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Date:	13 May 2019	Contact name:	Andy Ward
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Our reference:	PB6538-RHD-ZZ-XX-CO-R-0001	Email:	andy.ward@rhdhv.com
Classification:	Project related		

55 Fitzroy Park London N6 6JA (Planning Application Number 2018/3672/P) – Car Parking Provision

Dear Charles,

I write with regard to planning application number 2018/3672/P and the proposed development project at 55 Fitzroy Park. The proposed development would comprise of:

- Demolition of all existing buildings on the site and their replacement with five detached dwelling houses (Class C3) (three x part 2 part 3 storey houses at front facing Fitzroy Park and two x part 1 part 2 storey houses) plus associated driveways, access paths, carparking, landscaping and pond enhancements.

A Transport Statement was submitted with the planning application and this document identified one car parking space per dwelling would be proposed on-site, with each parking space to be provided with electric charging infrastructure. This level of car parking provision was considered acceptable by Officers at the pre-application stage on the basis that the development site is located in a low Public Transport Accessibility Level (PTAL) area and that the Council is unable to prevent car parking from taking place on Fitzroy Park, a private street.

It is now understood that LBC would like the proposed development to adhere to Local Plan Policy T2 – Car Parking and Car Free Development. Policy T2 of the Camden Local Plan (Adopted 2017) states that:

***“The Council will limit the availability of parking and require all new developments in the borough to be car-free.*”**

We will:

- a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;***

b. limit on-site parking to:

- i. spaces designated for disabled people where necessary, and/or**
- ii. essential operational or servicing needs;**

c. support the redevelopment of existing car parks for alternative uses;

and

d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.”

In clarification of policy T2, paragraph 10.17 of the Local Plan states that “Car-free development means that no car parking spaces are provided within the site other than those reserved for disabled people and businesses and services reliant upon parking, where this is integral to their nature, operational and/or servicing requirements (e.g. emergency services, storage and distribution uses).”

Paragraph 10.20 of the Local Plan goes on to state that “In redevelopment schemes, the Council will consider retaining or re-providing existing parking provision where it can be demonstrated that the existing occupiers are to return to the address when the development is completed.”

The development site is owned and occupied by Professor Lynne Turner-Stokes MBE, whose family have owned the land for over 75 years. The application proposes three homes along the Fitzroy Park frontage, to be occupied by Professor Turner-Stokes and her two daughters. The development will therefore, in part, provide for existing site occupiers and under these circumstances it is understood that LBC will consider the re-provision of car parking for the use of existing site residents.

It is further understood that Professor Lynne Turner-Stokes requires access to a car to support her role as a medical professional, with car use required as a means to ensure fast and efficient journeys can be undertaken to hospital. In the context that the development site has a low level of public transport accessibility, access to a car is considered essential for Professor Lynne Turner-Stokes.

In accordance with the clarification of policy T2 within the adopted Local Plan, it is now proposed that the three dwellings to be occupied by Professor Lynne Turner-Stokes and family are provided with one car parking space each, with the remaining two proposed residential to provided car free.

At a meeting held on the 25th January 2019, LBC Officers stated that where parking is to be provided on-site, this should be provided with a minimum amount of hardstanding so that it would not be possible for an area of parking to be used by more than one vehicle. The site access points from Fitzroy Park have therefore been redesigned to ensure that only three cars can park on-site only, with these being associated with the three proposed residential units to be occupied by the Turner-Stokes family – the site’s former occupiers. The newly proposed site layout is provided as **Appendix 1** of this correspondence and associated vehicle tracking, on which the updated design has been based, is provided as **Appendix 2** of this correspondence. Of note, cars can enter and depart each car parking space in both north and southbound directions.

As a result of the changes made to the development proposal, in accordance with policy T2 of the adopted Local Plan, it is envisaged that Officer objections to the development scheme associated with the provision of on-site car parking would be removed.

Of note, the revised development proposal would retain provision for electric car charge points at each on-site parking location.

I trust that the above and the attached adequately addressed issues associated with car parking at 55 Fitzroy Park and if you have any questions, please do not hesitate to make contact.

