

LG REDINGTON FROGMAL Co Ao
C/1716/SC/P SUB DIVISION AND EFFECTS OF INCREASED CAR PARKING. 696

**Department of the Environment and
Department of Transport**



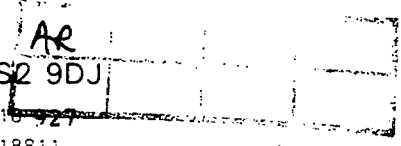
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Your reference
696

Our reference
T/APP/X5210/A/88/94664; 94701;
103618 & 95917

Date: 20 JAN 89

Gentlemen

TOWN AND COUNTRY PLANNING ACT 1971, SECTION 36 AND SCHEDULE 9
APPEALS BY MRS I V SHANE
APPLICATION NOS: PL/8803839; PL/8803807; PL/8803808; AND PL/8803806

1. I have been appointed by the Secretary of State for the Environment to determine the above mentioned appeals. These appeals are against the decisions of the London Borough of Camden Council to a. refuse outline planning permission for the erection of 13 flats/maisonettes; b. its failure to determine an application for the extension and conversion of the existing building to 12 flats; c. its failure to determine an application for the extension and conversion of the existing building to 9 flats; and d. to refuse permission for the extension and conversion of the building to form 9 flats. I have considered the written representations made by you and by the Council and also those made by interested persons. I have also considered those representations made directly by other interested persons to the Council which have been forwarded to me. I inspected the site on 18 October 1988.
 2. The appeal site is a rectangular plot 0.43 acres in extent and occupied by a very large house which extends across much of the entire plot width. Redington Road is characterised by properties such as this, although there is a variety of ages and styles of domestic architecture. The road lies within a Conservation Area. The house has accommodation on 3 floors, and there is also a basement. There is a tarmac drive and a mature strubbery along much of the highway frontage.
 3. There are 4 appeals lodged in respect of this site; 3 of the appeal schemes involve the conversion and extension of the existing building to form flats. The fourth scheme involves the demolition of the existing house and its replacement with a new building which would comprise 11 flats and 2 maisonettes. The demolition of the existing house would require Conservation Area Consent. No such application has been made and I make no comment upon the merits of any proposal to demolish the building. I shall deal with the appeals in turn, but in each case I consider the principal issue to be whether the particular proposal would be so detrimental to the appearance and character of the Conservation Area, or to the amenities of neighbouring occupiers, that planning permission ought to be withheld.
- A. APPEAL REFERENCE: APP/X5210/A/88/95917
4. This appeal relates to an outline proposal (with design, external appearance and landscaping reserved for subsequent approval) to erect upon the appeal site a building which would contain 11 flats and 2 maisonettes. It is further proposed

to accommodate 19 car spaces on site. I consider that the proposal would have a serious adverse effect on the appearance and character of the Conservation Area and upon the amenities of neighbouring occupiers for a number of reasons.

5. The forecourt of the house as it exists at present is well screened by vegetation. The mature gardens in the vicinity of the appeal site contribute much to the pleasantness of the surroundings. Access is not a matter reserved for subsequent approval and I have therefore considered the likely impact of the 2 accesses as shown on Drawing 696X1. Although the parking layout itself does not form a committed part of the scheme before me, I think it reasonable to infer, from the siting of the building and the accesses, that it is intended to permit the passage of vehicles down each side of the building and to use much of the forecourt for parking. Such an arrangement would, in my opinion, produce a feature in the street scene which would contrast strongly in its starkness with much of its surroundings. Furthermore the penetration of vehicles deep into the site would introduce the noise and potential disturbance associated with manoeuvring vehicles which would be inappropriate adjacent to the relatively tranquil rear garden areas on either side.

6. About two thirds of the building would be 3 storeys in height. The 3-storey part would project about 7 m beyond the line of the existing rear elevation of the house at a distance of only 3.5 m from the boundary of No 39 Redington Road and some 6 m from the boundary of No 43. Beyond that, a 2-storey section would project a further 11 m into the rear garden. Although the form of the 2-storey section ensures that it recedes from the boundaries of Nos 39 and 43, I am in no doubt that the great depth of the building in relation to its neighbours would result in a significant and unacceptable loss of sunlight and outlook from the rear elevations of neighbouring properties. In the absence of detail relating to fenestration, the impact of the building upon the privacy of adjoining occupiers cannot be assessed with certainty but it seems likely to me that some windows to habitable rooms in the new building would overlook neighbouring properties leading to an unacceptable loss of privacy.

