

## **PROPOSED PARKING CHANGES TO ACCOMMODATE A 3 METRES WIDE VEHICULAR CROSSOVER ON DALEHAM GARDENS**

### **NON KEY DECISION OF THE ASSISTANT DIRECTOR OF ENVIRONMENT AND TRANSPORT**

#### **SUMMARY OF REPORT:**

This report seeks approval for parking changes to accommodate a 3metre wide crossover which will serve 18 Daleham Gardens, following a request from a local resident who has made an application to the Council for a vehicular crossover. The crossover if implemented will result in the loss of one permit holder parking space.

#### **AFFECTED WARDS:**

Frognal and Fitzjohns

#### **BACKGROUND:**

The Conservation section of the Camden Council's Planning Department has confirmed that the Conservation Area Consent is not required in this case, for the demolition of a small part of the boundary wall to the front of 18 Daleham Gardens.

The applicant has submitted a proposed crossover application to the Council and has paid the agreed fees for carrying out the consultation process. The application was considered by officers in the Public Realm and Planning Team within Transport Strategy Service who agreed that the applicant had met the relevant criteria for vehicular crossover and therefore requested the Design Team to progress with a consultation on the parking changes necessary to accommodate the vehicular crossover.

#### **CONSULTATION PROCESS:**

The agreed Level 1 consultation methodology process for Engineering and Transport Strategy Services was carried out. The proposed changes shown on the plan overleaf have been through the statutory traffic management consultation process from 14 March 2013 to 5 April 2013 with a notice of intent traffic order advertised in two newspapers (the Ham and High and the London Gazette). This was undertaken in parallel with a street notice placed on the street and letters sent to statutory consultees, Ward Members and affected frontages describing the proposal and asking for comments on the proposed changes. Respondents were given a 21 days response period.

#### **Consultation Analysis**

A total number of five responses were received from local residents, out of which all five responses were against the proposal.

#### **Consultation response**

The responses received in objection from local residents stated in general that they strongly objected to loss of on street car parking space due to granting a vehicular crossover for 18 Daleham Gardens. Objections raised are summarised below:

#### **Objection 1: CONSERVATION AREA**

This section of Daleham Gardens from No. 26 to below No. 16 should be retained to its original configuration, dating back to the late 19th Century. This is a conservation zone, and should retain its character.

Officer's comments:

Following the Shimizu judgement in 1997, Circular 01/01 was amended to reflect the clarification in the judgment that a Conservation Area Consent (CAC) is required only for the complete or substantial demolition of an unlisted building or structure within a conservation area (note paragraph 31 and Appendix D of Circular 01/01). In this case, the amount of wall which has been removed is a small part of the whole boundary, and does not therefore constitute 'complete' demolition. Officers in the Conservation section of the Council's Planning Department have hence confirmed that the property does not require Conservation Area Consent.

Objection 2: ECOLOGICAL ISSUES

There is a considerable amount of media publicity with regard to the excessive amounts of paving over of gardens and private driveways and the impact of such actions on the soaking up and flow of rainwater. Public concern cannot be disregarded in this respect either. The properties at 18 Daleham Gardens have already had very large extension built at the rear, again limiting the amount of ground available for taking in rainfall.

Officer's comments:

The property is a single family dwelling, with the proposed hard standing considered to be Permitted Development under Article 3, Schedule 2, Part 1, Class F of the GPDO. The applicant has used a French drain along the boundary wall with No. 16 so that there is no issue with rain water running off into the public drainage system.

Objection 3: CONSTRUCTION WORKS

Those of us living in close proximity to 18 and 16 Daleham Gardens have been subject to well over sixteen months of unremitting stress because of the extensive building works at both of these properties.

Officer's comments:

The property owners are responsible to seek advice and get necessary planning and building control approval if required by Camden Council prior to carrying out any extension or alteration works on their properties. The property owner can carry out the construction works on their property as far as they have got the permission to do so, subject to complying with Council guidelines and conditions. Although officers note the stress that building works can cause neighboring properties, this does not have any bearing on whether permission is granted to approve the necessary parking changes to accommodate a crossover for this property.

Objection 4: INSUFFICIENT PARKING SPACES

Residences have raised concerns on the loss on one on street car parking space due to the proposed consultation.

Officer's comments:

The applicant has appointed an independent transport consultant to assess the current parking capacity in Daleham Gardens. Their report indicates that sufficient capacity exists to accommodate the loss of one on-street parking bay.

Table 1 below shows the parking survey data.