Yours sincerely



Andy Ward

Director
Transport & Planning

Appendix 1

Headline Landscape Strategies:

- Increase the quality & perceived sense of openness of the site
- Reinforce and enhance the local landscape character
- Protect, enhance & improve the connectivity of existing habitats
- Provide sustainable ecological gain
- Naturalise the boundaries to integrate the site into the surrounding landscape

Pond edge treatment

- Pond enhanced with native marginal planting and selective tree works to reduced shading
- Improved openness will provide views of the pond from Fitzroy Park and create a direct link with meadow and orchard
- Grass path & boardwalk bridge around the perimeter
- Pond to be topped up from adjacent roof-tops via the rain garden to provide additional habitat and visual interest

No. 53 Boundary Treatment:

- 2m mixed native hedge
- Small to medium trees such as Silver Birch and Rowan to prevent excessive shading
- Existing trees retained

Water House Boundary Treatment:

- 2m high mixed native hedge
- 4no. small to medium trees such as Rowan to prevent excessive shading
- Existing trees and scrub retained as further screening

Millfield Lane Treatment:

- Existing concrete wall to be replaced with native planting to enhance the visual and ecological boundary
- Widened verge between lane and boundary hedge to support wildflower grassland
- Existing trees and scrub retained as screening and supplemented with new planting to increase green corridor effect
- 1.8m high steel grating fence, set back 1.5m from edge of lane
- Existing gates replaced with timber gates
- 2.5m high native mixed wild hedge, planted each side of fence with species including yew, holly, hawthorn, beech and hazel
- Woodland belt to consist of **trees** (mixture of semi-mature and heavy standards for naturalistic size combination) - species to include holly, beech, oak, hornbeam and silver birch and **coppiced understorey** of hawthorn, hazel, dog rose, wayfaring tree and guelder rose
- All as per LWT consultation

Fitzroy Lodge Boundary Treatment:

- Existing trees and vegetation retained and protected during the works
- Boundary to be reinforced with 1.8m high yew hedging to fill in any gaps

Buildings:

- All buildings to support wildflower grassland green roofs, with 200mm substrate depth & planted with turf as suggested by LWT
- All buildings to incorporate bat boxes (15 total) and bird boxes (10 total)

Fitzroy Park Boundary Treatment:

- 3 no. C-grade trees to be replaced with higher quality specimens as agreed with tree officer
- Existing timber fence and ivy-based vegetation to be replaced with new treatment
- 1.1m high steel grating fence, set back 0.75m from edge of road
- 2m high native mixed wild hedge, planted each side of fence with species including yew, holly, hawthorn, beech and hazel
- Mixture of semi-mature and heavy standard trees including cherry and silver birch to allow occasional open views into and through the site for natural surveillance
- Driveways have been separated to reduce the width of the openings

Internal Boundary Treatments:

- Between Plots 1,2&3 additional space has been opened up to allow for improved open views into the site
- Shade tolerant hedging and planting will continue the ecological habitat link through the site
- Gaps between the hedges allow for movement through the site

Tree numbers

Existing total: 75
 Trees to retain: 36 (as detailed on dwg 007)
 Trees to fell: 39 (3x B, 31x C, 5x U grade)
 Proposed trees: 82 (28 semi-mature, 54 heavy std)
Final total: 118 (43 extra, 57% increase)

- Notes:**
1. Do not scale from this drawing.
 2. All dimensions must be checked on site and any discrepancies verified with landscape architect.
 3. All dimensions are drawn in mm.
 4. Landscape drawing only.
 5. All materials/items used to be as specified or alternatives to be approved by landscape architect.

