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40 Arkwright Road  
London

## HIGHWAY STATEMENT

on behalf of  
Mr. Brian Chadwick and  
Dr. Gitta Madani

4889-CJF-HS2

August 2016



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## 1.0 INTRODUCTION

- 1.1 This document has been prepared by Bellamy Roberts LLP, on behalf of the Mr. Brian Chadwick and Dr. Gitta Madani in support of a planning application for the provision of a dropped kerb vehicular crossover and frontage parking at 40 Arkwright Road, London.
- 1.2 The proposals will allow for vehicular access to a proposed forecourt that incorporates an electric vehicle charging point in order to accord with the aspirations of the owner to become more sustainable and not contribute to local pollution generated by petrol and diesel vehicles.
- 1.3 A planning application, associated with 40 Arkwright Road, which included the reduction in the number of flats accommodated within the building from 3 flats to 2, was approved in May 2016. That planning application originally included proposals for a dropped kerb vehicular access to a forecourt parking for 1 vehicle, however following advice from the Local Planning Authority the scheme was revised to remove the aforementioned proposals.
- 1.4 Since the planning application for the reduction in the number of flats was approved, discussions have been held with the Local Planning Authority with regard to the vehicular access and forecourt parking proposals. It is understood that a Local Planning Officer expressed concerns regarding the proposals on the basis of his perception that they would not comply with Policy DP18 of the Camden Development Policies which states.

*"The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.*

*Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car*

*parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped'.*

*For car free and car capped developments, the Council 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 onstreet parking permits.*

*Developments will also be expected to meet the Council's minimum standards for cycle parking set out in Appendix 2. The Council will:*

- d) strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough; and*
- e) seek the provision of electric charging points as part of any car parking provision."*

and Policy DP19 which states:

*"Policy DP19 - Managing the impact of parking The Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces. We 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.*

*The Council 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.*

*The Council will only permit public off-street parking where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport. The Council will expect new public off-street parking to be subject to a legal agreement to control the layout of the parking spaces, the nature of the users and the pricing structure. We will also seek a legal agreement to secure removal of parking spaces in response to any improvement to public transport capacity in the area.*

*Where parking is created or reallocated, Camden will encourage the allocation of spaces for low emission vehicles, car clubs, pool cars, cycle hire and parking, and electric vehicle charging equipment."*

- 1.5 It is however, considered that the proposals are not contrary to these policies and this documents addresses the points of concern and reviews the operation

of the local highway network as well as similar dropped kerb vehicular crossovers in close proximity.

- 1.6 Furthermore, the proposals to form a dropped kerb vehicle crossover are similar to a recently approved and implemented scheme associated with the adjacent property, 38 Arkwright Road. That planning application, ref. 2009/5809/P, was approved in February 2010 following the two year consultation of Development Policies 18 and 19 (formally 16 and 17). The Delegated Report states that

*"the scheme proposes to create off-street parking for one vehicle. Such a proposal is above the maximum parking standards set out within the UDP; however given that the parking space proposed meets the size criteria and the fact that the applicants have stated they will use an electric car, the proposal accords with the provisions of Policy T7 of the UDP"*

- 1.7 Section 2.0 of this document outlines the existing/historic use of the property, associated parking facilities and details of Arkwright Road in proximity of the site. Furthermore the road safety record of the section of Arkwright Road between the A41, Finchley Road and the Frogna Avenue to the west of the site, incorporating the area in proximity of the proposals, is discussed within this section.
- 1.9 Details of the proposals contained within the planning application that this document accompanies are discussed within Section 3.0 along with the main highway aspects that are pertinent to road safety.
- 1.10 Section 4.0 discusses the Development Policies detailed within paragraph 1.4 and identifies that the proposals are not contrary to the policies that are actually support the provision of a forecourt that will accommodate an off-street parking space with an electric charging point.
- 1.11 The contents of this document is summarised within Section 5.0 along with the conclusions that can be drawn from the review that has been undertaken.

## 2.0 EXISTING CONDITIONS

2.1 The site, 40 Arkwright Road accommodates a semi-detached property that previously accommodated 3 flats but has been recently received planning approval to reduce the number of flats to 2; 1x five bed flat and 1x two bed flat.

