

Delegated Report		Analysis sheet		Expiry Date:	09/01/2013
		N/A / attached		Consultation Expiry Date:	20/12/2012
Officer			Application Number(s)		
John Nicholls			2012/5901/P		
Application Address			Drawing Numbers		
53A Hollycroft Avenue London NW3 7QJ			See decision notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
The formation of hardstanding to front garden and replacement wall, fence and trellis to boundary fronting Hollycroft Avenue and Ferncroft Avenue to existing flat (Class C3)					
Recommendation(s):		Refuse Planning Permission			
Application Type:		Full Planning Permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	07	No. of responses	04	No. of objections	04
			No. Electronic	01		
Summary of consultation responses:	<p>A site notice was displayed on 23/11/2012 and a press notice on 6/12/2012. A summary of the comments and objections are as follows:</p> <p><u>Visual impact</u></p> <ul style="list-style-type: none">A cross over and hard-standing would result in the loss of yet another front garden, increase on-street parking pressure in an area where demand outstrips supply and have a very negative impact on the streetscape.The application is for 2 spaces, however, it is unclear how this is possible from the plans. <p><u>Highway safety</u></p> <ul style="list-style-type: none">The proposed location is very close to a busy junction on a steep gradient with Ferncroft Avenue. The proposal would endanger pedestrians, as sight lines are impeded by a large plane tree.The area is used as a short cut from 7am on weekdays onwards. Further traffic is generated by the tennis club during the summer months and the local school St Margaret's also generate traffic throughout the year. Summer holiday feels like blissful respite.					
CAAC/Local groups* comments: *Please Specify	<p>The Heath and Hampstead Society have objected as follows:</p> <ul style="list-style-type: none">The loss of garden space, especially that forming the public setting for houses; loss of green area, grass, flowers, trees, shrubs etc all of which contribute to the appearance and character of CA's.Ugliness of parked cars in close proximity to houses, again damaging to CA's.Traffic hazards, from cars entering and exiting into the highway with inadequate view lines. In this case, the proposed crossover is close to a road junction.Pedestrian hazards, again from vehicle movements across pavements with inadequate view lines.Loss of residents parking spaces.Non-conformity with Camden's many policies on discouragement of car use in the interests of carbon reduction.The precedents quoted by the applicants are in other properties destroying their front gardens. However, not many examples were formed before the confirmation of the LDF and therefore this application has to be assessed on the current situation. <p>The Redington / Frognal CAAC have objected as follows:</p> <ul style="list-style-type: none">The proposed access is dangerous.The loss of hedge and soft landscape is unacceptable and the materials for the fence inappropriate. The entrance would appear to eliminate possible parking.					

- The access is close to a junction used in the morning and afternoon and often at great speed.

Site Description

The site is located on the corner of Hollycroft Avenue and Ferncroft Avenue. It comprises a large semi detached property which is subdivided into flats.

The property is not listed, but is noted as being a positive contributor to the Redington Frognal Conservation Area.

Relevant History

2012/1362/P - Formation of hard-standing to front garden and replacement wall, fence and trellis to boundary fronting Hollycroft Avenue and Ferncroft Avenue – Refused - 21/05/2012

Relevant history in surrounding area

46 Hollycroft Avenue (2012/1809/P) - Creation of new vehicular crossover and associated engineering works to create one parking space within landscaped bank, together with cycle parking and hard/soft landscaping in front garden all in connection with existing dwellinghouse (Class C3).
Refused 17/05/2012

23 Hollycroft Avenue (2006/4394/P) - Creation of new vehicular entrance and erection of metal gates in front wall to provide a forecourt hardstanding for two off-street car parking spaces for flat 1.
Refused 22/05/2012 (Appeal dismissed 03/03/2008)

Relevant policies

LDF Core Strategy and Development Policies

CS5 Managing the impact of growth and development
CS11 Promoting sustainable and efficient travel
CS14 Promoting high Quality Places and Conserving Our Heritage

DP19 Parking standards and limiting the availability of car parking
DP21 – Development connecting to the highway network
DP24 Securing High Quality Design
DP25 Conserving Camden's Heritage
DP26 Managing the impact of development on occupiers and neighbours

Redington / Frognal Conservation Area Statement (2003)
NPPF - 2012

Assessment

Proposal: Permission is sought for the creation of a vehicle crossover and alterations to the front boundary treatment and front garden to allow for one off-street parking space in the front garden area of the property.

