

LONDON BOROUGH OF CAMDEN

REPORT FOR DECISION UNDER DELEGATED POWERS

Officer:- <u>MILH.</u>	Application Number(s):- <u>PE9800774</u>
Application Address <u>52-54 Flowerstock Hill</u> <u>LONDON NW3.</u>	Drawing Numbers <u>2458/5</u> LONDON BOROUGH OF CAMDEN TOWN AND COUNCIL 13 MAY 1999 AGREED RECOMMENDATION ON BEHALF OF THE COUNCIL
Signature - Area Team:- <u>ER</u> <u>A</u>	Signature <u>[Signature]</u>

SITE DESCRIPTION:-

Two terraced properties, each comprising a basmt. + 3-upper storeys and situated on the east side of Flowerstock Hill, south of junc. of Prince of Wales Rd. & north of Chalk Farm Underground Station.

PROPOSAL:-

The creation of two car parking spaces for existing self-contained flats.

RELEVANT HISTORY:-

PP. granted 17/10/97 for alts. to rear elev. + C.O.D. from 2 HMO's to form 7 s/c flats, erection of a 2-storey rear extn. + dormer windows & roof lights. (ref. PE9700347/RLA PL9201274).

RELEVANT POLICIES:-

Borough Plan - TRA. ENVIRONMENTAL CODES. para. 41.4.

UDP - TR18 EN59, EN60, EN1

Others - SPG. GWS. DESIGN & FORECOURT PARKING. Page 42+43.

CONSULTATIONS:- Adjoining Occupiers _____ Number Notified _____ No. of Responses _____ No. of Objections _____

CAAC/Local Groups Comments:-

Summary of Consultation Response:-

ASSESSMENT:-

The prop. would not accord with Boro. Plan or UDP policies.

The prop. is unacceptable in that it would be sited approximately 20 metres from a controlled signified intersection at Prince of Wales Rd & Haverstock Hill. The crossover would be located on a slight curved section of Haverstock Hill towards the bottom of the Hill. The visibility/splay appears inadequate in terms of public safety for both traffic & pedestrians. Furthermore, the existing pedestrian safety barrier would be compromised & its removal would be strongly opposed. For these reasons the prop. would not be in keeping with policy TR4(b) (Boro. Plan) which seeks to promote appropriate schemes for control both on- & off-street parking including the number of spaces provided. The policy justification states "Parking control may also be used to reduce hazards & accidental risks to pedestrians, cyclists & moving traffic." *

As discussed above the prop. is unacceptable on several grounds. UDP TR18 seeks where practicable to apply residential parking standards. However, given the existing restricted parking in Haverstock Hill/Prince of Wales Rd, off-street or on-street parking requirements would be not practicable.

The prop. hard standing area would be close to the front window to the basmt. s/c flat & no details have been submitted to enable an informed view on the impact of the occupiers & whether the hard standing would comply with the Enmsh. Code or the S.P.G.

* The prop. would not accord with EN60 in that the safe & free flow of traffic on the highway network would be ~~hazardous~~ ^{impeded}.

RECOMMENDATION:-

R.P.

Refuse for the following reasons:-

Approve subject to the following conditions:-

Conditions/Reasons for Refusal:-

1) The proposed development is unacceptable in that it is contrary to policy TR4(b) of the Boro. Plan 1987 and ^{EN60} ~~TR18~~ of the UDP proposed to be adopted. More particularly the proposed crossover and hard standing by reason of its siting and location would be hazardous to pedestrian and vehicular safety and objectives which seek to minimise pedestrian and vehicular accidents.

Reasons for Conditions:-

2) The proposed use of the existing front garden for parking purposes is unacceptable in that the traditional pattern of enclosure in the street would be ~~disrupted~~ ^{disrupted} and it would ~~deprive the~~ ^{deprive the} ~~building of its setting and involve the loss of trees and~~ ^{planting which are of amenity value to the area as a whole.}

disrupted and existing trees and planting removed, which would be detrimental to the streetscene and local amenity. It would, therefore, be contrary to Policies EN1 & EN60 of the emerging UDP.