2.2 The property does not currently benefit from off-street parking, however up until recently, the beginning of 2016, vehicles were permitted to park on the Arkwright Road carriageway adjacent to the site between the hours of 7pm and 9am.

### *Arkwright Road*

2.3 The two-way carriageway of Arkwright Road is approximately 9.0 metres wide and is noted as a "Minor Local Distributor" within the London Borough of Camden Network Management Plan. The road forms a link between A41 Finchley Road and the B511 Fitzjohn's Avenue and rises steadily to the east.

2.4 Due to the minor local distributor nature of Arkwright Road, parking restrictions are present with double yellow lines adjacent to the site but no loading restrictions are present. The opposite side of Arkwright Road accommodates a number of residents permit holder parking bays where driveways are not present. It must be noted that the double yellow lines were only implemented at the beginning of 2016.

2.5 Arkwright Road accommodates a significant number of vehicular crossover accesses along its length. These vehicular accesses link to forecourts that provide sufficient space for parking but do not accommodate enough area for turning facilities and therefore vehicles regularly reverse onto or off Arkwright Road.

### *Electric Charging Points*

2.6 A search has been undertaken of all electric charging points in proximity and it must be noted that the closest facility is 1.6km from 40 Arkwright Road. The use of this charging point, by the resident of 40 Arkwright Road is not convenient or feasible.

*Road Safety*

- 2.7 In order to assess the road safety record of the area in proximity to the application site, the crashmap website has been interrogated. This website includes all traffic incidents that resulted in personal injury and were attended to by the Local Constabulary.
- 2.8 The website confirms that although 5 incidents occurred at the junction of Arkwright Road and Froggnal between 2010 and 2015, there have not been any incidents along the section of carriageway. A map illustrating the location of the incidents is contained at **Appendix A** for ease of reference.
- 2.9 This clearly shows that the reversing of vehicles out of driveways does not raise road safety concerns.

### 3.0 PROPOSALS

- 3.1 As illustrated on drawing number 4889-001 at **Appendix B**, it is proposed to provide a dropped kerb vehicular crossover off Arkwright Road to allow access to a forecourt that accommodates frontage parking as well as an electric charging point.
- 3.2 The proposed dropped kerb vehicular crossover will allow for one vehicle to access the site frontage that is to be configured to accommodate a substantial proportion of soft landscaping as illustrated on the landscaping plan attached at **Appendix C**.
- 3.3 Drawing number 4382-001, at Appendix B, illustrates that sufficient pedestrian and vehicular visibility is achievable from the driveway. Therefore it is appropriate to consider that the proposals will not compromise road safety in proximity of the proposals.
- 3.4 Drawing number 4889-201, attached at **Appendix D**, illustrates a large car ingressing and egressing the proposed frontage parking safely and easily.



## 4.0 CONSIDERATION OF THE PROPOSALS

4.1 As detailed within the introduction, the Local Planning Authority were consulted with regard to the proposals and stated that they were contrary to a number of policies to include DP18 and DP19 of the adopted London Borough of Camden Development Policies.

4.2 The following section sets out why the proposals are not contrary to those policies.

### ***DP18***

4.3 Development Policy 18 seeks to minimise the level of parking at new developments and states that "where the Council accepts the need for car parking provision, development should not exceed the maximum standards for the area in which it is located"

4.4 With regard to the need for an off-street parking place, the owner of 40 Arkwright Road would like to operate an electric vehicle and as such, would need to recharge the vehicle regularly. At present, the closest public recharging facilities are in excess of 1.6km from 40 Arkwright Road.

4.5 The site, 40 Arkwright Road is located in close proximity to Finchley Road and therefore a maximum of 0.5 spaces can be provided per dwelling. The proposals consist of two dwellings and therefore a maximum of 1 parking space is permitted if the Council accept that there is a need to charge an electric vehicle at home.

4.6 Policy DP18 also seeks new proposals to meet the Councils minimum cycle parking standards. These standards state that 1 storage space is required per dwelling and therefore space for the storage of 2 bicycles should be provided for the proposals. The owner of 40 Arkwright Road is proposing to provide a storage facility adjacent to the proposed parking space that is adequate to accommodate up 2 bicycles.

