



Our ref: 70014753-004

November 27, 2019

**Kenwood Ladies Pond Association**

Millfield Lane  
Highgate  
London  
N6 6HT

**Subject: The Water House 2019/5226/P – Technical Review of Fencing Proposals**

Dear Kenwood Ladies Pond Association,

WSP have reviewed the documentation submitted in support of planning application (2019/5226/P) for alterations to the position of the vehicular and pedestrian access gate along Millfield Lane at The Water House.

It is understood that the applicant proposes to relocate the existing fence and gates on Millfield Lane approximately 1.15m towards the existing carriageway. Due to the nature of Millfield Lane, it does not have a demarcated footway and it is understood that pedestrians typically walk along the northern side of the road to allow vehicles to pass when encountered.

As part of our review we have assessed the pedestrian inter-visibility splay (i.e. the visibility between pedestrians and vehicles at a vehicular crossover or access) for the existing and proposed layout of The Water House as shown on drawing 7543-004-SK-001.

The proposed amendments to the gate reduce the pedestrian inter-visibility splay on the western side from 2.4 x 1.2m to 1.15 x 0.6m.

We note that the available guidance documentation from Camden does not stipulate a minimum inter-visibility splay therefore we have deferred to guidance produced by other local councils such as Kent County Council and Surrey County Council. Under such guidance a typical, recommended and best practice, inter-visibility splay for a vehicular entrance crossing a footway or other pedestrian route would be 2 x 2m, and therefore in this instance the existing inter-visibility splay would be considered substandard.

The proposals therefore further reduce the inter-visibility and provide a much more limited distance for pedestrians approaching to be able to see a vehicle exiting the property, or for a vehicle exiting the property to see and therefore avoid a conflict with a passing pedestrian.

The proposals in their current state present an increased risk to pedestrians walking west-east along Millfield Lane and we would recommend the applicant's current proposals are revisited to address and provide an equivalent, or where possible, improved inter-visibility to the existing configuration in accordance with best practice.

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We have also undertaken swept path analysis (ref 7543-004-ATR-001) to review the proposed movement for a light van to enter the property, turn around and exit the property in a forward motion as shown on TPP Consulting drawing '2019-3669-TR\_03A'. Based on our analysis it appears that this movement is possible, however note that the turning area inside the gate would need to remain clear at all times to allow it to be undertaken. If there were to be any obstruction in this area it appears that vehicles would be required to reverse onto Millfield Lane, which given the substandard visibility splays and non-standard nature of Millfield Lane, would present a significant safety risk.

