

Project: 39a Fitzjohn's Avenue, Hampstead
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Approved by: David McMurtary
Date: 24/04/2020

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1.0 Introduction

- 1.1 Motion is instructed by 39 Fitzjohn's Avenue Limited to prepare this Highways Technical Note to accompany a planning application relating to 39a Fitzjohn's Avenue, Hampstead (herein referred to as 'the site'). This report considers the highway and transport related matters in respect of the proposed development.
- 1.2 The site currently comprises an extensive self-contained, detached private dwelling. A separate planning application has been submitted to the London Borough of Camden (LBC) in relation to the southern section of the existing building, proposing 35 flats. As a result of this application, the northern section of the existing building will be separated and retained as a single detached dwelling (39a Fitzjohn's Avenue), albeit somewhat smaller than the existing dwelling.
- 1.3 The proposals seek planning permission for the reconfiguration of the northern part of the existing dwelling to provide a detached single dwelling with 12 bedrooms. Three car parking spaces will be provided on-site, which is a significant reduction when compared to current provision. Appropriate levels of cycle parking in accordance with relevant standards.
- 1.4 This Technical Note has been prepared to address the highway aspects relating to the above proposal, namely the access arrangements, car and cycle parking provision and servicing strategy.

2.0 Context

- 2.1 The application site is located approximately 600 metres to the south of Hampstead, within LBC. The site is located adjacent to Fitzjohn's Avenue, which connects Swiss Cottage to the south from Hampstead to the north. Fitzjohn's Avenue also connects with the A41 Finchley Road to the west, and the A502 Haverstock Hill to the east. The site in relation to its local area is illustrated in Figure 2.1 below.



Figure 2.1: Local Site Location Plan

- 2.2 Parking on the surrounding road network forms part of a controlled parking zone (CPZ), restricted between Monday to Friday 09:00 and 18:30 hours and Saturday 09:30 and 13:30 hours, within specified bays. There are also two car club bays immediately adjacent to the site on Nutley Terrace, one is located to the east of Fitzjohn's Avenue and the other to the west.

Accessibility

- 2.3 The site is situated within a PTAL 6a location and therefore has 'excellent' access to public transport facilities. Finchley Road and Frognal Railway Station is located 640 metres to the west of the site, whilst Finchley Road Underground Station is located 480 metres south-west. Hampstead Underground Station located 800 metres to the north.
- 2.4 The site is easily accessible on foot via adjacent footpaths on all local roads. Continuous footways provide access from the site to Hampstead Village, as well as the aforementioned railway and underground stations. A zebra crossing directly in front of the site on Fitzjohn's Avenue provides a safe route to southbound bus stops.
- 2.5 Much of Fitzjohn's Avenue and Finchley Road is signed for the use of cyclists providing cycle access to Hampstead Village. Off-road routes through Hampstead Heath and Regent Park offer access to the wider road network.

3.0 Development Proposals

- 3.1 The proposals seek planning permission to convert the northern part of the existing dwelling into one extensive detached dwelling with 12 bedrooms. The Architect's site layout plan is attached for reference at [Appendix A](#).

Access Arrangements

- 3.2 Vehicular access to the site will be via the existing vehicle crossover onto Fitzjohn's Avenue. This is considered appropriate when considering the access currently serves a larger dwelling than that proposed. Pedestrian access to the site will also be taken from Fitzjohn's Avenue via the same access point. The southern access currently serving the existing building will only be accessible to the southern section of the site, which forms part of a separate planning application.

Car Parking Provision

- 3.3 The site currently accommodates an area of hardstanding to the front of the property providing 12 car parking spaces. It is proposed to partially retain the existing area of hard standing to the front of the dwelling but significantly reduce the number of parking spaces provided. The proposals include only three car parking spaces for the proposed 12-bed dwelling, providing a substantial betterment to the existing situation. Residents will not be able to apply for an on-street permit, as per Camden policy requirements.
- 3.4 It is noted Camden supports car-free residential schemes within PTAL 6a locations, however due to the size of the proposed dwelling and the level of existing parking provided on-site, three parking spaces is deemed appropriate. A 12-bed dwelling is unusual, and likely to have a demand for a minimum of three spaces to function. Providing parking on site avoids the need for any potential overspill demand on the surrounding highway.

Swept Path Analysis

- 3.5 Swept path analysis has been carried out using AutoTrack for an estate car, shown for reference at [Appendix B](#). This demonstrates that an estate car can enter the site in a forward gear, turn on site, park and exit in forward gear. This is considered robust, as an estate car within AutoTrack measures circa 4.8 metres in length and therefore represents a realistic worst case.