***DP19***

- 4.7 Development Policy 19 seeks to manage the impact of parking in terms of further parking spaces, highways and the environment.
- 4.8 Parking restrictions are present adjacent to the 40 Arkwright Road and therefore the creation of a vehicular crossover will not reduce the number of on-parking spaces that are available in proximity, in any way.
- 4.9 The proposals are to be provided with 2.1x2.1 metre pedestrian visibility splays from the centre of the proposed driveway as well as a 2x22 metre visibility splay to ensure that egressing vehicles become aware of approaching vehicles. It must be noted that due to the straight alignment of Arkwright Road and the parking restrictions adjacent to the site, approaching vehicles can become aware of a vehicle egressing in excess the 25 metre requirement (22 metres for a 20mph road and 3 metres for maximum bonnet length).
- 4.10 The proposals will create a wider entrance gate and allow for better pedestrian and vehicular visibility that many of the driveways in proximity to include the adjacent property, no. 38, and therefore it is clear therefore, that the proposals will not have a detrimental impact on road safety or the operation of the local highway network.
- 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](https://www.camden.gov.uk/transport-and-streets/electric-vehicles)).
- 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."

4.13 Policy DP19 continues to stipulate a number of requirements associated with the provision of off-street parking. These are all met by the proposals as summarised in the following bullet points.

- A hidden gate to disguise the provision of a driveway and a vehicle parked within the driveway;
- Permeable driveway surface to allow surface water to drain into the frontage as it does at present;
- Soft landscaping in order to maintain the conservation area;
- Provision of a healthy silver birch tree surrounded in woodland planting;
- Bin storage are with a green roof to accommodate a wide range of plants; and
- A Viridiwall hydroponic Living Wall and evergreen bee / insect friendly planting.

## 5.0 CONCLUSION

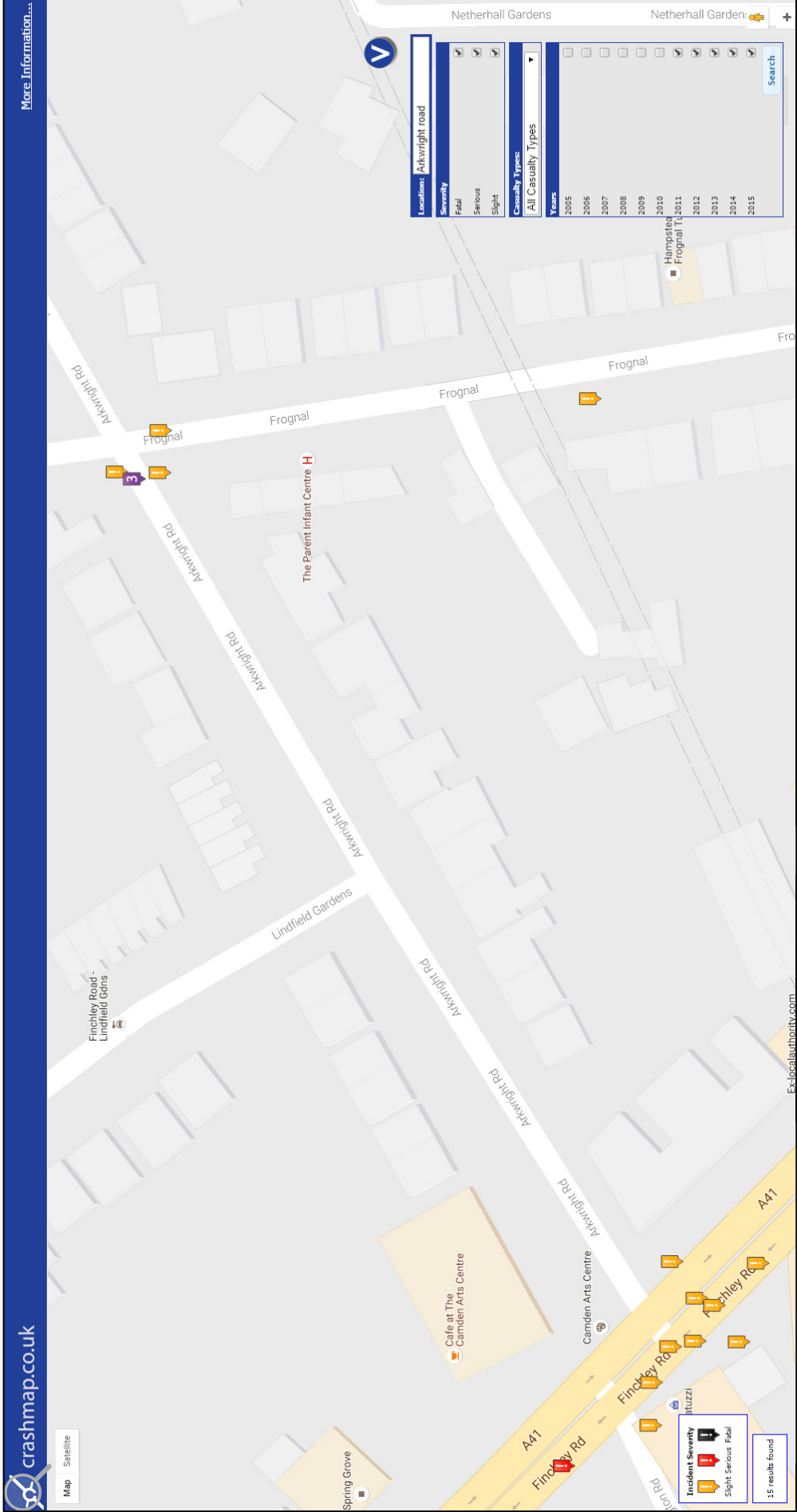
5.1 This Highway Statement discusses the existing site as well as the conditions of the local highway network in terms of both parking restrictions and road safety and continues to identify that there are no electric vehicle charging facilities in proximity.

