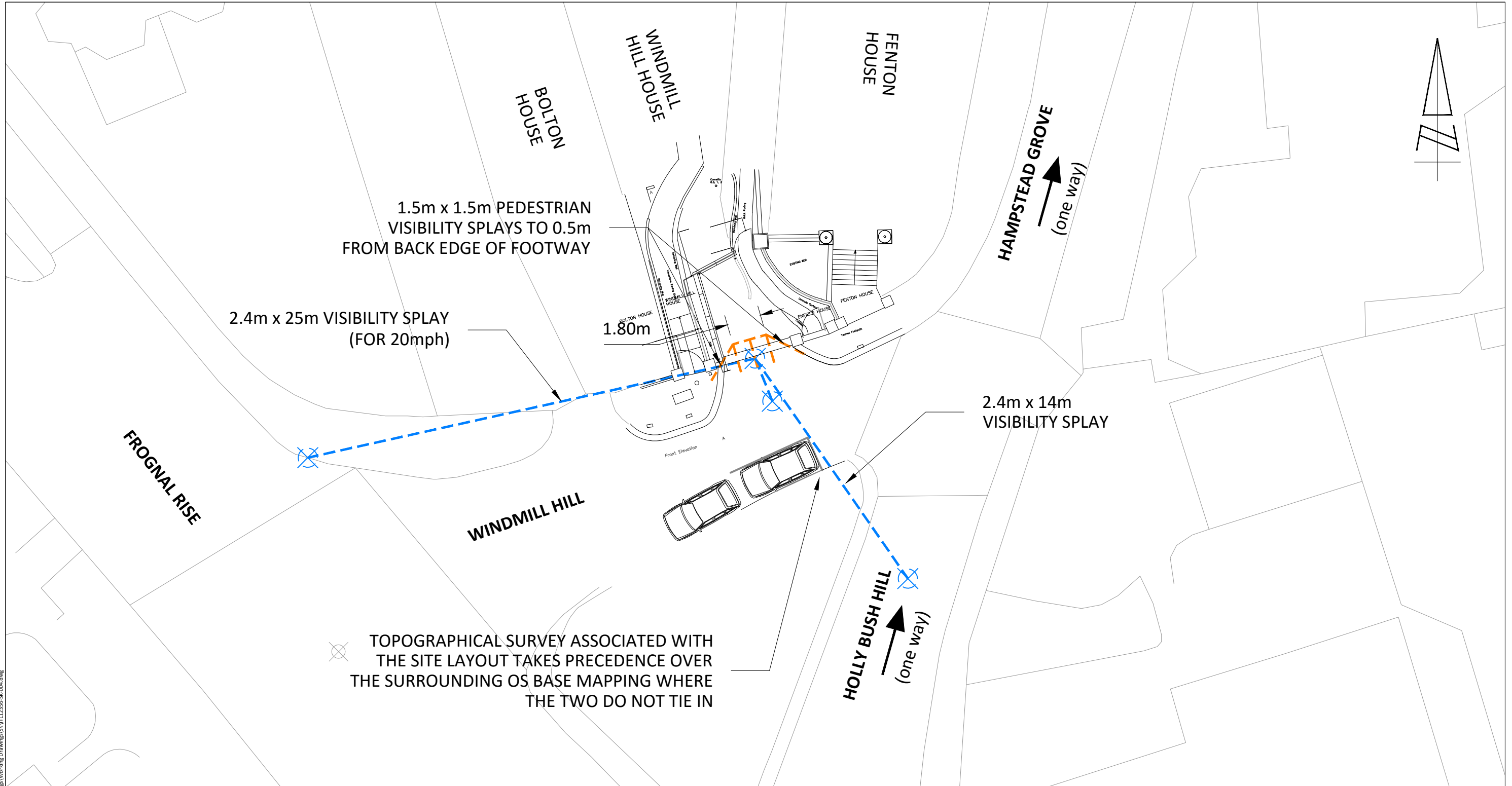
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REV	DATE	BY	DESCRIPTION	CHK	APD
A	20.03.17	RN	LAYOUT UPDATED	JM	JM

STATUS: FOR INFORMATION

TITLE: SWEEP PATH ANALYSIS 4.6T LIGHT VAN ACCESSING PROPOSED DRIVEWAY	
PROJECT: WINDMILL HILL HOUSE, HAMPSTEAD	CLIENT: MRS ANDRAEA

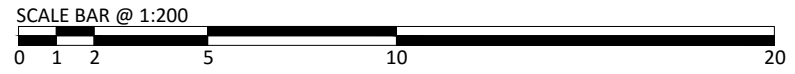
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PROJECT No: ITL12356		



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A	20.03.17	RN	LAYOUT UPDATED	JM	JM

STATUS: FOR INFORMATION

TITLE: VISIBILITY SPLAYS	PROJECT: WINDMILL HILL HOUSE, HAMPSTEAD	CLIENT: MRS ANDREA E
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PROJECT No: ITL12356		



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