

# PLANNING STATEMENT

13 FITZJOHN'S AVENUE, HAMPSTEAD, LONDON, NW3 5EW

CLIENT: SHAKIB LTD

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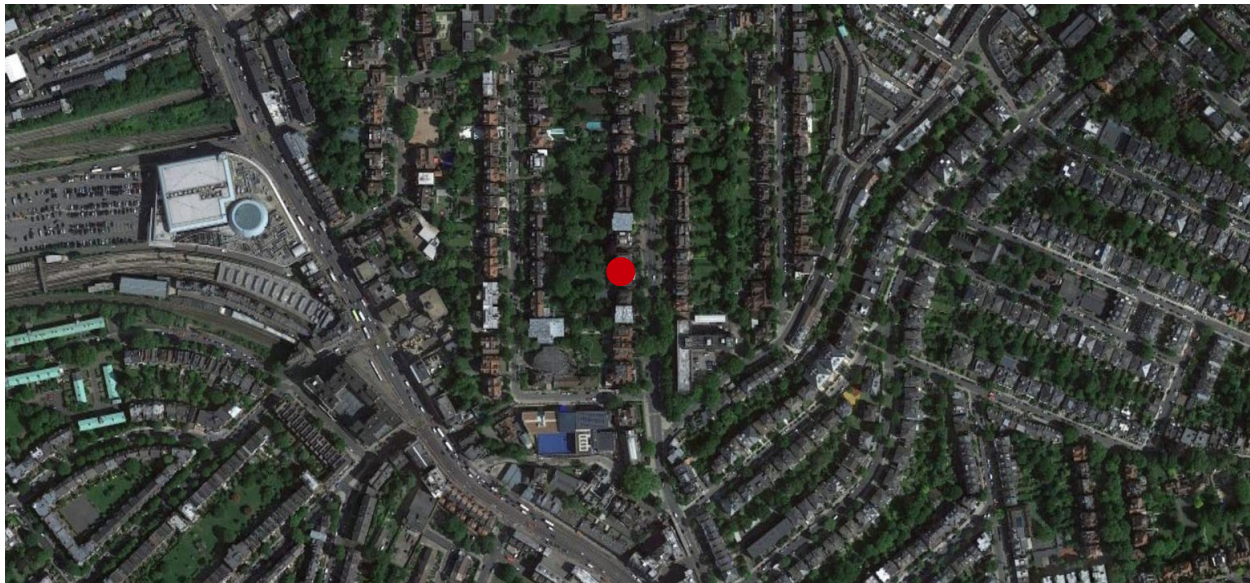
# 1 INTRODUCTION

1.1 This Planning, Design and Access Statement has been compiled by Nieves Design Space and accompanies a planning application submitted to Camden Council in respect of 13 Fitzjohn's Avenue, Hampstead, NW3 5EW.

1.2 The submission seeks planning permission for;

***“Alterations to front garden to form off street parking, including adaptations to existing boundary wall to create shared vehicle and pedestrian access via vehicle crossover from street.”.***

1.3 The submitted proposals are considered to be generally in accordance with local development plan policy and local and regional design guidance.



## 2 PROPOSAL SITE

- 2.1 Fitzjohn's Avenue is a tree lined avenue with grand properties set back from the street which runs broadly North / South through the FitzJohn and Netherhall Conservation Area.
- 2.2 The proposal site is located towards the Southern end and near the border of the Conservation Area itself.
- 2.3 The site is not in a Flood Risk Zone.
- 2.4 The area has good transport links with a PTAL rating of 5 (excellent). Public transport services include Finchley Road and Swiss Cottage Underground stations within a 5min walk. Finchley Road and Froggnal along with Hampstead South Overground stations are also within 10min walk. The area is also served by a variety of bus routes covering wide reaching areas including Edgware, Shepherds Bush, Muswell Hill and Holborn.

### 13 FITZJOHN'S AVENUE

- 2.5 This is an imposing Victorian property spread over 4 storeys with a habitable roof and constructed in facing brickwork and traditional stone and ironwork detailing. It is similar to neighbouring properties in this part of the avenue.
- 2.6 Whilst many of the properties along Fitzjohn's Avenue have existing vehicle crossovers, such as numbers 9, 11 and 17, the application site instead provides a boundary brick wall with pedestrian only access.

## 3 CONSERVATION AREA

### FITZJOHN AND NETHERHALL

- 3.1 The Fitzjohn and Netherhall Conservation Area is located to the south of Hampstead and is generally characterised by its high quality residential Victorian Architecture.
- 3.2 The area is generally residential in nature with streets typically laid out with properties set away from tree lined roads.
- 3.3 The Victorian architecture boasts common features such as red facing brickwork, large multiple storey bay windows and upper ground entrance floors accessed via external stone stairs. Properties are consistently of 3 or 4 storeys and features pitched roof lines, many of which have now been made habitable.
- 3.4 Whilst the areas grand properties would have at one time housed individual families, many of the properties have more recently been divided into smaller apartments.
- 3.5 In addition, many of the properties along Fitzjohn's Avenue have had their front gardens converted to provide off street parking for residents. Some of these are unsympathetic alterations that result in a stark and car dominated street appearance which do not contribute well to the character or appearance of the conservation area.