5.2 The proposals that are discussed within this document, are to install a vehicular crossover to allow access to a forecourt that provides sufficient space for one vehicle, an electric charging point, permeable surfaces and an abundance of soft landscaping.

5.3 This document has shown that the proposals are not contrary to local policies and accords with the desires of the London Mayor's Office which promotes the use of electric vehicles.

# APPENDICES

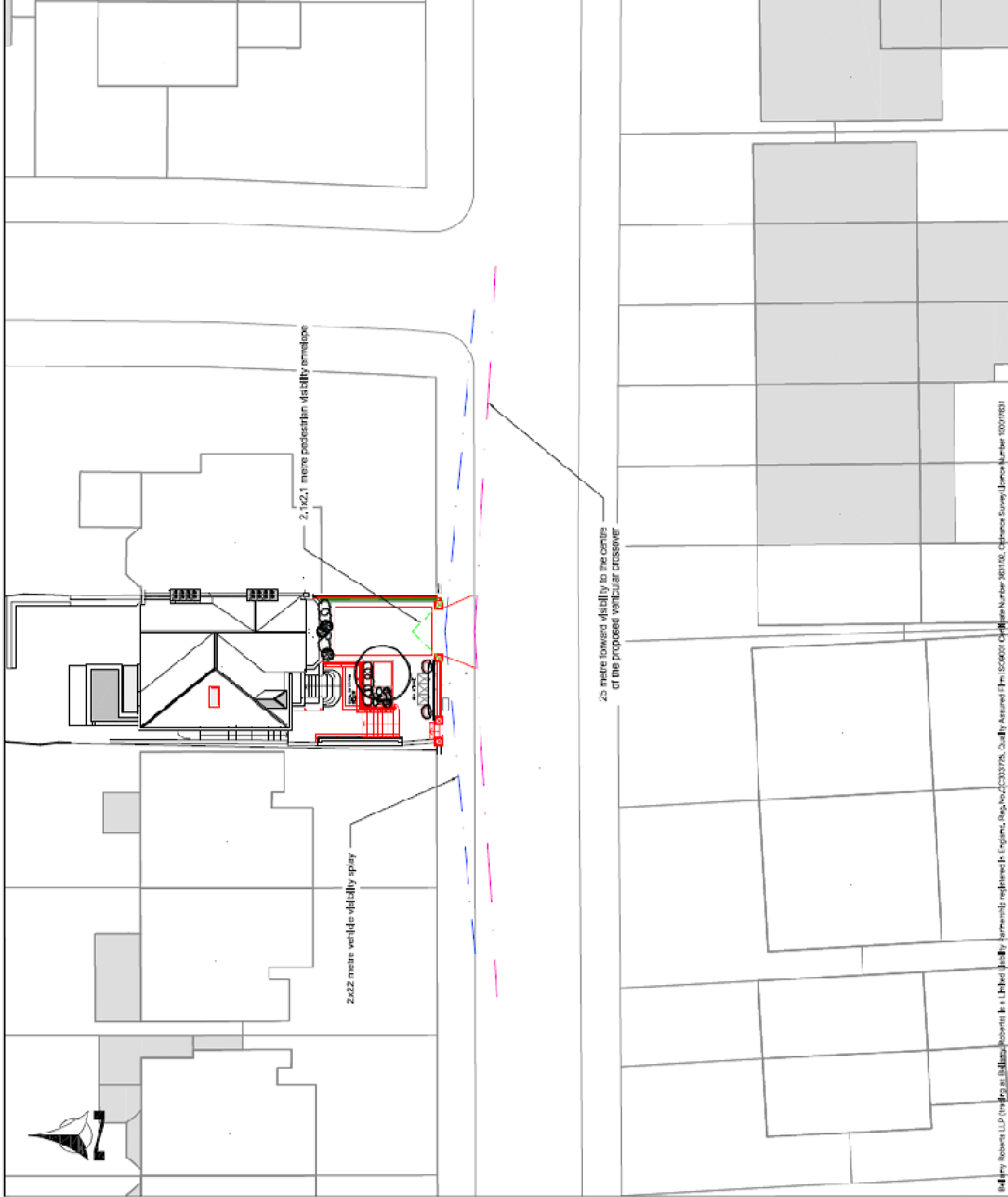
# **APPENDIX 1**



## **APPENDIX 2**

Notes

1. The speed limit of Arkwright Road in proximity of the site, is 20mph requiring a vehicular visibility splay of 2 x 22 metres and forward visibility of 25 metres.
2. The proposals allow for a pedestrian visibility envelope of 2.1x2.1 metres and therefore pedestrians will see a vehicle approaching and be seen by a driver of an approaching vehicle.

