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Your reference

Our reference
T/APP/5003/A/79/2978/G2

Date 28 JAN 1980

Sir

TOWN AND COUNTRY PLANNING ACT 1971, SECTION 36 AND SCHEDULE 9
APPLICATION NO:- D5/4/5/27336

1. I refer to your appeal, which I have been appointed to determine against the decision of the Council of the London Borough of Camden to refuse planning permission for the erection of a car port at 14 Templewood Avenue, London NW3. I have considered the written representations made by you and by the Council. I inspected the site on 11 December 1979.
2. From my inspection of the site and its surroundings and from the representations made, I consider that in this case the main issue is whether the proposed car port would be detrimental to the visual amenities of the area.
3. The appeal site lies on the southeastern side of Templewood Avenue, forming part of the paved forecourt of No 14 which is a substantial 3 storey detached house, now divided into flats. There are two vehicular entrances to the forecourt and a mature hedge extends along the frontage to the property. Located at the northern end of the forecourt, the appeal site lies immediately behind the hedge, just to the north of a vehicular entrance. It is bounded on its northeastern side by a wall about 5 ft high, whilst the northwestern boundary is also defined by a wall which is about 5 ft in height at the northern corner but runs down nearly to ground level by the vehicular entrance. Although the southeastern and southwestern boundaries are not defined on the ground, I understand that the car port would be about 19 ft long and 9 ft wide.
4. A large brick-built garage opening on to the forecourt lies just to the north of and in front of the line of the main wall of the house. A car port adjoins its southwestern wall, whilst a wooded area extends from the northwestern boundary of the property. Templewood Avenue runs downhill past No 14, with detached houses facing and then extending along both sides of the road in a southwesterly direction.
5. I understand that the current Development Plan is the Greater London Development Plan together with the Council's District Plan. I note that in the District Plan Written Statement, section 5.4 sets out the Council's relevant policy covering the design of new development.
6. The detached houses in Templewood Avenue are generally fairly large and mainly 3 stories in height, with similar treatment of elevations in the neo-Georgian style. The harmonious design and layout of these dwellings, combined with mature gardens and trees flanking the highway, in my opinion creates an extremely attractive street scene. I note however that the proposed car port would be about 7 ft 6 ins high, whilst the front hedge to No 14 is about 6 ft high. Although there is a slight

depression in the levels of the forecourt over the top of the roof and upper parts of the supports of the proposed car port above the hedge particularly when viewed from the lower levels of the site. The car port would also be seen from the highway through the opening in the hedge formed by the adjoining vehicular entrance. With its tubular steel struts and translucent roof set well in front of the existing garage and the house and with the wooded area to the northeast in the background, I consider that the proposal would constitute an alien and unsympathetic feature in the appearance of this residential area and it would therefore be detrimental to a significant extent to its visual amenities.

7. I have had regard to all the other matters raised in the representations including the appearance of the existing car port at No 14. I am satisfied however that these do not outweigh the considerations which have led me to my decision.

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

I am Sir

Your obedient Servant

D F Binnion

D F BINNION, BSc CEng MICE DiPTP MRTPI
Inspector