Cycle Parking Provision

- 3.6 LBC refer to the London Plan in regard to cycle parking. The draft London Plan and current London Plan standards for residential cycle parking require two spaces for units of two bedrooms and above.
- 3.7 The proposals include four cycle parking spaces located within a secure, covered bin store situated to the rear of the property.

Servicing and Refuse Collection

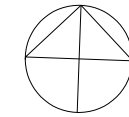
- 3.8 Servicing and refuse collection will take place on-street via Fitzjohn's Avenue. A bin store is provided to the rear of the property providing adequate space for three bins. Residents will be required to wheel their bins to the front of their property on the appropriate days, as per the existing arrangement.

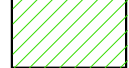
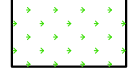

4.0 Conclusion

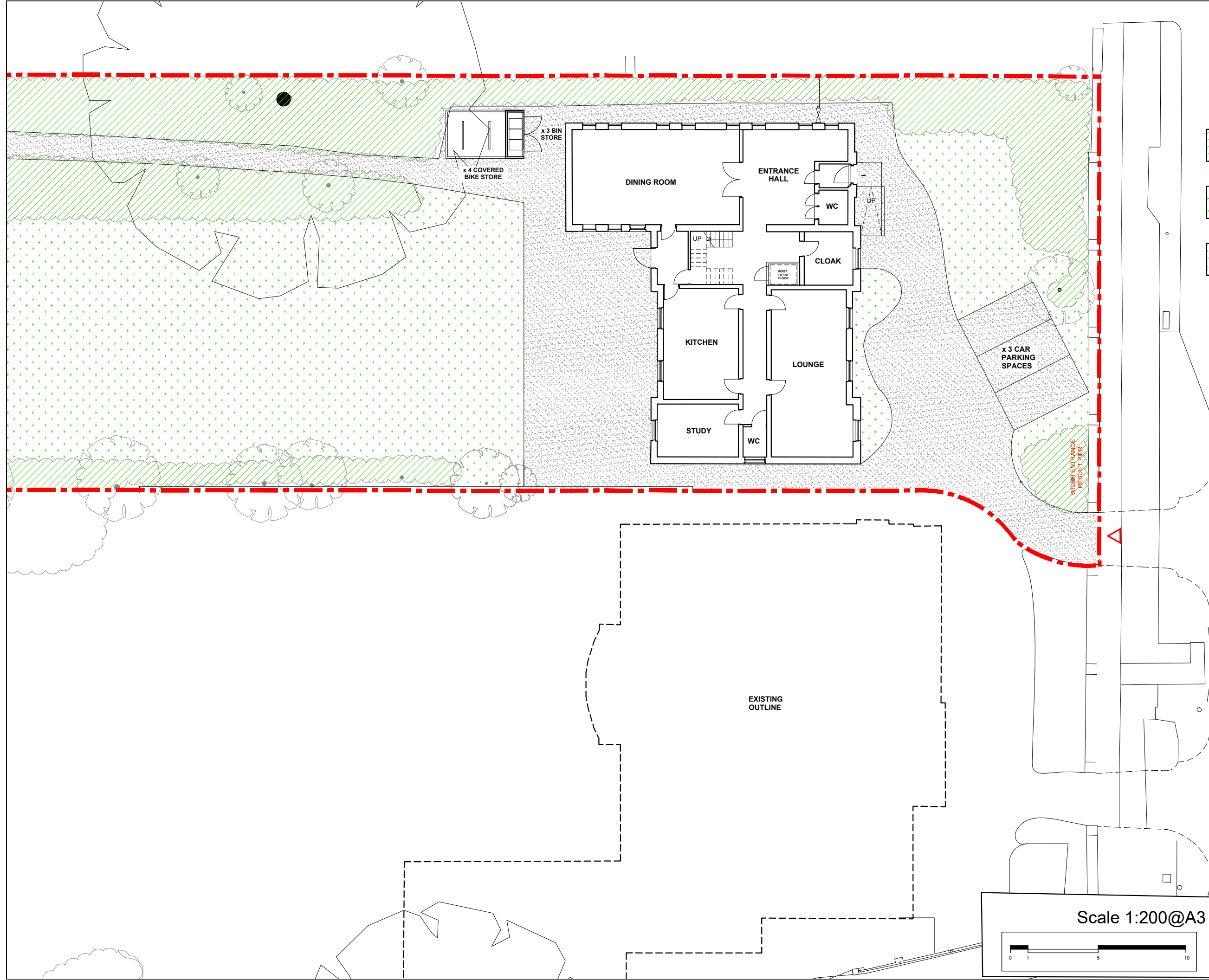
- 4.1 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstrable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent.