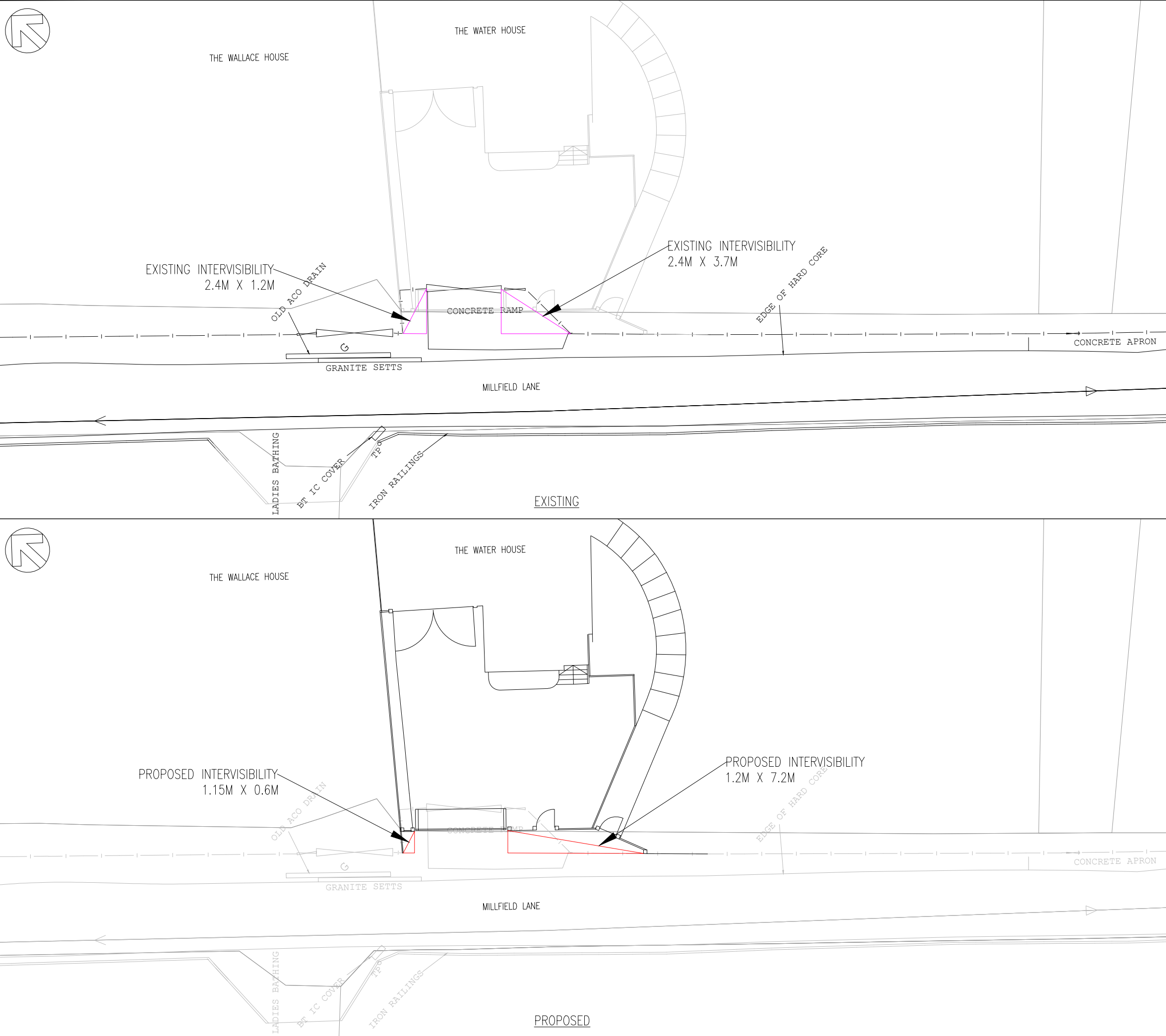
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Encl. 7453-004-ATR-001, 7453-004-SK-001

File name \\UK.WSPGROUP.COM\CENTRAL\_DATA\PROJECTS\700174XX\70017453 - FITZROY PARKIE MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\SKETCHES\7453-004-SK-001.DWG, printed on 27 November 2019 10:02:15, by Shellshear, Mark



**DO NOT SCALE**

NOTES:

1. TOPOGRAPHICAL SURVEY BY CLARKE CONSULTANCY LTD DRAWING HH 09-13
2. PROPOSED BUILDING POSITIONS & LAYOUT AS PER KSR ARCHITECTS DRAWING 17007-P006 REV D - PROPOSED SITE PLAN

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	25/11/2019	MR	FIRST ISSUE	M5	M5

DRAWING STATUS: **S2 - FOR INFORMATION**



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CLIENT: **KLPA**

ARCHITECT:

PROJECT: **MILLFIELD LANE**

TITLE: **MILLFIELD LANE  
PEDESTRIAN INTERVISIBILITY ANALYSIS**

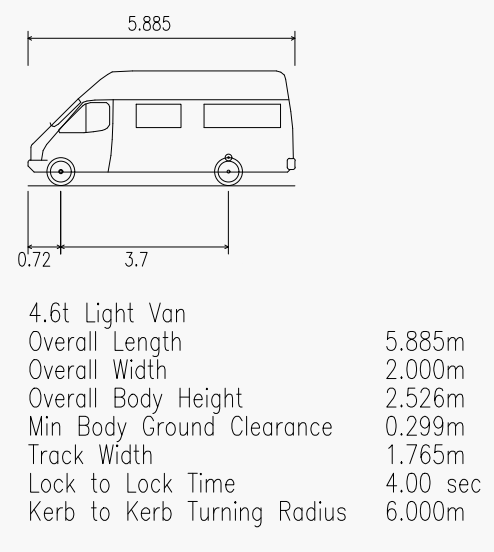
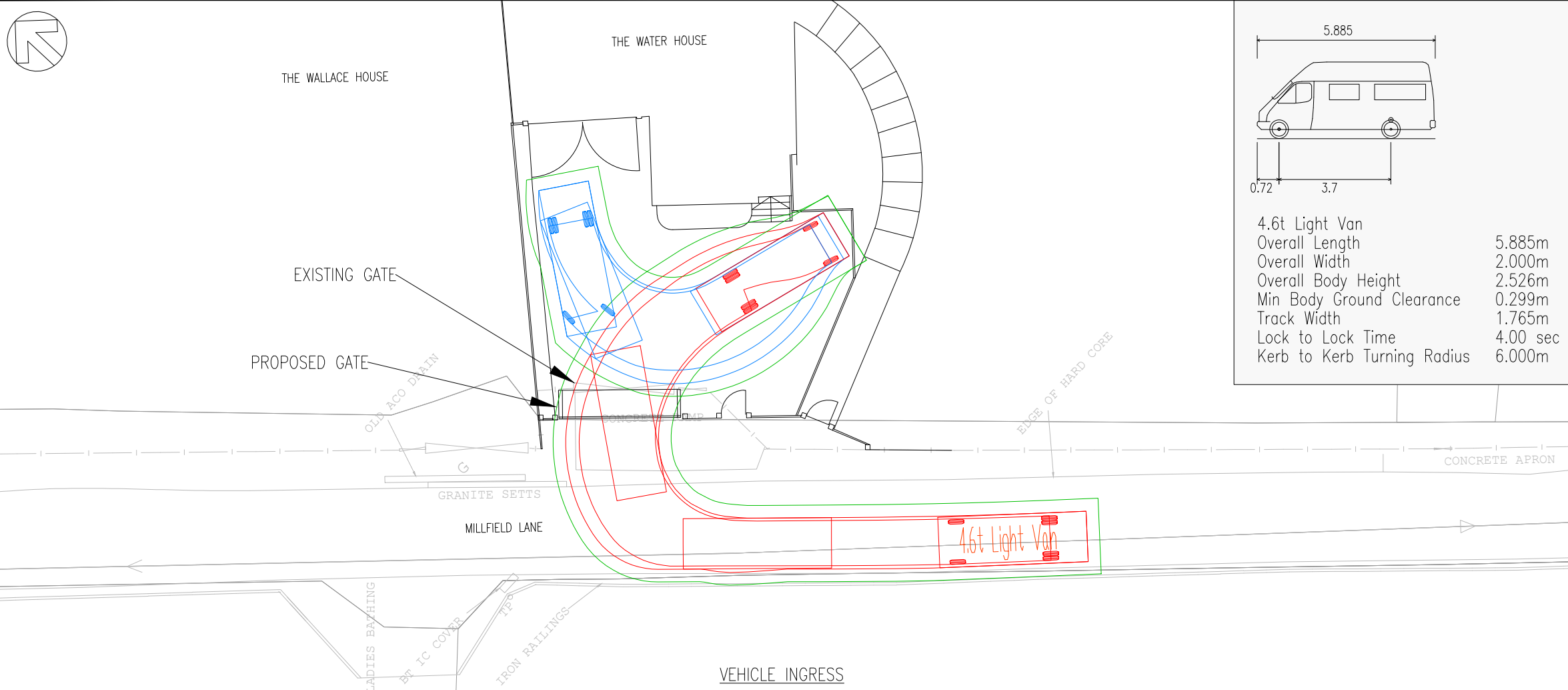
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PROJECT No: 70017453	DESIGNED: MR	DRAWN: MR	DATE: November 19
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DRAWING No: <b>7453-004-SK-001</b>	REV: <b>P01</b>
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- NOTES:**
1. TOPOGRAPHICAL SURVEY BY CLARKE CONSULTANCY LTD DRAWING HH 09-13
  2. 500mm TOLERANCE ZONE AROUND VEHICLE AS BEST PRACTICE AND TO ALLOW FOR SAFE CLEARANCE TO PHYSICAL CONSTRAINTS. NO DRY STEERING/TURN ON SPOT HAS BEEN USED FOR THE SWEEP PATH ANALYSIS.
  3. PROPOSED BUILDING POSITIONS & LAYOUT AS PER TTP CONSULTING DRAWING "2019-3669-TR03\_A - VEHICULAR SWEEP PATH ANALYSIS USING 4.6t LIGHT VAN"