Legend

- Site boundary
- Woodland & trees (unsurveyed)
- Surveyed tree to be retained and protected during the works
- Shrubs to retain
- Grass - areas to be feathered into existing levels
- Wildflower meadow
- Proposed Buildings with wildflower meadow roofs, plots 1-3 to drain to pond
- Adjacent Buildings
- Proposed path & parking bays Resin bonded gravel with flush kerb for amphibian movement
- Proposed terrace (ground level) stone paving
- Proposed terrace (raised level) decking
- Proposed bridge / deck simple hardwood (iroko or similar) structure and boards with anti-slip treads
- Proposed trees - Semi-mature (28no.) & heavy standards (38no.), locally native species inc. beech, oak, hornbeam, silver birch, holly & rowan - to be 4.5+m high when planted
- Proposed orchard trees - Heavy standards, traditional apple & plum varieties, eg Blenheim Orange, Gladstone. 16no.
- Proposed native shrub boundary Wild hedge to include holly, yew, hawthorne, hornbeam, beech & hazel
- Proposed hedge pre-grown native species, 1.8m high species: H1: beech H2: hawthorn, field maple, dog rose, hornbeam H3: yew
- Proposed structure planting native woodland edge species to include hawthorn, hazel, dog rose, wayfaring tree and guelder rose
- Proposed internal planting shrubs and herbaceous plants to enhance gardens and ecological value
- Proposed marginal planting native wetland mix to enhance pond edge and rain garden
- Pond retained - improved with reduced shading & marginal planting
- Existing Road (Tarmac)
- Existing Track / Path
- Retaining living wall - Scotscape MSE, earth based system, hydroseeded & plug planted
- Handrail - minimalist design in metal and strained wire, to edge of path
- Boundary - fence within hedge
- Existing concrete wall - to be removed
- Proposed platform lift - 1100 x 1400 internal dimensions with minimalist structure, end exit
- Proposed Hydrant - For emergency water supply to Plots 4 & 5

Refer to dwg 7122_200 for Hard Landscape

Refer to dwg 7122_400 for Soft Landscape

Rev	Date	Description	By	App'd
AB	01.05.18	Parking bays amended	SS	SS
AA	27.07.18	Site entrances added to Plots 1 & 2	SS	SS
Z	16.09.18	Minor adjustments to parking areas following vehicle tracking	SS	SS
Y	04.07.18	Gates selected	SS	SS
X	26.06.18	Shops revised, planting adjusted	SS	SS
W	14.06.18	Shops revised, planting adjusted	SS	SS
V	08.06.18	Shops added to Plot 4 garden	SS	SS
U	05.06.18	Layout revised, access ramp adjusted	SS	SS
Use	Date	Issue Notes		

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Project
 55 Fitzroy Park

Client
 Geoffrey Springer

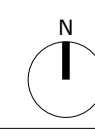
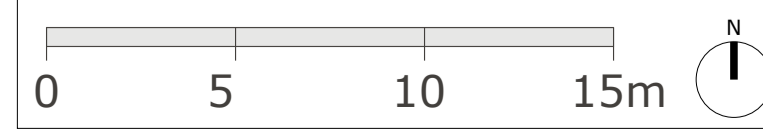
Title
 Landscape Masterplan