7. For the above reasons and in exercise of the powers transferred to me, I hereby dismiss this appeal.

B. APPEAL REFERENCE: APP/X5210/A/88/94701

8. This appeal is against the failure of the Council to determine an application for permission to convert the existing building to 12 flats within the statutory period. The proposal involves the erection of a single storey "garden level" extension and the provision of the following accommodation:

- i. 1 x 3 bedroom flats at garden level;
- ii. 2 x 2 bedroom flats and 2 x 1 bedroom flats at ground floor level;
- iii. 2 x 2 bedroom flats and 2 x 1 bedroom flats at first floor level;
- iv. 3 x 1 bedroom flats at second floor level.

9. This reveals a preponderance of one-bedroom units (7) and only one unit, having 3 bedrooms, which might be regarded as appropriate for family occupation. It has been put to me, and not disputed by you, that the surrounding area is generally characterised by large houses in single family occupation. Certainly that was the impression that I formed on the occasion of my site visit. I consider

that the intensity of use which would be generated by the conversion of the building, to 12 flats, most of which have only one bedroom, would be noticeably different from that which currently prevails and would not serve to "preserve and enhance" the character of this part of the Conservation Area. I consider that the provision of only 9 parking spaces to serve 12 flats would encourage on-street parking to the detriment of its character and appearance. Indeed the manoeuvring space shown on Drawing 696.14 associated with the forecourt parking area seems to me so limited that it may well act as a disincentive to the use of the on-site spaces. There is moreover virtually no available space for landscaping to soften the appearance of the parking area.

10. For the above reasons and in exercise of the powers transferred to me, I hereby dismiss this appeal.

C. APPEAL REFERENCE: APP/X5210/A/88/94664

11. This scheme involves the extension of the existing building and its conversion to 9 flats. The relevant car parking layout is shown on Drawing 696.07, and illustrates the provision of 9 spaces with access to each of them directly across the footpath. Any space available for landscaping would be behind the car parking area.

12. As to the effect of the proposed extensions, I do not consider that the proposals affecting the garage and yard area adjacent to the boundary with No 39 would have any adverse effect on occupiers of that property. Any new building would be to the north west of No 39 and its garden and have little or no impact on daylight or sunlight received by it. At the other end of the house, it is proposed to build an extension at garden level and ground floor level, close to the boundary with No 43 Redington Road. The extension would project a maximum of 4.9 m behind the existing rear elevation of No 41 at this point. It would project at least a metre beyond the existing edge of the terrace. The main rear elevation of No 43 is set about 2 m behind that of No 41, although there is a recessed section close to the common boundary. I am satisfied that the proposed extension is sufficiently far away from the windows to habitable rooms in the rear elevation of No 43 that it would have little impact on the residential amenities of its occupiers.

13. This scheme provides a higher proportion of family-sized units, which would be more in keeping with the character of the surrounding area. One car space per dwelling unit is proposed which seems to me the minimum ratio acceptable for high quality flats in this environment. However the car parking scheme would in my opinion have a serious effect on the quality of the street scene to the detriment of the Conservation Area. The parking area would appear more akin to a commercial enterprise than a pleasant well-vegetated residential environment. I consider it visually unacceptable in the context of its surroundings. Moreover the presence of a continuous pavement cross-over would mean that any overspill parking requirements which may well materialise given the size and quality of the proposed dwelling units, would have to be met by on-street parking elsewhere in Redington Road or nearby streets.

14. I conclude therefore that the appeal proposal would have a detrimental effect on the appearance and character of the Conservation Area and to a lesser extent on the amenities of neighbouring occupiers by virtue of the likelihood of on-street parking outside their houses.

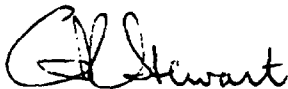
15. For the above reasons, and in exercise of the powers transferred to me, I hereby dismiss this appeal.

16. This proposal differs in 2 main respects from the preceding case; the proposed extension close to the boundary with No 43 would be smaller and the car parking layout shown on Drawing No 696.07B makes provision for 5 spaces together with the retention of some of the existing shrubbery. I find the proposed extensions satisfactory in their relationships with adjoining properties. The proposed parking area is an improvement in visual terms over that which featured in the preceding case. However, it suffers from the serious shortage of manoeuvring space which probably prompted the earlier submission of a continuous cross-over arrangement. A gap of 3 m behind the parking spaces is not in my view sufficient to allow, still less encourage, the use of the spaces shown. Even if they were accessible, the 5 spaces provided are in my opinion insufficient to meet the parking requirements which are likely to be generated by the provision of 9 good-sized flats in this type of area. I consider that the overspill parking likely to arise from the appeal proposal would occur in the surrounding streets to the detriment of the appearance and character of the Conservation Area and to the residential amenities of neighbouring occupiers.

17. For the reasons given above and in exercise of the powers transferred to me, I hereby dismiss this appeal.

18. I have taken into account all of the representations made in respect of all of the appeals but none outweighs the conclusion I have reached in respect of each of them.

I am Gentlemen
Your obedient Servant



MRS G R STEWART BSc DipTP MRTPI
Inspector