**Table 1: Residential Parking Bay Use (Daleham Gardens)**

Time of Beat	No of spaces occupied	%age of spaces occupied
06:00	48	79%
11:00	47	77%
15:00	41	67%
19:00	46	75%
23:00	49	80%

As can be seen from Table 1, there is ample spare capacity throughout the day. More significantly, the occupancy levels at the key times of the day for residents, namely early morning and early evening, show that occupancy of the designated residential bays is no greater than 80%.

Parking occupancy survey carried out in September 2012 by the Council shows that the highest occupancy by resident permit holder's bays is at 65% on Daleham Gardens.

Whilst the proposed crossovers would result in the loss of one on street parking space it is considered that this will not result in any detrimental impact on parking conditions on Daleham Gardens. Officers therefore recommend the proposed crossover and parking changes be implemented.

#### **FINANCIAL IMPLICATIONS:**

The applicant has paid £2674.21, from which £2374.21 will go to Parking Service towards the cost of processing the traffic management order and £300 will go to Transport Strategy, to contribute to the officer time spent assessing the application.

Officer's time charge for undertaking feasibility, public consultation and any additional time spent on the project will be charged to the minor parking cost code CDCP6373.

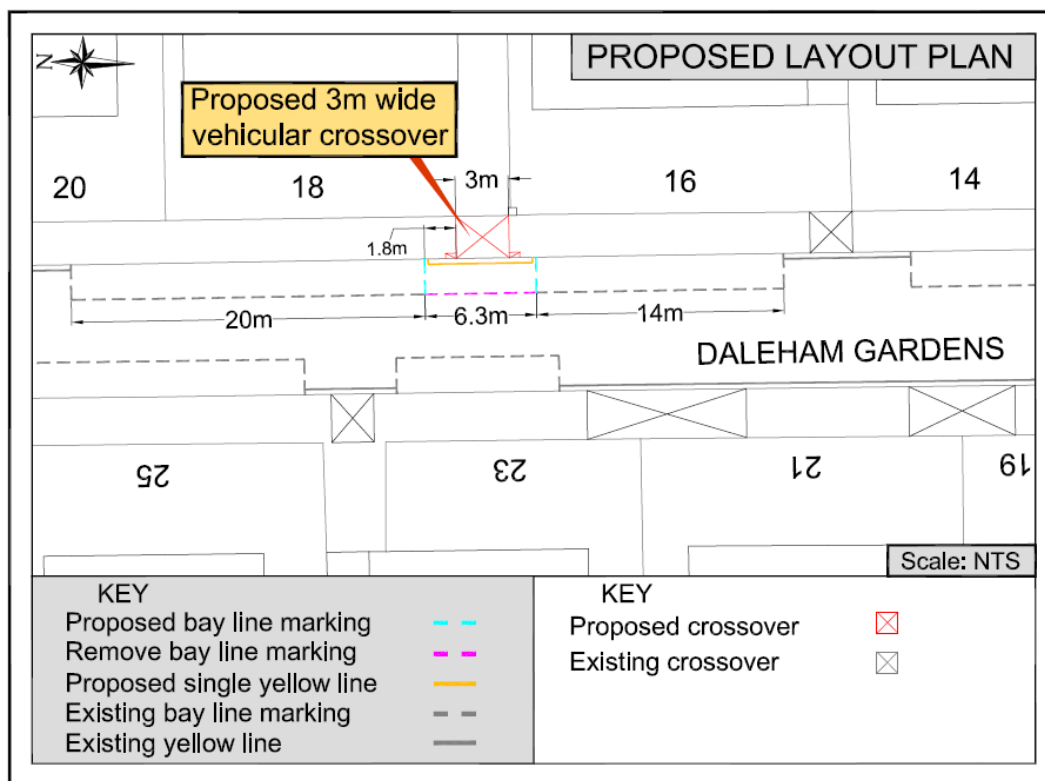
The applicant has been made aware, should this recommendation be approved that he will have to pay towards the cost of implementing the crossover with the dropped kerbs and making the parking bay changes on the street. The implementation of the crossover will only go ahead after the estimated cost of all works provided to the applicant is received by the Council.

#### **RECOMMENDATION:**

That the Assistant Director of Environment and Transport:

- Approves alteration to the existing 40.3 metres of permit holder parking bay, outside 18 Daleham Gardens to accommodate a 2.4 metres wide crossover, by removing 6.3 metres of parking bay and replacing with single yellow line. The proposed changes would leave 20 metres of permit holder parking bay and 14 metres of permit holder parking bay.

**Appendix A** – Drawing as consulted.



Signed by Assistant Director

*Sam Monck*

**Sam Monck**  
**Assistant Director**  
**Environment and Transport**  
**Culture and Environment Directorate**

Date: 18 June 2013

**Officer in charge:** Sadiq Merchant

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Dated: 4 June 2013