

Delegated Report		Analysis sheet	Expiry Date:	13/09/2011
(Members Briefing)		N/A / attached	Consultation Expiry Date:	01/09/2011
Officer			Application Number(s)	
David Glasgow			2011/3321/P	
Application Address			Drawing Numbers	
1 Pond Street London NW3 2PN			Refer Draft Decision Notice	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Retrospective application for conversion of 2x flats and 1x maisonette to 1x flat and 1x maisonette and erection of new fence and vehicle gate to boundary wall (Class C3)				
Recommendation(s):		Grant Planning Permission		
Application Type:		Full Planning Permission		

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	04	No. of responses	01	No. of objections	00
Summary of consultation responses:	Site Notice: 27/07/2011 to 17/08/2011. Press Notice 11/08/2011 to 01/09/2011. No representations were received as a result.					
CAAC/Local groups* comments: <small>*Please Specify</small>	<p>Hampstead CAAC: No Objection.</p> <p>The Heath and Hampstead Society objected to the proposal on the following grounds:</p> <p>This is a confusing and possibly misleading application which we find difficult to assess.</p> <p>We have no comment on the alterations in flat configuration.</p> <p>What we cannot understand from the information provided by the applicant is whether there was a pre-existing crossover and vehicle gate on this boundary before the new construction was undertaken. There is only a vague statement concerning a gate having been present "in the past". We conclude that in fact there was no crossover and/or gate, and that what is now the subject of the application is entirely new.</p> <p>The fact that the applicant rather casually explains that his lack of submitting a previous application for the work was due to "time pressures" is suggestive.</p> <p>Therefore, we must object strongly. We always oppose the formation of new crossovers and gates, and the use of front gardens for car parking. This is not only destructive of the appearance and character of our Conservation Area, but also runs contrary to Camden's estimable policies on discouragement of car use in the Borough.</p> <p>In the case of this site, one could hardly have found a more unsuitable, disruptive and dangerous location for such a crossover. We do not need to remind you of the heavy use and congestion of Pond Street, its use by 2 bus routes, and its vital function as a principle access for ambulances and other vehicles for the Royal Free Hospital. It is too narrow already for the traffic it has to accept, and further disruption from private vehicles turning in and out of No 1 is totally unacceptable.</p> <p>Please refuse, and proceed with enforcement.</p> <p>Officer Comment: see section 3.0 Below</p>					

Site Description

The site is a 3 storey building divided into flats, located on the northern side of Pond Street near the junction of Pond Street and Hampstead Hill Gardens. The building is not listed but is located within the Hampstead Conservation Area.

Relevant History

TPD423/5347 - Conversion of top floor at 1, POND STREET, N.W.3. into two self-contained flats. Granted 17/07/1961

Relevant policies

LDF Core Strategy and Development Policies

Camden Planning Guidance

Relevant Policies in Camden Core Strategy

- CS1 - Distribution of growth
- CS5 - Managing the impact of growth and development
- CS6 - Providing quality homes

Relevant Policies in Camden Development Policies

- DP2 - Making full use of Camden's capacity for housing
- DP5 - Housing size mix
- DP6 - Lifetime homes and wheelchair homes
- DP19 - Managing the impact of parking
- DP26 - Managing the impact of development on occupiers and neighbours

Assessment

1.0 Proposal

1.1 The application is for the retrospective conversion of the property from two flats and one maisonette to one flat and one maisonette, and for the retention of the new fence and vehicle gate to the property boundary

2.0 Change of use

2.1 The proposed loss of one residential unit complies with policy DP2 as it does not involve the loss of two or more residential units. The proposal will involve the creation of a family sized dwelling which will provide a good standard of residential accommodation, in line with Policy DP5. On this basis, the proposal is considered acceptable.

2.3 As the property would result in the net loss of one unit on site it would not result in any increased pressure to on street car parking and therefore complies with Policy DP29.

2.4 The application has outlined the means to meet lifetime homes standards where practicable, and so as a reversion to a single dwelling unit is considered to comply with Policy DP6.

2.5 The proposed dwellings meet or exceed the minimum floor area and room size requirements of the CPG.

3.0 Design

3.1 The fence and gate would be a traditional wrought iron design in keeping with the prevailing townscape character relating well to the host building and surrounding street scene. The gate and fence are not considered to result in harm to the character and appearance of the host building street scene or conservation area.

3.2 The Heath and Hampstead Society have objected on the basis that they do not believe the crossover and gate existed prior to the current works on site. Photographs on CycloMedia (dated June 2008) clearly show the crossover and the gate posts, but no vehicle gates. Google Street View shows a very similar image. The vehicle crossover therefore appears to have been in place for a number of years. Whilst the vehicle gates are a recent addition, it would seem from the existence of the gate posts and cross over and the remnants of fixings in the cyclometer images, that they are most likely to have been historically present. Council's highways officer considered the application, and although not part of the application, commented that there were no concerns with regard to road safety in respect of the vehicle crossover.

4.0 Recommendation

4.1 Grant Planning Permission.

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