Appendix A

Architect's Site Layout Plan




-  SHRUBBERY
-  GRASS
-  PERMEABLE PAVING

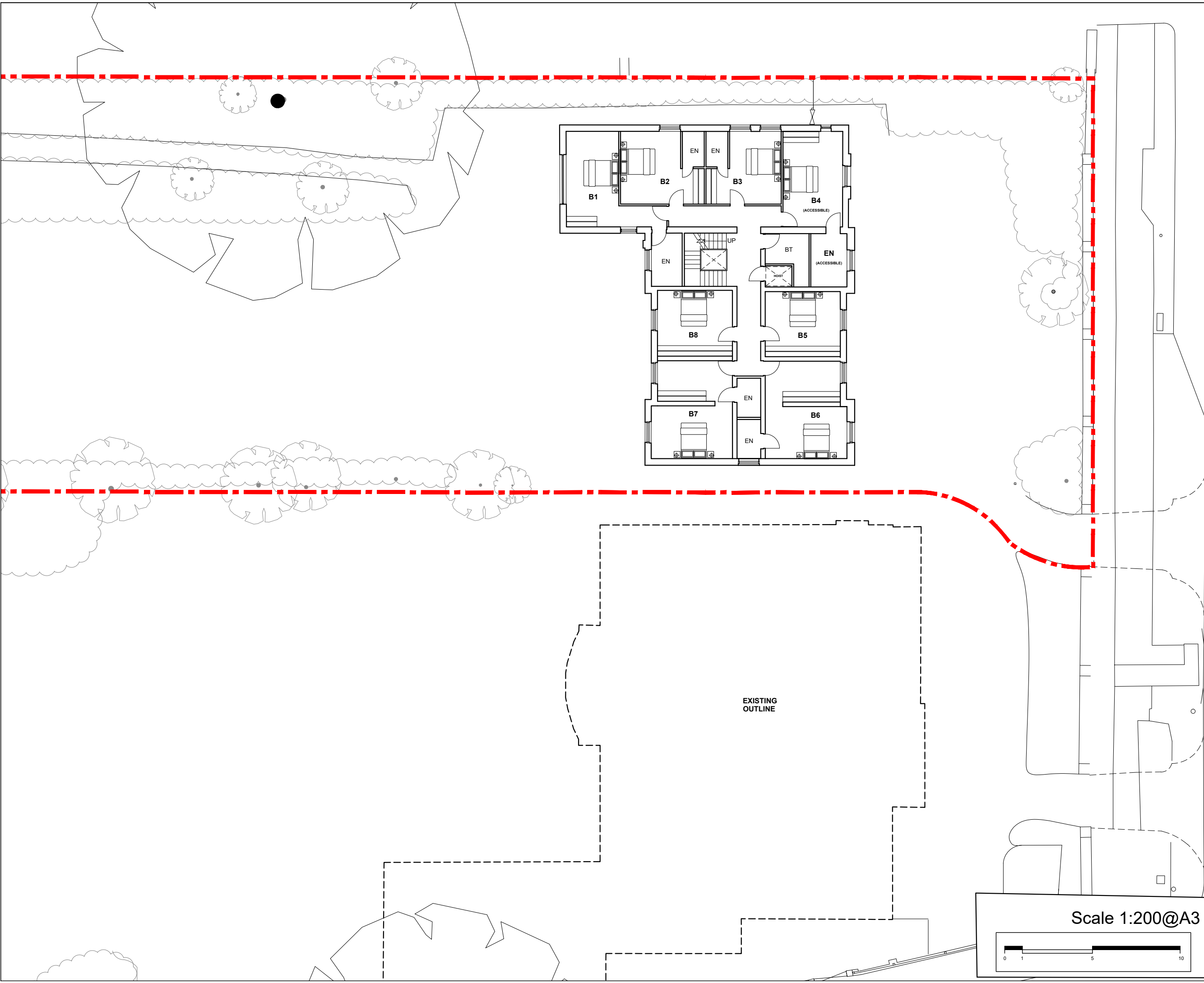
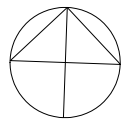


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<p>DRAWING Proposed Raised Ground Floor Plan</p>		
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DATE:	SCALE:	DRAWN:
23/02/2020	1:100@A1 1:200@A3	CAD
DWG No:	3169A_53	REV. No: -
<p>FILE: 39a Floor Plans (existing).dwg</p>		

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PROJECT 39 Fitzjohns Avenue NW3