REV	DATE	BY	DESCRIPTION	CHK	APP
P02	25/11/2019	MR	MINOR AMENDMENTS	M5	M5
P01	21/11/2019	MR	FIRST ISSUE	M5	M5

DRAWING STATUS: **S2 - FOR INFORMATION**

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CLIENT: **KLPA**

ARCHITECT:

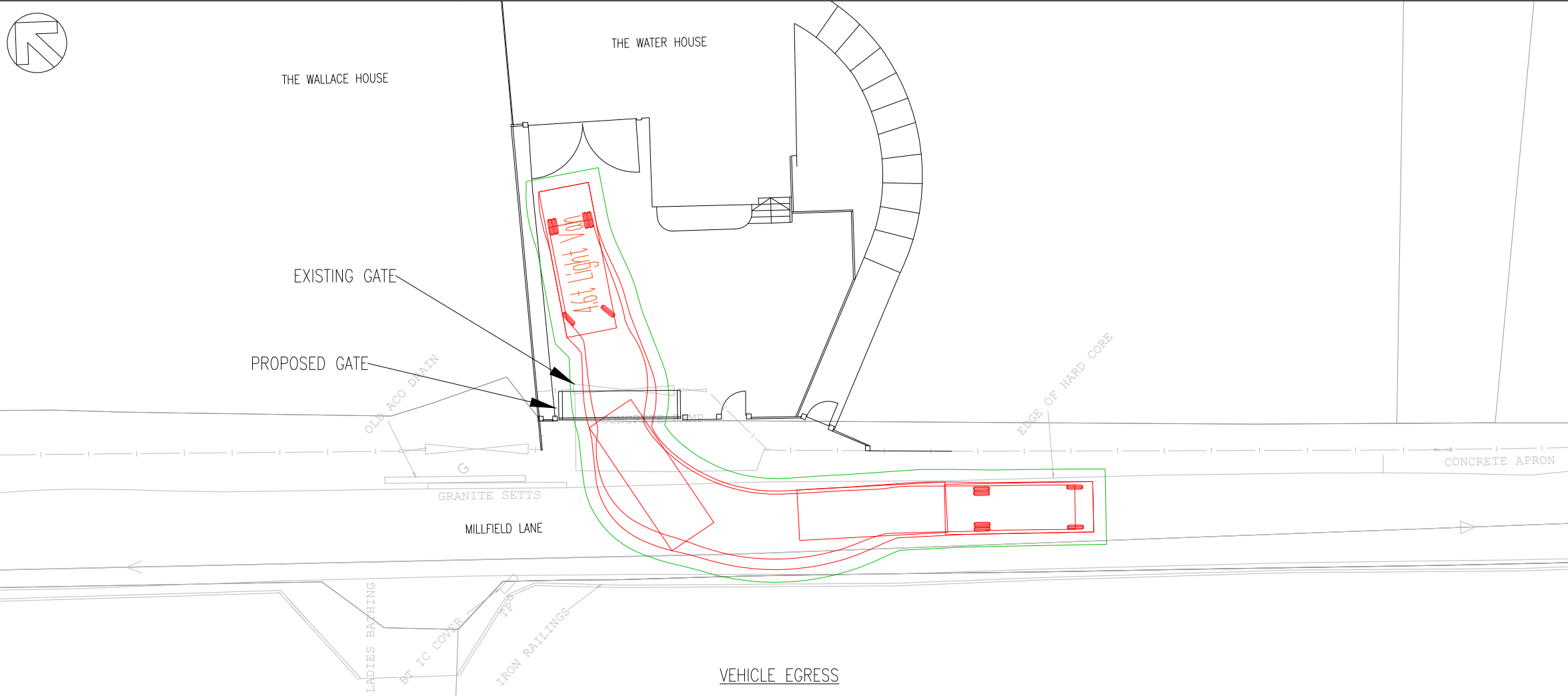
PROJECT: **MILLFIELD LANE**

TITLE: **MILLFIELD LANE  
4.6t LIGHT VAN  
INGRESS & EGRESS  
SWEEP PATH ANALYSIS**

SCALE @ A3: 1:200      CHECKED: MS      APPROVED: MS

PROJECT No: 70017453      DESIGNED: MR      DRAWN: MR      DATE: November 19

DRAWING No: **7453-004-ATR-001**      REV: **P02**



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