Scale
 1:200@A1

Status
 Planning

Job No. 7122
 Drawing No. 010
 Issue AB

No scale from this drawing
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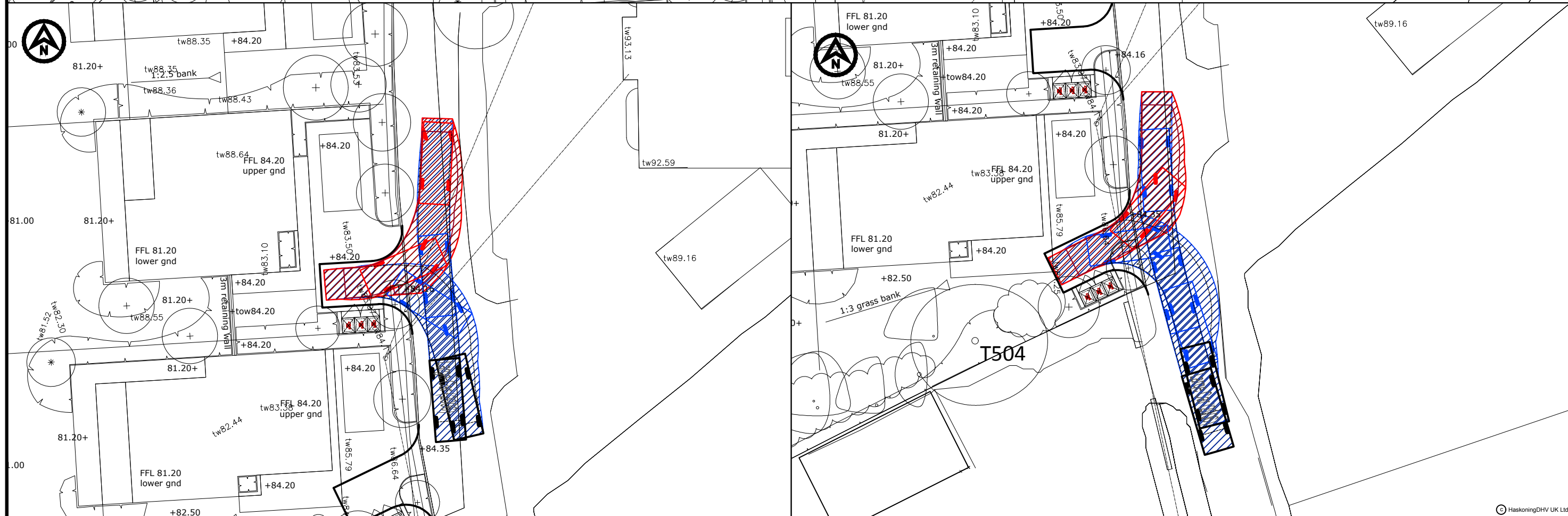
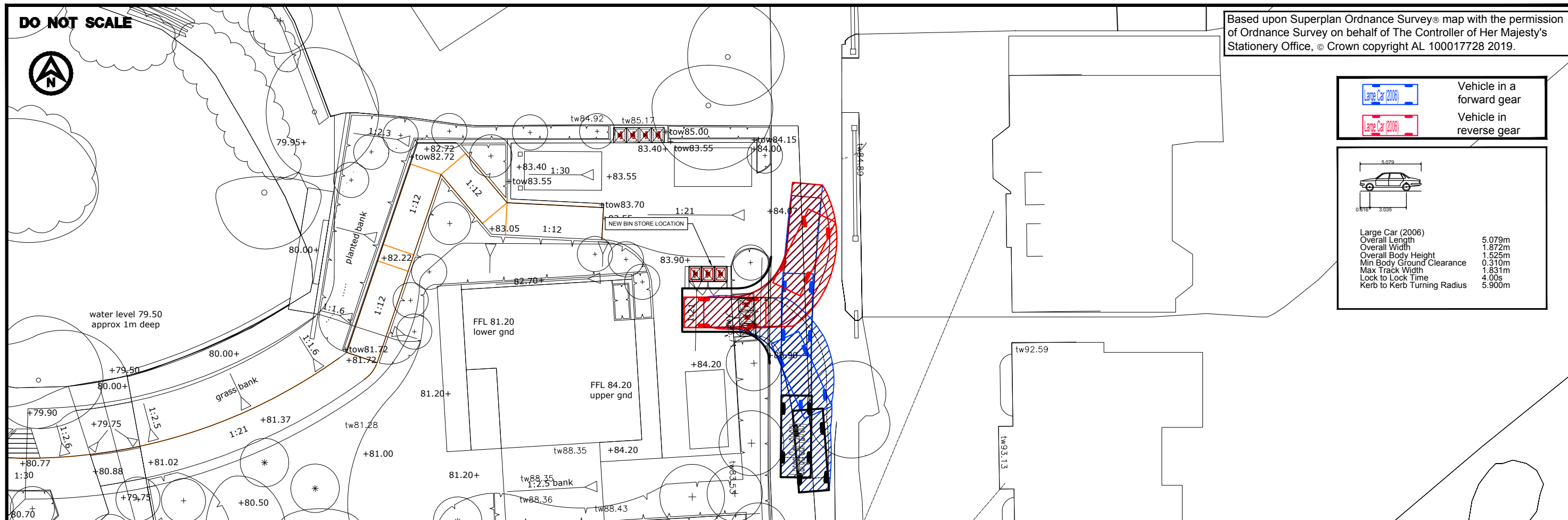
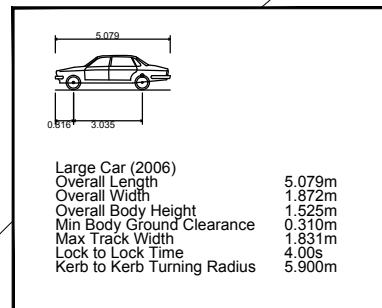


Appendix 2

DO NOT SCALE



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TITLE
**SWEPT PATH ANALYSIS -
LARGE CAR**

PROJECT
55 FITZROY PARK



JOB No. PB6538
DRAWN NKS
AUTOCAD REF. PB6538 TR24.DWG

DATE March '19
CHECKED AW
DRG No. TR24

SCALE 1:250
PASSED AW
REV P0

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