DRAWING Proposed
First Floor
Plan

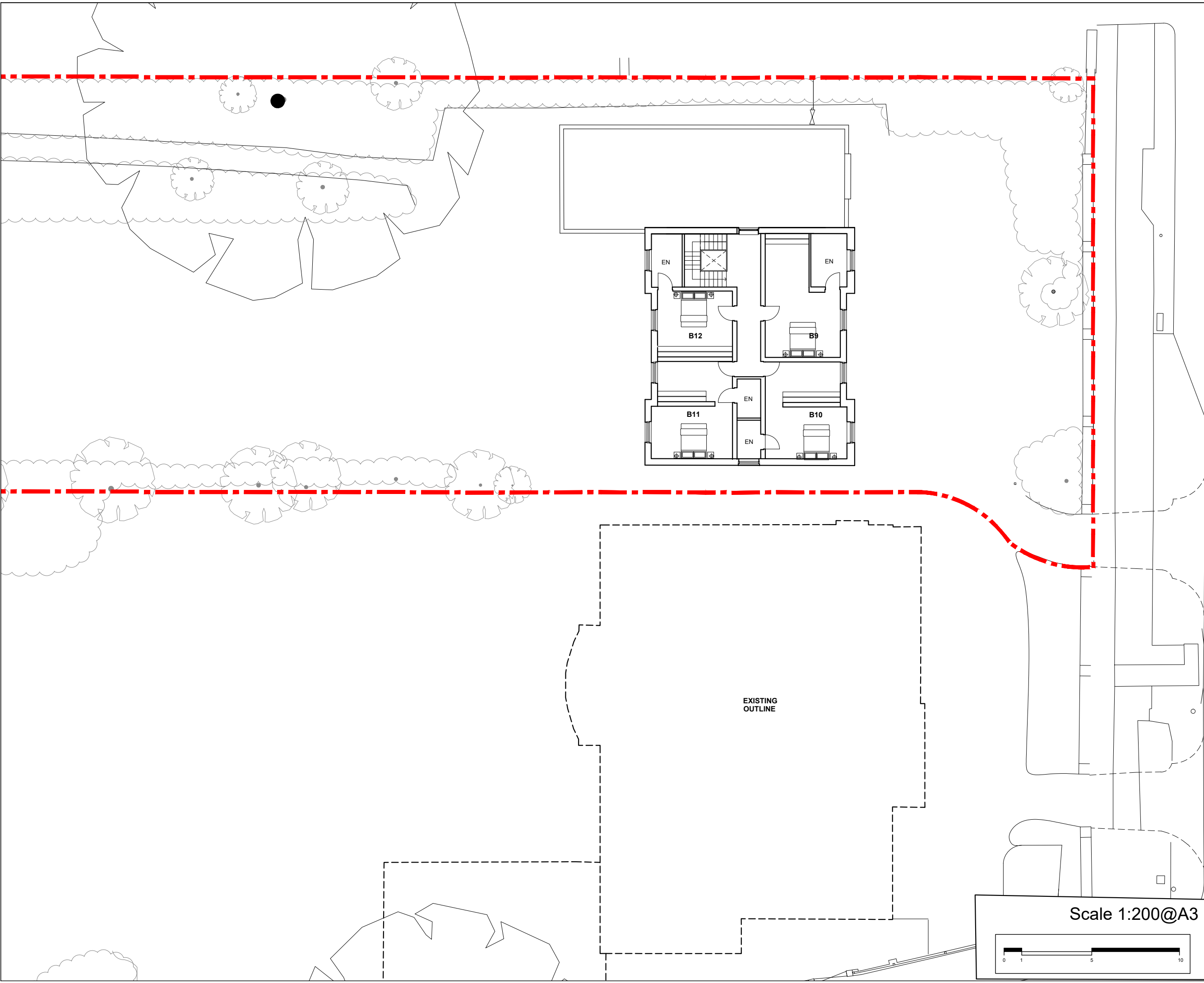
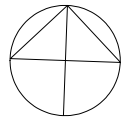


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Scale 1:200@A3



DATE: 23/02/2020	SCALE: 1:100@A1 1:200@A3	DRAWN: CAD
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FILE: 39a Floor Plans (existing).dwg		



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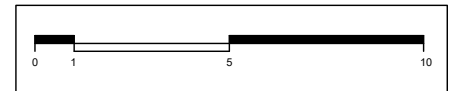
PROJECT 39 Fitzjohns Avenue NW3