## 4 PROPOSED DEVELOPMENT

- 4.1 The development proposal aims to provide off street parking to the site in a carefully considered way that is not only environmentally aware, but also gives due respect to the character and appearance of the conservation area so that it can form a positive contribution to the street.
- 4.2 The proposed driveway will form a shared space, which has been shown to result in a safer environment for all users, and makes use of materials in a way that does not prioritise the needs of cars.
- 4.3 The use of modern hard standing that allows grass to grow through will not only allow the land to drain naturally and allow cars to manoeuvre, but will also give the appearance of a short lawn which will help to soften and beautify the existing front garden.
- 4.4 The proposal will also make use of existing and traditional materials and finishes, such as making use of a traditional mosaic style pathway to replace the existing one (which will need to undergo some leveling) but also seeks to introduce traditional iron railings to the light wells to prevent the risk of falling and so improve safety and security.
- 4.5 The proposals in general aim to stay in keeping with the existing architectural style and appearance, even though they will be mostly concealed behind the adapted brick boundary wall.
- 4.6 The result is a carefully considered development that improves safety and security, is environmentally sustainable and considerate, enhances the biodiversity of the site and is attractive and in keeping with the existing building. This helps to ensure that the proposal provides a positive contribution to the conservation area.

## 5 DESIGN + ACCESS

### USE

- 5.1 The existing property is currently in residential use, divided into a number of apartments spread across all floors. These apartments share access via the existing front garden.
- 5.2 The front garden currently houses a dedicated space for bins as well as existing cycle parking.

### AMOUNT

- 5.3 The proposal will make some adaptations to the existing front garden, which is currently predominantly laid out with stone chippings, to provide off street car parking for two cars.
- 5.4 The proposal will require the formation of a vehicle crossover and dropped kerb and will result in the loss of one on street car parking space.
- 5.5 The existing boundary wall will undergo some alterations in order to provide a single shared entrance whilst maintaining the general brick boundary.

### LAYOUT

- 5.6 The proposed front garden will be laid out as a shared space providing access for vehicles and pedestrians. Studies have shown that such shared spaces are conducive to a safer environment for both pedestrians and vehicles.
- 5.7 New permeable paving will provide space for up to 2 cars set away from the main access in order to remain largely concealed from the street view.
- 5.8 This same permeable paving will also designate an area for cars to be able to reverse from the parking spaces so that they may leave in a forward gear. This will be achieved by relocating the existing cycle stand. In doing so it will also increase the usability of this stand and create an additional cycle parking space.
- 5.9 The proposed crossover access is positioned so as to not impact any existing street trees or street furniture.

## 5 DESIGN + ACCESS

### SCALE

- 5.10 The proposed driveway will be mostly concealed behind the existing / adapted front boundary wall. This wall is an approximately 1m high brick construction with brick piers in filled with box hedges.
- 5.11 Adaptations to the boundary wall are to be in scale with the existing detailing and features with the proposed new opening restricted in size so as to minimise the streetward appearance of the vehicle access.

### LANDSCAPING

- 5.12 It is proposed for the front shared space to be zoned using materials and landscaping. The vehicle zones will be marked out using permeable paving such as 'Grassguard' from Marshalls which will provide rainwater drainage to the site.
- 5.13 The boundary wall is proposed to retain the existing box hedges whilst new border planting is proposed to soften and beautify the area generally.
- 5.14 No existing trees will be removed or affected by the proposals.

### DESIGN

- 5.15 The aim of the design has been to provide a high quality solution to create a successful and sustainable shared space capable of providing some off street parking availability without negatively impacting on the appearance of the property from the street.
- 5.16 The design also allows for the incorporation of environmental sustainable drainage and an increase in soft landscaping
- 5.17 Desire-able and attractive features such as the mosaic tiled pathway are proposed to be re-installed to help maintain the appeal and attractiveness of the property.
- 5.18 Alterations to the boundary wall are proposed to be in matching brickwork.
- 5.19 To prevent falling it is envisaged that new iron railings will need to be installed within the site. These will not generally be visible from the street scene

## 5 DESIGN + ACCESS

- 5.20 In general, the proposal aims to use materials to match those existing on site, but introduce additional greenery and soft landscaping.
- 5.21 Example materials and images are provided to help illustrate the character, materials and details of the proposal in a separate Design Ideas document.
- 5.22 The existing front garden provides screened off space for bins which will be retained. Improvement in the site materials will improve the ease with which these bins can be taken to and from the boundary for collection.
- 5.23 The existing front garden provides space for 11 cycles using a cycle rack unit. This will be relocated to help provide space for cars to maneuver. In relocating this, the usability of the rack will be improved to allow for one additional bicycle to make use of the rack.
- 5.24 The proposals will help to improve safety by providing new iron railings to prevent falling into the existing front light wells. These will be of a traditional design and painted black in keeping with the character of the property and existing railings on the upper floors.

### ACCESS

- 5.25 The proposals will help to improve access to the property. The proposed car parking spaces will be generously sized and capable of being designated as disabled spaces.

## 6 CONCLUSIONS

In summary the proposal will result in;

- A high quality design demonstrating high levels of environmental awareness and contributing to climate change mitigation;
- A proposal that enhances and respects the local character, setting and context and so contributes positively to the conservation area;
- The use of relevant, applicable high quality materials, including traditional materials and details;
- An attractive development which complements existing architecture and also improves the appearance of the street and helps to reduce the opportunity for crime;
- A proposal that will provide additional parking off street without negatively affecting the appearance of the street or directly impacting on existing trees etc.
- A proposal that will improve the quality of live of existing residents without negatively affecting neighbours or their existing amenity.

8.1 The planning application should be granted planning permission because;

- The proposal is considered to be in accordance with the NPPF, London Plan and Local Plan strategic, development management policies;
- The proposals will not demonstrably harm the character, function or population of the local area or neighbouring properties;
- The proposals represent a sustainable form of development.
- The adopted NPPF (2012) promotes a presumption in favour of sustainable development.

8.2 In summary it is clear that the application, at all levels, meets the aims (or can be conditioned to meet the aims) and objectives of the various applicable local and regional planning policies and, in accordance with the adopted National Planning Policy Framework, should be **“approved without delay”**.