



Technical Note

PROJECT: 27 John Street

DATE: June 2014

SUBJECT: Parking

Introduction

WYG has been commissioned by Donald Insall Associates "the Applicant" to support the development proposals at 27 John Street, London "the Site". Planning permission was granted by London Borough of Camden ('LBC') on the 22 April 2013 for a change of use from an office (B1) to a single dwelling (C3) at 27 John Street, subject to a Section 106 Agreement and the discharge of 3 planning conditions.

The purpose of this note is to establish the appropriate level of car parking for the development.

Existing Situation

The Site currently contains an office which is subject to the development proposals and an existing Mews House to the rear, accessed via 21 John's Mews. The Mews currently accommodates two residential units. Parking is shared across the Site between the Mews house and office. The spaces are not marked; however it is estimated that 4 to 5 cars use the car parking area. This parking area is illustrated on Donald Insall Associates' *Existing Ground Floor drawing* (number JS27.02/1001) in Appendix A.

The office is currently accessed via John Street while the Mews house is accessed via John's Mews. All car parking spaces are accessed via John's Mews.

Planning Permission

The planning permission granted on the 22 April 2013 was for a "*change of use from publisher's office (Class B1) to dwelling house (Class C3)*" subject to the Section 106 agreement being signed. There are three planning conditions with only one relating to highways matters. Condition 2 refers to cycle parking and states "***Before the development commences, details of secure and covered cycle storage area for 2 cycles shall be submitted to and approved by the local planning authority in writing. The approved facility shall thereafter be provided in its entirety prior to the first occupation of any of the new units, and thereafter permanently retained thereafter.***"

Car Parking Policy

Camden's Development Policies Adopted 2010, Policy DP18 presents the parking standards for the borough stating "***The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.***"



Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped'.

In reviewing Appendix 2 the residential parking states that for general parking in an area of ***"Low parking provision areas: maximum of 0.5 spaces per dwelling. Rest of borough: maximum of 1 space per dwelling."***

Camden's Development Policies 2010 Policy DP19 *Managing the impact of Parking* states ***"The Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces."***

Car Parking Proposals

It is proposed that two car parking spaces be provided on the site in total. These will be provided via a double garage as indicated on the consented scheme drawing JS27/2001 Ref A by Donald Insall Associates in Appendix A. One space will be allocated to the proposed house and the 2nd space will be assigned to the Mews House in order to re-provide part of their existing provision.

As discussed above, the Site currently accommodates 4 – 5 car parking spaces which are shared across the development. The allocation of two parking spaces is therefore a reduction in the overall number of cars parking on the site. This is likely to have a positive impact on the surrounding streets.

Policy DP18 states that in low parking provision areas a maximum of 0.5 spaces per dwelling should be provided.

The development proposals incorporate a single car parking space for the proposed house at 27 John Street. The policy permitting 0.5 spaces per dwelling has been rounded up; otherwise all applications for single dwellings would need to be car free.

As stated above the 2nd car parking space is outside of the permitted development proposals as it is assigned to the Mews House in replacement of their existing provision.

Conclusion

The provision of two parking spaces across the site is incorporated into the permitted scheme drawings in the form of a double garage.

The parking proposals will see a reduction in overall parking at the site of two to three spaces. This will have a beneficial impact on the surrounding road network.

Finally, planning policy permits 0.5 spaces to be allocated to new residential units. The single additional residential unit proposed as part of the permitted development has been allocated one space (rounded up from 0.5) and is therefore considered to be policy compliant.