DRAWING Proposed Second Floor Plan



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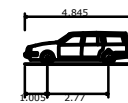
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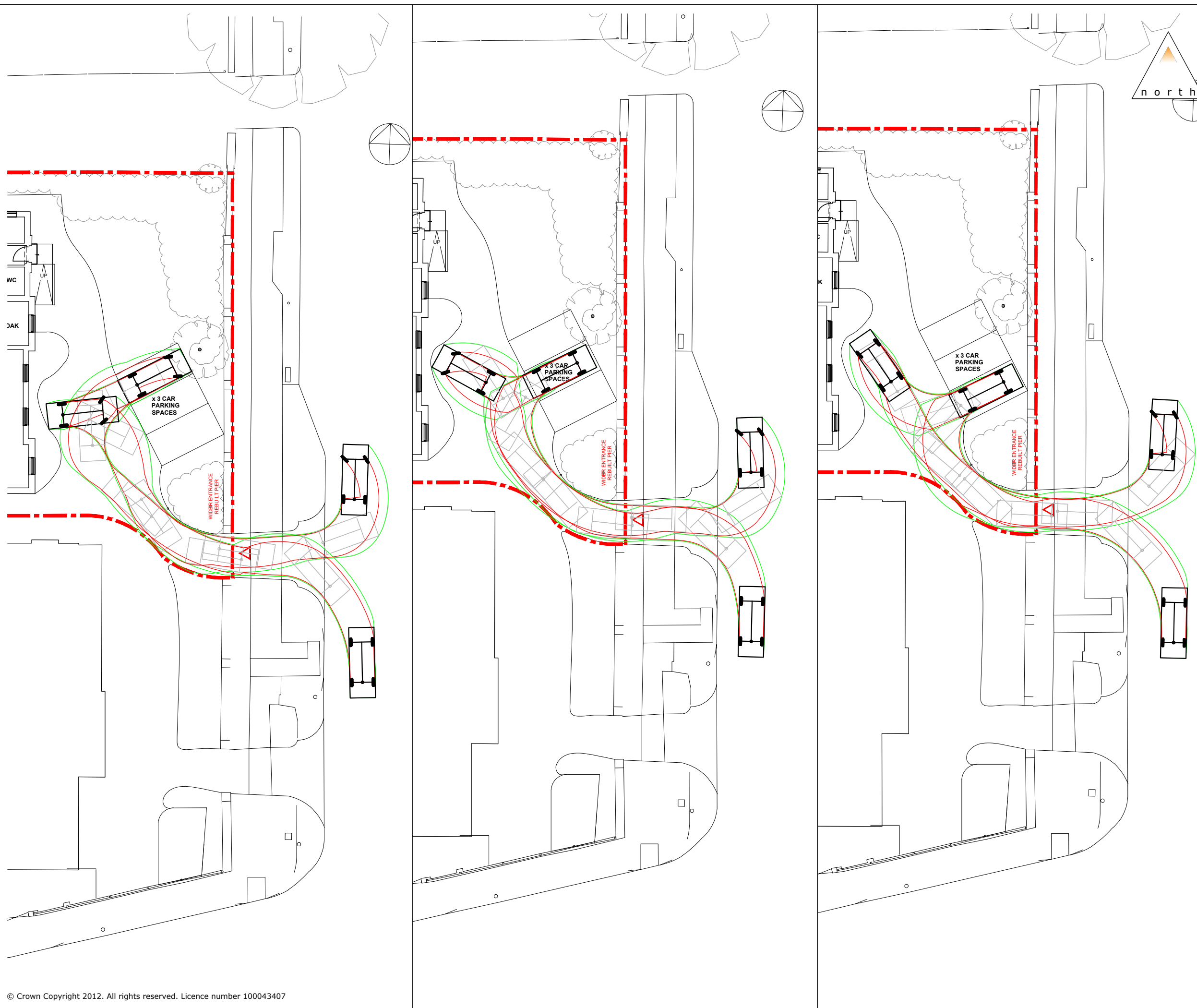
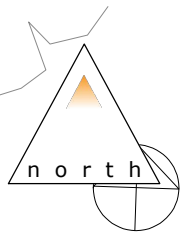
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DWG No: 3169A_55	REV. No: -	
FILE: 39a Floor Plans (existing).dwg		

Appendix B

Swept Path Analysis – Estate Car



Estate Car
 Overall Length 4.845m
 Overall Width 1.750m
 Overall Body Height 1.424m
 Min Body Ground Clearance 0.189m
 Max Track Width 1.655m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 4.950m



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Project:
39a Fitzjohn's Avenue

Title:
**Swept Path Analysis
 Estate Car**

Scale: 1:250 (@ A3)

Drawing: **1801070-TK02** Revision: -

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