This is very similar to a scheme refused in 2012, and differs by way of the proposed off street parking being undertaken on parking tracks measuring 0.4m x 4.5m and consisting of 'Aquapave' permeable blocks with 'Type 3 porous base'.

Assessment:

The main planning issues associated with the proposed development have been identified its design/impact on the conservation area and transport. These are assessed below in the context of planning policy and other material considerations.

Design/Impact on the Conservation Area

Policy DP25 of the LDF requires development to preserve and enhance the character and appearance of the conservation area. The application site is identified in the Redington/Frognal Conservation Area Statement as being located within Sub Area Two: The 'Crofts' and specifically noted as being a positive contributor to the conservation area. The statement also draws reference to the loss of retaining walls in the area being detriment of the streetscape and considers that street trees (mainly London Planes) contribute greatly to the 'Crofts'.

The application proposed to remove a section of low wall and fencing (approx 3m in length) to replace with a similar style timber fence and trellis to act as a gate for vehicular access. A drop kerb would be created at the pavement edge and hardstanding would be installed for off-street car parking.

The Redington Frognal Conservation Area Statement advises (in policies RF8 and RF9) that alterations to the front boundaries between the pavement and houses can dramatically affect and harm the character of the conservation area. Where there are low walls alongside the road and within properties they add to the attractive appearance of the front gardens and architectural setting of the buildings. Particular care should be taken to preserve the green character of the conservation area by keeping hedges. The loss of front boundary walls where it has occurred detracts from the appearance of the front garden by reducing the area for soft landscaping in this urban residential area. Furthermore, these policies state that the loss of front boundary walls facilitates the parking of vehicles in a part of the property, which would adversely affect the setting of the building and general streetscene, and the Council will resist any further loss of front boundary walls and conversion of front gardens into hardstanding parking areas.

Although the entire front garden isn't to be paved, and two tracks are to be laid, the works proposed are still considered to be unacceptable due to the proposed alterations to the front boundary and the cumulative impact is considered to cause irreversible visual harm to the character and appearance of the conservation area, contrary to the design guidance in CPG1 and the Redington/Frognal Conservation Area Statement and policies DP24 and DP25 of the LDF.

Transport

Policy DP19 seeks to ensure that the creation of additional off-street parking will not have a negative impact on on-street parking, highways or the environment. The proposals submitted identify the requirement for a new crossover to facilitate access to the new hard standing area. Policy DP21 also expects works affecting the highway to avoid harm to on-street parking conditions to Controlled Parking Zones.

There is currently no vehicular access associated with the property and the site is within the Controlled Parking Zone (CPZ) Redington and Frognal CA-S, which operates Mon-Fri between 12:30 – 14:30. To enable a vehicle to access the new hardstanding area a crossover would be required as well as the removal of a section of on-street parking. The proposal seeks to relocate the CPZ parking

bay further north by 2.5m to compensate for the cross-over and loss of the CPZ space closer to the junction. These concerns have now been overcome and the Council does not object to this part of the proposal.

The proposed crossover is now 10m from the give way junction with Ferncroft Avenue, which, despite this distance being increased since the previous refusal, is still considered to introduce a new vehicle movement close to a junction which still raises concerns on highway and safety grounds, the proximity of the proposed crossover to a junction is considered to be contrary to policy DP19 but complies with Policy DP21 because the CPZ bay is proposed to be relocated.

Under policy DP19 it is considered that the removal of front garden to provide the new hard standing would be contrary to parts h) and i) that seek to preserve the buildings setting and character of the surrounding area and to preserve the features of the garden which currently contributes to the visual appearance of the area.

Summary

The proposal would have a negative impact on the appearance of the host building and wider conservation area, contrary to policies DP19, DP24 and DP25. Furthermore, it would be located close to a junction so as to pose a hazard to the safe movement of traffic contrary to policy DP19.

Recommendation: Refuse Planning Permission

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