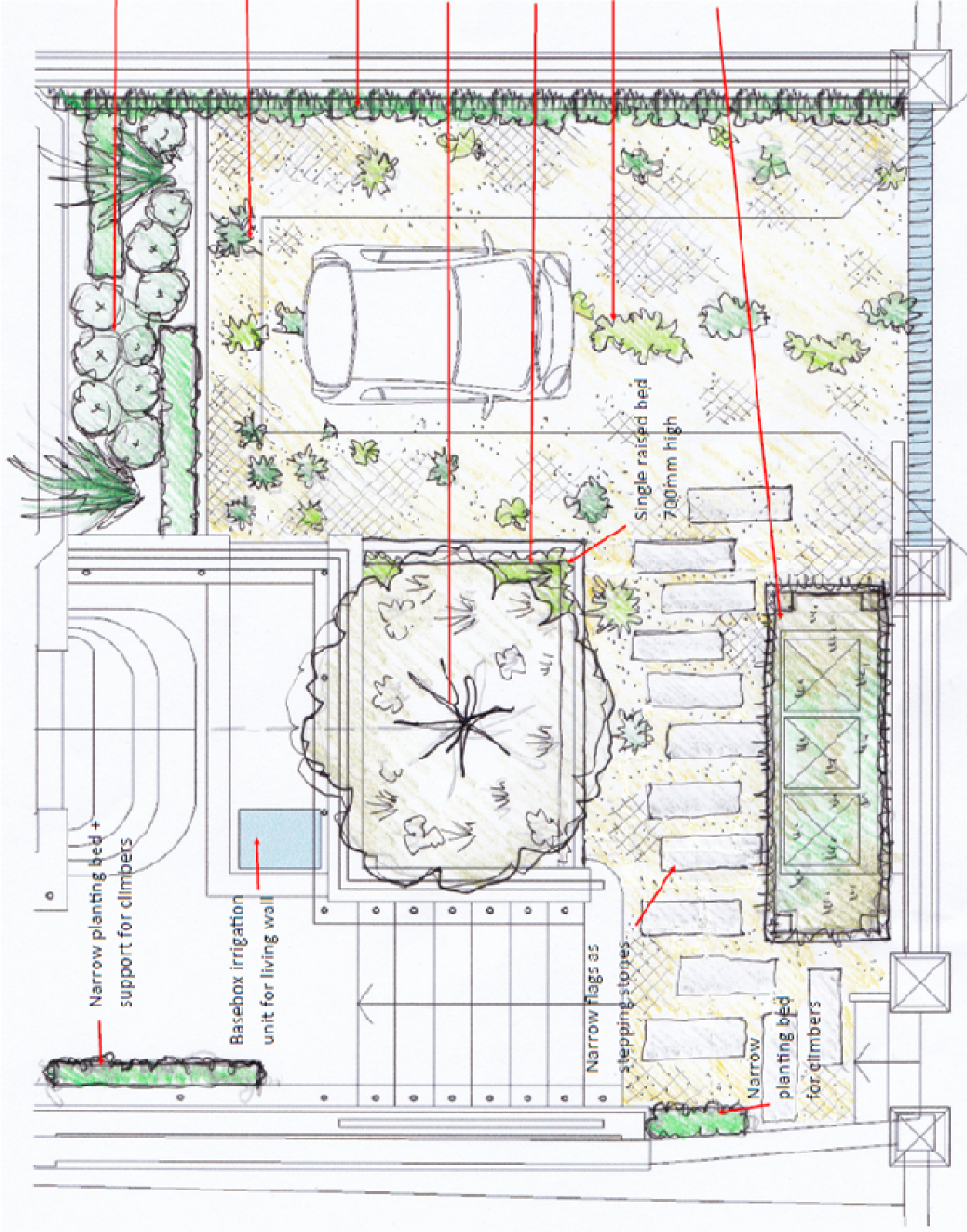


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Client		Mr. Chacowick and Dr. Madani	
Project		40 Arkwright Road, London	
Title		Proposed Vehicular Crossover and Frontage Parking Achievable Viabilities	
Drawn by	CJF	Checked by	CJF
Date	15/08/16	Scale	1:250 @ A3
Drawn by	CJF	Checked by	ITR
Scale	1:250 @ A3	Sheet No.	4889-001



## **APPENDIX 3**



Rear border planting: formal clipped box hedge with informal grasses and perennials

Recycled plastic Geogrid over permeable subbase, filled with 10mm gravel and planting mix for small plants

Viridiwall hydroponic Living Wall and Tobbox units with evergreen bee/insect friendly planting

Silver birch tree. Native, light shade canopy, preferably multi-stemmed

Woodland planting style of native primula, viola etc.

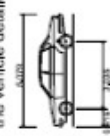
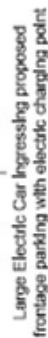
Low spreading, drought tolerant plants such as sedum, thyme, cotula etc to grow through gravel.

Green roof with 150mm depth substrate to accommodate wider range of plants, including some bulbs, grasses and succulents

## Front Garden Soft Landscape 40 Arkwright Road, London

28/07/2016

## **APPENDIX 4**



Large Car (2006)  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground  
Max Track Width  
Lock to Lock Time  
Kerb to Kerb Turn

5,079m  
1,872m  
1,525m  
0,310m  
1,831m  
4,00s  
5,900m

1. The swept path illustrated is generated by the vehicle detailed below.



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Mr. Chadwick and Dr. Madani

40 Arkwright Road, London

### Proposed Vehicular Crossover and Frontage Parking Swept Path Analysis

DESIGNED BY	CJF
DATE	15/08/16
SCALE	1:250 @ A3

ITR	
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