

Delegated Report		Analysis sheet		Expiry Date:		09/08/2013	
		N/A		Consultation Expiry Date:		10/07/2013	
Officer				Application Number(s)			
Miheer Mehta				2013/2032/P			
Application Address				Drawing Numbers			
322 West End Lane Hampstead London NW6 1LN				Refer to Decision Notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Dropping of the kerb to create a wider crossover in connection with garage (Class B2).							
Recommendation(s):		Refuse permission					
Application Type:		Full Planning Permission					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	26	No. of responses	00	No. of objections	00
Summary of consultation responses:		Site Notice – 19/06/2013 – 10/07/2013 Consultation Letters were sent out on 14/06/2013. No responses received.					
CAAC/Local groups comments:		N/A					
Site Description							
<p>The corner site at 322 West End Lane is located on the intersection of West End Lane and Crediton Hill. Access is also possible from a service road to the rear of the site. The property is used as an estate agents at ground floor level fronting West End Lane and 2 self-contained flats exist on the 1st and 2nd floors. To the rear of the site is a car workshop called “Carmel Garage”.</p> <p>The site currently has a vehicular access connected to the site which is and the site is within the Controlled Parking Zone CA-P, Fortune Green East CPZ operates on Monday to Saturday between 0830 and 1830 hours. The existing site consists of a single garage commercial use with a strip of hard standing being identified associated with the site.</p>							

Currently the land between the pedestrian footpath on Crediton Hill and the flank wall of the application site has parking bays for vehicles. The existing plans provided show this as 6 parking bays. The parking bays are not all in accordance with current car parking standards in terms of size (2.4m x 4.8m). There also exists a non-motorised dropped kerb, (closest to parking bay no.6), which has been designed to provide a service bay for the commercial units on West End Lane. This position is further supported as the dropped kerb is not wide enough for a vehicular crossover as it is less than 2m in width. Therefore, the use of the non-motorised dropped kerbed is not the same as a vehicular crossover. To the rear of the site, a crossover which is the width of one car space, sits directly in front of the garage. The use of the bays for car parking is not formalised and consists of vehicles crossing the public footway illegally in order to park.

The building is not listed; or within a conservation area.

Relevant History

TP/102691/W – 21/08/1964 – Granted - Use of No. 322 West End Lane, Hampstead, as a motor car showroom.

CTP/F5/7/3/3262 – 01/06/1967 – Granted - The construction of a pavement crossover onto Crediton Hill at No. 322A West End Lane, Camden.

F5/7/3/35174(R2) - 12/08/1983 – Granted - Change of use and works of conversion to form two self-contained flats, one on each of the first and second floors; the erection of a side and rear extension to second floor level and enlargement of existing garage.

8700721 – 24/06/1987 – Granted - Change of use and works of conversion to form 2 self-contained flats on the 1st 2nd and 3rd floors the erection of a side and rear extension to second floor level and the provision of a dormer window in the rear roof as shown on drawing nos. MC/N1/02 and 01.

Relevant policies

LDF Core Strategy and Development Policies

CS5 (Managing the impact of growth and development)

CS11 (Promoting sustainable and efficient travel)

Development Policies

DP18 (Parking standards and limiting the availability of car parking)

DP19 (Managing the impact of parking)

DP21 (Development connecting to the highway network)

DP24 (Securing high quality design)

DP26 (Managing the impact of development on occupiers and neighbours)

DP28 (Noise and vibration)

Camden Planning Guidance

CPG 7 (part 6)

Assessment

Background

The application site has been operating as a mechanics workshop for more than 25 years. The applicant wants to provide associated car parking as part of his business.

Currently the site has informal parking available, however this does not have the benefit of a crossover and the dimensions for each car parking space are not in accordance with the Council's car parking standards.

An issue arose during the application process, which included the applicants red-line boundary being incorrect, as part of the land to the side has been maintained by the Council. The applicant has now provided a correct site plan which also provides ownership details. This confirmed that the corner of the site along the flank wall of 322 West End Lane was not in the applicant's ownership.

Proposal

The proposal seeks to drop the existing kerb fronting Crediton Hill and to create a crossover in connection with the entering and egressing of 6 car parking spaces for "Carmel garage" (Class B2).

Parking spaces / Proposed Crossover

The car parking bays do not appear to have had planning permission previously. The existing crossover fronting the garage opening has been providing access into the site and parking for one car space. The parking bays do not conform with the standard vehicles parking bay sizes which require a width of 2.4m and a depth of 4.8m. None of the bays meet this standard.

The proposal is to remove the existing lamppost and provide a wider crossover, dropping the kerb and formalising the 6 parking spaces to all be able to enter and egress the site independently directly off the highway. The proposed crossover would be in excess of 12m wide and would be close to a corner junction.

Highway Safety

DP19 seeks to ensure that the creation of parking will not have negative impacts on parking, highways or the environment. The proposals submitted identify the requirement for an extended dropped kerb to facilitate access to this narrow strip of hard standing. DP21 also expects works affecting the highway to avoid harm to on-street parking conditions to Controlled Parking Zones.

The proposal would involve providing a drop kerb adjacent to the Crediton Hill frontage of the above property. This seeks to gain access to the strip of hard standing to form 6 formal off-street commercial parking bays. It is noted that the strip of hard standing has limited access and vehicles parking on this strip are currently illegally crossing the public footpath over a full height kerb.

However, from the plans submitted and looking at the existing situation it is identified that the strip of hard standing is not of a sufficient depth to meet the off-street parking guidance. Off-street parking is required to be provided at a depth of 4.8m x 2.4m, the plans as submitted identify that the depth of the hard standing is no more than 4m at its maximum, it is also noted that the width of the bays shown is also below the guidance at only 2m for the widest bays. Therefore, the number of bays is grossly over exaggerated and does not meet our off-street parking dimension requirements. As the dimensions are below our requirements it is not considered that a vehicle can be parked on this strip of hard standing without blocking the footway which is considered contrary to DP19 (part a).

The site location has been noted as being on the corner of Crediton Hill and West End Lane, the

existing dropped kerb access to the garage building is located at the optimum distance from the existing give-way junction of Crediton Hill. As detailed above, the proposed dropped kerb seeks to extend this provision towards the junction. The proposed location of the dropped kerb is considered to be within 10m of the give-way junction, this is considered to introduce an increased level of vehicle movement close to a junction which raises concerns on highway safety grounds, the proximity of the proposed crossover is considered contrary to policy DP21 (part h).

It has also been noted that there is an existing lighting column located within the proposed dropped kerb area on the pavement area. This would need separate highway authority to be re-positioned.

In relation to parking standards in general, should these be referenced back to the size of the commercial unit it can also be highlighted that the number of spaces being identified is in excess of Camden's parking standard requirements.

Amenity

In regards to amenity, it is considered no significant amenity impact to local residents is identified as part of this proposal.

Conclusion

The proposal is considered to cause harm to the highway, both in terms of highway safety to other vehicles, pedestrians and free flow of traffic. The proposal for the creation of the dropped kerb and associated parking across the site is unacceptable.

Recommendation: Refuse Planning Permission