

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	<b>23/03/2012</b>
		N/A / attached	<b>Consultation Expiry Date:</b>	01/03/12
<b>Officer</b>			<b>Application Number(s)</b>	
John Nicholls			2012/0512/P	
<b>Application Address</b>			<b>Drawing Numbers</b>	
18 PRINCE ARTHUR ROAD LONDON NW3 6AY			See decision notice	
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>	
<b>Proposal(s)</b>				
Alterations to front boundary wall in connection with creation of off-street parking/crossover and new landscape in front garden to dwelling (Class C3)				
<b>Recommendation(s):</b>		Refuse planning permission		
<b>Application Type:</b>	<b>Full Planning Permission</b>			

<b>Conditions or Reasons for Refusal:</b>	<b>Refer to Draft Decision Notice</b>					
<b>Informatives:</b>						
<b>Consultations</b>						
<b>Adjoining Occupiers:</b>	No. notified	<b>13</b>	No. of responses	<b>03</b>	No. of objections	<b>02</b>
<b>Summary of consultation responses:</b>	<p>A site notice was displayed on 3<sup>rd</sup> February 2012 and a press notice was displayed on 9<sup>th</sup> February 2012.</p> <p>One letter of objection from the Heath and Hampstead Society states:</p> <ul style="list-style-type: none"> <li>• The construction of new off-street car parking space, especially in front gardens, is always opposed by us, and we do so here.</li> <li>• The proposal is presented as a garden/landscaping project, and the car-parking space hardly mentioned. The perspective view presented camouflages its existence quite well. The garden elements suggested are attractive, but do not persuade us that the parking space is acceptable.</li> <li>• Off-street parking bays of this nature are not only very unattractive from pavement level, but also form traffic/pedestrian hazards with cars backing out with limited visibility lines, limit the kerbside parking space available to all residents, and do nothing to support Camden's progressive policies on the discouragement of car use and limiting carbon emissions.</li> <li>• A very unacceptable proposal. Please refuse.</li> </ul> <p>One letter of support from a neighbouring property found:</p> <ul style="list-style-type: none"> <li>• That the proposal was acceptable and a very good idea, but wanted to ensure there was sufficient space on either side of their car to allow her to reverse easily out of the drive.</li> </ul>					
<b>CAAC/Local groups* comments:</b> <small>*Please Specify</small>	<p>The Fitzjohn's/Netherhall CAAC have commented as follows:</p> <ul style="list-style-type: none"> <li>• <span style="background-color: blue; color: white; padding: 2px;"> </span> We object to the loss of garden to make space for parking.</li> </ul>					

## **Site Description**

The site is located on the northern side of Prince Arthur Road, a sloping residential street to the west of Fitzjohns Avenue: it is situated close to the junction of Prince Arthur Road and Ellerdale Road.

The building on the site is a substantial semi-detached red brick property comprising accommodation at lower ground, ground, first floor and roof level. The property is divided into 3 self-contained flats. The building is not listed, but is situated within the Fitzjohns/ Netherhall Conservation Area. The building is identified as contributing positively to the character and appearance of the Conservation Area.

## **Relevant History**

2011/1814/P - External alterations and additions including enlargement of the lower ground floor and creation of front lightwell covered by glazed rooflight, erection of part 1, part 2 storey rear extension at lower ground and ground floor level and creation of terrace with spiral stairs to garden at rear ground floor level, rooflights on front, rear and side roofslopes and alterations to windows and doors rear and side at lower ground and ground floor level all in connection with the conversion of 3 flats at lower ground floor level and 1 x 5 bed flat at lower ground, ground, first, second and third floor level (Class C3) – granted - 06/06/2011

## **Relevant policies**

### **LDF Core Strategy and Development Policies**

CS5 Managing the impact of growth and development

CS11

CS14 Promoting high Quality Places and Conserving Our Heritage

DP19 Parking standards and limiting the availability of car parking

DP24 Securing High Quality Design

DP25 Conserving Camden's Heritage

DP26 Managing the impact of development on occupiers and neighbours

### **Camden Planning Guidance 2011**

### **Fitzjohns/Netherhall Conservation Area Statement**

## Assessment

### Proposal

The proposal concerns removing a section of front garden wall and forming a new brick pier to create a gate post and also the laying of hardstanding on the front garden to create an off street car parking space.

The material considerations are as follows:

Policy F/N31 of the Fitzjohn's/Netherhall Conservation Area Statement states that:

*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, the loss of front boundary walls facilitates the parking of vehicles in part of the property, which would adversely affect the setting of the building and the general street scene. The Council will resist any further loss of front boundary walls and conversion of front gardens into hardstanding parking areas.*

There are many examples of off street parking in front gardens in Prince Arthur Road; however, the street retains much of its original character. The Conservation Area Statement defines the importance of streetscape, including the vegetation and the boundaries between private gardens and the street as an important and inherent part of its character and appearance. Significantly, the statement goes on to state "original boundary walls are distinctive, using particular materials and details to echo the architecture behind" as indeed the wall does in the application site.

More specifically, the statement addresses the impact of forecourt parking in Prince Arthur Road (Sub Area One) citing bad examples at No. 10 and No.14. It is clear that there is a variety of styles of building within the street. Despite this, the application building is one that makes a positive contribution.

With this in mind, the loss of front boundary wall and the hard surface proposed (and its appearance when a vehicle is parked) would detract from the defined character and appearance. Consequently, it is recommended that it is contrary to LDF Policy and having regard to the policies and guidance in the CA statement.

### Amenity

There are no amenity issues relating to this application.

### Transport

Also material is the loss of on street parking spaces in the CPZ.

The site has a PTAL score of 6a (excellent) which indicates that it has a high level of accessibility by public transport. The ratio of parking permits to parking spaces in the Hampstead controlled parking zone (CPZ) is 1.10. This suggests that parking stress is a significant local issue.

Even although the proposal would provide 1 off-street parking space it needs to be noted that the new parking space would be for the sole use of the occupier of number 18 Prince Arthur Road. Therefore, 1 on-street parking space would still be lost to local residents. It should be noted that this contravenes our development policies; specifically DP19 in that the Council will resist development that would add to on-street parking demand where on-street parking spaces cannot meet existing demand, create a shortfall of residents' parking and would create, or add to, an area of car parking that has a harmful visual impact.

There is significant parking stress in the CPZ. The provision of one private space at the expense of a communal space is not a suitable trade off; nor would the offered cycle stands or electric charging points. A contribution toward funding car club spaces or the feasibility of changes to the layout does not resolve or mitigate the loss of amenity to resident that would result from the loss of on street

parking where demand for spaces outweighs those available.

**Recommendation:** Refuse Planning Permission

**Disclaimer**

***This is an internet copy for information purposes. If you require a copy of the signed original please telephone Contact Camden on (020) 7974 4444***